

DRAGON NEWS

CHRISTMAS 1996

RESTORING
A DRAGON
Tips from
Crispin Blyth

REGATTA
RESULTS

ANDY'S
GOLDEN
SUMMER

FLEET
REPORTS

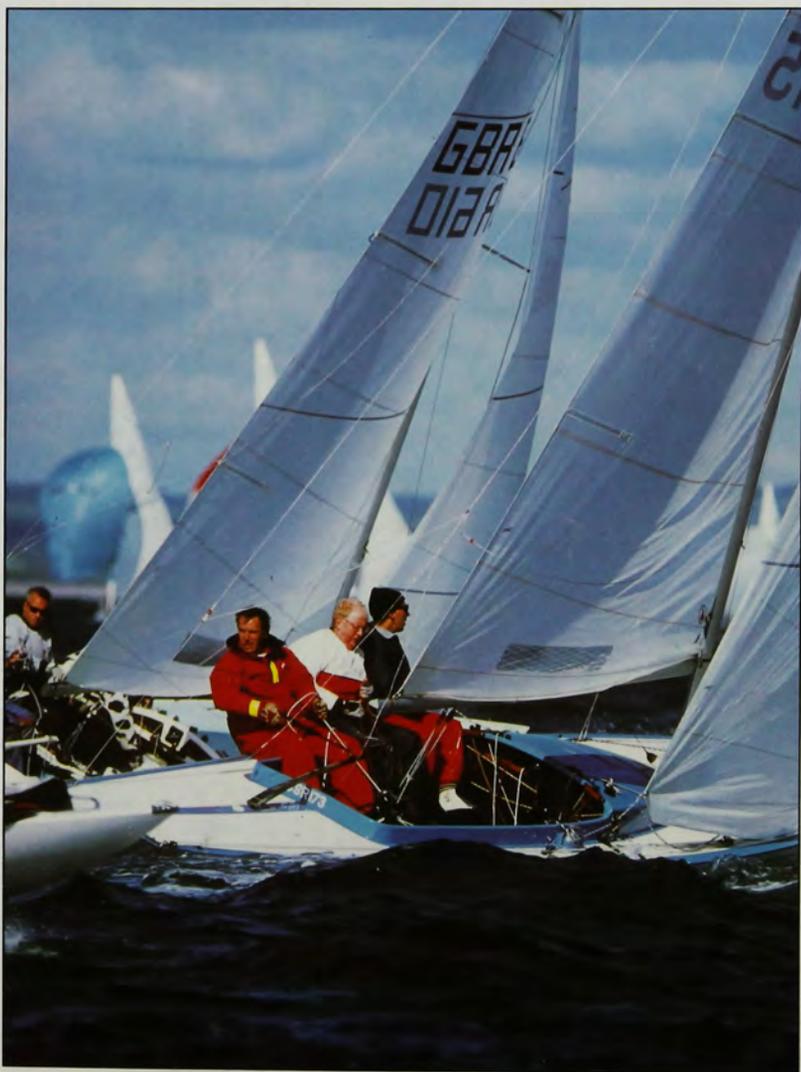


Photo: Turtle



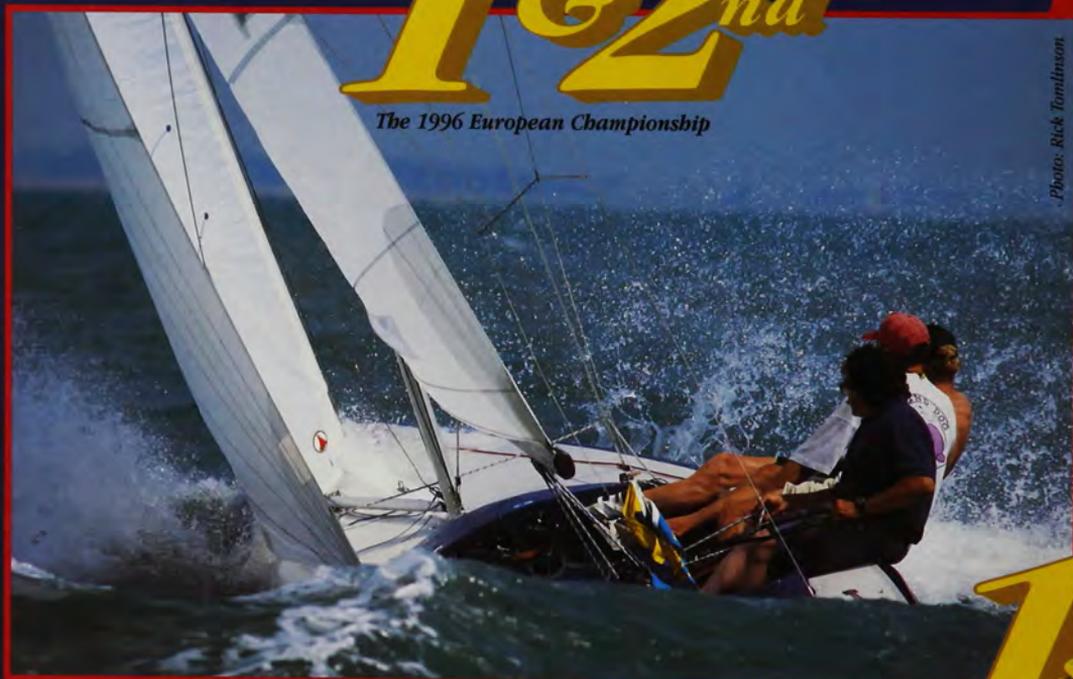
**BRITISH DRAGON ASSOCIATION
CHRISTMAS NEWSLETTER
INCORPORATING NOTICE OF AGM**

...and then they **ALL** came together for the
EUROPEAN CHAMPIONSHIP
 and found the Petticrow Dragon and Høj Jensen
 Design Sails an **UNBEATABLE** combination!

1st & 2nd

The 1996 European Championship

Photo: Rick Tomlinson



1st

The 1997 Season

"I enjoyed very much the excellent racing and atmosphere of the Dragon Fleet this last season and we should now all be preparing for the big events of 1997! I have sailed many times on the sea's where next year the World's and Gold Cup will be held. Why not give me a call? I will be happy to discuss with you the ways that you can get your Dragon up to speed for 1997".

Paul Richard Høj Jensen.

Høj Jensen Design
Petticrow

Petticrow 1996

- 1st. European Championship*
- 1st. Gold Cup*
- 1st. Scandinavian Championship*
- 1st. German Championship*
- 1st. Swiss Championship*
- 1st. French Championship*
- 1st. British Championship*
- 1st. Irish Championship*
- 1st. Portuguese Championship*
- 1st. Austrian Championship*
- 1st. Swedish Championship*
- 1st. UK East Coast Championship*
- 1st. Irish East Coast Championship*
- 1st. Irish South Coast Championship*
- 1st. Princess Sofia Trophy*
- 1st. Samsonite Cap Blanes*
- 1st. Vasco De Gama*
- 1st. Kiel Week*
- 1st. Pflingsbusch Kiel Regatta*
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Reflections

Reflecting on the 1996 season, I cannot help but see the first signs of real growth in the Class in the UK. New boats have been launched for owners returning from short spells in Etchells, while some beautiful restoration work has returned boats to the water with new owners.

The Dragon may be benefiting from the resurgence of interest in one-designs. However, it is only through the promotional activity of the Class that advantage has been made of that interest. This year the Class had a stand at Sailboat (the



The BDA stand at Alexandra Palace for Sailboat '96 - photo by Christel clear

Dinghy Show) which will be repeated in 1997. Sadly the RYA will not relent and let us display a boat. A series of adverts in Yachts & Yachting, and editorial coverage that resulted in complaints to the editor, have all added to the number of enquiries from potential new owners and crew.

It is a pity that against this background, support for some regattas has been slightly lacking, in particular, British support for the highly successful Europeans at Pwllheli. We have been lucky to get generous sponsorship, including on-going support from Arcadian Hotels, for most events this year, which has helped bring down entry costs and increase standards.

It is with regret that I have decided not to stand for re-election as Hon. Secretary in January. After three years I have to admit that the

pressure of a career does not leave the hours demanded by the BDA. Over the years at least one work colleague has been convinced that I run a boat brokerage on the side, such has been the time taken advising people about boats for sale. However, it has been a rewarding time and I have been pleased to be associated with the way the Class has moved forward.

I have recommended to the Committee that in future a Membership Secretary is needed to spread the work load. I hope that Members will give their support to

those members of the Association who give up precious spare (and sailing) time to run the Class. We cannot lose sight of the fact that a One-Design is nothing without its Class association to

maintain its identity.

I have no doubt that 1997 will be another good year for Dragon sailing. The Edinburgh Cup returns to Edinburgh for racing on the Forth, and the Irish Championship is at Kinsale. The Gold Cup in Dun Laoghaire is the first of a series of very tempting regattas in Ireland, which could easily be followed to finish the year on a high note with the Northern & Classic championship. This event has been initiated by Simon Holt in his capacity as Classic Representative, and will be held on Lake Windermere in October.

Sarah Threlfall

Dragon News Christmas '96

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British Dragon Association

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Hon Secretary: S.J. Threlfall

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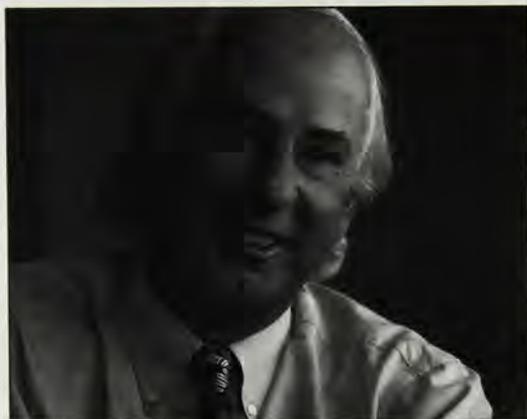
Plans and Rules

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Cover photo: by Turtle Photography shows *Basilisk* in action at Pwllheli

Chairman's Report



from John Thornton

THIS IS MY FINAL report as Chairman of the British Dragon Association. 1996 has been an excellent season for Dragons in the UK, with high quality, well supported regattas, and good growth in the number of boats. In addition we have seen a number of successful innovations.

Fifty-two Dragons enjoyed great racing and superb hospitality at the Royal Corinthian in Cowes for the Edinburgh Cup in June. Congratulations to Poul Richard Hoj-Jensen and his crew on their victory. The inaugural crew's race was held at this regatta with, in addition, a young helmsman prize. Congratulations to the winners Owen Pay and David Donnan respectively, and our thanks to the organizers for an excellent week.

The European championship was held in Pwllheli in September, the first time that this regatta has been held in the UK. A small but extremely competitive fleet enjoyed exciting, close racing. To Peter Orford and the members of the South Caernarvonshire Yacht Club, our thanks for a first class event.

Next year will see the first Classic Dragon regatta. This is to be held at Windermere in October, combined with the Northern Area championship. The regatta is being sponsored by Quest and a great racing and social programme has already been organized by Simon Holt, Classic Fleet representative. This should be a superb event and I hope you will give it your support.

The class has received a record amount of publicity this year with many features in *Yachts and Yachting*, in addition to an article in *Classic Boat*. This provoked one reader to write to the editor of *Yachts and Yachting* to complain of bias!

There are still areas where the class is weak. Not all the fleets are growing in number and we need more young members. This needs action at local level. The strength and health of our fleets is up to us all.

This report would not be complete without congratulations to Andy Cassell and his crew on their gold medal at the Paralympics. Not only was this a tremendous personal achievement for Andy but he has

shown similarly handicapped people how they can overcome their disabilities – terrific! Thanks to all members of the class who supported the appeal to help Andy.

The AGM and dinner will be on January 10th. Owing to a family wedding in New Zealand, I will not be able to be present. Your committee have nominated Richard Davies (photo right) as Chairman, and Mike Hayles as Vice-Chairman. I believe they will make excellent Officers, and recommend them to you.

Sarah Threlfall will be retiring after three years as Hon Secretary. Sarah has put in uncountable hours in support of the Class, answering telephone calls, writing newsletters, attending to queries, taking part in meetings and in general administration. She has been a tremendous asset to the Class and will be very hard to replace. We owe a great debt to her for her untiring work. Thanks a lot Sarah, and Good Luck!

Thanks to you all for supporting me in my period as vice-Chairman and Chairman. Good wishes and continuing success to the class.



John Thornton

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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, 10th January 1997

A G E N D A

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 1996 (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. Subscriptions
8. Any other business

Election of Officers: The BDA Committee propose the following officers for election at the AGM: Chairman – Richard Davies; Vice Chairman – Michael Hayles; Secretary/Treasurer – Hon Auditor – Jonathan Webster.

Any other nominations (proposed and seconded) must be in writing and in the Hon Secretary's hands by 31 December 1996

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 £33.50 per head to Sarah Threlfall to arrive no later than Tuesday, 7th January. PLEASE BOOK EARLY
Dress: Reefers or Lounge Suits

FIXTURES LIST

HOME 1997 – QUALIFIERS

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

South Coast championship	
Cowes	May 3 – 5
East Coast championship	
Lowestoft	May 24–26
Edinburgh Cup	
Edinburgh	June 16 – 21
Northern & Classic	
championship Windermere	Oct 3 – 5

OTHER UK & Ireland

Burnham Easter Regatta	March 28–31
Lisney Cup, Lough Ree	April 18–20
Irish East Coasts, Dublin	May 31–June 2
Scottish, Edinburgh	June 14–15
Irish South Coasts, Glandore	Sept 12–14
Irish Championship, Kinsale	Sept 25–28

Gold Cup, Dun Laoghaire July 20–26

Worlds, Marstrand Aug 7–15

OVERSEAS – this is a selected list

Henry the Navigator	
Vilamoura, Portugal	Feb 12–15
Princess Sophia Trophy	
Palma, Spain	March 26–29
Samsonite	
Blanes, Spain	April 1 – 5
Vasco de Gama	
French championship	
Deauville	May 8 –11
Arcachon, France	May 17– 19
Dutch championship	June 28/29
Ijmuiden	& July 5/6
Belgium championship	
Ostend	Aug 15 – 17
Regatte Royales	
Cannes, France	Sept 21 – 26

The Citron Trophy

THE CITRON TROPHY in 1996 did not leave the firm grasp of Martin Payne. Despite challenges from various faces both new and older, and some rejuvenated by new boats, Martin took the Dragon Class Travellers' Trophy for the third year in succession.

Consistency and commitment are the key to this trophy and Martin with his team of Anne Garrett and

Adrian Stanislaus in Anne's *Dragon Lady* demonstrate those qualities in abundance. Their results in 1996 first at Lowestoft, first equal at Cowes and second in the Edinburgh Cup, represent some of their best overall but the Edinburgh Cup still eludes them.

The East and South Coast Championships were both well supported with 24 and 35 entries

apiece. Sadly the same cannot be said of the Northern Areas held on the Clyde in August. Six boats travelled from the Forth to join the small local fleet of mainly wooden boats.

It is very much hoped that the new format and new venue for 1997 will increase interest in this event, not least by making it more accessible to southerners.

East Coasts

THE ROYAL Norfolk & Suffolk Yacht Club hosted the East Coasts once again at Lowestoft this year on the first May bank holiday. Sadly the weather did what we all assume it always will do at Lowestoft in early May – it snowed, hailed, blew periodically and was generally fairly horrid for the first two days. Monday was relatively warm and sunny, but the memories are of Saturday's circulating storms, foredeck crews slipping on the ice and the snowmen on the decks!

One very welcome visitor, who found the cold and the tides a particular trial, was Norman Longworth, who came over from Australia to sail *Imagination*, a Ridgeway Dragon which has been in storage for nearly 10 years.

Race one proved a dramatic start to the season with the wind blowing every thing from Force 0 to Force 8 and swinging all around. Peter Colby, for this year sailing *Mamba*, came out ahead with Patrick Gifford in *Basilisk* second and Simon Fulford in *Whistle* third. By the second race the fleet was beginning to settle down and the fleet finished in its overall finishing places Martin Payne with *Dragon Lady* first, from Chris Dicker in *Scorpio*, with *Basilisk* third.

Overall Results: 1st *Dragon Lady* (Anne Garrett and Martin Payne); 2nd *Scorpio* (Chris Dicker); 3rd *Basilisk* (Patrick Gifford); 4th *Whistle* (Simon Fulford); 5th *Atalanta* (Nick Truman); 6th *Quicksilver* (Robert Campbell).



The Dragon fleet on a downwind leg at Cowes during the Edinburgh Cup – photo Christel clear

South Coast Championship

THE SOUTH COAST Championship this year was run on the second Bank Holiday in May, just two weeks before the Edinburgh Cup, also held in Cowes.

Attracting 37 entrants for the seven races held over three days, the Royal Corinthian YC ran an excellent event. With the expertise of Ian Lallow as race officer, a combination of short Olympic, trapezoid and windward/leeward courses were included, with the trapezoid proving to be the least popular with only one run.

With plenty of wind, two races on Saturday, four on Sunday and the last on Monday, Martin Payne in *Dragon Lady* fought head to head

with the Prices in *Mustang*, and on equal points the Championship was declared a tie.

With close racing throughout the rest of the fleet it proved to be an excellent Regatta. We hope to see you all again next year.

Chris Pegna
Secretary – International Dragon Class (Solent Division)

Overall Results: 1st equal *Dragon Lady* (Martin Payne and Anne Garrett) and *Mustang* (Alan and Peter Price); 3rd *Rackham* (Rob Gray); 4th *Hat Trick* (Mike Holmes and Tony Allen); 5th *Spitfire* (Ken Frievo); 6th *Sandpiper* (Nicky Streeter).

Edinburgh Cup

FIFTY TWO BOATS converged on Cowes for this year's Edinburgh Cup, hosted by the Solent fleet and the Royal Corinthian Yacht Club in the second week of June. It was particularly gratifying to be back at the RCYC and in a position to acknowledge all the hard work which has been put into saving the Club by a group of Dragon sailors. The Royal Corinthian is the only club which is home to two separate fleets; and it was also nice that the Burnham fleet, one of our strongest fleets, but without the water to host a major event, could be represented through Commodore Robert Campbell.

The Solent fleet, with a great deal of hard work from Chris Pegna and Wendy Owens, staged a superb event and managed the weather conditions even better. Sunshine and moderate breezes were the order of the week with a good blow on the Tuesday to keep the fleet on its toes. Typically, the one evening afflicted by rain was the night of the barbeque at the Island Sailing Club. This was part of a fun social format which saw the fleet move to a different club for each evening, enabling the visitors to sample everything from the splendour of the Royal Yacht Squadron to the relaxed informality of the Cowes Corinthian.

Ian Lallow was Race Officer for the week and made a splendid job of setting a mix of windward/leeward and traditional triangles in often fickle conditions. At the weekend the biggest difficulty was finding enough space in the crowded mid-Solent. For the Fleet it was quite a challenge to find its marks from those of the seven other meetings against a backdrop of fluorescent asymmetric spinnakers.

Poul Ricard Hoj-Jensen in *Danish Blue* dominated the week, taking three races in addition to the practice race – disproving the old adage about the unlucky effect of the practice race. However, there was plenty of variety among the other race winners with *Ruyjin* and Richard



The 1996 Edinburgh Cup winner, Poul Richard Hoj-Jensen in *Danish Blue* – photo Christel clear

Palmer taking Race two, David Young, in *Jane*, Race five and, welcome returner to the Class, Iain MacDonald won Race six in *Sapphire III*. Martin Payne and the *Dragon Lady* team had another good week with two seconds and a third giving them the basis for second overall. Glen Foster returned to Cowes with memories of his win at his last Edinburgh Cup on the Island but managed only third overall after a mixed start to the week.

The Crews Race was sadly postponed twice, once due to too much wind and once too little, so that when it got off the ground numbers weren't quite as good as had been anticipated. However, even in the Thursday evening's very light breeze there was fierce competition generated at least in part by the

generous prizes on offer. Owen Pay with a team of Peter Dann and Aileen Goodman finally took the Harken jackets for first prize. David Donnan, helming *Sapphire III*, was fifth overall and first Under 30, enabling him to take the splendid trophy donated by John and Françoise Thornton. This event was a great innovation and I am sure will become a popular fixture at future events.

Overall Results: 1st *Danish Blue* (P.R. Hoj-Jensen); 2nd *Dragon Lady* (M. Payne and A. Garrett); 3rd *Yankee DD* (G. Foster); 4th *Quicksilver II* (R. Campbell); 5th *Ruyjin* (R. Palmer); 6th *Mustang* (P. and A. Price); 7th *Forrader* (E. Williams); 8th *Sobriety!* (C. Caws); 9th *Rackham* (R. Gray); 10th *Sapphire III* (I. MacDonald).

Striking Gold

Andy Cassell recalls how he and his crew won gold in their Sonar at the 1996 Paralympics in Atlanta, and returned home to a wonderful welcome in Cowes

The winning of the gold medal in Atlanta was the culmination of a two-year programme of training, fund-raising, and racing which took us from a first at the Worlds at Rutland in '94 to a first at the Europeans in Spain; and first at the pre-Paralympics regatta in St Petersburg, Florida, in April 1996.

The setting

THE PARALYMPIC racing was held on Lake Lanier, a one-and-a-half-hour drive from Atlanta. The lake, approximately seventeen miles by three, is surrounded by trees which, although they provide a beautiful setting, do nothing to increase the extremely light winds prevailing at that time of year. The effect of the storm clouds, formed by the humidity from Atlanta City, proved to be fluky and unpredictable. The clouds would appear at the side of the lake, producing the magic one to eight knots of breeze. If the storms did not develop, the winds would not increase, but would shift as much as 40 degrees – a race officer's nightmare. However, if a storm did develop, the wind would increase to 20-30 knots, accompanied by torrential rain and lightning (a phenomenon guaranteed to send the locals running for cover for fear of being struck!)

The racing

THE PRACTICE RACE was very light and shifty with a short windward leg. GBR was shot in the foot by a 30 degree wind shift and never recovered. Race one had a severely biased port end, and, not wishing to be disqualified too early in the series, we started late on port tack. Other competitors had the same idea, which meant that the Canadians, who went for broke at the pin-end on port, got away and won



The Paralympic sailing Gold medal winners on their return home, from left to right, Tony, Kevin and Andy – photo by Christel clear

the race. Great Britain finished third.

In the second race we finished fifth, with a seventh in race three (ouch!). Race four brought us a second, and races five and six were both firsts.

The game plan

COMING INTO race seven, the final, our coach John Derbyshire had worked out that GBR with a one point lead, would have to be in front of the Canadians to win, if they finished higher than seventh. If they finished lower than seventh, we would win, even if we were

behind them right down to the last place. The game plan was to stay in front of the Canadians at all costs, or sail them down the fleet.

The first plan back-fired as Canada cut ahead, making a slightly better start than us. However, we managed to sail them down to ninth place, which is how they went around the starboard-hand gate buoy. Seeing a windshift, we opted for the port-hand buoy and due to the shift were on a faster point of sailing. We sailed through the lee of the Canadians to finish ninth, leaving them in tenth position and out of the running for the gold.



The Sonar in action in Atlanta (above) and (right) the Sonar launch in June 1996 with Josh and Jasmine and the boats named after them.

Fantastic support

DURING THE EVENT, like the British rowing team, we had moved out of the village to be nearer the lake. The hospitality and organization were fantastic, with our support team taken out on most days aboard the amazing moveable houseboats belonging to the locals. Air conditioning and all mod cons ensured that they had a far more comfortable day than the competitors! The 15 competing nations were housed during the day in a 'tent village' near the pontoons where the Sonars were moored, providing a perfect backdrop to the camaraderie that abounded all week.

Jet lag on hold

WE FLEW HOME, extremely tired but on a real 'high', to discover that the celebrations were not yet over. We were met at Gatwick by Richard Bonham Christie (the chairman of the Andrew Cassell Foundation) and his mother, Celia, plus photographers Crystal and Nigel Dowden. They whisked us off to Southampton where Red Funnel, who had supported us all the way through our campaign, had provided a champagne reception on the top deck of the ferry. After

being escorted by the Red Funnel fire boat, complete with jets, the ferry was met at Bramble Bank by a flotilla of RIBs and boats.

As we passed along Cowes Parade, it seemed as though the whole town had turned out to welcome us home. Each yacht club, starting with the Royal Yacht Squadron, fired their cannon as the ferry passed. There was an emotional moment at the East Cowes terminal where we were met by an open-topped double decker bus and a fully decorated floating bridge. A tour of the town ended at the Cowes Corinthian Yacht Club where the whole campaign had started some two and a half years ago. Jet lag was put on hold and a serious party ensued.

Many people made our achievement possible. John Derbyshire, together with the RYA, provided help and support both on and off the water. Thanks to all of you who made donations and helped with the fund raising that enabled us to buy the two Sonars, and financed the training and travel.

Last, but certainly not least, a special thank you must go to my crew, Kevin and Tony, and Cathy, our shore helper, for their hard work, enthusiasm and effort which brought home the gold medal.

The Andrew Cassell Foundation



ALTHOUGH the Paralympics are over, the work goes on. As some of you are aware, during the summer and as a result of the problems we encountered as disabled sailors funding and organizing a major competitive campaign, we decided to create a charitable foundation which would benefit other disabled sailors.

On the same day as we won the gold, the Andrew Cassell Foundation received its charitable status. We plan to add to the two Sonars that we already have, and, in collaboration with yacht clubs and sailing organisations all around the country, promote and encourage other disabled yachtsmen to explore and reach their own potential.

Sailing and racing are not limited to the able-bodied, although the opportunities often are. The ACF aims to spotlight and support the talent that is out there. Who knows – that guy with one arm might be the brilliant tactician you need to win the Worlds.

For more information about the Foundation, or if you would like to contact us, we are at 57a High Street, Cowes, Isle of Wight, PO31 7RR. Telephone (01983) 295826; Fax (01983) 297553.

Classic Dragons

Crispin Blyth describes some of the problems he has come across when restoring elderly wood Dragons



Blue Haze (built in the '50s) before and after restoration

This article is intended to be of use to anyone who is embarking on, or thinking about taking on the restoration of a classic Dragon. I have set down some thoughts drawn from my experience of fully restoring four Dragons, working on various others, and caring for the family Yorkshire One-Design, built in 1898.

The Dragons I have worked on varied greatly in age and initial condition, but they have allowed me to see the different styles of their builders. These range from a 1947 Woodnutt (*Elska*, 138), two 1950s Pedersens (*Vivi*, 335 and *Blue Haze* 375) and the 1971 Borresen boat, *Dunlin*, 459. I am sure that those readers who have undertaken such projects will have their own opinions, but that is the nature of the game.

Each of the builders had his own style and ways of finishing. However,

all wood Dragons are basically the same, and each is prone to suffer similar problems with age.

As with all restoration projects, be it a classic car or a yacht, it is vital to ask yourself the extent of your skills and your budget before you fall in love and get carried away. You must also decide whether you intend to cruise or race your classic Dragon, as this will influence the cost of fittings, rig and sails.

Whatever work you think your Dragon will require on first sight will almost certainly increase significantly when you start to remove the deck and strip off the paint. At this stage you face yet another dilemma: when she is in this state, you will feel that you ought to do everything while it is easy to get at.

When we rescued *Elska* from a field in Scotland, I thought that a third of her ribs would need

removing and that the majority of the seams would take up. Hundreds of hours later we had replaced every rib and splined every seam!

Deck problems

Restoring a Dragon usually includes renewing the deck, as that is the only way that many of the other jobs can be tackled properly. In any case, the deck appears to be the most vulnerable part of an old Dragon. The very ends of the beamshelf are prone to rot in the older boats, as are the ends of the deck beams, though these are relatively easy to repair and replace, respectively.

The transom is also prone to rot. The fitting of a new transom can be a daunting prospect, depending partly on the method used by the original builder. Many of the British builders fitted a full transom over the

plank ends. Borresen usually fitted a transom just inside the plank ends, and Pedersen scarfed the transom and planks to one fine joint; the latter being an interesting job to replace!

Fittings and Fastenings

AT THE BEGINNING, spend some time taking each old item apart. This is the only way to learn how to put it back together again. Of course you will be keen to start the project as soon as you get your Dragon home. However, time spent noting fitting positions, labelling and re-assembling rollers and winches and so on, instead of randomly storing them, will save you days at the end of the project, when all you want to do is to get her afloat.

I remove every fitting from the boat. This is the only way that allows you to get the inside varnish work like new from end to end. Ultimately many of the fittings will be replaced in their original locations. You will be surprised that some of them ever stayed on, and pleased to have the chance to re-fasten the key ones.

On very old Dragons, the deck and other woodwork will come apart easily, but extreme patience is needed to battle with their galvanised and brass fastenings. On the later boats, the fastenings were stainless steel or bronze which makes removal relatively straightforward. However, the advent of modern glues used in the woodwork of these Dragons will try your patience.

The hull

MOVING ON to the hull, the seams in the bow area and around the runner positions suffer first and the joint between the ballast keel and keelson will almost certainly be weeping. I use mahogany splines on the topsides for cosmetic effect and epoxy splines below the waterline as they are quicker to do, and just as strong.

Before attempting to put a spline in the topsides of a varnished Dragon for the first time, practise on something else with the router and guide! It is sensible to seal the keel line with a flexible sealer, as an epoxy mix here will crack out.



The deck beams on old wood boats are prone to suffer at the joint of ply and covering board, but are relatively easy to repair and replace.



Ribs

BY FAR the biggest problem with older Dragons is the ribs. Many are broken at the turn of the bilge, which is particularly acute in the Dragon. The tops are prone to rot where there is a lack of air behind the beam shelf, and the laminated ribs are likely to delaminate with time.

The solution is totally dependent on the severity of the problem. Some readers may not agree, but I think that it is perfectly acceptable, due to the sizeable oak floors in close proximity, to add a capping laminate. This can be epoxy glued and through-riveted over the bilge breaks, provided the crack is adequately spanned and the original rib is not actually rotten.

This method is far quicker than replacing the entire rib and it avoids

The cockpit of Blue Haze was modernised but original, classic Dragon features were retained.





When bulkheads are fitted to wood boats, it is good practice to leave the hatchways open when not sailing, to allow air to circulate

disturbing the appearance of the varnished section.

If the problem is localised, then the delaminated ribs can be opened up, re-glued and re-fastened. If the delamination is more serious, the only long-term answer is to replace the rib, as modern glues will not achieve a strong joint unless the old glue is removed.

The epoxy dilemma

WHETHER TO epoxy-coat the boat is open to much debate. I think that it is perfectly acceptable, and probably a good idea, to epoxy-coat the hull in order to give the wood some protection and slow the absorption of water. I coat the hull below the waterline with epoxy, and achieve the same effect on the brightwork by using a modern acrylic varnish.

I cannot recommend the practice of allowing hulls to be glassfibre-sheathed. This is merely storing up problems for the future, as the water inevitably gets in and the trapped wood rots. There is no need for this, indeed, I would argue that a glassfibred wood Dragon loses its classic status. It is perfectly possible to stop a Dragon leaking by splining the hull, sealing the keel joint and resealing the stern tube joint, as necessary.

That brings me on to an important point: it is vital to obtain a copy of the Class rules before you start your restoration. The last thing that anyone wants is to spend years restoring a boat only to be told that



it is no longer a Dragon. Restored Dragons can be competitive but there is no satisfaction in this unless they are kept within the rules. If you intend to race, you will need at least some of the modern controls and fittings. However, it is nice to see these incorporated sympathetically, thereby keeping your Dragon a classic.

Adding a teak deck

A TEAK DECK will undoubtedly increase the value of your restored Dragon, but is obviously more expensive in terms of time and materials. Don't lay the teak too thin, as you will, presumably, be keeping your Dragon for many years. The extra weight of a teak deck is more than compensated for by the extra stiffness achieved.

A-frames, bulkheads and other stiffening devices have been

discussed elsewhere and I will not dwell on those here. I have successfully fitted bulkheads in *Blue Haze*, but if you do this in a wood boat, be careful to leave the hatchways open whenever possible to allow the air to circulate properly.

Finishing touches

MUCH HAS been written on how to achieve beautiful varnishwork – one of the main ways in which you will be judged. The key factors are: spend as much time as you can in preparation, and choose the right conditions.

Despite the hours of hard work,

those who start a restoration project will be more than rewarded at her relaunch and on the day of the first sail.

It is important that no Dragons are lost as unfinished projects. So the interest being shown in the classic section by the present BDA committee can only be good for the class as a whole.

Class rules are available from Dinny Reed on 01420 472293.

Crispin Blyth

Crispin Blyth runs a classic yacht restoration and repair business, Blyth Classic Yachts, specialising in classic one-designs, particularly Dragons.

Foot Note:

Elska, K138, built by Woodnutt in 1947, was restored by Crispin and is now owned by Marc Deigen, who sails her in Long Island Sound. Marc is still seeking further information about her history and previous owners.

Reminiscences



George Bergius recalls going to windward without winches in the early days of Dragons on the Clyde

I was a regular member, in my 'teens, of Allan Ball's crew in 1937 and '38 in his first Dragon, *Pelle III*. She was sunk in 1938 at her moorings off the Royal Clyde Yacht Club at Hunter's Quay, by the paddle steamer *Caldedonia*, which was blown off course while approaching Hunter's Quay Pier. By the summer of 1939 Allan had imported (from Sweden?) his second Dragon *Guillmar*. She was a beautiful boat – I steered her during the 1939 Schools Races, run by the Mudhook Yacht Club in the Gareloch, and won by a mile! Unfortunately, *Guillmar* was destroyed by fire during the War at Munro's Yard, Blairmore. Sadly Allan did not survive the war either. He was serving in the RNVR and died of pneumonia after a particularly hazardous return voyage from the Mediterranean in command of an ML.

In 1935 my father imported from Norway an Anker and Jensen Dragon, *Ahto* (27). She was one year old and cost him £250 'landed on quay' Grangemouth – no forehatch, no sliding hatch on the coachroof, no bulkhead between cockpit and below, and no winches. My father thought the young should learn the hard way – we didn't race a lot, so the lack of winches didn't matter, but beating to windward was hard work. The genoa sheet was reeved through a closed sheaved block on the deck and the sail was pulled in as far as possible, single purchase, then the end of the sheet was passed through an eye at the clew-end of the sheet and back round an open sheaved block giving triple purchase, which allowed the final adjustment of the sail.

Ahto was fitted out for cruising as Johan Anker

originally intended and I used to spend weekends cruising around the Firth of Clyde, and Loch Fyne with a school friend, both of us under seventeen. My father sold *Ahto* at the end of the War; later she was renamed *Argee II*, and I raced on her in the late '40s and early '50s but there was no hi-tech tuning, such as mast rake adjustment, even then. We sailed 'by the seat of our pants'.

Our most technical idea was when going to windward, I, the youngest and most agile member of the crew (happy memories!) would spend the beat below decks, lying forward of the mast (to windward, of course) to help her point higher.

It is nice to know that the old wood boats are not being forgotten. *Sualin* (16) built in 1937 and still in her original state, belongs to a friend of mine and was afloat this year after a three or four year refit. Her home port is Ardrishaig, at the Loch Fyne end of the Crinan Canal, and she really looks a treat.

Does anyone know of, or have a list, of pre-war and immediate post-war Clyde boats and sail numbers?

George Bergius
Firbank
Kilmory Road
Lochgilphead
Argyll PA318SZ

Editorial Note: *The photograph above shows the Bjarne Aas-built Ivora (no. 257), racing on the Clyde during the '50s. She was later sold to the South Coast, and is now sailing with the Falmouth fleet.*

Fleet Reports

Aldeburgh

PETER WILSON'S *Harkaway* and Rufus Gilday's *Orion* made it into the water for Easter.

Five Aldeburgh Dragons went to the East Coast championship at Lowestoft which, despite the snow, we all enjoyed.

We repeated last year's Dragon Weekend in May, which proved to be a great success.

Only Ricky Gillingham's *Apache* went to the South Coast where she managed to lose her first mast of the season. *Basilisk* followed her to Cowes for the Edinburgh Cup, where she changed her name to *BAZ* and Anthony Gifford sailed her with his fellow National Twelve sailors.

The regatta in August produced the

In the penultimate race *Apache* lost her second mast

usual tight racing with there being only a quarter point between Michael Hayles (*Basilisk*) and Ricky Gillingham (*Apache*) for first and second place. After the final race *Basilisk* set off for the Gold Cup to be followed by the European Cup. However, en-route she beat the record from the club finishing line to Aldeburgh High Street!

Ricky Newton brought *Polly* back to the river and we hope to see her racing regularly next year.

On the penultimate race of the season's points, *Apache* lost her second mast. However, by then Peter Wilson's *Harkaway* had already won the points series.

We were pleased to see Rory Bowman put *Loki* back into the water

for the Autumn series – let's hope that now Aisling's Olympic campaign is behind her, we will see more of Rory sailing Dragons, both at Aldeburgh and in Ireland.

Michael Hayles

Belfast

INCLUDING the Irish championship at the end of May, the early part of the Belfast season was quite frenetic.

Simon Brien (sailing with Mick Cotter) and John and Gordon Patterson with their new boat *Rampage* — I couldn't have named her better myself — travelled to Spain for the Princess Sophia and Samsonite Trophy events.

Adrian Allen replaced *Phoenix* with Barney Isherwood's old boat (*Bob!*), Barney having returned to the 'delights' of big boat racing. Adrian along with *Kin* and *Rampage* had a good, if somewhat hairy, event at Lough Ree.

Prior to the Irish championship, Simon, Adrian and the Pattersons stayed on in Dun Laoghaire for the East Coast championship — *Kin* winning with *Rampage* third.

The Irish championship (at the RUYC) attracted 24 entries — 12 local and 12 visitors. We were delighted to see Simon Brien successfully defend the championship, although we all felt for Robin Hennessey (*Water Rat*) losing his genoa and then his mast to finish second. To paraphrase Oscar Wilde: 'To lose a genoa is unfortunate, to lose a mast is downright careless!'

Back to real racing — the Tuesday and Thursday points and regattas. Although the fleet is down by three boats this year, the weekly turnout has held up well. With between six

and ten boats answering the gun, the racing has, as ever, been close with everyone having their moments of glory. In the end, *Tamerlane* came out on top on Tuesdays and *Sou'wester* on Thursdays.

Two boats, *Kin* and *Aquilla*, left us to go 'Gold Cupping' in Douarnenez. Incidentally, details have been filtering through of the awesome party given following Mick Cotter's race win in the event. We understand that the entire fleet of over a hundred boats vowed that it would not be repeated!

...to lose a mast is downright careless

Mike Hendra also left us for the Paralympics in Atlanta where he not only sailed for Ireland but also, in the last race, 'luffed' for Britain! He finished ninth overall having been sitting on sixth before the last race. Ratsy sails on *Liza Jane* next year? Congratulations from everyone in the Belfast Lough Fleet to Andy Cassell on a great achievement.

Dickie Gomes proved that there is life in the old dog yet, by once again competing in the Teacher's Round Britain Race. This time he took Terry Fair (*Timba*) with him. He also should have known better having survived a Whitbread in a previous life. Both seem to be saying 'great event but never again'. But Dickie said that last year!

On the last weekend in September *Kin*, *Rampage* and *Challenger XV* — Adrian's final choice of name for *Araok* — departed for Kinsale. In extreme conditions *Kin* won the event in a fleet of 32 boats, with *Rampage* finishing ninth. *Challenger*

XV unfortunately had gear failure which put her out of contention.

Local racing finished on 29th September with the last race of the Autumn series. Eight boats competed on four Sundays in glorious sailing conditions with *Veleta* winning the final race and the series — helped by *Tamerlane* believing the recall gun was for somebody else. All in all an eventful season.

David Baird

Burnham

THE BURNHAM Dragon Easter regatta is becoming established as the ideal way to start the Dragon regatta season. This year an entry of 15 Dragons included six visitors, with single boats from Belgium, Holland and Scotland, and three from the Medway. A breezy first race on Friday afternoon gave exciting surfing conditions on the downhill legs. The rest of the series was raced in light airs, with race three on Saturday afternoon being abandoned after three attempts to start it as tiny zephyrs ruffled a frustratingly glassy calm. The regatta was won by local Sonata helmsman Paul Fisk, sailing *Barbary*.

Since Sarah Sullivan introduced *Wizz Too* to the fleet at Easter, the Burnham Dragon fleet has continued to grow. David Warren replaced his Etchells with a new Petticrow Dragon, retaining the name *Kanpai*. The Figgs' *Wee Namara* is back, looking very pretty after a respray, the timing of which caused her to miss last season. Roger Clarke joined the Burnham fleet with *Doesn't She* in late June, and David Hall's very elegant new Petticrow *Flame Again* was launched at Cowes just in time for the Edinburgh Cup, with a more formal launching party on her return to Burnham. Ian Ratnage has based his new Petticrow-built *Water Rat* in Burnham.

Seven Burnham Dragons went to Cowes for the Southern, with our best-placed boat being *Hat Trick* at fourth overall. Stuart Robinson and his team are also to be congratulated on winning race six with *Smaug*.



The Gold Cup at Douarnenez (above) was attended by, among others, Arthur Vowden's *Riff Raff*, from Torbay — photo by Jenny Vowden

Meanwhile, back on the Burnham river, *Marco Polo* and *Logie* had won a race each of the three-race Nada Trophy. In race three, *Logie* was leading when *Marco* passed the wrong side of a mark. *Logie* hailed *Marco* and waited while she rounded correctly; *Marco* then sailed on to win.

...did David
really have to
step overboard...

A strong Burnham contingent sailed in the Edinburgh Cup, which was won by some-time Burnham fleet sailor Poul-Richard Hoj-Jensen. *Flame Again* was much admired, but did David really have to step overboard in the middle of a windy spinnaker reach to take a look at his new baby from a different angle?

Fleets of up to 14 Dragons were seen racing on the Crouch on most weekends from late June to early August, with *Quicksilver* taking time off for her annual visit to Belgium (the moulés were good, but don't ask about their performance). Both *Quicksilver* and *Flame Again* also did Cowes Week.

The weekend in early July which was scheduled for match racing, suffered from such light and variable winds that it proved impossible to lay a course on either the Saturday or the Sunday. Instead, the fleet raced for bottles of Champagne. Both races were won by *Danish Blue* and Poul sportingly gave Sunday's bottle to the last finisher — *Chinook* — there having been several retirements in the light and flukey conditions.

Burnham Week's clash with the Gold Cup, which was attended by five home boats, together with several boats only being sailed at the weekends, led to the mid-week Burnham fleet looking a bit thin. *Quicksilver* won every race except the first, which was won by *Hat Trick*. *Logie* was runner-up for the week. Weatherwise it was a typical Burnham Week, with everything from near gales early on to flat calms towards the end.

On the last weekend of October yet another Dragon arrived to join the Burnham fleet. Jim Scorer is nearing the end of a mammoth two-year refurbishment of the 1936-built *Komiza*. In one expensive weekend, the Scorers joined the Corinthian and bought a house in Burnham. It's amazing what Dragon ownership can do to people.

Richard Rycroft

Burnham Cadet Team Race

MANY OF THE very competitive Burnham Cadet sailors are the offspring of equally competitive Dragon sailors who are frequently forced to curtail their own sailing to support their children. A challenge was therefore issued by Jonathan Hughes on behalf of the Royal Corinthian (Burnham) to the

...a fun idea turned into a series of team races

Royal Torbay for a team race during the Cadet national championship in Torbay.

What started out as a fun idea turned into a series of team races for which the RTYC provided six boats, well laid courses and committee boat starts for the visiting helmsmen — Jonathan Hughes, Mike Holmes and Mark Wade (not quite a Dragon owner but he has the right credentials).

The hosts dominated in the light airs on the Saturday afternoon returning to the bar leading the series 2 - 0.

The weather on Sunday was more to the liking of the visitors and the next three races were sailed in brilliant sunshine and Force 2-3 breeze. The RCYC team won the next three races to claim the splendid trophy kindly provided by the RTYC.

Many thanks to Graham Jenkins for organising the weekend. The event will now be a regular fixture in both clubs' calendars while the Cadets continue to have their championships in Torbay.

Jonathan Hughes

Editors' note:

I gather the respective children all did pretty well in their event and a number are hoping for World team places for that event in Torbay next year.

Falmouth

WE WERE pleased to welcome a new addition to the fleet — *Nogbad the Bad* (ex-*Takitumu*) owned by Dr and Mrs G Hughes. She quickly established herself as a force in the fleet.

Poor fitting out weather delayed some launches but once a reasonable number of boats came to the line it was clear some very close racing would be enjoyed.

So it proved to be throughout Falmouth Week with *Wyvern*, *Quicksilver*, *Nogbad* and *Buccaneer* all taking line honours in some close finishes.

Plans have been announced for the establishment of an International Sailing Regatta Centre in Falmouth, together with other exciting marine developments. We are all agog.

Alan Dowle

Forth

YET ANOTHER year of sunshine and light airs on the Forth. I cannot remember any weather-induced cancellations so think about that, any of you reading this who might swither

...he is about to replace the boat rather than the mast

about coming north in June of 1997.

Our local scene has been quietish, with race turnouts down a little but the impetus generated in an Edinburgh Cup year should improve that next season. Arrangements are well in hand for this event which will be preceded, on the first weekend of the series, by the Scottish championship. We all look forward to welcoming as many visitors as can make the trip.

On the Forth it was Danny Sinclair's year, although he did leave it rather late to peak. With his newly acquired *Hectic*, he dominated our Scottish championship with four wins on a very windy weekend in

September which claimed the masts of both Will Rudd and Philip Rutledge. By my calculation, Will's had only lasted some ten races, and, always one for the grand gesture, he is about to replace the boat rather than the mast!

Danny went on to the prestigious Carl Dyson Regatta where he took top spot in a hotly contested Class 1 handicap fleet, thus the committee will probably cut our handicap again. On the old scale, which we are not supposed to use any more, the Dragon is now rated on the Forth at under 100, so if anyone out there has some ammunition that I can use against it in the handicap committee, will they please let me have it!

On the travelling front, Forth boats went in some numbers to Lowestoft, Cowes and the Clyde, and in all these places we were exceedingly well received, and there were some creditable results. David Young won a race at Cowes, Will didn't win any at Pwllheli, but I am sure he made his presence felt anyway!

Shaun Maclean

Glandore

WHAT A WAY to end a season — 20 races in two weekends, sponsored by Mount Gay — hence free rum and Mount Gay hats. Glandore is the perfect setting for Dragon races as the inside starting line is five minutes from the anchorage, the outside starting line is a maximum of half an hour from the anchorage.

The wood Dragon is alive and well in Glandore. The 12-strong fleet includes two glassfibre Dragons: the 1982 Borresen-built *Phoenix*, and *Bachante*, a 1992 Petticoat boat. The rest are all wood boats of various ages, the oldest being the Street family's *Gypsy*, built by Johanssen in 1938.

On the first weekend of the Dragon Derby there were 14 races — seven short races each day — in light to moderate airs inside Glandore harbour. This provided a spectacle for the onlookers seated on the wall outside Hayes' Bar and the Glandore Inn. At the end of this weekend, *Gypsy* was the winner by 10 points. She was skippered by Richard Street

with his sister Dory Street-Vogel, and Dylan (sixth generation of racing yachtsmen, aged three and a half) as passenger.

Phoenix (Kieran O'Donoghue), *Bachante* (Pat Murphy), and the '65 Borresen-built *Alphida* (Jimmy

The wood Dragon is alive and well in Glandore

Whitaker) were separated by one point each, in places two three and four.

On the following weekend, six moderately long races took place outside the harbour for the Rose Bowl. On the first day it blew 15-20 knots (and gusted higher), but on the second day the wind had moderated to 10-15 knots, providing excellent close racing. However, *Gypsy*, now skippered by Richard's father, D. M. Street Jnr, was put out of contention after gear failure in race one.

The Rose Bowl was won by *Pancho*, a '63 Borresen boat, skippered by Adrian Bendon. In second place was *Alletta*, an earlier Borresen Dragon built in '53, and sailed by Kieran Coughlan (aka Cuddles). *Phoenix* was third, all three boats being only one point apart.

Richard Street composed a little poem to celebrate the wood Dragons of Glandore:

Shifty Winds

A little bay with shifty breeze,
We can beat the new Dragons
with ease,
They are ahead by miss a lift,
The old wood Dragons get the
gift.
Come from behind and win the
race,
You don't need glass to get first
place.
At least not here in sweet
Glandore,
Where we say of Dragons, 'Give
us more.'

In mid-August 1997 at Glandore and on the South West Coast of Ireland there will be the Dragon Gold Cup in Kinsale, followed by the



Erratic, 580, and Sagitta, 606, lead a tightly bunched pack on the Medway
— photo by Colloryan

Dragon Derby on the next weekend at Glandore, and the Rose Bowl the following weekend. A couple of weeks later, the Irish South Coast championship takes place. A visiting Dragon sailor, by taking in these four weekend regattas, can put together over 30 races. And while in Glandore he will be guaranteed free rum, and Mount Gay hats — so please come and join us.

D. M. Street Jnr

Irish Dragon Assn

I HATE TO ADMIT IT, but the IDA's promotional programme seems to be working. It's got nothing to do with drink, of course.

A well-known Irish whiskey used to have an advertising campaign aimed at converting 'mature beer drinkers'. 'All those years while you were growing up,' the copy ran, 'our whiskey's been waiting for you.' Just like the Dragon.

Well, this year the J/24s, Melges and other assorted sportsboats and dinghies lost quite a few grown-ups to our class of classic thoroughbreds. The Irish Dragon fleet can now justifiably claim to be the premier sportsboat in the country, with 52 boats on the roll.

The 1996 season saw the arrival of five new boats. Mick Cotter's new Peticrow *Whisper* dominated the early season. With IDA treasurer Andrew Craig at the helm she won the first event on the Irish calendar — the Lisney Cup on Lough Ree in April. The Alcatel East Coast championship, hosted by the RStGYC, followed in early May and was won, mainly in light to moderate conditions, by Simon Brien in *Kin*, with Mick Cotter in *Whisper* second, and third were the Patterson brothers from Belfast Lough in their brand-new *Rampage*.

Mick continued to show form by

It's got
nothing to do
with drink, of course

winning the Carlsberg-sponsored Baily Bowl run by the Royal Alfred YC at the end of May.

The following weekend (May 31st-June 3rd) the Teacher's Irish national championship was held at the Royal Ulster YC on Belfast Lough. In trying conditions, which varied from light to shifty to 40 knots of breeze, Simon Brien took his second national title in a row, with *Water Rat* (Robin

Hennessy) second, and *Tiamat*, helmed by Geoff Chadwick, third.

Through June and July the Dun Laoghaire fleet settled into local regattas, and admired the new arrivals of John Fennegan (*Chang* — his cat), Peter O'Reilly (*Chaos* — formless void), and Michael Halpenny, who replaced the revered *Taranaki* (with *Susele* — a composite of his daughters' names; son Paddy is feeling left out).

Andrew Craig's resignation from the Crews' Union was accepted just in time for him to compete in the South Coast championship in Kinsale in his new *Chimaera* — a fire-breathing monster with a lion's head, goat's body and a serpent's tail — which is Shanksy? The weather breathed fire that weekend in September: gales and storm force gusts cancelled all but three of the races. Simon Brien (*Kin*) added another title to his collection, with *Chimaera* second and Robin Hennessy (*Water Rat*) third.

Irish participation at the two highlights of the international calendar — the Gold Cup and the

European championship — was high, although performance was, ...er, uneven. Mick Cotter won a race in the Gold Cup, and that will have to last him until next season I'm afraid. The Irish fleet managed to notch up 20 foreign regatta entries with 11 boats (yes, Pwllheli counts as foreign). That represents over 20 per cent overseas representation!

Travelling in 1997 will, of course, be less extensive as we will be expecting all of you to travel to the Gold Cup in Dun Laoghaire. See you there!

Tim Pearson

Lowestoft

CHRIS DICKER with *Scorpio* once again led the Lowestoft fleet out of deepest winter with a 24 hours drive down to Vilemoura. This was one of the most enjoyable regattas and he had success in winning one race and finishing fifth overall. From there

to Majorca at Easter where some 50 Dragons were at Palma for the Princess Sophia Trophy; and finally to Blanes for the third leg of the

**... at Lowestoft ...
the icebergs had at
least thawed in May!**

Samsonite Trophy. Sailing was in medium to lightish airs with *Scorpio* finishing in the middle of the fleet on both occasions.

Back at Lowestoft, the East Coast championship was held in somewhat disappointing conditions with grey skies and a spring tide. We were pleased to welcome Norman Longworth, past Commodore of the Royal Sydney Yacht Squadron, for whom *Imagination*, a Ridgeway Australian Dragon, took to the water for the first time since 1989. He was somewhat relieved to find on his arrival at Lowestoft that the icebergs had at least thawed in May!

Downwind with the Medway fleet — from the left — 591 *Tyr*, 545 *Boomerang*, and 451 *Adastra* — photo by Colloryan



Some very good racing was enjoyed by a fleet of 25 boats with Chris Dicker in *Scorpio* having a good regatta and eventually finishing second to Martin Payne in *Dragon Lady*. The first race was won by Peter Colby in *Mamba* which proved to be a good start of a successful season for him at home.

The June Regatta saw the return to sailing of our non-playing captain, Norman Blowers, in *Mystere* who narrowly won from Peter Colby in *Mamba*. Our Commodore, Dr Ian Anderson, once again took the main trophy in Sea Week. Unfortunately our sailing at home has been punctuated by non-sailing boats and in the latter half of the season by yachts being away in France, thus reducing the fleet to some four or five boats per week which is, to say the least, disappointing.

Scorpio, *Mamba* and *Atalanta* took off to France for the Gold Cup, where 104 boats had some excellent racing. Unfortunately our speed was below par for 95 per cent of the week but *Atalanta* had one highlight, finishing fifth in the

last race, which matched *Danish Blue* for the best individual British place of the week. *Mamba* was dogged by protests following a leeward mark party and was fortunate in not losing her mast. *Scorpio* had some enjoyable sailing with the family but was overall too involved in IDA matters to concentrate fully on sailing.

We are pleased to welcome Peter Thomas who purchased *Galax* from Norway, and Peter Pank who has now acquired *Blue Flame*. We are optimistic that next year we will see a return to the fleet by the original *Troika* which is being rebuilt following a fire, and, hopefully, the return of Ken Clabburn to Dragon sailing.

Nick Truman

Medway

WITH AVERAGE fleets of 11 or 12 boats each Saturday, the Medway fleet has enjoyed (as always) keen, close racing.

There have been some changes

with two Petticrows joining us and two of the older wood boats leaving, so that glassfibre now predominates — both in numbers and in the results.

Current overall points leader is Tim and Judy Roberts' *Boomerang* from Philip Clarabut's *Erratic* and Mike Lutener's elderly *Gandalf*, but there are others snapping at their heels. We have also started our end-of-season series which runs until the first weekend of November and is always keenly contested. To date,

Tyr took *Erratic* in tow and began the long beat home

Erratic is looking good for this — but anything can happen!

David Dann made a welcome visit, helming *Tyr* for the regatta. He won the weekend trophy despite obtaining redress for dropping out of Saturday's race to go to the assistance of the dismasted *Erratic*.

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There being no motor boats in the vicinity *Tyr* took *Erratic* in tow and began the long beat home against the tide, luckily a passing cruiser took over 45 minutes or so later. *Tyr* has been away from the river for much of '96, travelling with Peter Dann but we hope to see her back in '97.

We would welcome any newcomers to Dragons and moorings are available for Dragon sailors. The Medway is easily the closest fleet to London and even the BDA Hon Sec is complimentary about the easy drive!

David Dale

Solent

THIS YEAR'S honours for the Solent championship were hotly contested by two boats: *Sobriety!* (Chris Caws) and *Ruyjin* (Richard Palmer) right up to the last race of our late-season series. Richard ended up the winner, notching up first overall in Cowes Week and the mid-season series, with Chris taking first overall in the early and late-season.

We were delighted to have so many of you come down to visit us for the South Coast championship and the Edinburgh Cup, and I hope we'll see you for the South Coast championship next year. It's our turn

It's our
turn to have the
inclement first weekend

to have the inclement first weekend, so that we can all go to Lowestoft in balmy summer breezes!

We had a good turn-out for Cowes Week (32), again many thanks to those who came over to join in. *Ruyjin* was first, Rob Gray in *Rackham* was second, *Scarecrow*, mostly driven by Martin Payne was third, with *Sobriety!* fourth. Lisa Hoyland in *Mistress*, despite losing her mast on the last day, won the Classic trophy, donated for the Week by Classic Boat.

August, post-Cowes Week, is notoriously quiet in the Solent, but

this is the second year we've run races down in the East Wight. We're trying to keep a programme going for boats of all complexions. While the Europeans and Gold Cup were going on, we were hosting the Prince Henrik Cup, a four-way team race, between Arcachon (first), the Royal Danish (fourth), the Royal Hong Kong (third) and the RYS (second). This was much enjoyed by all concerned and grateful thanks go to all those people who lent boats.

We hope that there will be a fair number coming up from The Solent to the Forth next year ... see you there.

Chris Pegna

Torbay

THIS HAS been a fairly quiet season in Torbay although Aubrey Denton's *Nimrod* and Arthur Vowden's *Riff Raff* have done their share of travelling. *Nimrod* attended the Edinburgh Cup and both boats made the trip to Douarnenez for the Gold Cup, Martin Payne taking the helm of *Riff Raff*.

In July the International Cadet national championship took place in Torbay, attended by many Dragon-owning fathers from Burnham, supporting their children, who challenged the Torbay fleet to a team race. We managed to get in five races over short windward/leeward course. Suffice to say, Burnham won by three races to two, although the total points scored tell of a less equal result!

The Torquay regatta was won by Martin Scobie's *Asterisk* at last

...the 'dugouts'
still hold sway
in Torbay

finding the form she showed last season, but the remainder of the regattas and the club points series have been won by Sandy Ellis's *Heuschrecke*, which performed consistently in all conditions. Despite the influx of several modern glassfibre boats, the 'dugouts' still

hold sway in Torbay.

We have not seen much of him this year, but the fleet was very proud of Martin Payne, once again lifting the Citron Trophy. He, together with John Tillbrook and your very able class secretary, competed in the Europeans in Pwllheli. Next season we hope to increase our numbers by at least one boat and we will be preparing for our turn at running the Edinburgh Cup in 1998.

Graham Jenkins

Clyde

IF EVER THERE was a moment in recent times for reflection, it was surely this year. It marked 60 years since the start of Dragons in the UK, and this all under the auspices of the Royal Northern Yacht Club on the Clyde. As the club remains the home of the much reduced Clyde fleet (it is now the RNCYC), it was highly appropriate that we should mark the occasion.

In May, 90 current and past Dragon sailors sat down to the Dragon 60th Dinner, chaired by Stavely Roberts. It was a quite memorable evening. Those newly acquainted with this delightful little yacht traded stories and experiences with those of Gold and Edinburgh Cup acclaim, who knew her very well indeed!

Even a number who were unable to attend sent in some entertaining reminiscences. Our guests for the evening were Commodore and Mrs David Witton of RNCYC, and Mr and Mrs George McGruer (the yard still has the fine varnished launch, *Verve*, which towed the UK's very first Dragon down river from the Glasgow docks in 1935).

In August the same club hosted the Northern Area Championship. We enjoyed pleasant, if gentle winds, on days one and three, but the Sunday was a day of great frustration with little satisfaction, in spite of excellent endeavours on the part of race management to find the wind. It was a delight to welcome six visiting yachts from the Forth. The Championship was won by *Jane*, and the Daly Trophy was awarded to *Crackerjack* for best local boat.

Ian Broadley

BOATS FOR SALE

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

Prospective buyers are reminded of the importance of checking all documentation including measurement certificates.

VRITRA: GBR 53	1938 Johanssen good general state of repair, surveyed 1995 David Whitehouse 01730 814404	£4,000
MELODY: GBR 110	Restoration begun, various prepared timbers not fitted Steve Corbett 0151 920 3338	£1,250
OUROBOROS: GBR 211	1948, Camper & Nicholson, re-splined 1994 Peter O'Donnell 01326 212425	£4,500
SCAMPI: GBR 287	1956, Burnes, generally good condition Peter Cooke 01960 340871	£4,000
PAN: GBR 349	1957, Bjerne Aas, mahogany on oak, good condition Paul Moriarty 00 3531 4781350	£4,500
ADASTRA: GBR 451	1969, Clare Lallow, varnished mahogany Richard Green 01474 832308	£7,000
SCIROCCO: GBR 465	1972, Borresen, teak deck, beautiful boat P Acciarri 01489 877442	£9,500
TARANAKI: IRL 46	1972, Borresen GRP, 1996 mast, very good condition Michael Halpenny 00 353 1 2801315	IR£8,000
CELERITY: GBR 467	1974, Borresen, GRP white hull, trailer Frank Gibson 01396 828321	£5,500
RAGNAR: GBR 466	1972, Borresen, GBR, trailer, Harken gear throughout George Baird 01247 853424	£8,995
SALVO: GBR 480	1975, Borresen, GRP Aquamarine hull, Nordic mast Christopher Burt 0181 788 7405	£8,500
ENCORE: GBR 488	1979, Borresen, teak deck, Green GRP hull, trailer Toby Songer 01503 220776	£8,900
BASILISK: GBR 515	1986, Borresen, pale blue hull, very successful boat Patrick Gifford 0171 328 0408	£14,500
SMAUG: GBR 544	1988, Petticrows, orange hull, Boyce mast, Harbeck trailer Ken Bushell 01279 429210	£13,500
GUNDOG: GBR 562	1990, St Georges, trailer, red hull, raised floor, bulkheads Alex Flett 0131 312 6821	£13,000
BARBARY: GBR 568	1990, St Georges, dark yellow hull, v good condition, trailer Motty Rankin 01702 544204	£16,000
ORPHEUS: GBR 579	1991, St Georges, 1996 Hoj Jensen sails, dry sailed Peter Nicholson 01703 452172	£12,000
SCARAMANGER: GBR 587	1992, St Georges, trailer, ready to race Peter Colby 01953 605301	£15,500
CHINATOWN: GBR 589	1992 St Georges, Red hull, Nordic mast, New trailer (1994) Nick China 0171 274 8165	£13,500
SAGITTA: GBR 606	1994, St Georges, trailer, immaculate condition Len Baldwin 01622 739995	£18,500
RIFF RAFF: GBR 603	1994, St Georges, well fitted out competitive boat Arthur Vowden 01803 326005	£18,000

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Sweaters (navy lambswool with logo) M.L.XL £25

Silk Ties £18.50

Prices include postage. Payment with order, cheques to British Dragon Association, from Sarah Threlfall, 110c Highbury Hill, London, N5 1AJ



BRITISH DRAGON ASSOCIATION

Membership enquiries and all
correspondence should be sent to:

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Royal Forth Yacht Club Scottish Championship and **EDINBURGH CUP**

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