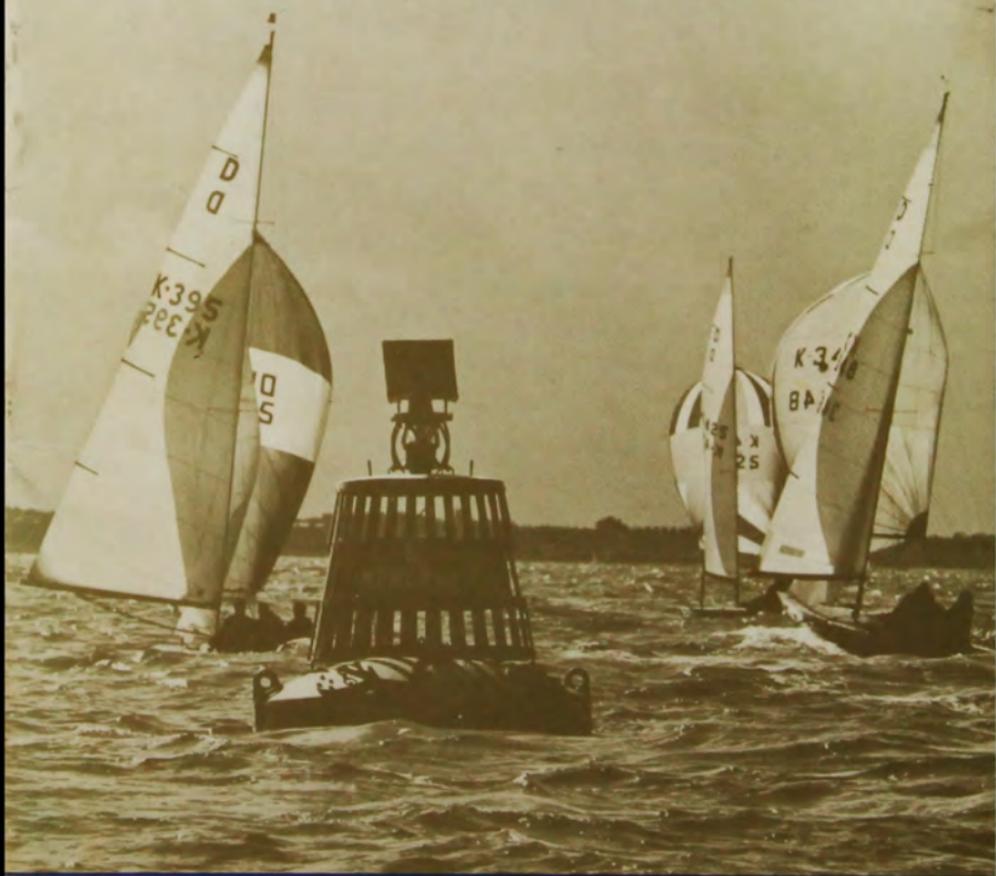




**THE BRITISH
DRAGON
ASSOCIATION**



1984 CHRISTMAS NEWSLETTER

NOTICE OF ANNUAL GENERAL MEETING 11th January 1985

THE BRITISH DRAGON ASSOCIATION

1984 CHRISTMAS NEWSLETTER

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WANTED - Second hand Dragon mainsails and genoas
Tim Whelpton - 0493-750430

BRITISH DRAGON ASSOCIATION TIES - £9.50
Available from Christopher Dicker, Hill House, Ranworth,
Norfolk, NR13 6AB.



BRITISH DRAGON ASSOCIATION

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge at 6.45 p.m. on Friday 11th January 1985.

A G E N D A

1. Apologies for absence.
2. Minutes of last meeting and matters arising.
3. To receive and adopt the accounts for the year ended 31st October 1984.
4. The Chairman's report.
5. The election of officers:-
 - (a) Chairman
 - (b) Vice chairman
 - (c) Honorary Secretary and Treasurer.
6. Report on recent rule changes.
7. Report from the International Dragon Association.
8. Selection procedure for World and European Championships.
9. Any other business.

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

The Annual Dinner will follow the Annual General Meeting at 8.00 p.m. Dress: Reefers or lounge suits.
Cost £17.50 per ticket.

Tickets for the dinner must be booked in advance using the enclosed forms which should be sent to Christopher Dicker to arrive not later than 5th January 1984. Cheques must be sent with the forms.

FIXTURE LIST

1985 -	4th - 6th May	East Coast Dragon Championship	Levington
	9th - 14th June	Irish Dragon Championship	Kinsale
	14th - 19th July	Edinburgh Cup	Forth
	21st - 26th July	Gold Cup	Forth
	26th - 30th August	West of England Dragon Championship	Torbay

	24th - 31st August	World Championship	Douarnenez

	5th - 7th April	Easter Regatta	Denmark
	6th - 13th April	Coupe Vasco de Gama	Arcachon
	6th - 11th July	French Championship	Le Havre
	17th - 21st August	Coupe de Bretagne	Douarnenez
	22nd - 27th Sept	German Championship	Lake Constance
1986 -	23rd - 28th June	Edinburgh Cup	Strangford Lough (Killyleagh Yacht Club)
	5th - 13th July	European Championship	Ostend
	26th August -		Holland
	1st September	Gold Cup	(Enkhuizen)
1987 -		World Championship	Australia
1988 -		European Championship	Denmark
1989 -		World Championship	England
1990 -		European Championship	Switzerland
1991 -		World Championship	Canada

BOATS FOR SALE

DK 496	EX SANDPIPER	1981 Borresen hull, teak laid deck, Boyce spars nearly new, full racing kit with 2 suits sails in own cradle at Burnham. Little used £8,000. Apply: M. Williamson - Office - 01-836-2994 Home - 01-584-6976 N. Streeter - Home - 048-649-244
DK 11	POLLY	1966 Borresen, lying Aldeburgh. Cradle. Price £5,000. Apply: P. Gifford - Home - 01-328-0408
DK 440	MISTRAL	1967 Borresen, varnished, teak deck. Borresen mast - 2 sets North sails. Very fast Dragon in nice condition. Apply: John Lewthwaite - Home - Stoke Fleming 770704
DK 326	EVA	1957 Pedersen & Thuesen, Sparlight mast and boom. 2 sets North sails (3 mains). Lying Torquay. Excellent condition. Price £3,000 including trailer. Apply: Alan Jeffs - Home - 0803-25954 Office - 0803-606166
DK 486	MATILDA	1978 GRP with space frame, built Australia on Borresen moulds. All Borresen fittings. 2 masts. In perfect trim and working order, ready to race. £7,500 o.n.o. Bedford truck, specially fitted with removable cradle £2,000. Apply: J.I. McKenzie - Home - 06267-78888 Office - 0803-63822

CLASS RULES

The following rule changes were approved at the I.Y.R.U. November meeting:-

1. Rule 6 - Glass Reinforced Yacht

Insert new rule (xiii) and re-number following rules accordingly:

"Reinforcement of GRP hulls or decks shall be limited as follows:

(a) Between stations 5 & 6

- (i) Two internal frames not exceeding 50mm x 200mm with associated knees whose width and depth shall not exceed 510mm.
- (ii) Two deck beams not exceeding 50 x 75mm.

(b) Between stations 6 & 11 not more than one deck beam and/or internal frame not exceeding the equivalent measurements as above."

2. Rule 15 - Rigging, Spars etc

In fifth paragraph delete:

"provided the double luff principle is not contravened and the headsail is hanked to the forestay by not less than three hanks approximately equally spaced over the the length of the luff."

Add to twelfth paragraph:

"A wire or rod tie is permitted between each chain plate or the deck where the shroud passes through the deck, and/or the heel of the mast or the mast step. Such wire or rod tie shall not be adjusted while racing."

3. Rule 16 - Weight of Mast

Delete "35kg" and "15kg" and insert "30kg" and "13kg" respectively.

4. Rule 20 - Spinnaker Boom

Delete existing rule and insert:

"No part of the spinnaker boom including fittings shall be capable of extending more than 2250mm from the mast."

5. Rule 23(iii) - Genoa

Add:

"The genoa may enclose the forestay provided the sail can be attached and removed without disconnecting the forestay."

6. Rule 24 Sails - General

Delete the first two sentences of the sixth paragraph and insert:

"Two unwoven transparent panels the total area of which shall not exceed 0.3m² are permitted. No part of a window shall be closer to the luff, leech, or foot than 150mm."

7. Rule 26.2(b) - Prohibited Equipment

Delete existing rule and insert:

"The use of any apparatus or contrivance the purpose of which is to support or assist in supporting a member of the crew outboard or partially outboard. When hiking no part of the crew's body between the middle of the thigh and feet shall be outboard of the sheerline."

After a number of years during which Class rules have been somewhat in the doldrum, this year a positive attempt has been made, on the initiative of the BDA, to update the rules and remove some of the anomalous problems that have existed in the past. As Norbert Geissler of the German Association commented, we changed the Mast rules in 1971 and the Spinnaker design in 1978 - it really is time to now link the weight of the Mast down to actual alloy weight, and the pole up to the minimum length for new spinnaker designs.

The rule changes are as follows:-

1. Spinnaker boom

A year ago the French suggested lengthening the Spinnaker pole to some 2.5 metres, but after testing, the new length has been fixed at a maximum of 2.250m-measured from the 'front face of the mast' an increase of approx. 16 inches. This in itself is unlikely to make any difference to the shape of Spinnakers since the new measurement is still less than half the minimum width of the Spinnaker along its foot. However the new length will make an appreciable difference both to the stability of the boat in heavy weather, while improving the efficiency of the Spinnaker in light. An improvement in performance should also be possible on close reaches.

Action: Borresen tells me there is no need to buy a new boom - simply cut the existing - insert a new tube and rivet to the original halves.

2. Masts

The weight of the mast is being reduced by five kgs. which at present is carried in the form of lead in nearly all alloy masts. In the main this lead is situate in the mast just below the spreaders, so its removal will not only make handling simpler but more importantly will reduce halliard chaffe and also the 'pitching moment' of the mast. This may also help to reduce the number of mast breakages that occur in the gybe.

Action: For Borresen Masts see diagram available from class secretary. For Boyce the lead is either held by screws or rivets which remove; the lead will then fall to the bottom of the mast. It took me ten minutes last Sunday!

3. Reinforcement of Fibre-Glass Hulls

New rules are being introduced to limit the method of reinforcement of fibre-glass hulls which previously was completely open, there being no restrictions. The effect of the new restrictions is to prevent struts being installed in boats which could then be adjusted. In theory it was thought it might be possible to change the shape of the hull.

4. Genoa

The 'hank' rule has now been amended so as to permit zippers as well. It is thought that this will add approximately £5 to the cost of a new sail, but will obviously make changing the sail a lot easier.

Also the sail rules have been changed so as to permit two transparent panels to be put in a sail which will be particularly useful for anyone wanting to look at their top-tell-tail on the Genoa while up on the weather side.

5. Toestraps

A new rule has been introduced that provides that when sitting the boat out no part of the crews body between the middle of his/her thigh and his/her feet shall be outboard of the sheer line (the side of the boat). This rule has worked in other classes. Toestraps as such, are now banned, although how this part of the new rule is going to be enforced, I dont't know.

GOLD CUP

COPENHAGEN 7th - 14th JULY 1984

Wearied of constant incursions by their Viking forefathers the East Coast Dragon Fleets mounted a counter invasion of Denmark for the Gold Cup. The eight boats taking part were Polly, Logie, Troika, Jerboa II, Kali, Warlord II, Coquille St. Jack and Ariel. All of us had moments of glory, and otherwise. Polly and Warlord by consistent sailing retained more glory than the rest of us and finished 12th and 15th respectively in a pretty hot fleet of 68 boats. The first eleven always seemed to contain an equal number of Danish and German boats and the final winner and runner-up were respectively the Danish boat "Nordjylland" (Valdemar Bandolowski & Soren Hvalso) and the German boat "Calypso" (Dieter Krautgartner). The event was organised by the Skovshoved Sejlklub. The Danish interest in Dragons was said to be dwindling of late and in order to get themselves back into the swim of things they ordered 15 new Dragons for the Gold Cup; the first, No. D222, being owned and raced by H.R.H. Prince Henrik (based on board the Danish Royal Yacht - a beautiful sight anchored off the Marina) and the last, No. D238, by the indestructable Borge Borresen, who finished 5th overall. With 4 boats in the first 7, including the winner, the Danes made it clear that they have not forgotten how to race in Dragons.

These 15 new boats, all built by Borresen, were most impressive in their fittings and finish. Space frames were built in from the start and incorporated a simple system of tensioning the shrouds. Runner winches were replaced by tackles with a quick release fitting capable of being operated by a well-directed kick from the helmsman's foot. There was also a device for positioning the mainsheet traveller so that it automatically took up the same location in relation to the centre line of the boat when going from one tack to the other. Boats like this have not yet appeared in England, but no doubt they will. Perhaps members of the Royal Forth will commission half a dozen or so for their next year's frolic in the Athens of the North.

The Gold Cup racing was preceded by a warm-up event which it would have been very advantageous to attend. Though the water in this part of the Baltic does not go up and down much, as we all know from our geography lessons, it does seem to move from side to side in unpredictable currents. The Danes for the most part speak excellent English, but seem to lose the facility when trying to explain the reason for this and, more to the point, what you should do about it. After a race or two one began to suspect that the elusive currents on which some had been encouraged to focus their attention had little to do with performance and that boat speed and tactical considerations were as usual the prime ingredients of success. The other essential in Gold Cup racing is not to get put out for an infringement since every one of the 6 races counts and there are no discards. This is not so difficult when you happen to be in the first 10, but when caught in a ruck of 20 or so boats rounding a mark more or less at the same time one lives dangerously. For those who did get involved in protests it was a relief to learn that they had to be written out in English as were the Sailing Instructions.

The weather at Skovshoved was about what we have come to expect for the whole of this Summer; warm, sunny and with light winds reasonably steady in direction. On one day only the racing was abandoned, not so much for lack of wind as its failure to settle in any one direction long enough for the Committee to set a fair line for 68 starters. There was one day with enough wind to break a few masts and on the last day there were two races to make up for the abandoned race.

1984 Gold Cup - contd

On shore our hosts did their best to see that we enjoyed ourselves. The social programme included dinner at Tuborg Breweries, a luncheon party and fashion show for the ladies at A.C. Bang, the furriers, (no unfortunate consequences reported by any spouse) and a final Gala Dinner and prizegiving at the Club. As racing often finished late there was not much time to go far afield, but we visited the Little Mermaid, the Tivoli Gardens and a castle or two.

The Gold Cup racing seemed to be ignored by the British Press. There were no yachting correspondents around - perhaps if we'd been able to find one and throw him in the Marina we would have got some mention.

Bob Melville

Fleet News

Torbay Fleet

Despite only 8 Dragons racing regularly (2 are laid up) we had some excellent and keen racing, from mid April until our last race on 28th October. Mike Ellis (Heuschrecke) won the October series with Simon Day sailing Maelstrom a close runner up. We all basked in the long hot summer! "Heuschrecke", "Maelstrom" and "Mistral" enjoyed the racing and excellent social functions for the Edinburgh Cup. Many thanks to the Cowes fleet and the organisers. The three of us, plus "Tango", look forward to meeting Dragon friends (and foes!) in Scotland next July.

We had some good racing during our 5 day Torquay regatta with Olympic type course and a fine trophy for each race. Our West of England Dragon Championship will be held between 26th - 30th August with Brixham regatta on Saturday 24th and 25th - why not join us in 1985, to race in these beautiful Torbay waters and perhaps combine the ideal family holiday with Dragon racing! I personally will be pleased to arrange accommodation facilities. With our new marina in Torquay Harbour, the fast motorway, only three hours from the Midlands and under four hours from London we are hoping that more Dragons will be based in Torbay. We will arrange for 2 or 3 races each weekend.

We had a most enjoyable annual team race with the Deauville Dragon fleet on 8th and 9th September racing in Torbay. We won the Phantom Trophy 3-0!. We are trying to arrange a team match with another fleet in the U.K. or Ireland - any fleet interested please?

On behalf of the Torbay Dragons our best wishes to all our Dragon friends wherever you are!

John Lewthwaite

ITEMS FOR SALE

RUNNER WHEELS (2) New 1978, and regularly maintained and therefore in good working condition. £100

SAILS: MacWILLIAMS: 1 Mainsail 2 Headsails; New for Edinburgh Cup 1983 - Runner up - and used sparingly since. Cost £1,000: Will sell suit or individually: Offer

SPINNAKER: New Irish Championships 1982 - Winner - and regattas since - a very good sail.

NORTH: 1982: CLS; rope luff) new would cost £215 £ 50

1983: COH; rope luff) hardly used £125

Apply - Philip Tolhurst - Telephone 0245-412178



ROYAL FORTH YACHT CLUB

INTERNATIONAL DRAGON CLASS

Edinburgh Cup and Dragon Gold Cup - July 1985



EDINBURGH CUP - 13th - 19th JULY 1985

GOLD CUP - 20th - 26th JULY 1985

RACING

Racing will take place in the open water of the Firth of Forth off Granton Harbour in an area bounded by Inch Keith to the East, Inch Mickery to the west, and Burntisland to the North. Practice races on 13th and 20th July. Racing will take place daily at 14.00 hours - full Olympic Courses.

HEADQUARTERS

Headquarters will be situated in the new Royal Forth Clubhouse on the Middle Pier at Granton Harbour where the yachts will be berthed in deep water. Craneage, storage for trailers etc will be available at the Harbour.

SOCIAL PROGRAMME

Saturday 13th - Cocktail Party
Monday 15th - Home Hospitality
Wednesday 27th - Wine and Cheese Party and visit to Hopetoun House - Stately Home.
Friday 19th - Edinburgh Cup Prizegiving Dinner and Dance
Saturday 20th - Cocktail Party
Monday 22nd - Civic Reception
Wednesday 24th - Scottish Night
Friday 26th - Gold Cup Prizegiving Dinner and Dance
(These dates are subject to confirmation).

ACCOMMODATION

A limited amount of accommodation has been booked at Dunfermline College of Physical Education at Cramond. This is ten minutes drive from the Yacht Harbour. Single rooms are available in the Halls of Residence at £12.00 per person per night for Bed and Breakfast. The facilities of the College are available to guests and these include tennis courts and swimming pool etc..

Accommodation in Edinburgh during July and August is extremely difficult because of the tourist season and early booking is essential. Other accommodation in Edinburgh can be booked directly, and anyone wishing for copies of the Edinburgh Tourist Accommodation Register may obtain this by writing to the Chairman of the Organising Committee -

Kenneth L. Gumley, 43 Hanover Street, Edinburgh, EH2 2PL.

EDINBURGH CUP 1984

Sunshine and seabreeze conditions were generally the order of the 1984 Edinburgh Cup held at Cowes from 24th to 30th June. Cowes has many moods, as well as the odd tidal stream, but both weather and tides were in benign mood, that week being chosen for its neap tides, despite the clash with the Round the Island Race on Saturday 23rd which provided a wonderful spectacle for the visitors, as well as filling Cowes up for the Saturday night. As a result the Practice Race was held on Sunday and the racing proper started on Monday. If that meant the last race on Saturday and visitors returning home a day late, it was felt that was a lesser evil than combatting the spring tides the following week or running the Practice Race in competition with over 1000 Round the Island yachts.

The Regatta this year was run by the Royal Yacht Squadron who generously extended to competitors the privilege of using the Castle's facilities. John Green was Race Officer for the series and set excellent courses in the slacker tidal area between the Lee-on-Solent shore and the Bramble bank.

The Management had hoped for an entry of 50 against the Race Officer's preference for a maximum of 45 as the number which could be accommodated on the line without splitting the fleet into heats. In fact the entries totalled only 47 of which 21 came from the local fleet which, as often happens, did not figure at all prominently. It was heartening to find entries from all the BDA fleets other than the Scottish and Northern Irish fleets (other than Adastral from the Royal Ulster fleet) and it was particularly good to see Peter Stulcken from Germany, albeit in a borrowed boat of doubtful hue.

Beefeater Gin generously sponsored the Regatta and in particular the Opening Cocktail Party on Sunday and the Buffet Supper following the prizegiving on Saturday, both held at the Squadron. Competitors who sampled the 1/4 bottle of gin and tonic from their well-filled folders, reported complementarily on the ratio of gin to tonic! In addition, Overseas Containers Limited sponsored a very enjoyable Buffet Dinner and Dance at Swainston Hotel on the Wednesday. With receptions at the Royal Corinthian on Monday, Ratsey Master Sailmakers on Thursday, and the Medina Borough Council on Friday, only Tuesday was available for rest. Cowes may not have the best sailing waters in the world, but with a longer pedigree than most yachting centres, it can boast of probably more places to quench the thirst than most others and has ample space in clubs and private digs to accommodate the whole fleet drinking eating and sleeping without overcrowding.

Out of the series of 6, the fleet enjoyed 4 cracking races, considered by most to be better than the last two Edinburgh Cups put together. The sea breeze largely cancelled but failed to overcome the NW pressure wind for Race 4 which was fluky with some boats failing to finish within the time limit, and it was unfortunate that, owing to a clash with power boat race, the final race had to be started earlier and further East, and was over just before the sea breeze filled in. For the other 4 races, the wind was pretty tone and generally built up during the race but never much more than force 4.

The fleet was generally well behaved despite some biased starting lines and although recalled on most days, it usually got away at the second start under the one minute rule, the five minute rule, carefully husbanded by the Race Officer, never being put into operation. Boat speed and handling was, as ever, vital, and the Irish - shortly after their own Championship - were in noticeably sharper form than most of the mainland fleets. The winner Galax (the last time, one hears, he will win in that boat), Tarasque and Alphida all finishing in the first five split by Warlord II and Mahjong, the leading home fleet boat, in 2nd and 4th places respectively. Going into the last race, Warlord had a 2.3 point advantage over Galax but could only finish 11th to Galax's 7th in very light and difficult

conditions. With only two home fleets boats in the first 12, and 12 in the last 14, the local knowledge of the home fleet counted for little, although it has to be said that all available tide tables in Cowes had been bought up by the third day.

The organisation generally ran smoothly thanks to the cheerful efforts of Cal Lloyd and her helpers in the Regatta Office, a strong Race Officer's team and mark laying boats afloat, and Peter Lloyd, the BDA Chairman, masterminding the whole week. The fact that everyone seemed to enjoy their week is largely thanks to their efforts and some of the best weather of a remarkably fine summer.

Michael Williamson

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Malcolm McKeag's second attempt at recounting his trip to Kinsale.
(Reproduced from Yachts & Yachting with grateful thanks to the Editor and Malcolm)

* * * * *

With apologies, of a sort, to the gentleman who wrote to the Editor complaining that all McKeag writes about these days is going to regattas with nary a word abouts the boats or the sailing when he gets there. The truth is, Sir, that as far as the Dragon Europeans in Kinsale were concerned driving there and then going to the pub afterwards were far and away the best bits. The sailing was so bad that Tony O'Gorman, umpteen times Edinburgh Cup winner, finished so far down the pan he vowed he would never sail at Kinsale again and was going to stick to straightfoward places, like Cowes. O'Gorman lives in Kinsale. Yet there was a winner and that winner was Borg Borresen and since Borg has won the European championship, the Gold Cup, the Edinburgh Cup and just about any other Dragon prize worth having outside the Olympics you can't say it was only luck, fluky series or not.

What is it that gives some people the ability to predict the unpredictable in yacht racing? The Dragon racing at Kinsale was held in the bay outside the enormous natural harbour of Kinsale itself and the breeze for all the week blew straight into it from the south: 'all the way from the Falklands' as one local met expert said. It should have been easy enough to read and obviously for Borresen it was but for nearly everybody else it was hair-tearingly frustrating.

One day it was more south-east than south and the forecast was for the wind to veer. A depression was due to pass through with the possibility that its centre would pass to the north of us. Does that not mean that the wind is likely to veer? In the half-hour before the start the line had to be relaid twice to cope with the tendency of the breeze to shift to the right and at the start itself there was such a crowd at the committee boat it was like trying to get through the turnstile at a football match. It was so obvious that the thing to do was start at the committee boat, tack onto port and go right that two-thirds the fleet were up there and when the breeze went even further right with about a minute to go it was plain several were going to be squeezed out. Borresen, the old fox, tried to bluff his way in, didn't make it and had to circle out to weather of the committee boat. My Man made a tolerable start and as we sailed away well placed these eyes saw Borresen gybe around and then sail off on starboard, crossing every single stern in the fleet. He went the whole way to the left of the course, tacked just under the lay-line and settled down to follow everyone in. Over on our side, where all the good people were, the boats with Borresen looked absolutely killed.

Then, a quarter of a mile from the windward mark, the wind did a funny thing. It swung about 15 degrees to the left. Well, it might have been ten but from where we were it may as well have been ninety. Borresen lifted to the mark, cracked his sheets and went round in second place.

Time and again during the week there were 'unexpected' and 'inexplicable' wind-shifts: some of us got them right (carefully worked out tactics) some of the time and wrong (unbelievable bad luck) some of the time but the winner just kept popping up out of the crabgrass. Borresen only made two good starts the whole week, in the practice race and again in the last race, yet his worst result was an eighth.

Now, how does a sailor do that? If you asked him why he went this way, or that way, his reply was usually 'well, when you are at the back you must do something different.'

Kinsale - contd

After each race at Kinsale race officer John Godkin produced a graph showing the first 33 places at each mark and fascinating study they made too. They show boats dropping ten places on one beat and picking up ten on another, or maybe appearing briefly near the front of the fleet only to slide down off the page for the rest of the race. And they show the final champion hardly ever dropping places: in one race he was 22nd at the first mark, 16th at the gybe, 15th at the leeward mark, 12th at the end of the next beat, 11th at the bottom turn and fourth at the finish.

Having got the regatta so comprehensively wrong on oneself (we finished eighth) one hesitates (but only briefly) to pass an opinion on how Borresen did it but if you were to ask me I would say 'speed'. All this business about studying wind bends and weather maps, dropping corks over the side and writing the true wind directions on the inside of your trouser leg is just gilt on the gingerbread. If you go fast you win, and if you don't go fast you don't win.

For cognoscenti of the sport, Borresen was sailing a brand new Dragon which, naturally enough, he built himself (he has been the principal builder in the class for years) and the only obvious difference 'twixt his boat and the rest of us was that he was using a Fogh genoa while in Dragons the the world and his wife set Norths. He had on board the young man who had made the sail - it was noticeably fuller than most others and when My Man asked a technical question regarding something he described as the entry he was told simply that it was 'blunt'.

So Borresen won the championship and sold the genoa to Michael Cotter. Tony O'Gorman changed his mind about giving up Dragon racing. He bought Borresen's boat instead.

Malcolm McKeag

Private Parking	A.A. & R.A.C. Listed
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Glendale House Hotel is conveniently situated on the south side of Edinburgh, 10 minutes from the Royal Mile and Princes Street. The Hotel is comfortably furnished and all rooms have television. Mr. and Mrs. Brownlie will assure Dragon sailors a warm welcome. Terms for bed and breakfast and evening meal on request.

SELECTION PROCEDURE

FOR EUROPEAN AND WORLD CHAMPIONSHIPS

1. The current rules for the European and World Championships provide for a total of 8 places to be allocated to boats from England, Wales, Scotland and Northern Ireland. For 1984 the I.D.A. ruled that North Ireland was to be treated as a separate country (and therefore they were entitled to nominate 5 places) but it is assumed that this ruling will not apply for the future.
2. The selection procedure summarised below assumes an allocation of 8 boats but if more places do become available the numbers will be increased pro rata. Of the total number of places available:-
 - (i) 6 (or 75%) will be selected on the basis of the results from a number of qualifying events;
 - (ii) 2 (or 25%) will be selected by the officers (chairman, vice chairman and secretary) of the British Dragon Association.
3. Selection will be by reference to the helmsman and not to individual boats.
4. The qualifying events will be published in January each year (or as soon as possible thereafter). Those helmsmen wishing to be considered for a place in the European or World Championships may count their best 3 results from the last four qualifying events preceding the championship.
5. Qualifying events are defined as major open championship events attracting 20 or more entries, which are staged in the United Kingdom and approved as such by the committee of the British Dragon Association. The qualifying events during 1984 and 1985 are as follows:-

1984	-	East Coast Championship - Levington
	-	Edinburgh Cup - Cowes
1985	-	East Coast Championship - Levington
	-	Edinburgh Cup - Forth

6. The method of awarding points for the qualifying events will be as follows:-
 - (i) The results of each event will be recalculated to exclude all foreign competitors.
 - (ii) For the Edinburgh Cup boats will be allocated points using the Olympic scoring system.
 - (iii) For the East Coast Championships (and other events to be determined by the committee of the British Dragon Association) a weighted scoring system shall be used as follows. One place will be added to the finishing position of each boat following which that position will be multiplied by a factor of $\frac{40}{X}$ (where X equals the number of entries) to give the nearest whole number which will represent the adjusted finishing position and to which the Olympic scoring system is to be applied. (In the event of the adjusted finishing position ending in .5 the number will be rounded up).

Example - Assuming 28 entries for East Coast Championship

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

(Note: To be discussed and confirmed at January 1985 A.G.M.)

STEPHEN RATSEY SAILMAKERS



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FOR THE SECOND SUCCESSIVE YEAR, OUR STINGRAY SPINNAKERS CONTINUE TO BE USED BY THE MAJORITY OF LEADING DRAGON HELMSMEN.

NOW, AFTER THREE YEARS OF SEA TRIALS, THE SAME SUCCESSFUL DESIGN TEAM HAVE PRODUCED FORE AND AFT SAILS THAT ARE THE EQUAL OF OUR MUCH LARGER COMPETITORS.

WE HAVE PROVED THAT WE CAN BEAT THEM WITH OUR STINGRAY SPINNAKERS - SO WHY NOT WITH OUR MAINSAILS AND GENOAS?

PRICES EX V.A.T.

Medium Weather Mainsail	£328.00
Light Weather Genoa	£203.00
Medium/Heavy Weather Genoa	£218.00
Window	£ 10.50
Stingray Spinnaker	£283.00
Chute Patch	£ 9.50

10% Winter Discount until the end of December

Partners: S. Ratsey, R. Ratsey, B.A.(Hons.)

(This firm has no connection with Ratsey & Laphorn (Sailmakers) Limited).

Medway

We are arriving at the end of a most enjoyable season with average starts of 13 boats out of a possible fleet of 20. Winds have on the whole been light and tides strong. "Royalist" (R.S. Dawe) has won the overall Points Trophy closely pursued by the National Farmers Union (the Brothers Wright) in "Moonshine", "Royalist" and "Fenrir" (D.L. Dann) went to Cowes for the Edinburgh Cup and returned empty-handed but having enjoyed a good series and excellent hospitality. Both boats feel that they should open an outpost of the Squadron on the Medway - if only for the Claret - but the sailing was good too!

While local racing is strong, the Medway Fleet is not noted (except Roger Dawe) for travelling far from home, other than to Burnham Week, and this year Dann was scared off by the possibility of actual competition for the Visitors Cup. We hope to change this with a strong entry for the East Coast Championships in 1985 - it is fairly near even for us Timid Toads! However, we do have an annual match with the North Sea Yacht Club of Ostend and welcomed their 3 crews in August for a 3 race and 4-party weekend. Remembered through a Gin Pinkly, the Medway won back the Trophy.

This indeed may be our strength and weakness - our fleet spirit, our keen local racing at all performance levels of the Twenty Dragons, our willingness if not expectation, for a party every weekend keep us the most active class in the Club. On the other hand, we enjoy this so much that in recent years we have left it to Roger Dawe and Stuart Hamilton to show the Invicta Burgee outside Kent and it is arguable that at top levels we are in danger of becoming uncompetitive. It is our hope for 1985 that our new Aces - such as Ian Ratnage and Peter Freeman - may play some cards away from home while maintaining the Fleet spirit which is the hallmark of Medway Dragons.

David Dann

Aldeburgh

Levington was much as usual with no less than nine of our fleet there. Apart from Polly at the front we managed to be a consistent well balanced fleet - middling to tail end.

Only Ganymede 111 and Viking went to Cowes and mostly found the crab grass.

Polly and Logie went to Denmark with some degree of success, Patrick Gifford coming twelfth with Polly, being the first Brit and the first wooden boat. Rory Bowman found that with no discards a lost protest is disastrous, however when he got back to Aldeburgh he showed that he had learnt a lot and proved very hard to beat.

Back at home we had a competitive year with thirteen boats in the class, very exciting on the starting line. We got through the season with no sinkings, few collisions and only two broken masts. Logie came off best in th Regatta with Ula, Snap and Polly close behind.

We won the Lowestoft match at Lowestoft - again. I am not even sure that the bar result was not in our favour.

Peter Wilson



NEWS FROM NORTH

North Sails (UK) Limited Newgate Lane, Fareham, Hampshire PO14 1BP Tel: Fareham (0329) 231525

NORTH SAILS UK DRAGON INVENTORY FOR 1985

MAINSAILS

C4 - Built from 6.9 oz medium firm Dacron, this is a fast general purpose sail at its best in 0-25 knots. The sail includes a lens foot, which allows precise camber distribution control.

PTI - A specialist heavy weather sail for 23 knots plus. Cut in 5.75 Tarn Tempered cloth which reduces distortion to a minimum.

Spreader windows and collision windows are now available for mainsails.

GENOAS

VI-H - Light air, leechcut sail. With a full entry which provides good power in a chop, when pointing is secondary speed. Cut in 3.73 oz Yarn Tempered warp cloth.

C-Cut - 8 to 25 plus knots. A COH replacement with a fine entry but powerful mid section. The C-Cut construction holds the designed shape well up the wind range without distortion. Built from 5.5 oz Yarn Tempered warp Dacron.

CLS - A more rounded entry for power in choppy water and medium/heavy air. Designed to be set off a straighter forestay than the C-Cut. Provides greater power than the C-Cut, but less pointing ability. Built from 6.0 oz Yarn Tempered Dacron.

All the North range of genoas are available with wire, stretch rope or zipper luff systems and collision windows.

SPINNAKERS

Tri-Radial Reacher. A new design for 1985 to accommodate the new pole length. A general purpose sail, particularly fast on the reach, cut from HST 46 cloth.

Radial Head Runner - A specialised running sail, new design for 1985, flatter than the Tri-Radial to produce a greater projected area with large shoulders.

If you would like further details and prices of these designs, please contact the One-Design Manager at the North loft in Fareham and take advantage of the 15% Autumn discount by ordering before December 1984.

Members of the Burnham Fleet may have already seen the latest advance in the science of computer cut sails, the C-Cut genoa (photo). The sail utilises huge shaped radial panels originating from the head and clew meeting in a single joining seam around the two third height. The construction is unique to North; the only sailmaker with the computer sophistication to shape panels vertically. From off the boat the panels appear 'boomerang' or 'C-Shaped', hence giving the sail its name.

The origins of the C-Cut concept lie in the intense research by North designers world wide for the numerous 12 meter campaigns of 1983. Computer generated stress maps were developed which plotted the principle loads in the sail. In tandem with stress mapping, research was continuing into warp orientated sailcloth. The yarns that run in the long axis of a cloth are called the 'Warp' of the fabric. A weaver sets up a warp of perhaps 5,000 or 10,000 meters, and into it 'fill' yarns are woven, one at a time and tightly pounded into place. This causes the fill threads to become crimped as they pass alternately under and over the warp. When placed under load, the crimped fill yarns straighten out, resulting in much greater stretch in this direction than in the straight, continuous warp threads. Conventional crosscut sails always relied on the strength of the fill threads to withstand stretch on the leech, but when the cloth is turned around, the warp takes nearly all the loading allowing the fill threads to be very much reduced, simply serving to hold the warp fibres in place.

By using the stress map, the sail designers were then able to align the cloths strong warp orientation with the sails maximum loading. The first stress maps produced, suggested that the loads were generally parallel to the leech, but originated from the clew and head. As a result, North Sails built the first 'Leechcut' construction genoas, replacing the horizontal seams which crossed the load lines, with vertical panels, thus eliminating a further element of stretch. By continual refinement of the computer program, the later stress maps provided a more accurate picture of the loads in a sail (figure).

The resultant C-Cut sail was the next logical step in the progression from 'Leechcut' construction and the later 'Spider Cut' in the search for a method of construction which provides the closest match to the actual loads generated in the sail.

However, all this research was primarily aimed at 12 meter and IOR yachts; for sails in Mylar and Kevlar. As a result, there was no warp orientated Dacron available for building leechcut or C-Cut Dragon sails. To rectify this situation, North Sails designed and had woven specific warp cloth for the Dragon, which then allowed Peter Kay, (North UK Designer) to apply the latest construction technology to the Dragon rig.

Peter first designed a light air leechcut genoa in 3.75 oz yarn tempered cloth last season. This sail was used at both the Edinburgh Cup and the Europeans, where it proved exceptionally fast in the light and choppy conditions off Kinsale. The sail has a full entry for maximum power, which in those conditions is more beneficial than good pointing ability.

As soon as the 5.5 oz warp cloth arrived at the loft, work began on a medium/heavy C-Cut to replace the current COH genoa. The new C-Cut is fast over a wider wind range than the COH, by virtue of its construction. The computer designed 'flying shape' resists distortion to over 25 knots, as the strong continuous warp threads of the radial panels reduce stretch dramatically. The actual cloth weight can be lighter cloth and reinforcement patches means that the sail allows the boat to tack quicker and the sail sets more easily in light airs.

NORTH SAILS UK - contd.

The greatest advantage of a C-Cut to the Dragon sailor is that it greatly simplifies the headsail wardrobe and reduces the problem of headsail changes. 'Positron' won the 3/4 Ton World Championship this year with only one C-Cut No. 1. Instead of light and heavy sails, they saved both money and argument! For those who prefer just one main and headsail, the C-Cut genoa will be ideal. When fitted with a stretch rope luff, the sails versatility is yet further increased, as the draught position can be adjusted whilst sailing. The runners and backstay are used to bend the mast and tension the forestay whilst the genoa luff tension is controlled completely independently.

For the regatta sailor, the addition of a CLS genoa will provide more power in choppy conditions as the sail has a more rounded entry for setting on a straighter forestay. The V1H light air genoa is the only specialised sail; ideal in light and lumpy conditions. For flatter water and light air an older CLS is often fast, as set on a straight forestay, the entry remains rounded but the draught shifts aft as the cloth breaks down. The softer cloth on the luff also makes the sail easier to read.

The C-Cut construction is not just limited to headsails, so we may look forward to the very near future when all Dragons will be able to use high-technology sails, bring the class right up to date with the latest advances in computer cut sails.

John Heyes
One-Design Manager, North Sails UK.



Photo: A C-cut Genoa

A typical North Genoa Stress Map.

Stress travels in an arc between the clew and head.

At mid-leech, the stress loadings are parallel to the sail's trailing edge.

The forward section of the sail is lightly loaded.

The sail's highest loads radiate from the clew.

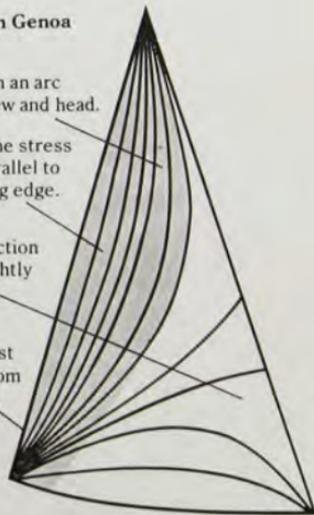


Figure: Stress Map



At North, we think fast. Of sails just that little bit faster than the one that dominated the Championship last season.

We use the latest design techniques, including powerful computer programs, to speed up the thinking process. And then we take the hot new sail shapes generated by the computer and test them where it counts... on the water.

Testing is one of the few areas where we don't try to save time. Instead, we make absolutely certain that a new sail really is substantially faster than other designs. We then store the perfected shape on full-size Mylar patterns, so that it can be reproduced exactly... and rapidly.

Our stringent test and evaluation procedures for sailcloth provide you with two vital assurances. First, that your sails will be every bit as good as the prototype, and second, that they will stay dramatically fast, even after many closely-contested regattas.

So if you're thinking of winning, think fast. And sail North.

North sails win more races than any other sails in the world.



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