

DRAGON NEWS

CHRISTMAS

1997

**REGATTA
REPORTS**

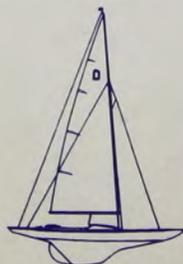
**EDINBURGH
CUP**

**CITRON
TROPHY**

**FLEET
REPORTS
FROM
AROUND THE
COASTS**

**CLASSIC
NOTES**

**1998
FIXTURES**



*BRITISH DRAGON ASSOCIATION
CHRISTMAS NEWSLETTER
INCORPORATING NOTICE OF AGM*



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The Secretary's Ramblings

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Plans and Rules

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(right) Medway Dragons – photograph by the late Jennie Martin/Colloryan

Cover photo: Gaia and Fanfare approach The Needles – photo Christel clear

Why is it always so busy at the end of the year? Why do I always have so many deadlines near Christmas? Why do I always end up working on my birthday? Ah, I think I have just remembered why this time of year is so chaotic:

1) In September when I should have completed project X, I was in Kinsale at the Irish championship. Now that was really good.

2) In October when I should have met with Y, I was at the Northern and Classics. Now that was a really good weekend, and did I tell you about the Goose?

3) In August when I should have been completing Z, I was at the Gold Cup, which was forgivable.

Then I went to the Belgian Nationals, which was naughty. But I was really in trouble when I went to Burnham Week as well!

What I am trying to say is that I've had a great season. I hope that you have, as well.

It has been a strange year with too much wind at the beginning of the season, a quiet middle, and no wind at all at the end. I know that in Burnham they lost half of their points races due to lack of wind! I'm sure that it has got something to do with El Nino, it seems to be responsible for everything else that is happening.

Enough of this rubbish! I hear you say! What is the health of the class etc. etc.? Well, we are still getting lots of enquiries. The adverts in Yachts &

Yachting are definitely working. I always know when another advertisement issue has been published because my answering machine has ten messages, every night, for a week.

What is selling? Well, the market is booming in wooden, or classic boats. There is no problem with new boats either. The problem appears to be in the five to ten year old glassfibre boats. Boats that would be considered the good club racer boats. Why are they not selling? I do not know, but if anybody has any good ideas about how we can overcome this, then please do not hesitate to contact me.

Following the AGM, the officers were tasked with drawing up new European and World championship selection procedures, the results of which were published in the Summer magazine. Any competitors wishing to participate in the 1998 European championship should have let me know, in writing, by September 30th.

So far I have five written applications, one on a serviette! Where are you all? There will be people travelling from Portugal and Finland, and the Brits can't hop on a ferry across the North Sea.

I look forward to seeing you all at the AGM, and dinner, at the Royal Thames Yacht Club. Until then can I take this opportunity to wish you Happy Christmas and a happy and successful (just don't beat me) New Year.

Owen Pay



CHAIRMAN'S REPORT

Richard Davies looks back at a good year for the class



1997 HAS BEEN a year of good progress for the Dragon class in the UK. Our fleet has recorded five new registrations - approximately 10 per cent of the world-wide total. All our regional championships have been well attended, with excellent fleets at Cowes, Lowestoft and (for the first time) Windermere. There was also a high quality turn out for the Edinburgh Cup on the Forth, where the Royal Forth's organization was most impressive. Congratulations to the respective winners - Robin Hennessy, Paul-Ricard Hoj-Jensen, Martin Payne and Rory Bowman - there were no walk-overs!

Rory does not quite have the record for Edinburgh Cup wins, as he is, at the moment, tied on four with Tony O'Gorman. Perhaps he can take the Cup away again in Torquay in 1998.

The BDA has been active within the IDA on a number of important issues. Of particular interest to the UK class are the subjects of professionalism and sail measurement. The BDA's view on professionalism is that a line needs to be drawn in the sand, in an effort to prevent outright, 'paid cash to sail and more to win' practices from developing. The reasoning is that a fleet which tolerates such sailors risks the loss of the broad base of amateur support that the Class now enjoys. The IDA is considering the issue in the context that we also enjoy - and do not want to lose - the involvement and support of numerous boatbuilders, sailmakers and

others who make their living from the sport. The arguments are necessarily complicated and it is unlikely that the IDA will propose any new rule before its 1998 General Meeting.

The IDA has also been considering the anomalies in application of the sail measurement rules. In essence, these require British sailmakers to have their sails measured by independent measurers, while the authorities of many other countries allow 'in-loft' measurement. It is likely that independent measurement will be required everywhere.

The evidence from the regional championships, the Edinburgh Cup,

your committee will be giving attention to fresh initiatives to ensure that club racing continues to prosper.

One final forward-looking note: the IDA has announced that the 1999 World championship will be held in December that year, in the Caribbean island of Martinique. As if this wasn't an attractive enough venue in its own right, extraordinary efforts have been made - notably by Adrian Patten in conjunction with the relevant authorities in Martinique - to arrange for crew and boat transportation and accommodation at most reasonable cost. You will be aware that selection criteria for the World championship have been changed - the qualifying events for the 1999 Worlds are the three best results from the 1997 and 1998 Edinburgh Cups and the Eastern, Southern and Northern Area championships in 1998. You must notify the Secretary of the BDA if you wish to be considered for selection, in writing by September 30th 1998.

The BDA Officers this year are a new team, apart from me. I would like to take this opportunity to thank Mike Hayles, Owen Pay and Lucilla Herrmann for their hard work this year, and even more next!

Happy Christmas - hoping to see many of you at the AGM.

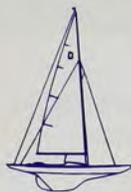
Richard Davies

The world
championship
in 1999 will be held
in the Caribbean Island
of Martinique

British attendance at the Gold Cup and other international regattas, is that the circuit is thriving as perhaps never before. The BDA is, however, conscious that the grassroots of the class must be carefully nurtured, and

BDA stand at Sailboat '97, Alexandra Palace - photo by Christel Clear





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 January 16th 1998

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 1997 (see page 18)
4. Chairman's Report
5. IDA Report
6. Subscriptions
7. Any other business

1998 FIXTURES

UK Qualifiers

South Coast Championship, Cowes	2nd-4th May
East Coast Championship, Lowestoft	23rd-25th May
Edinburgh Cup, Torbay	27th June-3rd July
Northern Area Championship Edinburgh	provisionally 12th-13th September

Other Regattas

Burnham Easter Regatta	10th-13th April
Lisney Cup, Lough Ree (Ireland)	17th-19th April
Bailey Bowl, Dun Laoghaire	16th-17th May
Irish East Coast Championship, Dun Laoghaire	30th May-1st June
Irish National Championship, Dun Laoghaire	11th-14th June
Cowes Week	1st-8th August
Irish South Coast Championship, Kinsale	25th-27th September

Major Regattas

Gold Cup, Cascais, Portugal	23rd-29th August
European Championship, Medemblik, Netherlands	19th-25th July

ANNUAL DINNER

The Annual Dinner will follow the AGM at 2000 at the Royal Thames Yacht Club.

Tickets must be booked in advance. Please return the coupon below together with a cheque for £34 (made out to the British Dragon Association) per person to Owen Pay, to arrive no later than Monday January 12th 1998.

PLEASE BOOK EARLY

Dress: Reefers or Lounge Suits

MENU

*Terrine of Goat's Cheese
Potato, Celeriac and Provençal Fondue*

*Grilled Supreme of Scottish Salmon
with a sorrel and watercress sauce
Chef's selection of potatoes and vegetables*

Poire William and Chocolate Trifle

Coffee and Dark Mints

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Number of persons

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British Dragon Association

Catch up with what's been happening at local level – read the grass roots gossip – from UK and Irish Dragon fleets around the coasts

Aldeburgh

THE SEASON STARTED with some early blustery weather which, thankfully for our insurance premiums, moderated as the year progressed.

As usual the fleet divided between the stay-at-homes and the travellers. Rory Bowman and team carried the flag on the circuit, recording modest successes at Lowestoft and Edinburgh, but meeting their Waterloo in Kinsale where they fell victims to an Irish double bluff. Their hosts told them that they were spiking their drinks, but team *Ygraine* chose not to believe them (wrong decision)! *Pongo*, crewed by various permutations of Hayles and Giffords, was permanently on the move, being represented at most regattas, while *Apache* (Rick Gillingham) and *Vana* (Tom Gibbon) dipped their toes in the water at selected venues.

On the home front, Rory Bowman dominated the Aldeburgh Regatta, when Simon Fulford pleaded pressure of work after threatening in the early races. Jack Beleki returned from retirement to take second place on goal difference. We were pleased to welcome some visiting boats and introduce them to the challenge of racing 12 Dragons on a narrow river! In that war of attrition that is the season's points, *Apache* squeaked home, thanks mostly to Peter Wilson changing boats part-way through.

In all we have had an excellent season with consistent turnouts on the river and at the bar. The Aldeburgh Yacht Club marked its 100th anniversary this year and the Dragon fleet participated in an impressive sail past, and I am pleased to say lost none of its competitive edge in the ensuing celebrations.

Rick Gillingham

Belfast Lough

1997 WAS A QUIET season for the Belfast Lough Fleet with a maximum of nine boats sailing. Numbers were considerably down on previous years. However, the racing was still close and exciting with all boats having their moments.

Simon Brien, *Kin*, John and Gordon Patterson, *Rampage*, and Adrian Allen, *Challenger*, spent much of the season, understandably, with the very competitive

fleet in Dublin. All three, I understand, performed well within that fleet, but Simon's fourth in the Gold Cup was outstanding. He narrowly missed a hat trick in the Irish, which was sad from a Northern point of view. However, John and Gordon's fifth showed that all our travellers were well and truly on the pace.

Locally, *Kin* won the Knockdene Trophy at Royal North of Ireland YC, followed by *Tamerlane*, with *Phantom* making the trip from Dublin to take third place. In the Royal Ulster YC Keelboat Weekend at the end of August, *Tamerlane* was the victor, followed by *Rampage*, with *Veleta* third.

I am confident that Belfast Lough will have a viable fleet for 1998, but the future is, to say the least, uncertain. The

Their hosts told them they were spiking their drinks

'explosion' in new boat purchases is, of course, a very positive sign of the popularity of the Dragon class internationally. There is, however, now a yawning chasm between the 'perceived' performance of a pre-1980 and a post-1990 boat that has, in my opinion, created two different fleets. Perhaps a leaf could be taken out of the Flying Fifteens' book, where internationally uncompetitive boats are now fetching good money for use in club racing which, after all, remains the bedrock of any class.

David Baird

Burnham

WITH AN EARLY Easter following on from a cold wet spring, entries were down on previous year's Easter regattas, but we still managed to muster a fleet of 12 boats which included regular visitors from the Forth, the Medway and Holland. The final race was a cliff-hanger, as prior to the last race, Rob Campbell and Barry Stanford's *Quicksilver* had 13 points without discards, and Medway-based

Philip Clarabut in *Erratic* had 12. *Quicksilver* won the final race from *Erratic*, so without discards, the overall result was a tie. *Quicksilver* had a better discard and thereby she won the regatta by a single point.

Jim and Fiona Scorer launched *Komiza* on the morning of May 31st, followed by

...does Jim really have to park the boat four times in one race?

a champagne breakfast for well wishers and friends. After seven years out of the water culminating in an extensive two-year rebuild, it was good to see this 1938-built Dragon back on the water. Following a few initial teething troubles, she seems to be going faster and faster. Competitive sailors often claim that an occasional grounding is all part of trying hard, but does Jim really have to park the boat four times in one race?

Burnham Dragons have travelled far and wide this season with six Burnham boats visiting Cowes for the Southern Area Championship, and seven going to Lowestoft for the Easterns. Burnham boats were well placed at both events.

Flotation and *Flame Again* went North for the Edinburgh Cup and the Scottish Championship, and brought home the Lancome Trophy for winning the Thursday race of the Edinburgh Cup.

Water Rat, *Flotation* and *Flame Again* went to Dublin for the Gold Cup. The Water Rats enjoyed Ireland so much that they decided to go back again for the Irish Championship.

Quicksilver and *Flame Again* visited Holland for the Dutch Championship and Team *Quicksilver* also did the Belgian Championship for the 11th time. Once again Robert is saying nothing about their results, but apparently the food was as good as ever.

Quicksilver and *Therio* took part in Cowes Week and *Logie* and *Mithrandir*, both ex-Aldeburgh boats, attended the 100th Aldeburgh Regatta.

Back on the river, *Hat Trick* won the early and main season's Saturday points,

the main season's Sunday points, the Carlton Platter for September points, and the Petticrow Open Series for October. *Barbary* was runner-up on the main season's Sunday points. The Karl Marx and Nada Trophies, for the May Day and Whitsun bank holidays, went to *Marco Polo* and *Logie* respectively. *Logie* also won the Classic series in September.

Twelve local Dragons competed in Burnham Week, which was the usual

It would be good to see some visitors at the East Coast's premier regatta week

mixture of sunshine, gales and flat calms. *Quicksilver* was a runaway winner of the Week from *Flame Again*. There is a splendid trophy for visiting Dragons, which hasn't been awarded for about five years, and it would be good to see some visitors competing in the East Coast's premier regatta week.

In early October, seven Dragons from Burnham attended the Northern and Classic Championships on Windermere. The scenery was spectacular and quite unlike the Essex marshes, although the light and fluky westerlies coming off the hills were baffling to most of us. The event was won by Martin Payne, Sue Fisher and Adrian Patten sailing *Puff Too*. *Komiza* did well in the Classics, finishing fourth. David Andrassay and Nick Hyde had *Chinoak* going well in their first event off the river. *Therio*, now a seasoned traveller with three events off the river, was also going well.

The weather in October and November was frustrating. Flat calms weekend after weekend led to three races being abandoned after postponements and a number of others finishing out of time. The compensation was being able to sail in dark glasses and shirtsleeves at a time of year most of us hardy East Coasters are generally well wrapped in layers of thermals. We managed to complete a sufficient number of races, just, to have valid series for the Petticrow October series and the Newts and Candlesticks for Autumn Saturdays and Sundays respectively. All three events were won by Tony Allen, Mike Holmes and Alex

Burnett sailing *Hat Trick*. However, it wasn't a complete walk-over as light airs specialist Peter Gimpell frequently gave them a good run for their money.

1998 will be a significant year for the Burnham Dragons. *Therio* will be 40, *Komiza* 60 and rumour has it that the combined ages of Peter, Chris and Nigel from *Marco Polo* will add up to a highly impressive 200 years!

Dick Rycroft

The Clyde

WE HAVE ALL just learned that this has been Earth's warmest year on record. If this is a real symptom of global warming, and not just a routine blip, then the Clyde Fleet beg to report that though it may have boosted sales of high factor suntan oil, it did little for steady winds. The

... above all, fast little cruisers complete with berths, primus and cabin doors!

Gareloch keelboat sailors, including the small Dragon fleet, suffered unduly. There were several sightings of the phenomenon of yachts sailing towards one another on opposite courses each with a spinnaker set!

The Clyde having celebrated a 60th Dragon anniversary last year, this year celebrated the 50th anniversary of an important West Coast event, the now legendary West Highland Yachting Week. In 1948, *Svalan* DK16 (Swedish for Swallow) was one of four Dragons to take part in the Crinan to Tobermory leg. In those days they were considered by some to be, above all, fast little cruisers, and came complete with berths, primus and cabin doors!

This year *Svalan* transitted the Crinan Canal accompanying many of the competitors to Crinan where she was a delightful addition to the festivities. She is owned by Dr Angus MacKay and has been beautifully restored. Her normal anchorage is Ardrihaig on Loch Fyne.

Ian Bradley

Falmouth

HEAVY WINDS USHERED in the season at Falmouth, and thereafter we were bedevilled by light and dying airs. *Fennis Wolf* had mastery of these conditions and was the boat to beat in the midweek series.

Quicksilver and *Fennis Wolf* twice took line honours in Falmouth Week and *Wyvern* and *Snap* had one win each. *Snap* narrowly beat *Quicksilver* to receive a handsome new overall trophy.

Next year sees Falmouth host the start of the Tall Ships Race and we welcome interested Dragon owners. We also have a Classic Weekend as a prelude to Falmouth Week. The following year will see a total eclipse of the sun during Falmouth Week. Could this be a sufficient reason for visitors to make the long haul to the West Country? What a lovely way to go if the prophets of doom prove to be correct.

Alan Dowle

Forth

THE TRAVELLING CIRCUS, which nowadays seems for many to be the main thrust of activity in the Dragon class, was well supported in 1997 by Forth fleet members. I began by going it alone to

Quicksilver II involved in some close mark-rounding action on Windermere
— photo by Brian Leach



Burnham and nearly making the prize list; Danny and Will went South and East: Will, with a brand-new *Merlin* and high hopes, got among the leaders at Lowestoft; while David Young went to France of Holland or somewhere like that, without reporting back on his results. Richard Bolton, a new recruit to our fleet, went to Dublin with *Gundog* and scrounged some better sails, so he is

...must have said something to Charles, his crew, who has been posted missing ever since

going faster. Will Rudd also went to Dublin, but must have said something to Charles, his crew, who has been posted missing ever since!

Six of us, including the venerable *Solan*, made the relatively short hop to Windermere to much enjoy this interesting new venue. Danny chose to play golf instead of taking part in the practice race so he didn't win. (Never even looked like it!)

Ming, in the hands of owners Ron and Julie James, went to the South West of Ireland in September, ostensibly with a view to taking the Dragon round the Fastnet Rock. Again I have not heard if this 'first' was achieved but a report is awaited.

So we got about a bit, but how was it at home. I hear you all ask? Well, we had the very great pleasure of once again welcoming a goodly number of you to the fine racing waters of the Forth for the Scottish Championship and the Edinburgh Cup. It is all a bit of a blur now, but I seem to remember a week of mainly lighter winds. Glen Foster won the Scottish very convincingly and looked menacing for the big one. His crew then managed to find some sails made by someone that no-one over here had ever heard of. This may explain why they didn't show until near the end of a very open series, won again, for an amazing fourth time, by Rory Bowman, in his new *Petticrow*, *Ygraine*. Our own David excelled early on but faded rather when under pressure later.

On the domestic front, it was good to see Hamish MacKenzie back in winning form, taking the pot in the Edinburgh Regatta Series, while Richard Leask achieved his ambition of putting his name on the RFYC

Class Championship Trophy.

In late September a team from the Royal Northern & Clyde, composed in the main of ex-Dragon sailors including past Edinburgh Cup winner Gilmour Manuel, were put to the sword in a hard-fought but seriously sociable four-a-side match on the Forth.

And now it is back on the merry-go-round of forward planning for the next season. Burnham again, I wonder, or is it to be a visit to the new-look Lowestoft?

Shaun Maclean

Irish Fleet

THE IRISH DRAGON fleet reached a new maximum of 54 boats in time for the second Irish Gold Cup, with 81 competitors from 12 different countries. This justifiably famous social and sporting event was the highlight of a season of top-class competition. Gold Cup Week apart, when an anticyclone sat on us and gave us Mediterranean temperatures and

There is nothing so satisfying for an amateur than beating a professional

very little wind, the season's weather was generally very unsettled, with a probable record set for cancelled races.

There is no doubt that hosting a major championship really sharpens the local fleet and increases boat numbers to the maximum. This year's Gold Cup ensured that all the rock stars were out in force and the class saw an influx of 11 new boats in the 18 months leading up to the event.

An indication of the quality of any fleet is that it is not dominated by a small number of sailors, and all the more so if some participants are so-called professionals. In the on-going debate about professionalism in sailing, there is a widely held belief among Irish Dragon sailors that if professionals want to risk their reputations by competing against us, then 'keep 'em coming!' There is nothing so satisfying for an amateur than beating a professional, and knowing that you have robbed him of yet another performance bonus.

Early season results augured well for the

former Olympic and Edinburgh Cup winner Robin Hennessy, who took the UK South Coasts with an emphatic four firsts. Ex-Fireball world champion John Lavery was a close second. Earlier, in April, Johnny Ross-Murphy had pipped national champion Simon Brien for the Lisney Cup in Lough Ree, but Simon came back to win the East Coasts at Dun Laoghaire in May. He remained on form for the Gold Cup where he finished fourth – the best ever Irish result in a Gold Cup. Next best of the Irish were Irish Olympic Team manager Bill O'Hara (9th), Robin Hennessy (10th) and John Ross-Murphy (11th).

Highlight of the Gold Cup for Irish sailors was Race Two, won by Clare Foley. Clare and friends were hardly halfway through the case of Laurent Perrier that Mick Cotter had promised the crew of *Aphrodite* if they won a race, when the gurus of international sport announced that the race was invalid. An interesting 'what if' analysis (beloved of all sportspeople) shows that if this race had stood, the overall Gold Cup results would have read: 1st Hoj-Jensen, 2nd Simon Brien, 3rd Robin Hennessy, and 4th J. Ross-Murphy! Three Irish boats in the top four... let's have a party!

After a disappointing Gold Cup, Andrew Craig got back into gear to win the South Coasts in Glandore in September, and was well placed after three races in the nationals in Kinsale later in the month, when he was unlucky to break his forestay and had to count two DNCs. This removed some pressure from Lavery, who won the championship narrowly from previous winner Simon Brien. In a most impressive performance Peter O'Reilly was third in the 39-strong fleet, which included some of the top UK sailors, for example, Olympian Rory Bowman and previous Edinburgh Cup winners Nick Streeter and Ian Ratnage. Sadly, no performance bonuses lost there.

Note for 1998 Diary – Dublin Bay fleet annual dinner and prize-giving Friday February 6th, RICY (the night before the Ireland-Scotland rugby international at Lansdowne Road).

Tim Pearson

Lowestoft

THIS SEASON the turnout was somewhat poor compared to previous years, with a late start and no sailing before the East Coast Dragon Championship in May. However, once the waters warmed up an average of five boats took part in the majority of the series, and some exciting

racing took place.

Only Chris Dicker with *Scorpio* took part in other events and attended the Gold Cup in Dublin and the World Championship in Sweden.

The Spring Series was won by Peter Colby in *Scaramanga*, as was the Summer Series.

The June Regatta at the Royal Norfolk & Suffolk Yacht Club saw Chris Dicker take the Dragon Cup with *Scorpio*, and in July in the two-day Blaxter Salver event Norman Blowers won in *Mystere*.

Lowestoft Sea Week was dominated by the late Ian Anderson's *Troika* sailed by Peter Colby who won all but one of the races. The Thursday Race, for the Phil Back Offshore Challenge Trophy, was won by John Royce sailing *Atalanta*, navigated around the course by Nick Truman. The Autumn Series saw some of the best racing and largest fleet of the season and was won by Jonathan Butcher with *Secret*.

The Fleet and everyone who knew him was saddened by the death of the Admiral of the Royal Norfolk & Suffolk Yacht Club, Ian Anderson, who died in August while on a fishing holiday in

Iceland. Ian had sailed Dragons for many years and was the former Commodore of the Royal Norfolk & Suffolk Yacht Club on two occasions. In his Dragon he won all the club trophies raced for at Lowestoft and over the years the results were

The facilities now offered by the Norfolk & Suffolk YC are among the best in the country...

dominated by his expertise at the helm. He will be sadly missed. *Troika*, his beautiful wooden Dragon, will remain at the club as she is now owned by Ken Claburn, the fleet captain.

The poor turnout for some of the events at Lowestoft this year could have been down to the marina development, but now it is nearly complete we are hoping to have an increased attendance

in 1998. Pontoons are afloat in the basin and, with the new north-facing entrance to the inner harbour, the swell and the race for a dinghy to get to your boat is already something of a distant memory.

The facilities now offered at the Royal Norfolk & Suffolk Yacht Club are among the best in the country, and this makes it an ideal place to sail a Dragon.

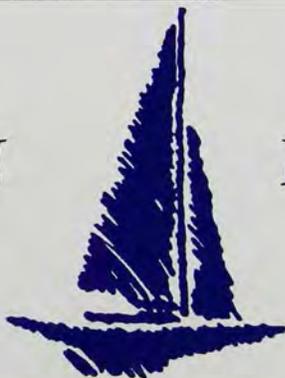
We believe Lowestoft is the most affordable location for a sea-based Dragon fleet in the UK: with membership and berthing fees, and the use of a free crane, the cost for your first season sailing could be as little as £790.

Bed and breakfast in the club is available from around only £18 per person – that's just for a Dragon crew of three. For those wishing to stay the weekend, it makes an enjoyable and cost effective way to race a Dragon. If you are interested in trying the sailing at Lowestoft, please contact either Jonathan Butcher or Norman Blowers, or the manager at the Royal Norfolk & Suffolk Yacht Club, Andrew Donovan. The Royal Norfolk & Suffolk Yacht Club is certainly worth a look.

Jonathan Butcher

DRAGON

MARINE



35 years of sailing and maintaining racing dragons.

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Medway

THE ADVANTAGE of estuary sailing is the ability to sail in any weather, and it is rare for any race to be cancelled in the Medway fleet. We have cancelled no races this year, despite racing in winds varying between Force 6 and a fitful Force 0. We have achieved an overall turnout of 75 per cent of boats present at all starts, and the racing has always been close: we have suffered no runaway winners.

For most of the season, *Moonshine* (494) was a repeated winner, however, *Erratic* (580) after being a late starter, won the majority of the prizes. Although the newer boats *Sagitta* (606) and *Djinn* (564) had moments of glory, the final results listed as many older boats as new ones, thereby reflecting how important it is to use the tides and winds of the Estuary, which are a great leveller of performance. There has been the occasional stranding, and breakage, but no sinkings, and, overall, the New Rules have been well absorbed, and have been an asset to our close racing.

Our social programme includes four Dragon Dinners, and this year has also featured Ten Pin Bowling, a River Cruise with dancing, and a Christmas Party, as well as a Crews' Race (with an alcoholic picnic).

John Field's Dragon *Wizard* (355) is being sold, and we look forward to seeing the replacement. There is also a report of a new consortium buying a boat to join us. David Dann in *Tyr* (591) has represented the class in open meetings, and Philip Clarabut, *Erratic*, and Robert Shepherd, *Penguin Too*, have also been seen in other clubs.

The Medway Regatta in 1998 is scheduled for Thursday July 15th to Sunday July 19th: we have moorings available, why not come and join us?

Robin Ridsill-Smith

Torbay Fleet

TOGETHER WITH BURNHAM and Lowestoft, Torbay celebrated the 50th year of its formation in 1997.

The first boat brought to Torquay in 1947 was W.E. Jeffrey's *Firefly*, later joined by other boats which were mostly pre-war McGruer, or new Woodnutt-built Dragons. The design offered class keelboat racing at a more modest cost than Six Metres or the West Solents which were established in the Bay. The Fleet became predominantly a musical one, with names such as *Jazz*, *Duet*, *Melody*, *Rhapsodie* and so on. The fleet was given an additional boost with the prospect of the Sailing Olympic Games being held in Torbay in which Dragons were included for the first time. *Rhythm*, a local boat, was in fact used by the Americans in the Games. We still have one of the original members racing regularly in the Fleet, Norman Vanscolina raced *Clytie* with his father in the '40s. Dragons have been raced every week in Torbay during the summer without interruption since 1947.

The club racing was dominated by *Basilisk*, who won four of the six series contested. *Nimrod* won the first series, but since she is being dry-sailed, she was not raced very much in the Wednesday series which was sailed over Olympic courses.

The regattas produced the usual very satisfying set of results. *Heuschrecke* won Babbacombe, *Basilisk* prevailed at Paignton, *Nimrod* at Brixham, and Paul Patenall's *Excalibur* won the big one, Torquay, sailed by Martin Payne. Martin Scobie's *Asterisk* has had the most frustrating of seasons, always being very much in the shake-up in club racing and regattas, but usually finishing runner-up. Marie Scobie produced a consolation result by winning the Crews' Race. Unfortunately our team racing against Burnham didn't happen this year because most of our owners were away on holiday during Cadet Week, and it was not possible to raise enough boats.

During the season overall, the weather seemed to give us the full spectrum of conditions, and everyone had a chance to excel in their favourite wind strength. It was very useful to have an all-singing-and-dancing Petticrow in the fleet, everyone had to pull all the strings correctly to keep up with *Nimrod*. Our latest recruit, Mike Gaye, had a difficult season learning the intricacies of a Dragon, but we are pleased to report that he had at least one good win. *Skal II* and *Joss* were always pushing hard and were close enough to capitalize on the mistakes of the front runners.

The Royal Torbay is responsible for running the Edinburgh Cup next June and we are delighted to report that we have been asked to incorporate the Classic Dragon Championship within the event. As said in the previous newsletter, we have always been keen to support the wooden Classic Dragons, but this development give us the opportunity to really look after them. We hope that even more Classic owners than went to Windermere will fancy a week off in Torbay before the tourist season really starts. Given similar weather to that which we enjoyed for the Gold Cup, we can promise a great week. Notice of Race will be available by the time of the BDA AGM and will be sent out to all likely entrants. If you are missed out for any reason, please contact Priscilla Porteous, the organizer, in the New Year, at the Royal Torbay Yacht Club.

Sandy Ellis

ROYAL TORBAY YACHT CLUB

EDINBURGH CUP & CLASSIC DRAGON CHAMPIONSHIP

JUNE 27th to JULY 3rd 1998

Daily and overall prizes for both sections
Concours D'Elegance for Classics
Full Social Programme

Notice of Race and entry forms will be
available early in January from:

Priscilla Porteous
Royal Torbay Yacht Club
Beacon Terrace
Torquay, Devon

Phone: 01803 292006 Fax: 01803 200297

Solent

WITH ANOTHER season over, the Solent Dragon sailors converged on the Royal Corinthian YC for the Solent's annual prizegiving in November, with the growing inventory of silverware despatched to what appeared to be the four corners of the globe. We had three of the visiting boats, Germany, Netherlands and Australia, picking up glassware for Cowes Week, with *Hestia I* from the Netherlands taking the Ganymede Bowl as overall winner, despite a 28-strong fleet. The AGM preceding the dinner saw the changeover of Fleet Captain, with Chris Caws taking over from Keith Skelsey, who retired after an excellent three year's service. Responsible for organizing the 1996 Edinburgh Cup in Cowes, Keith has now taken on a project for Cowes Week '98, which will hopefully encourage more visiting Dragons to participate. We hope to be able to confirm details in the very near future of a package which will tempt more of you to come and take part in Cowes Week. Mark it in your diaries!

Honours this year for the Solent Championship events were shared. *Ruyjin*, driven by Richard Palmer, the overall winner of the Class Championship, also picked up the Early Season trophy, with the new *Virago* (Peter Nicholson, Peter Lloyd and Tim Squire Sanders) taking the Mid Season. *Sobriety*, having found their form with an excellent second at this year's

Edinburgh Cup, won the Late Season trophy (Chris Caws, Neil Payne and Jeremy Field), and our most consistent Classic boat, *Mistress*, owned by Maurice Wilmot and sailed by Mark Harrison, Lisa Hoyland and Roger Guy, not only finished up fifth overall in the Championship, but cleaned up on the Classic trophies, winning the Classic Boat Half Hull for the first Classic boat in Cowes Week and the Classic Championship trophy.

Dogged with lighter winds than usual, there were a number of days cancelled through light winds. Not so for the South Coast Championship. Again this year we were fortunate to get a good breeze and fine weather. Now that the event is permanently scheduled for the first May Bank Holiday, we hope that you'll all put this in your diaries as an early season warm up. Thirty-two boats started this year, and it was a pleasure to see three Irish boats among the visitors, even if they did take the first two places! Robin Hennessy and *Rascal Rat* took the final honours, with *Das Boot* coming in second, and our own Eric Williams and *Frantic* finishing third.

We have, with some administrative sleight of hand, moved the Solent's AGM to April, which seems a good reason to have a fitting-out supper, scheduled at the same time as a pre-season training weekend, and have all the boats out for the start of our weekend racing in late April. If you're ever down in our neck of the woods, do come and join us. **Chris Pegna**

...a package that
will tempt more of you
to come and take part in
Cowes Week

FAST DRAGON SAILS FROM PARKER & KAY

Proven, race winning sails,
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Call Peter Kay at the Hamble loft to hear how
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Telephone 01703 458213, Fax 01703 458228 Also at: Suffolk Yacht Harbour, Ipswich. 01473 659878

EDINBURGH CUP

Report by **Liz Tulloch**, reproduced by permission of **Yachts & Yachting**

The most classic of one-design series, the International Dragon Edinburgh Cup, was held on the Forth from June 14th-21st.

Hosted by the Royal Forth Yacht Club, with sponsorship from Arcadian Hotels, British Linen Bank and Edinburgh Dragon Trust plc, the event attracted a fleet of 32 top class Dragons.

Race One

Eric Williams in *Frantic* (Royal Lymington YC) proved to have best boat speed, and overtaking *Kin* (Simon Brien) and *Jane* (David Young) on the downwind leg, won the first race.

Race Two

Light airs set in on the second day and Rory Bowman sailing *Ygraine* came rapidly to the front of the fleet. Securely

leading all three rounds, he showed himself a formidable competitor. *Peer Gynt* (R. Jordan), *Jane* and *Merlin* (W. Rudd) all fought for second place, but Young stayed ahead while *Sobriety* (Chris Caws) eased into third.

Race Three

Although Caws led the first two rounds of the third race with Young and the Irish *China Blue* (B. Nolan and J. Ross-Murphy) snapping at his heels, the final glory went to Young in *Jane*. Breaking through by the third leg, as the wind rose, line honours were his.

Race Four

Bowman in *Ygraine*, however, was sailing consistently well and Caws, too, looked dangerous. He proved it by

winning the fourth race in a light easterly, which built up into Force 3. Ireland's John Lavery in *Das Boot* was first leader but Caws pushed *Sobriety* through on the run. Ken Freivokh's *Spitfire* and Bowman gave hassle, but despite a wind change and heavy rain on the final leg, Caws stayed well in control, with Bowman, Freivokh and Lavery behind.

Race Five

Weather and premature starting upset several leaders in the fifth race when *Sobriety*, *Jane*, *Kin*, *Peer Gynt*, *Chimaera*, *Apache* and *Nimrod* were disqualified at the start. The wind was fluky, a 180 degree shift bringing latecomers to the weather mark under spinnaker, and the leaders were soon beating on the downwind leg. The ability to read and respond to windshifts proved vital as the race progressed and *Gundog* (R. Bolton) and *Ariel* (S. MacLean) established a lead but lost it to Martin Payne and David Hall in *Flame Again*, who won.

Bowman was now 6.3 points ahead of nearest rival Caws, in *Sobriety*, while Young was only 13.3 points behind in *Jane*, so high placings were going to be important to them.

Race Six

After Friday's ghoster, helmsmen welcomed the heavy weather in the sixth race. Glen Foster of the USA, in *Yankee Doodle Dandy*, soon confidently led the fleet. Focus, however, was on the action between Caws and Bowman. Approaching the mark together, Bowman's *Ygraine* briefly lost a crew member overboard while rounding, but recovered swiftly and the pursuit was on. Bowman penetrated Caw's defence and then stayed ahead.

In a strengthening easterly breeze, Foster won, with Brien second, while Bowman covered Caws. Bowman's third position ensured the Edinburgh Cup and championship title.

Overall Results: *Ygraine*, Rory Bowman (Aldeburgh YC), 2nd *Sobriety*, Chris Caws (Island SC), 3rd *Jane*, David Young (Royal Forth YC), 4th *Das Boot*, John Lavery (Royal St George YC), 5th *Frantic*, Eric Williams (Royal Lymington YC), 6th *Spitfire*, Ken Freivokh (Island SC).



(above) Basic tuning by Nigel Young at the Edinburgh Cup and (below) the boys from *Kin*, trying to remember which bar..... photos by Sarah Threlfall



IRISH DRAGON CHAMPIONSHIP

Owen Pay reports

THE BANK OF IRELAND Asset Management-sponsored Irish Dragon Championship was held at Kinsale in almost perfect sailing conditions over four days in September.

The first of six races, all in windward/leeward format, was started at 1300 in a sunny, easterly Force 3 to 4. The 39-strong fleet got away first time and the fleet split with the boats taking the northerly route coming out on top. The run favoured the southerly route and the fleet again bunched. The second beat was a drag race, those tacking closest to the cliffs (the ones with the strongest nerve) coming out on top. The second run was relatively uneventful and the third beat saw *Das Boot*, skippered by John Lavery, crewed by Mark Covell and Paul Maguire, take line honours, closely pursued by *Chimaera* and *Rascal Rat*.

Day two was yet another perfect day, with an easterly that dropped to a slightly more fickle Force 2-3. Race two got away first time at 1100. With some trepidation the bulk of the fleet headed to the north which paid once again. The subsequent run appeared to pay as long as you did not stay in the middle. The second beat hinted at the south-easterly starting to have some effect and was much more even. The race was won by *Kin*, skippered by defending champion Simon Brien, crewed by his brother Mark, and Dave Gomes, *Rascal Rat* was second and local boat *Elsa* was third.

Unfortunately the exuberance of the very strong fleet took hold for the third start and two general recalls later the race officer hoisted the dreaded black flag. The third start got away but six competitors were subsequently instructed to leave the race area for an early bath. The south-easterly finally started having a real effect and for the first time the boats which took the south side of the beat reached the windward mark first. Strangely the competitors who took the northerly route on the run gained most advantage. There were no further surprises in this race which was won by *Chaos* skippered by Peter O'Reilly, crewed by Michael McCann and Francis Rattigan, *Kin* was second and *Das Boot* third. The defending champion was now in the lead.

Day three dawned foggy and windless but the start of race four was only one hour late. Sailed in a very light easterly variable, this was a race that many people might wish to forget. The wind almost died completely towards the end,

leaving many competitors not completing within the time limit despite the race being shortened at the end of the second beat. Some highly placed competitors failed to finish. The result was popular with all competitors when the beautiful varnished Dragon *Leprechaun*, skippered by Dan O'Connor, crewed by Paddy Murphy and Brian McCulloch, crossed the line first, cheered on by the fleet, followed by *Aphrodite* and the only German boat *Riccadonna*.

Most competitors were not too keen on running a second race as it was 1530 but the south-easterly was filling in and the race officer, John Petch, quite rightly went ahead. The race got away after one general recall and was dominated by *Whisper*, skippered by Michael Cotter, crewed by Brian Matthews and Mel Collins which crossed the finish line with an unassailable lead only to be met with absolute silence as they were PMS. The race, a very difficult one with the fitful breeze never quite filling in, was won by *Das Boot*, followed by *Chaos* and local boat *Mad Cow*. *Chimaera*, skippered by Andrew Craig, crewed by Anthony Shanks and Billy Riordan, went into day three lying fourth, then missed both races due to a broken forestay, but still managed to finish seventh overall.

Day four dawned with *Das Boot* leading *Kin* by 2.3 points closely followed by *Chaos* a further point behind. A southerly Force 4 to 5 made for perfect Dragon sailing. The fleet were keen, two general recalls until the inevitable black flag. The next start saw the fleet away but shock horror: *Kin* was told to leave the course! *Das Boot* had just to stay in the top ten, which they did easily, to claim the championship.

The race was sailed in magnificent rollers with fast and furious surfing on the run followed by a free roller-coaster ride on the beats. The racing was incredibly tight but the west side of the course paid marginally on every leg, due to extra pressure. The race was won by *Rascal Rat*, skippered by Robin Hennessy with crew Philip Watson and Des Cummins, followed by *Chimaera* and *Whisper*. A fantastic regatta deservedly won by ex-Fireball champion John Lavery.

Owen Pay

Overall Results: 1st *Das Boot* IRL138, 2nd *Rascal Rat* IRL139, 3rd *Chaos* IRL129, 4th *Kin* GBR620, 5th *Rampage* GBR614 (Gordon Patterson, John Patterson, Paul Miskimmin), 6th *Sandpiper* GBR625 (Nicky Streeter, Mike Williamson, Bobby Napier).



Tiamat enjoying the Irish Championship

CITRON TROPHY

IT WAS VERY tempting to find Sarah's article from last year and just change the number of successive years, over which Martin Payne has won this trophy, from three to four. But that would not do justice to Martin's achievement, and his continuing consistency. Martin started the year with a worrying seventh in the South Coast championship, but was soon back on track with a second in the East Coast championship. Both opening regattas were sailed with his usual team of Anne Garrett and Adrian Stanislaus in *Dragon Lady*.

At the Edinburgh Cup Martin borrowed David Hall's boat, *Flame Again*, and managed a 10th crewed by David and Teresa Foulger-Wade. This result did not eventually count towards his victory as the best was yet to come.

At the Northern & Classic he won convincingly in yet another boat, *Danish Blue*, crewed by Sue Fisher and Adrian Patten. This was a particularly important result when you consider that Martin took the Citron Trophy with a 2.7 point lead over David Young who came second in the same regatta.

Owen Pay

Overall Results: 1st Martin Payne 22.7 points, 2nd David Young 25.4 pts. 3rd Eric Williams 26.0 pts.

WINDERMERE '97

The Royal Windermere Yacht Club made a perfect setting for the first running of the Northern and Classic Regatta in October.

Report by Owen Pay



This was the first ever run of the Northern and Classic event and the location was perfect. The Royal Windermere Yacht Club made us most welcome and I never tired of the view of the lake from the club bar. We had been prepared for light/fickle shifty winds, but nothing could prepare us for the daily ritual of cleaning the ton of goose/duck leavings (and I don't mean eggs, but this is a family magazine) every morning.

The boats were launched, with the aid of two of the event's sponsors, from the White Cross Leisure Centre using an enormous crane supplied by Fox Brothers.

The Racing

The practice race was started the next day in a south-westerly (apparently not one of the better directions on the lake) using the windward/leeward format with 3.5 rounds, which was going to be the same for all races.

With amazingly variable conditions the race officer, John Atkinson, quite rightly finished the race at the end of the second leg after 1.5 hours! *Quicksilver II* won that race and later proved the old adage: you should never win the practice race.

The first race started in an encouragingly stronger breeze, and the amazing shifts, that you always associate with lake sailing, appeared to calm down. We were being lulled into a false sense of security and by the second leeward

mark the fleet was in a dead calm with the leaders travelling at an amazing boat-length per minute (what is that in knots?).

The race officer quite rightly persevered (no tides or waves to worry about here!) and the breeze slowly filled

**The geese had
hosted a party and
invited all the ducks**

in allowing Mike Hayles, crewed by his daughter Mel and your author, to creep home first in one of those plastic things called *Pongo* (GBR623). The first Classic boat (the real race) was *Lis* (GBR403), skippered by Chas Ingham, crewed by Simon Holt and Phil Evans, followed by *Komiza* (GBR80), skippered by Jim Scorer, crewed by Matthew Anthony and Nigel Cole, and third was *Penguin Too*, skippered by Bob Sheppard, crewed by Stewart Bailey and Andy Brimstone.

Day two was a three-race day that dawned with soft rain and a promising forecast for a south-westerly Force 3-4. Before we could go racing though we had to go through the 10 minute ritual with bucket and scrubbing brush, the geese had hosted a party and invited all the ducks.

Race two was started in almost no wind with the fleet reaching to the

windward mark (or beating, depends at which end you started – oh, that poor race officer). The wind eventually filled in temporarily, and we saw the start of an emerging pattern as the boats on the leeward shore benefited the most. The race was won by one of those plastic things again (I don't know why we let them play anyway): *Jane* (GBR505) skippered by David Young, crewed by Denzil Skinner and Jonathon Bullen. The Classics were led by *Blue Haze* (GBR375), skippered by Crispin Blyth, crewed by Ann Fletcher and John Baines, followed by *Penguin Too*, and third was *Lis*. Commiserations must go to *Logie* who found an unmarked rock whilst 'following' another Dragon (I must remember to ask for them to be re-measured) and poor Dick Rycroft sported a fine black-eye for the rest of the weekend. At least you know that the cleats on the cuddy are solid Dick!

Race three was held in a slightly steadier wind with the 20 degree shifts only arriving every minute or so!! For the first time it appeared to pay on the western side of the course. The race was won by yet another of those Tupperware boxes: *Danish Blue* (GBR612), skippered by Martin Payne and crewed by Sue Fisher and Adrian Patten. The Classics were won by *Lis*, followed by *Vana* (GBR272) skippered by Thomas Gibbon, crewed by William Curtis and Dennis Embleton, and third was *Zulu* (GBR364) skippered by Richard Gomes, crewed by

Deirdre Gomes and Brian Law.

Race four was started in slightly more variable conditions with the wind becoming more unstable all the time. The end of the first beat had the leading boats coming in from the eastern side of the course once again. *Pongo* managed to establish what appeared to be an insurmountable lead of nearly half a leg (yes, we were getting smug, but the Lord of the Lake had other ideas – I shouldn't have sworn about the geese so much). By the end of the third beat *Danish Blue* had reduced the lead to two boat lengths, with the rest of the fleet hot on her tail. The race was finally won by *Danish Blue*. Martin was at last beginning to master this fickle lake!!

Lis was starting to stamp her dominance on the Classics with another win (local knowledge will always prevail), followed by *Komiza* and *Vana*.

Day three dawned with the weather still damp and still south-westerly Force 0 to 4. The geese appeared to be suffering from the excesses of the party the previous night. Race five was dominated by *Jane* who made that start we all dream about: pin end and crossed the whole fleet on port. *Jane's* start also allowed her to avoid the tourist boat which decided to play chicken with the fleet immediately after the start. The skipper has obviously never seen what a Dragon bow can do to inferior craft, ask any Sigma 38 sailor (in one side and out the other!).

Jane dominated the race from start to finish but the real winner was *Danish Blue* who had won the regatta with a race to spare. *Lis* was again the first Classic, followed closely by *Vana* and then *Blue Haze*.

Danish Blue decided to miss the last race – this is the best reason I have heard yet for making the controversial decision

to sit out races once the regatta is won, Adrian Patten had lost his glasses and only had his sun-glasses and wanted to get back to Burnham before darkness fell! I shall have to remember that one. By the way, the crane driver did not turn up till 1400 so nil points for the early get away.

Classics with yet another win, followed by *Zulu* and *Komiza*.

Thanks must go to the RWYC for hosting such a marvellous event. Dragons belong on Windermere, why is *Lis* our sole representative? Even if you were not winning the races, there was so



Another crowded start with K324 *Therio*, GBR 505 *Jane*, 375 *Blue Haze*, and 572 *Quicksilver II* – photographs by Brian Leach

Race six looked again to be *Jane's* once more as David Young definitely had the bit between his teeth. But *Frantic* (GBR598) (a beautiful new Dragon built by Ivan) skippered by Eric Williams and crewed by Ivan Coryn and Brian Watkins, had other ideas and finally won the race that they had been threatening to win all weekend. Although there is a corner of lake Windermere which will always belong to Eric – we thought he would stay there for the rest of the weekend.

Lis polished up the regatta for the

much to look at with the beautiful scenery and Edwardian pleasure steamers. The attendance was excellent for the first run of this event so late in the season with 22 boats in total, and 10 of these were Classics.

Thanks must also go to the major sponsor, Quest, who appeared to enjoy the event as much as the competitors.

Overall Results: 1st *Danish Blue*, 2nd *Jane*, 3rd *Frantic*, 4th *Lis* (First Classic), 5th *Pongo*; **Classics:** 1st *Lis*, 2nd *Vana*, 3rd *Zulu*.

PENGUIN TOO VISITS WINDERMERE

Robert and Claire Sheppard made the long trek north from the muddy Medway

Being the owner of Dragon 406, *Penguin Too*, I had always thought it would be great to have racing for older Dragons (mother-in-laws excepted) so the idea of Classic Dragons racing during the Northern Championship on Lake Windermere was too good to miss.

Penguin has had various work done to her recently: bulkheads fitted, new deck, raised floors, mainsheet system, spinnaker shute, plus a few pounds worth of blocks and cleats (new mast still to be purchased – any offers?) we felt it time to put this equipment to the test.

Making the trip from the muddy Medway to beautiful Windermere was a journey my wife and I undertook with some trepidation, having only ever ventured as far as Cowes before. However, we were surprised to find that the road was good all the way. Possibly the cars that followed us into Bowness-on-Windermere thought otherwise (dear Claire, can I have a four-wheel drive for Christmas?)

We arrived the Wednesday before racing, on the most beautiful day you could imagine – late autumn sunshine and a light breeze.

Launching on the Thursday was interesting, and we had the honour of being the first boat craned into the clear fresh water.

The subsequent weather proved to be not quite so sunny, with light winds, fine drizzle and wind shifts that you would not believe, becoming the order of the event. The interpretation of the rules on rounding the buoys was interesting, but afterwards always reflected upon in a light-hearted vein and put down to experience!

The Royal Windermere Yacht Club was all you would expect from a 'Royal'

CLASSIC NOTES

with Simon Holt

Windermere

JUDGING BY the letters and telephone calls I received after the first Northern & Classic Championship, I believe it was a success. Comments from almost all the 22 boat owners who took part were that the setting was exceptional, the hospitality excellent, the organization first-rate, and the racing intriguing.

Thanks to the many competitors who were kind enough to write to me afterwards. The racing will be reported elsewhere since modesty forbids further comment. Royal Windermere YC have indicated that they will look forward in 1999 to a request from the BDA to host the event again.

Looking ahead

IN 1998 THE CLASSIC Championship will be held in combination with the Edinburgh Cup hosted by the Royal Torbay YC. I have already started to try to attract sponsorship for the Classic prizes and trophies. The Royal Bank of Scotland has agreed to subsidise an event cup for the Classic fleet and a friendly local silversmith has agreed to provide and engrave small antique individual silver trophies for each race.

The definition of a Classic Dragon, which was rather arbitrarily chosen without sufficient research, will be extended chronologically from 1970 to 1972 to include the wood Dragons some of which were built in that year to compete in the Olympics and preceding trials.

The ongoing Liz story

THE CLASSIC *Liz*, owned by Bob Spencer and myself, still undergoes a constant process of modification and sophistication. Our upwind performance on the Forth seemed satisfactory but we simply died downwind.

With the assistance of Phil Evans, the Flying Fifteen world champion, who is also a professional rigger and fellow member of the Royal Windermere, we have fitted a proper mast slot and moved the shrouds in line with the mast so it can be rammed backward and forward. The ram is a simple cascade block and tackle tied around the mast just beneath the deck, and works perfectly.

Liz was already fitted with a substantial A-frame compression strut when we acquired her. On her major refit, the old chain plate attachments were changed to shaped stainless steel plates bolted to the hull and ribs, but it was felt that even this would still not allow sufficient tension to be given to the shrouds. So we have devised a system where the shrouds will now go through an 8 inch slot in the deck, actually having no contact with it as they then roll around a substantial stainless steel tube and are bolted via spinlock bottle screws onto plates on the hog itself. The stainless steel tube is supported on either side by a complete box frame. The tube also has bolts fitted along its length to provide slots for adjustment fore and aft for the shrouds.



Snap looking her best on Windermere

If anyone is interested in trying the same, I can provide diagrams and hopefully, soon, some pictures.

Other refinements will include a fine tune block and tackle system for the main halyard, so the luff can be adjusted; moving the internal spinnaker blocks to a floor position amidships, so the foredeck-hand is not standing on the sheets all the time; and putting the spinnaker pole downhaul back to mast, rather than at 90 degrees downwards, so that the pole can be moved without the downhaul constantly having to be adjusted. All no doubt fairly commonplace to the new plastic boats, but very advanced for us.

PENGUIN TOO continued

club, with a warm welcome to all on arrival. The trot boat service was second to none. Moorings were great, although the added interest the geese took in the boats in front of the club made it a necessity to carry a bucket and spade on board.

Socialising, we discovered, was taken as seriously as the sailing. A marvellous meal was served at the club on the Friday and plenty of chatting at the bar after racing. Many a sore head was the order of each morning, as experienced by my crew Andy and Stuart, who had also sampled the local nightlife.

Next year we are told that the Classic Regatta will be sailed in Torbay, which should prove to be good sailing as well as the opportunity for a great holiday. So, if you have a Classic Dragon and want competitive sailing, enjoy good company with like-minded people, it would be wonderful to see the Classic boat fleet continue to expand in numbers.

Finally, thanks must go to Simon Holt and his team for all the hard work they put into organizing such a successful event. The Classic Regatta during the Northern Championship goes to prove you can sail competitively and have fun.

Acquiring a Classic Dragon

MANY ENQUIRIES are still received from people interested in acquiring classics, and I keep a small list of those boats that I am told are, or might be, available for purchase. It is still the case that a classic can be acquired for around about £3,000 to £5,000 in fair condition, and restored to whatever budget is thereafter determined.

Moments of doubt

There have certainly been moments of doubt as to whether all the money lavished on *Liz* was wisely spent, but seeing the handsome fleet created by the Classics on Windermere disposed of any such pessimism.

BOATS FOR SALE

VRITRA GBR 53 1938 Johanssen. Good state of repair, surveyed '95. £3,500 David Whitehouse 01730 814404

MELODY GBR110 Incomplete restoration, new unused mast. £1,250 Steve Corbett 0151 920 3338

BUCCANEER GBR256 1952 Camper & Nicholson. Beautifully restored £7,500 Mike Hiendl 01872 865931

OUROBOROS GBR211 1948 Camper & Nicholson. Complete refit with Harken. £4,500 Peter O'Donnell 01326 212425

SCAMPI GBR287 1956 Burne. Good condition, raced regularly £4,000 Peter Cooke 01960 340871

CHIME GBR380 1959, Borresen. Hardly sailed, good condition £3,200 Tim Street 01548 857612

WIZARD GBR355 1961 Mugle & Spree. Modern refit, raised floor £4,000 John Field 01622 812706

MISTRESS GBR 363 1961 Morgan Giles. Full restoration to racing spec. POA Mark Harrison 01983 299098

PANDORA GBR401 1963 Borresen. Full restoration by Blyth Classic Yachts POA Crispin Blyth 01262 470566

MUSTANG IV GBR443 1967 Joas Santo Brites. Full restoration to racing spec. POA Mark Harrison 01983 470566

TARANAKI IRL46 1972 Borresen GRP. New Borresen spar, '95 Norths. IRE9250 Michael Halpenny 00 353 1 2801315

RAGNAR GBR466 1972 Borresen GRP. Raised floor, Harken gear, trailer. £5,000 George Baird 01247 853424

PEGASUS IRL8 1973 Borresen GRP. Elvstrom mast, spare spars, trailer. £8950 Henry Robinson 00 353 1 280 6343

SALVO GBR480 1975 Borresen GRP. Nordic mast, 2 suits of sails £7,500 Christopher Burt 0181 788 7405

TAMERLANE GBR482 1976 Borresen GRP. Boyce mast, Harken throughout. £9,950 David Kelso 01232 763805

THUNDER GBR573 1979 Miller-Godsill. New Mast, full Harken refit, respray. £9,750 Philip Rutledge 0131 552 4774

TANA GBR498 1982 Borresen GRP. Teak deck, trailer, yard maintained. £9,500 Simon Treadwell 01428 606456

LOKI GBR503 1984, Borresen GRP. Four Edinburgh Cup wins, Nordic mast £15,000 Rory Bowman 01462 452509

SANDPIPER GBR527 1987, Borresen GRP. All fine tunes, ready to race. £12,000 Mike Williamson 0171 835 1086

QUICKSILVER GBR534 1987 St. Georges GRP. Boyce mast ('96), trailer. £11,000 Peter Flutter 01326 316189

SMAUG GBR544 1988 Petticrow GRP. Harbeck trailer, extensive sails. £12,500 Ken Bushell 01279 429210

HECTIC GBR550 1988 Petticrow GRP. Harbeck trailer, 3 suits of sails. POA Danny Sinclair 0131 336 5436

JABBERWOCKY IRL107 1988 St. Georges GRP. Harken throughout, trailer. IRE11,500. Stephen Cullen 00 353 1 2856906

MYSTERY IRL102 1989 Petticrow GRP. Trailer and boat cover. IRE16,750 Michael O'Rahilly 00 353 01 2695285

GUNDOG GBR562 1990 St. Georges GRP. Trailer, Harken/Borresen fittings. £13,500 Alex Flett 0131 312 6821

ULYSSES IRL106 1990 Borresen GRP. New spars, latest racing layout. £16,500 Chris Flemming 00 353 16604879

NESTIA NED234 1991 Borresen GRP. Latest racing layout. £17,000 Tom Vinke 00 31 35 5386239

SCARAMANGER GBR587 1992 St. Georges GRP. Trailer, full racing specification. £15,500 Peter Colby 01953 605301

CHINATOWN GBR589 1992 St. Georges GRP. Trailer, Harken throughout. £13,500 Nick China 0171 274 8165

HAWKEYE GBR596 1993 St. Georges GRP. Trailer, 2 suits of sails. POA Albert Albrecht 0171 274 8165

RIFF RAFF GBR603 1994 St. Georges GRP. Trailer, Harken throughout POA Arthur Vowden 01803 326005

IMPULSE GBR602 1994 Petticrow GRP. Two suits of sails, trailer, hardly used. £28,000 Eric Dragten 0181 547 2700

KIN GBR620 1996, Petticrow GRP. Two suits of sails, transport covers. POA Simon Brien 01232 427111

Richard Hvass preparing for a day on the water at Windermere



WINDERMERE SCENES

The Northern and Classic Championships at the Royal Windermere Yacht Club –
photographs by Brian Leach



GBR 505 Jane was second in the Northern Championship

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- French Championships** No. 1
- Dutch Championships** No. 1
- Portuguese Championships** No. 1
- British Championships** No. 1
- World Championships** No. 2

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- Complete new moulds, hull, deck, integral rudder.
- Epoxy coated integral keel.
- Additional buoyancy and stiffening in hull and innersection conforming to proposed E.U. regulations '98.
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- Maximum sized cockpit.
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- Choice of winches or winchless system.

Petticrow Dragon 1997 Racing Results

Gold Cup	1,4,5,6,7,9,10
World Championships	2,3,5,6,7,8,10
British Championships	1,2,4,6,7,8,9,10
Irish Championships	1,2,3,4,5,6,7,8,9,10
French Championships	1,2,3,4,5,6,7,8,9,10
Dutch Championships	1,3,4,5,6,7,9,10
German Championships	1,2,3,4,5,6,7
Portuguese Championships	1,2,3,4,5,6,7,8,9,10
East Coast Championships	1,2,3,5,6,8,9,10
Princess Sophia Trophée	1,2,3,5,6,8,9
Samsonite Trophée, Blanes	1,2,3,5,6,7,8,10
Pfingstbush, Kiel	2,3,6,7,8,9,10
Kiel Week	1,2,3,4,6,8,10
South Coast Championships	1,2,3,5,6,7,9,10

Petticrow

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