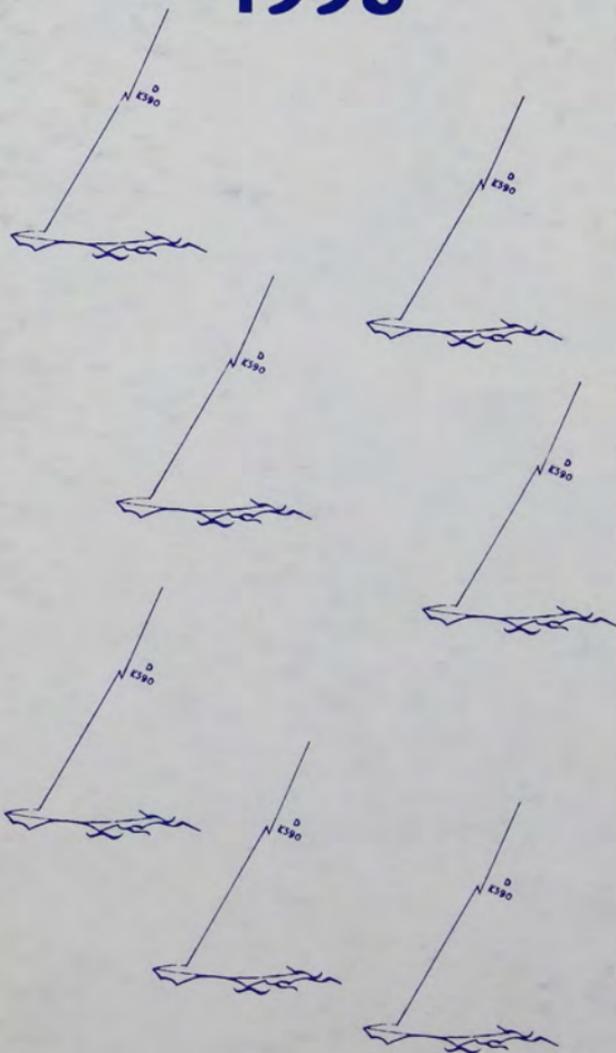


Christmas Newsletter

(Incorporating Notice of AGM)

1993



BRITISH DRAGON ASSOCIATION

BRITISH DRAGON ASSOCIATION

OFFICERS:

Chairman: R D Brown
Vice-Chairman: C J Thornton
Hon Secretary & Treasurer: N J C Maclellan (retiring)

COMMITTEE:

M Hayles: 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
P Clarabut : Medway
J Fairchild: Solent
A G Chambers: Strangford Lough
P Orford: South Caernarvonshire
C Adams: Torbay

BRITISH DRAGON ASSOCIATION

Christmas Newsletter 1993

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FIXTURES LIST

1994 HOME

QUALIFYING EVENTS:

South Coast Championship	30 April - 2 May	Cowes
East Coast Championship	28 - 30 May	Lowestoft
Northern Area Championship	18 - 19 June	Bangor
Edinburgh Cup	20 - 25 June	Bangor

OTHERS:

Easter Regatta	1 - 4 April	Burnham
Irish East Coast Championship	27 - 29 May	Dun Laoghaire
Burnham Week	27 Aug - 3 Sept	Burnham
Irish National Championship	29 Aug - 2 Sept	Kinsale
Irish South Coast Championship	9 - 11 Sept	Glandore
Burnham Autumn Series	10 Oct - 26 Nov	Burnham

1994 OVERSEAS

European Championship	Cazaux, France	3 - 10 Aug
Gold Cup	Rungsted, Denmark	18 - 23 July
Prince Philip Cup	Geelong, Australia	29 Dec 93 - 10 Jan
20th Carnival Cup	Vilamoura, Portugal	11 - 15 Feb
Prince Henry The Navigator Cup	Vilamoura	17 - 20 Feb
North Sea Championship	Ostend	2/3, 9/10 July
Belgian Championship	Ostend	12 - 15 Aug
Regates Royales	Cannes	24 - 30 Sept

1995 - 1997

	WORLD	EUROPEAN	GOLD CUP
1995	Australia (Perth)	Norway	United Kingdom (Torbay)
1996		United Kingdom	France
1997	Sweden		

1993 SEASON REPORTS

EAST COAST CHAMPIONSHIP

Twenty-two Dragons competed in the East Coast Championship, held at Royal Norfolk and Suffolk YC on May 1st to 3rd, which was sponsored by John Grose. The weather was very disappointing on Saturday: light breezes that changed direction dramatically and very poor visibility, thick fog at times. After several hours afloat, racing was abandoned for the day, with neither of the two scheduled races being completed.

However, things improved considerably on Sunday and three races were sailed in a Force 3-4 northerly. It was soon apparent that the Championship was going to develop into a battle between Chris Dicker's Scorpio and RA Campbell's Quicksilver. Quicksilver seemed to make the better starts but Scorpio had the ability to catch up as the races progressed. The first two races were both won by Scorpio with Quicksilver second. P Price in

Barbary was third in the first race, and J Thornton in Warrior was third in the second.

E Williams in Hectic led the third race, and won ahead of Simon Fulford's Whistle, but Dicker had again been working his way up through the fleet to take third place. Meanwhile, Quicksilver was back in ninth. This meant that Scorpio had a clear points lead by Sunday evening, with the decision made to sail only one race on Monday, therefore making it a four-race series.

Bright sunshine and a Force 3 northerly were the conditions for the last race. Quicksilver led the way to the first mark and stayed ahead to win. However, Scorpio clinched the championship by finishing in eighth place and was thus 0.4 points ahead of Quicksilver overall. Second in this race was Basilisk, sailed by M Hayles.

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

Overall results:

1st: 586	SCORPIO	CH Dicker (Royal Norfolk and Suffolk YC)
2nd: 534	QUICKSILVER	RA Campbell (Royal Corinthian YC)
3rd: 550	HECTIC	E Williams (Royal Lympington YC)
4th: 515	BASILISK	M Hayles (Aldeburgh YC)
5th: 560	WHISTLE	S Fulford (Aldeburgh YC)
6th: 582	WARRIOR	J Thornton (Royal Thames YC)

SOUTH COAST CHAMPIONSHIP

The Dragon class continued to display its strength and depth by descending on Cowes for the seventh South Coast Dragon Championships, on this occasion sponsored by Molsons Export. As with most events held on the Bank Holiday weekend, the racing programme was curtailed by the windy conditions on Sunday - only two of the five races scheduled being sailed.

The racing as always proved to be challenging as boats contended with wind shifts, tides and the usual Solent problem of "spot the weather mark".

Alert crews were at a premium!

The Championship was won in fine style by Nicky Streeter, with long-time partner, Mike Williams calling the shots. Hot in pursuit was Bebe, helmed by Nicola Maclennan and "directed" by Yachts and Yachting's John Heyes. Richard Davies in Flotation, with middleman Chris Ratsey counted a fourth and fifth to take third place overall. Solent Guru Ian Lallow (middleman) with ex-Hood One Design sailmaker Ivan Coryn finally had to be content with fourth place.

Overall results:

1st:	GBR 527	SANDPIPER	Nicky Streeter
2nd:	GBR 583	BEBE	Nicola Maclennan
3rd:	GBR 575	FLOTATION II	Richard Davies
4th:	GBR 549	MAYFLY	Ivan Coryn
5th:	GBR 590	MYSTERE	Norman Blowers

10 out of the 13 highly competitive Dragons racing regularly at Burnham now use Holt Sails



Yachts & Yachting report on Cowes Week: "Upwind speed throughout seemed to be in the hands of 'Sailcilver' (Robert Cambell/Barry Stanford)" - from the Burnham fleet using Holt Sails finished 4th overall.



Main - £698.00

1994 Prices
Genoa £455.00

Spinnaker £510.00

Contact: Ian Gray 0621 782108
The Sail Loft, Burnham Business Park
Burnham-on-Crouch, Essex CM0 8TB

Andrew Summers 081 788 9255
Capital Chandlery, The Embankment
Putney, London SW15 1LW

NORTHERN AREA CHAMPIONSHIP

DANISH WORLD CHAMPION WINS NORTHERNS

The current World Champion in the Dragon Class came to Bangor for the Northern Area Championship at Royal Ulster Yacht Club and won in convincing style. Poul Richard Hoj Jensen had a first, second and fourth to give him the title of Bairds Cars Northern Area Champion.

Racing over the entire weekend was dogged by shifting airs and Race Officer Peter Ronaldson coped extremely well and managed to fit three races in.

Newcomers fared well with Simms, Barlow and Morrison in Aquila having an impressive win in the first race, and GP14 sailor Adrian Allen in Phoenix Challenger finishing well up. Aquila sailed a superb race and won from the World Champion in Danish Blue. Second was Scotsman Bobby Brown in Sabbatical with Charlie Taylor and Ian Wilson in Monatoo third.

One of the most consistent sailors was Charlie Taylor and Ian Wilson in their thirty-five year old wooden boat up against all the hot shots in their

expensive plastic machines. Charlie had a great second race but unfortunately sailed into a massive hole and finished tenth in race two. Simon Brien in Kin had had enough and decided to go into the Marina. On his way home he caught a breeze and managed to cross the whole fleet and sail into first place, depriving the frustrated World Champ of a win!

Sunday's racing was delayed as the wind swung 360 degrees, twice! By 3.00pm all the sailors having eaten their sarnies and drunk any beer they had were hoping to be sent home, with no racing at all. But a great breeze came down the Lough and by four o'clock the third and final race had started.

With a steady breeze the "old" familiar names came out of the woodwork - Cotter, Hennessy, Doyle, Crosbie. Still Hoj Jensen managed to keep them at bay and on the last tack to the finish line stole Mick Cotter's glory and sailed right through his lee! Local brothers Gordon and John Patterson in Fatal Attraction had a great third which placed them well overall.

Bairds Diamond Jubilee Results Northern Area Championships:

1st:	DANISH BLUE	Poul Richard Hoj Jensen (Denmark)
2nd:	SABBATICAL	Robert Brown (Scotland)
3rd:	IF	Alan Crosbie (Kinsale)
4th:	FATAL ATTRACTION	Gordon and John Patterson (RUYC)
5th:	ELSA	Connor Doyle (Kinsale)
6th:	AQUILA	Simms, Barlow & Morrison (BYC/RUYC)

IRISH CHAMPIONSHIP

Poul Richard Hoj Jensen from the Royal Danish Yacht Club, won the Bairds Cars Irish Dragon Championship in fickle conditions, and still managed to score zero points. The small comfort for Irish sailors was the fact that Hoj Jensen did not win each race by an arm and a leg, but gave the others a chance and only came through on the last leg to win the race.

The local Dragon fleet fared well and have certainly given the Dublin and Kinsale Dragons something to think about. Seven local boats finished within the top twelve overall. Simon and Mark Brien and Dallas Caskey in Kin had a tremendous championship finishing second overall, robbing Mick Cotter of what he thought was rightfully his place. The other newcomers to the fleet - Barlow, Morrison and Simms had a great event and finished fourth overall.

One of the popular surprises of the week was Barney Isherwood, or was it David Taylor, in Araok. They juggled helms during the week and unfortunately Barney drew the short straw. Sally Watson, Barney and David (with a little help from Nigel Kearney) managed to achieve their "1993 Goal"-finish in the top ten!

The racing over the entire week was, to say the least, "frustrating". Race Officer Peter Ronaldson soared in everyone's estimation when he cancelled Wednesday's racing and gave everyone an afternoon off. However, the next day with more fickle winds, he satisfied the fleet's desire to go afloat, but still what wind there was went round in circles. Friday's racing was completely different altogether and was quite a daunting experience.

The crews who raced on Friday experienced heavy winds, thunder and lightening overhead and seas flattened by rain. The wooden boats took quite a hammering in the heavy weather and unfortunately most suffered damage of some sort - ranging from sprung planks to mainsheet tracks lifting, and furling gear pulling through decks. Mind you, the wooden boats rode the storm and finished well up - Roger McMichael in Medusa and Charlie Taylor and Ian Wilson in Monatoo finished seventh and eighth respectively. With only sixteen finishers this was quite a feat.

Hoj Jensen in Danish Blue once again triumphed in the strong winds to finish first overall and take the Bairds Cars Diamond Jubilee Irish Dragon

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Championship with four firsts and discarding a second. The Brien Bros and Dallas Caskey were second overall with Mick Cotter in his new Dragon, Aphrodite, third.

Results:

1st:	DANISH BLUE	PR Hoj Jensen (Royal Danish Yacht Club)
2nd:	KIN	Simon & Mark Brien, Dallas Caskey (RNIYC)
3rd:	APHRODITE	Mick Cotter (RStGYC)
4th:	AQUILA	Barlow, Morrison, Simms (BYC/RUYC)
5th:	ELSA	Connor Doyle (Kinsale YC)
6th:	INFINITY	Tony O'Gorman (RIYC)

BEEFEATER EDINBURGH CUP

Dragon Maestro and double Olympic gold medallist Poul Richard Hoj Jensen convincingly won the 1993 Edinburgh Cup, sailed at Granton under the burgee of the Royal Forth Yacht Club. Hoj Jensen crewed by Chris

Brittain and Kees Jonker was determined not to repeat his runner-up positions of 1991 and 1992. Initially he looked like running away with this, the only major Dragon Championship that did not have his name on the trophy, by

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Sailmakers

opening with a commanding 1st, 2nd, 2nd. However, Eric Williams had other ideas and recovered from a disastrous 27th in the third race to win the 4th in convincing style with Hoj Jensen in 7th. This combined with David Young of the Royal Forth sailing a very consistent series scoring in the top six in all four races meant these three boats pulled away from the closely bunched grouping of Bobby Brown in Sabbatical, Nicola Maclennan in Bebe, John Thornton in Warrior and Dublin's Robin Hennessy in Water Rat. The winner of the third race Richard Davies (Flotation) dropped out of the running due to the excuse of a dubious bottle of wine sampled at his post-race house party. We are informed by his crew that they are looking forward to a vintage year in 1994!

The fifth race was all about which way to go on the first beat and in the event all the leaders read it wrong. Hamish McKenzie in Kis, closely followed by Duncan Cunningham in Champignon, contrastingly got it very right. The fleet was therefore treated that evening to the sight of a plastic shovel, hoisted high on Kis's backstay, with the

explanation from Hamish, that he likes to "dig people up". This comment being particularly relevant in view of the fact that Kis was the oldest boat there (1973). The best any of the hot shots could achieve was 11th. David Young recorded an ingnomious 27th which left Williams and Young separated by 0.7 and Hoj Jensen leading by 7 points over Williams.

Friday's (6th) race was a wash out with very little wind and the Race Officer Kenneth Gumley wisely cancelled the race, deciding that a lottery was not a good way to end a closely contested series.

The week was well run by an experienced Royal Forth Yacht Club team, and was unique for the fact that it did not have a commercial sponsor, but was sailed instead in aid of the RNLI, almost £1,000 being raised during the week for this worthy cause. We are fortunately able to report that their services were not required by the fleet despite the helmsman of Warrior deciding to demonstrate his swimming skills in the harbour, involuntarily of course!

Overall results:

1st:	GBR 585	DANISH BLUE	Poul Richard Hoj Jensen
2nd:	GBR 550	HECTIC	Eric Williams
3rd:	GBR 505	JANE IV	David Young
4th:	GBR 591	SABBATICAL	Bobby Brown
5th:	IRL 112	WATER RAT	Robin Hennessy
6th:	GBR 583	BEBE	Nicola Maclennan

**ALDEBURGH BOATYARD IS STILL BUILDING ST GEORGE'S DRAGONS.
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GOLD CUP

MEDENBLICK 28 AUGUST - 4 SEPTEMBER 1993

Ah yes! the Gold Cup, that's where friends were made and lost, friendships and acquaintances renewed and restored and battles reconvened, along with partaking of gallon upon gallon of Konic (hic), and much talk of carbon fibre, professional sailing and Spheretex. The carbon fibre being in the shape of Andy, Eddie the Eagle, Cassall, who assures me his new hobby, bonnet flying/bodyguard, is gong well. the landings however still needing some refinement.

In all 14 British boat took part in a generally sunny and windy series which favoured the PORKERS. The eventual winner Fred Imoff who although sailed very quickly must be considered lucky after the unfortunate enforced retirement of Glen Foster who had up until that stage sailed an impeccable series. Maybe MARK C was just too big or too much for the forestay fitting.

Many notable British performances must be mentioned with the following boats all having a result or results in the top ten which, in this highly competitive (Prof) fleet, is no mean achievement:

591 - 5.9.4.8.4.1	534 - 8
553 - 6.7	576 - 9
575 - 4	588 - 9
527 - 4	583 - 10
515 - 5	

Of the British fleet considerable praise of the highest order must go to Bobby Brown for an excellent series. I dare say that he has some notable memories. Probably unlike that of David Gifford who put his back out on the first day/night, although Nicky was reluctant to give me further information. Also the Brit boat which was involved in a serious collision which caused much disquiet and acted as a reminder to us all. The perseverance of Gloria Steinmeier must be admired who after rolling the whole shooting match into a ditch en route managed to get back on to the road and reach the venue in time for the first race. Later in the week I asked Gloria how they were getting on; he replied I have sent to England for some hired help. Julian arrived and got drunk with the rest of us.

As one expected the organisation and hospitality was second to none with Jacks Bar and the floating marquee full to overflowing every night. The social side started early every evening with free beer, rocket fuel and something which tasted like Zube extract in Porcine. The evening themed menus, Mexican, Indonesian, Spanish and French and mixture of, were accompanied by what some thought was music, Jazz, Steelband, Twangers.

Continued on page 10

I understand that the varied menus and booze left some feeling extremely jaded which is only to be expected I suppose. It was noted that some of the British contingent, in particular Gringo and Rastas, attracted the attention of well meaning 'ladies' - whether this marred their yachting performance only Anne can tell.

The Official Dinner was a somewhat disjointed affair with the has-beens, and refined 'don't you know sorts' in one area, and the remainder of us riff-raff, Irish and bankers left to listen to the Mayor's speech and try and keep a modicum of decorum.

Generally the whole series was conducted in a much fairer and sportsman-like manner in direct comparison with the Worlds where blatant rule abuse, bumping and boring, was the order of the day. The bulk of equipment used was very similar to that at the Worlds with Petticrow and Borresen hulls being to the forefront. It

would appear that the standard Petticrow type layout is beginning to see variation, large double action pumps have arrived, winches are gone and boom end sheeting is being tried. A variety of masts were used, Pettholt and Nordics being in abundance with variation in rig tension, some with heaps, others with damn all, sorry little or nothing. Carsons, Diamonds, Goodalls, Hoods and Norths all had top ten results. We are beginning to see some departure in shape from that which has been accepted as the norm.

In closing, it must be said that overall this was an absolutely first class venue with the hospitality to match, the closing organisation of boat crainage was to be admired, avoiding all the usual unpleasantness which mars most Regattas.

I trust those of you who went to Medenblick will return and those that did not, should put this venue high on their priority list.

Thanks for making the Boat Show possible:

At the time of going to press we would like to thank the following people for their financial contribution to the cost of the Boat Show. Without their generosity this event would not be possible:

D Cunningham	Bangor Fleet	Jack Bielecki	Irish Fleet
Bobby Brown	Clyde Fleet	Anne Garrett	Lowestoft Fleet
John Thornton	Abersoch Fleet	Neil McPhee	Richard Davies

DRAGON WORLD CHAMPIONSHIP

GREAT DANES FIGHT IT OUT

One of the highest quality Dragon fleets ever, assembled at the German resort of Travemunde during the first week in August for the 1993 World Championship. The 58 boat fleet from 13 countries included five Olympic medallists and three previous World Champions.

Most crews had pre-qualified for the event, but the Dutch team formally complained that the spare places had been only offered to the German hosts and Danish fleet. Significantly Barcelona gold medallist Jesper Bank was the one Dane who had not sailed the qualifiers and flew in from competing in Savanna just in time for the first race.

Poul Richard Hoj Jensen claimed the first race, in a tricky 12 knot breeze with Bank, the first time back in a Dragon after the Soling for several years, in a useful 6th place. Local tobacco baron Andreas Von Eicken showed great speed to take second place. By race two, it was obvious it was to be a high scoring event with huge line bias and totally unbelievable shifts up the beats, making the results something of a lottery. Race three was first abandoned after the wind died on the first upwind. The second attempt produced an immediate advantage for those at the Committee Boat end of the line who headed off to the right. Halfway up the beat, however,

there was a massive switch of fortunes, with the previously dead and buried fleet on the left lifted up so high that some flew spinnakers to the windward mark. Amazingly this race was allowed to continue and not for the first time caused questions to be asked of the Race Committee. Numerous top names were to be seen at the back of the fleet, including Hoj Jensen, a result which probably cost him the championship. Jesper Bank, however, claimed a very useful third place. Winner of this race was Danish sailmaker Tom Carlsen. His final scoreline of 13,44,1,37,1,5,34 was a good example of the totally unpredictable conditions.

The breeze for races four and five was between 8-12 knots and was again variable and localised. British pride was restored in race four when Eric Williams found himself on the port end of the line and went hard left after noticing a new breeze on that side. He was rewarded with a dramatic lead which he did well to hang on to despite the rapidly closing Bank (2nd) and Markus Glas (3rd).

After the fifth race, the championship was poised between the two Danish Soling gold medallists: Poul Richard Hoj Jensen and Jesper Bank. Their rivalry was friendly but could have been billed as a professional grudge match. Hoj Jensen sails the



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Northern Area Championship

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More information from David Baird
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or Royal Ulster Yacht Club
0247 270568

Petticrow/North Sails Scandinavia works boat, whilst Bank is Sail Designer at Elvstrom and was sailing Boerge Boerresen's boat, with the owner and son as crew. As if to prove that anyone can sail a Dragon even at the highest level, Hoj Jensen was crewed by his 22-year old son and Hamburg boatbuilder Sebastian Ziegelmayr and Bank by old man Boerresen, who must be in his 70's, and Ole Boerresen. There was no denying Poul Richard was praying for heavy airs to unseat the Boerresen team, but Friday's breeze built to over 35 knots before the start and the fleet headed back to the harbour. As a result two races were scheduled for the last day,

sailed in a brisk 25 knots. Team Petticrow took the first, with Von Eicken second and Jesper Bank staying close to Hoj Jensen's Danish Blue to score a fourth. Bank was now only 4 points clear.

In the final race Danish Blue was ahead of her rival until a shift lifted Bank to 6th and dropped Hoj Jensen to 10th, who at the finish fell to 19th after trying everything up the last beat. The winner of this race was Glen Foster of the US, with Britain Mark Covell aboard. Nothing could be taken away from Jesper Bank and his crew, whose worst result was a 14th, in fickle conditions and against such a strong fleet.

John Heyes

Results:

DEN 293	Jesper Bank (Denmark)	43.1 pts
GBR 585	Poul Richard Hoj Jensen (Denmark)	60.7 pts
GER 31	Andreas Von Eicken (Germany)	88.0 pts
GER 795	Markus Glas (Germany)	94.1 pts
GER 605	Michael Erhard (Germany)	100.0 pts
GER 806	Florian Bauer (Germany)	105.7 pts
Best British:	18th GBR 550 Eric Williams (RLYC)	144.0 pts
	31st GBR 553 Nigel Young (RCYC)	194.0 pts

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RESULTS 1993

1st COWES WEEK

1st TORQUAY

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GBR 38 YOLA 1932 built by Ardenden Batvary in Sweden, this is probably the oldest sailing Dragon in the UK and is fully restored and fast. Price £4,950. Phone 0326 316189.

GBR 138 ELSKA Phone C Blyth 0262 420481.

GBR 211 1952 recent refit. £3,950 ono. 0621 868494.

GBR 221 TAMSIN 1947 McGruers sold with cradle and sails. Lying Burnham. Price £1,300. Phone I Lambert 071 624 3132 (home) or 071 928 3131 (office).

GBR 252 1952 boat. £4,250 inc trailer. Phone 0604 740093.

GBR 264 ECHO 1954 Schlichting trailer and cover £2,600. Contact DJ Brewer 0792 405631.

GBR 273 SABLE 1954 Borresen, varnished, sold with sails and trailer (Beccles). Has been substantially refurbished and has only been sailed lightly since 1987. Lying Dragon Marina Essex. Phone R Jobson 0905 57273. Price £4,500.

GBR 335 VIVI 1957 Pedersen and Thuesen, no trailer, good cradle, well maintained. £3,500. Contact Class Secretary.

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

GBR 387 1962 Borresen. Good condition. Sold with sails. £4,000.

GBR 414 CRESSEID 1964 Burnes Shipyard, varnished, Holt Allen mast, cradle. Contact Class Secretary.

GBR 415 TALISMAN 1965 Borresen, teak deck, varnished, Elvstrom spar, trailer. D Starbuck 0428 722481.

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

GBR 474 CELEBRITY 1974 Borresen with 1991 Hood sails and 1989 North sails. Road trailer available. Tel F Gibson 0396 828321.

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

GBR 490 LEVIATHAN 1980 Borresen GRP, teak decks. Harken fitting, inc tripping mainsheet traveller. Course and fine runner settings through spinlocks. Sails 1989 North's. Bottom stripped and epoxied 1992. £9,500. Phone 0983 293125.

BOATS FOR SALE BOATS FOR SALE BOATS

GBR 502 MING 1985 St George's. £9,500 inc trailer. 0732 353542.

GBR 521 1987 St George's inc trailer. £12,000. Phone 075 881 2213.

GBR 522 CALYPSO 1987 St George's trailer, bulkheads, 1990/91 North sails, all fine tunes fitted. C Cairns 0436 820 409.

GBR 523 Peter Wilson customised by Petticrows. Ratsey and North sails available, sold with trailer, in excellent condition. £15,000. Lying Isle of Wight. Tel 0983 873401.

GBR 535 St George's. Sold with 1992 sails (North and Elvstrom), trailer by Yachttech. Price £11,750. Tel 031 336 5436 after 6pm.

GBR 545 DJINN 1897 Bella Marine/Borressen hull. Dry sailed, wintered under cover, full racing specification inc bulkheads etc. Sold with trailer, extensive sail wardrobe. Contact Class Secretary.

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

GBK 553 SOBRIETY 1989 Petticrow. 1993 Hood sails, new North's, top racing specification, Harbeck trailer. Price £21,500. Full details phone Neil McPhee on 0734 810860.

GBR 559 FATAL ATTRACTION 1988 Petticrow. Price £19,000. Good sail wardrobe. Contact Gordon Patterson 0232 664167 (day) or 663678 (evenings).

GBR 566 KARABOS Half share. Contact Rodney Agar 0256 850602. £6,000.

GBR 589 CHINATOWN 1992 St George's, red topsides. Fitted out to top specification, all fine tunes etc. Sold with sails, cover and trailer. Price £17,500. Phone Nick China 071 274 8165 (home) or 071 630 7499 (work).

GBR 572 DOMINO 1990 varnished cold moulded 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 071 235 9801 (office) or 073084 561 (home).

GBR 534 QUICKSILVER St Georges's 1987. Resprayed 1992, white hull, in top racing condition, good sail wardrobe, trailer by negotiation, lying Burnham. Price £13,000. Phone R Campbell 081 504 2964 (home) or 0763 244133 (work).

GBR 487 STORM Good order, teak deck, varnished coamings, some Harken, Union spars. £5,000 at Aldeburgh 0728 452019.

Continued on page 16

BOATS FOR SALE BOATS FOR SALE BOATS

FOREIGN:

PETTICROW 1989, mark II lying France, new '93 mast. One suit of sails, blue hull, white waterline. Price £16,000 VAT paid. Phone Petticrows 0621 782115.

BORRESEN 1984, in exceptional condition. All latest fittings, aft bulkhead. One suit of sails. £14,000 VAT paid. Lying Denmark. Phone Petticrows 0621 782115.

YANKEE DOODLE DANDY Petticrow 1991, Mark III in excellent condition. White hull, very good racing record. Two suits of sails. Price £24,000 VAT paid. Lying Petticrows 0621 782115.

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:	1994 European	1995 Worlds
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	 BEST 5

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.

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 Tel 0206 305107

P Duce: 85 Station Road, Burnham-on-Crouch, Essex Tel 0621 783239

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

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

Tel 0223 893776

V May: Tel 0489 5799207

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 Royal Thames Yacht Club on Friday 7th January 1994.

NOTES FROM THE SECRETARY'S DESK

Boat Show

The British Dragon Association will have a stand (51F) at the London Boat Show. This is being manned by members of the class. All visitors are welcome. Please bring anyone you know who may be interested in a Dragon.

Boats for Sale

The Hon Sec maintains a list of second-hand boats for sale. Lists were sent out throughout 1993 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. Nicola Maclennan Bebe
2. Eric Williams Hectic
3. Nicky Streeter Sandpiper

The Yachting Press

The BDA would like to thank Yachts and Yachting 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.

Retirement

This is my last Newsletter and AGM as Secretary to the British Dragon Class - sighs of intense relief all round! However, I would like to take the opportunity of thanking everyone who has given so much assistance and help during that period, especially the Fleet Secretaries. It has been great fun and I have been happy to do it. The Dragon is undeniably a beautiful boat but it is the people who make the class. I am sure that the Association under the guidance of the Officers and Fleet Representatives will prosper for years to come.

VALUE FOR MONEY

The BDA Committee has been discussing for some time the need to raise subscriptions to a more realistic level. The motion to increase the subscriptions will be made at the AGM and we fervently hope that you will be supportive.

COMPARISON WITH OTHER CLASSES

A review of other classes quickly reveals that our current and proposed levels of subscription are considerably below the "market norm":

Etchells	£140
505's	£ 25
Dutch Dragons	£ 45
German Dragons	£ 42
Optomist	£ 25
Lasers	£ 18
Sigma 33's	£ 18

There is little point in raising subscriptions just for the sake of it and this is not the intention of the Committee. If the Dragon Class is to grow and prosper it needs to invest in its future and the increased budget for 1994 focuses on that very fact. We need to ensure:

- that our future Secretary is properly equipped
- that we strive to attract quality sponsors
- we advertise and promote the class in the best way we can

For these reasons the BDA have already invested in computer equipment plus printer for the use of the Class Secretary. Equipped with the right tools the BDA should be able to produce its own quality documentation. Advertisements and articles have appeared in *Yachts and Yachting* and a stand is being arranged at the London Boat Show - all promotional opportunities.

A ROUGH GUIDE TO SAIL PRICES

The Editor would like to thank the sailmakers who contributed the following information. These prices may be subject to variation and are therefore only a guide. All prices include VAT. Not all prices include measurement and delivery.

	Mainsail £	Genoa £	Spinnaker £
Hoods	848	538	713-822
Holts	798	527	588
Hyde	852	584	710
North UK	878	623	723
North Scan*	999	717-740	852-893
Parker & Kay	820	577	680-746
Watsons*	774	541	647

* includes measurement

Phone numbers for all of these sailmakers can be found on page 41.



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 18.45 on Friday 7th January 1994.

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 1993 (see pages 22 - 23 of this Newsletter).
4. The Chairman's Report (see page 24 of this Newsletter).
5. Election of Officers - Chairman, Vice Chairman, Secretary/Treasurer, Hon Auditor.
6. Report from the International Dragon Association.
7. Subscriptions.
8. Any other business.

Election of Officers: The BDA Committee propose the following officers for election at the AGM: Chairman: Bobby Brown; Vice Chairman: J Thornton; Secretary/Treasurer: S Threlfall; Hon Auditor: J Webster. Any other nominations (proposed and seconded) must be in writing and in the Secretary's hands by 31 December 1993.

ANNUAL DINNER

The Annual Dinner will follow the Annual General Meeting at 20.00 at the Royal Thames Yacht Club, 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 Maclennan to

arrive **not later than 2 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. This price is the same as last year.

BRITISH DRAGON ASSOCIATION

INCOME AND EXPENDITURE ACCOUNT for the year ended 31st October 1993

	£	1993 £	1992 £
INCOME			
Subscriptions			
Current year - Received		3,500	3,436
- Owing		235	100
- Last year			30
		<hr/>	<hr/>
Advertising revenue		3,735	3,566
RYA Measurement fees		520	520
Banking interest received		55	
Profit on sale of:		52	114
Tie pins	10		
Jerseys	17		3
Ties	30		2
		<hr/>	<hr/>
Proceeds from sale of car stickers		57	5
		9	15
		<hr/>	<hr/>
		4,428	4,220
ANNUAL DINNER ACCOUNT			
Receipts 84 (96)	2,696		2,875
Less: Costs	2,613		3,060
		<hr/>	<hr/>
		83	(185)
		<hr/>	<hr/>
		4,511	4,035
EXPENDITURE			
IDA subscription	284		223
RYA subscription	24		24
Handbook	575		574
Winter Newsletter	950		1,023
Advertising and promotion	1,200		1,031
Postage and stationery	898		703
Committee meeting room hire	60		60
Measurer costs	421		
Programme	550		
Sundries	153		170
		<hr/>	<hr/>
		5,115	3,808
SURPLUS FOR THE YEAR			
		<hr/>	<hr/>
		(604)	227
		<hr/>	<hr/>

Note to the Accounts: Members are asked to note that there is committed expenditure of £3,500 as of 31st October in respect of computers and the 1994 London Boat Show.

BRITISH DRAGON ASSOCIATION

BALANCE SHEET for the year ended 31st October 1993

	1993 £	1992 £
CURRENT ASSETS		
Stocks of goods	1,286	1,437
Debtors	413	325
Balances with Lloyds Bank		
Deposit account	4,178	6,178
Current account	5,205	1,998
	11,082	9,938
LESS: CURRENT LIABILITIES		
Creditors	2,086	338
	8,996	9,600
	=====	=====
REPRESENTED BY:-		
RESERVES		
Balance at 1st November 1992	9,600	9,373
Surplus (loss) for the year	(604)	227
	8,996	9,600
	=====	=====

Signed:

NOTE: ANALYSIS OF SUBSCRIPTIONS

Received in year:			
	Abersoch	55	55
	Aldeburgh	240	245
	Belfast Lough	345	250
	Burnham	315	270
	Clyde		165
	Falmouth	95	75
	Forth	285	250
	Lowestoft	255	250
	Medway	245	265
	Solent	865	901
	Strangford Lough	10	
	Torbay	240	255
	Irish Dragon Association	400	300
	Affiliated members	150	155
		3,500	3,436
Owing at end of year:	Strangford Lough	60	90
	Clyde	150	10
	Solent	25	
		3,735	3,536
		=====	=====

BRITISH DRAGON ASSOCIATION

CHAIRMAN'S REPORT



The sailing season just finished has been very active for Dragon sailors and one in which we have been able to concentrate on racing rather than on rule interpretations and building materials. As Chairman I have enjoyed the opportunities of travel and the continuing camaraderie within the Class, having participated in Arcachon, Ulster, Edinburgh and Medemblik. British boats have put in excellent performances in the Vasco de Gama, the Gold Cup and the Regatta Royale.

Concern has I know been expressed at the quality of racing and value for money at some Regional Championships and the Committee are currently investigating ways in which this can be improved. Regional Championships, attractive though they may be, should not undermine the Edinburgh Cup which is still our most prestigious trophy. It was regrettable that the Class did not lend more support to this event on the Forth this year and I would ask that you all give serious thought to supporting the event next year in Bangor, to be hosted by the Royal Ulster Yacht Club whose facilities ashore and afloat are second to none. Recent public relations exercises look very unconvincing when we struggle to gather thirty boats for our National Championships.

Changes are afoot in high places. Nicola MacLennan has taken over as the Hon Sec at the IDA. We congratulate her on this appointment and I feel sure that her refreshing style will be put to excellent use at the IDA. Chris Dicker's great contribution both to the BDA and the IDA have been recognised by his appointment to a Vice Chairmanship of the IDA.

At our previous AGM (1992) much discussion took place about Nicky MacLennan's replacement as our Hon Sec later this year. You will recall that it was the feeling that it was time to go "professional" and financial projections were prepared with this in mind. However, extensive research in the watering holes of Medemblik identified a very capable and enthusiastic young lady Dragon sailor, Sarah Threlfall at Burnham. She has agreed to allow her name to go forward for nomination at the forthcoming AGM. Certain backups as computer hardware have been agreed by the Committee. This is a move to be welcomed and one which I know you will support.

Nicky MacLennan has successfully negotiated a stand at the Boat Show in Earl's Court at which we will have a Dragon. This is a BDA stand for promotional

purposes and will be financed by contributions from the BDA, the IDA, commerce and individual donations.

The Association has not quite broken even this year and reserves have been allocated to promotion and office equipment referred to earlier. We are therefore recommending increasing the subscriptions to twenty pounds in 1994 and to twenty five pounds in 1995. This is still remarkably good value. Compare us with other classes.

Finally the Annual Dinner and General Meeting will be held in the Royal Thames Yacht Club on Friday 7 January 1994. Let us make it the usual success. Visit the BDA stand at the Boat Show.

May I wish you seasons greetings.

RD Brown

FLEET REPORTS 1993

ALDEBURGH

The season started slowly, with boats away at Lowestoft and Cowes, consequently the river did not begin to fill up until June. Alfred Elbrick launched a beautiful dark blue brand new Wilson Mark II Dragon, and Wilson launched a renovated 1948 model which proceeded to go like a rocket.

The Chinas joined the Aldeburgh Fleet for a season, and Andy Gilmore migrated to Lowestoft - he must like big waves and small harbour mouths.

Regatta Week was a major success with generally excellent racing. The bureaucrats tried their best to sow confusion on which course was the correct one, but despite their unwelcome efforts, fourteen Dragons enjoyed good weather and close racing. Len Fulford prevailed to win the week and demonstrated that together with evergreen Bon Vivant Peter Bowman, old age is no impediment to boat speed. Mike Hayles, ably crewed by his son and daughters, took the NCP trophy by putting Basilisk on the putty no less than four times in one race, surely a record!

Life on the Alde was pleasant and relaxed, as usual, with six to eight boats turning out regularly. If we could get an extra two or three starters the racing would be even better. Speaking of better, Jumping Jack Bielecki went to a record number of regattas this year and enjoyed a comparatively stress free summer. Must be experience or old age or possibly both!

The prize for this year's unluckiest sailor goes to Patrick Gifford who tried to lift a dingy through the roof of his garage; his back gave, the roof didn't. Undismayed and suitably trussed up he went to Holland for the Gold Cup and lasted half a race before the back went again.

Next year we look forward to sunny weather, gentle zephyrs and would welcome any visitors who fancy a spot of mud hopping.

Rufus Gilday

BELFAST LOUGH

On the fifteenth anniversary of the formation of the Dragon Fleet in Bangor (although Dragons have, of course been in Belfast Lough since 1937) we have seen the fleet increase by nearly 50% in one year!

The addition of Kin, a Borresen from Sweden, Araok, a Petticrow from France, Phoenix, a Borresen from Abersoch, and Aquila, a St George from Aldeburgh, has brought a whole new dimension to racing in Belfast Lough. Following a number of 'seminars' on tactics, boat handling and rules (which included a mock protest in which dental mendacity was elevated to an art form) 'Spud' Howarth of North Sails joined us on opening day for a 'sail setting' teach-in, which was very informative.

The highlights of the season were the Northern Area and Irish Championships in June. As usual, we had a very good turnout of yachts from Dublin Bay and Kinsale. The visitors from Scotland and England were few in numbers but high in quality, our Chairman Bobby Brown coming 2nd in the Northern in Sabbatical, Paul Hoj Jensen winning both the Northern and the Irish in Danish Blue, Jack Bielecki from Aldeburgh with his new St George's Orzel and Kircubbin man, now resident in Edinburgh, Danny Sinclair with Takitimu. All our visitors seemed to enjoy the event. Quite a number of the guest houses along the sea front reported firm bookings for next June which augers well for the Edinburgh Cup next year.

A pleasing feature of the week's racing was the performance of our own fleet with five yachts in the top ten places, Simon Brien, helming Kin, being the highest placed Irishman with a second and John Simms getting a fourth in Aquila. Our local points racing throughout the year has been fast and furious. As is true of all Dragon Fleets, the boat speed of all the yachts is remarkably similar. Boat handling and tactics have been more crucial than ever before. Aquila won the Thursday night points, Tamerlane won Tuesday's points and the Regatta Championship. During the season, the fleet held a number of 'one-off' events with the assistance of members who kindly offered their yachts as Committee boats to give us windward-leeward courses.

The highlight was the evening of the Insouciance Cup when Royal Ulster's Vice Commodore George Ralston and his wife Lynn acted as Officer of the Day for the race and hosts for the party afterwards on-board his yacht Insouciance. An evening much appreciated by all who participated. I am informed that insouciance is a French word meaning "Frankly, my dear, I don't give a damn."

Royal Ulster's now traditional one design keelboat weekend was again a great success. The racing throughout the fleet was very close with some surprises in the results, David Gomes on Daphne, the oldest boat in the fleet getting a second in one of the races. Tamerlane, however, took the series.

For the first time Royal North included Dragons in the Knockdene Trophy event, (it has been exclusively a Cruiser/Racer occasion until this year), Kin coming out ahead by a narrow margin.

We have justifiably been accused of not travelling to other Dragon events in the past. This has now changed with our fleet staging what can only be described as a 'raid' on Kinsale with five Dragons making the journey on the last weekend in September. In a very competitive fleet of 34 boats, Kin got a fourth and Tamerlane a sixth.

The Belfast Lough Fleet and the Royal Ulster Yacht Club extend a very warm invitation to everyone to join us in June for the Northern Areas and the Edinburgh Cup. It will be the first time the Cup has been competed for in Bangor and we are all very enthusiastic about the prospect. The organisation will be undertaken by members of the fleet and we can promise you a week to remember! Feel free to call me with any queries you may have about making the journey over here. Better still, speak to anyone who was here last year!

Next year, we would expect to have four more yachts on the starting line, Mark Neill with Koala from Dunlaoghaire, forsaking his berth on a two tonner (if they have such things nowadays!), Lynn Johnston upgrading from a Squib, Terry Fair and Paul Prentice have escaped from the 'lash' of Roger McMichael (Medusa) by buying Timba from George Erskine and Roy Burns and, finally, two lost sheep of the original Bangor Fleet in 1978 have returned to the fold, Polka and Shannon Campbell.

There is a saying, in this neck of the woods, that there is no evangelist like a convert. Let me tell you our 'converts' are spreading the word loud and clear!

David Baird

BURNHAM-ON-CROUCH

I am pleased to report an increase in the number of Dragons sailing at Burnham during the last year. Malcolm Myers has been campaigning Peter Gimpel's previous boat Marco Polo (now renamed Athena). Jonathon Hughes, Tim Milson and

Malcolm Foster now own Harlequin and Tony Allen and Mike Holmes are sailing a new Dragon, named Hat Trick. The Burnham fleet is growing and we are all enjoying the most competitive racing for some years.

The Burnham fleet, always gluttons for sailing, started racing one week before Easter. This gave us the necessary preparation before our Easter Regatta. I am pleased that this regatta is rapidly becoming an important and popular event in the UK Dragon calendar. The fleet of over 20 boats included representatives from many UK fleets including Aldeburgh, the Forth, Clyde, Medway, Solent, and one visitor from Belgium. The event was sponsored once again by the Burnham Yacht Harbour. Neil Murray, Managing Director of the Yacht Harbour, and his team were very supportive and I would like to thank them for launching all the visiting Dragons and generally ensuring that their visit to Burnham ran smoothly. The Easter weather was outstanding and all six races were completed on schedule. After a tight duel all weekend, the winner was Mike Patten, sailing Danish Blue. Perhaps the unluckiest competitor over the weekend was Hectic (Eric Williams) who was certainly sailing very fast but regrettably failed to answer recalls on more than one occasion. One of our members at the Royal Corinthian Yacht Club is to be thanked for his superb videos of the start, precisely on the starting line, which certainly curtailed any possible disagreements over recalls. Do you remember the videos Eric? Next year I can promise you a more conspicuous starting line!! We look forward to welcoming even more visitors next year - early practice must be one of the keys to a successful racing season.

From Easter to Burnham Week, we ran the seasons points, Saturdays being won by Quicksilver (Barry Stanford and Rob Campbell) and Sundays by Avalanche (Terry Wade). During this period, many of our fleet went travelling, to the East Coast Championships, Edinburgh Cup, South Coast Championships, Cowes Week, French Championships, Belgian Championships, Southern Irish Championships and of course to the Gold Cup at Medemblik. Unfortunately Burnham boats were only able to get into the minor placings and the Burnham Fleet faced a real challenge to compete with the best around the world. Cowes Week was very special this year, with the Royal Corinthian Yacht Club re-established at Cowes after several years' absence. Kanpai (David Warren) and Quicksilver attended and were given a marvellous reception - the new Clubhouse is absolutely superb and on behalf of the Burnham Dragon Fleet I would like to congratulate Pat Dyas and his team for their achievement. Barry Stanford, Commodore of the Royal Corinthian Yacht Club, Pat Dyas and the Committee extend an invitation to all Cowes Dragon sailors to visit the newly refurbished Clubhouse in Cowes and hope that it will again become the natural home of the Cowes Dragon Fleet.

In July we again held our annual match racing Championship. A tough two days of racing took place in variable winds and Kim Allen, our race officer, performed magnificently to get the entire programme completed. Ten boats competed in a league system, with each boat sailing against all the others over the two days. The overall winner was Quicksilver. We hope to attract more visitors next year as match racing seems to be becoming ever more popular.

Burnham Week at the end of August was highly competitive both on and off the water. Unfortunately, this year Burnham Week clashed with the Gold Cup so the fleet was a little smaller than usual. The week's points were finally won by Avalanche and the Daily Telegraph trophy (no discards) was won by Hat Trick. The Dragon Dinner, on the Thursday night was enlivened by the Dragons who had been travelling during the summer giving anecdotes of their experiences. The Carlton Platter, raced for during September was won by Hat Trick.

We are now competing for our Late Season's trophies, the Newts and the Candlestick and (so far) are enjoying wonderful sailing breezes. We have had a number of guest skippers sailing in recent weeks and look forward to still further growth in the Dragon fleet in 1994. As I said at the beginning of this report, the Burnham fleet are gluttons for punishment and we will be racing every Saturday and Sunday until the end of November! I complete my tenure as Burnham Class Captain at the end of 1993 and would like to thank, in particular, Chris Brittain and Sarah Threlfall for their unstinting support as Burnham Dragon Class Secretary. Sarah Threlfall is unfortunately (from Burnham's perspective) retiring early as our Class Secretary as she has accepted the position as Secretary to the British Dragon Association. Our congratulations, Sarah, and we all wish you every success.

Rob Campbell

CLYDE

The Clyde Fleet has diminished to three regular attenders at club racing level namely Meteor, Crackerjack and Jasmin. Djinn put in a couple of appearances and Calypso moved on her trailer from the Yacht Club to Rhu Marina. Champignon was the sole Fleet representative at the Edinburgh Cup on the Forth, that is, excluding the member in exile from Essex. Congratulations Nicky on winning the Citron Trophy for the best overall performance at the East Coast, South Coast Championships and the Edinburgh Cup.

With Bebe permanently based in the South, Champignon sold to Northern Ireland and three of the other boats for sale the Clyde Fleet is approaching a lean

period. The perception that one can only have fun racing a Dragon if one has a brand new boat and wardrobes full of sails is something which will have to be corrected if the class is going to survive and grow at club level and resurge to its proper place in Clyde yachting.

CORK

The gales and rain for two weeks subsided to leave a lovely weekend of sun, flat seas and a fairly steady 3-4 northerly breeze, to make up one of the more successful Irish South Coast Championships (sponsored by Heineken Ireland) in recent years. On the Thursday night welcoming reception the signs were there... a mean looking bunch of sailors looking for one thing and one thing only... more free Heineken and some more of that beautiful West Cork Black Pudding that was being handed around!!

A fast fleet of 34 dragons, with 5 windward-leeward style courses which made the places lost and gained in one race quite frightening! No eating your sandwiches down the reach stuff!

Peter Wolfe from Dublin Bay sailing Robin Hennessy's Water Rat, spoilt the first day with two bullets, with Eric Williams and Richard Davies showing early signs of English speed and I got the usual "It's great we got so many to come over from across the water, but why ask the good guys"?!?

Saturday had more breeze and in the morning Water Rat won again (yawn) with Alan Crosbie and Conor Doyle getting 1st and 2nd in the afternoon, keeping the Kinsale flag flying.

The Saturday night dinner in the Club was drunk and danced away into the small hours of Sunday morning, with the highlight of the night being Barry Lynch's speech which brought the house down on 'The Formula for a Winning Dragon'. Barry was not last, but second last and explained in his speech how he had thought he had the perfect winning formula:

- a) Buy a Dragon with a track record (Hikari, previously owned by John Kidney, previous Irish Champion, etc, etc);
- b) Get Tony O'Gorman's son to crew (Tom);
- c) Go into partnership with a property developer (they always know something, that nobody else knows);
- d) Buy new sails (which he did)!

So much for that he proclaimed!!

Sunday, and Water Rat needed to be worse than 12th (which they were) and Alan Crosbie to win (which he didn't) so the South Coasts went to Dublin.

Results:

1st	Peter Wolfe	Water Rat	Dublin
2nd	Eric Williams	Hectic	England
3rd	Alan Crosbie	If	Kinsale
4th	Simon Brien	Kin	North
5th	Conor Doyle	Elsa	Kinsale
6th	G Dixon, D Kelso, S Polly	Tamarlane	North

Everyone seemed to have a great time and (some stayed on for a few days holiday) sign of things to come for the Irish Championships next year (August 29 - Sept 2) as everyone said they were coming back. So come on all you BDA's come on down the price is right and the crack is mighty!!

See you all next year.

Paul Crosby (Kinsale Class Captain)

DUBLIN BAY

It seemed to rain a lot this year. (This is news from Ireland?)

Well it rained even more than it usually does. The only upside was that there were fewer extremes of wind conditions and thus fewer cancellations/abandonments than usual.

The '93 season brought five almost-new additions to the Fleet, replacing in each case an older boat; so although the number of active racers remains at 24, the standard continues to rise. The class is particularly pleased that it continues to attract top-notch sailors like Robin Hennessy and his team on Water Rat.

Admiral of the Dublin Bay Fleet in '93 was Paddy Maguire, who, although non-playing because of a serious back operation at the beginning of the season, fulfilled his duties with aplomb. Paddy is an accountant by profession and he worked out, without using his calculator, that a fleet of 24 could be split into 8 teams of three boats thus producing the basis for an innovative and exciting addition to the many regular events of the Dublin Bay calendar. (According to Ireland's newspaper of record, The Irish Times, Dublin Bay has one of the largest racing calendars in the world!!!)

The competition was won by team captain John Kidney in Haki (Sailors with Attitude), Henry Robinson in Pegasus (Holy Mackerel) and John Finnegan in Adzar (Great Subs bench). First prize is a meal for nine in one of the harbour clubs but this could be a trap for the team captain if Pegasus and Adzar bring along all the crew members who sailed with them this season. Admiral Paddy has promised that there will be a spectators' gallery at the other end of the dining room.

Individually, this was Mick Cotter's season in Dublin Bay. Aphrodite won six major trophies, despite travelling to the Northern Area Championship, the Edinburgh Cup, the Gold Cup and the South Coast Championship. Mind you, it should be pointed out that one of Mick's trophies is the Tarasque Cup - a prize presented this year by Mick because he had won the previous one outright - for the Dublin Bay boat with the best "away" results.

Undoubtedly the most spectacular results of the season were achieved by the prodigal Robin Hennessy (Henno) in Water Rat. Having mooched through the best part of the season she scored two firsts in the Gold Cup to finish sixth overall. Then, returning to Irish waters to reveal her new secret weapon - a new set of rags from Watsons & Jameson - she won the first three races in the South Coast Championship in Kinsale to take the title from a very strong fleet which included Hectic, Kin, Tamerlane and Aquila, as well as homegrown hotshots such as If, Elsa, Infinity, Haki, Aphrodite, Rainbow, etc.

This Championship was noted also for Race Officer Johnny Godkin's choice of windward-leeward courses (as opposed to Olympic style courses). These met with almost universal approval, providing, as they do, much more scope for tactical downwind sailing, and less emphasis on close-reaching technique. These courses have also been a feature of regular Saturday courses in Dublin Bay.

Results:

Aphrodite	Mick Cotter: Baily Bowl/Old Tyme Cup/RIYC Cup/Christy Mahony Cup/Spring Trophy/Tarasque Trophy
Taranaki	Michael Halpenny: Oxford & Cambridge Cup/Frank Lemass Trophy
Leprechaun	Dan O'Connor: Torry Cup
Adzar	John Finnegan: Flicka Cup
Haki	John Kidney: East Coast Championship/Autumn Trophy
Rainbow	Colin McMullen: Superleague (Regattas)

The Dublin Bay Fleet is sharpening its skills already in anticipation of the 1997 Gold Cup, which, if the IDA decision is ratified by the Clyde, will be hosted by the Royal Irish Yacht Club in Dun Laoghaire. Meanwhile, come on over in '94 and check out the tides/Guinness/winds for yourself.

Provisional dates for your diary:

Irish East Coast Championship	Dun Laoghaire	27 - 29 May
Irish National Championship	Kinsale	Late Summer
Irish South Coast Championship	Glandore	23 - 25 September

FALMOUTH

It has been a season of modest progress. The number of boats joining us has exceeded the number leaving and we have seen an increase in boats starting.

Eight boats came to the line in Falmouth Week and we were particularly pleased to welcome Mistress (Coves) who gave us a chance to measure our boat speed - not all good news I fear! Toby Sanger won the overall prize followed by P Flutter (Yola) though the honours and placings were, gratifyingly, fairly well distributed through the fleet.

An unseasonal easterly gale struck in September and the harbour was full of rampaging boats many still attached to their moorings. Bucaneer and Inge were struck by the former twice. The first impact took out her port quarter and she went to the bottom still attached to her mooring. The second took out her rig and caused further damage to the hull. She is to be rebuilt. Consequently, we could not muster enough boats for a match with Torbay.

Interest in the class continues to grow and class starts in Falmouth Week are assured.

Planning for the 1995 Edinburgh Cup is underway and some members are already considering upgrading their boats.

Alan Dowle

FORTH

The season started well for the Forth Fleet with Robert Brown, BDA Chairman winning the Coupe Vasco de Gama assisted by a "novice" crew including PR Hoj Jensen. His new Petticrow, Sabbatical, the only British entry to this event.

In June the Royal Forth Yacht Club was host for the Edinburgh Cup which was sailed in support of RNLI. Although this event is reported elsewhere, the Forth Fleet would like to thank the Chairman of the Organising Committee, Mike Pollett, who kept the whole show on the road and most participators enjoyed the varied social activities. The racing was superbly organised by Kenneth Gumley in unusually fluctuating winds. PR Hoj Jensen in Danish Blue won his first Edinburgh Cup with Eric Williams (Hectic) in second place. Two local boats were third and fourth, being David Young in Jane IV with Sabbatical fourth. Local stalwart, Hamish McKenzie, in Kis won the last race and the old boat prize. Possibly due to the family connection between the Chairmen of the Organising Committee and BDA, Sabbatical was not awarded the Salamander trophy for the best performance in the last three races.

In local racing Sean Maclean with Coquille St Jack was the man to beat, then he sold his boat after the Edinburgh Cup. He is anticipating delivery of a newer Petticrow from Scandinavia any day.

The Scottish Dragon Championship in August produced five different winners in its five races. Danny Sinclair in Takitimu was in Championship winning position until he was passed on the last beat in the last race to the eventual series winner, Will Rudd in Merlin II. The wooden boat prize was won by the Polly triumvirate closely followed by William Trist in his first season racing Eva. The only visitor was Djinn VIII from the Clyde. This year Djinn failed in her smash and grab raid.

On smash and grab raids, Richard Leask in Kestra led the Dragon fleet's annual assault on Port Edgar Yacht Club's Carl Lyson event and walked off with the VCR with Takitimu in second place. Kestra also beat Takitimu into second place in the Royal Forth Yacht Club Regatta and related series.

Don't feel too sorry for Danny as he ended the season with various bits of silverware and as Class Champion due to his consistent and excellent results. Mirage has been sold and Robin Brownlee has defected to an H boat. Eric Thompson no longer races Sieglinde but he must get more pleasure than any of us "racers" and usually sails most days. Finally, the Forth Yacht Club's Association are making noises to amend our current Portsmouth Yardstick handicap of 102. I wonder what handicap other fleets race under.



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LOWESTOFT

The 1993 season started in grand style with the John Grose East Coast Championship. 22 Dragons took part with visitors coming from far afield including Cowes, Edinburgh, Aldeburgh, Waldringfield and the Medway. The trophy went to Scorpio (Chris Dicker) who, mainly by good fortune and luck, won the first two races and scored a third in the next. Second, by a very close margin, was Quicksilver (Rob Campbell from Burnham) with two seconds and a first. The weather was excellent and a good time was had by all. We were particularly pleased to welcome back Tim Whelpton who sailed Troika whilst the Commodore was not catching fish in Scotland.

Mystere (Norman Blowers) disappeared for the South Coast Championship at Cowes (5th) and then went on to the Edinburgh Cup on the Forth (10th) whilst Scaramanga (Peter Colby) and Indros (Colin Bothway) travelled to Douarnenez in Brittany for the French Championship.

The June Regatta was another enjoyable event but from then on things did not go quite as planned. Whilst Saturday racing was enjoyable and entertaining, numbers started to decline and our biggest loss came during Sea Week, won by Troika, when sadly Indros capsized, sunk and was never seen again. Thankfully Colin Bothway and his crew of Bobby Rusack and Ricky Newton escaped unhurt - it has taken them a little time to recover but we look forward to seeing them back in a new Indros next year - please!

The season ended with two team races. We entertained the Oxford & Cambridge Sailing Society, whose team comprised three very competent Dragon sailors, and despite having Nick Truman in our team we were beaten fairly and squarely. The situation was not helped by the absence of the Commodore (once again trying to catch fish) and the Class Captain (falling to pieces). The next match against Aldeburgh (away) was equally unsuccessful, culminating in Norman Blowers being virtually sunk by a moored cruiser.

Despite 1993 not being a vintage year, the Lowestoft Dragon fleet and the class in the UK and all over the world are in great form and looking forward to an exciting season next year. The class continues to grow, especially in Europe, with over 50 new boats being built in the last year. A new fleet has just started in Portugal and there is a resurgence of activity in Eastern Europe (Hungary, Turkey, Estonia). The Dragon is still very much the dominant keelboat amongst the International Classes.

The Dragon Class at Lowestoft, elsewhere in the UK and throughout the world has an excellent future. For good sailing and unbeatable social activities come and join the fleet.

MEDWAY

Weather has blown kindly on the Medway this year, enabling set courses to be completed, minimising gear damage and keeping bar profits high. The Dale steamroller continues to pound remorselessly forward, but a range of boats have been pushing themselves up this year, notable firsts being recorded by the wheezing dredgerman and the galloping major of the former "Mistral" has been noticeably quicker this season, proving that boat speed is enhanced by having another Dragon through your planking as last year.

We've not had much in the way of newcomers to the fleet, and sadly are losing Owen Craknell who is giving up Dragons following an injury. David White and Dick Stoneham didn't manage to get Freya into the water; but apparently she looks great in her 384 coats of varnish. The Welsh Dragon Liz stopped turning in the tide as weed and barnacles cemented her firmly to the bottom, her owner sailing in other seas.

Len Baldwin's newly painted Dragon looked simply gorgeous in a dark gloss blue, and took in the water eagerly a few weeks into the season. Unfortunately, the water unsportingly left the boat high and dry up a little creek on the first race. She was so dry, apparently a local farmer offered Len a tenner for the boat as a cowshed for his pygmy herefords.

Weed and barnacles are becoming a serious threat to boat speed on Kentish waters. Even those Dragons with the dubious ex-admiralty brand of anti-fouling have required a frequent scrub. The fleet leaders are now hauling and scraping about every three weeks. Even Moonshine's normally top three position slipped as she trailed an infrequently harvested banner of verdant weed behind her. The penny dropped as the rest of the fleet were showered, spicked, spanned and drinking by the time the hapless crew came ashore from their slowest race. Next week scrubbed, she won.

Nigel Spatchpole

SOLENT

The Solent Fleet has enjoyed another good season. Peter Morton in Domino has recaptured the Championship, the Solent Cruising and Racing Association Medal and the Early Season Salver. As you might imagine that leaves little for anyone else.

Andy Cassell and Neil Payne were second overall and in the SCRA medal taking the top spot in the Mid Season Salver.

Ivan Coryn who was unable to finish his new cold moulded Coryn/Lallow Dragon in time for a season long campaign put down a marker for next year by taking the Late Season Salver ahead of (relative) new boy Tony Leach in She's Jake who is now deemed to have completed his conversion course to the Solent chop and tides having emigrated from his Burnham home two years ago.

Cowes Week had the best courses and breezes for some time although overall it was a little quieter than is usual for an Admiral's Cup year. The rather fine Tanymede Bowl for the weeks pints was carried off in some style by Ms A Garrett from Canada - they seem to be making a bit of a habit of this sort of thing - in Dragon Lady steered by Martin Payne from Torbay. They had excellent down wind speed, no particular edge upwind and unusually for visitors always went the right way. Peter Morton was second and John Thornton crewed by his daughter, who made a welcome appearance, took third ahead of Rob Campbell in Quicksilver.

Socially events followed their time honoured rouse. Cocktails in May, cocktails in Cowes Week and best of all Dumper Truck racing and Barbecuing at Paddy and Brenda Margham's home just outside Cowes.

Your correspondent was on a roll in the truck racing through to the third round, encouraged by No 1 son (aged 4) hanging on for dear life in the bucket, but he fouled a mark of the course - a fifty gallon oil drum - leaving the way open for someone whose name is lost in the alcoholic mist of the evening to take the most prestigious trophy.

On a less jolly note, commiserations to Captain Nick Bate whose Svanevit sank while racing early in the year and it is believed was never found. Nick was being crewed by his Commanding Officer at the time which might have resulted in an invitation he could not refuse to be one of the Defence Cuts; instead we gather he is preparing to counter the Russian threat in a tank somewhere in Germany.

Andy Cassell retires as Fleet Captain after three years' service and Dr Brian Orr is nominated to succeed him. We shall also have a new Treasurer in Mike Issaias, strictly speaking also only a nomination as of now - but have you ever heard of a contest to be Fleet Treasurer?

What of the coming season? The picture is unclear. Peter Morton wants to sell Domino - God know why, how you can find a faster Dragon is hard to imagine - but he does. Ivan Coryn says he wants to sell his magnificent new boat - frankly your correspondent is confused.

We plan some changes. The South Coast Championship will have racing on the Monday, a new organising Club and (some) windward-leeward courses. Entry fees will be reduced from previous years and it is hoped you will respond to these moves in a positive way.

Your correspondent is returning to the fray as a driver, having ben a string puller for two seasons. He has been offered a share of Pat Dyas's Jerboa II for which a public

"thank you", Pat. Such generosity must not pass unremarked.

The author for one is looking forward to Northern Ireland for the Edinburgh Cup. His last visit to the Province was to Killyleagh for the '86 event which was a delight in every respect, except his racing result. He might as well have joined the basking seals on the pladdies - they were certainly going faster.

Nearly last but not least the Royal Corinthian in Cowes has been restored to its rightful place in Cowes yachting society. Messrs Dyas, Espanhaun, Morton and Thornton purchased the clubhouse from Castle Rock receivers, at their own expense, and re-established the Royal Corinthian. The Club is flourishing with over 800 members and the intention is to sell the freehold to the members in four years' time. This will create for the first time a true members Royal Corinthian in Cowes. The altruism of the "founding four" as they are known is quite remarkable and everyone in Dragon sailing and beyond should raise a glass to those with the vision and courage to make this kind of commitment to Cowes yachting. We will spare their blushes by offering no more praise.

Finally a sincere "thank you" to Donald Biddle and Peter Coldham for many years duty to the Solent Fleet on the Management Committee. Donald has announced his intention to go cruising more. Peter has offered no information but we assume that he will be enjoying himself.

Best wishes for '94.

JS Fairchild

STRANGFORD LOUGH

What a testing year we have had here at KYC with the Irish Championship being transferred to Bangor and only Finvola and Celebrity making an appearance without much success.

Boats were very slow at launching for the Spring Series and only three contested the series with Finvola cleaning up with 7 wins out of 9 races and Isolde and Celebrity scraping a win each towards the end of June. By winning the last race Celebrity gained runner-up in the first series.

The William Bennett Trophy was held in June and only our own three boats competing, we had three races on the one day with each boat winning a race each. Celebrity won overall from Ysolde with Finvola third. Ysolde won the James Bennett Memorial Trophy.

Things got better during July with three more boats entering the fray: Rangi, Scampi, sailed by Andrew McCleery and Delphyne now owned by Gerry Dunegan.

Racing was very close and competitive in the Autumn Series. Celebrity got off to a flyer, winning the first five races. Scampi was very consistent with a couple of wins and lots of 2nd places to keep the pressure on. Rangi also won a couple of races and Finvola only managed one first in the last race. In the end Celebrity won the series with Scampi second and Finvola third.

Racing was also close and keen for the Guinness and Critics Cups. Rangi won the Guinness Cup from Celebrity, with Finvola third. In the Critics Cup Finvola was first, with Rangi second and Celebrity third. In the September Saturday Series Finvola was first, Rangi second and Ysolde third.

During the Lough Regattas only Sloe Gin from Portaferry competed with KYC Fleet. Results were as follows:

	1st	2nd	3rd
Quoile Yacht Club	Celebrity	Finvola	Ysolde
Kircubbin SC	Celebrity	Ysolde	Finvola
Strangford SC	Scampi	Celebrity	Ysolde
Portaferry TC	Sloe Gin	Scampi	Finvola
Portaferry SC	Celebrity	Finvola	Scampi
Killyleagh YC	Scampi	Celebrity	Finvola
Whiterock YC	Celebrity	Finvola	Ysolde
East Down YC	Finvola	Rangi	Ysolde
Portaferry 25th Anniversary Regatta	Celebrity	Rangi	Ysolde

The season closed at KYC with our Annual Dinner Dance and Prizegiving on Friday 1st October, at Strangford Arms Hotel in Newtownards. I must say that the Dragon Fleet finished off on a high note with six boats racing and the possibility of two or three more boats for next season. Roll on '94.

Frank Gibson (Fleet Secretary)

TORBAY

The racing in Torbay has finally lived up to the promise of last year. For the first time in a long while the results have not been dominated by one or two boats. Sandy Ellis' Heuschrecke is leading most of the points series with Martin Payne's assistance and some very fine new Hood sails, but the regattas have been shared between Asterisk, Grasshopper and Rapier.

Our congratulations go to Martin Payne for winning Cowes Week, the first time

a Torbay helmsman has done so since 1957, when the late John Day won the Scimitar. The old lady, now Rapier, owned by Norman Vanscolina, must have been inspired to past glory, since she won the five day Torquay Regatta and is now SW Area Champion.

The Fleet in general continues to thrive despite the recession and thanks to a more down to earth Harbour Master we are able to double up on our existing moorings at very reasonable cost. Four boats are doing this very successfully so we have a real hope of expanding our numbers.

Graham Jenkins

OTHER FLEETS :

(no reports available)

ABERSOCH • GLANDORE

A Dublin Bay Dragon sailor who had taken delivery of a brand new Dragon in 1992 was moved to write a few words in his Christmas Card to the mistress of the yard last

December. He waxed lyrical about the virtues of their latest product, and, in a climax of gratitude and delight, he said that "sailing their boat was like discovering sex for the first time".

A quick survey was conducted amongst some of the more active fleet members.

After casting their minds back none could see how swallowing six cans of lager, followed by a lot of fumbling, guilt and worry, could be compared to Dragon sailing.



USEFUL PHONE NUMBERS

SAILS

Diamond: Lars Jensen	010 45 53596925
Goodall Sails: Sandy Goodall	010 45 74630417
Holt Sails: Liz Holt / Ian Gray	0621 782108
Hoods: Nigel Young	0590 675011
Hyde Sails: David Hall	0268 793836
McWilliams: Chris Ratsey	0983 281100
North Denmark: P R Hoj Jensen	0621 782115
North Germany: Vincent Hoesch	010 49 88569150
North UK: Spud Howarth	0329 231525
Parker & Kay: Peter Kay	0489 582133
Pinnell & Bax: Ian Pinnell	0604 230362
Ratsey & Laphorne: A Cassell	0983 294051
Watsons & Jameson: Philip Watsons	010 353 1 326466

BUILDERS

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

MEASURERS

D Chivers: 0206 305107
P Duce: 0621 783239
GA Johnston: 0223 893776
V May: 0489 5799207

FITTINGS

Harken	0436 71415
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TRAVEL AGENTS

Uniglobe: 0703 330111

BROKERS

Carrington International

IDA

Chairman: Timo Nurmilaukas	010 358 0458 4012
Secretary: Nicola MacLennan	081 504 2510

BDA

Chairman: R D Brown	031 2293010
Vice Chairman: C J Thornton	02837 32376
Secretary: N J C MacLennan	081 504 2510

NUMERICAL LIST OF DRAGONS OF BDA MEMBERS

Sail No	Name	Year Built	Builder	Owner	Partners
GBR	Piaf	1935	De Vries	J Orr	
GBR	Cornish Chough	1955	Sch Neptun	G Bamford	
GBR	Araok	1991	Petticrow	B Isherwood	
GBR 11	Polly	1966	Borresen	J Armstrong	S Swanson
GBR 28	Lintie	1936	Johanssen	S Durk	
GBR 38	Yola	1932	Arendens	P Flutter	
GBR 46	Vingthor		Johanssen	J S Haggan	
GBR 53	Vritra	1938	Johanssen	D Whitehouse	
GBR 65	Solan	1938	Johanssen	L Butler	G R L Carswell
GBR 84	Wanderbird	1938	McGruer	S Richardson	
GBR 125	Snapdragon	1948	McGruer	G Fraser	
GBR 127	Ocier	1947	Woodnutt	M Royle	
GBR 135	Vixon	1947	Woodnutt	E J Murphy	
GBR 138	Elska	1947	Woodnutt	C R Blyth	
GBR 151	Harkaway	1948	Nunn Bros	P J W Wilson	
GBR 184	Inge	1948	Johanssen	J D Harris	
GBR 202	Meldrum	1952	Camper & Nich	P S Armitage	
GBR 211	Koo Bird	1948	Camper & Nich	P O'Donnell	
GBR 220	Zenith			N Seaton	
GBR 240	Troll	1951	Bjarne Aas	R N Snook	
GBR 248	Skal	1957	Borresen	M Allsop	
GBR 252	Pinta II			S Lucas	
GBR 256	Buccaneer	1952	Camper & Nich	P J Jackson	
GBR 264	Echo	1954	J Schlichting	D J Brewer	
GBR 272	Vana	1954	Nunn Bros	N Sheffield	
GBR 277	Timba	1955	Borresen	T Fair	
GBR 287	Scampi	1956	Burnes	A Dunlop	
GBR 289	Rapier	1956	Pedersen	N R Vans-Colina	
GBR 292	Snap	1956	Pedersen	Dr A Dowle	Mrs Z Dowle
GBR 294	Skeia	1956	Bjarne Aas	A G Chambers	J K McCormick
GBR 301	Penguin	1958	Clare Lallow	M J Morley	
GBR 302	Mustang	1957	Tucker Brown	D Leigh	
GBR 304	Asa	1958	Borresen	Mr & Mrs G Hancock	
GBR 308	Monatoo	1956	Pedersen	C Taylor	I Wilson
GBR 313	Venture	1959	Pedersen	O Cracknell	M s M Colley
GBR 314	Rangi			B Buchanan	
GBR 316	Sieglinde	1959	Tucker Brown	E N Thompson	
GBR 322	Javelin	1960	Pedersen	J R Bradshaw	
GBR 322	Blue Skies	1959	Clare Lallow	Dr D H K Ratsey	M D Ratsey
GBR 326	Eva	1957	Pedersen	W R Trist	
GBR 327	Cluaran	1951	Roland	A Harber	
GBR 329	Nyanza	1959	Fairlie Y S Ltd	F Hanna	
GBR 337	Pendragon	1959	Pedersen	C Sykes	
GBR 339	Logie	1960	Nunn Bros	R Rycroft	H Howard
GBR 344	Daphne		Morgan Giles	D F Gomes	
GBR 348	Troika	1961	Pedersen	Dr I K Anderson	
GBR 355	Wizard	1961	Mugel & Spree	J A Field	
GBR 363	Mistress	1961	Morgan Giles	M W Wilmot	
GBR 364	Zulu	1960	Pedersen	H R Gomes	
GBR 372	Skall II	1962	Borresen	K A Clabburn	
GBR 372	Sable	1954	Borresen	R Jobson	

Sail No	Name	Year Built	Builder	Owner	Partners
GBR 375	Blue Haze	1959	Pedersen	A J Bisset	
GBR 377	Karen II	1962	Borresen	J K Dearden	R Bagnall
GBR 380	Chime	1959	Borresen	C R F E Street	R H de S Street A Sanders
GBR 384	Crackerjack	1962	Pedersen	O S S Roberts	
GBR 385	Djinn	1962	Clare Lallow	C E Storton	
GBR 386	Odysseus	1962	Borresen	J P Hall	
GBR 387	Mahjong	1962	Pedersen	C A Burt	R H R Mckean
GBR 390	Gem	1963	Borresen	B E R Smith	Miss G Cooper
GBR 393	Tara	1963	Borresen	R D Miller	
GBR 395	Saladin	1963	Borresen	J N Holmes	R Probert
GBR 400		1963	Borresen	C M E Foster	M G T Thresh
GBR 401	Pandora	1963	Borresen	C R Blyth	
GBR 402	Meteor	1963	Pedersen	T J Henderson	
GBR 403	Liz	1963	Borresen	G J M Evans	
GBR 404	Penguin Too	1963	Lallow	R J Sheppard	
GBR 407	Freya	1964	Nunn Bros	R H Stoneham	
GBR 411	Aquila	1964	Borresen	A Vowden	
GBR 414	Cresseid	1964	Burnes	I Broadley	
GBR 415	Talisman	1965	Borresen	D H Starbuck	
GBR 416	Fenrir	1965	Borresen	P Patenall	G Bladon
GBR 417	Drake	1965	Borresen	Miss W A Howland	
GBR 418	Magician	1965	Borresen	M E C Foley	
GBR 419	Meltemi	1965	Pedersen	E W Pegna	R M Snagge
GBR 421	Mayday	1965	Clare Lallow	C A Ward	
GBR 422	Heuschrecke	1966	Pedersen	Dr A W Ellis	
GBR 425	Skall III	1965	Borresen	S Crees	
GBR 426	Vivacious	1966	Pedersen	R G Jordan	
GBR 427	Medusa	1966	Borresen	R McMichael	
GBR 432	Humming Bird	1967	Pedersen	J Powe	
GBR 436	Sou'wester	1967	Borresen	J A Gunning	J R Gunning
GBR 437	Wolfhound	1967	Borresen	E J Shelton	
GBR 438	Liza Jane	1967	Borresen	M R Hendra	S T P Wilson
GBR 439	Maelstrom	1967	Pedersen	S J Day	
GBR 440	Mistral	1967	Pedersen	P E Woodger	
GBR 442	Kali	1967	Borresen	Lady Diane Smith	Sir R Smith
GBR 445	Rogue	1968	Borresen	D M Dale	
GBR 447	Geryon	1968	Clare Lallow	P R Colville	C J Lucy
GBR 448	Tarka II	1963	Pedersen	J A B Taylor	
GBR 449	Monica	1964	Borresen	I A H Coryn	
GBR 451	Adastra	1969	Clare Lallow	R S M Green	R Catchpole
GBR 454	Flapjack	1970	Borresen	P A Thomas	
GBR 455	Royalist	1970	Pedersen	R S Dawe	
GBR 457	Zara II	1971	Borresen	P R Orford	
GBR 458	Asterisk	1971	Borresen	M Scobie	
GBR 459	Dunlin	1971	Borresen	D C Hardy	
GBR 461	Thusnelda	1971	Borresen	R A C Reincke	
GBR 465	Scirocco	1972	Borresen	P Acciarri	A M Acciarri
GBR 466	Ragnar	1972	Borresen	G R Baird	
GBR 467	Finvola		Borresen	G Brown	
GBR 469	Puff	1973	Borresen	I MacDonald	A J P Hobbs P Coldham R Boyd
GBR 470	Mirage	1973	Borresen	R W Brownlie	

Sail No	Name	Year Built	Builder	Owner	Partners
GBR 471	Marco Polo			M Myers	
GBR 473	Kis	1973	Borresen	H I Mackenzie	
GBR 474	Celebrity	1974	Borresen	F Gibson	
GBR 478	She's Jake	1975	Borresen	A G Leech	
GBR 479	Valhalla	1975	Borresen	G D Jackson	
GBR 480	Salvo	1975	Borresen	G H Mann	P C Nicholson
GBR 481	Blue Flame	1976	Borresen	A W Anderson	
GBR 482	Tamerlane	1976	Borresen	D Kelso	G Dixon S Polly
GBR 482	Isis	1976	Borresen	J P Reeves	
GBR 484	Chinook	1976	Borresen	N K Forrester-Hyde	D Andrassy
GBR 485	Wyvern	1979	St George's	Dr & Mrs B Orr	
GBR 486	Matilda	1979	Bellarine	J V C Hunt	
GBR 488	Encore	1979	Borresen	Songer	
GBR 489	Kestra	1976	Borresen	R Leask	
GBR 490	Leviathan	1980	Borresen	P D Scott	
GBR 492	Gandalf	1979	Borresen	M A Lutener	J G Elphick
GBR 493	Phoenix Challenger	1992	St George's	A Allen	B Allen
GBR 494	Moonshine	1980	Borresen	J P Wright	S C M Wright
GBR 495	Coquille St Jack	1981	Borresen	D R S Maclean	
GBR 497	Veleta	1982	Borresen	D S Baird	
GBR 498	Tana	1982	Borresen	C S Treadwell	
GBR 499	Paprika	1983	St George's	Dr R M Ridsdill-Smith	Mrs C Ridsdill-Smith
GBR 500	Ariel	1982	Miller Godsill	S T Lucas	
GBR 501	Mamba	1985	St George's	P Colby	
GBR 502	Ming	1985	St George's	L Baldwin	
GBR 503	Loki	1985	Borresen	A P Bowman	
GBR 505	Jane IV	1986	Borresen	Dr D Young	
GBR 506	Fanfare	1986	Borresen	M D Issaias	
GBR 507	Wisp	1986	Borresen	D C Barham	
GBR 508	Atalanta	1986	Borresen	A J Cator	
GBR 509	Jerboa III	1986	Borresen	P Dyas	Mrs T P Stevenson
GBR 510	Raven	1986	St George's	M Ratsey-Woodroffe	
				JEA Ratsey-Woodroffe	B Roberts
GBR 511	Vendetta	1987	St George's	P Clarabut	
GBR 512	Jasmin	1986	St George's	I C Broadley	
GBR 513	Wee Namara	1972	Borresen	A J Figg	M J Figg
GBR 514	Isolde	1963	Bjarne Aas	N Curran	J Weir
GBR 515	Basilisk	1986	Borresen	P A F & Mrs M Gifford	M Hayles
GBR 516	Marco Polo II	1986	Borresen	P Gimpel	
GBR 517	Indros	1986	Borresen	C H Bothway	
GBR 519	Orion	1987	St George's	R Gilday	C Lloyd D Dobell
GBR 521	Refraction	1987	St George's	A Woodcock	
GBR 522	Calypso	1987	St George's	Dr C S Cairns	
GBR 524	Fenris Wolf	1987	St George's	D L Dann	P T L Dann
GBR 525	Merlin	1987	St George's	W Rudd	
GBR 526	Doesn't She	1988	St George's	A Gilmour	
GBR 527	Sandpiper	1987	Borresen	N J & Mrs P Streeter	M J Williamson
GBR 528	Flame	1987	Borresen	D Hall	
GBR 530	Firefly	1987	St George's	E E Field	C Field
GBR 534	Quicksilver	1987	St George's	R A Campbell	C C Caws
GBR 535	Takitimu	1987	St George's	D H Sinclair	B Stanford
GBR 537	Merlin II	1987	Borresen	W Rudd	

Sail No	Name	Year Built	Builder	Owner	Partners
GBR 540	Joss	1988	St George's	R A Bradbrook	J R Sharp
GBR 542	Apache	1988	St George's	R F Gillingham	
GBR 544	Smaug	1988	Petticrow	K W Bushell	
GBR 545	Djinn VIII	1986	Bellarine	N Stratton	
GBR 546	Nimrod	1988	St George's	P N Cullen	J A B Denton
GBR 548	Avalanche V	1988	Petticrow	Capt T G Wade	
GBR 549	Mayfly	1988	Clare Lallow	P Margham	I Lallow
GBR 550	Hectic	1988	Petticrow	J E Williams	
GBR 553	Sobriety	1989	Petticrow	N R McPhee	K I J McPhee
GBR 556	Harlequin	1989	Petticrow	J Hughes	
GBR 557	Amazon	1989	Petticrow	R Rutherford	
GBR 559	Fatal Attraction	1990	Petticrow	R J D Patterson	G F Patterson
GBR 560	Whistle	1989	Borresen	L A Fulford	S Fulford
GBR 561	Ludmilla	1989	St George's	L Hagglof	Hodge
GBR 562	Gundog	1990	St George's	R A Flett	
GBR 563	Aquila	1989	St George's	S Barlow	J Simms A Morrison
GBR 565		1989	Borresen	L Johnston	
GBR 566	Karabos	1985	Ridgeway	Cdr R S Agar RN (Retd)	Capt D J Bradby RN
GBR 568	Barbary	1990	St George's	P Y Price	
GBR 570	Scimitar	1990	St George's	J M Sowry	T Prior C Sowry
GBR 572	Domino	1990	Clare Lallow	P & Mrs A Morton	
GBR 573	Thunder	1978	Miller Godsell	Dr P Rutledge	
GBR 574	Grasshopper	1986	Lowell Chang	G K Jenkins	D J Lees
GBR 575	Flotation II	1991	Borresen	R J G Davies	
GBR 577	Gaia	1991	Clare Lallow	K Skelsey	
GBR 579	Orpheus	1991	St George's	P D Lloyd	L de Rothschild
GBR 580	White Rhino	1991	Petticrow	R K Melville	
GBR 581	Drabis II	1992	St George's	D J Pocknell	
GBR 582	Warrior	1992	Petticrow	C J Thornton	
GBR 583	Bebe	1992	Petticrow	Mrs N J C MacLennan	
GBR 584	Ruyjin	1992	Petticrow	R A H Perkins	
GBR 585	Danish Blue	1993	Petticrow	P R Hoj Jensen	
GBR 586	Scorpio	1991	Petticrow	C H Dicker	
GBR 587	Scaramanger	1992	St George's	P G Colby	
GBR 588	Kanpai	1992	Petticrow	D Warren	
GBR 589	China Town	1992	St George's	N China	
GBR 590	Mystere	1990	Petticrow	N W Blowers	Mrs C Pettengell
GBR 591	Sabbatical	1993	Petticrow	R D Brown	M Pollett
GBR 592	Orzel	1993	St George's	J M Bielecki	
GBR 593	Hawkeye	1993	St George's	A Elbrick	
GBR 593	Sapphire III	1993	Petticrow	D F Biddle	
GBR 594	Kin	1991	Borresen	S J Brien	M Brien D Caskey
GBR 595	Scarecrow	1993	St George's	P J W Wilson	
GER 574	Die Biligen Drei K			S Steinmeier	
IRL	Star Ferry	1986	Lowell Chang	C O'Sullivan	P Bowring I Bowring
IRL 3	Infinity	1984	Borresen	T O'Gorman	
IRL 7	Alphida	1965	Borresen	M Bendon	
IRL 8	Pegasus	1973	Borresen	H M Robinson	N Green
IRL 10	Adromeda	1962	Borresen	Mrs S Gray	A Millerick B Hynes
IRL 11	Yan			I Davidson	C Hanley

Sail No	Name	Year Built	Builder	Owner	Partners
IRL 15	Gipsy	1937	Johanssen	D Street	
IRL 16	Hikari	1975	Borresen	B Lynch	V O'Sullivan
IRL 20		1984	Marcus Glas	P Moore	
IRL 21	Koala	1974	Borresen	J Mulligan	R McDonough D McGloughlin
IRL 22	If	1986	Borresen	A Crosbie	
IRL 27	Elsa	1986	Borresen	C Doyle	
IRL 37	Caravelle	1961	Bonnin	A Bendon	
IRL 40	Leprechaun	1964	Pedersen	D E O'Connor	
IRL 42	Melisande	1965	Crosshaven	P Murphy	Mrs M Murphy
IRL 42	Aletta	1953	Borresen	M McKenna	P Murphy
IRL 43	Fafner	1956	Johanssen	Mr & Mrs F Moloney	
IRL 46	Taranaki	1972	Borresen	M Halpenny	
IRL 53	Rebel	1967	Borresen	S Billings	D Clarke
IRL 77	Panache	1975	Borresen	B Keogh	
IRL 88	Tiamat	1982	Borresen	Dr G Treacy	K O'Brien P Maguire
IRL 91	Polly II	1956	Walstead	D Calnan	
IRL 93	Flicka			M Murphy	
IRL 100	Hy Brasil	1987	Borresen	P O'Reilly	F Ratigan
IRL 101	MS Demeanour	1989	Petticrow	D Bergin	P Halpenny R Maloney
IRL 102	Mystery	1989	Petticrow	Dr M O'Rahilly	
IRL 103	Phyloong	1987	Lowell Chang	G O'Driscoll	
IRL 104	Adzar	1990	Borresen	J J Finnegan	
IRL 105	Caitriona	1962	Clare Lallow	J Twomey	
IRL 106	Ulysses	1991	Borresen	J McNally	C Flemming G Owens
IRL 107	Jabberwocky II	1986	St George's	S Cullen	
IRL 108	Nataraja	1987	Lowell Chang	K O'Donoghue	
IRL 110	Aphrodite	1992	Petticrow	M Colter	
IRL 111	Intruder	1990	Petticrow	J Sisk	
IRL 112	Rainbow	1992	Petticrow	C McMullen	
IRL 112	Water Rat	1988	Petticrow	R Hennessy	D Cummins
IRL 113	Phantom			T Cooper	
IRL 114	Al Dente	1990	Petticrow	H Burns	J Hooper B McCullagh
IRL 115	Sabbatical	1989	Petticrow	D Heyes	
IRL 116	Haki	1989	Petticrow	J Kidney	D Nolan L Kidney
IRL 117	Valkyrie	1989	Petticrow	P Moore	
IRL 349	Pan	1957	Bjarne Aas	P Moriarty	F Murphy
IRL 405	Triton	1964	Pedersen	D O'Donovan	
IRL 460	Tarasque	1971	Borresen	D O'Donoghue	
KH 21	Stormvogel		Lowell Chang	R Lannin	
KH 31	Coonawarra	1988	Lowell Chang	J A H Leigh	
US 299	Yankee Doodle Dandy	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
- * I am an owner/part-owner (with)
of K / IR: name of Dragon:

Builder:
Date built:

and wish full membership

- * Please delete where appropriate

My personal details are as follows:

Name

Address

.....

.....

Contact tel no.....

I enclose my cheque made payable to BRITISH DRAGON ASSOCIATION

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

SELETS at: Aberystoch, Aldeburgh, Belfast Lough, Burnham-on-Crouch,
Clyde, Cork Harbour, Dublin Bay, Salmouth, South, Glandore, Lowestoft,
Medway, Solent Strangford Lough, Torbay

**Our Total Performance
Concept ... DEMONSTRATED
with YOUR Results!**

59
starters
12

74
starters
13

**1993
GOLD CUP**

THIRTEEN PETTICROWS' DRAGONS FINISH IN
THE FIRST 20 PLACES!
2 3 4 5 6 11 13 14 15 16 17 19 20

WORLD CHAMPIONSHIP

TWELVE PETTICROWS' DRAGONS FINISH IN
THE FIRST 20 PLACES!
2 3 6 7 9 10 13 15 17 18 19 20

FRENCH CHAMPIONSHIP

THIRTEEN PETTICROWS' DRAGONS AGAIN FINISH IN
THE FIRST 20 PLACES!
1 2 3 4 6 7 9 10 15 16 17 18 20

PFINGSTBUSCH KIEL RAGATTA

SEVEN PETTICROWS' DRAGONS ENTERED
AND ALL SEVEN FINISH IN THE FIRST 22!
1 3 6 13 16 20 22

44
starters
13

37
starters
7

★ Petticrows' Sailors have demonstrated IN-DEPTH ... the success that is built in with our 'Total Performance Concept'.

Petticrows' Dragons are delivered at Minimum Weight and Fully Tuned: Our Petticrows' Owners this year, have achieved Remarkable Results by consistently finishing in the Top-20 Places of the World's Major Regattas ... and also currently hold the Norwegian, Swedish, Danish, French, Irish, British, Portuguese, Belgian and German Championships!

A NEW Mast Section is now available for the '94 season and we are also offering an Optional Ten Year Guarantee against Osmosis by S.P. Systems.

So why not contact us NOW to discuss your entry into the TOP-20?
... with the Performance Tuned Petticrows' Dragon.

Petticrows

INTERNATIONAL DRAGON

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