

DRAGON NEWS

CHRISTMAS 1994

REVIEW OF
THE 1994
REGATTAS

SUCCESSFUL
STARTING
John Heyes

RULES IN
ACTION
Anthony
Shanks

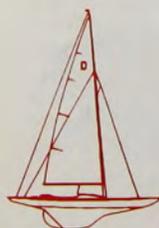
REGATTAS
IN 1995

FLEET
REPORTS

DRAGON
SHOP



Photo Peter Bealley



**BRITISH DRAGON ASSOCIATION
CHRISTMAS NEWSLETTER
INCORPORATING NOTICE OF AGM**

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WELCOME!

Welcome to a new format Christmas Newsletter - I hope you like it and find the technical articles useful. The piece on rule interpretation is aimed particularly at windward/leeward courses. Whilst 'starting' seems a logical beginning for improving our racing skills.

More importantly welcome to all our new members - owners and crew - and there have been plenty of them this year.

The latest registered sail number is 607 and by the start of the new season it will be over 610. One-Design racing particularly in keelboats is the growth area in yachting. The promotional work that the BDA has done, especially the Boat Show stand, has paid dividends, re-establishing our place as the premier keelboat class. Other keelboat classes are growing and some Dragon fleets have suffered. However, across the country the picture is positive - the Dragon is one of the choices in a growing market - and we have a great deal to offer, not least that we are an established International Class with a classic design - not a potential 'flash in the pan'.

Whatever I anticipated when I took on this task it was not how rewarding it could be in terms of enquiries and numbers of boats sold.

Nevertheless, we cannot be complacent, the value of our boats and enjoyment of our sailing depends on the work that we put into the Class. The BDA/IDA is not a "closed shop"; it is what makes the Dragon a One-Design and ultimately gives it its value.

Thank you to all those who have run regattas this year. It is all too easy when travelling to a regatta

to forget how much time and effort is required. Thank you also to all the Fleet Officers and those who run fleet racing. Remember more volunteers are always welcome - could you be doing more? The more our Class grows the more work there is to be done.

Finally a big "Thank you" to all our sponsors throughout the year and those who have advertised in this newsletter. It goes without saying that ours is an expensive sport and without generous financial support many of us would not be able to enjoy it. Please support our sponsors when you can.

1994 was a good season. We have even more to look forward to in 1995 & 6. The Edinburgh Cup is in a new location, and the Gold Cup is in the UK for the first time in 8 years. For those planning to attend both these regattas arrangements have been made for boats to be left in Torbay for the 2 weeks in between. The Europeans in 1996 will be at Pwllheli based at the superb marina built for Manchester's Olympic bid. There will probably be 9 places available for UK boats and the Edinburgh Cup in 95 is the first qualifier.

Sarah Threlfall

Membership enquiries and all correspondence should be sent to :

The Hon Secretary
British Dragon Association
Sarah Threlfall
110c Highbury Hill
London, N5 1AT
071 704 6160

Please remember to inform me of changes of address and boat ownership and notify me of any inaccuracies in the yearbook.

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OFFICERS

Chairman: R D Brown
(retiring)
Vice-Chair: C J Thornton
Hon Secretary/ Treasurer:
S J Threlfall

COMMITTEE

M Hayles: Aldeburgh
D Baird: Belfast Lough
S Lucas: Burnham
I Broadley: Clyde
A Dowle: Falmouth
D Young: Forth
T Pearson: Irish Dragon Assoc
N Blowers: Lowestoft
P Clarabut: Medway
J Fairchild: Solent
F Gibson: Strangford
P Orford: S Caernarvonshire
G Jenkins: Torbay

Dragon Plans and Rules
available from
The JDA Secretary:

Mrs N J C MacLennan
4 The Charter
Woodford Green
Essex IG8 9QU

Cover: Warrior helmed by Stewart Robinson with Melanie Thornton and Emma Bastick

Chairman's Report - R D Brown

Dragon racing this summer past has seen many improvements in the quality of regattas. Much favourable comment has arisen following the increased number of races of shorter duration at the South Coast Championships although the series was not without incident! Clearly windward/leeward courses have much to commend them and the committee has been discussing their possible use in future Edinburgh Cups. The Royal Ulster staged the Edinburgh Cup for the first time in the excellent waters of Belfast Lough. The facilities provided were first class although there was some concern at the delay in setting courses, albeit in difficult conditions. British Dragons flew the flag abroad, visiting Ireland, Spain, Portugal, France and Denmark. Congratulations to Rob McMilan and crew for their excellent first season culminating in a 4th place in the Gold Cup. It is good to see enthusiastic and talented sailors joining the class. Martin Payne and Anne Garrett had a successful and rewarding season, winning the East and South Coasts. Their overall consistency won them the Citron Trophy.

Next season we look forward to another first by holding the Edinburgh Cup at Falmouth. Great effort has been put into its planning by the local fleet and it is up to the class to support our premier event. Pwllheli has been selected to stage the Europeans in 1996 and we thank Peter Orford and Peter Price for acting as the driving force. The Gold Cup is in Torbay and those of us who are familiar with the waters and capabilities for the Royal Torbay have every confidence that this will be a great event.

Both the Vice-Chairman and I have discussed at length the tenure of our prestigious offices and are of the opinion that four years in each position is rather long. For that reason I will not be seeking nomination for the remaining year in office. I have enjoyed immensely the privilege of being both Vice and Chairman of this great Class. Richard Davies has agreed to stand as Vice-Chairman and I commend him to you. Sarah Threlfall has been a fantastic strength and her work cannot be overemphasised. She has, I am pleased to say, been persuaded to stay on.

I look forward to your company at the AGM and Dinner at the Royal Thames on Friday, 6th January.

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DRAGON GOLD CUP



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Torquay



Full information packs & Notice of Race
will be sent out early in 1995:
Gold Cup Secretary, Royal Torbay YC
Tel: 0803 292006 Fax: 0803 200297

THE EDINBURGH CUP - BANGOR

I write this late in October at the feet of the BDA Secretary who has insisted that I perform the promise made so foolishly under 8 pints' influence back in June.

And weren't those pints necessary! Bangor from Burnham is a bum numbing days' travel in each direction. The welcome made it worthwhile - but the sailing was, to say the least, a curate's egg. Bobby Brown followed up his Northern Area Championship success, this time from the back of the boat, to show his versatility. Glen Foster couldn't follow up his first and second on Monday and Tuesday, and ended second. Mick Cotter over came the odds stacked against him by courtesy of the Briens' hospitality and came third, having also scored a first and second.

Bobby Brown, Lars Hendriksen and Hamish McKay with Vicki Barmes



So much for the results:

Regatta memories. The weather - it was cold. I couldn't believe it could be that cold in late June - but the Race Officer did his best to ensure that we appreciated the climate fully by guaranteeing maximum time on the water.

The Race Officer. He had a sense of humour, all right, which we had inflicted on us in the mug of the day ceremony. We needed the sense of humour to survive the recalls and fruitless last morning - we were sympathetic to the

obvious problems of wind shifts and deep water - but nevertheless we often felt that here was a man who made Hamlet look decisive.

As usual with the Dragon fleet, the blown off day and the social life provided the heart of the regatta. I can't remember who initiated the Swan regatta; it was won by Richard Palmer from Ruyjin, who clearly mastered the difficult conditions and the ruthless competition. The Irish make a speciality of home entertainment (memories of Dun Loaghaire Gold Cup 1990) and this event was no exception. My hostess had thoughtfully rounded up most of the available single girls in Bangor which didn't impress my all vegetarian crew but did impress many others, including me.

I can't remember much about the Crews' Union dinner which probably means I shouldn't have been there. In the old days this

event was precisely that, ie for crews, and was the epitome of informality. It now seems to be increasingly a formal part of the regatta social programme and owners attend as a matter of course. I think the host Club Crews' Union representative needs to organise more anarchy - if that isn't a contradiction.

It often seems that the best party is on the last night - Bangor ran to form. Romance blossomed amid the band's Irish folk ballads and a number of reputations were changed in the course of the dedications.

It would be churlish not to mention the support provided by **Cellnet Call Connections** and other sponsors. The fleet of support boats was impressive and the onshore support (bacon butties at dawn) appreciated by all.

- RICHARD DAVIES

- 1st Sabbatical, Bobby Brown
- 2nd Yankee Doodle Dandy, Glen Foster
- 3rd Aphrodite, Mick Cotter
- 4th Tamerlane, Dixon, Kelso, Polly
- 5th Sandpiper, Nicky Streeter
- 6th Dragon Lady, Anne Garrett



Richard Palmer winner of the event which really mattered!

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THE CITRON TROPHY

The Citron Trophy, a beautiful silver model, was originally given by Bill Citron as a Team Trophy. However, with the kind permission of his widow it is now given to the overall winner of the four qualifying regattas. It was won in 1992 by Eric Williams and in 1993 by Nicola Maclennan

Martin Payne's early season consistency winning both the South and East Coast Championships, helming Anne Garrett's Dragon Lady, gave him a convincing lead into the two rounds at Bangor. Only four other boats had attended both the first two rounds and Riff Raff (Rob McMilan) and Bebe (Nicky Maclennan) alone could challenge Martin's position.

However, Martin maintained his consistency at Bangor with a 6th in both the Northerns and the Edinburgh Cup to take the Trophy from Rob with Nicky a close 3rd. Flotation (Richard Davies) and Impulse (Eric Dragten) were the only other boats to complete the whole series. The best of those who completed three events but didn't make it to Lowestoft was Mick Cotter who added a 3rd at the South Coasts to a 2nd and 3rd at the Northerns and Edinburgh Cup.

SOUTH COASTS

The first event for the Citron Trophy, the South Coast Championships was held in ideal sunny conditions over the May Day weekend with a strong turnout of 36 boats. We were pleased to be returning to the Royal Corinthian, proof of the success of Dragon sailors Pat Dyas, Peter Morton and John Thornton in restoring the Club. The welcome sponsorship of **Wight Link Ferries** led to a slightly changed agenda for visitors - boats and cars were shipped to the island and launched and berthed at West Cowes Marina. Though preferable to sailing into the first race the journey to the marina was nearly Ken Bushell's undoing; Cowes High Street is not quite as he remembered it and, leading a convoy, he attempted an impossible turn into the High Street. The timely arrival of Dick Emus, Secretary to the RCYC, saved him from impaling Smaug's mast in the butcher's window. Disaster was averted and mental note was made to provide maps in future.

Two triangles were raced on Saturday in a light and shifty north-easterly. The first race saw a popular winner - Jack Bielecki with sailmaker Philip Watson on board. The wind disappeared during the second race and a long struggle downwind against the tide brought huge frustration and something of a lucky dip. However Dragon Lady maintained her position and came out first to add to a second in the first race.

Sunday introduced the fleet to windward/leeward races and a series of four short races with the start being crucial. The fleet's balanced speed was reflected by some 'interesting' mark roundings-particularly the leeward mark. The four races each had a different winner - Eric Williams, Mick Cotter, Mark Ratsey-Woodroffe and Peter Morton.

The format of Monday's race was decided by a show of hands at dinner, a triangle was set to decide the overall result. Again the quality of the fleet kept it close

together contributing to an amazing collision at the top mark involving the front half of the fleet. Terry Wade running off on port caught Bebe's rig on his back stay. Bebe, laid flat, span around impaling Warrior who in turn was forced onto White Lightning.

Martin Payne's consistency in this no discard series gave him the overall first ahead of Jack Bielecki and Mick Cotter in White Lightning after receiving redress.

- 1st Dragon Lady, Anne Garrett
- 2nd Orzel, Jack Bielecki
- 3rd White Lightning, Mick Cotter
- 4th Sandpiper, Nicky Streeter
- 5th Hectic, Eric Williams
- 6th Ruyjin, Richard Perkins



At the leeward mark - photo Crystal Clear

EAST COASTS

The East Coast Championships at Lowestoft sponsored by **John Grose Ltd**, had 22 entries, including 3 father and daughter combinations - the Melvilles, the Wades

and a complete Gifford family team.

The first two races on Saturday were completed in a 3-4 north-easterly. Riff Raff led the first race to the first mark but Dragon Lady took the lead after the first triangle and held her lead to win from Bebe with Scorpio 3rd. The second race was won by Hat Trick followed by Quicksilver and Riff Raff.

By Sunday the wind dropped to force 2 and the tide became a problem until the breeze increased. Quicksilver won the third race with White Rhino 2nd and Basilisk 3rd. Quicksilver made a perfect pin end start for the fourth race, only to return believing she was over the line. The Giffords led the race but were disqualified, in favour of Scorpio with Riff Raff 2nd and Mystere 3rd.

On the final day racing started in a force 3 after one general recall. Troika led up the first beat with Scorpio 2nd. But a very strong cross tidal stream combined with a fishing vessel laying nets in the middle of the course caused many problems as the wind dropped. Scorpio took the lead followed by Riff Raff and Dragon Lady who, with excellent tactics, slipped into the lead just before the Race Officer was forced to shorten course due to lack of wind.

- 1st Dragon Lady, Anne Garrett
- 2nd Riff Raff, Rob McMilan
- 3rd Scorpio, Chris Dicker
- 4th Quicksilver, Rob Campbell
- 5th White Rhino, Bobby Melville
- 6th Bebe, Nicky MacLennan

NORTHERN AREAS

The Cellnet Northern Areas were held at the Royal Ulster on the weekend before the Edinburgh Cup. The winner was Lars Hendriksen helming Bobby Brown's Sabbatical.

Saturday was a rough introduction to the event, sailed on windward/leeward courses, with very strong westerlies which wrought havoc with two masts and three booms broken. Winner of the first race was the local Polly, Kelso, Dixon trio in Tamerlane with another Bangor team, Barlow, Morrison, Simms second in Aquila.

Numbers were down for the second race after a long break in which the wind increased further. Eventually it was won by John Thornton in Warrior with Sabbatical second, only ten other boats finished.

There was a new face to the fore in the lighter 10 knot winds on Sunday when Nicky Streeter in Sandpiper beat Mick Cotter. Connor Doyle sailed Elsa into first place in the fourth race. But Sabbatical's third on Sunday morning gave him the title.

- 1st Sabbatical, Bobby Brown
- 2nd Aphrodite, Mick Cotter
- 3rd Aquila, Sid Barlow
- 4th Jane, David Young
- 5th Warrior, John Thornton
- 6th Dragon Lady, Anne Garrett

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SECRETS OF A GOOD START

- JOHN HEYES

John spent 6 years as One Design Manager for North Sails, he now works for Yachts and Yachting and is our Promotion Officer. He has successfully competed in numerous Dragon Regattas including 6 Edinburgh Cups

Starting in the right place and going the correct way in the opening minutes of a race used to be a complete mystery to me. Then I learnt how to work out which end of the line was favoured, and which are the most important factors at the start. There can be little point in starting right at the leeward end to take advantage of a 10° bias if there is a major tidal advantage, or persistent shift out on the righthand side of the course which you cannot get to because you are trapped on the left.

For the aspiring Dragon sailor there are five starting techniques which need to be learnt and understood in order to consistently pull off a good start:

- 1) Calculating the extent and direction of any line bias.
- 2) Deciding which end to start, taking into account line bias, tidal strength and direction of likely wind shifts.
- 3) Select a transit to ensure you know exactly where the line is.
- 4) Positioning your boat on the line, creating and protecting space to leeward.
- 5) Time on distance judgement, so that the boat accelerates at the right time to hit the line at full speed.

PRE-START ROUTINE

At a couple of Dragon regattas I have been nearly caught out by the Race Officer setting his line and beginning the starting sequence very quickly, with the pin end buoy going down after the ten minute gun. (It must be in place before the 5 minute signal). Be aware that some Race Officers like to start on time and the fact that most of

the fleet are tuning their boats halfway up the beat will not deter them.

Aim to arrive at the starting area at least an hour before the start. Immediately sail up wind, set the boat up for the expected conditions, track the wind and monitor the tide at any marks. It is worth sailing out to both extremes of the beat to see if there is any marked difference in the wind direction and strength. Is there a wind bend as you sail in towards the cliffs? As you often find at Abersoch or on the Clyde's 'East Patch'. Are you headed as you sail out to sea and is it sunny enough for a sea breeze to fill in? As you run back down to the start with 30 mins to go, the crew should be discussing what they have found and making a decision on which way to go up the first beat, irrespective of any line bias.

A typical conversation, racing at Lowestoft might be; "Well it looks like a sea breeze may come in, the sky's clear, it is getting hot and it was forecast, do we want to head for the right?" "Yes, but there will be less tide against us on the left. Which is more important?" "Hopefully most of the fleet will know about the tide and want to take a long tack into the shore, if we start to windward of the fleet and go towards the left we will be on the right side of the fleet if the breeze flicks to the right we should get more wind there too."

With your race plan taking shape get back to the line before all the others boats do. Then you can get a clear bearing on the line and pick a transit with a feature

on the shore if possible.

In a Dragon, it is relatively easy to position the boat exactly on the line. Align the forestay with the pin buoy and the backstay with the mast on the committee boat, whilst sighting the compass on the centreline. (See photos).

CALCULATING THE BIAS

A competent Race Officer will tend to set a start line with a 5°-10° port tack bias, in order to encourage the fleet to spread out along the line. If there is a good reason for going right up the beat, such as a major tidal benefit, the port end bias may be more, to tempt crews away from piling up at the committee boat end.

Occasionally there may be a starboard end bias if the left hand side of the course is heavily favoured. However, in a shifty breeze the bias can frequently change and may not end up as the Race Officer intended.

In my experience, it is vital to know how much bias there is on the start line. The only way to measure it is to take a bearing along the line, then measure the wind angle, add 90° to that and see if it is more or less than the bearing of the line. (See diagram) All the other methods you will read in the textbooks, such as reaching down the line with the main cleated, etc, will tell you which is the favoured end, but can not tell you by how much. Your starting position on the line depends on the degree of bias.

If there is only 5° it would be good to start a third up from the

favoured end, but maybe you wanted to go up the opposite side for the beat. Forget the bias and start at the other end in order to take that side of the course. When a line has 10° of bias you have to take it seriously and position the boat towards that end. Starting a third up from the pin is usually favourite as you miss the scrum right at the mark.



(above) Taking a bearing along the start line by lining up the forestay with the pin end (just visible), and the backstay with the committee boat mark.

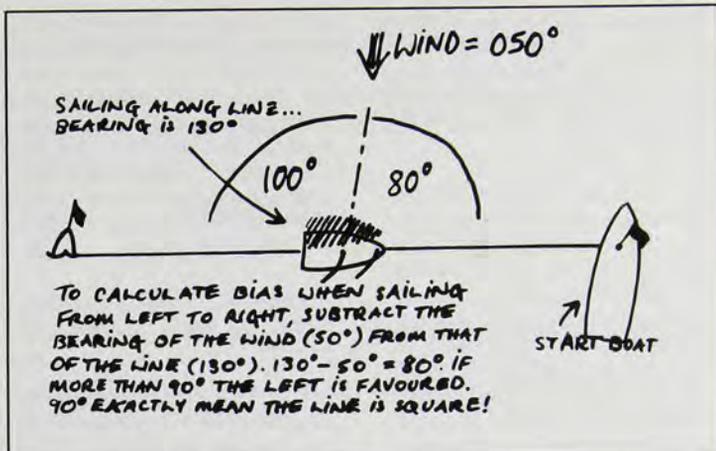


(above) Taking a transit on the line to a distinctive object on the shore. Stand up as high as you can in the boat to obtain the best view.



(above) Make a note of the line bearing and wind angle, in this case the bias would be 10 degrees starboard end bias.

Occasionally you will find a bias of 15°-20° or more, either due to major wind shift just before the start, or a blind Race Officer! In this case it can be true to say that whichever boat starts right at the pin will be among the leaders around the windward



mark. With this amount of bias there is only one place to start.

STARTING TECHNIQUES

Situation 1: 10° Port end bias, left side of the beat is favoured 10 knots true wind.

Here the aim is to start a third up from the pin, create a gap immediately to leeward in which to bear off and accelerate just before the start. With 1½ - 2 minutes to go sail up the line from the leeward end towards the fleet, the majority of whom will be reaching down on starboard. Tack just before they reach you and luff slowly so that the bow is just on the line. The transit you took earlier is vital now to tell you exactly where the line is. There is now 50 seconds to the start. The bow is pointing 10° off the wind, the sails are well eased out and flapping. The rest of the fleet is now reaching down at you with alarming speed. One of the crew, (not the helmsman who should be concentrating 100% on his position and timing) starts to shout at the rapidly approaching boats, "Up, up, keep clear". Other crews should abide by your call and slow up or luff to keep clear to windward, (remember IYRR 40 requires any luff before the start to be slow and allowing the boat to windward room and opportunity to keep clear.)

With your boat now parked on the line, the fleet to windward will all have to slow down and stack-up above you, or bear off and duck the boats to leeward. The remainder of the fleet to the left will carry on reaching down the line for the pin, leaving a gap to leeward. If there are other boats close by to leeward doing the same thing, you must hold your boat still on the line until they sail away down the line, without letting any of those above you sail over the top.

Now, depending on the wind strength, the helmsman has to choose his moment to bare off into that gap he has created to leeward, allowing enough time for the boat to accelerate to full hull speed before the gun. At 8 knots in a Dragon this could take between 30-40 seconds. If there is a large gap to leeward and no danger of arriving at the pin too soon, you obviously have more time and room to build up speed. The larger the fleet and the shorter the line the harder it is to create the gap, but if you do not leave room to build the necessary speed the fleet will simply reach over your boat and leave you standing and wondering where it all went wrong.

The vital skills here that your crew needs to develop are:

(a) holding the boat on station without sliding to leeward and
(b) time on distance judgement, so that you do not accelerate only to arrive at the pin with 10 seconds to go.

The problem many mid-fleet sailors encounter when trying to stop the boat dead on the line is that they let the sails right out but keep the bow down and end up sailing into the gap they have just created. The technique is to turn the boat sharply into the wind, push the boom out hard to stop going over the line and even sail backwards if necessary. However, once stopped return the bow to 10° off the wind with the sails right out. If you keep the bow into the wind there is a big danger of getting stuck head to wind at precisely the moment when you need to sheet in and get moving.

Despite positioning your boat perfectly for the start, there will always be those around you who either do not know exactly where the line is or get excited and start pushing over the line too soon. Once another boat goes over the top of you and interferes with your wind it is all too late. The only way to avoid a premature starter ruining your start is never let him get there in the first place. Enthusiastic and slightly aggressive shouting can deter the cowboy starter from getting too close to you in the last few seconds but if he is determined to start early there is not much you can do. Be careful that your cries of "Up, up," etc do not force the other boat over the line into your path. Rather try and psyche the opposition into not daring to sail over your boat.

If boats on both side start to go early and their sails are hiding you from the eagle eyed Race Officer, then keep level with them and go forward with the pack. The chances are that it

will be a general recall, but if it is not and you are left three lengths back, but on the right side of the line, that top 10 position at the windward mark will be out of the window. But, do make sure you are hidden if you decide to go early. The occasion to wait back and let the cowboys go is when the black flag is flying.

Situation 2: 15° Port end bias 6 knots true wind, 1½ knots of foul tide.

In this case (taken from an the Edinburgh Cup), it was vital to take the bias and start under the committee boat, as the light breeze was likely to shift to the right. However, with a 45' committee boat, little wind and a sluicing tide, sailing up inside was impossible. The crucial point in a light airs start is to keep speed on the boat the whole time and come in to the line later than the rest, with maximum speed and cruise over the top of the slowing boats which arrive too early. With so much tide we had to keep above the line and decided to duck down at the last minute from over the line, picking up full speed to hit the line at the gun. The other big benefit of starting near one end or the other in light airs and foul tide is that it is a lot easier to judge the line accurately and less distance to sail round the ends if caught over early.

With 20 seconds to go we bore off from above the committee boat, ducked the line, sheeted in and crossed the line at full speed. After 10 seconds I looked back to see a pack of boats crawling around the back of the committee boat, with no speed, yet to cross the line. We rounded the mark 3rd and went on to win the race.

AT THE GUN

Many Dragon sailors think that the thing to do as the gun goes

is to sheet in hard and try and sail as high as possible. I used to do this and wondered why the boats either side would soon sail over the top and leave us sitting in the whole fleet's dirty air. In fact you should sail low out of the start, down into the space you previously created, in order to build speed quickly. As the Dragon reaches hull speed the keel becomes more efficient in generating lift and so it is then much easier to gain height to windward. Obviously height is important after the start, but do not try and point high too soon. Conversely you cannot afford to bear off underneath another boat and if someone does start too close to leeward you will have to struggle to keep him above you after the start.

There will always be bad starts when for some reason you do not get away in the front rank and in clear air. When it happens you must instantly look to see the earliest opportunity to tack off under the fleet to get to clear air. The sooner you can tack the less you will lose, even if it means dipping many transoms.

This can only be a brief look at the many methods of starting, which will always vary as the priorities of each situation dictate. Some helmsmen like making a pin end start by using a timed run from the committee boat, others in shifting breeze will sit in the middle of the line until two minutes, then chose an end and sail towards it.

Once you have learnt to prioritise the most important factors of a start, the choice of where and how to make that start will rapidly improve. The confidence and satisfaction from getting it right is the ideal boost to help get your Dragon around that windward mark first.



BRITISH DRAGON ASSOCIATION - Notice of AGM

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge at 18.45 on Friday, 6th January 1995

AGENDA

- 1. Apologies for Absence**
- 2. Minutes of the last meeting and matters arising**
- 3. To receive and adopt the accounts for the year ended 31st October 1994 (see page 22)**
- 4. Chairman's Report (see page 4)**
- 5. Election of Officers - Chairman, Vice Chairman, Hon Secretary/Treasurer, Hon Auditor**
- 6. Report from the International Dragon Association**
- 7. Officers' term of office**
- 7. Safety**
- 8. Edinburgh Cup - courses and format**
- 9. Any other business**

Election of Officers: The BDA Committee propose the following officers for election at the AGM: Chairman - John Thornton; Vice Chairman - Richard Davies; Secretary/Treasurer - Sarah Threlfall; Hon Auditor - Jonathan Webster. Any other nominations (proposed and seconded) must be in writing and in the Hon Secretary's hands by 31 December 1994

ANNUAL DINNER

The Annual Dinner will follow the AGM at 20.00 at the Royal Thames Yacht Club. Tickets must be booked in advance. Please return the enclosed form together with a cheque for £33 per head to Sarah Threlfall to arrive no later than **Tuesday, 3rd January**. PLEASE BOOK EARLY TO AVOID DISAPPOINTMENT
Dress: Reefers or Lounge Suits

FIXTURES LIST

HOME 1995 - QUALIFIERS

South Coast Championships	
Cowes	May 6 - 8
East Coast Championships	
Lowestoft	May 27 - 29
Edinburgh Cup	
Falmouth	June 19 -25
Northern Area Championships	
Forth	Aug 25 -27

Those wishing to qualify for Europeans/Worlds please contact the Hon Sec for details & rules.

OTHERS

Gold Cup	July 7 - 15
Burnham Easter Regatta	April 14 -17
Irish East Coasts	
Howth	June 3 - 5
Cowes Week	
Burnham Week	Aug 26 - 2 Sept
Irish National Championships	
Dunlaoghaire	Aug 20 -24
Irish South Coasts	Sept 29 - Oct 1

OVERSEAS - this is a selected list

World Championships	
Perth, Australia	Jan 13 -20
21st Carnival Cup	
Vilamoura, Portugal	Feb 25-27
Prince Henry the Navigator Cup	
Vilamoura, Portugal	March 1- 4
Princess Sophia Trophy	
Palma, Spain	April 13 -1 5
Lough Ree Linsey Cup	
Howth, Ireland	April 21 -23
Vasco de Gama	
Archachon, France	April 20 - May 2
European Championships	
Aelesund, Norway	June 17 - 23
Belgium Championship	
Ostend, Belgium	July 1-2 & 8-9
North Sea Championship	
Ostend, Belgium	Aug 12 - 15
Regatta Royales	
Cannes, France	Sept 25 - 30

RULES IN ACTION

- Anthony Shanks

Anthony is a regular Dragon (and Etchells) Crew, based on the South Coast. He is currently reading Maritime Studies at Southampton Institute and is working to become an RYA National Judge

When asked to write a short article on rules for this newsletter I was unsure where to start. I therefore decided to capitalise on my experiences on the water this summer, and the obvious holes in people's interpretation of the rules on the water. Quite often people are able to quote rules but are unable to interpret them. To illustrate my point I will use a combination of two specific rules over which I saw much disagreement this summer particularly during the unforgettable mark roundings at the Dragon South Coast Championships last May.

Rule 39.3 Sailing below a proper course

A yacht on a free leg of the course shall not sail below her proper course when she is within three of her overall lengths of a leeward yacht or of a yacht clear astern that is steering a course to leeward of her unless she bears away and gybes onto another proper course without interfering with the other yacht.

Note: Definition of proper course.

A proper course is any course that a yachtsman might sail after the starting signal in the absence of the other yacht or yachts affected, to finish as quickly as possible

The rule clearly states that a yacht may not sail below her proper course when she is to windward and within three boat lengths of another. If we look at this carefully then we see that she may not sail below the proper course of the leeward yacht, since it is this yacht that dictates the proper course. Should the windward yacht not agree with the leeward yacht's proper course the only come back that she has is to protest. She may not bear away towards the leeward yacht under any circumstances. She may bear away to gybe if the leeward yacht is not interfered with.

Even if a boat is clear ahead of another she is not allowed to sail down towards the course of the other yacht if its course is to leeward. (see figure 1)

This rule is one that leads to more acrimony on the water than almost any other. With the introduction of more windward/leeward courses it is also one that is liable to be invoked more than ever.

The conclusions I reach over this rule are that if you are the windward boat all you can do is try and convince the other boat of his folly in the choice of his proper course. If this does not work you can try and protest but this is one of the rules which is almost impossible to win in the protest room. At no stage may the windward boat bear down towards the leeward boat!! If you are the leeward yacht then you can, within reason, sail anywhere that you desire. Perhaps the biggest mistake that people make is to gybe too close to the other boat thus contravening the last part of the rule. If you are going to gybe at least give yourself room to complete your gybe and from the moment you have completed your gybe and only then, must the other boat take avoiding action (explained in rule 41.2 Changing Tacks Transitional). This distance varies enormously with the weather conditions.

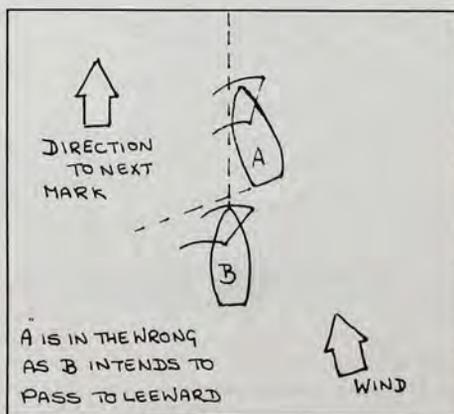


Figure 1

Rule 42 Rounding or passing marks and obstructions notably Rule 42.1 When overlapped

a) Except as provided in rule 42.3, an outside yacht shall give each inside overlapping yacht room to round or to pass the mark or obstruction, including room to tack or gybe when either is an integral part of the rounding or passing manoeuvre.

Note: Definition of overlap

A yacht is clear astern of another when her hull and equipment in normal position are abaft an imaginary line projected from the aftermost point of the other's hull and equipment in normal position. The other yacht is clear ahead.

The yachts overlap when neither is clear astern, or when, although one is clear astern, an intervening yacht overlaps both of them.

The terms clear astern, clear ahead and overlap apply to yachts on opposite tacks only when they are subject to Rule 42 ...

This rule is in essence a remarkably simple rule, but leads to much disagreement owing not to differences in interpretation, but differences in opinion. I would like specifically to look at the leeward mark which during the Dragon South Coasts was the point on the race course that led to more incidents than any other mark.

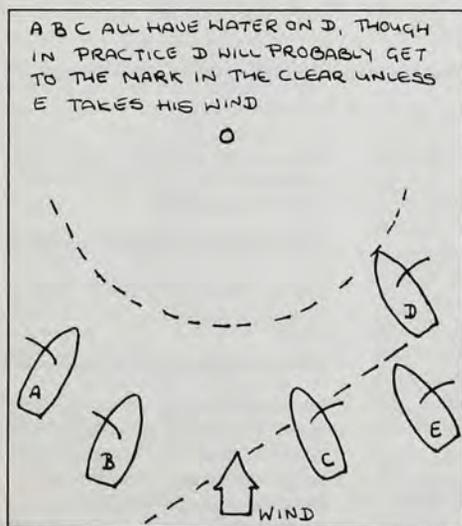


Figure 2

When approaching the leeward mark, for a port rounding, after a run, boats that are coming in from a wide angle on the starboard side of the course are exceptionally vulnerable. When the two boat length circle is entered their wide approach means that everybody, their relations and almost anyone that happens to be on the water have the right to ask for water, since the projected line from their stern stretches up the race course (see Figure 2).

During the South Coasts the effect of the tide on the runs bunched the best part of 30 boats into a line. When they all arrived at the mark the boats on the outside were hailing "no water" when there was no possible way that they had entered the two boat length circle. The inside boats were calling for water when there was absolutely no chance of water being given. Only one or two boats came out of this meleé in a better position than when they started, usually the ones that took the long course round the outside and the one boat that could get round

on the inside and put everyone else in his dirt. Whilst this was happening there was an unacceptably high number of collisions none of which are minor and unavoidable until the protest committee decides so.

This situation is one that is unique to tidal areas, but we do most of our racing in such areas. Although many may view the collisions as unavoidable they should go to protest if only to be absolved from the necessity of a third party protest. Such a protest can result in the disqualification of all the boats involved in the collision which in one race during this regatta could have been anything from two to twenty, since in a third party case *it is only necessary to prove a collision not the circumstances.*

FORTH

The season on the Forth started slowly and regrettably stayed that way, with a poor turnout for most races with the exception of the Scottish Championship in September. Three wooden yachts were encouraged out and Seiglinde managed an excellent second place in Race 5. Windward/Leeward courses were tried in the Championship for the first time and were generally popular. However, I, in the privileged position of scribe can take the opportunity to state my own view, that being that I miss the exhilaration of the close spinnaker reach and subsequent dodgy gybe.

Forth weekend back in June was a bit of a washout with a fixtures clash but of the stay-at-homes, Richard Leask in Kestra did best. The others, all five of us went

across the water to the Edinburgh Cup which was another highlight,

6th winner from Forth

with Bobby Brown becoming the 6th Forth Fleet winner. David "he used to be good" Young was his usual consistent self and did rather well too. Opportunity for a small gripe tho': Having the Northern Area Championship back to back with the Edinburgh Cup had a substantial effect on increasing the Race Officer's difficulties in achieving a satisfactory series. I don't think Bobby minded too much that we could only count a relatively small number of races; when all is said and done he did win the Northerns as well!

Talking of the Northern Championship it will be our turn in

1995 and if one third of our fleet can go to Ireland it surely follows that one third of the Belfast Lough Fleet can come to Edinburgh at Festival time. Last Christmas Newsletter had David Baird telling us that the Belfast Fleet have learned to travel so what about it? After all its your championship too!

What else has happened in '94 on the Forth; a new Crews Union President in Fiona Hutchinson from Thunder, a first for Kis's lady crew Cathy Sedgeworth, and a blow for sexuality on her attaining Flag rank at the Royal Forth and Boo to you Will Rudd for winning the Scottish while trying to sell Merlin to defect to one of Nick Stratton's "family cruisers". (Co-owner/wife/crew has already been propositioned.)

Shaun Maclean

ALDEBURGH

The Aldeburgh Dragon fleet has again demonstrated its disdain for the British Climate. Despite global warming it clearly believes in an almost Scandinavian concentration of racing in a very short summer. Racing at the other end of the season has been poorly attended, despite some lovely days, and lots of boats in the water. It would be nice not to have to improve ones's match racing skills in October!

Despite this, the racing has been good, and at times intense. Aldeburgh Dragons operate on the extended family system, so that when the owning, bill-paying parent's back is turned the children are apt to leap into the boat. Rory Bowman, Anthony and Michael John Gifford have all been sighted. Little do other luminaries such as Mike Hayles, Rufus Gilday and Ricky Gillingham realise what may lie ahead.

The points racing has been dominated by three boats, Basilisk, Loki and Harkaway.

Has boat building really progressed?

Harkaway remains embarrassingly fast for those of us who thought boat building had made some progress over the last 47 years. Its quite nostalgic still to be racing against the boat in which I first learnt the trade of foredeck hand thirty years ago.

The regatta produced a fleet of twelve boats. In persistent north-easterly winds running starts were the order of the day. Basilisk, helmed by Mike Hayles, proved best adapted to the conditions and won the week relatively easily, despite a mast transplant on Wednesday evening. This followed the collapse of the first mast in Wednesday afternoon's handicap race. "Father, it just came to pieces in my hands" and "Mother, please let me know if he is going to



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shout, and I'll go abroad" said Michael John Gifford. The only surprise in the Regatta came when Pendragon won Orford Day, sailed unexpectedly by Patrick Gifford. The course wasn't made for overtaking and she started first. Very encouraging for older boats.

However, I feel we need a few Christmas presents:

BURNHAM

'94 has been a season of ups and downs for the Burnham Fleet.

The Easter Regatta entry list looked good until Friday morning when severe winds overnight caused two Dragons to sink on their moorings with others looking distinctly dicey. An early morning pumping party saved the day but by then the entries were severely reduced as several visitors had stayed away because of the terrible weather forecast. When racing finally got underway it, was keenly contested with the eventual winner being Frank Van Bueningan, from Holland sailing his new Peticrow Hestia which had very nearly been one of the casualties of the first night's gale. The final race was abandoned after a thunder squall came tearing through the fleet and Terry Wade and crew had an impromptu swim when Avalanche took a quick visit to Davey Jones after being caught aback.

The fleet has been active on the

First: some morale boosters in May, June, September and October to get people on the water. Warming port afterwards, perhaps. Suggestions welcome.

Second: some more visitors to the Regatta. It was lovely to see Logie again, after she had spent her formative years on the Alde. It

travelling front and represented at all major regattas. For some people travelling was turned to an advantage - Robert and Barry headed off to do Cowes Week and the Belgian Nationals with the old Quicksilver and returned with the beautiful cold-moulded Domino now renamed Quicksilver II.

Delivery by the RAC

For others a long journey was more of a problem - both Simon Lucas and Richard Davies proved the advantages of RAC Relay membership after gear box failure.

At home, the Fleet enjoyed good racing with Hat Trick, Avalanche and Quicksilver taking it in turns to win. Early seasons points were hotly contested and won by Quicksilver, with Harlequin, a close second.

Mid season's points for both Saturdays and Sundays were

really is a quite different experience from sailing anywhere else. After all, there are no bends in the Crouch.

Third: Let's all learn from one another. The racing would be better, and the enjoyment greater.

Patrick Gifford

won convincingly by Mike Holmes and Tony Allen in Hat Trick.

In mid-June, Logie finally emerged from the barn with new epoxy-ply decks and all the modern go-fast gadgets after another of Dick Rycroft's protracted "winter refits". She then proceeded to show some useful extra boat-speed.

Nine boats contested the first weekend of Burnham Week. Barry and Rob broke Quicksilver's mast on the first Sunday - which must be the "Domino effect" considering Peter Morton's experience on day 1 of Cowes Week. The fleet was reduced to just four boats mid-week as many people had to go back to work. Hat Trick won every race bar one. Avalanche was runner up for the week with discards and Logie without.

We are currently contesting our Autumn series and continue until late November.

Simon Lucas

FALMOUTH

The addition of Fenris Wolf (C Hoyle) and Quicksilver (P Flutter) has done much to enliven the local scene. The impending Edinburgh Cup is concentrating minds wonderfully. A permanently furrowed brow identifies the local owner as he strives to locate sponsors or improve boat speed. A keen observer might have noticed deepening of these furrows with the reappearance of a greatly

rehabilitated Buccaneer (SCarson). She was fast from the word "go", and it was not until Falmouth Week that a flood of wins was stemmed. Maurice Wilmot moved a logistical mountain in transporting Mistress and the exquisitely restored Mustang down for Falmouth Week and Riff Raff was obliged to display as much speed off the water as on it in order to make it from Cowes to the start of the Bay series. The first day saw the fleet coping with various degrees of success with a testing

sea state and the following day was blown off. Riff Raff, which Martin Payne had still not returned to Rob McMilan after Cowes Week, won the closely fought series with two wins and a second followed by Buccaneer with one win and two seconds which didn't leave much room for the rest of us!

The port is rife with rumours of local hot shots being kitted out with boats for the next Edinburgh Cup. Certainly there is heightened interest in the Class. **Alan Dowle**

BELFAST LOUGH

1994 saw the Belfast Lough Dragon fleet reach the magical number of 20. Even more significant, there were 20 boats afloat and racing as opposed to a sizeable number still sitting on the 'hard'.

We were delighted to have the opportunity to host the Edinburgh Cup this year and were both surprised and gratified by the number of entries from England and Scotland, not to mention the USA and Canada. Our thanks to everyone who came and Sarah Threlfall for her very successful 'P.R.' work.

Another remarkable feature of the event was the fact that 18 of the 'Home' fleet entered - this can't be far off a record!

Unfortunately, having made the journey, all 48 competitors were frustrated with very fickle wind conditions. After much 'nail biting' by the Race Officer, however, we had what turned out to be a very fair championship.

CLYDE

During this past spring Rhu, Helensburgh was the centre of vigorous sales activity. Sadly this led to the loss from the Clyde of Djinn and Calypso, both going south of the border, and Jasmin, now in the Belfast Lough Fleet. Clearly these losses reduced our numbers to the lowest level for several years.

Racing centred mainly on RNCYC Gareloch activities and as things transpired it was an all varnished mahogany affair - and all masts of comparable stiffness. The regulars Crackerjack and Meteor, and these must rate as two of the finest examples of traditional construction, were eventually joined by Cressid who made a late entry into the Primary points with a new coachroof, having been laid-up ashore since 1989.

One of the perceived 'risks' of a major championships such as the Edinburgh Cup is that, after the party, everyone goes home! Many, one design, fleets have suffered a demoralising reduction in enthusiasm and numbers in the aftermath of such events.

It's too early to see what 1995 holds, but going by attendances at Tuesday and Thursday points racing, varying between 12 and 17 boats per night, there's no sign of that yet!

A number of visitors commented on the performance of our wooden boats, there being an element of concern in some fleets that the wooden Dragons are not competitive with the newer boats.

Wooden Etechells?

We share this concern but like everything in Ireland, it's not what it seems! Some of us glassfibre owners are seriously considering changing to Etechells. At least you don't get 1955 Wooden Etechells

Though numbers were disappointing the two points series were well contested and additional racing took place in the East Patch under handicap.

We welcome Peter Gourd as a new skipper and congratulate him on his rapid adaption to the fickle ways of Dragon sailing and on the very fine turnout of Meteor. She was presented this season in a fashion that would have so pleased Tom Henderson, her previous owner of many years and who sadly died last winter.

Also we wish Dennis Jackson a continuing recovery and hope that Valhalla will join the Clyde line-up next spring. The best travelled Clyde boat is of course Bebe and we thank the MacLennans for flying the Clyde flag within the extended Dragon fraternity. In addition we congratulate Nicky on her appointment as Secretary to the

sailing all over you.

Popular Team Racing

This year, we took a leaf out of the Dublin Bay fleet's book and ran a team event throughout the season. Six teams of 3 and 4 boats. It is gross calumny to suggest this was simply a ploy by the Fleet Captain to get his name on the prize list.

Apart from the Brien Brothers, Simon and Mark, the fleet has not had a good travelling record in 1994. If not travelling with Kin, Simon and Mark have been crewing for Mick Cotter when he's been stuck (anywhere from Cannes to Cork).

The local racing, however, continues to be competitive. We are certainly the largest and most competitive one design fleet in the Belfast Lough and the interest shown by sailors in both Off-Shore and Dinghy classes remains strong, so here's hoping for some additions in 1995.

David Baird

International Dragon Association.

We are also pleased to report the International Jury activities of Stavely Roberts, skipper of Crackerjack.

restoration projects

One hears of an awakening of interest in the restoration of old wooden Dragons. One or two have been spotted in various stages of neglect and we have spread word around that it would be worth reporting sightings of any hulls judged suitable for a restoration project.

Ian Broadley

SOLENT

The Cowes fleet is pleased to report another outstanding season, although some of our stalwarts were little in evidence. Donald Biddle in Sapphire III, Peter Morton in Domino and the Smiths in Gem being cases in point. Others such as Eric Williams re-surfaced and but for 3 missed races he would have secured his seventh championship win. As it was he had to be content with carrying off the Spring and Cowes Week trophies, the latter for the fifth time.

However, the Championship belongs to Ruyjin owned by Richard Perkins and sailed by Richard Palmer - a second championship for them. Raven (Mark Ratsey) was pushed into second place with Mistress, owned by Maurice Wilmot but generally sailed by Mark Harrison in third. Mistress is a 1961 Morgan Giles, beautifully restored by Maurice so well done indeed to them both.

After some criticisms of our South Coast Championship in past years 1994 was a highly successful event. Though one visitor, Terry Wade, hardly saw it that way after his role in the four boat pile up in the last race. As someone else who has had to explain a large hole to his "owner" I know how Mick Cotter felt when he phoned Dublin to explain about White Lightning's pre-delivery hole to her expectant new owners.

Cowes Week, described in one journal which should have known better, as "Cowes Weak" on the grounds that there was no commercial sponsor was every bit the week we love and hate by turns.

Dump Truck Racing

Socially it was its usual wonderful self and largely so on the water too: The social highlight for the Dragon fleet is undoubtedly the barbecue and dump truck racing at Paddy Margham's.

So far unnoticed by "Tattler" I fear it might not be too long before the gossip writers pick up on it as its popularity increases. Even the Burnham Dragon Fleet Captain who was hoping that his guest appearance in an Etchells hadn't been noticed couldn't resist its attractions and in so doing blew his cover.

The much publicised big boat fiasco of being sent round a non-existent mark was nothing to the drama in the Dragon fleet on Sunday; after a couple of hours kedged in the rain the fleet reached the last mark with some 10 minutes to the 18.00 hrs time limit. Much nail biting ensued on the beat to the line and over half the fleet were timed out.

Overall Eric Williams in Hectic took the week in a closely fought battle with Martin Payne in Riff Raff and Peter Morton in Domino, after his day one dismasting. Alan Bulmer, new (but for a 30 year break) to Dragons was fourth in Temaraire and Ivan Coryn in Forrader fifth. It is a pity that we have not seen more of this very quick Lallow/Coryn built boat which is so beautifully and thoughtfully constructed.

The late seasons points series also fell to Richard Palmer in Ruyjin with the author in second place in Pat Dyas' Jerboa III. It is amazing what you can do after a gifted sailor, who shall remain nameless, spends 15 minutes tweaking your rig and one race teaching you to tack properly.

Next year we all look forward to Falmouth for the Edinburgh Cup and the writer retiring as Secretary! We also hope for more Dragon visitors to Cowes Week in preparation for the Edinburgh Cup in 1996.

Jonathan Fairchild

SECOND HAND SAILS REGISTER

The Falmouth Dragons are starting a register of second hand Dragon sails to link up potential vendors and purchasers of second hand sails in good condition.

CONTACT:

Peter O'Donnell
Arcadia, Burdock Water,
Falmouth, TR11 5EB

Anyone who has sails to dispose of please write with the following details:

Name Address
phone/fax number
Sail Type (including wind speed range)
Sailmaker
Year of Manufacture
Type of usage (Club, Regatta, Championship)
Condition (Fair, Good, Excellent)
Price Sought

Do not send any money, the service is free to vendors

To keep the list current entries will be deleted after 6 months.

If you wish to purchase second hand sails send a cheque for £2 to Peter O'Donnell

A complete list will be circulated four times a year to subscribers.

Medway

We have had 16 Dragons on the Medway this season and the class were delighted to welcome Tim Roberts (Boomerang GBR 545) and Mark Rowntree (Calypso GBR 522) to the fleet.

Champagne

The Spring series started in a very competitive manner with the fleet all finishing within a few minutes. Mike Lutener (Gandalf GBR 492) took line honours and celebrated by opening a few bottles of Champagne which introduced us to the new season in a fine way. David Dale (Rogue GBR 445) then upped a gear and won three races on the trot to win the series and the Proton Cup.

Much to the relief of the rest of us, David was then away for four races with his annual social activities, which allowed several other boats to obtain wins. We have had new courses this year, and some magnificent racing with eight boats taking line honours after only ten races.

The Medway Regatta was held in early June in conjunction with all the other clubs on the river. We had a new sponsor this year and it was great to see so many boats out on the river. The keelboat racing was run from a very well organised committee boat. We would very much like to see some visiting Dragons from our neighbouring clubs in 1995 and can guarantee some exciting racing. The Dragons finished the regatta with a 28 mile course which took us out into the Thames Estuary and gave us a tremendous 10 mile beat home. This being won by Len Baldwin's brand new St George's - Sagitta GBR 606. The final positions were 3rd Roger Dawe (Royalist GBR 455), 2nd Peter Woodger (Mistral GBR 440) and 1st Philip Clarabut (Vendetta GBR 511). Yes David Dale was there but some very kind person kept him up all night with a bottle of red wine!

The second half of the season has seen Moonshine, Royalist and Vendetta put in some good results and are threatening Rogue for the overall seasons points. After twenty one races only a dozen or so points separate these four boats.

Earlier in the season the Dragon Crews Race was held. This gives the normal crew a chance to order their skippers about and get them up to the sharp end of the boat. Clare Sheppard (Penguin GBR 406) was the eventual winner but has since given the helm back to her husband Robert!

The Autumn Series is now under way and after three races with three different winners the "211 Cup" is still up for grabs. There are one or two qualifiers for the "Dragoon" Trophy which is presently held by Richard Green who lost his nuts and bolts from two wheels whilst trailing Adastra home after last year's season.

more champagne

On the social side we have had some fun suppers throughout the year which have all been very well supported, and with so many different boats winning races the champagne has been flowing more than ever. What fun we have on the Medway.

Philip Clarabut

LOWESTOFT

The Dragon Fleet based at the RNSYC had a much better season than last, due to much swapping of Boats, Helms & Crews, sailing good courses with dry sailing and even better Club facilities.

In the practices leading up to the South Coast championships at Easter time, Mystere lost her mast taking down the Safeway fence, thus starting the season with a bang.

The East Coast Championships held at the RNSYC was an exceptional weekend with 23 entries competing round Jimmy Brown's well thought out courses. Dragon Lady won with Riff Raff 2nd and Scorpio (Chris Dicker) 3rd.

The June Regatta, over a long weekend saw Mystere 1st with the local paper making much of a headline "The Norman Conquest", Atlanta (Nick Truman) 2nd, Troika (The Commodore) 3rd.

Sea Week in August had an average turn out and flukey winds, but Troika battled through to an overall 1st with Scorpio 2nd and Scaramanger 3rd. The Sea Challenge race at the end of Sea Week was long drawn out with light winds and many retirements. Ian Anderson lost out to a persevering Flying Fifteen, by 6.5 seconds.

After 6 years, Mystere lost the Blaxter Salver to Scorpio after three excellent races with Scaramanger 3rd.

We welcomed a new boat to the fleet for the season - Jonathan

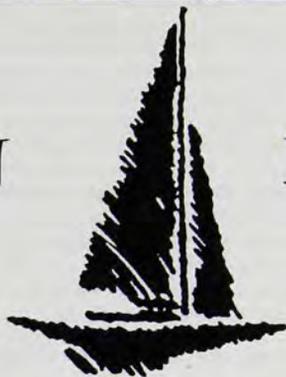
Butcher's Secret. And welcomed a new owner Andy Kuivenhoven who bought Saladin, bringing her back into the racing fleet.

Some members of the Lowestoft fleet ventured to away meetings. Jonathan Butcher went to the Edinburgh Cup in Bangor and did not disgrace himself for a novice Dragon sailor. Chris Dicker took Scorpio to the Gold Cup in Denmark and the European Championships. Peter Colby and Scaramanger went to the French Championships at Dinard - keeping French wine sales afloat.

All in all it was a very good season and we hope to welcome more Dragon sailors to Lowestoft in 1995 for reasonably priced competitive sailing in trying conditions with excellent social activities.

Norman Blowers

DRAGON



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TORBAY

As a result of the cold damp winter, racing in earnest started late in Torbay because the wooden, varnished boats were determined not to come out until they had a finish to outshine the plastic ones. When the fleet did begin racing with full numbers it very soon became apparent that the standard has risen considerably since last year. The line at the starting gun becomes more and more congested. No boat has dominated the racing at all as in past seasons, the most consistent winners being

Asterisk, Nimrod, Heuschreke and Grasshopper.

The Torbay Fleet's favourite son, Martin Payne, particularly shone this year, winning the Citron Trophy for his performances with Anne Garrett's "Dragon Lady" in the Southern and East Coasts Championships and the Edinburgh Cup. He narrowly lost Cowes Week, with Peter Wilson's Riff Raff, but quite properly cleaned up Torbay, winning six out of eight races.

Preparations are well underway for next year's Gold Cup which is being

Gold Cup!

held in Torbay in early July.

Particular attention is being paid to the Social Programme so that those who come just to enjoy themselves will be assured of a good week. A first class race management team has been assembled, so, given the right winds and weather, the hotshots should enjoy themselves as well.

Graham Jenkins

IRISH CHAMPIONSHIPS East Coast - Dublin Bay 4 - 6 June

The Alcantel East Coast Championship was sailed in breezy and demanding conditions which resulted in some damage and gear

failure not to mention pretty wild sailing, and equalling exciting Protest room drams. In the last race winds gusted to 40 knots on the final downwind leg and as the boats careered towards the leeward mark, one by one the spinnakers dropped until only Aphrodite's remained. "Their halyard must have jammed" whispered someone afterwards

from the safety of the RIYC wet bar. "Not at all", said his friend, "he was just trying out his Freemantle chute." In the end, heavy-weather boathandling skills made the difference in the 29 boat fleet and Mick Cotter's Aphrodite won narrowly from Garry Treacy's new Lighting with Simon Brien from Belfast Lough third in Kin.
Tim Pearson

SOUTH COAST

Arguably the most picturesque and hospitable setting for Dragon racing in Europe, Glandore in September provided everything that Dragon sailors and supporters have grown to appreciate over the years. 15 boats enjoyed the ACC Bank South Coast Championship. Wind conditions varied from force 1 to force 8. We sailed in all wind strengths with varying degrees of composure.

Highlight of the weekend was undoubtedly the third race sailed Inside Glandore Harbour in a force 8! What fool said "Sailing is not a spectator sport"? - picture 15

Dragons careering around a rock enclosed course measuring about 700 x 300 metres! Amazing action sequences for the pint drinking spectators on the elevated viewing gallery at O'Donoghue's Glandore Inn. Did we hear them cheer when Gerry Owen's mast tried to travel faster than the boat and broke in 2 places? Expensive entertainment for all on-lookers. Lessons learnt included the futility of flying spinnakers in a force 8 with the run lasting about 3 minutes.

Valium and Murphys

Alan Crosbie in If ran out an uncomfortable winner of that race and the exhausted participants were treated to valium and Murphys by the appreciative onlookers. The whole dramatic performance from start to finish was captured on video - any offers, Eurosport???

The final day started with 5 boats vying for the title, separated by fractions of points. Elsa, sailed by Connor Doyle, glided away in imperial fashion to win the race and championship overall.

David Nolan

NATIONAL CHAMPIONSHIPS KINSALE 29 aug 3 sept

The Heineken sponsored Irish National Championship was held under the burgee of the Kinsale Yacht Club. Racing took place to the east of the Old Head of Kinsale at the mouth of the Bandon River, and the weather contrived to make life as difficult as possible for experience Race Officer, Johnny Godkin, who nevertheless managed to set excellent courses throughout the week. We had a different wind direction nearly every day, the Gods choosing to reserve the south-easterly with accompanying steep swell for the day after the excellent Sponsor's Party at Fiona's ever-hospitable Sean Na Mbaid's Pub. We retched (sic) to and fro before the start those on the flag ship attracted our sincere

sympathy as we watched the pristine decks being sluiced down several times with dark green briny before the crew were well enough to hoist the Blue Peter.

The shifting winds provided myriad opportunities for making spectacular gains or (in our case) losses. Poul Richard showed just what a pro he is by correctly sniffing out 97/100 favourable shifts, and he took three first places to win the event in a convincing manner.

Alan Crosbie, however, won the prestigious Lucky Shift Club prize for the most spectacular wind-sniffing of the week: Using uncanny skills he navigated If from 26th to 6th place on the final leg of Race 4. Now that's what I call pro sailing, Alan!

The event attracted 32 entrants

with competitors travelling from England, Scotland, Northern Ireland, Dublin and Glandore to join the local fleet. I think the Dragons, unlike most modern designs, look even more seductive out of the water than in it, and certainly the local populace seemed to find it a most impressive sight as the boats lined up along the quay wall to be lifted in. They were there again a week later as we lifted out and said our goodbyes and promised to return again next year, with a faster boat, better sails, a fitter crew and a little more self-control. Yeah Yeah.

Tim Pearson

- 1st Danish Blue, Poul Richard Hoj-Jensen
- 2nd Tiamat, Dave Cummins
- 3rd Dragon Lady, Anne Garrett
- 4th Lightning, Garry Treacy
- 5th Adzar, John Finnegan
- 6th Water Rat, John Ross Murphy

MEMBERSHIP APPLICATION: Complete and return to the Hon Secretary (address page 3)

Please send me details of how to become a member of the BDA.

* I do not own a Dragon and therefore require Associate Membership.

* I am an owner/part owner of GBR/IRL (sail no) (name)

Name phone no

Address

BOATS FOR SALE

(full details of boats for sale are always available from the Hon Secretary)

ZORSAY: GBR 39	1939	Mr and Mrs Cox, 0151 531 0740	£3,500
SABLE: GBR 273	1954 Borresen, recent refit, with trailer	R Jobson 0171 922 1407	£4,500
THUSNELDA: GBR 461	1971 Borresen, varnished, Trailer, teak deck	R Reincke 0171 377 3156	£8,000
CHINOOK: GBR 484	1976 Borresen, GRP with teak deck	David Andrassy 01702 713121	£8,000
WYVERN: GBR 485	1979 St George's Cold moulded mahogany, varnished	Dr Brian Orr 01983 295527	£8,500
FLAME V: GBR 528	1987 Borresen, White hull, No trailer	David Hall 01702 72201	£15,000
TAKITIMU: GBR 535	1987 St Georges, Boyce mast, Trailer, could deliver	Danny Sinclair 0131 315 2863	£11,500
MERLIN: GBR 537	1987 Borresen, White hull, Light blue deck, Nordic Mast	Harbec trailer also available Will Rudd 0131 557 5255	£16,500 £2,000
MAYFLY: GBR 549	1988, Lallow, Cold moulded, varnished mahogany topsides	teak decks, very well equipped, trailer Ian Lallow 01983 292112	£16,500
SCIMITAR: GBR 570	1990 St Georges, White hull, all Harken fittings, well set up	Claire & Julian Sowry 0171 731 3152	£14,250
BARBARY GBR 568	1990, St Georges, yellow hull, very well fitted out	Custom built trailer, Peter Price 0151 625 9878	£14,500
CHINATOWN: GBR 589	1992 St Georges, Red hull, Nordic mast, New trailer (1994)	hardly used, sailed only 10/15 times since new Nick China 0171 274 8165	£17,000
SABBATICAL: GBR 591	1993 Petticrow - Spheretex, Immaculate condition, many extras	lightly used, very successful boat Harbec trailer Bobby Brown 0131 554 4403	£26,500 £3,000
RIFF RAFF: GBR 603	1994 St Georges, extremely well fitted out	hardly used, very successful in 1994 Rob McMilan 01243 262561	£17,000 ex sails

EDINBURGH CUP 1995 JUNE 17 - 26

Falmouth has a new and growing fleet and is proud to be hosting the Cup for the first time. Falmouth Week this year attracted a number of boats from elsewhere this year, some of whom were 'warming up' for the Cup. Olympic courses will be laid in the Bay, and the weather in the course of the week usually ranges from light airs to surfing conditions, so should provide interesting and challenging races.

Falmouth is a fine sheltered harbour and the added bonus of clear, clean Atlantic water and beautiful coastline and estuaries. The town itself has a lot of character, but is also busy enough to provide for all - families and all-night revellers alike. Beaches, and interesting places to visit, are numerous.

Communications are better than might at first appear - the A30 running from the M5 almost directly to Falmouth is now largely a dual carriageway, and there will be full marina facilities at the end.

Falmouth is a real sailing town, with a tradition of working boats by sail. We look forward to adding a good fleet of Dragons to its charm. **Royal Cornwall Yacht Club - 0326 312126**

BRITISH DRAGON ASSOCIATION
ACCOUNTS FOR THE YEAR ENDED 31ST OCTOBER 1994

	1994	1993	1994	1993
	£	£	£	£
INCOME				
Subscriptions				
Current year: Received	7060	3500		
Owing	120	235		
Last year	<u>10</u>	<u>3735</u>	1837	
Advertising Revenue	300	520	892	1286
RYA Measurement fees	45	55	120	413
Bank Interest	31	52	5678	4178
Profit on sale of:			<u>1357</u>	<u>5205</u>
Videos		83		
Jerseys		98		
Ties and Tie Pins	<u>45</u>	<u>45</u>		
Proceeds from car stickers	226	17	9884	11082
	<u>39</u>	<u>9</u>		
	<u>7831</u>	<u>4428</u>		
ANNUAL DINNER ACCOUNT				
Receipts 110 (84)	3599	2696		
Less: Costs	<u>3584</u>	<u>2613</u>		
	15	83		
BOAT SHOW ACCOUNT				
Receipts	4849			
Less: Costs	<u>(4911)</u>			
Allocated to Boat Show				
EXPENDITURE				
IDA Subscription	294	284	110	55
RYA Subscription	32	24	410	240
Handbook	750	575	850	345
Newsletter	1113	950	750	315
Advertising and promotion	176	1200	200	95
Promotion Officer	450	-	220	220
Postage, phone, stationery	1371	898	500	285
Committee room hire	60	60	480	255
Sundries	414	153	440	245
Programme	-	550	1540	865
Measurer costs	-	421	-	10
Insurance	110	-	380	240
Computer depreciation	918	-	650	400
Additional cost of 93 handbook	46	-	530	150
Honoraria	<u>500</u>	<u>6234</u>	<u>7060</u>	<u>3500</u>
			120	60
				150
				<u>25</u>
SURPLUS (LOSS) FOR YEAR	<u>550</u>	<u>(604)</u>	<u>7180</u>	<u>3735</u>

BALANCE SHEET

	1994	1993
	£	£
FIXED ASSETS - Computer		
CURRENT ASSETS		
Stock of goods	892	1286
Debtors	120	413
Balances with Lloyds Bank	5678	4178
Deposit account	<u>1357</u>	<u>5205</u>
Current account		
	9884	11082
LESS: CURRENT LIABILITIES		
Creditors	338	2086
	<u>9546</u>	<u>8996</u>
REPRESENTED BY:-		
Balance at 1st November 1993	8996	9600
Surplus (loss) for the year	<u>550</u>	<u>(604)</u>
	9546	8996
SIGNED:		
NOTE: ANALYSIS OF SUBSCRIPTIONS		
Received in year:		
Abersoch	110	55
Aldeburgh	410	240
Belfast Lough	850	345
Burnham	750	315
Clyde	200	95
Falmouth	220	220
Forth	500	285
Lowestoft	480	255
Medway	440	245
Solent	1540	865
Strangford Lough	-	10
Torbay	380	240
Irish Dragon Assoc	650	400
Affiliated	530	150
	<u>7060</u>	<u>3500</u>
Owing at end of year:		
Strangford Lough	120	60
Clyde		150
Solent		25
		<u>3735</u>

THE GOLD CUP - RUNGSTEAD JULY

Rob McMillan, who in his first year helming a Dragon finished 4th overall, describes Riff Raff's experience at this frustrating regatta.

70 Dragons assembled at Rungstead for the 1994 Gold Cup. This event is characterised by, close racing, NO discard and very tight measurement. Couple this with an excellent social programme and superb weather and you should have the recipe for a GREAT regatta.



photo: Hamo Thorneycroft Riff Raff at Cowes

The Danish Race Team worked on the assumption that provided we were on the water the wind would turn up sometime. Consequently long days were spent waiting for the breeze to fill in, which it duly did most days by about 17.30. Whilst the race team came in for criticism, we felt that having put so much effort into getting to Denmark we just wanted to race.

Race 1 was sailed in 10-14 knots from the NNW. The line was marginally port biased. Boats which started at that end and took a long starboard into the shore profited from a wind-bend (or strange persistent shift) and gained enormously. There was also about .75 knots of tide which allegedly backed in-shore?

With these factors the key issue was to get the lay-line spot on and PRHJ did exactly that to win by some distance.

Race 2 followed a similar pattern. The conservative starters were rewarded by the deployment of the black flag after two general recalls. 11 boats were PMS'd including some of the favourites. Tempers were raised by now and further aggravated by disqualifications for measurement infringements, such as the length of mooring lines!!!

Once again PRHJ led the fleet home although this time closely pursued by Glen Foster.

Race 3 was the most frustrating of the week: After several general recalls we finally got away with about 10 knots of breeze. However, on the last run with the tide under us the wind died completely. The fleet came up from behind (we were 9th at the time) and boats in front just died. This made the last mark truly interesting!! We managed to get on the inside and create some space, to round 6th. But with no chance to tack onto starboard early lost over 12 places in as many boat lengths. To say that conditions were now light and fickle was an understatement - the last beat took over 1 1/2 hours.

A variety of techniques were used to finish within the time limit, including Glen Foster who had his crew kedge the last 500 yds. Last to finish was Fred Imhoff, in Joker, at about 11pm, playing cards.

Race 4 began with the wind blowing in the opposite direction (5-10 knots) and a reasonably strong current. The objective was to take a long port tack into the beach and dodge the current

By the end of the first round the fleet had separated with us holding second place, closely followed by Lars Jensen. We covered up the second beat but lost Lars on the final run (it

must have been those sails he made us!) At the finish PRHJ had again pulled up into a creditable position just outside the top ten ahead of Glen Foster. However, all the boats apart from the above had their worst race (all worse than 40th) so our 3rd pulled us up from 11th to 4th overall.

Day five was pretty exhausting, several attempts were made to get things started, but each time the wind disappeared or shifted dramatically. At 18.00 the race officer finally sent the fleet home.

The last day was as bad, except we were kept ashore. The race for the crane started at about midday and the race team finally abandoned at 13.00. With two days lost the result after 4 races stood overall.

OVERALL results

1. Poul-Richard Hoj-Jensen
2. Glen Foster
3. M Nielsen
4. Rob McMillan

Other Brits

29 Patrick Gifford 35 Chris Dicker
53 Simon Lucas 65 David Hall

We would like to thank Peter Wilson for all the help he has given us during our first year in Dragons. We hope that the above result proves that St Georges Dragons can compete on even terms.

We would also like to thank other Dragon Sailors who have given us so much support in 94.

See you in 95 - we hope. Rob McMillan



photo Crystal Clear

Downwind action at Cowes

We aim to be much more than FIRST...!

Many, many Dragon Sailors around the World know that it is not just winning that is important, but pride in ownership and the support – and involvement that we as a Major Builder of International Dragons are committed to.

We have developed this year a choice of deck layouts – very innovative – a new alternative Winchless Genoa System and for boats built in Epacryn, A Ten Year Guarantee against Osmosis, by S.P. Systems.

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