

DRAGON NEWS

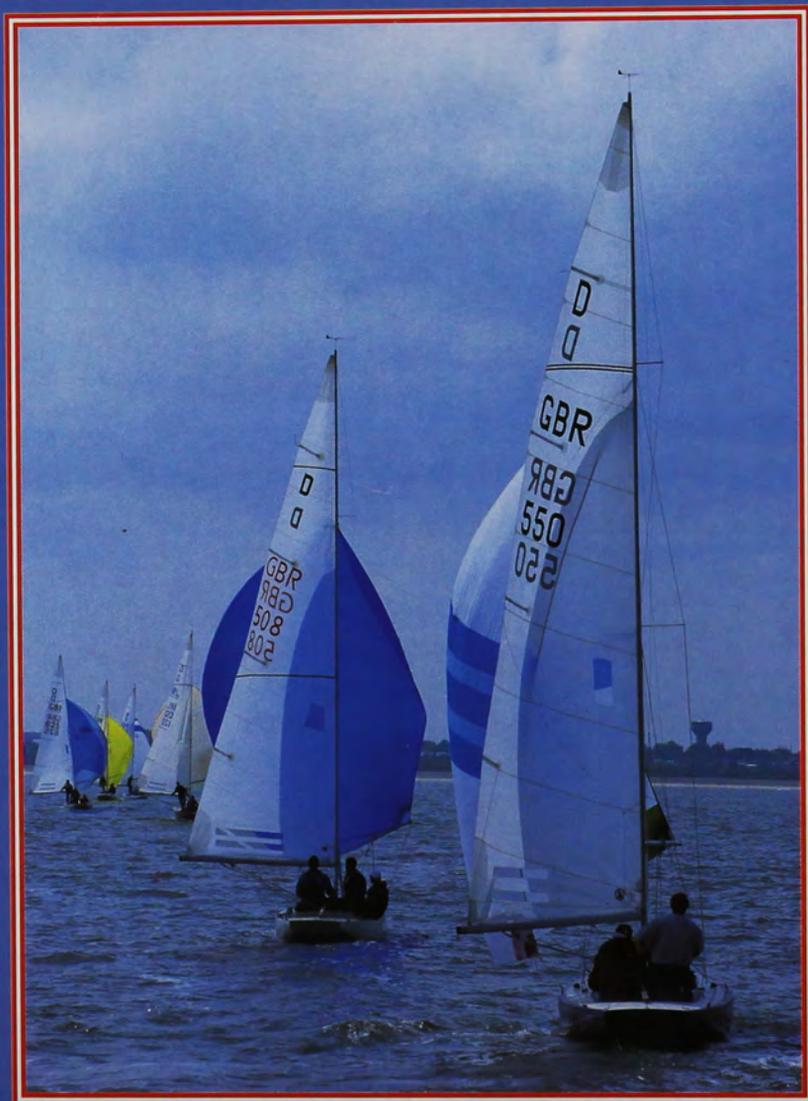
*Summer
1999*

*EAST & SOUTH
COAST
CHAMPS*

*LOWESTOFT
EDINBURGH
CUP REPORT*

*DRAGONS
ROUND THE
ISLAND*

*BOATS
AND SAILS
FOR SALE*



*BRITISH DRAGON ASSOCIATION
SUMMER NEWSLETTER*



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Summer 1999

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Cover Picture: GBR550, Colin Woodcock's *Hectic* and GBR508, Nick Truman's *Atalanta* at the Edinburgh Cup – photo Janet Harber

We are now into another season and I have decided to use this slot for something more important than me telling you how rosy everything is in the garden.

First, many people have been having trouble getting hold of me lately. I left IBM in November and now work in Reading.

My new telephone number is 0118 909 1810, you will normally get my voicemail but I return calls as promptly as possible. My new e-mail address is owen_pay@jdedwards.com, which is all lower case and the owen and pay are joined by an underscore (or underline) and not a dash.

Edinburgh Cup Format – this is very important:

AS MOST OF you know, the Edinburgh Cup is the British Dragon Association National Championship, and is raced over seven days. The first race is the practice race, and the following six races are used to decide who wins the championship. The races are generally two and a half to three hours in length, and are generally held in the afternoon to allow time for Summer sea breezes to fill in.

Many classes have changed the racing format for their national championships so that they are held over a shorter period, say, four days. To ensure that adequate races are held, these abbreviated championships usually involve two or three races a



Veronica Falat and the Royal Norfolk & Suffolk YC race team at the 1999 Edinburgh Cup – photo Janet Harber

day. The races by necessity have to be much shorter and much more emphasis is placed on the start of the race.

Pressure has been building to run the Edinburgh Cup over a shorter time period. The BDA Committee would like feedback from the members before considering further any change.

Please could anybody who is interested in the Edinburgh Cup, write to the Honorary Secretary, Owen Pay, supplying the following information:

- 1) Have you ever competed in an Edinburgh Cup before?
- 2) Would you be interested in attending an Edinburgh Cup with an abbreviated format?
- 3) Would the current format, or an abbreviated format deter you from attending an Edinburgh Cup?
- 4) How far would you be prepared to travel for an Edinburgh Cup?

I look forward to hearing from all of you.

Owen Pay

Finish of the fifth race in the Edinburgh Cup at Lowestoft – *Ygraine* leads *Danish Blue* over the line – photo Janet Harber



CHAIRMAN'S REPORT

This is now my ninth year on the BDA Committee and my first year as Chairman. I believe that over the period we have seen some changes in the Dragon Class, but the underlying theme has always been how we promote the class, encourage younger members, fight off the new classes and ensure there are strong, local fleets.

No doubt, over the next few years, the theme will be the same, although I fear that the gap between the 'new boats' and the 'old boats' has widened considerably in the period.

Not because the old boats are intrinsically slower, but because the new boats are better engineered, all the equipment works, adjustments are easier and there are considerably fewer breakages and gear failures. The Class must therefore continue to encourage the older boats by making them welcome and it was good to see the Cowes fleet offering an old boat's prize at the Southern Area Championship this year. Can I suggest that the local fleets should therefore consider offering prizes for the older boats?

The Class, led by the Classics, is once again returning to Windermere in the Autumn for the Northern Area and Classic Championships, which I thoroughly recommend for an end of season regatta in a different venue and certainly challenging sailing conditions.

With regard to the fleets themselves, the South and East Coast fleets seem to be in good shape and it is encouraging to see a revival in Cowes around their new racing format. However, the more distant fleets seem to be suffering although there are signs of a revival in the Clyde. Hopefully, the staging of the Edinburgh Cup in Cultra next year may bring the North of Ireland fleet back to life, but it probably needs EU money, like the Dublin Bay fleet, to really get going again.

I see the main role of the British

National Class Associations certainly made it clear that they wanted the Class to have a one-design hull and to be seen to have one, and to this end, the IDA's technical committee were asked to put forward proposals in October 1999, for introduction in the Year 2000, to ensure that the wishes of the Class were met. There was considerable feeling that the older boats must not be at a disadvantage due to the builder's desire to build a faster boat. We will report back to the British fleet on progress in the next newsletter.

In addition to the welcome at Lowestoft by the Royal Norfolk and Suffolk Yacht Club, there were two features of note at this year's Edinburgh Cup, both of which helped to create a great atmosphere. One being that 25 per cent of the boats were sailed by family crews, either wives, sons or daughters and the other that the Club put together an impressive list of daily sponsors. Thank you for an excellent week and congratulations to the winner - *Flame Again* - sailed by both David Hall and Martin Payne.

Finally, thanks go out to Owen Pay and Lucilla Herman from myself and Rob

Campbell, for all the work they do, in particular to Lucilla, for sorting out some historic collection problems, which are always the most intractable.

A good end of season to all of you, especially to those going to Martinique!

Mike Hayles



Mike Hayles sailing *Pongo* (GBR623) at the Edinburgh Cup

Dragon Association's Committee as being to assist the fleets wherever possible.

Last year, the International Dragon Association certainly had a difficult year, but at the October meeting, the

THIS YEAR'S Burnham Dragon Regatta, which marked 60 years of Dragon sailing on the Crouch, was hosted by the Royal Corinthian YC and sponsored by Holt Allen Fittings. The competitors used the welcome mild Easter weather and light sailing breezes to brush up on their tactics and competitive manoeuvres at the start of their season.

The Burnham Dragon fleet was pleased to welcome visitors from Scotland, Cowes, Lowestoft, Aldeburgh and the Medway, who made up a total fleet of 19 Dragons.

The weekend started with the practice race on Good Friday morning, which was

won by Philip Clarabut from the Medway in *Erratic*. They say that one should never win the practice race. Philip would agree, as his best place in the rest of the regatta was no better than fourth and he finished 10th overall.

The first race of the series was held on Friday afternoon, in westerly winds of Force 2-3, which gave us a windward / leeward course over the strong ebb spring tide. BDA Chairman, Michael Hayles, from Aldeburgh, won this race in *Pongo*.

By Saturday morning, the wind had backed towards the south-west, and we raced down-river enjoying two beats and

two runs between Holliwell, Jubilee and Redward. This race was won by Robert Campbell in *Quicksilver II* with *Pongo* second, and Shaun Maclean from Scotland in *Ariel*, third.

For the third race of the series the wind had veered back towards the west and the fleet again raced a windward / leeward course up and down the river, in a dying wind. *Mithrandir*, *Quicksilver II*, *Apalala*, and *Flame Again* approached number 13, the final mark of the course, running against a strong ebb tide. Here *Quicksilver*, who had just overtaken *Mithrandir* and was now in the lead, took out their genoa a little before reaching the

VASCO DE GAMA & FRENCH CHAMPS

Julian and Claire Sowry sample the delights of Archachon again

After a wonderful regatta at Archachon in 1998 and many entreaties from the French to return with more Brits, my thanks go to David Young and John Thornton and their teams, not forgetting Martin Payne leading his team of Faultless Frauleins from Hamburg on *Extra Wind*, for supporting the red duster.

I do not think any of us could complain at the welcome and reception that we received once again from our French friends. Socially we were treated to dinner twice at the Archachon Yacht Club, and once at the local Diego Restaurant, to excellent food and wine, the latter most generously offered by Dominique Herbrard. At Diego all divisions of the French Dragon fleet and overseas competitor representatives were invited by Paul LaMarque (after a quick plug for Martinique) to reply on behalf of their teams.

We had this year returned to the UK from Blanes for a successful foray at the South Coast Championship at Cowes, so had to return to Archachon via the tunnel. Perhaps on reflection we should have left *Scimitar* at Lake

Cazaux, as we did last year on returning from Blanes. We overdid it and I have to say I was a ghost at my desk on Tuesday morning. Our early performances reflected this, so it was not until later in the eight-race regatta that we found our true form along with our friendly Australian crew – James Tapp (Hestia Cowes Week Winner 1997) who was still suffering from Brisbane jet lag and remembering the differences from sailing a 49er!

Note should be made of the spirit of the French. A consolation bottle of Champagne was presented to David Young at the daily evening prize-giving, after winning a race, only to receive the big silence at the finish. Eagle-eyed race officers had spotted a certain stern portion over the line, within the one minute rule. Bad luck David, but do try again next year.

Those of you used to sailing at Cowes in strong tides and sometimes light airs will find the territory familiar in the Archachon Basin where tight leaches and good VMG seem to be the answer. We managed a win, port taking the fleet to success and then, amazingly,

managed it again securing a second, but with the bias reduced from 35 degrees to 15 degrees, with crossings only a metre or two this time, so my wife/middle man told me (nearly another domestic) after dicing with Antoine Le Blanc and Daniel Herpe and father for the gun. But what a marvellous day in the sunshine and Force 3, followed by some great local gastronomic food and fine wine to drink. Can you ask for more?

All the usual clothing and memento goodies (rugby shirts and hats) were kindly provided by the main sponsor this year – TelePerformance. After the final presentation, the *coup de grace* was the announcement by the President of the French Dragon Association of a new regatta at Douarnenez in 2000, where the prize for the winning boat will be a brand-new Peticrow 2000. Guess you will be signing up for this one. More information from Henri Le Blanc.

We are signing off now until next year. See you all then, if not before. Meanwhile, *au revoir* and *bonne chance* for the rest of your sailing in 1999.

mark. This manoeuvre slowed them enough in the light air for *Flame Again* and then *Apalala* to sail over the top as they rounded the mark, and they caught the strong tide back to the RCYC line, with *Flame Again* first, *Apalala* second, *Quicksilver* third and *Mithrandir* fourth.

The fourth race of the series was sailed on Sunday morning in a light south-westerly wind with beating and running again in and out of the Roach. Shaun Maclean in *Ariel* won this race from Tony Allen in *Hat Trick*, and *Quicksilver* third.

On Sunday afternoon, the wind had veered a little to the west, and the fleet was able to beat with the last of the flood all the way from RCYC start line, to the Canewdon mark, with a further run and a beat between Cliff and Canewdon, with a final run back with the new ebb tide to the clubhouse. *Hat Trick* made the right decision to stay in mid-river in the new tide from Canewdon to Cliff, and kept his lead, finishing first with *Ariel* second and *Quicksilver* third.

Shaun Maclean in *Ariel* was winning the series, where one discard is allowed, on Sunday evening, but in the fresh wouth-westerly Force 4 on Monday

morning was unable to keep up his performance and finished 10th in the final race, which was won by Chris Caws in

Rob Campbell's *Quicksilver II*, winner of the Burnham Easter Trophy



Apalala leaving Rob Campbell in *Quicksilver* to retain the Dragon Easter Trophy for the third year in succession. *Ariel* second, *Apalala* third, *Hat Trick* fourth, *Flame Again* fifth, *Pongo* sixth. Ken Clabburn in *Troika* won the Classic Dragon trophy for the weekend, with David Crabb in *Therio* the runner-up.

The series was closely fought with a different winner for each race including the practice race.

No Dragon regatta is complete without its special social events. Nigel Musto came to talk to us, about his Round Britain racing experience, on Friday evening during our Fish Supper at the clubhouse. On Saturday evening, Peter Matthews hosted a barbecue dinner for the 80 Dragon sailors around the open air pool which had been 'fired up' and was steaming for the occasion; a marquee provided the setting for RCYC chef, Keith, to lay out his barbecue. The main dinner of the weekend was on Sunday evening and included a raffle table heavily burdened with crates of Stella Artois and other donations from supporters of the Fleet. **David Hall** Burnham Dragon Fleet Class Captain

EDINBURGH CUP 1999

Owen Pay reports from Lowestoft on a kipper-packed week

The British Dragon Fleet converged on Lowestoft for the Edinburgh Cup during the week commencing Saturday June 19th. The Cup, presented by the Duke of Edinburgh in 1949, is raced for during the Dragon National Championship. The hosts were the Royal Norfolk and Suffolk, famed for their friendly welcome, and for their fantastic steward: Russ.

The Practice Race was sailed on Saturday, a perfect day with cloudless skies and a 15 knot south-easterly, forecast to go south-west. The fleet got away first time with a square line and the tide under them. Most boats tried to start at the buoy end to head off on port for the stronger tide. Boats at the buoy end were a little over enthusiastic - five were over and did not return. As a result, after two rounds of a windward-leeward course, the first boat to cross the line was *Chaotic* (sailed by Eric Williams, Richard Jordan, and 'Little Legs') but the gun was given to *Flame Again* (sailed by Martin Payne, Adrian Stanislaus, David Hall). With the Dragon tradition of bad luck following winning the practice race, Martin was not an enthusiastic winner.

Saturday evening's entertainment was a formal turkey dinner at the RN&SYC with impromptu cabaret from Russ in a Father Christmas outfit!

Race one was held in a north-westerly with 10-25 knots of wind. The fleet was taken three miles offshore for the race, to avoid the shifty conditions normally associated with an offshore breeze at Lowestoft. A very strong (three knots) north-south tide was running, and *Chaotic* tacked straight onto port, having won the start, and laid the windward mark in one tack by crabbing across the tide. Other boats, which had not made such good starts and spent some time on starboard trying to clear their wind, ended up overstanding the mark quite dramatically.

The fleet did three rounds of the windward-leeward course without the buoys being moved due to problems with raising marks. Ninety five per cent of the race was done on port tack due to the tide, and it became very processional. The last beat had some interest because it was the first square beat and there were several major shifts due to cloud effect. First was *Flame Again*, followed by *Ygraine* (sailed by Rory Bowman, Giles Webster, and Chris Pank), and with *Chaotic* finishing third.

A grey day with a forecast for a north-westerly up to 25 knots greeted the competitors for race two. The wind was also expected to veer more northerly at some point in the afternoon. The race started 40 minutes late because the wind kept flicking through 20 degrees. Eventually the fleet got away first time, but unfortunately there were two casualties over the line, including four times Edinburgh Cup winner Rory Bowman! *Chaotic* got a perfect start at the committee boat end of the heavily biased line and led the drag race

into the shore, on port, to avoid the strong foul tide. Some boats managed to pick up places tacking up a bank in the middle of the course, but the majority of the fleet banged the left corner and were lifted up the shore when they flipped onto port. Three rounds of windward-leeward followed which followed the same format but the last beat was more varied due to the tide changing. *Chaotic* was first by a good distance, with *Hat Trick* (sailed by Mike Holmes, Alex Burnett, and Andy Biddle) second and *Quicksilver II* (sailed by Rob Campbell, Noddy Norden, and Katie Cole) in third place.



The crew's race, due in the evening, was postponed due to the fact everybody was too tired and the fleet did not get back till 1800 anyway. The Crews Union dinner still went ahead and was as badly behaved as ever. On a more sombre note: Martin Payne was diagnosed with suspected angina, and told he would have to go into hospital for tests. Martin has raced for the Cup six times, and been in the top three at least four times, and had really felt that this was his year.

Tuesday was a light day with a forecast of winds from the north, but the wind flicked between north-east and south-east making it



impossible to lay a course and the fleet were sent home at 1600 after drifting around for three hours. The wind never did fill in all day.

Having lost Tuesday's race, Wednesday was a two-race day. Race three was held in grey conditions with the light wind from the south-east, forecast to go south-west later. The early leader was *Flotation* (sailed by Richard Davies, Tristan Nelson, and Simon 'Scottie' Thompson) who was heavily besieged in the light and shifty conditions. On the second beat *Elusive* (sailed by Paralympic gold medalist Andy Cassell, Mark Harrison and Ivan Bradbury) took the lead from *Flotation* and tenaciously held that lead till the end of the difficult race. *Ygraine* was second, followed by *Flame Again*, sailed by the owner David Hall, with Jeremy Jordan replacing the hospitalised Payne, finishing in third place.

Race four followed immediately and by now the wind had settled in the north-east, totally contrary to the predicted direction in the weather forecast. The race was started at approximately 1400 and there were some dramatic place changes due to the shifty conditions.

Hat Trick was third at the first mark, but by the end of the second round was in first place, a position which she held to the end to keep their Edinburgh Cup campaign alive, having finished 22nd in the previous race. *Danish Blue* (sailed by former Enterprise world champion Neil Marsden, Adrian Patten, and Pete Berry) sailed well to come second, this being only the fifth race sailed in a Dragon by Neil. Third was *Water Rat* (sailed by Ian Ratnage, Jono Ratnage, and Mike Gagg).

That evening the club laid on a wonderful barbecue with kippers galore. The significance of the kippers will become clear in a moment.

Thursday morning was chosen for the crew's race which was held at 1030 in the morning. There was good turnout of 15 boats, considering the early start and the many hangovers following the barbecue. *Danish Blue* pulled out of the race, not due to gear failure, but after finding that their boat had been kipped by the crew of *Tyr*. You don't know how many storage spaces there are in a Dragon until you find kippers in every one of them, and the smell...

The closely fought race was finally won by *Secret* sailed by father and son team Tom and James Meyhew, with Richard Foulger as their third. Peter Dann was seen swimming twice (involuntarily) in the dock, having returned from the race. But the crew of *Danish Blue* had not finished yet!

Race five was started at 1400 in a light north-easterly, but the sun had come out. This was a very difficult race which saw some of the front runners well down in the twenties, keeping the final result very wide open. Martin Payne returned from hospital, to sail *Flame Again*, having been given the all clear about



his heart, but swearing to change his lifestyle in the future. Quite early on *Comanche* (sailed by Ricky Gillingham, Balloo and Dave Carr) stamped their authority on the race and won by a very comfortable margin. *Water Rat* was second and *Ygraine* finished third. With some of the front runners having another bad race there were now nine boats which could clinch the championship in tomorrow's final race.

Race six was sunny with the wind settled in the north-east. The race was going to be difficult because there were bands of wind which could be sailed out of very easily. After one postponement and one general recall, the fleet got away with several boats still having to be recalled. Defending champion *Tyr* (sailed by Peter Dann, Owen Pay, and Dominic Stanislaus) made their only appearance at the front of the fleet and reached the first mark in the lead, only to then hit the mark and drop to fourth while doing their penalty turn before the spreader mark. The following run was a crucial part of the race with the offshore route paying.

Many of the boats with their eye on the overall regatta were ignoring the race leaders at this point, they were watching the other contenders. *Flame Again* sailed a deliberate first run, hanging on to the coat tails of their rivals: *Chaotic*, *Danish Blue*, *Ygraine*, and *Hat Trick*. In the final stages of the race the positions were *Tyr*, followed by *Water Rat* and *Whistle* (sailed by Simon Fulford, Mark Ingram, and Jack Bielecki). *Flame Again* was steadily working her way up the fleet, and appeared to have done enough to win the championship, except that *Comanche* did a final charge up the last beat and climbed from sixth to second place, with *Tyr* just managing to hold off their challenge for first place, thus robbing *Comanche* of the championship. The final places were *Tyr* first, followed by *Comanche*, with *Water Rat* in third.

A very close, and high scoring regatta, demonstrating that the racing was tricky, and never dominated by any single boat. The 50th Edinburgh Cup was a great success thanks to the great job done by Race Officer Veronica Falat and her team. The hospitality of the RN&SYC also helps to make any event there a joy to attend.

P.S: The *Danish Blue* team had the last laugh when *Tyr* found that the rest of the missing kippers were in the trailer box, and they had to live with a wonderful smell while packing the boat away.

Overall results: 1st Flame Again (GBR 617) 39.1 pts, 2nd Comanche (GBR 542) 42, 3rd Ygraine (GBR 626) 44.7, 4th Water Rat (GBR618) 53.4, 5th Whistle (GBR 560) 55.7, 6th Chaotic (GBR 602) 57.7

Photographs of this year's Edinburgh Cup by Janet Harber – taken during Race 5 on the Thursday – thanks to Harry of the RN&SYC for taking us out on his splendid Broom 44 *Blanche*



SOUTH COAST CHAMPIONSHIP

A FLEET OF 42 yachts competed on The Solent for the Dragon South Coast Championship, hosted by the Royal Yacht Squadron over the first Bank Holiday in May. The high entry was assisted by the 21 visitors who made long journeys from Ireland, Scotland, the South West, and the East Coast.

A ridge of high pressure dominated the weekend, meaning fine sunshine but little wind. The combination of light airs with strong spring tides made for tricky racing and close competition in this highly competitive class.

After the only general recall of the weekend, Race One began on the Saturday in a light south-easterly. The arrival of a seabreeze on the final beat shuffled the pack a little, and caused a large raft to develop at the leeward mark for the back markers. At the front, the early running was made by *Danish Blue* (P.Hoj Jensen), *Phantom* (P. Bowring) and *Flame Again* (Martin Payne), who finished in that order. *Mistress* was the first classic yacht to finish with an impressive 12th.

On Sunday the full complement of three races was held. Many crews experienced difficulty remembering the time of the first race, being the morning



Ken Claburn's *Troika* (GBR348), seen here during the Edinburgh Cup, was the winner of the Classic Yacht (pre-1972) trophy at the East Coast Dragon championship and runner-up at the South Coasts - photo by Janet Harber

after the night before. Race Two was dominated by *Flame Again* and *Furie* (D.Sinclair) who got away early and made full use of the Brambles Bank to plug the tide. They finished in that order with *Phantom* finishing third.

By the time Race Three began, the ebb tide was at full flow, and the beat to the east was therefore extremely hard work. The strong tide at the windward mark caused the fleet to struggle to make it round, which unfortunately some did not. The race officer sensibly finished the race at the leeward mark, where *Furie* took line honours, with *Danish Blue* second and *Virago* third.

Race Four was sailed in shallower water and therefore in considerably less tide. After an excellent start, *Scimitar* (Julian and Claire Sowry) led at the first mark. Despite strong challenges from *Furie* and *Whisper* (Mick Cotter), they finished in that order.

On Monday unfortunately the wind failed to materialise and racing was concluded at lunchtime.

The Overall positions were as follows: 1st *Furie* 635, 6 pts, 2nd *Danish Blue* 638, 8pts; 3rd *Flame Again* 617, 8 pts; 4th *Scimitar* 600, 16 pts; 5th *Phantom* IRL113, 17 pts.

The winner of the new Silver Dragon Trophy (presented by John Mellows) for the leading Classic Yacht (pre 1972) was *Mistress*. The runner-up being *Troika* 328 sailed by Ken Claburn from Lowestoft.

In conclusion the RYS put on an excellent championship, particularly bearing in mind the tricky conditions. Off the water, over 200 competitors and guests enjoyed a cocktail party at the Squadron on the Saturday and dinner at the RLYC on the Sunday, letting what hair they had down. More news later.

Bill Daniels

Bill Daniels

ROUND THE ISLAND RACE

FOR THOSE OF us based at Cowes who were not able to attend Lowestoft for the Edinburgh Cup, there was the opportunity to take part in our local Derby known as the Round The Island race last weekend (June 26th). The race is reputed to be the largest of its kind with around 2,000 yachts taking part, allegedly over the original America's Cup course (leave The Island to port).

The Dragons shared a start with the Hunter 707s and some 30+ ft cruiser-racers. Kick off for us was at the civilised time of 0900. Pre start manoeuvres in blustery conditions proved nerve racking with many cruisers vaguely in control and vaguely keeping a look-out.

Six Dragons: *Fanfare* (Mike Issias and Charlie Street), *Virago* (Tim Squire-Saunders and Bill Daniels), *Peer Gynt* (lent by Richard Jordan to Duncan Grindley, Chns Jones and Tim Nicols), *Orpheus* (Brian Copper), *Thunder* (Sir Tim Bevan), *Odysseus* (John and Frankie Hall) raced round. All finished

in 11 - 12 hours along with the Hunter 707s and amongst the top 25 per cent of the entire fleet.

Peer Gynt led our running start down The Solent, but was caught by *Fanfare* by the Needles. *Virago* gained a considerable lead on the beat down to St Catherine's Point, but was caught up by *Fanfare*, and later *Peer Gynt*. In a calm patch dodging rocks at St Catherine's, *Fanfare* sailed out to find clear wind and got clean away. *Virago* found some breeze and set off in pursuit leaving *Peer Gynt* and the others rock hopping.

By Bembridge Ledge *Fanfare's* lead was reduced, but following a congested rounding of the Fort, and despite a chase down by *Virago* in the eastern Solent, *Fanfare* did well to hold her advantage and win. *Peer Gynt* caught up with *Virago* but was unable to capitalise and finished third.

All the Dragons finished within sight of each other after the 12 hour race, full of exciting moments.

EAST COAST CHAMPIONSHIP

THE EAST COAST Dragon Championship was held over the bank holiday weekend of May 29th to 31st at Lowestoft, where the new pontoon facilities were much appreciated by the crews of the 26 competing boats. The event, hosted by the Royal Norfolk & Suffolk YC, took place in very variable conditions.

The first two races on Saturday were in good sailing weather. Martin Payne, from the Royal Corinthian YC, helming David Hall's *Flame Again*, set the pace and won the first race, closely followed by last year's East Coast champion Chris Dicker in *Scorpio*, from the Royal Norfolk & Suffolk. Nick Streeter sailing *Sandpiper*, also from the Royal Corinthian, took third place.

The second race was dominated by Dragons from Burnham, with Rob

Campbell sailing *Quicksilver II* into first place, followed by Streeter and first race winner Payne.

The weather deteriorated on Sunday with a north-easterly gusting up to Force 6 producing rough conditions. There was a third winner of the weekend when Rory Bowman in *Ygraine*, from Aldeburgh, took first place. Payne proved his consistency by adding a second to his results, while Poul Hoj-Jensen, from the Royal Corinthian, took third place with *Danish Blue*.

Race officer Veronica Falat abandoned the fourth race, much to the relief of most of the competitors, when the committee boat lost an anchor because of the conditions.

By Monday, conditions had improved greatly with the wind down to Force 2 to

3 and the race started after a short delay to let the wind settle down. Poul Hoj-Jensen became the fourth helmsman to win a race, with Campbell second and Bowman third.

With no discards and all four races to count, the fourth place achieved by Payne in the last race was enough to make him overall champion. *Flame Again* was crewed by owner David Hall and Adrian Stanislaus. Hoj-Jensen was second overall, with Bowman third.

Leading local boat was *Scorpio* sailed by Chris Dicker with the daughter Selina and Jonathan Webster as crew.

Overall Results: 1st *Flame Again* David Hall (Royal Corinthian YC), 2nd *Danish Blue* Poul Hoj-Jensen (Royal Corinthian TYC), 3rd *Ygraine* Rory Bowman (Aldeburgh YC).

CLASSIC DRAGONS AT THE EDINBURGH CUP

THERE WERE THREE classic Dragons at Lowestoft for the Edinburgh Cup: *Asterix*, *Troika*, and *Wizz Too*.

It is disappointing that there were so few travellers, as the racing was demanding and close, despite the 'Lowestoft Lump' which can be so unfriendly to Classic boats.

On *Wizz Too* we were usually within 200 yards of both *Asterix* and *Troika*, but generally the finishing order was *Asterix*, *Troika*, followed by *Wizz Too*. Martin Scobie on *Asterix* had very impressive boat speed, which may or may not have had something to do with the fact that he slept on board his

Dragon all week.

Asterix eventually won the Classic trophy. I am sure that Ken Claburn will join me in looking forward to racing against Martin next season, perhaps some more Classic Dragon owners will travel next year.

Sarah Sullivan

Wizz Too in action at the Edinburgh Cup
— photo Janet Harber



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

SEAHORSE GBR281 1955 Bjarne Aas. Fully restored with survey, raised floor. £5,000 John Mellows 01329 662248

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

SCAMPI GBR287 1956 Burne. Good condition, raced regularly. £3,000 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

TARASQUE IRL460 1971 Borresen. Varnished hull, recent Harken refit. £10,000 Patrick Barnwell 00 353 1 6688149

TAMERLANE GBR482 1976 Borresen GRP. Boyce mast, Harken throughout. £8,400 David Kelso 01232 763805

WYVERN GBR485 1979, St Georges. Cold-moulded mahogany, good sails. £8,900 Steve Collett 01209 890277

ARIEL GBR500 1982 Miller Godsil. White hull, Peticrow rig, ready to race. £7,950 Shaun Maclean 0131 552 1988

KARABOS GBR566 1985 Ridgeway composite. Claret hull, Peticrow mast. POA William Cecil 0171 5842001

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

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

NOGBAD THE BAD GBR535 1987 St Georges GRP. Cream hull, Harken, trailer. £8,750 Key Yachting 01703 455669

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

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

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

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

FRANTIC GBR598 1993 Coryn/Lallow. Cold moulded, blue hull, immaculate. POA Eric Williams 0173 813514

MERLIN GBR622 1997 Peticrow. White hull, Harbeck trailer, two suits of sails. £27,000 Will Rudd 0131 552 4848

SECOND-HAND SAILS

SUIT OF 1995 DIAMOND SAILS (only used three times) as new condition. £1000 for Main/Genoa/Spinnaker or £800 for white sails and £300 for Spinnaker – contact Nick China on 0171 274 8165.

MANY SECOND-HAND SAILS, too numerous to mention, are available from John Thornton who can be contacted on 01773 550137.

If anybody has second-hand sails that are cluttering up the attic, please let me know and I will include them in the Boats For Sale list. A sail that you consider worn out may be a race winner to somebody else!

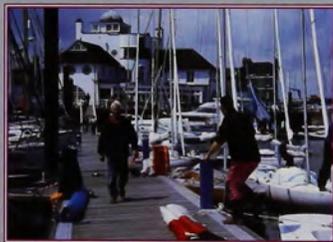
Nick Truman's *Atalanta* (Royal Norfolk & Suffolk YC) leads Richard Leask in *Kestra* (Royal Forth YC) around the windward mark during Race 5 of the Edinburgh Cup at Lowestoft





Edinburgh Cup Lowestoft 1999

Photos by Janet Harber



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