

# DRAGON NEWS

*BRITISH DRAGON ASSOCIATION CHRISTMAS 2000 NEWSLETTER*





Dragon class start during Cowes Week 2000 - photo by Christel clear

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## DRAGON NEWS Christmas 2000

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### Cover Photograph by Christel clear

GBR419 *Fine Art* enjoying a run during Cowes Week 2000

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## REFLECTIONS

comment from BDA Hon Secretary **Richard Jordan**

I am now approaching the end of my first year in office. I always knew that the BDA committee put in a lot of hard work behind the scenes, but never appreciated the full extent of this!

Personally, I have had fantastic fun again in the class this year. If asked to name a highlight, it would probably be finishing downwind off the RCYC line in a Solent Division race early in June. *Virago*, *Apalala* and *Peer Gynt* were plugging the tide and were three abreast with no more than two feet separating the bows after two hours of racing. I had fallen and snapped my tiller earlier in the race and was helming with a stump! Two guns went in immediate succession and there was no time to load for the third. Much confusion and mutual congratulation followed with a lot of laughter. The crafty Commodore of the RYS in *Virago*

just took the honours in a very memorable race.

I was also encouraged in Cowes Week to see the growing maturity of the Tracey boys from Burnham. Mr Payne now has some serious competition for the 'Busiest Moustache of the Class' award. If I could grow one I would.

I am already looking forward to next year, particularly in making the trips to Lowestoft in May for the East Coasts and to Falmouth in June for the South Coasts and Nationals. I know that mainland Europe is host to the Worlds as well as the Gold Cup next year, but I do hope that people will make the effort to attend these 'primary' UK events.

On a final note, please do log onto the BDA website. Although it is already very impressive, feedback and input is essential to its continued success.

**Richard Jordan**



Richard Jordan's *Peer Gynt* taking part in the Round the Island Race 2000  
— photo by Christel clear

## BRITISH DRAGON ASSOCIATION



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## CHAIRMAN'S REPORT

photo by Hugh Bourn



The year 2000 has proved to be an interesting one for the UK Dragon fleet in so far as the format in the class has started to change. It has become clearer that the 'travellers' are being attracted more and more to European regattas, where competition is strong and the shore facilities are excellent. If we are therefore going to have good tournaments for our home events, we need to be mindful of the competitors' requirements.

There are a number of Dragon owners who would wish that the Edinburgh Cup is held over a 'long' weekend but, on the other hand, the Edinburgh Cup is the only event some owners go to and their desire is for a full week. In addition, to run the event over a long weekend, two races a day need to be sailed, which some souls including your Chairman find hard work. Next year, in order to encourage more entries to the Edinburgh Cup in Falmouth, your committee has decided to run the South Coast Championship as a leader event. This arrangement allows more racing in the same period, without condensing the Edinburgh Cup too much.

We are also returning to the Clyde for the Northern Area Championship – the fleet there is in need of support. The shore facilities and the entertainment provided by the Royal North and Clyde Yacht Club will be second to none – I urge therefore as many of you as possible to support both these events.

At the International Dragon Association annual meeting in October, good progress was made in tightening up the 'one-design' shape of the Dragon hull. It was agreed that the IDA would produce new measurement templates for all builders and that two additional stations, 6 and 10, would be measured on the new boats in the future (wooden boats from 1st March 2001 and glass boats a year later). More importantly, the full set of offset tables have now been included in the rules.

The Technical Committee of the IDA has also been charged with the brief to investigate ways of improving the glassfibre construction.

The BDA bid to hold the Gold Cup in the UK in 2004 was accepted after a considerable amount of discussion. A sub-committee of the BDA has been formed to recommend whether this event should be held in either Torbay or Falmouth. The organisation of the Gold Cup held this year in Warnemunde was excellent and the German Dragon fleet has set a standard to which we will have to work hard to achieve.

This year *Pongo* has travelled far, starting in Burnham at Easter, May Day in Cowes, May Bank holiday in Lowestoft. June was spent in Ireland at the Irish East Coast Championship, Northern Area Championship in Belfast Lough, followed by the Edinburgh Cup where *Pongo* was helmed by Nicky Truman. After a short visit to the river Alde *Pongo* was off on her travels again to the Gold Cup in Warnemunde, returning to the river for Aldeburgh Regatta before leaving for the Irish Nationals in Kinsale. Patrick Gifford and I would like to thank all those who helped run these regattas, we greatly appreciate the effort put in by those involved.

Finally, at the AGM in January 2001, I hand over the chairmanship of the BDA to Rob Campbell who has been a great support to me during the last two years. Lucilla Herman handed over the role of Honorary Treasurer to Richard Green in the summer, and Richard Jordan took over from Owen Pay as Honorary Secretary at the beginning of the year. I would personally like to thank them for all the work they have done on behalf of the Dragon Class.

Mike Hayles

## PROFESSIONALISM AND ROYAL YACHTING ASSOCIATION ELIGIBILITY CODE

OVER THE LAST three or four years, the committee of BDA has discussed 'professionalism' on a number of occasions since there seems to be a desire in the class that 'something should be done'.

A number of owners have gossiped in the bars after the racing – "isn't it terrible the crew on K999 is being paid so much a race and a bonus for a win". On the other hand some owners like beating the professionals!

Well, now it is possible to do something since the RYA has produced its Eligibility Code, but I feel that the Class must decide whether or not it really wishes to proceed since the 'professionals' do enhance the standard of racing considerably and have put a considerable amount of effort into the Dragon Class from which we all benefit. Without their support the Class would not be where it is today.

What your committee therefore proposes is that as Stage

One, the British Dragon Association adopts the RYA Eligibility Code, details of which have been made available to all Fleet representatives, but then the Class continues to debate whether it wishes to apply the Code to certain events.

For example, the Class could decide that only Group 1 (i.e. pure amateurs) may helm the boats at the Edinburgh Cup, or only one member of crew can be Group 3 (i.e. professional).

At least then the Class can be transparent about where the various owners and boats stand.

There is also available from your Fleet representative a paper prepared by Malcolm McKeag, Race Manager of the Royal Thames Yacht Club, which deals with the most frequently asked questions.

This is therefore on the agenda for consideration at the AGM in January.

# THE BRITISH DRAGON ASSOCIATION



## NOTICE OF AGM

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge at 1845 Friday 12th January 2001.

## 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 2000
4. Chairman's Report
5. Professionalism and adoption of RYA code
6. Adoption of RYA advertising classification
7. Election of Officers
8. IDA Report
9. Subscriptions
10. Any Other Business

**Election of Officers:-** The BDA committee propose the following officers for election at the AGM:

Chairman - Robert Campbell  
Vice Chairman- James Mehew  
Hon Secretary - Richard Jordan  
Hon Treasurer - Richard Green

## ANNUAL DINNER FRIDAY 12TH JANUARY 2001

The annual dinner will follow the AGM at the RTYC at 2000.

**Tickets must be booked in advance  
and by 8th January at the latest**

Please cut out and return the form (opposite) to Richard Jordan with a cheque for £36 per person (made out to the BDA)

**Dress:** Reefers or Lounge Suits

## UK EVENTS IN 2001 AND 2002

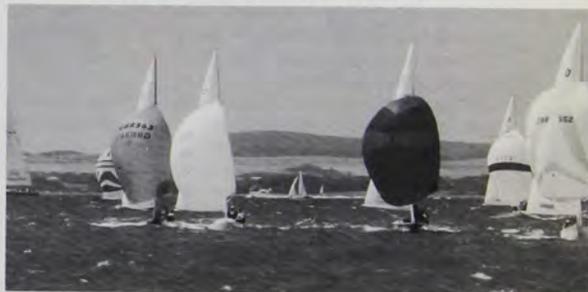
### 2001

April 13th-16th	Burnham Easter Regatta
May 26th-28th	East Coast Championship, Lowestoft
June 16th-18th	South Coasts, Falmouth
June 19th-23rd	Edinburgh Cup, Falmouth
August 4th-11th	Cowes Week
September 14th-16th	Northern Areas, Clyde

### 2002

May 4th-6th	East Coast Championship, Lowestoft
May 25th-27th	South Coast Championship, Cowes
June	Edinburgh Cup, Cowes

Cowes Week 2000 – photo by Joanna Squire-Saunders



## TICKETS FOR BDA DINNER

Please return this slip with your cheque (made payable to the BDA) to:

Richard Jordan  
1 Bewick Street  
London SW9

Name.....

Number of Persons.....

I enclose a cheque for £.....  
(made payable to the BDA)

# FLEET REPORTS

## ALDEBURGH

SEVEN ALDEBURGH Dragons have attended eleven events around the British Isles and Europe with some success. Congratulations to all involved and thanks to all the wives for putting up with absentee husbands, in particular to Annie for allowing me to travel only a couple of days after my daughter Sophie's arrival. I understand that some wives have discovered that shopping therapy is a suitable

...some wives  
have discovered  
that shopping therapy  
is a suitable alternative

alternative, especially when they are trying to match the cost of the boats sail wardrobe. Manuela, I'm looking forward to seeing the new outfit.

Back on the Alde we have seen some new events, with the addition of a Special Effort weekend. The purpose of these is to encourage boats back onto the water in between the open meetings. This is now made particularly simple with the new crane making it feasible to launch for one weekend between events.

We are looking to repeat this format next year, possibly adding a weekend at the end of the season to get boats back into the water after the September regattas.

The season's summer points have been well attended with 15 boats competing. The ability to make brief appearances on the river has allowed Rory to win most of the class events on the river.

Early Season Weekend: *Ygraine*;  
Second Weekend: *Storm*; Margaret Roney: *Ygraine*; Regatta Wednesday: *Ygraine*; Regatta Orford Day: *Ygraine*; Regatta Week: *Ygraine*; Seasons Points: *Storm*.

The good news is that *Ygraine* will not walk away with all the trophies next year. The bad news is that Rory has agreed terms for a replacement!

### Aldeburgh Regatta Week

REGATTA WEEK was particularly well attended with 13 boats entered for the week. We witnessed the arrival of the

Traceys in *Perspacity*. The fleet quickly established its pecking order, dividing itself into two fleets.

The first comprised of *Ygraine*, *Pongo*, *Navajo*, and *Storm* and particularly pleasing to see in amongst the modern plastics was *Harkaway*. Peter, there is no need to feel despondent with the arrival of Petticrows boats on the river! The silver fleet had equally close racing between *Perspacity*, *Orion*, *Hawkeye*, *Panther* and *Loki*.

### Season Round-up

Burnham Easter: *Pongo* (2nd), *Ygraine* (3rd); South Coast Champs Cowes: *Pongo*; Commanche Coupe de Bretagne Douarnenez: *Ygraine* (10th), *Scarecrow* (45th), *Storm* (39th); Grand Prix Douarnenez: *Commanche* (45th), *Ygraine* (3rd), *Scarecrow* (63rd), *Storm* (36th); East Coasts Lowestoft: *Ygraine* (1st), *Navajo* (8th), *Pongo* (11th), *Panther* (16th), *Scarecrow* (14th); Europeans Laredo: *Ygraine* (4th); Northern championship Belfast: *Pongo* (7th), *Scarecrow* (12th), *Panther* (15th); Edinburgh Cup Belfast: *Pongo* (17th), *Scarecrow* (14th), *Panther* (23rd); Gold Cup Wannemunde: *Pongo* (22nd); Southern Irish Champs Kinsale: *Pongo*; Dutch Nationals Medemblik: *Ygraine*, *Navajo*, *Scarecrow*.

Ian Ratnage and his crew won the Burnham Easter Regatta Trophy in *Water Rat* – photo Hugh Bourn



Just to add a little more fun to our Special Effort weekends we will be inviting visiting Dragons to these events:

**Aldeburgh W/E 1  
May 19th-20th  
Aldeburgh W/E 2  
June 30th - July 1st  
AYC Regatta August 18th-24th**

Do you think that you are tough enough to sail against the best? We can arrange for cheap launching and recovery if you let me know prior to the events. We would welcome any visiting Dragons to these events. We look forward to seeing you all (perhaps not all at once).

All in all I think as a club we have had a very successful season.

Looking forward to next year, I gather that *Apache* will be back on the water under new management and my spies tell me that Team *Panther* are considering tooling up.

**Tom Gibbon**  
Tg@gms-estates.co.uk

**Aldeburgh Dragon Web Site**  
<http://www.gms-estates.co.uk/aycdragon/>

## BURNHAM

BY APRIL 1st, memories of clear blue skies, white sand and palm trees had faded for the seven Burnham Dragons who travelled to Martinique, to be replaced by overcast skies, blustery conditions, mud and yet more mud.

The 2000 Fleet includes three new Dragons, *Chase* sailed by Steve and Jo Adams, *Mushu* jointly owned by Dick and Rachel Threlfall and Duncan and Kate Ayres; plus David Child in *Haihangille*. Subsequently, Hugh Howard and Sue Shapiro acquired *Scimitar* from Julian and Claire Sowry renaming her *Tarakona*. Fred Anthony acquired Hugh's old boat, GBR 554, renaming her *Wish* and in August Ian Ratnage in *Water Rat* took up residence. Bill Daniels entered Burnham Week with *Mistress* and stayed with us for the Autumn to be joined by Peter Thomas in *Galax II*, GBR 615, and an old friend, *Vana*, GBR 272, returned to the Crouch in October now owned by David Fairhall. Sarah Sullivan has acquired Rory Bowman's Dragon, *Ygraine*, to replace *Wizz Too*; and I as write in November, Clive Morgan and John Holt are in the process of buying a Dragon; and I am confident that by the start of next season there will be two further Dragons bringing the Fleet to twenty-five.

Twenty-five Dragons entered the Easter Regatta including eight visitors. Ian Ratnage in *Water Rat* was first overall, followed by Rory Bowman in *Ygraine*. We expect 30 entries for 2001 (April 13th-16th) with eight provisional entries already received from visitors; and we offer the chance for some very competitive early season racing. The format for 2001 is six races. Morning starts on Saturday, Sunday and Monday from a committee boat returning to the Royal Corinthian for lunch with afternoon racing from the club line on Friday, Saturday and Sunday. There is a full social programme and accommodation is readily available in Burnham.

Rob Campbell in *Quicksilver II* was the most travelled Burnham Dragon. At home Mike Holmes, Tony Allen and Alex Burnett in *Hat Trick* won the silverware for the Saturday and Sunday seasons' points. Motty Rankin, Ted Watson and Teresa Foulger-Wade in *Delilah* won the Barratt Cup.

Burnham Week traditionally starts on



*Hat Trick*, seen here during the Easter Regatta, won the Burnham Fleet trophy for Saturday and Sunday points – photo Hugh Bourn

the August Bank Holiday weekend and whilst the format has changed in recent years, 21 Dragons enjoyed some excellent sailing with the race officer setting new up river courses on two days. The week included the Classic Dragon National Championship and Burnham plays host again to the Classic Dragons in 2001.

*Hat Trick* won the Daily Telegraph Cup, David Hall in *Flame Again* won the Sydney Sabin Trophy, Poly Pot and Prince George Trophy. The Solent Burnham Trophy was won by *Water Rat* and the Dragon Kaiserlicher Cup by *Quicksilver II*.

The Logie Salver for Classic Dragons competing in September was

## BURNHAM DRAGONS Regattas 2001

### Easter Weekend April 13th - 16th

Good Friday: pm Race – Fish&Chip Supper  
Saturday: am&pm Races – Home Entertainment  
Sunday: am&pm Races – Dragon Dinner  
Easter Monday: am Race – Crane Out High Water 1900

### Burnham Week

#### August 25th - September 1st

Sunday Aug 26th – Informal Summer Party  
Thursday Aug 30th – Traditional Dragon Dinner  
Entertainment at the Royal Corinthian YC Every night

**Entry Forms:** Nick Hyde on 01702 432532  
email: nh@forrester-hyde.co.uk

Sailing Instructions, Courses, Chart; Sailing and Social Programme  
all at: [www.burnhamdragons.org.uk](http://www.burnhamdragons.org.uk)

## FLEET REPORTS

won by Sarah Sullivan in *Wizz Too*.

The weather effectively wiped out two weekends' sailing in October, racing for the Petticrows Open, Newts and Candlesticks. Racing at Burnham continues until 25 November.

Off the water, Burnham Dragons have had a successful year socially with a Quiz at the end of July raising £670 for the local Fleet (the date for 2001 is Saturday July 28th). A hundred revellers attended a late Summer party at Motty Rankin's farm on the first Sunday of Burnham Week (the plan is to repeat this informal party on Sunday August 26th 2001). The party complemented a very full social programme during Burnham Week which included the traditional Dragon Dinner on Thursday night.

The Burnham Season ends on November 25th with the AGM, last points race and Black Tie Dinner.

The Royal Corinthian Yacht Club are about to embark on an ambitious development programme which will further improve the facilities for Dragon sailing at Burnham. The Fleet has grown and offers very competitive sailing every Saturday afternoon and Sunday morning from March 31st to November 24th 2001. Visitors are welcome at all times and the Easter Regatta offers the opportunity for early season racing in relatively sheltered water.

The average age of Dragon sailors is falling and there are a lot of new young crew who have graduated from dinghy sailing.

Our website is active at [www.burnhamdragons.org.uk](http://www.burnhamdragons.org.uk) where you can find full details of the 2001 Sailing and Social Programme with sailing instructions, courses and tide tables. There is also information about the Easter Regatta and Burnham Week with online entry for the New Year.  
**Nick Hyde**

### THE FORTH & SCOTLAND

THE FORTH FLEET stalwarts this year were involved in a considerable amount of travelling, with visits to the Gold Cup in Germany, Douarnenez, Ireland, Switzerland, Cannes and even Cowes. Conditions experienced ranged from Valkerian sleigh rides in the Baltic (whether there was thunder and lightning wasn't reported) to idyllic

Alpine conditions on the Italian side of the Alps.

The Swiss Championship was organised by a professional race management team, who did an excellent job in laying good courses on a deep lake (Maggiori) in winds ranging from 5 to 20 knots – but hot! The travellers' persistence resulted in winning the odd race abroad, and even being runner up to Marcus Glas in a regatta in Switzerland.

Racing on the Forth suffered somewhat because the travellers were away from home, which is sad given the quality of the racing area

### ...and even being runner-up to Marcus Glas in Switzerland

immediately adjacent to Granton Harbour, which must rate as comparable to the best in Europe.

Laborious negotiations for a new marina at Granton still continue, with the recent decision to build a hotel almost next door to the yacht club being a first step towards the rejuvenation and modernisation of the harbour.

Initial ground works have been undertaken at Granton harbour, so it was felt that the Northern Championship in 2001 would be better held on the Clyde, over three days from 14-16 September. The Royal Northern & Clyde YC have excellent club house facilities which the Dragons will use as a base, they are well versed in organising local, national and international events, and first class marina facilities are available close by at Rhu.

The Scottish Dragon fleet will be delighted to welcome all those who venture north for this regatta.

**David Young**

### MEDWAY

WE HAVE JUST completed another very successful season. Most of the Medway boats were craned out last weekend just in time to avoid the really nasty high winds that the SE experienced on Sunday 29th October.

The season has seen a total of 25 weekends of Saturday racing plus one weekend in July that included our increasingly popular Medway Regatta. Our turnouts only dropped below 14 on two occasions, the norm has been 15/16 boats racing most weekends, which represents a very high percentage of our overall fleet.

The Medway Regatta saw our visiting boats increase to five. Once again our friends at Burnham have reciprocated our support of their Easter Regatta. Colin Woodcock in *Hectic* GBR 550 very nearly walked off with some of the major silverware as well as winning our Proton II Visitors' Cup. Newcomers to our fleet provided even greater strength. This year we welcomed Hilary Gallo and *Wisp* GBR 587; Brian Gray with *Phantom* GBR 655; a new partnership with Don McMillan and Robert Sheppard (an existing owner) in *Esoteric* GBR 580. Another new partnership with Bob Hay (existing owner) Pat Fysh and Robert Boyd (no relation) in *Beowulf* GBR 654 and last but not least the occasional appearance from Peter Dann in Barbara's new boat *Njord* GBR 653.

The upshot of all these changes is that we now have only one wooden boat left in the fleet, Roger Dawe's *Royalist* GBR 455 who takes great delight in knocking hell out of all the Petticrow boats which in generation terms are seriously younger.

Four years ago I agreed to participate in running the Medway Fleet, during this time the changes have been very exciting. The upgrades to more modern boats and the return to a 20-boat fleet have provided more competition on the water. Off the water we have seen some significant improvements. Whilst we have probably always been the nearest fleet to the capital, we have recently become even closer in travelling time. The M25 and Dartford Tunnel are now only 17 minutes away at weekends also most of this is dual carriageway. Westminster is probably not much more than 45/50 minutes away; our local Gillingham Marina now offers extremely competitive rates for craning/dry sailing. Campaigning Dragons on the Medway has become a real possibility for those who live and work in the M25/City zone. Moorings are available.

The fleet has continued to enjoy a good social base that has always worked hard to encourage the non-

racing partners. This year alone has seen lunch in France, a trip to Peticrows, a Summer evening party off site during our Regatta, and, an 80-plus members and friends August raft-up, otherwise known as the 'Pirate's Picnic', as well as the usual casual suppers and formal dinner.

As I approach the handing over of my Captaincy to my Vice Captain John Elphick (*Dax* GBR 645), I am very optimistic about the prospects for a fleet which undoubtedly has been a great success over the last 50 years and I sincerely hope will continue to grow in strength and purpose in the next 50. I have thoroughly enjoyed being Class Captain for the last two years; all credit must go to all the fleet members who have helped Pepita and me in our task.

A very Happy Christmas to all our Dragon friends. It's time to get the skis out again!

**Bruce Boyd**

## SOLENT

THE RACING at Cowes has been well documented this year by some excellent reports provided by Matt Armstrong on the Sailsail.comweb site. The Dragon write-ups have achieved over 1,000 'hits' per week and are read throughout the English speaking world.

In 2000 the Solent fleet boasted 42 Dragons, it is the senior keelboat fleet at Cowes. This year seven boats have been constantly travelling to championships in home waters and abroad, 13 have contested the Class Championship at Cowes, while nine more raced solely in Cowes Week and the occasional summer weekend, and two raced elsewhere in UK. Nine boats are in storage for various reasons, while two more Solent Dragons are being rebuilt.

Dramas of the year included a report that the crew of *Peer Gynt* were attacked by a giant squid on their way out to the starting area one Sunday, and Neil Payne lost his mast on *Apalala* later on in the season.

Our condolences go to Pat Dyas, former Edinburgh Cup winner and Admiral of the Royal Corinthian Yacht Club, who with his crew *Gavia* and Richard Vass, bravely survived being rammed by a reckless catamaran cruiser being sailed on the busy Solent



(above) Dragon class start at Cowes Week – photo by Famida Rajah.  
(below) Downwind Dragons at Cowes Week – photo by Joanna Squire Saunders

in Cowes Week without a proper look out. *Jerboa* lost her rig and suffered hull damage while well placed during Cowes Week, putting her out of contention for the remainder of the season. The cruiser did not stop, but *Gavia* has the offending boat's name.

**The Cowes Class Championship**  
THE MAIN contenders on the water at Cowes most weekends this year have been *Beinnalligin* 506 owned by Steve Richardson and Julia Bailey, and raced this year with Liz Richardson, Graham Bailey, Julia Salt, H and Pippa Marks;

*Virago* 609 owned by Peter Nicholson (Commodore of the Royal Yacht Squadron), Peter Lloyd (former Edinburgh Cup winner), Tim Squire Saunders, Colin Lloyd with assistance from Geoff 'the chef' Jones and Ruudi (he's from Holland); *Apalala* 627 sailed by Chris Caws (Class Captain), Neil Payne, Charlie Field, and Paddy Margham; and *Peer Gynt* 565 George Richard Jordan (Hon BDA Secretary), Matthew Fletcher Armstrong (Admiral of the Crews Union), Paul Raper, with occasional assistance from Duncan Grindley and Bill Daniels.



## FLEET REPORTS

Unlike in 1999, Class Captain Chris Caws did not have it all his own way this year. The Early Season Series (April 22nd - May 27th) was won by *Beinnalligin*, from *Peer Gynt*, with *Apalala* third, *Virago* fourth and classic boat *Gem* fifth.

The Mid-Season results saw *Apalala* in first, *Beinnalligin* second, *Virago* third and *Peer Gynt* fourth, with classic boat *Seahorse* fifth. *Peer Gynt* won the Summer Series from *Apalala*, *Virago* and *Beinnalligin* who all finished tied second on points but in that order on count back.

Ten boats competed for the Late Series (September 9th - October 1st) which was clinched by *Peer Gynt* (with some fancy helming by Barnacle Bill) in the last race from *Virago*, *Beinnalligin* with *Apalala* fourth and classic boat *Gem* fifth.

The Class Championship was keenly fought for this year and was not decided until the last leg of the last race on the last weekend of the season. *Peer Gynt* beating *Apalala* into second place and taking the overall honours by 1 point, with the 1999 runner-up, *Virago*, in third place, only one point ahead of *Beinnalligin* in fourth.

A very close year. Over the winter no doubt the crew of *Apalala* will ponder on what went wrong, and Team

*Virago* will wonder if 2001 will be their year at last. The *Peer Gynt* crew will take all necessary steps to celebrate throughout the winter months and the *Beinnalligin* team will rest easy in the knowledge that they might have also have won in 2000.

### SCRA Medal

COWES RACING is organised under the umbrella of the Solent Cruiser Racing Association. The SCRA Medal is intended to recognise the Dragon which performs consistently better (particularly in larger fleets) throughout the year. This year the winner was *Apalala*, and runner-up *Virago*.

### Red Funnel Championship Weekends

THE RED FUNNEL Trophy for the Cowes Keelboat Championship is run over six weekends, each hosted by a different Cowes club. An unusually high number of races were lost this year, amounting to 12 of the scheduled 22 races over 6 race days due to bad weather or no wind at all. Eighteen of the Cowes fleet competed, although the average participants were nine per race, slightly higher than for the non-championship weekends.

Graham and Julia and 'that cake'  
- photo by William Daniels

### Solent Classic Dragons

CLASSIC BOATS make up one third of the Solent Fleet (14/42), although only seven classics were active this year.

*Gem* 390 has made a clean sweep this year, enjoying some good results and winning one of the Championship Weekends overall. *Gem* was first classic boat in the Class Championship, Cowes Week and in the Red Funnel Championship Weekends winning the Oscar trophy. Brian Smith, Matt Hill and Andrew Reynolds Jones will be collecting the classic boat silverware at the prize-giving dinner on November 18th.

John Mellows' *Seahorse* 281, 1999 classic winner in the Class Championship, was second overall, while *Mistress* 363 (Bill Daniels, Alistair Childs and Jenny Stutley) were runner-up classic boat in the South Coast Championship, in Cowes Week and in the Red Funnel Championship Weekends.

Poul Hoj-Jensen is re-furbishing a Pedersen & Thuesen at the moment and, it is reported, has said that he expects the boat will be quicker than a modern glassfibre boat. *Fin* 50, a 1960s Pedersen & Thuesen revamped by Peticrows in 1998, has done well in international competition recently. Keith Skelsey has noticed this and is having his classic wooden Borresen, *Sciocco* 465, re-built at Peticrows, and the renamed *Reprise* will be ready to do battle next year. Eric Ray is re-building the classic boat *Val* somewhere on the Isle of Wight.

### Solent Social Scene

THE PRINCESS Royal was guest of honour at the Sail for Gold ball held at Dorchester Hotel in June, with Matt Armstrong, Geoff 'the chef' Jones and Lucy Pearson helping event organiser and well-known Solent Dragon competitor Gavia Wilkinson-Cox. Matt presented flowers to Shirley Robertson. The Solent Dragon fleet was well represented at the Ball, and in the bar later on, although our services were not required this year in the successful Olympic sailing Team.

While on the Olympic subject, at the time of writing this report, that well known Cowes Dragon sailor, local resident and Director of Ratsey & Lapthorn sailmakers - Andy Cassell - is in Sydney at the time of writing representing Britain in yachting at the



Para Olympic Games, Andy won gold in the inaugural yachting event in Atlanta, a repeat performance is a tall order.

Although not an official Dragon event, with a wedding cake featuring the Solent Dragon fleet, world class Etchells sailor Graham married Julia in August and guests enjoyed a party at the Royal Corinthian YC in Cowes, after a church ceremony. The bar bill was enormous and this reporter can recall that the Chief Steward, Rod, said this was the wedding celebration that surpassed all others. It is reported the happy couple plan an extended family of Etchells and Dragons.

### Cowes Travellers' Round-Up

MANY OF THE Cowes-based Solent Fleet spend the year attending regattas throughout Europe and this year was no exception, a brief résumé follows: Vila de Blanes regatta in Spain 23 - 28 April, a five-race series on the sunny Mediterranean coast of Spain. From the Cowes Fleet, Julian and Claire Sowry sailed *Scimitar* to eighth overall with best individual race position third, and Nicky Streeter in *Sandpiper* was ninth with best individual race position fourth.

The Dragon regatta following the Coupe International de Bretagne, Douarnenez May 3rd - 5th, this new five-race series attracted 75 entries including 23 from Britain. From Cowes Eric Williams, Philip Williams and Duncan Grindley sailing *Chaotic* were 24th, with *Temeraire* (Alan Bulmer) 40th; *Apalala* (Chris Caws/Neil Payne/Dave Ross) 41st; *Peer Gynt* (Richard Jordan/Matt Armstrong/Paul Raper) 44th; *Scimitar* (Julian and Clare Sowry) 51st; *Sandpiper* (Nicky Streeter and Mike Williamson) 53rd; and *Alecto* Charles Cronin 56th. Of the 23 Brits, best place was Rory Bowman third overall.

Eric Williams travelled to Lowestoft with Duncan and Tim Nicholls for the East Coast Championship May 28th and 29th. After the first two days were blown out and a single race on Monday settled the championship, *Chaotic* was fifth in a fleet of 23 Dragons.

Two Cowes boats attended the European Championships in Spain, a six-race series ending on Friday June 30th. *Elusive* 656, sailed by Ivan Bradbury, Martin Payne and Chris Brittain, achieved an impressive third overall with two race wins, while Eric



GBR 595 *Scarecrow* at the Edinburgh Cup – photo Betty Armstrong

## SOLENT FLEET

### LOOKING AHEAD TO 2001

The Cowes fleet comprised of 42 boats in 2000, and this is set to increase again in 2001 with interest from John Dudley (Commodore of the Island SC), Brian and Pam Saffrey Cooper, Giles Graham and Derek Dunlop, to name a few of the potential new owners.

After the Admiral's Cup, Cowes Week and the Fastnet Race, during August 18th - 25th, Cowes is to host the America's Cup Jubilee 1851 - 2001, under the burgees of the Royal Yacht Squadron and New York YC. Fleets will comprise 12-Metres, J Class, modern America's Cup yachts, Vintage and Classic yachts over 45 ft LOA. Owners from all clubs who have challenged for the America's Cup are invited to enter modern yachts in the IMS Maxi class. It will include the 12-Metre world championship.

The Dragon racing will break for August after Cowes Week, and resume on the first weekend of September. Royal London YC, with help from the Cowes fleet, are to host the Cannon Ball Team Racing event on October 6th and 7th. Four or five teams are expected to compete requiring 12 boats, and Solent Dragon owners are invited to provide boats on the understanding that owners can sail as middle men if they wish. This is an opportunity for owners with limited experience in this arena to learn the art of Team Racing.

The Solent Fleet end of season prize-giving dinner is at the RCYC Cowes on Saturday 18th November, and the AGM Fitting-out dinner will be on the first Saturday of the 2001 season at Cowes. The Solent Division now has a web site, created by our Dave Ross, at [www.britishdragons.org/cowes](http://www.britishdragons.org/cowes).

**Bill Daniels *Mistress* 363**

### STOP PRESS:

**Cowes Week 2001 is Saturday August 4th - August 11th**

## FLEET REPORTS

Williams, Matt Armstrong and Philip Williams sailing *Chaotic* were 13th with some consistent results.

At the Northern Area Championship and Edinburgh Cup at Cultra in Northern Ireland over June 13th-17th, extreme weather for the Northerns gave way to settled conditions for the Edinburgh Cup. Overall Cowes boats were placed fourth *Elusive* 656 (Ivan Bradbury, Martin Payne and Adrian Stanislaus) with an individual race win; seventh *Sandpiper* (Nicky Streeter), and eighth *Temeraire* (Alan Bulmer).

*Mistress* 363 was the only visitor to Burnham Week at the end of August this year, with the added attraction of the Classic Championship. She spent much of the week aground with her crew in the water, but the various crew (eight in total) did manage to finish mid-fleet and runner-up in the Classic Championship.

### Team Racing Cannon Ball Trophy

On September 9th & 10th the Solent Dragons representing the RLYC team from Cowes snatched defeat from the Jaws of victory against Royal Netherlands Yacht Club in Holland. A report appears below.

## TORBAY

IT HAS BEEN a very quiet season for the Torbay fleet this year. However, for better or worse, there has been a trend towards Wednesday evening racing, many owners choosing

to follow other pursuits over the weekend. As a result the Wednesday races have all been very hotly contested with maximum turnouts on most days. Those who have also sailed on Sundays have been disappointed to find only one or two boats to race against.

The winds, despite the poor weather, have been generally light which has certainly helped to keep the fleet all together and everyone has had a winning gun. *Heuschreke*, *Skal* and *Asterisk* shared all the club's seasons series between them. Peter Rumbelow has found the handbrake on *Dragonet* and is seeing more of the front of the fleet, whilst *Rapier* continues to perform well in the right conditions.

The winds blew far harder for the regattas in August. *Basilisk* winning Paignton and Paul Patenall in *Excalibur* comfortably retaining his hold on the Torquay Regatta Cup. Aubrey Denton's *Nimrod* was runner-up in both series and his wins at Dartmouth clinched him the overall Torbay Regattas Trophy.

*Asterisk* was the only Torbay boat to do any travelling this year when she went up to Cowes for the Southern in May where she acquitted herself brilliantly by winning the magnificent Classic Trophy. Martin Scobie now has her up for sale and his sailing and sportsmanship will be much missed in the Class.

Unfortunately we also lost *Joss* this year when she was sold abroad. We now have a few spare Dragon moorings so when we get some potential new owners we can get them racing immediately without having to go on Torbay's long mooring waiting list.

**Graham Jenkins**

## CANNON BALL TROPHY

**A**lthough the Cannon Ball Trophy is an official challenge between the Royal London YC and the Royal Netherlands YC, they are the officiating yacht clubs and the event is open to all members of the Solent Dragon Fleet.

This team racing event is intended for amateur status yachtsmen only, as the new rules on professionals from the RYA are not due to take effect until January, the inaugural event was run as an owner-driver event within the Corinthian spirit...

The competition comprises three-boat team racing. With eight races planned over the weekend of September 9th and 10th, there was one team per club for the inaugural event this year at Muiden. The boats were bravely provided by members of the Netherlands Dragon Fleet, with either the owner or his representative on board, and visitors provided their own spinnakers.

Team Captain Alan Bulmer, Solent Class Captain Chris Caws and Keith Skelsey travelled over on the Thursday to acclimatise, and attend the pre-event dinner on Friday night in Amsterdam. Meanwhile, Bill, Famida and Dave Ross braved the fuel blockades to arrive at 4am Saturday with a few hours to spare before the briefing.

Muiden on the IJsselmeer is the current home club of the Dutch Dragon fleet and part of the Royal Netherlands YC. It is a truly Royal club in that the Queen of the Netherlands sails her racing barge from Muiden. Recently, the Dutch

### *Bill von Daniels reports from Holland*

Dragon fleet has organised its own successful dry-sailing arrangements at Muiden dock through the Royal Muiden YC complete with a new dedicated Dragon crane, which offers convenient launching for visiting Dragons.

On race day the RNYC host team, in accordance with the true Corinthian spirit of the event, left Fred Imhoff and Pieter Heerema at home with their feet up in front of the TV, and put forward their Corinthian B team who claimed not to have team raced before. The RLYC team were keen to show off their rarely-practised team racing skills, but the stakes were raised when the RNYC held their team talk in Dutch after the briefing, forcing the RLYC team to converse in sign language so as not to give anything away.

At midday the six Dragons sailed out to the course area on the IJssel Meer. A windward leeward course, leaving buoys to starboard and with a spreader mark was set, twice round. Despite their alleged lack of team racing experience, the Holland team stayed calm and made a good start. Bill, sailing with Keith Skelsey and Cees Verlaere in the oldest boat, Cees's 1973 *Borresen*, sailed low off the start from the pin end under a close cover. Chris Caws with Dave Ross sailed with Jan Romke de Vries, and Team Captain Alan Bulmer sailed with Ronald Pfeiffer on this first day.

Chris and Alan started nearer the committee boat end and sailed high off the start but with apparently less breeze on the right hand side of the course, enabling Bill to tack and cross in front of the four following boats, then tack back to cover

## LOWESTOFT

For our travelling members the season starts in April at Blanes then the Grand Prix at Douarnenez in May. Next a dash across the channel – one weekend race at Lowestoft – and then you are prepared for the East Coast championship. Two weeks' hard sailing across Europe seems to be essential training if you want to do well in the Open Regatta Circuit.

We must apologise for the unkind weather at Lowestoft for the East Coast Championship. Rest assured it will never be as bad again! Some visitors kept their yachts at Lowestoft until our June Regatta and we would welcome any who would wish to stay next year.

This season we have missed our most regular Dragon sailor, Ken Claburn. Due to a slight heart attack, he was not allowed to sail the Dragon. However, this did not prevent him from sailing his Broads-One Design yacht (built 1902) at a number of regattas, and we are assured that he will be back again next year.

The spring points series was won by *Scorpio* and the June Regatta Cup was won by James Mehew (*Secret*) for the second year running. The summer points series was decimated by high winds or no wind, in fact we could only complete four races and this series was won by *Scorpio*. The overall winner for Sea Week in August and the Sea Challenge Cup (a navigational race over 20 miles) was Chris Dicker (*Scorpio*), and he also beat the 707 class over the water in the Cup Race.

The season ended with the Autumn Points series, which it appears was won by *Blue Flame*, helmed by Peter Pank, who sailed in most races.



Alan Bulmer's *Temeraire* (GBR 648) and the winner, Simon Brien's *Kin*, at the Edinburgh Cup – photo Betty Armstrong

The Dragons are now all away for the winter, there is little to do except decide on next year's new sails and the odd maintenance bill to be paid.

Most of the owners and crew are now busy racing the Southwind class in the Marina at the Royal Norfolk and Suffolk YC on Saturdays. The Class dinner and prize giving takes place in December.

We hope to see many visitors in the East Coast Championships next May.

**Peter Pank**

and slow *Bluesette*. The other Netherlands boat didn't cover, but continued to hit the left hand side of the course looking for a lucky shift. RLYC were in a winning 1, 3 and 5 at the first mark and improved to 1, 2, 5 by the spreader mark.

RLYC thought they had it in the bag but on the run the fast host Team pulled back to 2, 4, 5, and at the leeward mark to 2, 3, 5 as Bill, Keith and Cess had a few technical problems with Neil's new spinnaker jammed up the mast, Bill was overtaken upwind having rounded with only a mainsail set. Chris Caws then sailed a Class Captain's second beat and run, slowing the first two RNYC boats up enabling Bill and Alan catch up and keeping the three international jurors in their RIBs busy. In the calm final beat Frank von Beueningen's lightning-fast *Hestia* took the lead, and was the only boat to finish within the time limit.

On Saturday evening, the Cannon Ball dinner at the RMYC was sponsored by Theodor Gilissen private bank. A splendid five-course meal was enjoyed, followed by excellent speeches by Alan Bulmer and Chris Caws. Competitors were left looking forward to part two of Bill's speech, due to be delivered at the next Cannon Ball Dinner.

Again on Sunday there was a lack of wind. At the start of race 3, Bill with Keith and Frank Bergshoef set off from the pin end again with Michael van Dis covering. At the windward mark with the RLYC in 1, 5, and 6 there was some more exciting team racing when Bill sailed second boat *Bluesette* the wrong side of the buoy, before returning to the mark on a reach and catching the other two RNYC boats on starboard and putting them about, RLYC were 2, 3, 4 round

the first mark, and 1, 2, 4 by the spreader mark! RLYC went on to win 2, 3, 4 and make up for the earlier disappointment.

The supporting ladies Famida, Val and Thelma were invited onboard a splendid launch to cheer their men folk on in the third decider. Bill, always the show-off, was hoping to impress his lovely girlfriend Famida, but the host team were learning team racing fast and her beau sailed the final race with Frank's spinnaker now in shreds, following some delicate sail handling by helmsmen Frank and Keith.

In this final race, *Hestia* was unstoppable and the RLYC snatched defeat from the jaws of victory on the last run, with a 2, 4, 6 combination.

Our thanks go to the organisers, Royal Netherlands YC, and the Dragon owners: Frank Bergshoef, Frank van Beueningen, Tjaco van Olst, Ronald Pfeiffer, Cees Verlaere, Jan Romke de Vries.

Next year, the RLYC team plan to get even when the Cannon Ball will be raced for in Cowes on October 6th and 7th. Bob Milner, of the Royal London YC, has already volunteered his services as race officer. For the next Challenge, each of the founding clubs has the option to invite a guest fleet to enter a team. The RLYC and Cowes fleet has already indicated that it will invite the Dublin fleet, probably under the burgee of the Royal Alfred YC, and the RNYC is likely to invite a team from Belgium, hosts for the 2001 Gold Cup. If we have two Solent teams for the 2001, this will be five teams in all, requiring the Solent Division to provide 12 boats.

In the meantime the RLYC will be training hard... honest.

### Raising the profile

IT'S A STARTLING thought that, if one includes the home fleet, about a third of all Dragons registered with the BDA are classics or, in other words, wooden boats built before the introduction of the first glassfibre hulls in 1973. How many of these are active is hard to say, but a quarter of the Burnham fleet are now active classics and classics make up a third of the Solent fleet, though only half of these were in commission this season.

A significant number of classic Dragons have been exported from Britain to the continent; particularly to Germany and the Netherlands where there has been a strong classic boat movement for a number of years.

There now appears to be a wakening interest in well-found classic Dragons in Britain, although prices of un-modernised boats reflect the high cost of refurbishment and refitting. Their value depends largely on the gear that comes with the boat and how recently the rig and control systems were updated.

Through the BDA web-site, I've had enquiries about refurbishing Dragons from as far apart as Canada and the south of France as well as from the UK. With a quarter of a mile of string and £2,500 worth of ball bearing blocks, travellers, and cleats in a competitive Dragon, I advise prospective owners that it is sensible to upgrade in stages, prioritising control systems as one gets used to the boat.

It is also vital for boat speed to have the mast in the right fore and aft position. The tuning guides from sail makers give the correct position relative to the station marks that should be visible on the covering boards. However, these often get lost when a wooden Dragon is re-decked. I have drawings showing how to re-find them, which I can send to anyone who needs them.

A handful of classics with good racing records from their early days have been professionally rebuilt for as much as the cost of a new boat. One such boat *Rat Pack* FIN 50, a 1960s Olympic silver medallist almost totally rebuilt by Petticrows, was recently second in the Gold Cup. Poul Hoj-Jensen is currently re-furbishing another Pedersen & Thuesen *Crackerjack* GBR 384 for his own use and has said that he expects that she will be quicker than a modern GRP boat. Keith Skelsey's wooden Borresen, *Scirocco* GBR 465, is currently being supercharged by

Petticrows with new stronger chainplates and state-of-the-art control systems; she will re-appear to do battle next season under the new name *Reprise*.

Also, Eric Ray is reportedly rebuilding the classic boat *Val* somewhere on the Isle of Wight.

Classic Boat magazine will be featuring the Dragon in one of their 'class notes' in the January 2001 issue, which should help to raise the profile of the class beyond the cognoscenti already in the BDA.

### Classics on the water

THE BDA HELD this year's Classic Dragon National Championship as part of Burnham Week 2000. Eight days' excellent racing started in light airs over the August Bank Holiday weekend and finished in boisterous wind-over-tide conditions as a low pressure system filled in on the final Friday and Saturday.

Four classic Dragons with an average age of 40 years competed in an overall fleet of 22. Bill Daniels' *Mistress* GBR 363, Sarah Sullivan's *Wizz Too* GBR 343 and myself in *Logie* GBR 339, sailed all week with David Crabb's *Therio* GBR 324 only doing the weekends as David had to return to work midweek.

*Mistress*, *Logie* and *Wizz Too* all proved to be extremely closely

matched, often finishing with in a few boat lengths of one another, having changed places several times throughout the race. All three usually finished well up in the main fleet. The classic series went right to the wire. With one race to go, *Mistress* and *Wizz Too* were tied in first place with *Logie* just three points behind. Sarah finished the final race comfortably ahead of *Mistress* and *Logie* to take the championship by one point from Bill.

While it was disappointing to only have one visitor, Peter Thomas, one of a cast of thousands on *Mistress* during the week, was so impressed with racing in Burnham that he has joined the Burnham Fleet with his own *Galax II* GBR 615; imported from Norway in 1996, hence the late sail number. Bill left *Mistress* in Burnham and has since done the occasional race in the autumn series. David Fairhall who was day-sailing *Vana* GBR 272 from a mud-berth in Maldon has also got the racing itch and joined the Burnham Fleet, immediately after Burnham Week as he was committed elsewhere for the week itself. Several other classic owners who couldn't make Burnham week this year say they are hopeful of making it next.

The idea of holding the Classic Championship within an existing well-established regatta certainly seemed to work well and it received a very up-beat report in *Yachts and Yachting*. We have

Sarah Sullivan and *Whizz Too* (left) lead a group of Dragons on the Crouch during Burnham Week – photo Hugh Bourn





Richard Rycroft and crew in action aboard *Logie* during Burnham Week – photo Hugh Bourn

decided to keep the event in Burnham until the classic entry is sufficiently high that the event could safely be moved around the coast from fleet to fleet, if that is what classic Dragon sailors eventually decide that they want.

Bill Daniels reports that Brian Smith's *Gem* GBR 390 has made a clean sweep on the Solent this year. She was first classic boat in the Class Championship, Cowes Week and in the Championship Weekends. John Mellows' *Seahorse* GBR 281, 1999 classic winner in the class championship was second overall, while Bill's own *Mistress* was runner-up classic boat in the South Coast Championship, Cowes Week and Red Funnel Championship Weekends.

In Burnham, Medway-based Bob Sheppard won the Classic Trophy at the Easter Regatta with *Penguin Too* GBR 406 and Sarah Sullivan built on her success in Burnham Week by also winning the *Logie* Salver. This is Burnham's only other dedicated classic trophy and runs concurrently with the Carlton Platter in September. Having won the salver myself every year since I presented it to the fleet in '96, I was delighted to see it awarded to another boat. Sarah's success finally put the lie to dark mutterings about a secret deed of gift stating that it could only be won by a bewhiskered old aristocrat with a predilection for Burmese cats.

I hope all this has shown that the Dragon one-design rule is sufficiently well controlled that well set-up classics

are able to race on level terms with their younger glassfibre or cold-moulded sisters. Further evidence can be drawn from the helmsmen of the two most successful Dragons in Burnham. The entire fleet recently heard Rob Campbell commanding *Logie* to slow down as she sailed through his lee and

Tony Allen demanded a drugs test on all three of *Logie's* crew after they had kept ahead of him for an entire race in September. And of course, Peter Wilson and *Harkaway* GBR 151 continue to make a nuisance of themselves at the front of the fleet in Aldeburgh.

## GBR 9, *Graylag*

AN APPEAL IN Classic Boat magazine has saved GBR 9, *Graylag* from a possible bonfire. Built by McGruer in 1936, and described as being in a sorry state, she was about to be restored by a father and son team in Yorkshire, when the son moved south for work and, sadly, the father died before he was able to do much to the boat.

GBR 4, also by McGruer, is still registered with the BDA and is currently being restored, so while not the oldest UK built Dragon in existence, *Graylag* is still definitely one of the earliest.

After seeing the notice in Classic Boat, 15 people contacted BDA classic boat representative Richard Rycroft, who acted as an intermediary with the family. The first person to see her realised that the restoration was beyond him and dropped out. The second was keen

and nearly took on the job, but his partner persuaded him to go sailing on their latest restoration project and he had nowhere to store the boat while he was away.

Keith Wood of Newson's Boatyard on Oulton Broad, Lowestoft has now taken on *Graylag* and will move her down from Yorkshire as soon as the weather improves.

He intends to put photos of her restoration on Newson's website at [www.newson.co.uk](http://www.newson.co.uk). There will also be an update on her story in 'Getting Afloat' in the January 2001 issue of Classic Boat.

BDA treasurer Richard Green recently saved GBR 39 *Aurora* from a similar fate. After finding her in Maldon he is now having her restored at the International Boat Building College, which is almost next door to Newson's.

## ROUND THE ISLAND RACE

Matt Armstrong reports

THE LEAD UP to the 2000 Hoya-sponsored Round the Island Race for the competing Dragon sailors was interesting to say the least. By the time the boats lined up on the start line a number of bets had already been placed, wagers ranging from bottles of champagne to hard cash.

The Dragon class was in the first group to get away at 6.30am along with *Playstation*, 707s, Etchells and Ultra 30s – it made for a very interesting start. The majority of Dragons tacked in the main tide up the middle of the Solent. However, it was difficult to know where all the boats were, due to the quantity of boats racing. It was an impressive sight racing with *Playstation*, Steve Fossett's maxi cat, having to pick her way through the fleet. At one point the plucky crew on *Peer Gynt* looked as though they were going to cross her until they realised that she is about 60 feet wide!

By the time the fleet approached Yarmouth, *Peer Gynt* and *Morgawr* had opened up a lead on the rest of the fleet, it was around this time that the Class 1, 2 and 3 boats started coming

through so Hurst Narrows became quite crowded. *Peer Gynt* led around the Needles about four minutes ahead of *Morgawr*, and headed inshore under spinnaker to avoid the adverse current. Most of the fleet did the same, although Tim Squire Sanders had different ideas and set a course for the middle of the

organising the Sail for Gold Ball, came to say hello in her RIB, Julia and Graham came out in the *Sea Wind*. However, it became clear that Julia was on course for a Champagne consumption record attempt, a feat we hear she completed successfully.

The fleet enjoyed a cracking downwind leg to Bembridge in brilliant sunshine, kites were dropped for the reach to the forts where an interesting rounding in head wind and foul tide kept everyone on their toes. The beat back to the finish line was as busy as ever with boats sailing as close into Ryde Sands as they dared to escape the tide. At the finish *Peer Gynt* took the gun, with *Morgawr* only four minutes behind, *Thunder* took third. George Jordan therefore claimed the Royal Singapore Yacht Club Trophy for the fourth time and he is pleased to have the rather smart fruit bowl back on his kitchen table.

Many thanks from the Dragon class to the Island SC for all the hard work they put in to make this event so enjoyable. Hopefully see more of you next year, this is an excellent race.

### Julia was on course for a Champagne consumption record attempt

English Channel, he was hoping for the predicted southerly to fill in and catapult him round to St Catherine's Point. Unfortunately it didn't happen and Tim was last spotted in a wine shop in central Cherbourg.

A number of Dragon owners who had decided not to do the race came out in various launches to view the fleet between the Needles and St Cat's. Gavia Wilkinson Cox, fresh from



Some of the photographs in this issue have been contributed by marine photographer

**Hugh Bourn**

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## NEWS IN BRIEF

### OLYMPIC NEWS

Congratulations to Mark Covell on his excellent silver medal crewing for Ian Walker in the Star class in Sydney. Mark has been seen on the UK Dragon circuit for a number of years, during which time we would like to think he learnt how to make heavy boats go fast.

### HON SEC NEW TEL NO

As from 12th December the Hon Secretary Richard Jordan can be contacted at home on 0207 978 2271.

### BDA WEBSITE

You can visit the BDA website at [www.britishdragons.org](http://www.britishdragons.org)

### BURNHAM BOYS GROW BEARDS

After a successful experiment with 'Paynesque' moustaches in Cowes Week, the Tracey boys, new to the Dragon fleet in *Purselasticity* in 1999, have, at the age of 12 and 15, become the youngest ever members of the Association to grow beards. Congratulations.

### PARALYMPICS

In the Paralympic regatta, Dragon sailor Andy Cassell was unable to reproduce the form which won him the gold medal in Atlanta four years ago.

In an almost exclusive interview with the Hon Secretary at the RCYC bar, Andy revealed that despite being frustrated by the fickle Sydney breeze he was proud to represent his country and was philosophical about his fifth place overall. Andy then intimated that he will be back in the Dragons next year and resuming his sponsorship with Gordons.

### THE BDA MAGAZINE

If you have not yet visited the BDA website, you have missed out on some excellent reporting. Because of the success of the website and the duplicity of information with the magazine, the BDA committee have decided to return to publishing one newsletter in December each year. The summer newsletter will be no more.



Burnham Week 2000 – photo by Hugh Bourn

## BOATS FOR SALE

**PHYLOONG** IRL103 Trailer inc. Ir£9,000 ono  
Cormac Fitzgerald  
0868187633 or 021773891

**BARBARY** GBR568 Wilson  
1990. Trailer inc £9,500 Mr R  
Rankin 01702 544204 or  
01702 258276 (eve)

**QUAILO** IRL118 Chang  
1986. Trailer inc, delivery  
poss £7,500 Colman  
O'Sullivan 003531 895097

**ASTERISK** GBR458  
Borresen 1971. VGC, trailer.  
£11,000 Martin Scobie  
01803 293157

**QUICKSILVER II** GBR 572  
1990 Lallow cold moulded.  
POA Rob Campbell 01621  
782863

**JOANNA** GBR408  
Pedersen & Thuesen 1964.  
VGC, trailer etc £9,975.  
David Warwick on 01305  
783180

**ALLEGRO** DK 204  
Woodnutts 1948. Work  
required, lying Geneva POA  
Christian Fravi on 0041  
227367291 or  
cfravi@dplanet.ch

**SEAHORSE** DK281 Bjarne  
Aas 1955. £6000  
John Mellows 01329 662248

**PEER GYNT** GBR565  
Borresen 1989. POA  
Richard Jordan on 0207 759  
6587

**IRL 155** Petticrow. POA  
John Tait on 021 361248

**FIREFLY** GBR530 1987 St  
Georges. £8500 Glyn Davies  
on 01983 294523

**COMMANCHE** GBR 649  
1998 Petticrow 2000. Inc  
cover, trailer plus sails.  
£29,000 ONO Nick  
Gillingham on 01394 461235

**FLIRT** IRL 115 Petticrow  
1989. Inc trailer, sails. GBP  
£12,500 Paul Moriarty 353-1-  
2803546 (moriarti@indigo.ie)

**APPLE PIE** K389 Burne's  
Shipyard 1963. Boat req  
work to complete restoration,  
inc trailer £2,500 ono David  
Webster 01253 790858

Full details available on  
request from the BDA  
Secretary Richard Jordan on  
0207 759 6587 (work) or  
0207 978 2271 (home).

## Petticrows Ltd Second-hand Boats

1958 Nunn-built Dragon in wood, extensively restored  
in excellent condition, new 97 Nordic spars, full sail  
wardrobe, including steel trailer £9,000.

1989 Petticrow, white hull, light blue waterlines,  
covering boards and coamings. Fully equipped with  
steel trailer, ext. boom, sails, £13,500.

1996 Petticrow Dragon in Epacryn, excellent  
condition, white hull, red/white/blue waterlines. All  
accessories, including suit of sails, covers, Harbeck  
aluminium trailer. £27,500.

1997 Petticrow Dragon in Epacryn, excellent  
condition, pale blue hull with red waterlines. All  
accessories, suit of sails, steel trailer. £25,500.

1998 Petticrow 2000 with teak decks on GRP  
subdeck, very little used, dark blue hull and spar, full  
sail wardrobe, transport cover, Harbeck aluminium  
trailer. £39,500

1999 Petticrow 2000, pristine condition, white hull  
gelcoat bottom, one suit of sails, Harbeck aluminium  
trailer available. £28,500.

1999 Petticrow 2000, excellent condition, white hull,  
blue/green waterlines, winchless system, Harbeck  
aluminium trailer, two suits of sails. £33,000.

1992 Dragon in Spheretex, white hull, double green  
waterlines, two suits of sails, Harbeck aluminium  
trailer. Lying Rochester, Kent. £15,950.

**Petticrows Ltd**  
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# BRITISH DRAGON ASSOCIATION ACCOUNTS



## BRITISH DRAGON ASSOCIATION ACCOUNTS FOR THE YEAR ENDED 31ST OCTOBER 2000

INCOME			BALANCE SHEET		
	2000	1999		2000	1999
<b>Subscriptions</b>	£	£		£	£
Current year Received	11,134	7,231	<b>FIXED ASSETS-Equipment</b>	227	1
Owing	690	1,570	<b>CURRENT ASSETS</b>		
Last Year	-	(730)	Stock of Goods	-	567
	<u>11,824</u>	<u>8,071</u>	Debtors	690	1,750
Advertising & Sponsorship	1,830	490	Balances with Lloyds Bank		
Bank Interest	370	231	Current Account	9,689	14,323
Profit/(Loss) on Sale of Goods	(567)	(321)	Deposit Account	10,176	-
	<u>13,457</u>	<u>8,471</u>		<u>20,782</u>	<u>16,641</u>
			<b>LESS CURRENT LIABILITIES</b>		
			Creditors	(68)	-
				<u>£ 20,714</u>	<u>£ 16,641</u>
				=====	=====
<b>ANNUAL DINNER ACCOUNT</b>			<b>REPRESENTED BY</b>		
Receipts	2,766	2,995	Balance at 1/11/99	16,641	16,650
Less: Costs	(2,780)	(2,865)	Surplus (Loss) for the year	4,073	(9)
	<u>        (14)</u>	<u>        130</u>		<u>£ 20,714</u>	<u>£ 16,641</u>
	<u>£ 13,443</u>	<u>£ 8,601</u>		=====	=====
<b>EXPENDITURE</b>			<b>NOTE: ANALYSIS OF SUBSCRIPTIONS</b>		
	£	£	Received in Year:	£	£
IDA & RYA Subscription	812	432	Abersoch	-	135
Handbook	869	859	Aldeburgh	710	685
Newsletter	3,883	3,978	Belfast Lough	422	195
Advertising & Promotion	341	1,481	Burnham	1,870	1,150
Treasurer	500	500	Clyde	397	335
Postage,Telephone,Stationery	588	354	Falmouth	265	150
Committee Room Hire	116	116	Forth	590	405
Sundries	17	34	Lowestoft	540	436
Repairs to Trophy	53	25	Medway	1,220	1,020
Computer Softwear	1,281	50	Solent	3,520	1,510
Hon Secretary	750	750	Torbay	698	525
Bank Charges	46	31	Irish Dragon Association	1,500	-
Depreciation	114	-	Affiliated	1,309	685
	<u>£ 9,370</u>	<u>£ 8,610</u>		<u>13,041</u>	<u>7,231</u>
	=====	=====	Less: 1999 Debtors/Refunds	(1,907)	-
<b>SURPLUS (LOSS) FOR YEAR</b>	<u>£ 4,073</u>	<u>£ (9)</u>	Owing at End of Year	690	1,570
	=====	=====		<u>£ 11,824</u>	<u>£ 8,801</u>
				=====	=====



(above) Close to the mainland shore during Cowes Week 2000 – photo Christel clear  
(below) Dragons at Burnham Week 2000 – photo Hugh Bourn





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