

# DRAGON NEWS

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*Summer 1998*

**THE SEASON  
SO FAR**

**EAST COAST  
CHAMPS**

**HENRY THE  
NAVIGATOR  
VILAMOURA**

**BLANES  
REGATTA**

**MODERNIZING  
CLASSIC RIGS**

**BOATS FOR  
SALE**



**BRITISH DRAGON ASSOCIATION  
SUMMER NEWSLETTER**

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*The specialist cargo airline*

Production Editor: Janet Harber  
Printed by: Wednesday Press

*Your Secretary muses, on a youthful note, from the Edinburgh Cup*

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I write this having just returned from the Edinburgh Cup in Torbay. The racing was tight – at the start of the last race, the Cup could still have been won by three competitors.

The event was eventually won by *Tyr* (GBR 591), skippered by Peter Dann and crewed by Dominic Stanislaus and yours truly. What I found most encouraging was that the winning boat had a crew with an average age of 30 years – I haven't started lying about my age yet, and Dominic being only 21.

The *Tyr* crew was not the youngest, because the crew of *Peer Gynt* (GBR 565), who came fourth, had an average

age of 28, with skipper, Richard Jordan, celebrating his 26th birthday during the event.

I don't think you can call the Dragon class an old man's boat, when the 'wrinkly' among the crews of the first four boats was in fact Martin Payne.

Having read a recent article in *Yachts and Yachting* about the Ultra 30s, looking at the ages of the skippers of those boats I think we have now identified the old man's class.

I hope you are all having a very enjoyable season, and I look forward to seeing you at the Gold Cup.

Owen Pay



Peter Dann demonstrating his usual restraint, having won a race in the 1998 Edinburgh Cup – photo Owen Pay

Cover picture: *Tyr* at home on the Medway, 1996 – photograph by the late Jennie Martin/Colloryan

## SUMMER REGATTAS

Most of our fleets have a local regatta throughout the summer. Everybody likes to see visitors from other fleets, so the following pages will allow fleet captains to publicise their events.

### Cowes Week

**Saturday August 1st - August 7th**  
EVERY YEAR the Dragon class enjoys great racing at this major yachting event. Sharing the water with over 1,000 competing boats, together with the pressures of starting 30 classes means that you race typical Solent courses off

the Royal Yacht Squadron's line. It is fascinating stuff, and the last three years have seen visitors winning the Week.

If the racing is good, so also is the social side of Cowes Week, ranging from the buzz in the High Street to the cocktail parties and balls in the clubs. There is something for all tastes – the bar on the apron of the Island Sailing Club as you come ashore; the beer tents in the marina where a different group plays each night; the week long programme at Northwood House culminating in 'a last night prom'; and not forgetting Firework Night on the Friday.

For those unfamiliar with the programme, there are eight races, each starting daily at 1105, with the Ganymede Bowl being awarded to the overall winner in the Dragon fleet, which is generally 30-35 boats strong. In addition, there is a trophy to be won on each of the eight days, plus a splendid half-model of a Dragon given in 1994 by *Classic Dragon* magazine for the first Classic Dragon over the week.

If you are interested in joining us this year, please contact either Wendy Owens 01983 295826, or Keith Skelsey 01983 296438.

# CHAIRMAN'S REPORT

**Y**our Chairman's 1998 season began with a romantic weekend *a deux* in Ireland. By pure coincidence the venue – a delightful lakeside hotel – was also hosting the Irish fleet season opener. This nearly led to a misunderstanding, but everything was sorted out late on the Saturday night by Mark Brien in the disco, and over three pints of Guinness.

On to the South Coast Championship with crew Tristan and Jo. The new Solent fleet management team – Chris 2 – put on an excellent show together with the Island SC. Flotation crew were kept in order by lack of a suitable Saturday night watering hole. Their complaints were doubled by missing out on the Sunday night session: they were not mollified by the extension to their life spans.

The same crew attended Lowestoft. The Whitsun weekend started with a bang (if that's what you call Colby in full flow) but never managed to sustain the momentum. For those who have not yet seen it, the new marina is a transforming phenomenon and the Lowestoft fleet can look forward to hosting the '99 Edinburgh Cup with considerable confidence.

At the time of writing, the '98 Edinburgh Cup begins in a few days: it should be a cracker, with Rory Bowman going for the record against some demanding opposition.

The BDA Officers and Committee are addressing a number of issues faced by the Class. Against sustained competition from sportsboat classes, the Dragon is holding its own well. It is important that we continue to get the message across and our promotional budget is being



deployed in advertising, in encouraging positive editorial comment, and in paying for professional support for our newsletters. It looks as though Petticrow will be taking a significant presence at the next London Boat Show, and they have encouraged the BDA to take advantage – which we certainly intend doing.

More than ever the Class is in danger of falling into two categories. On the one hand there are the 'travellers' – of whom your Chairman is one – who take full advantage of the pleasure to be derived from diverse sailing waters and changing, but always companionable, social circumstances. It should be a source of strength and pride that members of the UK fleet will in 1998, be in Ireland, France, Belgium, Holland, Spain and Portugal (and probably many other

countries too). On the other hand, the Class needs to nurture its roots through active club fleets or it risks withering. There are natural customer bases for us – cadets; cruiser sailors wishing to reduce their hours afloat; local dayboat racers looking for a new challenge; sportsboat owners looking for a class with enduring appeal; etc etc. Getting at these requires commitment and effort at all levels of Dragon sailing and the Committee is constantly looking for ways to ensure this.

As usual Mike and I are very grateful for the continued, and largely unsung, efforts of the Executive Team, Owen and Lucilla.

Happy Sailing

Richard Davies

## Olympic Anniversary Regatta

IT IS 50 YEARS since the Olympics were last held in the United Kingdom. The Flying Dutchman Class, having recently lost Olympic status, decided to organize an anniversary regatta for the 'Olympic has-beens' in Torbay, where the racing was held back in 1948.

Brixham Sailing Club will be running the event over a long weekend on September 25th-27th this year. The entry fee will be approximately £30, but Dragons will have to pay a little extra for the crane which is available in the harbour.

The itinerary will be as follows: one race for each class on Friday 25th (pm start); two races for each class on Saturday 26th (am and pm starts); one race for each class on Sunday 27th (am start); one massed start for all classes on Sunday 27th (pm start)

The classes will include Tempests, Flying Dutchmen, Fireflies, and 12 sq. metre Sharpies – so the massed start should be interesting.

Anybody interested should contact either Owen Pay, or John Best (Chairman of the British Flying Dutchman Association) on 01489 895582.

## LOWESTOFT SEA WEEK

Royal Norfolk & Suffolk Yacht Club  
August 10th to 14th 1998  
Dragon Class Race 1410 Daily

- Open Dragon Event
- Cheap Entry Fees and Moorings
- Free Craning
- Good Social Events

For further details, contact:  
Jonathan Butcher Tel: 01603 417717

# THE SEASON SO FAR...

## Burnham Easter Regatta

THE BURNHAM fleet held the first UK Dragon fixture of the season, as usual, with the now well established Easter regatta. Sponsored this year by Holt Allen Fittings & Spars, the event attracted an entry of 16 Dragons including boats from Cowes and the Medway.

The regatta has all the usual 'charm' of East Coast river sailing (ask Mick Cotter about close-tacking with a hangover) with the added bonus of being able to have lunch, between races, in the warmth and comfort of the very hospitable Royal Corinthian Yacht Club. The time of the start of the second race is decided over the second glass of wine.

The regatta consists of six races, starting at 1400 on Good Friday. Unfortunately this race was lost due to no wind, with the majority of the fleet towed home by Barry and Fianne Stanford in their new toy.

Saturday was a two-race day with a crisp north-westerly, but not a cold north westerly – yet. With the wind in this direction the only option the race officer has is to send the fleet up river, towards Canewdon, if there is to be a decent beat. Close racing was the order of the day, but Rob Campbell showed the sort of form that remained consistent throughout the weekend. After the fleet had returned to the bar at the end of the day, the outside temperature fell by at least 10 degrees Centigrade. Easter Sunday was another two-race day, with the wind still in the north-west, but rather grey. This was the same day that the north of the country was gripped with blizzards. Two races were successfully completed in a steady Force 4-5, when the rest of the country appeared to be in chaos. Once again the fleet was sent up river for both races.

Easter Monday has a morning start only, and again the race was held in a Force 4-5 north-westerly.

This highly successful event was organized by the Royal Corinthian Yacht Club. Robert Campbell, of the host club, was the overall winner with three firsts, a second and a third, sailing *Quicksilver II*, GBR 572. Chris Caws from Cowes was second sailing *Sobriety*, GBR 553, with Tony Allen and Mike Holmes third in *Hat Trick*, GBR 597, *Flame Again*, GBR 617 (David Hall) was fourth, with *Erratic*, GBR 580 from the Medway (Phillip Clarabut) fifth, and *WaterRat*, GBR 618 (Ian Ratnage) in sixth place.



Richard Davies, with crew Tristan Nelson and Scottie, concentrating hard in race four of the Edinburgh Cup – photo Owen Pay

## Lowestoft Racing Round Up

WHEN SAILING started on April 25th, after the traditional six month winter break, the new pontoons floating in the yacht basin were a welcome sight to start the season with.

With Nick Truman and Chris Dicker taking *Atalanta* and *Scorpio* down to Cowes for the South Coast Championships only three Dragons were left to face the elements of the North Sea on Saturday May 6th. In a Force 6 off Lowestoft they raced against some fool hardy 707s that were heavily reefed. Ken Claburn sailing *Troika* won both on the water and on handicap.

Unfortunately the other two Dragons didn't do so well with *Scarecrow*, visiting from Aldeburgh, never making the start line and *Blue Flame* retiring with pump problems.

At Cowes Dicker managed a fifth but Truman didn't do quite so well. The practice for Dicker certainly proved worthwhile for the following two weekends.

The next weekend we were warming up for the coming East Coast Championship. Ten Dragons, including several visitors, raced in near perfect sailing weather, with Chris Dicker winning, followed by Rory Bowman in

*Ygraine*, and third was *Pongo* helmed by Mike Hayles.

## East Coasts 21st

THE 21st East Coast Championship took place over the Bank Holiday weekend, May 23rd to 25th, with a healthy 23 entries. Chris Dicker, who has attended all 21 East Coasts, won from Nick Streeter sailing *Sandpiper* and Simon Fulford with *Whistle*. The winner of the Old Boat category was Ken Claburn with *Troika*.

For detailed race report and results, see page 6.

## Web Site

FOR THOSE INTERESTED in everything on-line, and I know some of you are by the number of visits we get to the site and e-mail I receive, our fleet Web site (which has been operational for just over a year) now has everything you may wish to know about sailing Dragons at Lowestoft. Details of our club racing and results are updated as often as possible. Do any other fleets have a site yet? If you are interested take a look at [HYPERLINK](http://www.paston.co.uk/dragon)  
<http://www.paston.co.uk/dragon>

## Lowestoft Sea Week

OUR OWN Regatta takes place annually in August when we have a week of sailing racing during the afternoons. This is an open event and any Dragon sailor wishing to come and race is most welcome. This year Sea Week is from Monday August 10th to Friday August 14th. The Dragon class race starts at 1410 daily.

## East Coast Championship & Edinburgh Cup 1999

NEXT SEASON we will again be hosting the East Coast Championship over the Bank Holiday weekend, May 29th to 31st, and the Edinburgh Cup from Saturday June 19th to Friday June 25th.

Should you be planning to take part in both events, we would be delighted if you would like to leave your Dragon with us and sail on the Saturdays in between. On one of these weekends we will be arranging a regatta.

## Great Value Sailing

FELLOW DRAGON sailors are always welcome to join the Lowestoft Fleet. The facilities now offered at the Royal Norfolk & Suffolk Yacht Club are amongst the best, and this makes it an ideal place to sail a Dragon.

We believe that Lowestoft is probably the most affordable location for a sea-based Dragon fleet in the UK. With the cost of membership – for owner and two crew, berthing and the use of a free crane, you can have your first season sailing at Lowestoft for less than £600! Bed and breakfast in the club is available from around £18 per person – that's just £54 for a Dragon crew of three.

The club also offers superb dining facilities and wonderful bar snacks. 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. Telephone: 01502 566726.

**Jonathan Butcher**

## Boat Name Origins

**Pongo** : The terrible monster of Sicily. A cross between a 'land-tiger and sea-shark'. He devoured five hundred Sicilians, and left the island for twenty miles round without inhabitants. This amphibious monster was slain by the three sons of St. George.

Thanks to Mary Gifford for this description. If you would like to include the name of your boat then please fax/write with your description, and if possible, include a photograph of the boat.

## EAST COAST CHAMPIONSHIP

WEATHERWISE IT WAS a miserable weekend – typical UK Bank Holiday. However, there were 23 very keen entrants in this annual, hotly contested John Grose East Coast Championship.

In the first race on Saturday, only 12 boats actually crossed the finishing line in the allotted time due to lack of wind. One of the favourites, Nick Street in *Sandpiper*, took first place, with local man Chris Dicker in *Scorpio* closely behind in second place. The wind stayed non-existent and the second race was abandoned.

On Sunday Race 3 was sailed in very unpleasant conditions with wind shifts and poor visibility. The winner was Patrick Gifford in *Pongo*, with Dicker in second place again.

Before the start of Race 4, the winds had completely changed from west to north-east and the course had to be re-laid. Streeter took first place with the Rear Commodore of the Royal Norfolk & Suffolk YC, Norman Blowers in *Mystere*,

storming into second position.

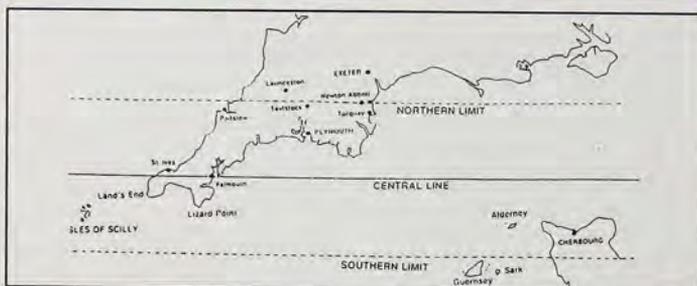
Sunday morning was overcast but the wind reached Force 3 from the west, with only a slight sea. Dicker led the final race all the way, with second-placed Simon Fulford in *Whistle* holding on to second at each mark.

Dicker, crewed by James Mehew and Jonathan Webster and representing the RN&SYC, was first overall, having sailed in all 21 East Coast Championships. Streeter, from the Royal Thames YC, achieved second place, and third went to Simon Fulford from Aldeburgh YC. The winner of the Old Boat Trophy was Ken Calburn from the RN&SYC sailing *Troika*.

**Andrew Donovan**

**Overall Results:** 1st *Scorpio*, Chris Dicker (Royal Norfolk & Suffolk YC), 2nd *Sandpiper*, Nick Streeter (Royal Thames YC), 3rd *Whistle*, Simon Fulford (Aldeburgh YC), 4th *Pongo*, Patrick Gifford (Aldeburgh YC), 5th *Mystere*, Norman Blowers (RN&SYC), 6th *Manuel*, Martin Payne (Royal Torbay YC).

## TOTAL ECLIPSE IN FALMOUTH 1999 – BE THERE!



On Wednesday August 11th 1999 at 1111 hours there will be a total eclipse of the sun in Falmouth. This timing coincides with next year's Falmouth Week – where there is a separate start for Dragons.

Accommodation is already heavily booked. All enquiries to Dr Alan Dowle, telephone 01326 312578.

## Northern Dragon Championship

Don't forget the Northern area championship, which will be held in Edinburgh over the weekend **September 12th-13th.**

The six race series will commence on Saturday 12th, with race one starting at 1100.

The entry fee is £20, and more information can be obtained from Shaun Maclean on 0131 552 1988.

**This event is a qualifier for the Worlds in Martinique**

## PRINCE HENRY THE NAVIGATOR TROPHY, VILAMOURA

Julian Sowry drove an epic 4,000 mile trans-Europe round trip to sail in Southern Portugal

HAVE YOU EVER noticed how Jeremy Clarkson writes his Sunday Times article about everything else but the car – until the last two paragraphs seemingly, when he gets to the point. Well, the point here, is that if you want to sail your Dragon off Southern Portugal in the Atlantic swells coming from Brazil, in February in bright sunshine, with a 20-boat fleet, in Force 6 winds with great courses, then this is the ultimate way to shrug off the winter blues.

But, and this is where Clarkson comes in, you have to be some sort of rally driver to get there and back from Burnham... or may be not back?

You see, the plan, or maybe my crazy idea, was/is to try to tick off as many foreign Dragon regattas as we can before we go senile or bankrupt or both, or drive my ever-tolerant wife crazy. For those who forget, we were forced into this strategy three or four years ago living in landlocked Switzerland, so we had to set off on our travels. And we consider ourselves ordinary club sailors – albeit DINKYS!

So, you leave the boat and trailer at a friend's house (lower car park please

...this is the  
ultimate way to  
shrug off the winter blues

Jules!) near the Medway, to speed your progress from home on the Saturday morning to the Tunnel (by far the easiest way to take a Dragon across the Channel). You then drive to Paris, Bordeaux, Biarritz, south and then west of Madrid and then on to Seville and finally west to Faro and Vilamoura (yes, it is on the local maps). Two thousand miles and 30 hours non-stop driving later you get there – tired, but happy – as they say.

For this I recommend – no, we are not sponsored by Land Rover – a two-year-old Range Rover 2.5 DSE diesel automatic (ex-Branson gatport airwick taxi) which chugs along happily at 18 mpg (diesel is one third cheaper in France, Spain and Portugal) at 100 kph all day and night. And you can sleep in a sleeping bag in the back quite comfortably when it's your turn. Clarkson derides its performance – I hear today a bigger engine version is in the wings – and I do admit to occasionally clogging the streets of Fulham in the off season.

But for the purpose for which it was designed (clearly Dragon trailing across Europe) it really is excellent. You see we are sponsored!

Claire, and Duncan Grindley (*Gaia*, Cowes) formed the other part of the Trans-European Rally Team and between us all went well. All the way to Spain it rained solidly and very hard. Thereafter not a cloud was spotted making the vistas across Spain's high ground wonderful in the clear sharp air, and down all the way to the oranges on sale near Seville. Arriving on the Sunday evening we then had all day Monday to recover, rig the boat, trial sail Tuesday, and race Wednesday through Saturday.

...great fun to  
participate in and  
well worth the drive

I really now cannot remember all the finer points of this, but needless to say in the front three of seven (no, six – the last was light airs) demanding races were Fred Imhoff, PRHJ and Frank Eriksen with Lars Jensen, the heavy mob.

The races were held over three days, two races in quick succession (no time for rest) and one on the last day. Generally, as I remember it, you had to go left in towards the shore and stay to the left on the runs – basically continental-style left-hand everything but, more to the point, try to keep the boat upright and make sure nothing breaks. We delayed one tack seeing the leeward runner swinging loose 10 metres to leeward.

Anyway, we came 12th, getting better at the howling conditions as the dust wore off and even managing eighth in the lighter air at the end. A baptism of fire, but wonderful Dragon sailing and special camaraderie from the small team assembled together. The official dinner in the week included a show from long-legged Brazilian dancing girls – no doubt friends of Andre's.

If you turn up a few days earlier for the Andre Jordan Cup and the Vilamoura Carnival Regatta with 300 other dinghies (and thus forego any chance of ever going skiing in Val d'Isere again with the IDA VC), then you can play golf as well, on one of the legendary championship courses.

On the Saturday, your designated crew

member plays Stableford against the other crew reps and the prize is awarded on the basis 80/20 sailing/golf. Strong representations were made to make this 50/50. Henrick Dalhman won the race in his wonderfully Petticrow-restored 1960s Pedersen, and Kurt Nystrom imitated Tiger Woods to claim the coveted Green Jacket.

So if this appeals, and it could be the Old Course at Vilamoura, and the others can have a free day's golf lesson and round, ask Colin Montgomerie now. He would, I guess, make a mean B max middle man with a keen eye for avoiding the water and the sand traps. Failing this, Adrian Patten is pretty useful in the middle and his handicap is falling weekly. Book now! Any rumours about sandbagging are lies.

At the end on the Saturday night we sadly missed an allegedly marvellous wind up dinner at the Vilamoura Marina Five Star Hotel, but we were already one shift into the return trip, not home – but via Madrid to Blanes leaving the boat there for the regatta after Easter (but that's another story...) We then drove home to London arriving in Calais 12 hours later and back to SW6 three hours hence. Piece of cake really!

So, see you aspiring golfing sailors next February/March. You do get a very warm welcome and all the facilities are excellent. Try it at least once and you will not regret it. We have to give the pros someone to sail against don't we? And you can learn more as they have more time to help you in the dock (take your new sail orders).

Ron James' beautiful new wood Dragon racing at Torbay – photo Pay



## DRAGONS ON THE COSTA BRAVA

Owen Pay reports from Blanes – where the weather was not what he expected

In the past when Chris Brittain kept saying to me: "Come to Blanes, shorts and T-shirts with gentle sea breezes", I had always had an excuse like "no holiday" or "nobody wants me". However, this year I had no excuse as the MacLennans had asked me to crew for them, and I had stacks of holiday due to a particularly busy winter. So I left a freezing Burnham-on-Crouch on Easter Sunday and flew, via Luton airport and Easejet, to 'sunny' Barcelona.

Blanes is 40 km east of Barcelona, and this regatta has become an established part of the early season calendar on the Iberian peninsula. Blanes is a particularly popular venue because of the ease of access and idyllic sailing conditions; it also follows on immediately from another well-attended regatta in Palma.

...soon had the  
fleet running for harbour  
in freezing gusts of  
up to 40 knots

The previous three regattas at Blanes have been in gentle sea breezes with fantastic sunshine, but this year El Nino had other ideas. The first start was at 1500 on Easter Monday. Due to the proximity of the race course, boats do not leave the marina until a 45 minute signal given by the race committee.

In a Force 2 to 3 south-westerly the fleet waited patiently while the committee grappled with a wind varying between Force 2 and 5, and oscillating through 10 to 15 degrees. A thunderstorm then arrived over the mountains in the north, and a big black cloud moved towards the now becalmed fleet. Waterspouts were seen before the wind filled in suddenly from the north east. This soon had the fleet running for harbour in freezing gusts of up to 40 knots. The bar was filled with tales of derring-do for the rest of the evening.

Tuesday started grey with a Force 2 from the south. The temperature was still unseasonably low, but the fleet was anticipating a good day's racing. Race one started promptly at 1200 in a chilly Force 3 to 4 with a clean start. The fleet was massed at the committee boat end of the line, to enable an early flip onto

port tack to take advantage of the land effect.

*Danish Blue* (GBR630) established an early lead on the two-round windward/leeward course, which skipper

...nothing like  
the warm weather  
with sea breezes that  
I had been promised

Paul Hoj Jensen (crewed by Chris Brittain and Hamish McKay) managed to defend for the duration of the race in the steadily increasing wind.

By the start of the second race the sun had appeared, and the fleet got away cleanly in a crisp Force 5, with building seas. Once again the consensus was to flip onto port tack and head for the land effect. *Danish Joker* (NED 247), skippered by Fred Imhoff and crewed by Richard Van Rij and S. Machielsen, led to the first mark; closely followed by *Fin's Blue* (DEN 298). The waves had now reached a size where the crews could have some fun with marginal downwind surfing, and there were some large place changes on these legs. Heavy weather specialist Imhoff managed to hold on to his first place, followed closely by *Fin's Blue*, skippered by Lars Jensen, and crewed by Fin Leerbeck and Olaf Lorentzen.

Day three was crisp and sunny, but with a nasty forecast for 40 knots from the south west. The fleet was keen and this time there was a serious log jam at the committee boat end. Several boats were forced to tack away, in preference to sinking the committee boat. Once the dust had settled, some boats were recalled, but three were still told to go home at the first windward mark. *Fin's Blue* won the long battle for first place with *Danish Joker* second, and *Rascal Rat* (IRL139), skippered by Robin Hennessy, with John O'Connor and Tom Fitzpatrick crewing, in third. This particular race was memorable for most competitors because of the spectacular downwind surfing.

By the start of race four the wind was blowing a steady 25 knots. The fleet got

away cleanly with the usual flip on to port tack. At the windward mark the wind had increased marginally, and several big black clouds could be seen over the land. Half the fleet decided discretion was in order (with strong memories of the mini mistral on the first day's racing) and headed for home. DEN317, skippered by Frank Eriksen and crewed by Jorgan Bonde and M. Petersen, had a significant lead at the first windward mark but unfortunately lost the foredeck-hand over the side during the gybe (he did hang on to the spinnaker sheet) and ended up seventh. Under the black clouds and blinding rain, the wind peaked at 32 knots. Strangely the very difficult race finished with a Force 3, and bright sunshine, with NED 268 (skippered by P. Heerema, crewed by T. Palm and B.T. Willink) winning from only 18 finishers.

Thursday was again a sunny start with two races scheduled, the first started on time in a Force 5, with *Fin's Blue* leading round the windward mark. Amid spectacular downwind surfing the race finished in 25 to 28 knot winds and was won by *Fin's Blue*, with *Danish Blue* in second place and *Danish Joker* third.

The race committee was hoping to still run a second race and the fleet returned to harbour to await instructions. The wind did not moderate at all, as was shown when Robin Hennessy had a glass of beer blown into his lap, Robin was only upset by the wasted beer and not the mess. The race was finally abandoned at 1530.

By the time the fleet left the harbour on Friday, the wind had moderated to Force 2, trying to decide if it was a south-westerly, or a south-easterly. After three hours a big black cloud appeared over the land once more, and the wind went round to the north-east and blew 30 to 35 knots. We finally headed for the harbour having only raced five of the scheduled ten races.

This was my first visit to Blanes and it produced nothing like the warm weather, with sea breezes, that I had been promised. It was also a week in which the rest of Europe was in chaos due to unseasonable snow falls. However, the regatta was impeccably organised with a wonderful welcome from the yacht club, and a great opportunity to make new friends. I look forward to going again next year, when perhaps the gentle sea breezes will have returned.

## MODERNIZATION OF RIG ON A CLASSIC DRAGON

Simon Holt starts with Mast Rigging

**T**he system described below is installed on *Lis* GBR 403; it is based on a design by a professional rigger, Phil Evans, who is also the world champion Flying Fifteen crew. It is used extensively on the Windermere Class, which, although smaller in length, has a bigger rig. The photographs on this page are of the Windermere class rig and the one on the following page is of the Dragon.

The aim is to take the stress away from the old chain plates and for compression struts to take the strain of much greater loads imposed by tightening up the shrouds.

### Step One

Cut a slot in the deck to enable the shrouds to pass through and which will allow fore and aft movement for the mast to move with the ram. The slot should be positioned so the shrouds pass through centrally and over the back (hull side) of a stainless steel tube. On some Dragons there will have to be two slots, on both sides, because a deck beam passes across the boat at this point. Obviously do precisely the same on both port and starboard sides of the boat. A slotted rubber cap is fitted over the shrouds at deck level to make them watertight.

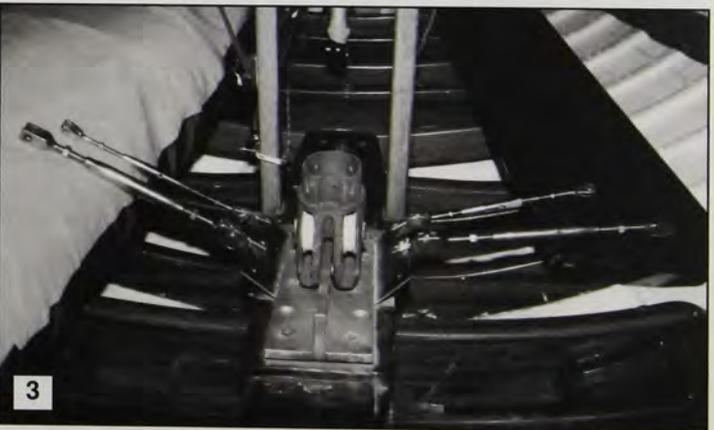
### Step Two

The stainless steel tube is positioned under the deck (as shown in photo 1). It is incorporated in the compression struts which support the deck and hull both fore and aft the mast.

A sophisticated system might have the compression struts fashioned in stainless steel, but they can be as crude as 4x4 timber. On the back of the tube (which is pinned to prevent it rotating see photo 2) are drilled in nuts which retain the extremes of the forward and aft movement of the shrouds along the tubes. These are for positioning and aligning the shrouds, and allow for adjustment of the rig.

On both rigs shown, the tube is prevented from rotating, but I can see that there might be benefits from allowing it to rotate to ease the friction caused when tightening the rigging.

Considerable pressure can be applied, and whereas on the Windermere Class the tubes are about two inches in diameter, on *Lis* they have been



## RIG ON A CLASSIC continued

increased to five inches, and filled with wood (photo right) to prevent the risk of folding or grooving them.

### Step Three

Manufacture a larger mast step with stainless steel wings (as in photo 3 on previous page). These again can have a series of holes for alignment and adjustment of the two bottle screws which are fitted to the wings. The wings 'point to' the underside of the tube and align to accept the shrouds.

There are more modern versions of shroud locks which are easier to adjust than the traditional bottle screws. You will need longer than usual shrouds, but their measurement does not have to be precise because the bottle screws allow for fine adjustment and, of course, the tensioning.

### Step Four

The combination of the compression struts and more secure fastening of the shrouds via the tube to the hog means you can strengthen the rig substantially without the danger of pulling out the chain plates. The rig can also move fore and aft so you can

ram and pre-bend with either a sophisticated ram or a simple block and pulley cascade system, tied round the mast just under the deck and led to the underside of your jam cleat shelf. The mast is also stepped more easily, and the tuning is simpler and more comfortable to carry out.



## BOATS FOR SALE

**LIS** GBR 403 1963 Borresen. £17,000 spent on refit, new from deck up, trailer, new sails '97. POA Simon Holt 01253 738228.

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

**KOMIZA** GBR80 1938 Svenson & Dahlstrom. Completely rebuilt, pine hull. £5,000 Jim Scorer 01621 786739

**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

**VANA** GBR272 1954 Nunn Bros. Fully updated, trailer. £7,000 Tom Gibbon 01473 737738

**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

**BLUE SKIES** GBR322 1959 Clare Lallow. Mahogany hull, alloy mast, cradle. £2,000 Matthew Ratsey 01503 250698

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

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

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

**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. £9,100 David Kelso 01232 763805

**THUNDER** GBR573 1979 Miller-Godsill. New Mast, full Harken refit, respray. £9,300 Philip Rutledge 0131 552 4774

**LOKI:** GBR503 1984, Borresen GRP. Four Edinburgh Cup wins, Nordic mast. £11,000 Rory Bowman 01462 452509

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

**MAMBA** GBR501 1985 Custom Debenham GRP. Black hull, teak deck. £12,500 Peter Colby 01953 605301

**JANE IV** GBR505 1986 Borresen GRP. Successful boat, new mast. Offers Rory Bowman 01462 452509

**QUICKSILVER** GBR534 1987 St. Georges GRP. Boyce mast ('96), trailer. £9,000 Peter Flutter 01326 316189

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

**MYSTERY** IRL102 1989 Petticrow GRP. Trailer and boat cover. £13,500 Michael O'Rahilly 00 353 01 2695285

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

**EXCALIBUR** GBR580 1990 St Georges GRP. White hull, Proctor spars, trailer. POA Paul Patenall 0181 995 1153

**GAIA** GBR577 1991 Clare Lallow cold-moulded. Petticrow mast. £17,000 Keith Skelsey 01983 296438

**SCARAMANGER** GBR587 1992 St. Georges GRP. Trailer, full racing specification. £14,000 Peter Colby 01953 605301

**CHINATOWN** GBR589 1992 St. Georges GRP. Trailer, Harken throughout. £10,000 Nick China 0171 274 8165

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

Boats for Sale details for Christmas Dragon News should be sent to Owen Pay as soon as possible

Photo by Turtle Photography, Abersoch



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