



---

# BRITISH DRAGON ASSOCIATION

---

1992 CHRISTMAS NEWSLETTER  
(incorporating Notice of AGM)



---

## **BRITISH DRAGON ASSOCIATION**

---

### **OFFICERS:**

Chairman: R D Brown

Vice-Chairman: C J Thornton

Hon Secretary & Treasurer: N J C MacLennan

### **COMMITTEE:**

P J Wilson: Aldeburgh

D S Baird: Belfast Lough

R Campbell: Burnham-on-Crouch

D I Cunningham: Clyde

A Dowle: Falmouth

W Rudd: Forth

C McMullen: Irish Dragon Association

N Blowers: Lowestoft

C Ward: Medway

J Fairchild: Solent

A G Chambers: Strangford Lough

P Orford: South Caernarvonshire

C Adams: Torbay

# BRITISH DRAGON ASSOCIATION

## 1992 CHRISTMAS NEWSLETTER

### CONTENTS

	Page
Fixtures List .....	2
1992 Season Reports:	
• South Coast Championship .....	3
• East Coast Championship .....	4
• Edinburgh Cup .....	5
• Irish National Championship .....	7
• Gold Cup .....	9
• Scottish and Northern Area Championship .....	10
Selection Procedure for European and World Championship Events .....	12
Boats for Sale .....	14
From the Hon Secretary's Desk .....	16
Class Advertising - Value For Money .....	17
Notice of 1993 Annual General Meeting and Dinner .....	19
Accounts for the year ended 31st October, 1992 .....	20
Chairman's Report .....	22
Fleet Reports .....	23
Useful phone numbers .....	36
Numerical List of Dragons of BDA Members .....	37
Membership Details Amendment Form .....	43
Form of Application for Membership of BDA .....	44
 List of Advertisers:	
Hood One Design .....	8
Petticrow Boatyard Ltd. ....	Back cover
Parker & Kay .....	13

## FIXTURES LIST

### 1993 HOME

#### QUALIFYING EVENTS:

East Coast Championship	1 - 3 May	TBA
South Coast Championship	29 - 31 May	Cowes
Edinburgh Cup	19 - 25 June	Forth
Northern Area Championship	5 - 6 June	Bangor
Easter Regatta	9 - 12 April	Burnham
Irish East Coast Championship	28 - 30 May	Dun Laoghaire
Irish National Championship	7 - 12 June	Killyleagh
Burnham week	28 Aug - 4 Sept	Burnham
Irish South Coast Championship	late Sept	Kinsale

### 1993 OVERSEAS

Prince Philip Cup	3 - 14 January	Hobart, Tasmania
Sayonara Cup	15 - 22 January	Hobart, Tasmania
Seawanhaka Challenge Cup	24 - 28 January	Hobart, Tasmania
Martinique Int. Championship	8 - 14 February	Fort de France, Martinique
International Spring Challenge	7 - 9 May	Skovshoved (Copenhagen)
Swiss Championship	19 - 23 May	Steckborn, Untersee
Scandinavian Championship	20 - 23 May	Rungsted (Copenhagen)
Open Danish Championship	17 - 21 July	Funen (Oure)
Travemunde Week (Pre-Worlds)	24 - 29 July	Travemunde
World Championship	1 - 8 August	Travemunde, Germany
	(practice race 31 July)	
German Championship	14 - 22 August	Lake Constance
Gold Cup	29 Aug - 4 Sept	Medemblik, Netherlands
	(practice race 28 Aug)	

### 1994

Edinburgh Cup	Bangor
European Championship	France
Gold Cup	Denmark

### 1995

European Championship	Norway
Gold Cup	UK
World Championship	Perth, Australia

## 1992 SEASON REPORTS

### SOUTH COAST CHAMPIONSHIP

#### DRAGONS AT COWES CORINTHIAN

Cowes Corinthian YC hosted the opening event of the Dragon circuit on May 2nd and 3rd with the South Coast Championship. A fleet of 33 boats racing in the congested Hillhead area of the Solent made it impossible to see the windward mark from the start line of the first race. With a spring tide running the leaders misled the top half of the fleet around the wing mark in a repeat of a similar incident two years previously. (Why doesn't someone make taller inflatable buoys?) When the error was pointed out to the leaders, Peter Morton in 'Domino' was best placed to reach the true windward mark first, followed by another Solent expert, Eric Williams, in Glen Foster's ex-'Yankee Doodle Dandy'.

The second race was also sailed in a breezy 20 knot north-westerly, with the windward mark in the middle of the entrance to Southampton Water. Local knowledge was very useful in choosing the best way up the beat as the wind and the tidal stream, seemed to funnel out of Southampton Water in a complex pattern. The result was a local benefit. Williams was first in 'Hectic' from his ex-partner Ian Lallow in 'Mayfly', a wood boat built by himself, and Chris Caws, a converted Daring sailor, in 'Firefly' in third.

Sunday dawned windless, and a long wait until 3pm was rewarded with a steady sea breeze of around 15 knots. The race officer moved the course to the Western Solent to ensure the best of the wind. The strongly ebbing tidal flow resulted in at least one general recall, but the fleet eventually started and headed en masse for the best of the tidal stream. Simon Fulford in 'Whistle' battled for most of the race with Lallow, with the two latest Peticrow Dragons, Mick Cotter's 'Aphrodite' and Nicola MacLennan's 'Bebe', chasing hard at their heels.

Fulford, making a return to the class after a year off, took the lead on the second reach, but without any tidal information on board he sailed too far out of the tidal stream on the second beat and Williams, the acknowledged master of the Solent, took the lead again. However, Fulford with dogged determination and the ability that has made him the most successful sailor in the class in recent years, fought back to cross the line first, so winning the regatta.

The Irish team in 'Aphrodite', who were fast getting to grips with their new boat, took two boats on the last beat, just getting a bow in front of 'Mayfly' to take second on the line. The only other local ace not to appear in the top six was Andy Cassell, who broke a boom and had to count a retired and with only three races sailed lost any chance of a discard.

**Overall results:**

- 1st: 'Whistle' Simon Fulford (Aldeburgh YC) 18 pts
- 2nd: 'Hectic' Eric Williams (Royal Lymington YC) 20 pts
- 3rd: 'Domino' Peter Morton (Island SC) 29 pts
- 4th: 'Aphrodite' Mick Cotter (Royal St George YC) 33 pts
- 5th: 'Firefly' Chris Caws (Island SC) 33.7 pts
- 6th: 'Mayfly' Ian Lallow (Island SC) 34.7 pts

(Reproduced from Yachts and Yachting by kind permission of the Editor)

## EAST COAST CHAMPIONSHIP

### DRAGONS AT ROYAL NORFOLK AND SUFFOLK

A hot fleet of 29 boats from 13 different clubs competed in the East Coast Dragon Championship at Royal Norfolk and Suffolk YC over the Bank Holiday weekend of May 23rd to 25th.

Many of the leading contenders for the Edinburgh Cup, to be sailed for at Lowestoft in June, were present, but it was one of the outsiders who was victorious. Ken Clabburn, Daniel Cripps and Chris Merren in 'Skal II', one of the oldest boats in the event, opened the scoring with a win in the first race. This was followed by a retirement in the next race but they bounced back in the third race with another win. They were in 14th place in the fourth race but this still meant that they were sharing a points lead with 'Barbary' (Peter Price) as they sailed to the start of the final race. At this point the championship was still wide open. Most boats had found the predominantly light conditions very testing and had at least one very poor result each. All depended on the fifth race.

Throughout the weekend the weather was gloriously hot and sunny. The expected thunderstorms never materialised but the breeze for the last race was again light and tricky. However, 'Skal II' proved herself a worthy championship winner. With a combination of tactical awareness and boat speed, she gained third place in the race, beating her nearest rivals, and so took overall honour. Price, and David and Stewart Robinson in 'Barbary' were sixth in the race, which gave them second overall and David Young, Simon Fawcett and Matthew Ratsey in 'Jane IV', winners of the final race, moved up to third overall.

For most boats this had been a weekend of mixed fortune. Robert Campbell's 'Quicksilver' won the second race but only managed 12th place overall; similarly David Warren's 'Kanpai' won the fourth race but came ninth overall.

**Overall results:**

- 1st: 'Skal II' K Clabburn (Royal Norfolk and Suffolk YC)
- 2nd: 'Barbary' Peter Price (West Kirby SC)
- 3rd: 'Jane IV' D Young (Royal Forth YC)
- 4th: 'Scorpio' C Dicker (RN & SYC)
- 5th: 'Doesn't She' Andy Gilmour (Waldringfield SC)
- 6th: 'Mystere' N Blowers (RN & SYC)

(Reproduced from Yachts and Yachting by kind permission of the Editor)

## BEEFEATER EDINBURGH CUP

### DRAGONS AT LOWESTOFT

Lowestoft was the venue for the Beefeater Gin Dragon Edinburgh Cup, hosted by Royal Norfolk and Suffolk YC from June 20th - 26th. Apart from a heavy airs practice race, light airs prevailed throughout the week and made for long beats against the flow of the tide for the 40-strong fleet.

Ian Ratnage signalled his intentions for the week by taking the first race from class Chairman Bobby Brown in 'Sabbatical'. The second race also proved to be a drag race to the shallower water on the left-hand side of the course, in an effort to cheat the 1½- 2 knot tidal stream. Class Secretary Nicola MacLennan in her first season of helming, showed greater concentration and better speed than the rest, to take her new 'Bebe' to win in the tricky conditions. Ratnage in 'Water Rat' admitted to enjoying the light airs and scored a third to maintain his challenge.

Surprisingly, local knowledge seemed to be of little use, as the local experts Chris Dicker, Norman Blowers and Nick Trueman failed to show until the third race, when Dicker, in his new 'Scorpio', managed a third place behind John Thornton's 'Warrior' and Eric Williams in 'Hectic'.

Boatbuilder and North sailmaker Paul Richard Hoj Jensen made his characteristic late run by winning the fourth race, after an indifferent but careful start to the series. Sailing the latest model from Petticrow Boatyard he showed good speed in the daily drag race to the left and was not tempted out to the right by the promise of more wind or a sea breeze, as others were. Strange things happened as the fleet headed for the sand-banks near the shore; boats ahead would suddenly go sideways as the direction of the tidal stream seemed to split over the submarine topography.

The wind finally swung to the south-east for the final two races and at last provided a beat across the flow of the tide, making the starts a little easier. The specially

imported race officer made his only unpopular move of the week by going straight to the five minute rule after only one general recall.

'Basilisk', Mike Yales, 'Danish Blue', Hoj Jensen and 'Bebe' were among the few boats to go right up the beat, bucking the usual trend, and were rewarded by rounding the windward mark first, in that order. Hoj Jensen, with the bit between his teeth, pulled out all round the course, with his sights on the only major Dragon championship which had so far eluded him - the World, European and Gold Cup already in the bag. 'Danish Blue' crossed the finish line in silence as did the fast improving 'Bebe' crew and ten others. The sudden toughness of the race officer upset the overall standing of many of the leading contenders, but Ratnage showed great consistency by keeping his nose clean and scoring a second behind Hayles in 'Basilisk'.

Later, in the bar, the blame for the start was firmly appropriated to ex-Olympic 800m star David Warren, who, used to being a bit quick off the old blocks and anticipating the gun, was sighted by the committee boat as causing the mid-line bulge.

Ratnage was looking nervous at the start of the last race, but with a good points lead under his belt he just had to stay close to the only two other boats that could beat him, 'Hectic' and 'Danish Blue', and he did just that on the long, slow beat against the tidal stream. 'Basilisk' again showed good speed to finish first but was again penalised for being over the line, which put paid to a good overall position. Ratnage stuck like glue to the opposition, again a fine second behind 'Danish Blue', which was easily enough to lift the Cup.

The 'Water Rat' crew of Ratnage, Chris Brittain and Aileen Goodman were popular winners and had been threatening a good result since the acquisition of their second-hand Petticrow Dragon last year, but had never won a major series before. The Brits are now thought to have good speed compared to the European fleets and a British success can be looked forward to in the Gold Cup in Ostend.

John Heyes

**Overall results:**

- 1st: K552 'Water Rat' Ian Ratnage (Medway YC) 21.7 pts
- 2nd: K585 'Danish Blue' Paul Richard Hoj Jensen (Royal Danish YC) 39 pts
- 3rd: K550 'Hectic' Eric Williams (Royal Lymington YC) 41.40 pts
- 4th: K560 'Whistle' Simon Fulford (Aldeburgh YC) 70 pts
- 5th: K586 'Scorpio' Chris Dicker (Royal Norfolk and Suffolk YC) 73.40 pts
- 6th: K534 'Quicksilver' Rob Campbell (Royal Corinthian YC) 74 pts

(Reproduced from Yachts and Yachting by kind permission of the Editor)

## ERICSSON IRISH DRAGON NATIONAL CHAMPIONSHIP 1992

### DUBLIN BAY

This year's Nationals, raced under the burgee of the Royal Irish Yacht Club in Dublin Bay from Monday 6th - Friday 10th July, provided a real test of skill and patience for Race Officer, Peter Craig, as the weather conditions were dominated by slack high pressure. With Monday's race abandoned and racing on Wednesday cancelled, Peter did extremely well to get two races away on each of the remaining days in a week when fickle sea-breezes and strong tides were the norm.

It is always difficult to maintain consistency in large high-quality fleets (32 boats), but the conditions this week meant that consistency was a quality which eluded all but the few. Four-times winner of this event, John Kidney, and ex-Olympian Johnny Hooper, both won a race this year yet both finished in the lower half of the fleet overall.

Another ex-Olympian, Robin Hennessy, had obviously forgotten nothing in the twenty years since he last raced Dragons. He had 'Titan' (from the Gerry Owens Collection) going very quickly indeed and his best five scores (7th, 17th, 11th, 2nd and 6th) gave him a creditable 8th overall.

In the end it was Alan Crosbie from Cork (crewed by Paul Crosbie and Rob Jacob from Ron Holland's design studio) in 'If' who showed most self-control and he held on to take the title from Mick Cotter's 'Aphrodite' by one point with a 2nd, 3rd, 4th, 8th and 5th (after discard). Spare a thought (but no sympathy!) for 3rd placed 'Fatal Attraction' sailed by the Patterson Brothers from Belfast Lough, who, with one race to go were in 2nd position and had a good shot at taking the title, but lingered too long over lunch in the comfort of their mother ship and arrived unprepared for the start of the final race where they finished 18th. Best placed of the UK boats was 'Bebe', sailed by Nicky MacLennan and crewed by husband James and brother Farouk, who finished 6th overall.

Tim Pearson

## **BEEFEATER** GIN

It is with profound regret that we have to report the withdrawal of Beefeater Gin as our principal sponsor. The BDA would like to publicly record its thanks and appreciation for all that Beefeater has done to support our sailing and drinking habits over the years.

# SAIL FAST, THINK **HOOD**

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

## RESULTS 1991

### COWES WEEK

1st 'Mayfly'  
(main and spinnaker)  
3rd 'Monica' (all Hood)

### SOLENT FLEET LATE SEASON POINTS

1st 'Monica'  
(all Hood)

TO MAKE YOUR  
DRAGON FASTER  
IN 1993

**Contact Ivan Coryn  
Hood One Design**

Bath Road, Lymington,  
Hants., SO41 9RW

tel: (0590) 675011

fax: (0590) 673797



## BMW DRAGON GOLD CUP 1992

### OSTEND

The 1992 Gold Cup was held at Ostend under the auspices of the North Sea Yacht Club from 23rd to 28th August. There were 68 entries of which 15 were British and Irish.

For the record, the Gold Cup was won very convincingly by Paul Richard Hoj Jensen sailing 'Danish Blue' under British registration; Vincent Hoesch of Germany was second and J-G Pasturaud of France third.

After a couple of weeks back at the desk one's impression of the conditions afloat is of large seas and (when we raced) medium winds. The conditions obviously did not suit the British fleet, whose highest overall position was 14th ('Water Rat'). 'Warrior' scored a 3rd in Race 3 but otherwise could not do better than 28th. A number of the normally consistent performers ('Avalanche', 'Basilisk', 'Bebe', 'Hectic', 'Warrior') seemed to be operating below par and without the full number of races and a discard it only took one or two disasters or a DSQ for one's overall position to be irrecoverable. 'Flotation' won awards for number of protests (4) and quality of collision (England 1, France 0) but given the size and nature of the fleet most boats could report an interesting time at every mark and the finish. By contrast with some previous regattas there seemed to be much greater willingness to protest - probably a healthy development for the reputation of the fleet.

It was an interesting shore-side week. All the regatta functions took place in a large tent erected next to the Yacht Club proper; food and drink were purchased on a ticket system, presumably so that the bar staff could focus their efforts on pouring the drinks. They were successful at promoting schnapps chasers on days when there was no racing; the crews of 'Kanpai', 'Warrior' and 'Scaramanga' were noticeable victims. The NSYC kept its functions informal: parallel venues to the Yacht Club and the official tent developed at a couple of bars in a colourful part of Ostend where American, British, Irish, Dutch and German crews made determined efforts to get on with each other and the Belgian hosts. We Brits are not used to bars which stay open nearly all night and our success at defying normal bodily demands for sleep may account for the daytime performances. For stamina above and beyond the normal requirements of sociability it is probably that first prize should go to 'Aphrodite' for admirable consistency. Even the normally restrained 'Water Rat' developed night fever during the week and there was one memorable race where the four boats who were 5 am ravers arrived at the windward mark in neat echelon between 55th and 60th.

Other miscellaneous memories: there were romantic liaisons between the crew members of four British boats (congratulations, 'Quicksilver' and 'Avalanche'; 'Water

Rat' and 'Hectic' next?); 'Kanpai' managed to reconcile keeping a sponsor's representative happy and Ostend bar profits buoyant; we were all grateful to 'Warrior' for raising our acrostic standards and also for producing a morale-boosting camp follower. We were less grateful to 'Warrior' for lowering the reputation of the British fleet with Ostend's restaurateurs.

A special mention must go to 'Scaramanga' who not only had a collision in the last race but also tried to mate with a lamp post while fully rigged on-shore. The latter attempt was considered a victory, albeit Pyrrhic: the lamp post said yes but 'Scaramanga' had not taken its weight into account!

R. Davis

The ROYAL FORTH YACHT CLUB  
are very pleased to be hosting the

**EDINBURGH CUP**  
**19 - 25 June 1993**

Enquiries to the Regatta Secretary, Royal Forth Yacht Club,  
Middle Pier, Granton, Edinburgh

SOTTISH AND NORTHERN AREA CHAMPIONSHIP

FORTH

Bright sunshine, blue skies and a light westerly air greeted the twenty entries for this combined event, held under the burgee of the Royal Forth Yacht Club, and sponsored by the locally based but nationally known Glenmorangie Whisky company.

In the first of five scheduled races the long beats against the tide saw several place changes with the early leaders, 'Djinn', 'Kis' and 'Kestra' losing out to 'Coquille St Jack', 'Hectic' and 'Bebe' who finished a shortened course in that order with a nail biting race not only amongst themselves but also against the 2½ hour time limit.

Race 2 was held in similarly light conditions and local Fleet Captain Danny Sinclair in 'Takitimu' seemed to have a good grip on this one until getting lost to the North. Nicky MacIennan in 'Bebe' read the final beat best to win from the consistently fast 'Hectic'.

After an evening spent in consideration of the sponsors product the following day brought sore heads, heavy rain and a flat calm despite a forecast Force 8. After a lengthy wait the wind filled in from the SW to reach a healthy 6, and the fleet got away to a clean start with 'Champignon' (Duncan Cunningham) the early leader. Those that worked the shore side did best and on the final beat 'Coquille St Jack' went left again into a narrow lead from 'Djinn' who in turn pipped 'Bebe' on the finish line. There had been some carnage; 'Thunder' had lost her mast; Hamish Mackenzie in 'Kis' had almost lost his and has tales to tell of T bar failures whilst a number of spirits were broken!

A somewhat reduced fleet answered the gun for the second race of the day, and that turned out to be the final race of the championship. The wind had dropped slightly but was still strong. Competition was again extremely close with 'Bebe' taking her second gun ahead of 'Coquille St Jack', 'Djinn' and 'Hectic', allowing Shaun Maclean and his crew of son Donald Maclean and Scottish Crew's Union President, Gordon Morrison to take the Championship, with credits due to superb crew work, a brand new English North genoa, and a much repaired Scottish Saturn Sails spinnaker. (So he bought an old one of Nicky's!) The gale came through and that was that; back to the Glenmorangie, which we all now know how to pronounce.

Shaun Maclean

**Results:**

- 1st: 'Coquille St Jack' Shaun Maclean (Royal Forth YC) 13 pts
- 2nd: 'Bebe' Nicky MacLennan (Royal Northern and Clyde YC) 13.7 pts
- 3rd: 'Hectic' Eric Williams (Royal Lymington YC) 22 pts
- 4th: 'Djinn' Nick Stratton (Royal Northern and Clyde YC) 26.1 pts
- 5th: 'Champignon' Duncan Cunningham (Royal Northern and Clyde YC) 46 pts
- 6th: 'Takitimu' Danny Sinclair (Royal Forth YC) 50.7 pts

## PRESS RELEASE.....

### Royal Corinthian at Cowes

Dragon sailors will be delighted to hear that a group of Royal Corinthian Yacht Club members led by Mr Pat Dyas the Admiral of the Royal Corinthian have purchased the Castle Rock Yacht Club. The "group" are substantially Dragon owners and so a warm welcome for Dragonites should be assured. Dragon sailors wishing to renew their subscriptions should contact The Secretary, RCYC, Cowes, Isle of Wight PO31 7QU.

# SELECTION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS

REVISED OCTOBER 1989

1. The current allocation of boats from England, Scotland, Wales and Northern Ireland to the European and World Championships is 9.
2. The selection procedure summarised below assumes an allocation of 9 boats but if more (or less) places do become available, the numbers will be altered accordingly. Of the total number of places available:
  - i) 7 (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 Hon 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 results from the qualifying events preceding the respective championship as follows:

European	Best 3 out of preceding 5
Worlds	Best 5 out of preceding 8

5. Qualifying events are defined as major open championship events attracting 20 or more entries, which are staged in the United Kingdom and are approved as such by the Committee of the British Dragon Association.
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) To the finishing places of each helmsman derived by (i) above will be added, in the case of each event other than the Edinburgh Cup, one place.
  - iii) The revised finishing places derived by (ii) above will then be awarded points using the Olympic scoring system.
  - iv) Where, in any race of a qualifying event, a boat is not helmed by the helmsman seeking selection, such helmsman will be deemed to have scored last place points.
  - v) Where the helmsman fails to complete 5 events, he will be awarded points equivalent to the average last place calculated over all 8 events.

**QUALIFYING EVENTS:**

	1993 World	1994 European
1991 Northern Area Championship	*	
1992 South Coast Championship	*	
1992 East Coast Championship	*	
1992 Northern Area Championship	*	
1992 Edinburgh Cup	*	
1993 East Coast Championship	*	
1993 South Coast Championship	*	
1993 Edinburgh Cup	*	*
1993 Northern Area Championship		*
1994 East Coast Championship		*
1994 South Coast Championship		*
1994 Edinburgh Cup		*
	TO COUNT	BEST 3

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

**PARKER  
& KAY**



Five years after designing the successful "DL1" genoa, Peter Kay's new company has developed a successor to this well proven design, which offers fast, all-round performance throughout the wind range. The "LD3", developed with "Bebe"/DK583 during 1992 has proved itself fast on the race-course. Find out about this, and the other sails in the Parker & Kay Dragon inventory by calling Peter Kay on 0489 582133.

*PARKER & KAY SAILMAKERS (EAST)*

Suffolk Yacht Harbour  
Levington Ipswich  
IP10 0LN Suffolk  
Tel & Fax (0473) 659878

CONTACT: John Parker

*PARKER & KAY SAILMAKERS (SOUTH)*

221 Locks Road, Park Gate  
Southampton SO3 6LD  
Hampshire

Telephone (0489) 582133

CONTACT: Peter Kay

*Sailmakers*

## BOATS FOR SALE

**K 401 PANDORA** Borresen 1963. Teak deck, Boyce spars, generally OK condition.  
R Payne 0394 382900.

**K 415 TALISMAN** Borresen 1965. Teak deck, varnished, Elvstrom spar, trailer.  
D Starbuck 0428 722481.

**K 525 MERLIN** St George's 1987. Full sail inventory, trailer, racing spec.  
Will Rudd 031 5524848. £12,000.

**K 522 CALYPSO** St George's 1987. Trailer, bulkheads, 1990/91 North sails, all fine tunes fitted. C Cairns 0436 820409.

**K 414 CRESSEID** Burnes Shipyard 1964. Varnished, Holt Allen mast, cradle.  
Contact Nick Stratton 0436 820238.

**K 569 STAR FERRY** Chang 1986. Trailer, 1990 North sails, fully fitted. £14,500.  
J Kelly (office) 081 7472354; (home) 0968 60846.

**K 264 ECHO** 1954. Schlichting trailer and cover £2,600. D J Brewer 0792 405631.

**K 211** 1952. Recent refit £3,950 ono. 0621 868494.

**K 426 VIVACIOUS** Pedersen 1966. Good condition, trailer, new sails.  
C Adams 0803 521619.

**K 493 PHOENIX** Borresen 1980. £8,500. R Rutherford 0625 861225.

**K 546 NIMROD** St George's 1988. £11,500. Phone Mr Rigby 071 283 8352.

**FATAL ATTRACTION** Petticrow 1988. Price £15,000. Good sail wardrobe.  
Contact Gordon Patterson 0232 664167 (day) or 0232 663678 (evenings).

**K 553 FIONA** Petticrow 1988. White hull. Never used. Contact T Glaze 0621 76397.

**K 523** Peter Wilson customized by Petticrow. Ratsey and North sails available. Sold with trailer, is in excellent condition. £15,000. Lying Isle of Wight. Phone 0983 873401.

**K 521** St George's 1987. Inc. trailer. £12,000. Phone 075 8812213.

**K 502 MING** St George's 1985. £9,500 including trailer. 0732 353542.

**K 252** 1952 boat. £4,250 including trailer. Phone 0604 740093.

**K 498 TANA** Borresen 1982. Teak deck, sails, trailer, etc. Well maintained.  
J Crockett 0603 55746.

## BOATS FOR SALE

**K 382 VAL** Bjarne Aas 1962. £3,500. Phone 0489 877442.

**K 387** Borresen 1962. Good condition sold with sails £4,000.  
Contact Class Secretary 081 5042510.

**K 535** St George's. Sold with 1992 sails (North and Elvstrom), trailer by Yachttech.  
Price £11,750. Tel. 031 3365436 after 6 pm.

**IR 16 HIKARI** Borresen 1974. Excellent racing record, fully modernised with spaceframe and fine tunes. Price IRE10,000. Phone John Kidney 010 3531 778988 (office) or David Nolan 010 3531 2809155 (office).

**K 484 CHINOOK** Borresen 1976. GRP, teak deck, plus some sails. Price £7,995.  
Phone David Andrassy 0720 711040.

**K 572 DOMINO** 1990 varnished cold molded Clare Lallow. Nordic mast and spars, Harken gear, excellent racing record lightly raced in 1992. Offers about £17,500. Trailer and sails available contact Peter Morton 071 2359801 (office) or 073084 561 (home).

**EAUGREN** Petticrow 1989. White hull, refitted Sept 1991. Fine tunes fitted, excellent condition, one genoa and main included. Price £17,500. Phone Petticrows 0621 782115.

**HACKI** Petticrow 1989 with teak deck, white hull, perfect condition. Sails included. £25,500. Lying Germany. Phone Petticrow 0621 782115.

**F 253 TEE FOR TWO** Petticrow 1989. Light blue hull, deluxe boat. Lying Arcachon. £17,000. Phone Petticrow. 0621 782115.

**AROAK V** Petticrow 1989. White hull, Nordic mast, one suit of sails. Very good condition. £16,000. Lying Petticrows. Phone 0621 782115.

1990 Borresen with bulkheads, in immaculate condition. Lying Petticrows.  
Phone 0621 782115.

**K 430 RAN** Pedersen 1966. New spars, 2 sets North sails, trailer. £7,500.  
Phone D Cains 0626 66346.

**K 552 WATER RAT** Petticrow 1989. White hull, sails, new mast. £17,000.  
Phone Ian Ratnage 071 9302399 (office) or 0732 823579 (home).  
Helmsman available, good rates, excellent sailing record, offers invited.

1.11.92

## NOTES FROM THE SECRETARY'S DESK

### **Dragon Class Rules and Plans**

The class rules are available from the RYA, RYA House, Romsey Road, Eastleigh, Southampton SO5 4YA (tel: 0703 629962). Cost including postage £12.00.

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

### **Change of Ownership**

Boat owners are respectfully reminded that they must notify the RYA (the UK National Registration Authority for the International Dragon Class) of any change of ownership. They are asked to also inform the Secretary of the BDA on the form enclosed at the end of this newsletter.

### **List of Measurers**

D Chivers: 34 Nelson Street, Brightlingsea, Essex OO7 0DZ

P Duce: 85 Station Road, Burnham-on-Crouch, Essex

H D V Ellis: Claymore, The Parade, Cowes, IOW PO31 7QJ

G A Johnson: 42 Barham Road, West Wimbledon, London SW20 0ET

### **RYA Training**

All fleets' Secretaries have been written to regarding RYA training weekends given by Bill Egerton, the Dragon National Coach. Local fleets that are interested should contact Bill at the RYA. Training weekends are excellent value especially at the beginning of the season when they give the crew and helmsman a rude awakening as to their excesses of the last six months.

### **Membership Details**

Whilst every effort is made by your local fleet Secretary and the editor to maintain complete and accurate data on members and their yachts we rely on you to point out any errors. A form for this purpose can be found at the back of the Newsletter. Please use it.

### **AGM and Annual Dinner**

The Annual General Meeting and Annual dinner will be held at the Caledonian Club on Friday 15th January 1993.

### **Membership Stickers**

The 1992 season saw the introduction of the Membership Sticker. This has resulted in an increase in the number of boats registered with the BDA. It would appear Dragon owners suffer from bouts of memory loss!

## NOTES FROM THE SECRETARY'S DESK

### Boats for Sale

The Hon Sec maintains a list of second-hand boats for sale. Lists were sent out throughout 1992 to interested parties and have directly resulted in the sale of eight dragons. Should you wish to register your boat for sale please send details.

### Citron Trophy

The Citron Trophy is awarded at the Annual Dinner to the BDA helmsman with the lowest score over three of the four World/European qualifying events during the current year. The results are calculated on the same basis as the World/European qualifying points system.

1. Eric Williams 'Hectic'
2. Simon Fulford 'Whistle'
3. Nicola MacLennan 'Bebe'

### The Yachting Press

The BDA would like to thank Yachts and Yachting and The Daily Telegraph for their support throughout the sailing season. Dragon Championships have received prominent coverage during the year and it is vital that this continues if we are to attract sponsors to the class.

### Fleet and Championship Reports

I would like to take this opportunity to personally thank all those who contributed to this Newsletter. It is a thankless chore undertaken by only the most dedicated of individuals.

## CLASS ADVERTISING - VALUE FOR MONEY

As members will have seen the Class placed four half-page adverts in Yachts and Yachting in the last year which generated considerable interest, particularly from people outside the traditional Dragon Class locations and resulted in 48 requests for details and lists of second-hand boats for sale. Total new members/boats in the BDA over the same period are 31/14 respectively.

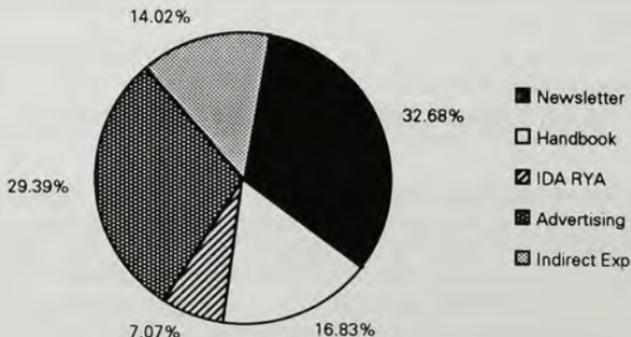
What was most apparent in the majority of enquiries is how little is known of the Class in general sailing circles with numerous comments of 'I didn't know Dragons were still built' to 'can you buy GRP Dragons'! If the Class is to continue to prosper in these recessionary times we need to continue to attract new recruits and can only do

this by spreading the word. Unfortunately, we have no plans to continue these development activities due to shortage of funds as £10 for a boat owning member and £5 for an Associate does not go very far. If BDA members wish to continue to take part in well attended championships and maintain the second-hand value of their boats and their marketability they should speak to their class representatives as at present the word coming back from the fleets is that £10/£5 is all that this is worth to you.

## Where does the money go?

There are 428 UK and 90 Irish members of the BDA. The costs of the BDA per member are outlined below. On average it costs £8.20 to administer each UK member

	£
Newsletter	2.68
Handbook	1.38
IDA RYA	0.58
Advertising	2.41
Indirect expenses	1.15
	—
	8.20





## **BRITISH DRAGON ASSOCIATION**

### **NOTICE OF ANNUAL GENERAL MEETING**

The Annual General Meeting of the Association will be held at the Caledonian Club, Halkin Street, Knightsbridge at 18.45 on Friday 15th January 1993.

#### **AGENDA**

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 1992 (see pages 20 - 21 of this Newsletter).
4. The Chairman's Report (see page 22 of this Newsletter).
5. Report from the International Dragon Association.
6. Any other business.

#### **ANNUAL DINNER**

The Annual Dinner will follow the Annual General Meeting at 20.00 at the Caledonian Club, Halkin Street, Knightsbridge. Dress: Reefers or Lounge Suits.

Tickets for the Dinner must be booked in advance using the enclosed form which should be sent to Nicola MacIennan to arrive **not later than 5 January**. Cheques for £32 per head must accompany the forms. Once again it is anticipated that the Dinner will be over-booked. To avoid disappointment you are recommended to book EARLY.

BRITISH DRAGON ASSOCIATION  
INCOME AND EXPENDITURE ACCOUNT

for the year ended 31st October 1992

	£	1992 £	1991 £
<b>INCOME</b>			
Subscriptions			
Current year - Received		3,436	3,126
- Owing		100	65
- Last year		30	-
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
Advertising revenue		3,566	3,191
Banking interest received		520	470
Profit on sale of:		114	233
Tie pins	-		35
Jerseys	3		32
Ties	2		80
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
Proceeds from sale of car stickers		5	147
		15	55
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
		4,220	4,096
<b>ANNUAL DINNER ACCOUNT</b>			
Receipts 96 (104)	2,875		3,120
Less: Costs 102 (104)	3,060		3,290
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
(Deficit)/surplus		(185)	(170)
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
		4,035	3,926
<b>EXPENDITURE</b>			
IDA subscription	223		202
RYA subscription	24		24
Handbook	574		521
Winter Newsletter	1,023		1,000
Advertising and promotion	1,031		110
Postage and stationery	703		548
Committee meeting room hire	60		71
Sundries	170		101
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
		3,808	2,577
		<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50px; margin-left: auto; margin-right: 0;"/>
<b>SURPLUS FOR THE YEAR</b>		<b>£227</b>	<b>£1,349</b>
		<b>=====</b>	<b>=====</b>

BRITISH DRAGON ASSOCIATION  
BALANCE SHEET

for the year ended 31st October 1992

	1992	1991
	£	£
<b>CURRENT ASSETS</b>		
Stocks of goods	1,437	1,534
Debtors	325	87
Balances with Lloyds Bank		
Deposit account	6,178	6,428
Current account	1,998	1,632
	9,938	9,681
<b>LESS: CURRENT LIABILITIES</b>		
Creditors	338	308
	£9,600	£9,373
	=====	=====
<b>REPRESENTED BY:-</b>		
<b>RESERVES</b>		
Balance at 1st November 1991	9,373	8,024
Surplus for the year	227	1,349
	£9,600	£9,373
	=====	=====

Signed: N J C MacIennan (Hon Treasurer)  
J Webster FCA (Hon Auditor)

**NOTE: ANALYSIS OF SUBSCRIPTIONS**

Received in year:		
Abersoch	55	-
Aldeburgh	245	130
Belfast Lough	250	247
Burnham	270	255
Clyde	165	265
Falmouth	75	-
Forth	250	230
Lowestoft	250	250
Medway	265	240
Solent	901	530
Strangford Lough	-	94
Torbay	255	220
Irish Dragon Association	300	275
Affiliated members	155	390
	3,436	3,126
Owing at end of year:		
Strangford Lough	90	-
Clyde	10	-
Abersoch	-	65
	£3,536	£3,191
	=====	=====

# BRITISH DRAGON ASSOCIATION

## CHAIRMAN'S REPORT



It is now almost 30 years since I first crewed a Dragon at Granton. I remember well the excitement of the first away Regatta - it was the Edinburgh Cup at Cowes in 1964. Since that time I have remained closely associated with the class, with the exception of a fairly serious flirtation with IOD's, both as a crew and for the last seven years as an owner and it is of course a privilege to serve the class as Chairman. I am sure you would wish me to thank Nicky Streeter and Mike Pollett for the dedication which they

have directed towards the class as Chairman and Secretary Treasurer respectively.

The British Fleet appears to have weathered the recession largely unscathed but perhaps with fewer members travelling. The season started well with the South Coast Championship at an earlier date than usual and this continues to be a popular regatta. There was no Levington this year as the East Coast Championship was run at Lowestoft, providing some good warm-up racing for the Edinburgh Cup. Congratulations are due to Ian Ratnage and the crew of 'Water Rat' in an excellent win in the Edinburgh Cup - the first from the Medway. The conditions at Lowestoft were kind to us this year. There was no need to kedge, the sandbanks stayed where they were meant to be and the tides were neap. The Royal Norfolk and Suffolk Yacht Club deserve praise for their organisation, afloat and ashore. The casino in the Clubhouse was novel and provided helmsmen a further opportunity to perpetuate their confusion between luck and skill. The turnout at the Northern Area Championship was disappointing with several boats, myself included, withdrawing late for various reasons. We do look forward to a successful Edinburgh Cup at Granton next year.

The Citron Trophy will be awarded at the Annual Dinner to the British Dragon Champion based on the results of the regional Championships and the Edinburgh Cup. The winner on this first occasion is Eric Williams, and this should allay the fears of those who felt that this would become a pothunters benefit. Eric won no individual championships but sails consistently well.

Overshadowing the sailing activity has been the continuing controversy over the use of materials such as Spheretex in the layup of the hull. The IYRU have ruled that boats containing Spheretex conform to the current Dragon Class rules. The IDA propose to alter the current rule so that only specifically approved materials can be used.

The IDA Technical Committee has been re-constituted with Tommy Muller as Chairman. The procedures have been tightened up to prevent such future problems recurring. Your

BDA representatives sought assurances that the new Chairman of the Technical Committee had confidence in such procedures. Hopefully next season we can all concentrate on which way to point our boats rather than upon their construction.

Other minor rule changes were approved largely as a tidying up exercise. There was no approval to alter shrouds or forestays during racing and the concept of larger mainsails has been buried.

Sponsorship is proving to be an increasing problem and at the time of writing there is no major sponsor for the Edinburgh Cup. It may be that the nature of such events and the style of entertainment may have to change. I feel we should brace ourselves for higher entry fees.

Nicky MacLennan has indicated that she will serve us for one more year (as secretary/treasurer). Perhaps I could ask you to think of a possible successor. It may be that we will be forced to consider a professional secretariat in which case the subscriptions could not remain at the existing ten pounds in future.

May I take this opportunity of wishing you well during the festive season until we are able to meet at the Annual General Meeting and Dinner in the Caledonian Club on Friday 15th January.

Bobby Brown

## FLEET REPORTS 1992

### ALDEBURGH

A disaster year in many respects. After the early emigration to the South Coast Championships most of the boats, or so it seemed, went straight to Lowestoft where they stayed for the East Coast Championship and then for the Edinburgh Cup. 'Ganymede VII' stayed in Cowes before going to join the original 'Ganymede' in Hong Kong. This meant that we sort of staggered into half hearted action very late in the season. A Dragonless Peter Wilson was seen in what is sometimes regarded as a floating zimmer frame, a remark calculated to upset our Scottish cousins, they call them Loch Long O.Ds. The Regatta was almost a whitewash by Patrick Gifford in 'Basilisk'. Peter Bowman in 'Loki' won the first race which started in a sensible weight of wind and finished in a hooly. 'Basilisk' took the rest. Bowman was 2nd overall and Wilson in a borrowed 'Barbary' was third. Only Gifford went to the Gold Cup and the season rather finished as it started, not with a bang but a whimper.

'Harkaway', DK 151, built in 1947 for R Pershouse and since 1964 shared by John Belstead and Margaret Tudor has now gone to Peter Wilson for sentimental reasons! I doubt if there are any other 45 year old boats which have had so few owners.

Peter Wilson

## BELFAST LOUGH

1992 could be described as something of a 'lay' year for the Belfast Lough Fleet. With the Irish Championships in Killyleagh in 1993 and the Edinburgh Cup in Belfast Lough in 1994, owners and crews maybe felt that 1992 was the year to build up 'credit' on the home front, to be used up, probably very rapidly, in the next two years. Having said that, the year developed into a very good season. The fleet had a slow start with poor turnouts in May and June. July, as usual, was 'messy' with many people away on holiday. August, however, was a cracking good month with 9 - 10 boats out for the points racing and the Regattas (all of which took place in torrential rain). The racing, as usual, was close with no single boat dominating.

A feature of this year was the number of 'guest' helmsmen who competed, very often getting a gun. This impressed one of the guests so much that he commented on the gentlemanly behaviour of the class in letting him win. Would that were so!

The major news item was 'Fatal Attraction's' third place in the Irish Championship in Dun Laoghaire. This encouraged the whole fleet by demonstrating that, with a little more effort, we shouldn't be too far away from becoming competitive out there in the big wide world!

Four yachts travelled to Killyleagh this year for the William Bennett with 'Tamerlane' winning and 'Fatal Attraction' getting another third.

The Belfast Lough Fleet's annual two day event at the end of August saw three visitors from Killyleagh giving a fleet of thirteen boats.

The Saturday races were held in moderate to reasonably steady breezes with 'Timba' winning the first race and 'Medusa' the second.

The morning race on Sunday was held under the threat of a 'snap' force 9 imminent, and was definitely held in the 'calm' before the storm. Conditions were very light and fickle with 'Monatoo' getting the gun. After the finish the Officer of the day very wisely cancelled all racing and by the time we had all scuttled back to the marina the forecasted winds were getting up to full strength. The result highlighted the virtues of consistency with 'Tamerlane' winning with three second places.

All in all a thoroughly enjoyable year. We have one 'new' boat for next year. Adrian Allan, a GP 14 exponent of note, has just bought 'Pheonix' from the Abersoch Fleet and there are strong rumours of another 'convert' from dinghies. Last year Dickie Gomes saw the light (presumably in the middle of a wet night in the Irish Sea) and forsook offshore racing for Dragons.

It would appear the message "You know it makes sense" is coming across loud and clear.

Our season finished at the end of September with a Sunday Autumn series - won by 'Monatoo'. There are plans to use the winter to try to improve the fleet's understanding of the rules, boat tuning, tactics, etc whilst at the same time downing a few pints. To amend a well known sailmakers slogan, a few jars makes tactical geniuses of us all!

David Baird

#### BURNHAM-ON-CROUCH

As usual, the Burnham Fleet made an early start to the season with racing from the beginning of April. We held an outstanding Easter Regatta, with 6 races held over 4 days, from Good Friday to Easter Monday. The Easter Regatta was sponsored by Burnham Yacht Harbour. The Yacht Harbour is a brand new marina complex literally dug out of the Essex countryside and they kindly launched visiting Dragons for us as well as providing very comfortable and protected mooring facilities. Twenty three Dragons entered, with boats from Belgium, Eire and Scotland and from several UK fleets. We enjoyed good sailing breezes throughout the weekend and judging by the weariness of some of the crews when they came ashore, all our visitors learned what is meant by the expression 'short tacking'. The weekend was won by 'Quicksilver' (Barry Stanford and Rob Campbell) with the leading visitor being 'Water Rat' (Ian Ratnage) from the Medway. We will be holding another Easter Regatta in 1993. We plan to make it even bigger and better, and we look forward to entertaining a large number of visiting Dragons.

Seasons Points took place from Easter up to Burnham Week with 'Quicksilver' winning on Saturday and 'Avalanche' (Terry Wade) winning Sundays. During the season Dragons from Burnham visited the South Coast, the East Coast, the Edinburgh Cup, the Belgian Championships and the Gold Cup but unfortunately 1992 was not a good year for Burnham Dragons on the circuit. Much to the surprise of those of us who visited Lowestoft, the town provided classic light/medium winds, quiet sea conditions and plentiful sunshine for both the East Coast and the Edinburgh Cup in addition to outstanding hospitality - well done Lowestoft!!

In July we held the annual Match Racing Championship over one weekend. The result hinged on the very last race with 'Avalanche' victorious.

At the beginning of September, the 100th Burnham Week was held and the Dragons fielded a good fleet of 14 boats. 'Harlequin' (Tony Allen and Mike Holmes) sporting a new suit of Holt sails, suddenly gained extra speed and won the week comfortably. The leading visitor was 'Fennis Wolf' (David Dann) who took the Prince Philip Trophy home! 1992 has been an important year at Burnham - as well as being the 100th Burnham Week it has been the 100th centenary of the relocation of the Royal Corinthian Yacht Club from Erith to Burnham. The senior club at Burnham, the Royal Corinthian Yacht Club has long been closely associated with the Dragon class. The

Club held a sail past on the anniversary on 13th June with a representative from each of its classes. The Dragon was helmed by our esteemed senior statesman, Bob Melville.

As this newsletter is written we are still competing in our Autumn series, with Saturday and Sunday racing up to the 21st November. At present, results are tight with most boats having their turn at the front of the fleet. We are regularly racing with fleets of 7 or 8 boats and the only real disappointment in 1992 has been the lack of new people and Dragons at Burnham, perhaps the effect of the recession. However, I know of a number of potential new Dragon owners and we are looking forward with anticipation to a highly competitive 1993. We would like to extend an invitation to as many visiting Dragons as possible to start their 1993 racing at the Easter Regatta at the Royal Corinthian Yacht Club at Burnham. The East Coast Championships return to Levington next year and it is only a few weeks after Easter. It is very convenient to race at Burnham at Easter and either sail or tow round to Levington afterwards. The Burnham fleet usually sail up to Levington in company the weekend before the East Coast Championship. The earlier you start, the more prepared you will be for the major events later in the year.

Rob Campbell

#### CLYDE

The season started off with the Dragons own version of the 'Big Bang'. 'Champignon' was attacked by the Club launch at Burnham during Easter Weekend and the subsequent damage was not completely repaired until after the Edinburgh Cup.

The above event was preceded by the Police being sent to the White Harte to arouse Steven Skakel and tell him to get home quick the wife's in labour. Young Patrick was born later that day.

The fleet continued to be well represented at away events, 'Djinn' travelling to Ireland, 'Champignon' to Cowes Week and the Essex branch to Ireland, Lowestoft and Ostend; some people never have to work.

At home 'Crackerjack' cleaned up both the primary and secondary points closely followed by 'Djinn' and 'Jasmin'.

The Cunningham Wheel awarded for the best performance in the Regattas throughout the season was won by 'Djinn'.

On the winter social scene, the Scots and the Irish question the wisdom of holding the AGM and dinner the night before Scotland play Ireland at Murrayfield. Maybe we are all getting softer in our old age and prefer the warmth of a London Club instead of "getting drunk out the boot of a car in the rain" as a Dutch immigrant commented to her Dragon sailing husband.

D.I. Cunningham

[Editor's note: There is a 8.10 shuttle flight to Edinburgh on the Saturday.]

DUBLIN BAY

The Dublin Bay Fleet goes from strength to strength. With 24 actively sailing boats it is second only to the Solent in numbers and continues to attract sailors of the highest calibre, as well as 'the usual suspects' who just travel hopefully.

There were four brand new boats this season. Indeed, that unlikely yachtsman, Hilaire Belloc, might have penned this cautionary tale:

McMullen, Hooper, Cotter, Cooper,  
Sought sonic speed not sub- but super-  
So off they went to Petticrow,  
Where a Great Dane who was in the know  
Said, 'I tell you friends, be warned by me  
That if you want boats on your lee  
Then buy new, and now, and often.'

Alas, in c'ships north and south  
The lads were foaming at the mouth,  
For there, despite their gleaming toys,  
They could not beat the cute Cork boys!  
And stranger still it is to tell....  
Since Tony quitted Shandon's bell  
He's gone right off the boil.

Other newcomers were Peter O'Reilly in 'Hy Brazil', and Dennis Bergin in 'Ms Demeanour' who, together with the Gray's 'Andromeda', beautifully refitted after a year's absence, produced flashes of brilliance which earned each at least one bullet. Indeed Dennis deserves the Most Improved During The Season Prize, for having languished with the 'usual suspects' for much of the early season he won the last race of the season (at the South Coast Championship) in convincing style. Another newcomer was Philip & Sheila Moore's 'Valkyrie', a definite contender for the Prix d'Elegance with her beautiful teak decks. Crewed by various brothers-in-law and a helmsman that Philip picked up from the dock at the beginning of the season and couldn't get rid of, 'Valkyrie' showed remarkable consistency in selecting the unfavourable side of the beat and an unrivalled ability to snatch disaster from the jaws of mediocrity. Her sandwiches, it has to be said, were the envy of the fleet.

We welcomed Paul Richard Hoj Jensen again at the end of May to give us the latest wisdom on tune & trim, and then having rearranged everything, raced the East Coast

Championship. This was won by Colin McMullen who went on to win most of the major local trophies. This is in contrast to the '91 season where the prizes were more evenly distributed.

The final tally for the season looks like this (subject to protests which will probably be held with the usual legal alacrity some time very soon, any day now, shortly):

'Rainbow' Colin McMullen	Eastens/Christy Mahony trophy/Spring series/Old Tyme cup/RIYC cup/1st Thursday series/1st & 2nd Saturday series/Superleague/Lemass Trophy
'Aphrodite' Mick Cotter	Oxford & Cambridge cup/Jimmy Miller trophy/Flicka cup
'Mystery' Michael O'Rahilly	Autumn trophy
'Hikari' John Kidney	3rd Saturday series
'Ulysses' Gerry Owens	Baily Bowl
'Leprechaun' Dan O'Connor	Torry Cup/2nd Thursday series

These results disguise the fact that racing was always extremely close, with boats such as 'Tiamat' and 'Adzar' only just outside the winner's enclosure. Very few races were cancelled for surfeit or lack of wind (except during the National Championships), yet the season was unusual in producing so few westerlies. We are all thankful that there were no serious incidents this summer. Perhaps the worst was a little shunt involving Leprechaun's lovely transom. Although he has been mounted, Dan can claim with pride that he has never been stuffed.

This year's competition was brought to a close with the South Coast Championship in Kinsale, as severe a test of limb and liver as you are ever likely to find. It was a high-scoring series sailed in lightish, mainly northerly breezes. Although Dublin Bay boats won every race they could not take the trophy which was won by Conor Doyle in 'Elsa' by a whisker from Gerry Owens and Colin McMullen. It is a pity that there were no boats from the UK to race against, and to witness the bizarre sight of a young Chief Executive standing on a human pyramid to retrieve a wager from the ceiling in the KYC so that the Admiral of the DB fleet could open the fund for his new Dragon. Speaking of which, if all the enthusiasm is converted into action, we are very hopeful that we will see at least three new boats next season. However, this will only happen if the Crew's Union can be persuaded to back down from their 'Sailing Lessons For Skippers Before New Boats' position.

Tim Pearson

Provisional dates for your diary:

East Coast Championship:	Dun Laoghaire	28 - 30 May 1993
National Championship:	Killyleagh	7 - 12 June 1993
South Coast Championship:	Kinsale	late September

## FALMOUTH

It has been a difficult year in Falmouth. Fleet numbers have increased but the turnout for racing has been disappointing.

Nick Bate made a clean sweep in Falmouth Week and followed this with an epic passage to Torbay in 'difficult' conditions.

Peter Flutter becomes class captain this year. Please give him support by making every effort to see that your boat turns out for class races.

Alan Dowle

## FORTH

The Forth Dragon Fleet is thriving. At the last count twenty Dragons were registered at the Royal Forth Yacht Club.

This year was unusual, our best turnouts being in the evening races with between 10 - 13 Dragons consistently racing.

The season started with a strange red Dragon called 'Kestra', not normally seen until July, appearing at its moorings and even turning out to race. Cocky old Sean or was it 'Coquille St Jack' stamped his authority on the early PTS series, jointly won the Summer series, and was second in the Autumn PTS to another old sea dog Robin in 'Mirage' who, as crew Kenny found out, required him to demonstrate the backstroke in oilskins; Stuart is taking lessons. What about 'Thunder', didn't she have a cracking time this year.

The co winner in the Summer PTS was the fleet cripple, or captain, in 'Takitimu'. Will Rudd in 'Merlin' or was it 'Merlin II', managed to get his name on the match racing trophy?

One of our other performers 'Polly' sailed by the Three Wise Men did win a race, or was it two? The other elder statesmen 'Komiza', 'Solan' and 'Moonbeam', were partaking and it was a pleasure to see them on the startline. Hopefully next year we will see 'Sieglerde', 'Eva', 'Ellis', 'Vivi' and 'Karen II' making their presence felt.

The end of the season saw the Forth Dragon Fleet play host to the Scottish and Northern Area Dragon Championship with one of our own local stars coming up trumps winning two races and securing first place overall by the fourth race.

At this point I would like to thank our retired Fleet Captain for all his efforts. We won't forget you Angus MacKenzie and I guess neither will Cathy judging from her sweatshirt.

Next year we look forward to welcoming you all to Edinburgh in June for the Edinburgh Cup! See you then.

## LOWESTOFT

The Lowestoft Fleet has greatly enjoyed this season, with the RNYSC being host for both the East Coast and Edinburgh Cup Championships. Of our fleet of 12 yachts, eight participated in the East Coast Championship and the success of Ken Clabburn, sailing 'Skal II' (K 372), made the event even more satisfactory for us. It is good to see a 1962 Dragon win this event and put all the modern, high-tech yachts in their place.

Ten yachts of the home fleet entered for the Edinburgh Cup series. For both Championships we were blessed with good weather and we trust that all who attended the events were happy with our hospitality - we enjoyed having you. The events are reported elsewhere but on behalf of our Club it is appropriate to express our thanks to British Associated Ports for their sponsorship of the East Coast Championship and to Beefeater for again sponsoring the Edinburgh Cup event.

The rest of the Season has been rather an anti-climax but the Lowestoft Week Regatta was well attended by the fleet and the winner of the Lowestoft Corporation Challenge Bowl was our Commodore, Dr Ian Anderson, sailing 'Troika' (K 348).

Chris Dicker and Peter Colby represented us at Ostend for the Gold Cup, with the former achieving 21st place overall. Peter Colby thought he was still sailing when, with 'Scaramanger' in tow, mis-judged the tide when rounding a lamp-standard, did considerable damage to his yacht and wrote-off the lamp-standard.

The Oxford & Cambridge Sailing Society visited us in September for the annual Team Race. The Society produced a number of highly competitive and enthusiastic sailors but the home team managed to prevail. The Team Race meeting with Aldeburgh, to be sailed this year at Lowestoft, had to be cancelled owing to storm conditions.

John Crockett

## MEDWAY

Down here in the muddy South Eastern extremity of the country, the Dragon year has slipped towards the end of the season with all the usual thrills and spills and sociable enjoyment that racing these thoroughbreds entails.

Over the winter months, various local Dragoners had been festooning their unfortunate boats with all manner of contrivance in the quest for boat speed. A certain Welsh Dragon, resident on (some say banished to) the Medway was noticed by your humble scribe to be so reinforced with stainless steel trusses and bindings that the water line is now painted just below deck level. "It'll go a lot faster now, actually" assured its owner, confidently. "Now that it's lower in the water, it's got a lot more effective waterline length." Another Dragon (a red plastic Dragon one), has been totally refurbished with new gear and all control lines appear to lead back to the driver's position.

"It's so much easier when I do it" explained the helmsman, a medical man; "I don't have to shout at the crew any more." The fleet are watching these and other developments with great interest.

The usual vanguard of early boats was in the water at the beginning of the season. 'Wizard' (John Field) confounded all sceptics predicting a mid-season launch, but slipping unobtrusively into the water as the first race began. This so panicked tardy Dragons that they rushed to the waters edge and hurled themselves in like lemmings so that by the fourth race most of the fleet was afloat. One of the last boats in was Peter Woodger's 'Mistral', which nevertheless went almost straight to the front of the fleet, but which was soon to suffer a grievous injury...

Meanwhile, Messrs Ratnage ('Water Rat'), Dann ('Fenris Wolf') and Evans ('Lis') were abroad (meaning outside Kent) doing derring do on the high seas. The Medway Fleet were excited and proud to hear of Ian's victory in the Edinburgh Cup and his position at the head of the British contingent in the Gold Cup. Congratulations, Ian!

The fleet was blessed with a July visit from our Belgian friends of the North Sea Yacht Club in Ostend, determined to wrest the trophy for our annual match from the clinging grasp of Medway mud. Breezy conditions and fierce competition left the boats feeling sore and abused. Poor Peter Woodger's boat 'Mistral' was put aground by its errant crew, then



## THE DRAGON SHOP

### **TIES**

Navy blue with red & yellow stripes -  
red Dragon hulls between stripes

**£12.50**

### **TIE PINS**

9ct. gold - only 2 remaining in stock

**£40.00**

### **SWEATERS**

New design - Navy, lambswool, long  
sleeved, Dragon hull in red, 'International  
Dragon'. Sizes - medium, large

**£25.00**

### **CAR STICKERS**

**£1.50**

*Prices include VAT and postage*

*Payment with order please*

Cheques to  
'BRITISH DRAGON ASSOCIATION'

All the above available from:

Nicola MacLennan  
4 The Charter Road  
Woodford Green  
Essex IG8 9QU

promptly rammed port amidships by a Belgian boat which came down on the stranded craft like an avenging angel. "Eet ees an old Belgian tradition. When we see ze Dragon on ze mud," explained Patrick Delahaye later, explaining his compatriot helm's deed; "we fineesh heem off! Put heem out of his misery!" (Apologies Patrick, your English is actually perfect). We understand that boat and owner are making a good recovery after substantial re-planking.

A couple of weeks later, the Keelboat Regatta saw Dragon incursions into seldom-explored parts of the Thames Estuary on long courses of over thirty miles. Only two of our boats are still missing. A certain vice class captain is rumoured to be investing in a GPS system for next year. David Dale and 'Rogue' proved that their ability to lead the fleet is not limited to the confines of the Medway and convincingly won the event. Unable to cope with the ignominy of being cast in the role of behind-the-fleet 'sweeper', the fleet captain fled to Holland in an old gaffer for a month, claiming an undisclosed form of asylum. However, his Dragon 'Mayday' subsequently decided to slip downriver after him, courtesy of a pennant shackle left unmouseed by a true friend.

At the time of writing, David Dale continues to prove that mahogany-on-oak ('Rogue') goes faster, more consistently, than plastic; Messrs Wright(s), Clarabut, Dawe, Lutener and Wendy Howland are in hot pursuit. Newcomers Robin and Chris Ridsdill-Smith having completely refitted 'Paprika' have done the unthinkable; winning races in their first full Dragon Season!

Socially, the class has continued to keep the Medway Club's books black by charitably attempting to drink the cellars dry at every Dragon supper. I don't suppose that is likely to change.....

Obadiah Buckstoppe III

#### SOLENT

Never mind the economic woes, the Solent fleet has had another bumper year with five older boats replacing drop outs plus new Petticrows for John Thornton and Richard Perkins (sailed by Richard Palmer) and, shock horror, a plastic Dragon for Peter Lloyd who took on last year's 'Ganymede' from the Wilson/Cassell combo. In terms of owners and part-owners we have had quite a turnover with 10 leaving but no fewer than 20 joining.

Every year we hear talk of the Etchells taking over from the Dragons in Cowes but the evidence is not there - and as one ex-Etchells owner said to the writer, "Frankly you get a better class of sailor in your fleet" - we expect him to order his Dragon any day now.

On the social side we broke with tradition on two fronts. The spring cocktail party was held at the Max Aitken museum and was considered a great success. Your corre-

spondent was on his annual holiday watching his family go down one by one with chicken pox and wishing he was there.

The Cowes Week party was at Alexandra House where we were able to look enviously at the facilities Richard Reincke enjoys for his Dragon, courtesy of his father-in-law. All states of the tide personal pontoon, dock, crane, sail loft and boat shed - now that's a marriage made in Heaven! The house provided a marvellous backdrop for our party, a covered area, a lawn running down to the sea, fine views of the harbour and of course the pontoon to enable the Squadron launch to disembark our more illustrious members.

The writer would tell you all about the sailing if he had time to calculate the results. But what is abundantly clear is that Richard and Martin Palmer, together with various friends making up the team, have had a blinder of a season carrying off the class championship in style. Richard's will be a new name to many of you but he has served his time. He learned his racing in the early '80's with Bill Citron in 'Nordic' before moving on to 'Flapjack', 'Wisp' (with David Barham), 'Ruyjin I' and now 'Ruyjin II' with owner Richard Perkins who gives him a pretty free hand on the sailing side. Richard also proved to be best Solent boat at the Edinburgh Cup in spite of sailing two up on several occasions!

Of course you cannot keep good men down and Eric Williams turned out another Cowes Week win off the production line followed at a respectful distance by Donald Biddle, and Ivan Coryn in his father's beautiful 27 year old Borresen.

Our travellers efforts were a little disappointing this year. Peter Morton broke some ribs preventing his appearance in Ostend and others did not find Ostend to be entirely to their liking. Travellers work both ways and for much of this season and all of next year we enjoy the company of Stephan Steinmeier, a German lake sailor. When asked he says the Solent is "great fun" but the author has sailed with him and has distinctly heard mutterings about "your Solent waves" and "these bloody tides". It's all good clean fun Stephan, roll on 1993.

J Fairchild

P.S. The news came through today that a Dragon sank on its mooring, "Oh yes" we enquired, "which one?" "I don't know, hold on" came the reply, "it's got a white mast."

#### STRANGFORD LOUGH

Another sailing season over and doesn't time really fly? What a disappointing one we have had here at Killyleagh in 1992 with only four boats racing in the Spring series, namely 'Finvola', 'Ysolde', 'Rangi' and 'Celerity' with 'Scampi', 'Skeia', 'Delphyne' and 'Josephine' all remaining in the sheds.

However, racing was very close and keen with three boats sharing first place honours equally and 'Celerity' lining up a TV appearance on 'Every Second Counts'.

Winner of the Tuesday Spring Series was 'Finvola' with 'Celerity' just edging out 'Ysolde' for second place. 'Ysolde' gained the upper hand in winning the Thursday Spring Series just pipping 'Finvola' with 'Celerity' holding off a late challenge from 'Rangi' to finish third.

In June we held our annual William Bennett Trophy with four visiting boats from Bangor: 'Tamarlane', 'Fatal Attraction', 'Valeta' and 'Ragnar' joining our own four boats. After a weekend's hard racing, 'Tamarlane' won convincingly from 'Finvola' with 'Fatal Attraction' third and 'Rangi' fourth.

In July, 'Celerity' and 'Finvola' made the trip to Dublin for the Irish Championships which turned out to be a week of light winds with indifferent results which included a tenth place for 'Finvola' and a fifteenth for 'Celerity' out of a total of thirty-one starters.

In the regattas held on the Strangford Lough during June, July and August, 'Ysolde' won Kircubbin SC and Killyleagh YC, 'Rangi' won Strangford SC and Portaferry TC and 'Finvola' won Quoile YC and Whiterock.

In the Autumn Series, 'Scampi' joined the elite to give us five boats racing. The series proved to be very close with 'Celerity' winning all at the beginning and the series was not decided until the very last race with any of four boats in with a chance. A superb last race gave 'Rangi' the series from 'Finvola' and 'Ysolde'.

'Finvola' gained revenge by winning the Guinness Cup but 'Rangi' dominated the Critics Cup. In the Smugglers Table Trophy held during September, 'Ysolde' won overall from 'Finvola' and 'Celerity'.

All at Killyleagh YC look forward to the 1993 season with the hope of a few more boats in the water for club racing.

Frank Gibson

#### TORBAY

The local season started with an Olympic Appeal Regatta, which brought good close racing with moderate north easterly winds. 'Vivacious' with S Moon driving took overall honours with no breakages.

Our Fleet is expanding vigorously with the arrival of two well known boats, 'Asterisk' and 'Skal III'. Both new owners have shown great speeds at various times over the season. Peter Cullen has once again joined the Fleet with 'Nimrod'. Yet another Dragon has been purchased locally, 'Aquila' from the Medway, but this won't see the water until 1993.

We are now 'doubling up' on our moorings and have a good deal from the local marina. In the past we have had swing mooring problems. We are now certain this is under control and look forward to a healthy growth in the fleet over the winter and next season.

The racing has been greatly enhanced with the new additions, with the fleet seeing several winners over the season.

D Caines' 'Ran' showed her paces before Lowestoft; with 'Grasshopper' returning from the East with greater boat speed and match practice.

A W Ellis in 'Heuschrecke' has consistently been in the frame with 'Joss', 'Hummingbird', and 'Maelstrom' in hot pursuit. 'Maelstrom' has had D Lees, a convert from the J24's and Flying Fifteens, steering whilst S Day has been extending his political influence on the County. 'Rapier' continues to glide at great speed in light airs and 'Fenrir' with a new sail wardrobe and some major fitting out, has shown great boat speed at times throughout the summer despite one partner's wish to get a fish eye view of his vessel.

The Class Championship this year has been won by G Jenkins and his crew of J Tillbrook and P Robinson in 'Grasshopper' closely followed by A Ellis's 'Heuschrecke' and D Caines in 'Ran'.

With a weather eye open to next season we are going to hold a South Western Area Championship over a re-vamped Torbay Regatta offering a week's racing in the West Country alternating yearly with Falmouth as a second venue. The Fleet's hope is to encourage the growth of the class in the South West with an open day early next season and team racing with other clubs in the area.

At the end of last season the embryo Falmouth Fleet came to Torbay and showed great determination and seamanship during a team event against the Torbay Fleet. We look forward to a return match this year at the end of October.

At the end of the 1992 Season the Torbay Fleet now has 13 Dragons on the water. With luck the class will grow further over the closed season.

Torbay Regatta this year was a truly international event with the arrival of a 'tourist' all the way from Holland with a Dragon on the back of his car. Another from Falmouth sailed to Torquay and trailed home by road. Our Fleet members made new friends and the enviable camaraderie of the Dragon class continues to go from strength to strength. May the fleet take this opportunity to thank Hugo Fyfer and son from Holland and Nick Bates from Falmouth for making our season memorable.

Other fleets: (no reports available)

ABERSOCH ∞ CORK HARBOUR ∞ GLANDORE

## USEFUL PHONE NUMBERS

### SAILS

<b>Diamond:</b> Lars Jensen	010 45 53596925
<b>Goodall Sails:</b> Sandy Goodall	010 45 74630417
<b>Hoods:</b> Ivan Coryn	0590 675011
<b>Hyde Sails</b>	0268 793836
<b>McWilliams:</b> Chris Ratsey	0983 281100
<b>North Denmark:</b> P R Hoj Jensen	0621 782115
<b>North Germany:</b> Vicent Hoesch	010 49 88569150
<b>North UK:</b> Andy Hemmings	0329 231525
<b>Parker &amp; Kay:</b> Peter Kay	0489 582133
<b>Ratsey &amp; Laphorne:</b> A Cassell	0983 294051

### BUILDERS

<b>Lallows:</b> Ian Lallow	0983 290453
<b>Petticrow Boatyard Ltd:</b> Sophie Patten	0621 782115
<b>St George's Dragon:</b> Peter Wilson	0728 452019
<b>Borresen:</b> Ole Borresen	010 45 75 825900
<b>M Glas:</b> Marcus Glas	010 49 81577084

### MEASURERS

D Chivers	0206 305107
P Duce	
H D V Ellis	
G A Johnson	

### FITTINGS

<b>Harken</b>	0436 71415
---------------	------------

### IDA

Chairman: N Geissler	010 49 8956106
Secretary: C Dicker	0493 858131

### BDA

Chairman: R D Brown	031 2293010
Vice Chairman: C J Thornton	02837 32376
Secretary: N J C MacLennan	081 5042510

## NUMERICAL LIST OF DRAGONS OF BDA MEMBERS

Sail No	Name	Year Built	Builder	Owner	Partners
IR	Intruder	1990	Petticrow	J Sisk	
IR	Stormvogel			R Cannon	
IR 1	Aletta	1953	Borresen	P Murphy	M McKenna
IR 3	Infinity	1984	Borresen	T O'Gorman	
IR 8	Pegasus	1973	Borresen	H M Robinson	N Green
IR 10	Adromeda	1962	Borresen	Mrs S Gray	
IR 15	Gipsey	1937	Johanssen	D Street	
IR 16	Hikari	1975	Borresen	J Kidney	
IR 20	Valkyrie	1984	Marcus Glas	P Moore	
IR 21	Koala	1974	Borresen	J Mulligan	R McDonough D McGloughlin
IR 22	If	1986	Borresen	A Crosbie	N Cattell
IR 27	Elsa	1986	Borresen	C Doyle	
IR 32	Alka			H Hall	A McDonnell
IR 37	Caravelle	1961	Bonnin	A Bendon	
IR 40	Leprechaun	1964	Pedersen	D E O'Connor	
IR 42	Melisande	1965	Crosshaven	P Murphy	Mrs M Murphy
IR 43	Fafner	1956	Johanssen	Mr & Mrs J Moloney	
IR 46	Taranaki	1972	Borresen	M Halpenny	
IR 53	Rebel	1967	Borresen	S Billings	D Clarke
IR 77	Panache	1975	Borresen	B Keogh	D Heyes
IR 88	Tiamat	1982	Borresen	Dr G Treacy	K O'Brien P Maguire
IR 91	Polly II	1956	Walstead	D Calnan	
IR100	Hy Brasil	1987	Borresen	P O'Reilly	
IR101	Double Dip	1989	Petticrow	D Bergin	
IR102	Mystery	1989	Petticrow	Dr M O'Rahilly	
IR103	Phyloong	1987	Lowell Chang	G O'Driscoll	
IR104	Adzar	1990	Borresen	J J Finnegan	
IR105	Catriona	1962	Clare Lallow	J Twomey	
IR106	Ulysses	1991	Borresen	J McNally	
IR107	Jabberwocky II			S Cullen	
IR108	Nataraja	1987	Lowell Chang	K O'Donoghue	
IR110	Aphrodite	1992	Petticrow	M Cotter	
IR112	Rainbow	1972	Petticrow	C McMullen	
IR113	Phantom			T Cooper	
IR114				H Burns	
IR349	Pan	1957	Bjarne Aas	P Moriarty	F Murphy
IR405	Triton	1964	Pedersen	P J Kingston	
IR460	Tarasque	1971	Borresen	D O'Donoghue	

Sail No	Name	Year Built	Builder	Owner	Partners
K	Piaf	1935	De Vries Lentsch	J Orr	
K	Cornish Chough	1955	Sch Neptun	G Bamford	
K			Johanssen	Durke	
K	Die Eiligen Drei			Steinmeir	
K 11	Polly	1966	Borresen	J Armstrong	S Swanson
K 28	Lintie	1936	Johanssen	S Durk	
K 38	Yola	1932	Arendens	P Flutter	
K 46	Vingthor		Johanssen	J S Haggan	
K 53	Vritra	1938	Johanssen	D Whitehouse	
K 65	Solan	1938	Johanssen	L Butler	
K 84	Wanderbird	1938	McGruer	S Richardson	
K 125	Snapdragon	1948	McGruer	G Fraser	
K 127	Ocior	1947	Woodnutt	M Royle	
K 135	Vixon	1947	Woodnutt	E J Murphy	
K 138	Elska	1947	Woodnutt	C R Blyth	
K 151	Harkaway	1947	Nunn Bros	Lord Belstead	Miss M Tudor
K 184	Inge	1948	Johanssen	J D Harris	
K 202	Meldrum	1952	Camper & Nich	P S Armitage	
K 211	Koo-Bird			P O'Donnell	
K 240	Troll	1951	Bjarne Aas	R N Snook	
K 248	Skal	1957	Borresen	M Allsop	
K 252	Pinta II			S Lucas	
K 256	Buccaneer	1952	Camper & Nich	P J Jackson	
K 264	Echo	1954	J Schlichting	D J Brewer	
K 272	Vana	1954	Nunn Bros	N Sheffield	
K 273	Sable	1954	Borresen	R Jobson	
K 277	Timba	1955	Borresen	R Burns	G Erskine
K 287	Scampi	1956	Burnes	A Dunlop	
K 289	Rapier	1956	Pedersen	N R Vans-Colina	
K 292	Snap	1956	Pedersen	Dr A Dowle	Mrs Z Dowle
K 294	Skeia	1956	Bjarne Aas	A G Chambers	J K McCormick
K 301	Penguin	1958	Clare Lallow	M J Morley	
K 302	Mustang	1957	Tucker Brown	D Leigh	
K 304	Asa	1958	Borresen	Mr & Mrs G Hancock	
K 308	Monatoo	1956	Pedersen	C Taylor	
K 313				O Cracknell	
K 314	Rangi			B Buchanan	
K 316	Sieglinde	1959	Tucker Brown	E N Thompson	
K 322	Blue Skies	1959	Clare Lallow	Dr D H K Ratsey	M D Ratsey
K 327	Cluaran	1951	R Kristiansand	J H Coote	
K 328	Svanehvít	1951	Anker & Jensen	Capt N Bate	
K 329	Nyanza	1959	Fairlie	F Hanna	
K 332	Javelin	1960	Pedersen	J R Bradshaw	
K 335	Vivi	1957	Pedersen	R Skakel	
K 337	Pendragon	1959	Pedersen	C Sykes	

Sail No	Name	Year Built	Builder	Owner	Partners
K 339	Logie	1960	Nunn Bros	R Rycroft	Lt H Howard RN
K 344	Daphne		Morgan Giles	D F Gomes	
K 347	Polka	1961	Borresen	W Burke	
K 348	Troika	1961	Pedersen	Dr I K. Anderson	
K 355	Wizard	1961	Mugel & Spree	J A Field	
K 363	Mistress	1961	Morgan Giles	M W Wilmot	
K 364	Zulu	1960	Pedersen	H R Gomes	
K 372	Skal II	1962	Borresen	K A Clabburn	
K 375	Blue Haze	1959	Pedersen	A J Bisset	
K 377	Karen II	1962	Borresen	J K Dearden	R Bagnall
K 380	Chime	1959	Borresen	C R F E Street	R H de S Street A Sanders
K 382	Val	1962	Bjarne Aas	Mr & Mrs P Acciarri	
K 384	Crackerjack	1962	Pedersen	O S S Roberts	
K 385	Djinn	1962	Clare Lallow	C E Storton	
K 386	Odysseus	1962	Borresen	J P Hall	
K 387	Mahjong	1962	Pedersen	C A Burt	R H R Mckean
K 390	Gem	1963	Borresen	B E R Smith	Miss G Cooper
K 393	Tara	1963	Borresen	R D Miller	
K 395	Saladin	1963	Borresen	J N Holmes	
K 400		1963	Borresen	C M E Foster	
K 402	Meteor	1963	Borresen	T J Henderson	
K 403	Liz	1963	Borresen	G J M Evans	
K 404	Penguin Too		Clare Lallow	R J Sheppard	
K 407	Freya	1964	Nunn Bros	R H Stoneham	
K 411	Aquila	1964	Borresen	P M W Freeman	
K 414	Cresseid	1964	Burnes	I Broadley	
K 415	Talisman	1965	Borresen	D H Starbuck	
K 416	Fenrir	1965	Borresen	P Patenall	G Bladon
K 417	Drake			Miss W A Howland	
K 418	Magician	1965	Borresen	M E C Foley	
K 419	Meltemi	1965	Pedersen	E W Pegna	R M Snagge
K 421	Mayday	1965	Clare Lallow	C A Ward	
K 422	Heuschrecke	1966	Pedersen	Dr A W Ellis	
K 425	Skal III	1965	Borresen	S Crees	
K 426	Vivacious	1966	Pedersen	Mrs Adams	
K 427	Medusa	1966	Borresen	R McMichael	
K 430	Ran	1966	Pedersen	D D Caines	
K 432	Humming Bird	1967	Pedersen	J Powe	
K 434	Moonbeam	1967	Borresen	Dr W Uttley	
K 436	Sou'wester	1967	Borresen	J A Gunning	J R Gunning
K 437	Wolfhound	1967	Borresen	E J Shelton	
K 438	Liza Jane	1967	Borresen	M R Hendra	S T P Wilson
K 439	Maelstrom	1967	Pedersen	S J Day	
K 440	Mistral	1967	Pedersen	P E Woodger	

Sail No	Name	Year Built	Builder	Owner	Partners
K 441	Rascal	1967	Borresen	J S Fairchild	G Merz
K 442	Kali	1967	Borresen	Lady Diana Smith	
K 445	Rogue	1968	Borresen	D M Dale	
K 447	Geryon	1968	Clare Lallow	P R Colville MBE	C J Lucy
K 448	Tarka II	1963	Pedersen	J A B Taylor	
K 449	Monica	1964	Borresen	I A H Coryn	
K 451	Adastra	1969	Clare Lallow	R S M Green	R Catchpole
K 454	Flapjack	1970	Borresen	P A Thomas	
K 455	Royalist	1970	Pedersen	R S Dawe	
K 457	Zara II	1971	Borresen	P R Orford	
K 458	Asterisk	1971	Borresen	M Scobie	
K 459	Dunlin	1971	Borresen	D C Hardy	
K 461	Thusnelda	1971	Borresen	R A C Reincke	J D Power
K 465	Cekanda	1972	Borresen	J Hudson-Davies	
K 466	Ragnar	1972	Borresen	G R Baird	
K 467	Finvola		Borresen	G Brown	
K 469	Puff	1973	Borresen	I MacDonald	A J P Hobbs P Coldham R Boyd
K 470	Mirage	1973	Borresen	R W Brownlie	
K 473	Kis	1973	Borresen	H I Mackenzie	
K 474	Celebrity	1974	Borresen	F Gibson	
K 478	She's Jake	1975	Borresen	A Løech	
K 479	Valhalla	1975	Borresen	G D Jackson	
K 480	Salvo	1975	Borresen	G H Mann	P C Nicholson
K 481	Blue Flame	1976	Borresen	A W Anderson	
K 482	Tamerlane	1976	Borresen	D Kelso	G Dixon S Polly
K 482	Isis	1976	Borresen	J P Reeves	
K 484	Chinook	1976	Borresen	N K F Hyde	D Andrassy
K 485	Wyvern	1979	St George's	Dr & Mrs B Orr	B Topple
K 486	Matilda	1979	Bellarine	J V C Hunt OBE TD	
K 487	Storm	1979	St George's	A Elbrick	
K 489	Kestra	1976	Borresen	R Leask	
K 490	Leviathan	1980	Borresen	P D Scott	
K 492	Gandalf	1979	Borresen	M A Lutener	J G Elphick
K 493	Phoenix	1980	Borresen	Rutherford	
K 494	Moonshine	1980	Borresen	J P Wright	S C M Wright
K 495	Coquille St Jacques	1981	Borresen	D R S Maclean	
K 497	Veleta	1982	Borresen	D S Baird	
K 498	Tana	1982	Borresen	J E Crockett	
K 499	Paprika	1983	St George's	Dr R M Ridsdill-Smith	
K 500	Ariel	1982	Miller Godsill	S T Lucas	
K 501	Mamba	1985	St George's	P Colby	
K 502	Ming	1985	St George's	L Baldwin	
K 503	Loki	1985	Borresen	A P Bowman	
K 505	Jane IV	1986	Borresen	Dr D Young	

Sail No	Name	Year Built	Builder	Owner	Partners
K 506	Fanfare	1986	Borresen	M D Issaias	
K 507	Wisp	1986	Borresen	D C Barham	
K 508	Atalanta	1986	Borresen	A J Cator	
K 509	Jerboa III	1986	Borresen	P Dyas	Mrs T P Stevenson
K 510	Raven	1986	St George's	M Ratsey-Woodroffe	B Roberts J E A Ratsey-Woodroffe
K 511	Vendetta	1987	St George's	P Clarabut	
K 512	Jasmin	1986	St George's	I C Broadley	
K 513	Wee Namara	1972	Borresen	A J Figg	M J Figg
K 514	Isolde	1963	Bjarne Aas	N Curran	J Weir
K 515	Basilisk	1986	Borresen	P A F & Mrs M Gifford	M. Hayles
K 516	Marco Polo II	1986	Borresen	P Gimpel	
K 517	Indros	1986	Borresen	C H Bothway	
K 519	Orion	1987	St George's	R Gilday	P Hunter C Lloyd D Dobell
K 521	Refraction	1987	St George's	A Woodcock	
K 522	Calypso	1987	St George's	Dr C S Cairns	
K 524	Fennis Wolf	1987	St George's	D L Dann	P T L Dann
K 525	Merlin	1987	St George's	W Rudd	
K 526	Doesn't She	1988	St George's	A Gilmour	
K 527	Sandpiper	1987	Borresen	N J & Mrs Streeter	M J Williamson
K 528	Flame	1987	Borresen	D Hall	
K 530	Firefly	1987	St George's	E E Field	C Field A J Reeves C C Caws
K 534	Quicksilver	1987	St George's	R A Campbell	B Stanford
K 535	Takitimu	1987	St George's	D H Sinclair	
K 537	Merlin II	1987	Borresen	W Rudd	
K 540	Joss	1988	St George's	R A Bradbrook	J R Sharp
K 542	Apache	1988	St George's	R F Gillingham	
K 543	Ganymede VII	1991	St George's	P J W Wilson	A Cassell
K 544	Smaug	1988	Petticrow	K W Bushell	
K 545	Djinn VIII	1986	Bellarine	N Stratton	
K 546	Nimrod	1988	St George's	P N Cullen	
K 548	Avalanche V	1988	Petticrow	Capt T G Wade	
K 549	Mayfly	1988	Clare Lallow	P Margham	I Lallow
K 550	Hectic	1988	Petticrow	J E Williams	
K 552	Water Rat	1988	Petticrow	I C Ratnage	
K 553	Fiona	1988	Petticrow	G R Mellor	Mrs F Mellor
K 556	Harlequin	1989	Petticrow	T C Allen	M J Holmes
K 557	Amazon	1989	Petticrow	R Rutherford	
K 558	Sabbatical	1989	Petticrow	R D Brown	
K 559	Fatal Attraction	1990	Petticrow	R J D Patterson	G F Patterson
K 560	Whistle	1989	Borresen	S Fulford	L A Fulford
K 561	Ludmilla	1989	St George's	L Hagglof	
K 562	Gundog	1990	St George's	R A Flett	

Sail No	Name	Year Built	Builder	Owner	Partners
K 563	Aquila	1989	St George's	J M Bielecki	
K 565	Champignon IV	1989	Borresen	D Cunningham	
K 566	Karabos	1985	Ridgeway	Cdr R S Agar RN (Retd)	A J S Agar Capt D J Bradby RN
K 568	Barbary	1990	St George's	P Y Price	
K 570	Scimitar	1990	St George's	J M Sowry	T Prior C Sowry
K 572	Domino	1990	Clare Lallow	P & Mrs A Morton	
K 573	Thunder	1978	Miller Godsell	Dr P Rutledge	
K 574	Grasshopper	1986	Lowell Chang	G K Jenkins	
K 575	Flotation II	1991	Borresen	R J G Davies	
K 576	Sapphire II	1991	Petticrow	D F Biddle	
K 577	Gaia	1991	Clare Lallow	K Skelsey	
K 579	Orpheus	1991	St George's	P D Lloyd	L de Rothschild
K 580	White Rhino	1991	Petticrow	R K Melville	
K 581	Drabis II	1992	St George's	D Pocknell	
K 582	Warrior	1992	Petticrow	C J Thornton	
K 583	Bebe	1992	Petticrow	Mrs N J C MacLennan	
K 584	Ruyjin	1992	Petticrow	R A H Perkins	
K 585	Danish Blue	1992	Petticrow	P R Haj Jensen	
K 586	Scorpio	1991	Petticrow	C H Dicker	
K 587	Scaramanger	1992	St George's	P G Colby	
K 588	Kanpai	1992	Petticrow	D Warren	
K 589	China Town	1992	St George's	N China	
K 590	Mystere	1990	Petticrow	N Blowers	Mrs C Pettengell
KH 31	Coonawarra	1988	Lowell Chang	J A H Leigh	
US299	Yankee Doodle	1991	Petticrow	G Foster	

## MEMBERSHIP DETAILS AMENDMENT FORM

If the entries relating to yourself or your boat in this Newsletter or in the Yearbook are incorrect, please complete this form (IN BLOCK CAPITALS please) and return it to:

Nicola MacLennan  
4 The Charter Road  
Woodford Green  
Essex IG8 9QU

Name .....

Address .....

.....

.....

Contact tel no .....

Fleet .....

Boat no .....

Boat name .....

Builder .....

Date built .....

Co-owners (if any) .....

.....

---

Boat sold to .....

Date .....

Boat bought from .....

Date .....

---

IF YOU ARE **NOT** A BDA MEMBER, PLEASE ALSO COMPLETE  
THE APPLICATION FORM OVERLEAF



## APPLICATION FOR BDA MEMBERSHIP

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

• I am not a Dragon owner and therefore wish associate membership @ £5.00

• I am an owner/part-owner (with.....)

of \*K / IR..... name of Dragon.....

Builder.....

Date built.....

and wish full membership @ £10.00

• Please delete where appropriate

---

My personal details are as follows:

Name.....

Address.....

.....

.....

Tel no.....

---

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

Nicola MacLennan  
4 The Charter Road  
Woodford Green  
Essex IG8 9QU

---

### FLEETS AT:

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

## NOTES

1<sup>ST</sup>  
2<sup>ND</sup>  
3<sup>RD</sup>  
4<sup>TH</sup>  
5<sup>TH</sup>  
6<sup>TH</sup>  
7<sup>TH</sup>  
8<sup>TH</sup>  
9<sup>TH</sup>  
10<sup>TH</sup>  
11<sup>TH</sup>  
12<sup>TH</sup>

**1<sup>st</sup>**  
SCANDINAVIAN,  
FRENCH, NORTH  
GERMAN, IRISH  
EAST COAST  
CHAMPIONSHIPS,  
BURNHAM WEEK,  
TRAVEMUNDE and  
REGATTA ROYALE.

**1<sup>st</sup> 2<sup>nd</sup>**  
**EUROPEAN,**  
BELGIAN and GERMAN  
CHAMPIONSHIPS.

**1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>**  
The BRITISH  
CHAMPIONSHIPS.

**1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup>**  
The SWEDISH  
CHAMPIONSHIPS.

**1<sup>st</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup>**  
**GOLD CUP**



## THE TOTAL PERFORMANCE CONCEPT!

*Petticrow are the only Company in the World that produce the DRAGON Hull, Mast, Rig and Sails IN-HOUSE.*

*The Total Performance Concept ensures the consistent application by our Design Team of the Development and Performance Data from our CHAMPIONSHIP WINNING Boats.*

*We build the Worlds fastest DRAGONS - speed is guaranteed - why have the problem of finding that WINNING Boat speed, when we GUARANTEE it built into the Boat Rig and Sails!*

*We work hard to make the DRAGON fast and I will tell YOU how!*

**PICK UP THE PHONE  
and CALL ME NOW!**

*Poul Richard Hoj Jensen.*

**Our 1992 DRAGON Results!**



Tel. 44 621 782115 • Fax. 44 621 785389  
**PETTICROW BOATYARD LTD**  
BURNHAM-ON-CROUCH, ESSEX, ENGLAND

**NORTH SAILS SCANDINAVIA**  
VAREBROVEJ 25 DK-4040 JYLLINGE DENMARK  
Tel. +45 46 73 14 29 Fax. +45 46 73 00 76