

Dragon News

British Dragon Association

2007



**Aberdeen Dragon European Championship, and Edinburgh Cup
Tactics from Dave Dellenbaugh, plus Technical Tips
East Coast Championship, and Racing in Russia
North Sails on the water Tuning Guide
Towing Your Dragon**

From the factory to First Place



500th



Petticrow Dragon number 500 has arrived. A dedicated production team and forty years of Dragon racing experience has ensured Petticrow Dragons consistently win most major Inter and National championships. With a service team second to none and present at all major races, is there anything else Dragon sailors need?

Hy Jensen Design

2006 RESULTS

European Championship	1, 2, 4, 5, 6, 7, 8
Grand Prix Douarnenez	1, 2, 3, 4, 5, 7, 8
French Championship	1, 2, 3, 5, 6, 7, 8
Irish Championship	1, 2, 3, 4, 5, 6, 7, 8
Edinburgh Cup	1, 2, 3, 4, 5, 6, 7, 8
Kiel Week	1, 2, 3, 4, 5, 6, 7
Gold Cup	2, 3, 4, 5, 6, 7

and a whole lot more!



Check out www.petticrows.com
for Service / Parts Picker, Used Dragons, Trim Tips

Petticrows

because it's all about winning

Petticrows Limited
The Quay - Burnham-on-Crouch - Essex - England - CMO 8AT
Tel: +44 (0) 1621 782115 - Fax: +44 (0) 1621 785389
Email: petticrows@petticrows.com - Website: www.Petticrows.com

Dealer for Germany:
Vincent Hoesch
Tel: +49 17527006
Email: vincent2@t-online.de

Dealer for Benelux:
Dupon Watersport - Mobile: +31 297 325 650
Email: andre.dupon@wxs.nl

Dealer for Sweden:
Leif Carlsson - Tel: +46 8717 0464
Email: leif.carlsson@sunecarlssonbatvarv.se

Dealer for Norway:
Steff Herbern - Herbern Marina as - Stranden 30
0250 Oslo - Norway
steff@herbern.no - www.herbern.no
Tel: 0047 90011400 - fax: 0047 22 83 1970

Herbern

Dragon News Contents

Dragon Fixtures	1
Aberdeen Dragon Europeans Fiona Brown reports	2
RCYC Sailors visit Russia David Hall was there	6
Technical Tips - 11 from Martin Stavros Payne	7
Tactics from Dave Dellenbaugh Assess your risk level at the Start	8
Edinburgh Cup Words and photos by Fiona Brown	10
East Coast Championship James Holmes reports from Burnham	13
Tactic from Dave Dellenbaugh Upwind strategies for persistent shifts	14
Fleet Reports from Aldeburgh, Burnham, Lowestoft, Medway, and The Solent	16-20
Technical Tips - 12 from Martin Stavros Payne	20
Towing your Dragon Tim Tavinor with essential advice	21
Technical Tips - 13 from Martin Stavros Payne	22
North Sails on the Water Tuning Guide	24

BRITISH DRAGON ASSOCIATION

Website: www.britishdragons.org

DRAGON NEWS

Editor: Rory Bowman

rorybowman@bowmaningredients.co.uk

Production and Design Editor: Jan Harber

janharber@aol.com

Cover – *Jerboa* at the Aberdeen Dragon Europeans
– photo by Hamo Thornycroft



CHAIRMAN'S MESSAGE

A great season for the UK Dragon fleet, with the highlight being the Europeans and Edinburgh Cup in Cowes. Our thanks in particular to Aberdeen Asset Management for entering into the spirit of the Dragon class and ensuring an event that exceeded our expectations of a generous sponsor. We hope their involvement with us continues to grow.

John Grandy, Trish and the team at the Royal Yacht Squadron delivered a European Championship that the BDA could be extremely proud of and my thanks to them and Mike Williamson for quietly and meticulously ensuring the Dragon imprint on the event.

Gavia and Louise Morton and the team at the Royal Corinthian organised an innovative Edinburgh Cup and I am sure that trend will continue at the Weymouth event in 2007. In my time in BDA office I have come to appreciate how much organisation goes into a successful event that the average sailor largely takes for granted. My thanks on behalf of the BDA to all those involved.

My parting plea to the membership is to support these efforts on our behalf as much as possible. Go to the Medway and Weymouth (how will you be able to criticise with conviction which way Ben Ainslie goes up the second beat in 2012 if you haven't sailed there?). And don't forget the Worlds in Dublin for those lucky enough to qualify.

Rory Bowman

Dragon Fixtures 2007

08 - 15 April Gold Cup Palma Spain

28 April - 05 May Grand Prix Petit Navire Douarnenez France

26 -28 May Eastern Championship River Medway

5 - 9 June Trophy International de Dragon de La Baule, France

15 - 17 June Championnat International de Mediterranee Cannes, France

18 -23 June La Trinite sur Mer, France

30 June - 3 July South Coast Championship Weymouth

4 - 7 July Edinburgh Cup Weymouth

01 - 04 August Open Finnish Championships Hanko

05 -10 August Volvo Dragon European Championship Hanko

30 August – 8 September World Championship RStGYC, Dunlaoghaire, Ireland

IRISH NATIONAL EVENTS

12-13 May RAYC Baily Bowl, Dunlaoghaire

2 - 4 June East Coast Championship - RStGYC, Dunlaoghaire

15 -17 June South Coast Championship - Glandore

12 -15 July Dunlaoghaire Combined Regatta

15 - 21 July Glandore Classic Regatta - Glandore

16 -19 August Irish National Open Championship - Kinsale

12 -14 October Jack Craig Memorial Bell - Lough Derg



DRAGON EUROPEAN CHAMPIONSHIP

Fiona Brown reports photos by Hamo Thornycroft

After the first race of the Aberdeen Dragon European Championship, sponsored by Aberdeen Asset Management, in Cowes, Germany's Thomas Muller and Denmark's Lars Hendriksen were tied for the lead on 16 points. Third and fourth place were also extremely close with Frank Berg of Denmark on 25 points and Maksim Semerkanov of Russia on 26 points, while Bo Selko, also of Denmark was fifth on 32 points. Just to keep the excitement levels up Georgy Shayduko of Russia, Louis Urvois of France and Portugal's Antonio Correia had a three-way tie on 38 points for sixth.

Race two got underway in near perfect conditions, 5-6 knots of wind from 150 degrees on a course paralleling the Lee on Solent shore. Unsurprisingly the majority headed left for the beach in search of the wind bend and at the weather mark it was Denmark's Bo Selko, helming for Peter Johansen, who led the fleet from fellow Dane Peter Warrer. Ireland's Simon Brien was third very closely followed by Germany's Jakob Bergbauer, Russia's Maksim Semerkanov, Denmark's Valdemar Bandolowski and in seventh Thomas Muller of Germany. The remainder of the top ten was filled by Russian teams with Sergey Maslov in eight, Alexander Ezhkov ninth and Georgy Shaydukov, helming for Artem Kuznetsov, in tenth.

Selko had clearly decided his name was on this race and defended his lead magnificently to the finish. Behind him Warrer initially looked good for second place but Brien got through him on the second beat and from there he slid backward to finish 16th. Having sailed himself into second, Brien was not letting go, so the battle was now for third place with Semerkanov, Bergbauer, Bandolowski, Muller and Ezhkov giving it all they'd got with every tack and gybe as the wind slowly increased. Eventually it was Semerkanov who took third from Ezhkov with Muller fifth. Russia's Oleg Khopersky sailed a very nice final lap to move from tenth to sixth with Denmark's Lars Hendriksen, helming for Edward Sawyer, seventh, Bandolowski eighth, Bergbauer ninth and Poul-Richard Hoj-Jensen tenth.

By the start of race three the sea breeze had filled in and the wind was up to 14-16 knots. Despite having wind and tide against them the fleet was over eager at the first attempt and PRO John Grandy

called them back. They got away on the second try and at the first weather mark Denmark's Frank Berg showed the fleet a clean pair of heels with Ireland's Neil Hegarty in second. Selko slotted into third with Hendriksen, in fourth. Bandolowski rounded sixth in a gaggle of boats that included Sweden's Tom Lofstedt, Louis Urvois from France, Warrer, local girl Gavia Wilkinson-Cox and Portugal's Antonio Correia.

As Berg consolidated his lead, Hendriksen pulled up into second and the two of them settled in for the remainder of the race. Behind them the pack remained tight right up until the line where Selko took third from Bandolowski with Hegarty fifth and Correia sixth. Hoj-Jensen sailed a cunning final lap to move up into seventh while Semerkanov kept hold of eighth just ahead of Lofstedt. The battle for tenth place was a hum-dinger between Muller and Wilkinson-Cox, made all the more tense by the fact that Wilkinson-Cox was sailing Muller's old boat which she purchased from him earlier in the year. Initially it looked as if Muller had made a mistake in letting the boat go but eventually he managed to slip past on the final beat to take tenth with Wilkinson-Cox eleventh.

For Wilkinson-Cox, a Dragon crew of many years standing who only turned to helming a couple of season ago, this was a highpoint in her sailing career. "I'm thrilled to be the top British boat in this afternoon's race and as Captain of the Cowes Dragon Fleet I'm also thrilled to have such a high level event sailed in the Solent," said Gavia after sailing.

Each day Dubarry of Ireland, makers of those wonderful leather sailing boots so loved by Dragon sailors, presented the Dubarry Team of the Day Award which on the first day went to Robert Alpe and his crew Bob McCluskey and John Mellows. Robert and Bob came all the way from Australia to compete with local boy John in this regatta and the Dubarry Award recognised them as the furthest travelled team.

THIRD DAY

The 41 competitors sailed a tough fourth race on the third day. With four of the seven races now completed the discard came into play and in addition there was a correction to the results published

previously with the new results using the correct bonus points scoring system. This did not make any significant change in positions but changed the points spread which could prove crucial.

In the overall standings Denmark and Russia were the dominant nations. Lars Hendriksen of Denmark, sailing with Will Willett and Martin Leifeldt aboard Edward Sawyer's *Clairvoyant*, led the championship on 16 points while Germany's Thomas Muller, with crew Martin 'Stavros' Payne and Mario Wagner, lay second on 26 points. Just 6.7 points separated third to ninth places held by Valdemar Bandolowski (DEN 30 pts), Bo Selko (DEN 30.7 pts), Georgy Shayduko (RUS 32 pts), Maksim Semerkanov (RUS 33.7 pts), Frank Berg (DEN 36 pts), Alexander Ezhkov (RUS 36 pts) and Jakob Bergbauer (GER 36.7 pts) respectively. Ireland's Simon Brien rounded out the top ten overall on 43 points.

For the third day running the Solent provided sparkling conditions and the RYS race committee got racing underway as the wind began to build from the west. This was one of the closest races so far and there was a heightened air of tension from the first signal.

At the first weather mark Sergey Pigiugin's team from the Ukraine led the fleet, closely followed by Jakob Bergbauer of Germany and Lars Hendriksen of Denmark. Peter Nicholson, one of the elder statesmen of Dragon sailing and a Cowes fleet member, rounded fourth with Louis Urvois of France fifth and double Olympic gold medallist Valdemar Bandolowski of Denmark sixth. Georgy Shayduko was the first Russian to round in seventh, followed by Christian Boillot of France, Finland's Lauri Rechardt and then Brits Rob Campbell, Keith Skelsey and Gavia Wilkinson-Cox.

On the first run Pigiugin, Bergbauer, Hendriksen and Nicholson held their positions, but behind them Shayduko had the bit between his teeth and began clawing back places to round the leeward mark in fifth ahead of Bandolowski, Urvois and Boillot. Wilkinson-Cox was also on a mission and rounded ninth.

On the next beat Shayduko and Wilkinson-Cox kept the pressure on and at the second weather mark Pigiugin continued to lead from Bergbauer but Shayduko moved into third with Nicholson fourth as Hendriksen dropped back to fifth ahead of Urvois and Wilkinson-Cox.

On the final run Hendriksen dug deep and showed impressive boat speed to pull back up into second hard on Pigiugin's heels as they rounded the last mark. They took off up the right-hand-side but a few minutes in Hendriksen made his decisive move and tacked away. Faced with the dilemma of covering Hendriksen or the fleet Pigiugin stood on, a move which was to be his undoing. At the line it was Hendriksen by 17 seconds from Pigiugin with Bergbauer third, Bandolowski fourth, Shayduko fifth and Nicholson sixth. Ireland's Simon Brien sailed a lovely final beat moving up from tenth to seventh with Semerkanov in eighth, Campbell ninth, Urvois tenth and Wilkinson-Cox eleventh.

Alongside the main competition the anonymous selection committee found some worthy winners for the Dubarry Team of the Day Award. On Tuesday the award was presented to Mike Hayles and his team Alex MacDonald and Des Davies aboard GBR681 for their heroic determination to compete in this regatta despite the loss of their own boat which sank without trace during the Edinburgh Cup just a week ago. Wednesday's award went to Lauri Rechardt and his team of Risto Rytty and Nicola McLennan sailing FIN 63, who rounded the first weather mark in ninth place and then conducted a comprehensive fleet review to finish 36th – a truly worthy performance.

FOURTH DAY

Conditions continued to be exceptional with more glorious sunshine and a slowly building breeze.

The overall leaders had mixed fortunes and although Denmark's Lars Hendriksen continued to lead, his margin was now just 6.7 points having taken tenth in race five and a disappointing 19th in race six – give him 45 points overall. Fellow Dane Bo Selko's win in the fifth race was enough to move him into second overall on 51.7 points just one point ahead of Russia's Maksim Semerkanov whose 13th in race five was fully compensated with a win in race six. Valdemar Bandolowski of Denmark remained in fourth, now on 64 points but German Tommy Muller's overnight second place took a hammering with 16th and 23rd places so he dropped into fifth with 70 points. Behind Muller local sailor Eric Williams was sixth (72 pts) with Ireland's Simon Brien seventh (75 pts), Denmark's Frank Berg eighth (76 pts), Artem Shayduko of Russia ninth (78 pts) and Sweden's Tom Lofstedt tenth (81.7 pts).

At the start of this morning's race local girl Julia Bailey was a woman on a mission. She and her crew, husband Graham and David Heritage, took possession of the committee boat end and then immediately tacked off to the right. The majority preferred to head left looking for the wind bend on the north shore but Julia was on the money and rounded well clear at the windward mark. Behind her Lars Hendriksen and Bo Selko rounded second and third ahead of fellow Brit Owen Pay. Finland's Lauri Rechardt was fifth followed by Rob Gray, Peter Nicholson, Tom Lofsted, Alexander Ezhkov and Eric Williams.

Bailey looked supremely confident for the next three legs, happily holding off all challengers to lead at the final leeward mark from Selko and Pay, Poul-Richard Hoj-Jensen of Denmark had sailed a blinding last run to move up from the cheap seats into fourth with Williams fifth, Nicholson sixth, Gray seventh and Hendriksen eighth. The final beat was to be a real cliff hanger as Bailey and Selko split tacks. It was clear that Selko was gaining ground but as they



Winners of the Aberdeen European championship – Hendriksen, Willett and Leifeldt sailing Edward Sawyer's *Clairvoyant*



approached the line it was neck and neck and the two boats crossed so close together that even the competitors didn't know which had one. Only the sharp eyes of the Royal Yacht Squadron's man on the line were able to confirm that Selko had taken the race by a hair's breadth from Bailey. Hoj-Jensen sailed his best race of the regatta so far to take third with Pay fourth, Lofstedt fifth, Ezhkov sixth, Nicholson seventh and Williams eighth. Gray and Hendriksen rounded out the top ten.

After a short delay as the wind settled and PRO John Grandy and his team re-laid their course along the Bramble Bank, race six, the penultimate race in the series, was away. This time Maksim Semerkanov of Russia came out of the first beat in the lead with Williams, Rob Campbell of Britain, Bandalowski, Lofstedt, Peter Warrer, also of Denmark, and Cowes Fleet Captain Gavia Wilkinson-Cox in pursuit. Frank Berg, Antonio Correia and Oleg Khopersky completed the top ten after the first beat.

Semerkanov was never seriously challenged and Williams comfortably held second. Lofstedt moved into third place on the first run and was followed into the leeward mark by Bandalowski, Berg and Correia with Wilkinson-Cox still seventh and Campbell eighth. On the second beat the top four began to stretch away as Correia moved up into fifth and Wilkinson-Cox took sixth. Berg was now seventh just ahead of Simon Brien from Ireland. On the final run Campbell and Berg swapped places but everyone else held steady. At the line after the final beat it was Semerkanov, Williams, Lofstedt, Bandalowski and Correia with Campbell and Wilkinson-Cox swapping places in the closing moments to finish sixth and seventh respectively. Berg took eighth with Brian ninth and fellow Irishman Neil Hegarty tenth.

The Dubarry Team of the Day Award went to POR48 *El Gringo*, helmed by Antonio Correia and crewed by Pedro Andrade and Alfonso Marques, who took a truly unusual approach to mark rounding by hitting both the weather and spreader marks in the same rounding. Gentlemen that they are, they promptly exonerated themselves by doing both their penalty turns making them worthy winners!

FINAL DAY

At the end of a closely fought regatta, Denmark's Lars Hendriksen and his crew Will Willett and Martin Leifeld, sailing *Edward Sawyer's Clairvoyant*, were the 2006 Aberdeen Dragon European Champions. By winning the final race in stunning style, Denmark's Frank Berg, sailing with Soren Kaestel and Neils Buddelund took second, while Bo Selko, crewed by Morten Harmsen and Klaus Landsmann of Denmark, was third and Russia's Maksim Semerkanov, crewed by owner Inna Shternberg and Mikhail Kondratiev, was fourth.

The championship came to a close with a final three-hour race in the central Solent under more sunny skies and with 15-18 knots of wind. Initially it looked as if the title could have slipped from overnight leader Hendriksen's grip as he rounded the first mark three quarters of the way down the fleet. Fortunately for him race leader Berg, lying fourth overall going into the day, could not win the regatta and his only two competitors, Selko and Semerkanov were just a few places ahead so all was not yet lost.

Berg had decided to close the regatta in style and led the entire way round the course to win by a huge margin. Second place was a battle between Sweden's Tom Lofstedt and the Ukraine's Sergey

Pigiugin in which Lofstedt was eventually victorious. Cowes girl Julia Bailey took fourth place just ahead of Ireland's Simon Brien in fifth with Britain's Len Jones sixth, Portugal's Antonio Correia seventh and Oleg Kohpersky of Russia eighth.

Back down the fleet the Championship was still to be decided. Hendriksen knew that provided Selko and Semerkanov finished in the teens or worse he was safe despite his own poor position. It was nail-biting stuff as the three boats slogged round the course. In an attempt to catch his rivals Hendriksen took a right-hand flyer up the second beat but only gained two places. Semerkanov and Selko meanwhile were enjoying a classic dog fight as the pair vied to not only move up the fleet and beat Hendriksen but to beat each other as well. Despite Herculean efforts they could do no better than 18th and 19th respectively and, knowing that he need do no more Hendriksen elected to turn away without crossing the line.

At the prize giving His Majesty King Constantine of the Hellenes, President of the International Dragon Association, presented the prizes and congratulated the Royal Yacht Squadron, the International and British Dragon Associations, the Cowes Dragon Fleet and event sponsor Aberdeen Asset Management for an extremely successful championship.

For Hendriksen, Willett and Leifeld this was a particularly poignant win as their owner and regular helmsman, Edward Sawyer, was in hospital following an accident at the previous week's Dragon Edinburgh Cup. In his acceptance speech crew member Will Willett said "We'd like to thank the Royal Yacht Squadron for five days of fantastic racing and we'd particularly like to thank Ted Sawyer, whose generosity and enthusiasm for Dragon sailing is such that when he knew he would be unable to compete this week he insisted Lars and I race the boat. We are very proud to win this trophy on Ted's behalf."



Martin Gilbert, CEO of Aberdeen Asset Management, said..."Aberdeen Asset Management has been proud to sponsor the 2006 Aberdeen Dragon European Championship and we congratulate all 41 crews on their fine efforts this week. It has been a regatta of the very highest standard. We would like to express our sincere gratitude to the Royal Yacht Squadron for hosting a splendid week's racing."

The Dubarry Team of the Day Award on the final day went to the final boat to cross the line in the final race of the series. The entire Russian team had been wonderful competitors at the regatta and so Sergey Maslov and his crew Alexander Ekhov and Andrey Dolgov aboard *RUS3* received an exceptionally warm welcome from their fellow sailors as they came up to collect their Dubarry boots.





Welcome to Aberdeen

Aberdeen Asset Management is your gateway to more investments in more regions than ever before. As an independent asset manager, we deliver superior performance through specialist product management. Plus our rigorous team approach underlines every product's focus on long-term performance. So whatever your investment requirements visit www.aberdeen-asset.com

Equities | Fixed Income | Multi-Asset | Property



RCYC Dragon Sailors visit Moscow

In early October 2006 nineteen Dragon sailors from the Royal Corinthian YC visited Moscow. David Hall describes their experiences...

The airport was about an hour's drive from Moscow which gave us an opportunity to see the surrounding countryside and outskirts of the city before arriving at Red Square for a photo session in front of the Kremlin and Orthodox Church buildings.

As dusk fell we were transferred to the Five-Oceans Restaurant to meet Alexei Grigoriev with his wife, and have our first Russian meal – various hors-d'oeuvres (including horse), followed by fish or lamb, and coffee, plus beer on tap, metered and charged at the end of the meal. Our hotel was a further hour's drive NE of Moscow on the Pirogovo Lake where we were to be sailing.

After breakfast, a very substantial RIB with 2 x 275hp Mercury outboards arrived to take us a mile across the lake to the recently-built Pirogovo Dragon clubhouse. The first floor changing rooms were overheated and a bit like a sauna, but the weather at 10 - 15° C was warmer than usual at this time of the year. Piped music welcomed us onto the pontoon as well as in the clubhouse.

The lake is approximately four to five miles long, and a mile or so wide, surrounded by plenty of woodland. There are no mountains or hills close by this very pretty area. The maximum depth of the lake was about 40 metres.

Some of our Russian hosts had 40-60ft motor yachts on the lake which they had brought through the European canals from Marbella in Spain.

After a friendly and formal opening ceremony, we were towed out to the race course. We completed two races during the afternoon of about an hour each. The winds were light and very variable. A very competent race team was provided with a main committee boat, several RIBs and an on-the-water race judge. A Grandbanks motor yacht was available for the spectators.

The first race was won by Poul-Richard (RUS 2), crewed by Tim Taviner and Nigel Musto, with Boris Stasya (RUS 6) in second place and Mark Wade (RUS 49), crewed by Mandy Wade and John Davies in third place. There was just time for a sandwich before the start of the second race, which was also sailed in very light airs. Sergey Maslov (RUS 3) won, with Inna Shternberg, (RUS 77 Diamond) in second place and Boris in third. Our team Martin Makey, Mike Holmes and Rob Campbell were 4, 5 and 6. The third race was won by Mikhail Senatorov (RUS 34 Russo-Orient Express), with Poul-Richard second and Rob Campbell third.

At dinner that evening we mixed and mingled with our hosts, not all of whom spoke English although they all made a very big effort. We discovered that our Dragon hosts who owned the boats normally brought in hired hands for their racing, many of whom were Olympic coaches and trainers. We had a tough job to win on our hands.

Later, we split into two groups: some were taken over to the golf range, and others onto Arnold's 46ft motor yacht, which sped us along the lake at 25 knots to his house. Here we were generously entertained in his extensive wine cellar.

Back at our hotel we spent some time sampling several glasses of Russian vodka.

The next morning, we were feeling the effects of the vodka, but the sun came out as we sailed out to the course where we managed to complete three races.

The fourth race was won by Boris, with Martin Makey (RUS 37), crewed by Simon Cash and Rene Nel in second place, with Inna Shternberg in third. The fifth race was won by Rob Campbell with Arnold Shternberg RUS 1 (The Godfather) in second place, Makey third; next best British boat Poul Richard, fifth, Mike Holmes sixth Mark Wade eighth. The final race of the series was won by Boris, with Shternberg second and Makey third.

We came ashore and were taken in the RIB straight back to the hotel to change for the formal dinner. We were in the restaurant by 1745 and our hosts provided a most magnificent dinner, which included Russian red and black caviar, salmon, soups, pork, sturgeon and goose. All served with vodka, Chateaufort du Pape, and Pouilly Fume.

Guests of honour included the British deputy ambassador and the vice chairman of the Russian Central Bank. There were friendly speeches from our hosts, and Rob Campbell who had organised the UK side of the event.

Medals were given to the best British Dragon (Rob Campbell crewed by Jonathan Hill and David Hall, who were third overall). Martin Makey was also on 20 points but on countback was in fourth position. Every British sailor was presented with a framed photograph of themselves during the racing. A new trophy was presented to the winners – the Russians, by some margin. RCYC presented a photograph of our clubhouse in Burnham to their Commodore, and a Gentlemen's Relish to all the Russian competitors.

The official regatta came to an end that evening. The following morning we were taken into Moscow for a tour of the Kremlin. This included a trip around the Armoury and a visit to a couple of Russian churches, which amazed us with the paintings of icons from ceiling to floor and on all the columns. The afternoon was spent over a long lunch at No 1 Red Square, then a concert at the institute of Science and Technology, which we very much enjoyed.

On the last morning we visited a printing works, owned by Mikhail Senatorov, whose father Vassily had liaised with Rob Campbell and contributed so much to the organisation of the event. After a short tour, our hosts provided lunch in their in-house restaurant – borsch, hors-d'oeuvres, cheese and coffee.

A wonderful and memorable visit with good sailing which the RCYC Dragon sailors will treasure.



Technical Tips

11 - Leeward Drops Under Pressure

POLE ON BOOM ROUND UP

1. Foredeck person comes back in and lets off genoa halyard coarse tensioner.
2. Release mast ram.
3. Coarse runner to upwind mark.
4. Fine tune runner pulled until forestay goes tight, mast back!
5. Unfurl genoa (do not unfurl genoa if forestay is sagging).
6. Open hatch.
7. Ease guy and bring kite behind mainsail.
8. Drop spinnaker, close hatch, sheet genoa and main, round up.
9. When both sails are set and driving, return pole to boom.

POLE ON FOREDECK ROUND UP

Round up as above, but drop pole when spinnaker is safely in shute.

POLE ON BOOM, GYBE DROP

1. Foredeck person comes in boat WITH pole.
 2. Release genoa halyard coarse tensioner, and mast forward off.
 3. Backstay on until forestay goes tight, releasing all runners.
 4. Unfurl genoa (do not unfurl if forestay is sagging)
- Mast back.

David Dellenbaugh's

SPEED&Smarts



Great value, top tips from

DAVID DELLENBAUGH

Starting helmsman for *America 3's* successful defence of the 1992 America's Cup and coach and tactician for *Mighty Mary's* 1995 campaign...

There is a wealth of knowledge in David's monthly newsletter, *Speed&Smarts*, packed with "how-to" tips for racing sailors.

The Dragons are grateful for his permission to reproduce articles from *Speed&Smarts* on a regular basis. We continue in this issue with

Assess your risk level at the start

— on pages 8 and 9 overleaf, and

Upwind strategies for persistent shifts

— on pages 14 and 15

Check out Dave Dellenbaugh's sample issue of *Speed&Smarts* on: www.speedandsmarts.com

5. Open hatch.
6. Ease guy and bring kite behind mainsail.
7. Drop spinnaker, gybe, then sheet in both main and genoa.
8. Close hatch, set up the runners and release the backstay.

POLE ON FOREDECK, GYBE DROP

Forget number 1. But do all the rest, as above.

Drop the pole when spinnaker is safely in shute, before the gybe.

Martin Stavros Payne

Europe's favourite Dragon mast is now available in the UK from Rig Magic.

RIG MAGIC are the sole importers of Nordic spars into the UK. We can build you a very competitive Dragon rig using Nordic sections at a price that is sure to delight you. The quality of our work and attention to detail are second to none - as is our in-depth understanding of making Dragons go fast. Call or email **Nigel Theadom** for a quotation.

Rig Magic

**NORDIC
MAST**

Rig Magic, Suffolk Yacht Harbour, Levington, IPSWICH IP10 0LN t: 01473 655091 f: 01473 655091 info@rigmagic.co.uk www.rigmagic.co.uk



STRATEGY

Assess your risk level at the start

Every race is full of choices. You can go to the left side or the right; start at the pin end or in the middle; cover the other boats or sail your own race; duck a starboard tack or lee-bow them. The chance to make hundreds of choices in each race is part of the challenge and fun of sailing.

Each of the decisions that you make in a race involves a certain amount of risk. If you go all the way to the left corner you may lose everyone on the right. If you start in the middle (where it's harder to judge the line), you might be OCS.

Risk is not inherently good or bad. But if you don't think about your own situation and how much risk you are willing, or need, to take, then your choices may not turn out to be very successful.

For example, let's say the windward (RC boat) end of the starting line is quite favored. Should you fight for a good start right at that end, or move farther down the line?

The answer depends a lot on your situation in the race and/or series. If this is the first race of a big regatta and you have great boatspeed and a chance to win, you'd be crazy to risk getting stuck in a crowd at the favored end. If, however, it's the last race of a series

and you need to win the race in order to win the regatta, then this might be a good risk to take.

Same starting line, different choice. Every time you must make a decision, the level of risk varies and so does your interest in assuming risk. The important thing is to be aware of your big-picture situation so the choices you make will match your overall risk strategy. This is especially important at the start.

Strategic risk

When you're planning an approach to the start, there are several kinds of risk involved. One is 'strategic' risk – the chance that you will put yourself into a position where you lose distance to other boats because of changes in the wind, current or other factors.

Since you cannot be everywhere at once, the start always involves a certain degree of strategic risk. If you start near the pin end, maybe the right side will pay off, or vice versa. If you start in the middle, both sides may come out ahead. You cannot eliminate strategic risk at the start, but you can do certain things to minimize it if you want.

Tactical risk

A second type of risk is tactical,

relating to other boats. Of course, some of this involves individual boats around you. But in this issue (on the macro view of starting) we are looking at fleet tactics rather than boat-to-boat tactics. For example, we know that both ends of the line often draw a crowd. Since it's fairly risky to start in the middle of a pack, it's usually a higher-risk move to start close to either end.

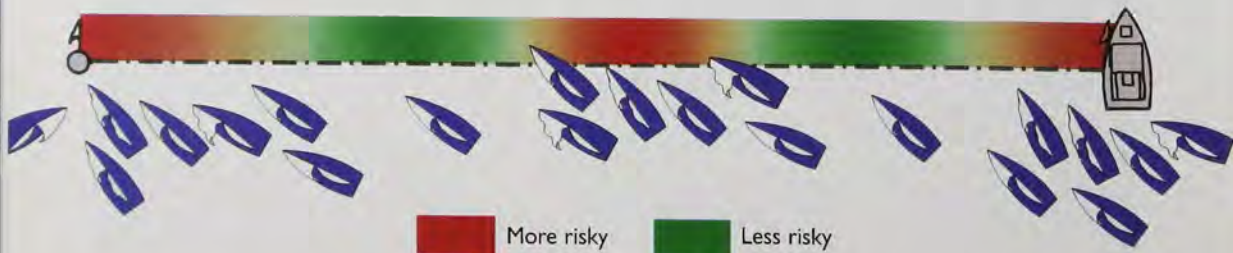
Low risk or high risk?

While you are preparing for the start, there is usually a certain level of risk that you want to take, or that you are willing to tolerate. This depends on a wide variety of differing circumstances.

Low Risk: Here are some situations when you would not want to take very much risk at the start:

- It's the first race of a big series.
- You are the fastest (or biggest) boat in your fleet.
- It's the last race of the series and you have a 10-point lead.
- You are sailing in a large fleet.
- It's very windy or wavy with a fair chance of capsize or breakdown.

High Risk: Here are situations when you might be willing to take more risk on the starting line:



There are certain areas of the line you should avoid when you want to minimize risk at the start. Both ends are at the top of this list. Tactically, they are high-risk because the fleet often crowds together at each end, even when it's not 'favored.' Strategically, starting at an end is risky because you are committing to be all the way on one side of the fleet. The middle of the line usually gives you a more conservative start, unless you're in the middle of a pack. When you're fighting other boats, you have a much lower chance of getting off the line with clear air and speed.

David Dellenbaugh's
SPEED & Smarts™



- You are one of the slowest (or smallest) boats in your fleet.
- It's the last race of a series and you need to win the race in order to win the regatta.
- You are sailing in a small fleet that is very competitive.
- You have not yet used your throwout(s) in the series.

How to manage risk

One key to success in sailboats is matching your risk exposure to your situation. It's fairly easy to think of ways to increase your risk on the starting line. For example, you could start on port tack, fight for "the" start at either end, or poke your bow ahead of the fleet in the middle of the line.

It's also easy to be conservative by starting in the third row, or at the unfavored end. The hard thing is finding a strategy somewhere in the middle. Ideally, a start should minimize your risk of making a big

mistake, but not be so safe that you aren't competitive with other boats.

Here are some strategies you can use to help achieve this:

- Stay away from packs of boats. These tend to push over the line early, and make it hard to get off the line with clear air.
- Avoid the edges of the fleet. These extremes are usually risky, both tactically and strategically.
- Know where the starting line is by using a line sight (see pages 8-9). Make sure you are right up on the line without being over.

In a regatta or series, one thing that works well for me is using a consistent starting technique. I try to avoid starting at the pin end one race and the boat the next (unless something changes drastically). Instead, I use the same approach and aim for roughly the same spot at every start. This way I get into a rhythm that makes starting easier, safer and more successful. •

If you're thinking about starting in a high-risk area, you must consider whether the risk you are taking is worth the potential reward. A couple boats will usually get killer starts at the favored end, but many others will end up in trouble, well behind boats that started with less risk.

SPEED & Smarts 93

(ISSN 1075-5772) is published by
Four Winds Inc.

Address: PO Box 435, Easton, CT
 06612-0435 USA

Customer service: 1-800-356-2200 or
 203-445-0734 (outside U.S.)

New subs: 1-800-356-2200

Fax: 203-445-0735

E-mail: SpeedandSmarts@optonline.net

Go to www.SpeedandSmarts.com to

- Change your address
- Renew your subscription
- Give a gift subscription
- Order back issues.
- Get the new racing rules DVD

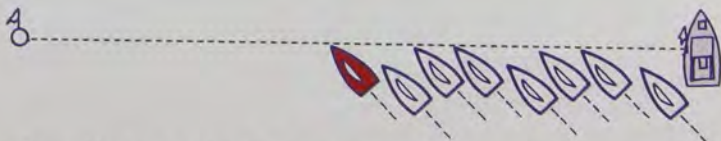
Publisher/Editor: David Dellenbaugh
 Office manager: Joanne DeLuca
 Art: Brad Dellenbaugh

© 2006 Speed & Smarts

Subscriptions: Annual rate is \$40 in the US, \$45 in Canada, and \$50 in other countries. Subscriptions outside the U.S. are sent via air mail. *Speed & Smarts* is published bi-monthly. Issues are numbered sequentially; issue dates are approximate.

Postmaster: Periodicals postage paid at Bridgeport, CT.

Changes to: Speed & Smarts
 PO Box 435 Easton CT 06612



The red boat may think she is getting a conservative start by positioning herself in the middle of the line, but her start is actually fairly risky. From a strategic point of view, she is all the way on the left side of the fleet. Though she is not fighting with a crowd, this is a lot like starting at the pin, so she will be in trouble if the wind does not go her way.



EDINBURGH CUP 2006

words and pictures by Fiona Brown

Day one of the Dragon Edinburgh Cup in Cowes brought heavy airs and cold grey conditions. The 35-strong fleet from six nations enjoyed a lively practice race in 20 knots and a steep wind-over-tide chop.

However, attempts to get championship racing underway had to be abandoned as the wind increased to around 27 knots and the sea state deteriorated. The combination of high winds and worsening seas left the race committee, led by PRO Ian Lallow, with no option but to send the boats home. With the weather forecast to moderate overnight the schedule was revised to incorporate three championship races the next day.

DAY TWO

THE SECOND day brought much better conditions. Racing got underway in 6-8 knots from 320 degrees and after an initial general recall, the fleet got away clean on the second attempt. With the tide ebbing and the wind coming down the north shore, the right-hand side of the course was favoured.

Eric Williams got a lovely start and then sailed a perfect beat to round the weather mark nicely ahead of the pack. Having got clear air, Williams put on a master class in how to extend your lead and went on to win by one of the biggest margins ever seen in an Edinburgh Cup race. Behind him the pack was closely bunched and there was plenty of action at the marks. Poul-Richard Hoj-Jensen took second with Len Jones third, America's Edward Sawyer fourth and David Palmer fifth.

By the start of the second race the wind had come up to 10-12 knots, remaining steady at 320 degrees. The fleet were all clear at their first attempt and this time it was Ireland's Simon Brien, sailing *Kin*, who got the best of it to lead at the weather mark with Williams following him round. Brien stretched out his lead nicely on the next three legs and as he approached the final leeward mark he looked very comfortable. Unfortunately a slight foul-up with the kite drop took his eye off the ball and he failed to realise quite how hard the tide was now running. As a result he clipped the mark and had to complete a penalty turn. Fortunately his

lead was just sufficient to keep him ahead of the pack on the short beat to the finish. Williams took second with Krylov third, Rick Gillingham fourth and Hoj-Jensen fifth.

By the start of the final race the wind had increased to 14-16 knots, holding steady at 320 degrees. Rob Campbell got a lovely start and at the weather mark he was just ahead of Gavia Wilkinson-Cox and Krylov with the pack right behind them and closely bunched. Down the first run Campbell held his lead but Wilkinson-Cox dropped back into the pack allowing Krylov to pull up into second. On the second lap Campbell continued to hold off the fleet whilst Wilkinson-Cox clawed back up into second. Down the final run Campbell went right and Wilkinson-Cox went left but as they came into the leeward mark Campbell still just had it. He took off to the right up the short beat to the finish while Wilkinson-Cox broke left along with Thomas Muller from Germany who had sailed a blinding race to pull back up from mid fleet into the chocolates. Their left-hand option paid dividends and now it was between Wilkson-Cox and Muller in the final approaches.

On the line Wilkinson-Cox took the race by just a boat length from Muller with Krylov third, Campbell fourth and Brien fifth. "We'd got such a good start that throughout the race I'd been worried we were over. Up the final beat we were fighting to stay ahead of Tommy so the sound of gun on the finish line was doubly welcome!" commented Gavia Wilkinson-Cox after the finish.

Overall Eric Williams, sailing *Ecstatic* with Duncan Grindley and Rory Patton, now led on 11 points. Second place was tied between Denmark's Poul-Richard Hoj-Jensen, sailing *Danish Blue*, and Alexey Krylov of Russia aboard *Versiya 3.0*, both on 14 points, with Germany's Thomas Muller in fourth on 22 points.

DAY THREE

RACE FOUR IN the series got underway in a relatively pleasant 16-18 knots from 320 degrees, but as the first of a series of squalls came through, the breeze regularly piped up to over 20 knots giving the crews some very hard sailing, particularly on the downwind legs when the awkward seas

were ready and waiting to catch out the unwary.

From the off it was a four-way battle between Hoj-Jensen, Muller sailing *Sinewave*, Ireland's Simon Brien aboard *Kin* and Len Jones in *Rumours*. Throughout the race they were jostling for position and with every tack and gybe the situation seemed to change, keeping spectators on the edges of their seats. Eventually it was Hoj-Jensen who took the honours with Brien second, Muller third and Jones fourth.

At the start of race five the sun had reappeared and all seemed relatively quiet with the wind back down into the upper teens. Sadly it wasn't long before the next squall line went through and at the weather mark there was a major incident, caused when a port-tacker misjudged its approach and put a number of boats about causing both protests and some damage. Among those caught up in the incident was Brien, who was approaching on the starboard layline but was forced to crash tack setting off a domino effect. Despite Brien's best efforts, contact couldn't be avoided and they ended up limping home with a broken forestay as a host of protest flags were being broken out.

Down the first run there was plenty of rocking and rolling and the first of several boats dropped out through gear failure. On the second lap there was some temporary respite as the sun came out between the lines of black cloud but as the boats rounded the final leeward mark the weather deteriorated rapidly. The wind increased massively in a matter of moments and suddenly it was as much about survival as racing.

The hardest hit was a group of three boats which included Patrick Gifford's *Kraken*, Clive Morgan's *Amok* and Gavia Wilkinson-Cox's *Jerboa*. *Kraken* was just finishing the run as the other two started up the beat and all three were close together as the wind slammed in. *Kraken* was completely overwhelmed by the following seas and sank almost immediately. Fortunately Paul Woodman's *Fuzzy Duck V*, crewed by Malcolm Ford and Barry Dunning, saw them go and immediately rendered assistance picking up Patrick and his crew Mike Hayles and Alex MacDonald with impressive speed. "The *Fuzzy Duck* crew did a fantastic job, they were very professional and we are extremely grateful," said Patrick Gifford back ashore.

Meanwhile *Jerboa* and *Amok*, who were both on the beat, were also knocked down and Gavia Wilkinson-Cox found herself being washed out of *Jerboa* for an unexpected swim in the Solent. Her quick-thinking crew had the boat under control, turned about and were back alongside her within



moments and Gavia is extremely proud of the fact that not only did she get back aboard and finish, but that they only lost two places in the process! After racing her crew, Mark Hart and John Mortimer, joked that if she doesn't hang on harder, in future they are going to nail her to the deck!

Aboard *Amok*, helmsman Clive Morgan was thrown into the cockpit by the force of the knock down and the boat rounded up involuntarily, filling with water as it did so. Sadly the situation was beyond retrieval and Clive and his crew Simon Cash and Kate Sanderson felt the horror of their boat sinking away from under them. Fortunately a passing motor yacht had seen them and plucked them to safety.

Clearly with all the drama unfolding it was a day when experience counted for a lot and Hoj-Jensen and his crew of Chris Brittain and Andrew Norden took the situation in their stride and sailed to a confident win from Russia's Alexey Krylov sailing *Versiya 3.0*, with Muller in third and American Edward Sawyer's *Clairvoyant*, helmed by Lars Hendrikson, in fourth.

"That's the most wind I've ever sailed a Dragon in," commented former Solent Fleet Captain Neil Payne after a fraught third day of racing. Fortunately, thanks to some quick thinking and smart seamanship by the RYC race committee, fellow competitors and spectator boats, all the crews were safely back ashore and there were no serious injuries.

Hoj-Jensen now led on 9 points. Muller was second on 14 points, just one point ahead of Krylov. Williams and Len Jones shared fourth place with 27 points, but sadly Jones was one of those who lost his rig in the fifth race so there was much hard work currently going on down in the yard to make sure he was ready to race in the final race next day.

FINAL DAY

IT WAS SNAKES and ladders in shifty airs for the final race. After a short delay while the race committee adjusted the line

the fleet was away with an individual recall. The top teams favoured the left hand end of the line and then tacked into the north shore to take advantage of the wind bend. For the first half of the beat this looked like the smart move but then a huge left hander turned the race inside out. At the weather mark Rob Campbell aboard *Quicksilver III* headed the fleet with James Mehew, Graham Bailey and Richard Jordan dropping in behind him.

On the first run Campbell opened up a bit on the pack and on the second lap he kept a loose cover to control the race while his nearest competitors vied for second. On the final beat another



massive shift caught out lots of people but Ireland's Simon Brien spotted his moment and slipped into the lead. As he crossed the line he and his crew were delighted with their win, which they believed gave them second place overall. Sadly it transpired that Brien had been OCS at the start and, having failed to recross the line, was disqualified from the race pushing him down into sixth overall.

Brien's disqualification meant that Campbell, crewed by Jonathan Hill and Matt Walker, actually took the final race honours with Krylov second, Hoj-Jensen third and Graham Bailey fourth.

Elsewhere on the course Graham Bailey's young nieces Katie 12 and Anna 15 were racing against each other in Dragons for the first time. Sisterly rivalry was encouraged by their skippers who allowed both the girls to helm in the pre-start and for part of the race. In the end it was youth that won the day with Katie and her fellow crew members, owner Chris Dicker and father Richard Bailey, beating big sister Anna who was sailing aboard Edward Sawyer's *Clairvoyant* with Lars Hendriksen and Will Willett. Anna's disappointment at being beaten by her younger sister may be slightly eased by knowing how impressed Lars and Will were with her abilities. "She was really confident in the pre-start and got the boat onto the line beautifully before handing over to Lars. She's a great little sailor in the making," said Will Willett back ashore.

Faced with frequently very difficult conditions the Royal Corinthian YC's Race Committee, led by PRO Ian Lallow, successfully completed all six of the scheduled races whilst Tony O'Gorman and his protest committee ensured fair play in the protest room. Denmark's Poul-Richard Hoj-Jensen



sailing *Danish Blue* took the Edinburgh Cup (the Open British Dragon National Championship) for the fourth time with 12 points. A double Olympic gold medallist and multiple World, European and National Champion in Dragons, Etchells, H-boats, Quarter Ton and many other classes, Hoj-Jensen was crewed by his regular team of Chris Britten and Andrew Nordon. Second place with 17 points went to the Russian Alexey Krylov aboard *Versiya 3.0*, crewed by Vlad Kapitonov and Anatoly Karachinsky; with Germany's Thomas Muller and crew Martin Payne and Mario Wagner sailing *Sinewave* into third on 22 points. First Female Helm went to Cowes Fleet Captain Gavia Wilkinson-Cox who finished in eighth place.

In accepting the Edinburgh Cup Poul-Richard Hoj-Jensen gave recognition to the Royal Corinthian Yacht Club and to the organisers including giving praise for the new four-day format. There was also special mention for the Russian teams taking part in the Edinburgh Cup for the first time.

Yacht Clubs of Weymouth

are pleased to invite you to the

Dragon South Coast Championship (30th June - 3rd July 2007)

and the

Edinburgh Cup (4th - 7th July 2007)

The Venue: Boats will be pontoon berthed in picturesque Weymouth Harbour, close to the Royal Dorset Yacht Club, where the championships will be based

Racing will be in Weymouth Bay, bordered by the splendid World Heritage Jurassic Coast and home to the Olympic sailing events in 2012

For further details contact Peter Hopford on Peter@Hopford.com, and visit www.weymouth.gov.uk for local and accommodation information

Our well-proven race management team and band of enthusiastic volunteers look forward to welcoming you to some of the best sailing waters in the world

EAST COAST CHAMPIONSHIP 2006

THE DRAGON EASTERN Championship 2006, hosted by the Royal Corinthian YC at Burnham, quickly became a two-way fight for first place that was only resolved in the last race of the Easter weekend event.

Established Dragon sailor, Rob Campbell, crewed by Matt Walker and Jonathan Hill, was in a constant dog fight with Mark Wade crewed by his wife Mandy and John Davies. With the event also a qualifier for the World Championship in Ireland 2007, competition amongst all 21 competitors, including entries from Belgium and Finland, was just as fierce.

Conditions for the first two days forced sailors to short-tack along the shores of the river Crouch in light airs. Subsequently, there was little room for error and those who did go aground, including renowned yachtsman, Nigel Musto, wasted no time in getting wet by pushing two tonnes of boat off the Burnham mud.

On the second day a heavy fog had set in over Burnham reflecting the mood of sailors who were equally bleary eyed after a night of drinking and dancing. When sailing did commence, the race committee set perfect courses in light and fickle conditions. Campbell and his team sailing *Quicksilver III* won the first race of the day, but counting a fifth in the next gave Wade an overnight lead. These two quickly established a lead over the chasing pack including Tim Tavinor, crewed by Paul Manning and Olympic silver medallist, Keith Musto. Chris Brittain crewed by Gillian Hamilton and Andrew Norden were also in the mix and the two boats would ultimately fight it out for third.

On day three, Stuart Colthart and his family from the Medway proved that local knowledge was no advantage by winning the fourth race. In the fifth race *Quicksilver III* made an early escape from the pack and led from start to finish, leaving the rest of the fleet fighting for clean air and winning by some distance.

Quicksilver III subsequently exchanged places overnight with

...Nigel Musto, wasted no time in getting wet by pushing two tonnes of boat off the Burnham mud

Avalanche but only with the narrowest of margins. On the last day Wade needed a top two finish and also to ensure that Campbell and his team finished the last race outside the top three. As the two teams tacked on each other's every move, Wade could do no better than third. So, despite a protest and subsequent disqualification, Campbell, Hill and Walker were crowned winners of the Eastern Dragon Championship and took an extra step to qualification for Ireland 2007.



In the battle for third, Brittain's win in the last race confirmed third place leaving Tavinor and team in fourth place.

The event was a resounding success due in part to the massive help from sponsors. Musto who provided all competitors with sailing kit upon entry; Bolle sunglasses that were raffled off each day; financial consultants – Forrester and Hyde for the wine; Ferryways who helped the international contingent travel to Burnham; and Peticrows who lent their RIBs. Rice and Coles, Lenton and Gray sailmakers, Allen Brothers and Malspeed who all sponsored the cocktail party and raffle prizes and Tom Harrison jewellery who donated prizes throughout the event. Aberdeen Asset Management also lent their support as sponsors of the British Dragon Association. **James Holmes**

1793
Bonhams

Bonhams conducts over 700 sales a year, more than any of its rivals worldwide

Our specialists are always on hand to provide free and confidential advice on buying and selling at auction.



With recent European expansion in Paris, Amsterdam, Stockholm and Vienna and new gallery space in New York's famous Fuller building on Madison Avenue, Bonhams is the fastest growing international auction house.

In the UK, Bonhams has an extensive network of 33 offices and salerooms and continues to focus on bringing you the most convenient and personal auction service available.

For further information about buying or selling at Bonhams, or to find out the location of your nearest Bonhams office, please visit our website www.bonhams.com or contact Tim Squire-Sanders on +44 (0) 1273 220 000

Bonhams
19 Palmeira Square, Hove
East Sussex BN3 2JN
+44 (0) 1273 220 000
+44 (0) 1273 220 335 fax
www.bonhams.com



STRATEGY

Upwind strategies for persistent shifts

There are three basic types of windshift patterns that you may encounter on the race course: oscillating, persistent or unknown. When the wind direction is shifting back and forth, you should follow all the oscillating strategies that were described in the last issue.

When you're not sure what the wind will do, you should also use those oscillating strategies. There are two reasons for this: First, it's more common to have oscillating shifts, so this should be your 'default' pattern unless you find

otherwise. And second, when you don't have a great feel for the wind pattern you should be a little more conservative; that's what oscillating strategies tend to be.

However, when you know the wind will shift primarily in one direction during the race (or during the next windward leg), you need a different approach. Here are some critical ingredients of a strategy for playing persistent shifts.

✓ **Head for the shift.** Some elements of your strategic plan are the same for both oscillating and

persistent windshifts. The primary rule of thumb is that you should always sail *toward* the next shift you expect. In an oscillating breeze, the next shift comes from different directions. But in a persistent breeze, it always comes from the same place, so you end up sailing toward that side of the course.

✓ **Sail fast to the next shift.** This is also a common strategy in any kind of breeze. When you know you are sailing toward a header, you should sail slightly lower and faster than normal. This will get you to the next shift sooner and maximize your VMG in the direction of the new wind (for much more on this, see pages 12-13).

I. Head for the favored side

Boat A started near the 'wrong' end and sailed away from the expected shift for a while, so she will end up near the back of the fleet.

WIND

Boat B may have started a little too far down the line, but she was able to tack early and head to the right. Though B initially passed behind Boat D, she caught her by sailing farther into the persistent shift. B also gained on Boat C by tacking shy of the layline so she wouldn't overstand as the wind continued to shift.

Boat D had the right idea by starting near the windward end of the line and tacking immediately toward the expected shift. However, she got cold feet and bailed out too soon, before she reaped the full benefits of the right-hand shift.

When one side of the first beat is obviously favored, the race committee may 'favor' the opposite end of the starting line. Then you must decide which will help you more: the bias of the line or the expected windshift?

Boat C started near the windward end, tacked immediately toward the expected shift and kept sailing fast in that direction. This was perfect, except she forgot that the wind might keep shifting after she got to the corner. As a result, she has overstood the windward mark.

David Dellenbaugh's
SPEED & Smarts™

II. Be willing to "bite the bullet"

In an oscillating breeze, you don't usually want to let other boats cross ahead of you. If they are crossing, it probably means they're on a lift. Therefore, you should tack ahead and to leeward of them so you sail on the lift and beat them to the next shift.

When the wind is shifting persistently, however, throw this rule of thumb out the window. If a boat is crossing you on a lift, it means you are heading toward the persistent shift. So stay on your tack, pass behind the other boat and keep sailing farther into that shift. An obvious exception is when the boat that's crossing you is on or near the layline; in that case you should probably tack to leeward and ahead of them.

For many racing sailors, it's difficult to pass behind another boat on a beat because this is an admission that the other boat is ahead of you at that point in time. But in a persistent breeze you just have to "bite the bullet." Accept the fact that you're behind and do your best to catch up.



✓ Fight to go the right way.

When the wind is shifting persistently, there is only one way to go on the race course, so you must sail that way at almost any cost. After the start, work hard to get a lane of clear air going to the favored side. If there's a boat in front of you, try footing off below them instead of pinching to stay above them (see Diagram III). When it's windy enough that wind shadows won't hurt you too much, it may even be faster to sail the right way in bad air than to tack and go the wrong way to clear your air.

If you are sailing on port tack toward the right side of the course, don't let a starboard tacker force you to go the wrong way. Instead, maintain a good lookout and plan ahead so you can duck a starboard tacker and keep going right.

✓ Watch out for the layline.

It's fine to head for the corner in a persistent shift, but you must be careful of the layline. It's usually better to tack slightly before you reach it. Since you are often far from the windward mark, there's a good chance that the wind will shift farther before you get there. By tacking early, you avoid overstanding (which can be costly) and also reduce the chance that other boats will tack on you and give you bad air all the way to the mark.

✓ **Keep your head out of the boat.** When the wind is oscillating, you have to sail your own race. It doesn't usually work to chase the

puffs and lifts that you can see on other boats. In a persistent shift, however, you should definitely use other boats to help you figure out what the wind is doing. Watch the boats on each side of the course, especially right after the start when you still have the option to go either way. And whenever you cross tacks with another boat, look to see who gained and by how much. This is often your earliest indication about which side of the course is better.

✓ Forget these principles.

When the wind is oscillating in direction, there are certain rules of thumb that almost always seem to work. But these don't necessarily help when the wind is shifting persistently. In fact, many of these become 'losing' strategies. Here are some principles you should forget about when you know the wind is shifting in one direction:

• **Stay near the middle – No!** In a persistent shift, you should head for a side of the course. If you stay in the middle you will lose ground to every boat that goes farther to the favored side than you do.

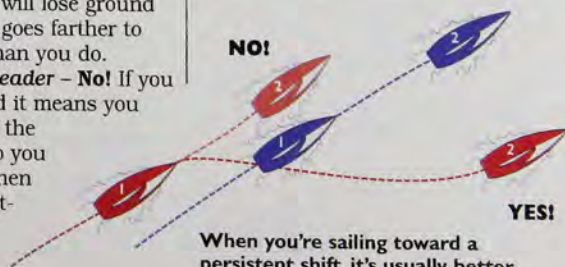
• **Tack on a header – No!** If you start to get headed it means you are sailing toward the persistent shift, so you shouldn't tack. When the wind is oscillating, it's good to tack on a header so you can sail toward the next shift. But in a persistent shift, you will

get to the next shift faster if you continue sailing into the header.

• **Sail the longer tack first – No!** When the wind is shifting persistently, you normally want to sail the shorter tack first because that will take you into the persistent shift. Once you get close to the layline, sail the longer tack. This is quite different from the strategy you should follow when the wind pattern is oscillating or unknown.

• **Don't let other boats cross you – No!** This is a good rule of thumb for an oscillating breeze because when other boats are crossing you they are probably on a lift (see above). But in a persistent shift, you want to sail farther into that shift, so cross behind the other boat (unless they are on or near the layline). "Cross other boats when you can" is another principle that doesn't work. •

III. Foot toward the shift



When you're sailing toward a persistent shift, it's usually better to get clear air by footing off below a boat ahead than by trying to pinch up above them.

FLEET REPORTS

ALDEBURGH

THE ALDEBURGH DRAGON fleet has had an eventful, if not always happy, season with the successful development of a handicap system balanced by the loss of one of our boats, though not the crew.

The experimental personal handicap system has proved to be a big success. Using the skimpiest of evidence from the results achieved by Dragons in AYC handicap results (class racing results were untimed!) George Johnson, the AYC

...sinking in the
Alde is only a minor
inconvenience whereas
sinking in the Solent
is a hurried "Goodbye"

handicapper, produced the initial handicaps which were then reviewed by Patrick Gifford for reasonableness and some interpolation. We didn't, for example, think that *Pongo* was the fastest Dragon in Aldeburgh on the basis of one result. Dusty might have felt unduly burdened by this load. The end result was that the season's handicap points were won by Mike Hayles and Patrick Gifford, crewed by Monique, largely because they turned up more than anyone else. They unfortunately had to use two boats to do it, starting with *Kraken* and finishing with *Nereid*. Second was Rick Gillingham who made a virtue also out of staying at home to run the Junior Regatta. However, races were won by most of the other participants and Rory Bowman was heard to remark how hard it was to save his time on handicap. He had to be reminded that this was the point of the exercise. Above all the 'coloured' boats were enthusiastic about their racing.

The Regatta produced a different result. A turquoise 'coloured' boat of vintage years appeared and won every race on handicap. Clearly Patrick's interpolation hadn't been quite right since it would be hard to argue that *Harkaway* was an unexposed dark horse since she has been owned by club members for nearly 60 years and by Peter Wilson for 14 years. Peter has spent many happy hours arguing about *It's* handicap and this may have opened up a second front.

Level points racing produced the same win for the *Kraken/Nereid* combination. The format of three races on designated Saturdays continued to appeal and has certainly made some of us sharper since the courses are inevitably short. The races were won by the three travelling boats, *Yeah Baby* with Rory, *Navaho* with Rick and *Kraken/Nereid* with Patrick or Mike. There didn't seem to be much between them though Rory seemed to have an advantage in stronger winds, unless, as in one memorable race, deciding to match race Rick to Patrick's advantage. In the Regatta, with nine boats competing, however, Rory returned to winning form after last year's third and won conclusively despite Rick's efforts in the protest room. Racing in the rest of the fleet was close, sometimes too close

as when *Hawkeye* removed *Pongo's* mast.

We travelled less as a fleet than before and with less success. Rory found that work and family kept him at home and Rick only managed to do the Edinburgh Cup. *Kraken* should have stayed at home since sinking in the Alde is only a minor inconvenience whereas sinking in the Solent is a hurried "Goodbye". It is a strange feeling, standing on a boat that is inevitably sinking and being unable to see any other boats! *Nereid* has stood in well and is already much travelled, mostly to the fleshpots of the Mediterranean. She is, after all, still young having only raced for three of her nine years.

We have a fleet that is competitive at all levels, from the international one through to local intra-Dragon handicap racing. We aspire to attract more competitors to some of the tightest racing available. Where else can you race a Dragon at such close quarters?
Patrick Gifford

BURNHAM

THE FLEET HAS HAD an enjoyable and successful year, with club racing being well supported, despite a large contingent of travellers enjoying the international circuit.

But first the Burnham Dragon Dinner, or the presentation of the 'Clanger' Trophy. The one the recipient hates to receive, as it is given for the Burnham fleet sailing *faux pas* of the year. Stand up the Commodore,

...he managed to get
halfway across the
harbour before the
incoming water was
lapping around his ankles

Martin Makey, who omitted to put the draining bung back in the boat when launching *Ganador* for the Belgium Nationals. He managed to get halfway across the harbour before the incoming water was lapping around his ankles. He hot footed back to the crane to be lifted for the nut to be replaced. Well done, Martin, a great clanger.

The 2006 season started on the last weekend of March, just enough time for the fleet to tune up for the East Coast Championship held at Burnham over Easter. 21 boats competed, and the fleet enjoyed committee boat starts, ably overseen by race officers Edwin Buckley and Kim Allen. Light airs prevailed for most of the weekend, so there was much short tacking, which you come to expect on the Burnham River with spring tides. GBR 688 *Quicksilver* Robert Campbell, Jonathan Hill and Matt Walker won the weekend after a close tussle with GBR 710 *Avalanche* Mark and Mandy Wade with John Davis. *Quicksilver III* securing three firsts to *Avalanche's* one, the remaining win going to Stewart Colthart's GBR 707 *Valkyrie*, a visitor from the

Medway. The social side was as intense as the sailing, with cocktail parties on all three nights. On the first evening we sampled Belgian beer especially supplied by one of our competitors from Belgium. On the second night it was Pimms, courtesy of Aberdeen Asset Management, and on the Sunday Champagne, thanks to Allen Bros. A vote of thanks to all our sponsors, who also include Bolle, Forrester Hyde, Linton & Gray, Mailspeed, Musto, Rice & Coles and Tom Harrison Jewellery. Without the combination of many dedicated helpers (they know who they are) and our sponsors, the event would never go as well as it does – many thanks to all of you all.

The Easter Trophy this year was for the total points over three weekends, those on either side of Easter and the Bank Holiday itself; *Quicksilver III* again won the trophy. Next year the Trophy will again revert back to the Easter Bank Holiday only, as the East Coast Championship moves on to the Medway.

The year had its usual component parts: the Early Season Saturday & Sunday Points, followed by the Summer Points Trophies. The results can all be found on the Royal Corinthian web site, but I will highlight some of the more interesting activities of the fleet.

The fleet has so far sailed three of the scheduled four Mini Series – four races, sailed back to back, lasting 45 minutes each, and raced from a committee boat over windward/leeward courses. They are always well supported and enjoyed by the fleet. The results are included in the season's points, and the winner is presented with a bottle of Champagne. Tradition has it the winner cannot walk out of the club without sharing it with his fellow competitors.

So far this year *Avalanche* has a 2 to 1 lead over *Quicksilver* in overall wins.

The class has also been running box leagues, a very similar concept to what you would find being run in a squash club, ie. groups of three boats racing against each other within a scheduled race. After four races, the winner goes up a box (and also carries off a case of wine) and the last-placed goes down a box. This gives everybody in the fleet something to race for, not just the superstars. So far, 16 cases of wine have been presented.

Another innovation this year has been the inclusion of the four crew's races as part of the overall points. Dragons are teamwork and many crew hold aspirations to helm or are helmspersons in their own right, and the Burnham fleet recognises this. The races have been great fun, well supported and far more serious as a result in the clamour for points.

Eleven boats participated during Burnham Week, despite five of the fleet being away in France for the Gold Cup. Being one of those away I only have it on hearsay that the weather was glorious and the racing close (perhaps they were questioning the need to go all that way for great sailing). The winner of the Bank Holiday Trophy was *Ganador* (Martin Makey). But the winner of the week's points was Ian Gray in *Scorpio*.

The fleet has been away for two team

events. The first was on July 15th and 16th when six teams visited Hamburg to sail on Lake Alster. Saturday's races were sailed in good but shifty breezes. The RCYC finished the day leading on points, therefore when the wind failed on the Sunday, the Corinthian took the trophy. The Saturday night coincided with their summer party and club members were well looked after.

In October we made our first visit to Moscow to race against Pirogovo Dragon fleet. This was serious stuff – five boats a team and although Poul-Richard was sailing for the Corinthian, we were out gunned in the Olympic sailing department. The racing was on a lake some 30 km north of Moscow. For full report see page 6. We look forward to having them back next year, but they have set worryingly high standard.

As for the travellers among the fleet, this is now virtually a year round occurrence. *Danish Blue* Poul Hoj-Jensen competing at the French Nationals in February, with Chris Brittain crewing, where they finished fifth. They were joined there by *Chips*, Trevor Silver and John Boyce who finished 19th. Poul then moved on to Palma for the Princess Sophia Trophy on May 8th to 14th,

...we sampled Belgian beer especially supplied by one of our competitors from Belgium

where he finished second.

In early May it was Douarnenez for the Grand Prix Petit Navire where the numbers from Britain and overall were slightly down at 74, perhaps reflecting that the venue was being used twice this year. *Danish Blue* finished eighth, *Hand of Fortune*, Mike Holmes and Alex Burnett 24th and *Leah*, Colin Woodcock 59th.

Back in the UK it was the Edinburgh Cup in Cowes in late May. Nine Burnham boats participated with *Danish Blue* winning and *Quicksilver* finishing fifth. Almost back to back the European Championship was sailed at the same venue. Five Burnham boats stayed on to compete, unfortunately with not as much success, *Danish Blue* being the best placed in 11th.

David Crabb (*Seafire*) wrote of La Baule – "the best regatta on the circuit?" *Seafire* was one of three Burnham boats to attend. *Spindrift*, Garry Harrison with son Tom and Stavros crewing, came second.

The Belgian Nationals always sees the Burnham fleet out in force – nine boats made the trip to Ostend in the middle of August. The sponsorship of Ferryways made the journey that much easier – it is a great long weekend away. Burnham boats occupied fourth to eighth in the finishing order, out of 34 competitors – *Scorpio*, Ian Gray, finished fourth.

Back to Douarnenez at the beginning of September where 107 boats were on the starting line for the Gold Cup. Fickle winds,



Cowes Week action – photo by Hamo Thornycroft

lots of general recalls, nothing changes, and the Burnham boats struggled in the conditions. *Quicksilver III* was best placed in 47th.

I apologise to all if I have missed an event that you have attended, but you must now be getting the picture – there is no lack of opportunity to travel. The Burnham Fleet is at the forefront in this department.

Nor does the fleet lack on the social front. I have already mentioned the Clanger Dinner, and the impromptu Champagne celebrations, but we also had two further formal dinners, one at Easter and the other during Burnham Week. Plus we held our less formal Summer Party this year – a Pimm's party followed by a hog roast and barn dance attended by 84 people.

Lastly I would like to welcome four new boats to the fleet: Hege Mostad who has bought *Quicksilver II*; Karl Fuhrer in GER 971 *Haihanglie*; Nicky McLennan and Thomas Wilton in *Biff*. Finally, not a new member but a life long member of the club, Teresa Wade has bought her own Dragon – congratulations on another member of the Wade family with a Dragon.

Michael Holmes

LOWESTOFT

LOTS OF CHANGES in Lowestoft this year. Yours truly, decided to attend the class AGM at the beginning of the year, and came out as class captain, and wondering how that happened. But what a year – glorious sunshine most weekends, light winds, shorts and 'T' shirts – is this Lowestoft I'm talking about? Indeed it is.

The downside of the light winds was that the planned increase to have two 'back to back' races each Saturday didn't materialise, and we reverted to leisurely socialising and lunches in our excellent club, the Royal

Norfolk & Suffolk, followed by early afternoon starts. Nevertheless, the racing was rewarding, and, as always in Lowestoft, testing – but the lady crews kept their sunbats topped up well throughout the year.

A few changes of boats and new owners in the year. Chris Dicker changed his super fast *Scorpio* for what at the moment seems a not so fast new model. He and Gail have called her *Kuling* – means 'gale' in English apparently – get it? Very appropriate though if any of you have seen whirlwind Gail at any of the regattas, making sure Chris gets on the water with everything. Anyway, the boat is potentially fast, and I hear Chris has enrolled at the local tech college macramé course to see if that helps understand what all the new bits of string do.

New owner Fergal O'Driscoll took over Peter Panks' *Blue Flame* and has added a touch of Irish charm and humour around the club – well that's what he told me to say. He is new to Dragons, and tells me this year he will be learning how to sail one, next will be consolidation, and the year after he hopes to get results. How's that for Irish optimism. Peter Pank hasn't left us though, he bought the under-used beauty *Secret*, and that has effectively given us an addition to the racing fleet.

Peter Colby kept *T'ai Fun* in Douarnenez all season, and is terrorising the Brittany fleet, and keeping the local boat repairers busy. But we haven't lost him to the delights of France just yet – he has been sailing Tony Gascoyne's *Maggie* whilst Tony recovers from various ailments. But there's always a bright side to everything, and Tony has been official class photographer all year – giving us material to add to a new gallery area on the club's fantastic website www.rnsyc.org

This year has seen the normal defections to various international and national regattas. Douarnenez is becoming a club 'away' favourite, and this year's May Grand Prix Petit Navire saw Peter Colby and

FLEET REPORTS

Norman Blowers making up the numbers, and Peter and Margaret hosting great parties I hear.

Even more Lowestoft sailors made the 750-mile trek later in the year to attend (not sure any of us competed) the Gold Cup. The writer sailed the 20-year-old *Gitanes* to a memorable 30th (on one day), and, created a first, by sailing *en-famille* four-up. Not easy, believe me – it took three races to get any semblance of co-ordination and a return to family harmony. Chris Dicker was there on *Kuling*, still trying to sort out the strings. Peter Colby and *T'ai Fun* thought that winning involved demolishing everything in sight; and James Mehew did what he always does, smoothly getting on with making *Comanche* go fast. On this occasion, his lightweight secret weapon was young Kate Bailey – haven't I heard that surname somewhere? We all had a great time there, and Peter and Margaret Colby didn't let me forget my 60th birthday during the week. They arranged a 'surprise' party for me, with 70 others – almost worth getting to 60 for.

Chris Dicker, as we all know, is a great stalwart of our class, and after all his organisational efforts over the years – which culminated in his greatest triumph, the hugely successful 75th Anniversary Regatta in St Tropez – he is making up for lost time on the circuit. This year he did the South Coast, Edinburgh Cup, Europeans and Gold Cup, before venturing further south for the winter and competing in the Coup des Dragons 2006 in October. That all takes a lot of time, but hopefully, we'll see more of him in Lowestoft next year to help raise all our racing standards.

Clubs rely on their stalwarts – those who turn out week after week, offering and giving support anytime, even if not getting the results they deserve on the water. Special mention is made of Peter Johnson and Annie Smith, joint owners of *Scaramonger*,

who must have raced on every possible occasion this year. They were burdened with me as front man on one race, and for once were lying first with a good lead at the final gybe mark, but over estimation of my fore deck abilities resulted in a 10/10 score for my double back somersault with twist, but 0/10 for speed of man overboard recovery. Dropped us from first to last faster than Norwich in the premiership. Oh well – showed potential as my teachers used to say. Sorry again P and A.

No report on the Lowestoft fleet would be

Dropped us from first to last faster than Norwich in the premiership

complete without mention of Jimmy Tubby and Nick Faulkner on *Merlin*. They both seem to sail in every class available around here, Dragons, Brown Boats, Squibs, Javelins – depending on where the silver is – and that seems to be what they win most times. The June Regatta saw them go home early after three straight wins, leaving the rest of us to fight over the minor places, with *Gitanes* second and *Mystere* and Norman Blowers third. Dragon Sea Week was a repeat performance with *Merlin* first, followed by Peter Pank and *Secret* second, and Peter Colby third with *Maggie*. The Blowers' demolition machine was turned on itself in July when *Mystere* was dismantled and played no further part in the season's racing – a real shame as Norman is another one of our important stalwarts.

The Spring and Autumn series was won by yours truly in *Gitanes* – we got out of the blocks fast early on, before anyone woke up,

and must have carried our Gold Cup momentum into late season. This was our third year in Dragons, so maybe Fergal is right.

The Summer Series went to Peter Colby in *Maggie*, with Peter and Annie on *Scaramonger* a well-deserved third.

As far as the rest of the silver is concerned – *Merlin* won the Phil Back offshore race; *Secret* the Blaxter Salver; and *Gitanes* won the overall season Trophy. The most important trophy though, for the best season's attendance went justifiably to *Scaramonger*.

Those who have been to see us in the past may be interested to know the Royal Norfolk & Suffolk YC is undergoing a major refurbishment at present, under the watchful scrutiny of our Commodore, Dragon owner and BDA representative Nick Faulkner. The building is listed, the creation of famous Norfolk Victorian architect George Skipper, and a haven of style, substance and character we are all proud of. The Dragon Class is the club's racing backbone, and we have excellent dry sailing facilities, which we are always keen to show to potential new members and owners.

On another and final topic, Dragons must surely be the ideal match racing boat, and it opens up another dimension to our sailing which may not impinge too much on our already crowded schedules. Does anyone have any enthusiasm for a national championship? Clubs could send winners from local club knockout series to a regional event, followed by a national final. The first two say, from each event, competing in the next rounds. Maybe something for the next BDA meeting agenda?

Well that's all from the RNSYC for this year. I'm already booked for the South Coasts and Edinburgh Cup in Weymouth next year. Just gives me something to remind me there is a better tomorrow, after I

photo – Hamo Thornycroft



look at the winter drawing in, and Gordon B planning to make towing Dragons around our most expensive overhead! Does that nice Mr Cameron sail?

Peter Stokes

MEDWAY

I WAS GOING TO start this report by saying "2006 has been another great year for the Medway Fleet". That would be very true but it is also what I said last year. The fact is that it just keeps getting better: tight racing on the water and good times off it. The battle for all of our main trophies went down to the wire this year. Nobody got an easy ride. We certainly now know how count-back works; it was in use more than once and in the later stages of the racing series you could really feel the pressure (generally from the South West). On the river we had a regular racing turnout of about 14 boats and at the same time saw even more members of our fleet travelling to other events in England and abroad and also getting into the prizes. However, the nice thing about the Medway is that we have a varied fleet and although the racing is tight at the front we also have competitive racing throughout. It has been very good this year to see some of our newer members start to find some speed.

We started the year in April with a day of short windward/leewards, which was won by Julian and Claire Sowry who borrowed

...an enormous and very useful wine jug presented by the Dann family in memory of David Dann

Valkyrie. As well as having overall trophies for the season as a whole, we also divide the season into individual trophies. This year for the first time we have a complete set; running all the way through the season. The first series went to Rob Sheppard, Don MacMillan and Simon Cash in *Esoteric* narrowly beating the Coltarts in *Valkyrie*. The next series was for the new Dragon Flagon trophy, an enormous and very useful wine jug presented by the Dann family in memory of David Dann. This was won by Stewart and Catriona Coltart with Juliet Ward in *Valkyrie* who beat *Luna* on count back. The prize giving took place during extra time in the England vs. Portugal World Cup match which shows what keen football supporters we all are.

During the summer, we raced for the John Field trophy, which was particularly poignant as John died earlier this year. This was won by the Sowrys in their new *Scimitar* but again only on count back from *Esoteric*. The Sowrys finished up by winning the end-of-season trophy, the 211. The Coltarts, however, managed to stay ahead for the overall season followed closely by *Esoteric* and then by the Gallos in *Luna*. In October we also had our inaugural Autumn Dragon

open event (called the MAD for short). This consisted of four windward leeward races over Saturday and Sunday and we were lucky to pick the perfect sailing weekend with a good breeze and plenty of sunshine. We had 15 boats on the Saturday and 11 on the Sunday. Although *Scimitar* showed early promise, Len and the boys carried the trophy home from *Luna* in second and BBC in third. On the Saturday evening we had a supper and this rounded up a perfect weekend of Dragon sailing. I am sure that we will repeat the event next year and we will be more than happy to welcome visitors to it.

On the circuit, Len Jones won the South Coasts in Cowes over the early May bank holiday weekend. Added to this, Len and the boys had an exceptionally good Edinburgh Cup achieving a fourth overall. Len then built on this by winning Cowes week in convincing style. As if this wasn't enough, he then went on to win the practice race at the Gold Cup and came fourth overall. This was quite an achievement in that company; the top British boat by quite a margin. *Luna*, *Valkyrie* and *Scimitar* also travelled to the Gold Cup in Douarnenez and we all enjoyed an excellent series of parties and the odd race. Three Medway boats also travelled to La Baule. Well done to Julian and Claire on achieving sixth overall in this event. Finally, we had Medway representation in Ostend at the Open Belgian Championship (Len came second overall there) and also at the Regates Royales in Cannes.

We now have three boats regularly dry sailing from Chatham Marina and this is a service that is in its early days but should get even better. It works well because the Marina pick up boats from and deliver them to their club moorings. The Club has also offered the Dragon class to dry sail from the club and although this needs a bit more work it should happen soon. The club already carries out a weekly washing service and this has proved very popular as a cheaper alternative to dry sailing.

The Medway Dragon Fleet, as you may be aware, do enjoy their social life greatly. We finished in style with a cocktail party on

the last day of racing. During the year, we had a variety of events ranging from the prize-giving dinner in March, a number of casual suppers and a barbecue, not forgetting our Christmas Lunch.

Next year we will have at least two new boats: Richard Jones who has been crewing on *Tia* has ordered a new Petticrow and Edwin Hannant has bought a tried and tested 2006 Petticrow. The boats will be warming up in time for the East Coast Championship at the end of May 2007. We are in full swing preparing for this event and look forward to welcoming to our big river once again. Finally, Stewart Coltart is getting his just desserts for winning so many trophies and will be taking over as Class Captain for 2007. On a personal note, Ina and I will race in some events and also on the Medway, but for us the time has come to experience some 'kiddie-sailing'...

I wish you all a good winter season and look forward to seeing you next year – on the Medway or elsewhere!

Hilary Gallo

THE SOLENT

IT HAS BEEN A busy year for the Solent Fleet, with both the Edinburgh Cup and European Championships being hosted on The Solent. But first we had to complete our first domestic series; which consists of a mix of round-the-cans races, started from a club line, and weekend mini series of windward-leeward races, sponsored by Red Funnel.

The Spring Series kicked off on April 22nd with *Jerboa* quick out of the starting blocks with a first and second. *Jerboa* had only just returned from a winter racing in the South of France, so was a bit sharper than the rest of us. The sad thing about this series were that two days' racing were lost due to excessive wind, this should have warned us of what was to come. *Jerboa* went on to win the Spring Series very convincingly.

The Edinburgh Cup was hosted by the RCYC and was held over four days. The event was won by *Danish Blue* for the fourth time, so Rory Bowman had better watch out as his record is starting to come under



photo – Hamo Thornycroft



threat. There is a full account of the Edinburgh Cup series elsewhere in this magazine, so I need make no more comments about the racing.

One of the more memorable events was on day three of racing when a big black cloud appeared over Southampton Water. It was already blowing 20 plus knots, and we had just come to the end of a very exciting run, when the squall hit complete with huge hailstones! There are varying accounts of how strong the wind blew but all I know is that I was b****y terrified. Sadly both *Amok* and *Kraken* sank, although *Amok* was later recovered and is currently racing back in Burnham.

By contrast, during the following week, the Europeans were a very gentle affair, with bright blue skies and light winds almost every day. This was a great event, perfectly organised by the Royal Yacht Squadron. As we all know, Lars Hendriksen won the event, but special mention should go to local boat *Ecstatic* who was tenth.

No sooner had the Europeans finished, on the Friday, the Mid-Season points started with a Red Funnel weekend on the following Saturday. This series was a close tussle between *Caramba* and *Jerboa*, which *Caramba* managed to win by three points.

Mid-July saw the start of the Summer Series, which straddles Cowes Week. This series was again won by *Caramba*, who was starting to stamp some authority on the season's racing.

Cowes Week was a tough, but varied week. The wind blew again for the start of the week, which gave us some hard but great races. Ironically the last day's racing was lost due to lack of wind. Unfortunately we had another victim of a squall when *Luder* sank on the windiest day. *Luder* has been recovered, and has been purchased by John Mellows, who is in the process of restoring her to her former glory. The week was won convincingly by *Rumours*, with *Princess Jalina* and *Caramba* next on equal points, although *Caramba* lost out due to count-back.

The weekend after Cowes Week was the Jubilee Regatta, a windward-leeward mini series. This regatta was also a victim of strong winds, with only two races completed. It was decided to present the trophy anyway, and *Njord* was the winner with a first and second.

The Autumn Series started in September, and gave us some of the best sailing conditions of the year – the phrase 'Champagne Sailing' was on everybody's lips. The early part of the series was impacted by the absence of *Jerboa* and *Fuzzy Duck*, who had both gone to the Gold Cup (well done *Jerboa* on finishing in 16th place).

Eventually the close series was won, yet again, by *Caramba*.

2006 was definitely *Caramba*'s season, having won three of the four points series, they also won the overall points championship. They also won the Red Funnel Championship and the SCRA medal.

As a foot note: the October Cup was cancelled this year. Not because of the weather, but because Jeremy Field was getting married on the same day, and most of the participants were invited.

Owen Pay

Technical Tips

12 – Setting up the mast Part One

Setting up the Mast is extremely important.

So once you have checked the rake (with the standard Black Band method, 122cm) release runners and backstay and lift boom out of support.

Pull the mast ram all the way aft and secure in cleat.

Take pin (at the mast), out of mast ram turnbuckle.

Then give the mast a shake, so that it is positioned where it naturally wants to sit.

Offer the mast ram turnbuckle back to the mast to see if the hole aligns exactly? If it does, great!

If not, release the two small holding nuts and turn the centre thread until the pin can be returned with ease. Then secure the two nuts again and tape up to be sure they stay.

You now know that your mast is not being influenced by the ram when it is in the aft position (i.e. not inverting or pre-bending).

A STRAIGHT mast is a FAST mast.

It will also give you your maximum forward range when you are on the downwind leg.

Martin Stavros Payne

TOWING YOUR DRAGON

Essential advice from **Tim Tavinor**

These days cars and trailers have become so reliable it's simple just to 'jump in and go', but there are a few basic checks that are well worth making part of the routine when towing.

This is particularly the case on short journeys when it is easy to depart with the Dragon behind, not having checked the trailer, trailer lights, documents, spares etc.

In the yard we do see the unfortunate Dragons that have become the victims of road accidents; it does make you think twice about safety.

We are lucky the UK is very much more relaxed than abroad in that is not a legal requirement to carry car and trailer documents; you can produce them later if stopped by the police. In most of Europe when you are stopped without the correct papers and spares in the car it's not fun.

I have seen recently more and more random roadside checks by the police as well as weigh bridge checks so it's well worth knowing if the car and trailer combination are legal.

WHAT TO CHECK

1. TRAILER SERVICE. A Dragon on its trailer is a big load (over two tonnes) so it's well worth having a regular trailer service especially the brakes and bearings.

2. VISUAL CHECK. Check for any loose bolts, cracks in any welds, bulges or cuts in the tyres. Stop a short distance after the start of your journey to ensure that everything is still tied on tightly.

3. TYRE PRESSURES. Recommended on a four wheel trailer is for the back wheels to have different pressures than the front. Recommended: Back 42psi. Front 38psi.

4. SPARE WHEEL. Do you have it, is it accessible, and is it useable?

5. CHANGING THE WHEEL. Is a jack and wheel brace in the trailer box? Don't rely on the car jack and wheel brace they may not fit. Changing a blown tyre is not so easy but a top tip for a quick change is to carry a wooden wedge or lump of wood in the trailer box. On a four wheel trailer you can just drive onto the wood with the good wheel and it will lift the other wheel on that side (see photos below).

6. LIGHTS. It is recommended that spare bulbs are carried for any lights that may be replaced by the driver easily and safely. On some cars with high intensity discharge headlamps, it is inadvisable or impossible for anyone other than a qualified technician to change a headlamp bulb.

However, spare bulbs and the tools to change them are still a requirement for Spain.

Headlamp adjustment for older vehicles can be done by using simple adhesive masks on the headlamp glass. For newer vehicles with HID, Xenon or many Halogen headlamps it may not be so easy. Contact the dealer for your make of vehicle for advice. Without adjustment the dipped beam will dazzle oncoming drivers and this could result in a fine. In some countries it is compulsory to use dipped headlights at all times when driving during the day.

7. INSURANCE. Is insurance for the trailer OK and for the correct value of the Dragon? Make sure the certificate clearly shows that a towed trailer is covered.

8. WEIGHT. Know the weight of the loaded trailer and know if the towing car is legal to pull it.

Below is a table of vehicle models you may consider using for towing, and their current legal status for this purpose. This information should be in your vehicle's handbook, or, if in doubt, speak to your local dealer.

Vehicle model	Gross vehicle weight kg	Max. towing weight kg
Audi Q7	Not available	3200
BMW X5	2815	2700
BMW 5 series	Not suitable for Dragon	2000
Discovery 3	3230	3500
Range Rover Sport	3125	3500
Range Rover	3100	3500
Mercedes ML	3250	3500
Mercedes GL	2505	3500
Mercedes E	Not suitable for Dragon	1900
Porsche Cayenne	3080	3500
VW Touareg	2945	3500



9. DOCUMENTATION. Most Dragon trailers are plated to carry 2500kg. Make sure your GTW (gross train weight), car and trailer weight combined is legal for the car pulling the trailer. Especially in Europe I would always recommend carrying not only the insurance certificate but also the car registration papers showing the GTW

10. WARNING TRIANGLE. The use of warning triangles and hazard warning lights is compulsory in an accident/breakdown situation. Warning triangles should always be carried as hazard-warning lights may become damaged in an accident or have no effect at bends or rises in the road.

If driving in Spain, one warning triangle is compulsory for non-Spanish registered vehicles; two for Spanish registered vehicles. Note: Drivers of non-Spanish registered vehicles should consider carrying two triangles as, regardless of regulations, local officials may impose on-the-spot fine if only one is available.

11. REFLECTIVE VESTS. European law now requires all vehicles to carry reflective vests, for drivers AND their passengers. Anybody providing roadside assistance, or leaving a stranded vehicle, should always wear a reflective vest to ensure their own safety. This is now a legal requirement in a number of European countries

12. DRIVING LICENCE. The minimum age for driving in Europe is 18, with the exception of Norway, Portugal, Denmark and Italy, where it is 17.

As the Dragon and towing vehicle exceeds 3500kg you will be required to hold a C1+E license. If you passed your driving test before 1st January 1997 your licence will automatically include C1 + E category. If you have passed after this date you will be required to take an extra test and be over 21.

All valid UK licences should be accepted. UK driving licences which do not incorporate a photograph are recognised, but drivers must be able to produce

photographic proof of identity (e.g. passport). If you do not have the photo card licence, it may be worth getting one.

13. GB STICKER. I have been stopped for not having one on the trailer! GB Stickers are compulsory within the EU unless your UK registration plates display the GB Euro-symbol (Europlates). The Euro plate is only legally recognised in the EU; it is still a requirement to display a GB sticker when travelling outside the EU.

14. KEYS. Do you have the keys for the hitch locks, trailer boxes and any lock on the spare wheel?

15. FIRE EXTINGUISHER and FIRST AID KIT. The European Good Samaritan Law requires every driver to stop and provide assistance when encountering an accident or incident, providing it is safe to do so. This may require a first aid kit and a fire extinguisher and it is therefore strongly advisable to carry these items when driving in Europe.

16. ON THE SPOT FINES. The moment these are demanded, they have to be paid in cash, in the local currency, to the arresting officer. Credit cards or travellers cheques are not accepted, and in some countries inability to pay, risks impounding the driver's vehicle until the fine is paid. Make sure you have sufficient local currency.

IT IS NOT EASY to find the latest rules but I have attempted to summarise what I have found.

For more information on legal requirements for trailers visit the Department for Transport website <http://www.dft.gov.uk>

Requirements regarding trailers used on the road are given in the Road Vehicles (Construction and Use) Regulations 1986, as amended and the Road Vehicles Lighting Regulations 1989.

I am not an expert and this is only the understanding I have from the research I have carried out; I hope it helps.

Really the laws are designed to keep us and other drivers safe. It is well worth investing in safe towing practices.

Technical Tips

13- Settling up the mast Part Two

BEING ABLE TO flatten the mainsail with ease is essential and can easily be accomplished by use of the mast-ram. This can help to de-power in heavy winds and open the top of the mainsail in light winds to give better speed.

To be exact with the amount of mast-ram used on each occasion, follow these steps:

Starting with the mast in its furthest aft position, make a clear mark on the mast-ram rope. Then go to the mast with a marker pen and measure a 1cm, 1.5cm and 2cm forward, marking the rope carefully as you ease the mast ram to all three positions.

You are now able to adjust the mast while sailing upwind, and know exactly how much pre-bend you are using.

Different mainsails require different amounts of adjustment. Once you have found good speed and can manage the amount of weather helm and heel of the boat, make a mental note of the mast ram markings so that you can always reproduce.

Martin Stavros Payne

HAMO THORNYCROFT MARINE PHOTOGRAPHY



www.hamoyachtgallery.co.uk
hamo@yacht-photos.co.uk Tel: 44(0)1983 290220
 Image source for International Dragons, Solent keelboat classes, IRM, IRC and Handicap classes



East Coast Dragon Championships



Medway Yacht Club

26-28 May 2007

**BIG RIVER
BIG WELCOME**



for information visit:
www.medwayyachtclub.com
or email:
rsc@coltart.demon.co.uk

The East Coast Championship will take place over the second May Bank Holiday weekend of May 26th-28th and will be hosted by the Medway Dragon Fleet. This is the second occasion that the championship has been held on the Medway and we are working hard to make sure that once again, we can give you a great weekend both socially and on the water.

The Medway remains a bit of a mystery to the Dragon fraternity but it has a large sailing area in the main body of the river just before Sheerness port and the Thames Estuary. This gives us a wide expanse of water and the advantage of two parts of the river (Saltpan and Kethole Reaches) that are almost at right angles to each other allowing us to set full windward/leeward. It is usually relatively flat water but a sea can develop. The Medway fleet itself now has 20 boats and has developed considerably over the past few years.

On the social side, we are not planning to change the very successful formula that was organized three years ago. There will be a welcome drink on the Friday night, a casual hog-roast-type event on the Saturday night, and a formal dinner on the Sunday night at Medway Yacht Club. Anyone who decides to come earlier or stay longer and/or join in our

club racing on a Saturday will be very welcome.

If you are planning to bring along non-sailors, there are also many things to do nearby, varying from the Kentish history such as Upnor and Rochester Castles and the Dickens part of Rochester to the shopping at Bluewater and amusements for the children. There is an excellent museum at the old Chatham Naval Dockyard. There should also be an opportunity for spectators on support boats.

It is surprisingly easy to get to the Medway YC. It is situated about 20 minutes down the A2 from the M25 and most of the journey is on dual carriageway. In practice it is only one hour or so from central London.

For launching and recovery we have our own crane and travel hoist, but for the event over the weekend we will be using the facilities at Chatham Marina. MDL, the operators of the marina, are sponsoring the event.

Full details of the event including logistics and accommodation will be posted on our dedicated web-page at www.medwayyachtclub.com and follow the icons.

Telephone enquiries can be made to Stewart Coltart on 01227 830896.

We look forward to welcoming you to the Medway in May.

Lowestoft scenes by Tony Gasgoyne



Dragon Tuning Guide

The purpose of this tuning guide is to give our clients in the Dragon class some guidelines on how to get the most out of their North Sails. The tuning guide was compiled by Lars Jensen, Jorgen Schönherr and Theis Palm in January 2006.

MAST TRIM

BEFORE STEPPING the mast in the boat, some very important measurements have to be checked to follow this tuning-guide correctly:

1. Lead the upper shrouds and forestay along the mast, the uppers have to be out of the spreader tips. Pull them as hard as you can and put a mark on all three wires at the top at the black mark on the mast. These three marks are now used to check if the mast is straight from side to side in the boat, and to check the mast rake.

2. All measurements are taken from station 4, (you find station 4 between the forestay and the mast which is marked on both port and starboard side of the hull with a dot). Draw a line in between the points. From the middle of this line to the front end of the mast (without spinnaker pole track). See the distance in the table opposite.

3. The mast rake is set by first fixing the forestay on the deck 1.86cm from the front side of the mast. (This is the max. distance allowed in the class rules). Then measure the distance from the black mark on the forestay to the deck (along the forestay). See the distance in the table.

4. The upper shrouds' proper position is located measuring perpendicularly from the line on station 4 to where the shroud enters the deck. See the distance in the table. For light crews (220-240kg) we recommend to leave the shrouds in the forward position.

5. The lower shrouds are placed in the hole just behind the upper shrouds (approx. 3cm), so that they don't hold the mast back when going downwind.

6. The marks on the upper shrouds (from step 1) are now used to check if the mast is placed in the middle of the boat. This is done best by measuring the distance from the mark to the deck. This should be the same on both sides. It is very important that the mast is straight from side to side and not being distorted at deck level.

7. Setting up forestay tension – put the mast in strong wind position (tension 20 on the uppers and 10 on lowers). Next, put the tension gauge on the forestay around the black mark. Pull runners until the gauge reads 30. Make a tape mark on runner exit above deck (2cm). Do the same on the other side. Now you are sure both runners have the same tension on the mark set-up. When you ease the runners until the forestay is just tight, the tape mark will be 20cm above the deck as the uppers are both the same length (in strong wind the tape mark is on the deck, medium winds 10cm from deck and in light 25cm).

8. The jumpers are adjusted by pulling the permanent backstay. Then look up along the sail track and check that the jumpers are equally tight on both sides. If this is not the case, they should be adjusted till the mast is completely straight.

9. For the rig tension measurements we have used a Loos Gauge PT-2. To get a more precise reading, cut the plastic of the upper shroud about 1.2m above deck. You will find all setting in the table opposite.

10. The lower shrouds are tensioned so that the mast is completely straight in the boat up to 20-22 knots. From here on tighten them till the mast drops 5-10cm off to leeward where the forestay meets the mast – the exact measurement is dependent on crew weight.

SAIL TRIM

Mainsail

THE MAINSHEET, together with the traveller, is critical in setting the shape of the sail and small adjustments can have a big effect on speed and pointing.

In light winds trim the sail by pulling the traveller car to windward and pulling the sheet until the top batten is parallel to the boom. It is important that the boom does not cross the centre-line.

As the wind increases pull the sheet harder and ease the traveller down. In medium winds, trim for power. The top batten should be kept parallel to the boom by trimming the sheet harder and then adjusting the traveller accordingly.

If the wind increases even more, keep on pulling the sheet while easing the traveller little by little. In heavy winds, as the running backstay pressure is increased, pull the mainsheet harder to keep pressure on the leech. Trim so that the top batten falls 2-3 degrees off to leeward. Keep the rudder pressure from increasing too much by easing the traveller.

The mainsail should never flutter. This will make you lose pointing ability. The outhaul is also an important factor when trimming as it controls the draft in the bottom of the mainsail. In light winds (0-6 knots) the sail should be 3cm from the Black Band. In medium winds (7-18 knots) about 1.5cm from the mark and in stronger wind than this, pull the sail all the way to the Black Band.

Genoa

IN LIGHT WINDS (0-6 knots) it is very important that the halyard is not too tight. Leave small creases along the luff. The sheet is pulled so that the foot of the genoa just touches the shroud at the deck. Leave a distance of 4-6cm from the leech to the spreader tip by trimming the barber hauler.

In medium winds (7-18 knots) increase halyard pressure but still leave small creases along the luff, pull the sheet tighter so that the sail touches the shroud 10-12 cm above the deck. The distance from leech to spreader tip should be 2-3cm.

In heavy winds keep on pulling the halyard as the wind increases, but only enough to make the creases disappear, the sail should touch the shroud 12-25 above the deck. Trim the barber hauler leaving the leech 3-5 cm from to the spreader tip. When the wind passes 20 knots, ease the barber leaving the leech 5-8cm from to the spreader tip.

Spinnaker

THE SPINNAKER is set leaving the two clews at the same height by playing the spinnaker pole up and down. The leeward barber hauler is set completely loose. In very light winds you might have to keep pressure on the spinnaker by luffing a little and sailing slightly higher.

In medium winds the pole is set 30cm above the gooseneck mark on the mast. Keep the barber hauler loose. Sail the boat as low as possible.

In stronger winds the height of the pole is not adjusted. If the boat is too unstable, pull the leeward barber hauler. Keep sailing as low as possible – just be careful of capsizing.

Good luck on the water!
Your NORTH TEAM

Always experiment and try finding your own trim using these guidelines. The weight of the crew, the balance of the boat, the stiffness of the mast together with specific local wind and sea conditions all have influence on the fastest and final trim.

NORTH SAILS ON-THE-WATER DRAGON TUNING GUIDE



One-Design

WIND	LIGHT 0-5 KNOTS	MEDIUM 6-16 KNOTS	HEAVY 17- ~ KNOTS	COMMENTS & REMARKS
SAIL INVENTORY	Mainsail A-7 Genoa LJ-3 / MJ-6 Spinnaker CD-5 / FK-2	Mainsail A-7 Genoa MJ-6 / HD-6 Spinnaker CD-5	Mainsail HM-8 Genoa MJ-6 / HD-6 Spinnaker CD-5	The sea conditions and waves can change the wind range in the sail inventory
MAST RAKE	120.5 cm (Petticrow) 119.0 cm (BB)	121.5 cm (Petticrow) 119.0 cm (BB)	122.5 cm (Petticrow) 119.0 cm (BB)	Transfer 79 cm mark at mast from deck level to forestay. Measure along the forestay to deck level
MAST RAM	Mast 1.5 cm forward at deck level	Mast neutral	Mast 2.5 cm forward at deck level	If you struggle with pointing, pull the mast back
MAST POSITION	83.0 cm (Petticrow) 81.5 cm (BB)	83.0 cm (Petticrow) 81.5 cm (BB)	83.0 cm (Petticrow) 81.5 cm (BB)	Mast position is taken from station 4
JUMPERS (ADJUSTABLE) JUMPERS (FIXED)	Loose Loos gauge tension 6	Mast straight Loos gauge tension 6	Mast straight Loos gauge tension 6	Make sure the mast is straight from side to side
UPPER SHROUDS	Loos gauge tension 14 Minus 1 turn	Loos gauge tension 14	Loos gauge tension 14 plus 2 turns	Tension is taken without plastic
LOWER SHROUDS	Let the mast bend 1 cm to leeward at spreader level	Mast straight	Mast straight plus 1 - 1 1/2 turn so the mast bends to windward	When you set the mast straight, look up at the sail groove
BACKSTAY	Little tension in the very light	Just tight to prevent the mast top from moving in waves	Just tight to prevent the mast top from moving in waves	Little tension in the very light to pre-bend the mast and open the sail
RUNNERS DISTANCE FROM TAPE TO DECK	Slack to 13 cm	From 13 - 5 cm	From 5 - 0 cm this is maximum	Mark (tape) runners at through deck level such that the forestay reads 30 on the Loos gauge. This is the maximum runner setting.
MAINSAIL	Light sheeting; upper telltales flying straight back	Sheet until the top batten is parallel with the boom; upper telltales 25% on leeward side	Sheet until the main is flying nicely, the top batten is 2 degrees twisted to leeward, telltales are flying straight back	If you struggle with pointing, you must pull the sheet harder
MAIN TRAVELLER	To windward; boom on middle	To windward; boom on middle	On the middle and up to 15 cm to leeward	The boat has to be light on the helm
OUTHHAUL	3.0 cm from black band	1.5 cm from black band	All the way out to black band	The sail has to be flat along the boom in heavy wind
CUNNINGHAM	Loose	Loose - just remove wrinkles along luff	Just remove wrinkles along the luff	In very heavy winds, you can pull hard to move draft forward
BOOMVANG	Loose Make sure it is cleated for the run	Loose Make sure it is cleated for the run	Loose Make sure it is cleated for the run	On the reach and run pull so the top batten is parallel to the boom
GENOA SHEET	Pull so the foot just touches the shroud at deck level	Pull until the foot is touching 10 cm up at shrouds	Pull until the foot is touching 25 cm up at shrouds	
GENOA BARBERHAUL	Loose leech flying 15-18 cm from the spreader	Pull until the leech is flying 5 cm from the spreader	Pull until the leech is flying 8 cm from the spreader	
GENOA HALLYARD	Small wrinkles along the luff	Just remove wrinkles along the luff	Just remove wrinkles along the luff	Make sure the luff is NOT overstretched, this would make the boat very slow



FAST

...the power to perform

RACE WINNING DESIGNS

2007 Inventory

A-7 Mainsail - All Purpose

H-8 Mainsail - Heavy

LJ-3 Genoa - Light

MJ-6 Genoa - Medium

HD-6 Genoa - Heavy

HT-4 Genoa - Flat water (Lake sailing)

CD-5 Spinnaker - All Purpose

FK-2 Spinnaker - Light



Faster by Design

Europe

+45 3920 4090

North Sails Denmark

Theis Palm theis@od.northsails.com

www.northonedesign.com

Ireland

+ 353 214 833485

North Sails Ireland

Nigel Young nigel@od.northsails.com

www.northonedesign.com

UK

+44 (0) 2392 604276

North Sails UK

info@northonedesign.com

www.northonedesign.com

North Sails use the tightest tolerances in sailmaking to produce winning shapes with guaranteed repeatability. Added to this is the combined Dragon knowledge and experience from the UK and Danish lofts to produce a World beating product.