



DRAGON

NEWS

**Notes from
the fleets**

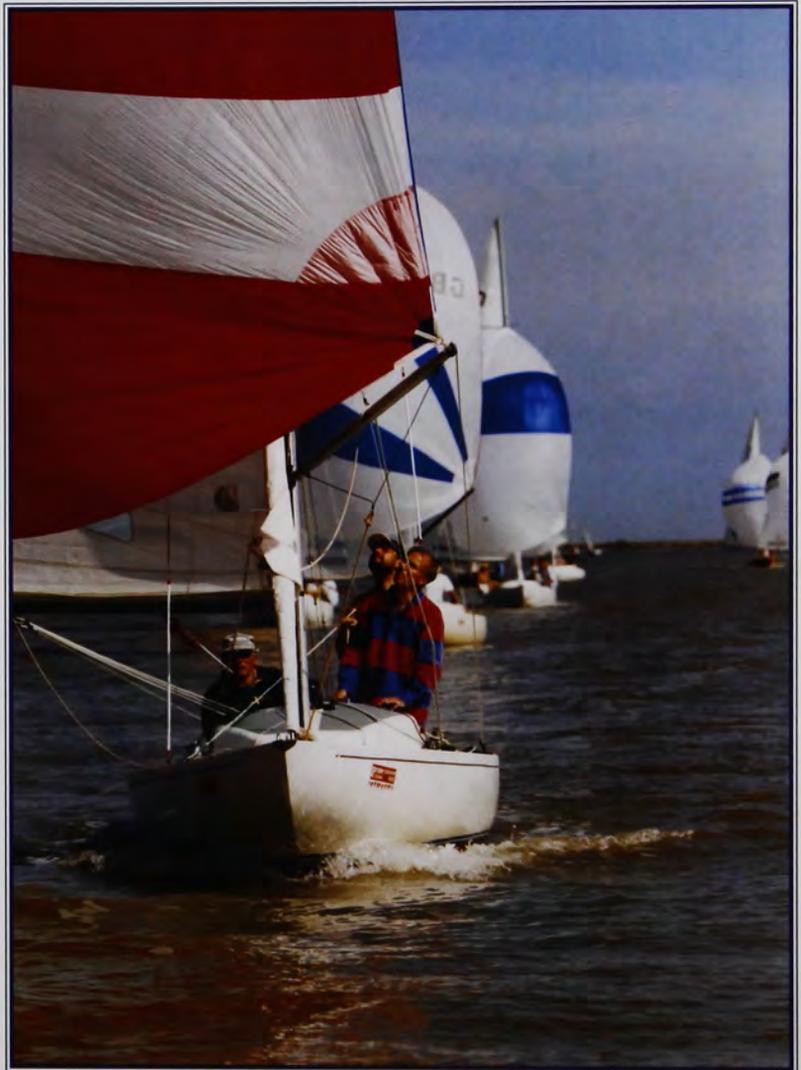
**Edinburgh
Cup**

**South Coast
& Classic
Champs**

**Northern
Champs**

East Coasts

Boats for Sale



***BRITISH DRAGON ASSOCIATION NEWSLETTER
SUMMER 2000***

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DRAGON NEWS

Summer 2000

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by **Hugh Bourn**
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Burnham Week 1999

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REFLECTIONS

from BDA Hon Secretary **Richard Gordon**

For those of you who didn't know, I became the BDA Hon Secretary at the AGM in January. I race *Peer Gynt*, a 1989 Borresen from Cowes. My father began sailing Dragons when he was about 21 and raced *Kestrel* (K207) and then *Falk* (K415) in a number of Edinburgh Cups but more often in the waters of Bridlington Bay, Yorkshire.

Having restored *Vivacious* (K426), a 1966 Pedersen & Thuesen, in the early 1990s, he persuaded me to take it for a spin in the last race of Cowes Week. I remember clearly the look of horror in my crew's face as, in the pre-start manoeuvring, I missed one boat after another by a matter of inches. Having sailed a Squib for six years I was a little surprised by the overall length.

**...I missed one
boat after another
by a matter of inches**

Nevertheless I was taken by the lines and grace, sold my Squib, and began racing *Vivacious* in Cowes and around the UK. Unfortunately, the picture may now be getting clearer for you. If you ever recall several 21-year-olds hurtling round Torquay and other venues in Hawaiian shirts and sporting an 8ft inflatable Union Jack hammer, that must have been the week I chartered the boat out, I think!

Now in *Peer Gynt* and wearing khaki tailored shorts and

**...as long as there is
new blood coming into the class,
it will continue to prosper...**

polo shirts you may remember seeing me more recently approaching windward marks conservatively on the starboard layline.

The Dragon by design, cost and maintenance does not lend itself terribly well to younger sailors. When I joined the fleet I hardly knew anyone below the age of 35. I am therefore very encouraged by the number of younger crews and helmsmen I now see in Cowes and at events. As long as there is new blood coming into the Class it will continue to prosper and we must work at this. We may attract more if only the Lowestoft crowd could make sure they attended the French nightclubs on the evenings which suited their sexual orientation.

The role of BDA Secretary is not an easy one. I am feeling my way into this role as quickly as I can, but no doubt I will not be able to do everything as soon as perhaps I would like to. However, I will do my best and if you think I can help please e-mail me (it is so much easier), or call if you are a techno-phobe.

Enjoy the rest of the season and (plug) why not join us in Cowes Week? Twenty-nine boats entered so far with more likely, perhaps the biggest fleet racing in the UK this year!

Richard Jordan

CHAIRMAN'S REPORT



This year has been dominated by low turnouts at the British Dragon Association's four national regattas, namely the East and South Coast Championship and the Northern Area Championship and Edinburgh Cup. This is obviously disappointing since the Class fleets themselves seem to be in better shape. I can only conclude that the cost of Martinique and the attraction of Douarnenez

have combined together to simply reduce the attendance. Certainly with international travel becoming easier, there is obviously a tendency to go to different and more glamorous events. We will therefore probably need to reassess the UK regatta programme and therefore any suggestions would be welcomed, to make the events more attractive.

Pongo has been to all the UK regattas this year, albeit with different helmsmen and crews, and we have found the

welcome and camaraderie of the Dragon Class exceptional. My only regret was not being to stay on in *Ultra* at the Royal North of Ireland Yacht Club for the Edinburgh Cup, since the taster of Northern Area Championship was most enticing.

Congratulations to *Kin* on winning the Edinburgh Cup in their home water particularly with all the organisational pressures on Simon Brien.

At the last BDA committee, we had a presentation by the RYA on the subject of professionalism, since there seems to be a desire in the class "to do something." The RYA now has an eligibility Code which has been in operation for a number of events. The code, copies of which have been given to your fleet representatives, is a flexible tool which allows the class to apply different criteria to different regattas.

As a first step in the process your committee believes that the BDA should adopt the code and to that end it will be put forward for adoption at the next AGM. Once we have adopted the code we can then decide whether or not certain events should be classified.

I would like to take this opportunity to welcome both Richard Jordan and Richard Green as our new Secretary and Treasurer. I am assured by Owen Pay that the BDA web-site will be on line by the time you receive this magazine.

Mike Hayles

NEWS IN BRIEF

SPOILT FOR CHOICE

Aldeburgh sailor Rick Gillingham went to Douarnenez in May, trailing a barely-born Petticrow boat and returned with two. Rick was the lucky winner in the regatta prize draw and came away with a brand-new boat and trailer. Oh, which one to sail?

WOODEN MASTS

The BDA secretary has received several enquiries recently from members searching for a wooden mast for a Dragon. If you know where to get your hands on one, old or new, please let him know by phone or via e-mail on richard.jordan@lawgram.com.

NEW YEARS HONOURS

Clyde sailor Staveley Roberts was awarded an MBE in the New Year's Honours List for 'services to yachting'. Mr Roberts has been associated with the Dragon class since 1947 both as a competitor and as an adjudicator. Congratulations!

MOVIE NEWS

Dragon heart throb Martin Payne is reported to have been offered the lead role in a new film directed by Sven Diggler. Filming starts soon in Sweden, we wish him all the best.

E-BURNHAM

The fast moving Burnham Dragon Fleet has set up its own web site. Take a look on www.burnhamdragons.org.uk

FREE DRAGON

Dragon K 9, *Graylag* is looking for a home. Built by McGruer in 1936, she must be one of the oldest surviving British-built Dragons. Currently in Yorkshire and described as being in a sorry state, she was about to be restored by a father and son team. However, the son moved south for work and, sadly, the father has recently died. The boat is available to a good home for a small donation to the RNLI. If anybody is interested I can put them in touch, if she isn't moved soon she is likely to be burnt.

DK34-INFORMATION REQUIRED

Newly-joined associate member Michael Rasmussen, from Aboyne in Scotland, has just purchased DK34, which he believes was originally named *Suzanne*. Whilst embarking on her restoration, he has discovered that she was built in 1936 by Ustrup at Vejle in Denmark where she stayed until 1966, during which time her name was changed to *Yvonn*. It is possible that in the late '60s a batch of Dragons found their way to North Wales and later some went to the Tay. He would like to know a little more about her history. Mr Rasmussen is also looking to buy a set of wooden spars, fitting and old rigging as he intends to restore the boat to her original 1930s condition. If you can help, please contact him by e-mail on architects@deestudio.free-serve.co.uk.

DRAGON NORTHERN CHAMPIONSHIP

The Northern regattas were held this year in Cultra, Northern Ireland, and were hosted by the Royal North of Ireland YC. The event was sponsored by Cork Dry Gin who, together with the Social Committee of the RNIYC, conspired to provide us with a formidable social programme. Gin, stout and oysters were all mandatory – the gin, by the way, was served to us by a scantily clad Miss Northern Ireland! The number of entries to the regatta was a little disappointing, with 20 boats. It was, however, fully compensated for by the high quality of the entries. Visitors included four from Dublin, three from Burnham, three from Aldeburgh, three from Cowes and one each from Finland, Holland, Forth and Medway.

Four races were held over the two days, Sunday June 11th and Monday June 12th. Boats were moored in Bangor marina, which is a new and superb facility. The racing was held in Belfast Lough – a superb stretch of water with plenty of space for full size courses without nearing the land. The tide is a very minor influence, with the entire Lough being of similar depth. Tides were perhaps only 0.2 knots and had no influence whatsoever on the racing. All the races were windward/leeward courses.

When the first race was due, weather forecasts were universally poor, with strong winds and rain forecast. In the event, the first two races on Sunday were held in wonderful conditions with a westerly Force 4-5 which was rather shifty. *Furie*, Guus de Groot from Holland, led for most of the first race but was overtaken by *Chimaera*, Andrew Craig from Dublin, at the end of the second run. *Chimaera* went on to win the race, and on the last beat *Kin*, from the RNIYC, overtook *Furie* to finish second, with *Furie* in third place. The second race was held in similar conditions but the wind was even more shifty. *Kin* and *Phantom*, Neil Hegarty from Dublin, contended for the lead throughout the race. *Phantom*, helped by a small wind shift at the very end, took first place by half a boat's length from *Kin*.

On the Monday the wind was stronger but, with an offshore wind, the seas were flat and produced fantastic racing conditions. Five boats were recalled and all but *Ratpack*, Henrik Dahlman from Finland, returned. The wind direction was much more stable on the second day and *Furie* led for



most of the race, winning by ten boats' lengths from *Chimaera*, with *Kin* third. As race four, the final race, started, the wind began to strengthen. *Furie* made an immaculate pin-end port-tack start and cleared the whole fleet. As the wind strengthened the race became somewhat a battle of attrition. *Kin*, with outstanding upwind speed, gave chase and finally caught *Furie* about three-quarters of the way down the second run. At this time *Furie's* spinnaker lost a clew and she retired. *Kin* had a good win, followed by *Elusive*, Ivan Bradbury and Martin Payne from Cowes, with *Phantom* third. Towards the end of this race the wind was gusting 35 knots but the very small sea ensured that conditions remained good for racing.

The event overall was won by *Kin*, sailed by Simon and Mark Brien and David Gomes, with a 1,2,2,3 sequence. Second overall was *Chimaera*, with *Phantom* third. Each race was won by a different boat, demonstrating the tightness of the competition.

The whole event was run superbly by the principal race officer, Michael Kearney. Races were always on time and the courses and lines were both nigh on perfect. Those people who made the trip across the Irish Sea to Belfast had a great time both on and off the water. The BDA would like to thank the Royal North of Ireland YC and our sponsor, Cork Dry Gin, for organizing a truly memorable and successful event.

Rob Campbell (Quicksilver II)

ALDEBURGH FLEET REPORT

THE ALDEBURGH season kicked off to an exciting and, for some, a very profitable start. On first arriving at Aldeburgh this season we were greeted by the sight of the new crane which, following planning and other hold-ups, was finally given the Go Ahead. This now allows the club to do its own boat handling making the launching and recovery process faster and therefore encouraging our travellers to launch at Aldeburgh and support the home fleet between regattas.

We now have more touring boats at Aldeburgh than ever with placings from Burnham Easter Weekend, South Coast Championship, Coupe de Bretagne, Douarnenez Grand Prix, East Coast Championship, and the Edinburgh Cup in Belfast.

Meanwhile on the river we had a late start but since 21st May we have completed two mini regatta weekends and four other Saturday points races. The Mini Regatta over the 21st-22nd May was attended by nine boats with *Ygraine* first, *Pongo* second, *Whistle* third, and *Storm* fourth.

The second Mini Regatta held over the 1st, 2nd July and was again attended by nine boats – *Storm* first, and *Pongo* second.

We welcome Jack Bielecki back with a part share in *Hawkeye*, and we welcome *Galax II* to the River. We plan to extend these Mini Regatta weekends next season and hope that we can attract some visitors to these and to Regatta Week (13-18th August 2000).

The Fleet continues to grow, mainly with thanks to Rick Gillingham and Baloo who now are able to select any one of three boats to sail in at weekends. I'm told that each is set up for different conditions thereby avoiding the need to tune the rig before each race! We are also considering some Dragon Team Racing – Aldeburgh Yacht Club against Rick and Baloo's Fleet! If any one feels they would like sharpen up their boat handling, come and join us on the Alde.

Tom Gibbon Tg@gms-estates.co.uk

EDINBURGH CUP 2000

Royal Northern Ireland Yacht Club, Cultra, June 13th to 17th

Extreme weather during the Northern at Cultra gave way to more settled conditions but hardly consistent winds for the Edinburgh Cup from June 13th to 17th. The first leg was almost invariably one-sided; sometimes the opposite side gave some scope for the recovery but the middle hardly ever paid.

In the prevailing conditions, it was by no means proven that a cold-moulded boat was faster with tactics and sail choice more influential in the variable conditions. Honours were fairly evenly split between Hoj-Jensen sails and North, with some added preference for the spinnakers of the former. This was probably the most competitive Edinburgh Cup fleet in some years, if not the largest. Former Gold Cup, Worlds, Europeans and Douarnenez Grand Prix winners were pushed hard by very strong competition from the UK and Ireland.

In particular, the strength in depth of the Dublin fleet, evident in Douarnenez earlier in the year, indicates that this must be one of the best club fleets in Europe. The hospitality arranged by the Royal Northern Ireland Yacht Club was superb and showed that Simon Brien had noted the positives and negatives of prior events. Cork Dry Gin were excellent sponsors and competitors were spoilt for choice between their gin and copious floods of Guinness. 'Happy Hour' after racing became a true test of endurance and capacity for many crews.

The first race was delayed due to a gale overnight and was preceded by the practice race at 2pm. Those who did the practice race were favoured as they noticed that there were stronger winds in the centre of Belfast Lough than on the shoreline. The race was won by *Kin*, with a second for *Elusive* and third *Furie* (Sinclair). The presence of two Dragons called *Furie* caused some confusion as the winner of Douarnenez, Guus de Groot, was also present in his *Furie* (NED 309).

Race One

The first race was sailed in winds of 10-15 knots with some chop left over from the gale. Those who went right at the start picked up stronger winds and a shift. Alan Bulmer (*Temeraire*) was first to roll right, followed by Martin Payne (*Elusive*) and finally by Danny Sinclair. The latter then picked the shifts up the

beat to be first to the windward mark. *Furie* (Sinclair) then pulled away as *Temeraire* covered *Kin* and *Elusive*, which was the order in which they finished.

The race was marked by IR140 (Jay Burke) impaling themselves on a tanker when they failed to clear the anchor chain. Some damage was caused to mast, boat and pride, but fortunately (after the damage caused during the Northern Championship) a spare mast was available. Martin Payne was sailing for Ivan Bradbury in a brand-new wood Petticrow.

Race 2

The second race was sailed in a shifting 5-8 knots breeze as the first of two races on the Wednesday. At first the right side paid again with the wind funnelling down the Lough from Belfast. This time *Rat Pack* sailed by Hendrik Dalman was in the lead at the first mark from *Jane* (Max Treacey) and *Temeraire* (Alan Bulmer), with *Phantom* (Neil Hegarty) and the other *Furie* (Guus de Groot) in close pursuit. The wind strengthened on the second run, bringing *Chimaera*, helmed for the Edinburgh Cup by Paul-Richard Hoj Jensen into the first six. Suddenly all changed at the windward mark as a 180 degree windshift made a mockery of the last beat. The first four boats were separated by inches at the finish with *Rat Pack* just retaining her lead over *Phantom*, *Chimaera* and *Temeraire* in that order.

Race 3

In race 3 *Puca* (IRL 140), sailed by Jay Burke, made a remarkable recovery after their collision with a ship on Race 1 and a 22nd in Race 2. The 22nd was perhaps not a realistic placing as the race officer had started on time and before several late arrivals reached the start. *Puca* got clear away by the end of the run leaving five pursuing boats in a close battle that eventually brought *Kin* (Simon Brien) into second place and the overall lead (3, 5, 2 at this stage). *Jane* was third, *Rat Pack* featured again in 4th and *Elusive* fifth, followed by *Furie* (de Groot) in sixth.

Race 4

This race featured a win for Hoj Jensen in *Chimaera*, one of the latest glassfibre boats recently delivered to Andrew Craig. Sadly all Danny Sinclair's work in

Furie for a second place was negated by being over the line at the start so *Puca* (Jay Burke) was promoted to second place. This time the left-hand side of the course paid all day, giving no chance of recovery to those who went right at the start (*Rat Pack*, *Elusive* and *Temeraire*). Nevertheless, the fleet finished very tightly packed for the first 15 places in little more than three or four minutes. In a 5-12 knot shifting wind it was surprising that most place changes appeared to happen on the runs.

Race 5

For Race 5 the Race officer seemed to have had some mis-communication with the windward mark, which was laid 10 degrees to the right of the indicated bearing. As a result the layline for the favoured right side of the course (5-10 knots offshore breeze blowing up the Lough) was almost 100 yards up a very attractive sandy beach. Those who reached the shore first picked up a good shift as well as some tidal effect and were uncatchable. *Rat Pack* was once again in the lead, pursued by *Sandpiper* (Nick Streeter) in a return to form after a hesitant start to the week, and *Chimaera*. There were few changes after the first beat for those who had gone offshore, notably *Kin* who took her discard (9th) in this race. Jay Burke in *Puca* continued his remarkable recovery with a fourth place followed by *Phantom* (Neil Hegarty).

Race 6

In Race 6 there was all to play for among the three leading boats who each had a chance of overall victory (*Rat Pack*, *Kin* and *Chimaera*). What had looked like a steady Force 2-3 turned into a lottery for much of the fleet as the wind swung through 30 degrees in the first five minutes. Local boat *Rampage* (Gordon Patterson) was in the lead at the windward mark with *Furie* (de Groot) and *Sandpiper* (Streeter). As the wind filled and backed thru 180 degrees and varied from Force 2 to calm, the fleet turned itself inside out. *Furie* (de Groot) moved into the lead, then *Elusive* (Payne/Bradbury) picked the shifts to take the lead and win, with *Kin* (Simon Brien) second, and *Sandpiper* (Nick Streeter) third. The leading three were becalmed for 20 minutes at the finish line when the wind once again filled in

from 180 degrees (Belfast) to bring *Temeraire* (fourth) and the original leader *Rampage* (fifth) reaching in to the line. The original points leader, *Ratpack* had a disastrous start, the wrong side of the 30 degree shift at the start, and rounded the first mark second from last but recovered to 14th.

The tense finish to the last race, where *Elusive* scored her first win, gave overall victory to *Kin*, sailed by Simon Brien, Mark Brien and David Gomes who were consistently fast all week despite not winning an individual race.

Final Results

- 1st *Kin* IRL 157 Simon Brien, Royal North of Ireland YC (3/5/2/3/2) 27.40
- 2nd *Rat Pack* FIN 50 Hendrick Dahlman, ASS (11/1/4/7/1) 38.00
- 3rd *Chimaera* GBR 658 *PR Hoj-Jensen, Royal Corinthian YC (8/3/12/1/3) 43.40
- 4th *Elusive* GBR 656 *Martin Payne, Island SC (4/5/11/6/1) 46.70
- 5th *Phantom* IRL 159 Neil Hegarty, Royal St George YC (9/2/7/4/5) 49.00
- 6th *Puca* IRL 140 Jay Burke, Royal St George YC (22/1/2/4/7) 52.00
- 7th *Sandpiper* Nick Streeter, Royal Corinthian YC (7/9/10/2/3) 52.70
- 8th *Temeraire* GBR 625 Alan Bulmer, GBR 640 Royal London YC (2/4/16/13/4) 60.00
- 9th *Furie* NED 309 Guus de Groot, De Kaag (6/7/6/8/6) 62.10
- 10th *Jane* IRL 34 Max Treacey, Royal St George YC (6/3/5/13/12) 64.00



1999 photographs from the Medway (below) and Burnham (above) by Hugh Bourn



SOUTH COAST & CLASSIC CHAMPIONSHIPS

hosted by the Royal Corinthian YC at Cowes

The Royal Corinthian Yacht Club at Cowes hosted the South Coast and Classic Championship this year, with Ian Lallow and his team running the race management on the water.

With sponsorship from Red Funnel Ferries and Williams Shipping Limited,

...three Dragons were reported missing, their crews having become completely disorientated

there were 24 entries despite many UK travellers remaining in Europe or travelling directly to Douarnenez for the pre-Dragon regatta to increase their chances of winning the new Petticrow Dragon.

Friday 28 April - Race 1

Friday afternoon provided light variable airs, and cold wet weather with poor visibility due to the fog and rain mix. Despite the variable winds the race committee managed to start the fleet but, to their horror, watched the beat become a fetch and the run become a reach.

Groping around in the mist the position of the marks was changed for the second round and credit goes to the race committee for being able to run the race at all. Unfortunately during the race three Dragons were reported missing, their crews having become completely disorientated in the fog, one yacht was seen off Lee-on-Solent heading for Portsmouth while two more headed south in the hope of being reunited with the Island of Wight and returning to Cowes from Ryde.

Race winners were Cowes-based team Ivan Bradbury, Martin Payne and Adrian Stanislas sailing *Elusive* 637, recently back from Palma, with *Virago* 609 sailed by Peter Nicholson, Colin Lloyd and Tim Squire-Saunders (aka The Commodores) in second place and *Comanche* 649 crossing the line in third.

After all the crews had been accounted for, the new Royal Corinthian Yacht Club dining room was used for the first time on the Friday night for the reception buffet, after what

turned out to be a cold wet and misty afternoon on the water.

Saturday - Race 2

On Saturday morning after a calm sunrise the breeze filled in from the east and a windward-lee ward course was set. *Quicksilver* jumped the gun.

The left-hand (north) side of the beat tended to pay, if possible approaching the windward mark on port tack to avoid unnecessary exposure to the ebb tide south of the mark in deeper water on the edge of the bank.

Classic Dragon *Asterix* 458 achieved an impressive third. Race winner was local boat *Chaotic* 602 Eric Williams, Farmer Palmer and Mike, with Ken Frievoikh second, flying his *Spitfire* 636.

Saturday - Race 3

Again it generally paid to approach the windward mark on port from the left-

Chris Caws presented Peter Nicholson with Brasso and a duster...

hand side of the course.

Chaotic and *Elusive* tried the right-hand side in the hope that the tide had changed in the main channel (alas it had not) at their cost, finishing ninth and 14th respectively. Our long distance visitors from Dun Laoghaire, *Phantom* IRL 159 (Peter Bowring, Neil Hegarty and Tim Fenelon) were victorious, with David Young's *Jane* 642 second and Alan Bulmer's *Temeraire* third.

At the RYS cocktail party on Saturday night, on behalf of the Solent Dragon Fleet, Captain Chris Caws presented Peter Nicholson with Brasso and a duster for polishing the new pavilion copper roof. Peter Nicholson assured competitors that the pavilion would be regularly polished and will be ready to host the Dragons at the next South Coast Champs.

Sunday - Race 4

In the morning conditions comprised a good breeze with some Solent chop, which again generally appeared to favour the left-hand side of the

windward leg. Sailing on the north side of the beat generally paid off.

This time *Mistress* jumped the gun. Again *Phantom* IRL 159 was victorious, with *Chaotic* second, *Comanche* 649 third, and *Elusive* fourth.

Sunday - Race 5

Race 5 was sailed in light airs, with the tide now flowing over the bank from the north-east. A wind shift after the start benefited committee boat-end starters and the right-hand side of the course, requiring the race committee to move both the windward and leeward marks.

The fleet was closely bunched with a raft at the first leeward mark, partly due to the tide now flowing more north-south over the bank. *Chaotic* won, having led most of the race, despite a strong late surge from *Elusive* who passed several boats on the second round. Alan Bulmer in *Temeraire* finished third and *Phantom* was fourth.

On Sunday one Dragon became attached to the Bramble Bank on a falling tide, causing some concern to the management. The Island SC launch was seen to cross the Solent, perhaps to render assistance, but was not seen to return. The wayward Dragon and her crew returned safely in the meantime.

Classics

Asterisk 458, sailed by Martin Scobie, easily won the Silver Dragon Trophy for

...one Dragon became attached to the Bramble Bank on a falling tide...

the classic boats with some impressive sailing; while *Mistress*, *Gem*, *Seahorse* and *Galax II* fought for the runner-up and third classic prizes.

John Mellows presented new trophies for runner-up and third overall classic boats, sponsored by Williams Shipping Limited. *Mistress* 363 William Daniels, Alistair Childs and Dr Jenny Stutley (with Mark Ratsey-Woodruffe on Friday) were runner-up, with *Gem* 390, Brian Smith, Matt Hill, Andrew Reynolds third.



South Coast Championship – photo by Nicola Barrow

Prize-giving

The Prize-giving dinner included speeches from Pat Dyas, Admiral of the RCYC, on the occasion of his birthday. Pat gave a bullish speech and reminisced of his successes at Cowes and at the Edinburgh Cup in past years. He announced that he has ordered a new Borresen in which his crew will be beating all the Petticrow sailors in 2001. Chris Caws and BDA Chairman Mike Hayles made speeches of thanks to the organisers and Ted Bainbridge responded on behalf of the RCYC. It is reported that later on many refreshments were enjoyed after the meal resulting in scenes reminiscent of a Dragon party.

SOUTH COAST CHAMPIONSHIP

Overall Results:

1st 13pts *Chaotic* 602, Eric Williams, Farmer Palmer, Mike (with Harry Sharpe and Phillip Williams on Friday); 2nd 13pts *Phantom* IRL 159, Peter Bowring, Neil Hegarty, Tim Fenelon; 3rd 16pts *Elusive* 637, Ivan Bradbury, A Swedish Film Star and Adrian Stanislaus; 4th 20pts *Jane* 642, David Young; 5th 23pts *Virago* 609, Peter Nicholson, Peter Lloyd, Tim Squire-Sanders, Colin Lloyd.

Our thanks go to senior race officer and Dragon builder/racer Ian Lallow and his race team for excellent race management resulting in good racing and for providing committee boat without charge. Also thanks to Mr and Mrs Jordan for providing, and manning, the windward mark/finishing committee

boat without charge and Mrs Gill Smith for dealing with the results. Despite the generous sponsorship from Williams Shipping only a few visitors attended as compared to previous years as Travellers could not resist the lure of Douarnenez over the channel.

William Daniels

CLASSIC DRAGON NATIONAL CHAMPIONSHIP BURNHAM WEEK 2000

Saturday August 26th to September 2nd

PLANS ARE WELL advanced for this year's Classic Dragon National Championship which is to be held as part of Burnham Week. Notices of race have been sent to the owners of all sixty or so classic Dragons registered with the BDA and to the National Dragon Association secretaries in France, Belgium, The Netherlands, Germany and Denmark.

The protected waters of the Rivers Crouch and Roach are ideally suited to Dragons. They were first raced in Burnham in the mid-to-late 1930s and were formally adopted by the Royal Corinthian in 1939. Last year the Dragons were one of the largest fleets racing in Burnham Week and the local fleet has grown appreciably since.

The classics will race on level terms with their younger sisters and will thus be eligible for the main fleet trophies as well as having their own National Classic Trophy for the best placed classic overall. A good turnout of these beautiful old boats added to the 20 plus local and visiting Dragons already expected to compete in Burnham Week should make this a spectacular event.

Richard Rycroft

EAST COAST CHAMPIONSHIP

Windy weather at Lowestoft

There was a fantastic turnout of 23 boats for this year's Dragon East Coast Championship, held at Lowestoft, with people travelling from as far a field as Scotland in the North and Cowes and Torquay in the south.

Unfortunately the first two days were completely blown out, due to Force 6-7 winds on both days, hence half the fleet ended up playing games ranging from go-kart racing, ten pin bowling, musical chairs and pass the parcel! However, despite the lack of racing during the first two days, everyone stayed for one final race on Monday, although at this stage the regatta could not qualify as a championship.

On Monday the fleet ventured out in ideal conditions – sun and a Force 4. The first boat to the first mark was Rory Bowman (GBR 626) from Aldeburgh. Rory sustained the lead all the way round with Chris Dicker (GBR 586) of Lowestoft in second, and held this position to the end of the race. Places in the top ten behind these two were forever changing, with large windshifts causing the course to be shifted on the last lap. In the end Rob Campbell (GBR 572) managed to scrape through in third place very closely followed by Danny Sinclair (GBR 635) in fourth.

Due to the fact that only one race was held every boat received a prize at the Prize-giving, with a raffle being held (we couldn't be upstaged by Douarnenez) and the winning boat – Patrick Gifford – receiving a new Dragon for each of his Crew!

All in all a fantastic regatta was had by all, with some heard complaining that having to go sailing was getting in the way of the games and parties!

Lowestoft Results:

1st 626 *Ygraine* (Rory Bowman, Aldeburgh) Opts, 2nd 586 *Scorpio* (Chris Dicker, Royal Norfolk & Suffolk YC) 3, 3rd 572 *Quicksilver* (Rob Campbell, Royal Corinthian YC) 5.7, 4th 635 *Furie* (Daniel Sinclair, Royal Forth YC) 8 602, 5th *Chaotic* (Eric Williams, Island SC) 10, 6th 617 *Flame Again* (David Hall, Royal Corinthian YC) 11.7, 7th 597 *Hat Trick* (Mike Holmes, Royal Corinthian YC) 13, 8th 649 *Navaho* (Ricky Gillingham, Aldeburgh YC) 14, 9th 599 *Secret* (James Mehew, Royal Norfolk & Suffolk YC) 15, 10th 590 *Mystere* (Norman Blowers, Royal Norfolk & Suffolk YC) 16, 11th 623 *Pongo* (Patrick Gifford, Aldeburgh YC) 17, 12th 622 *Merlin* (Peter Colby, Royal Norfolk & Suffolk YC) 18, 13th 647 *Haihangillie* (David Child, R. Danish YC) 19, 14th 595 *Scarecrow* (Peter Wilson, Aldeburgh YC) 20, 15th 550 *Hectic* (Colin Woodcock, Royal Corinthian YC) 21, 16th 581 *Panther* (James Hunt, Aldeburgh YC) 22, 17th 508 *Atlanta* (Nick Truman, Royal Norfolk & Suffolk YC) 23, 18th 544 *Smaug* (Nigel Cole, Royal Corinthian YC) 24, 19th 343 *Wizz Too* (Sarah Sullivan, RORC/RCYC) 25, 20th 546 *Moaia* (Richard Cullen, Aldeburgh YC) 26, 21st 481 *Blue Flame* (Peter Pank, Royal Norfolk & Suffolk YC) 27, 22nd 633 *Fei Lin's Flirtation* (Ron James, Royal Forth YC) 28, 23rd 587 *Scaramonger* (Tim Barrett, Royal Norfolk & Suffolk YC) 29.

BOATS FOR SALE

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

BARBARY GBR568 1990 Wilson. Trailer inc. £10,000 Mr R Rankin 01702 544204 or 01702 258276 (eve)

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

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

QUICKSILVER II GBR572 1990 Lallow cold-moulded. P.O.A Rob Campbell 01621 782863

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

ALLEGRO DK204 1948 Woodnuts. Work required, lying Geneva. POA Contact Christian Fravi 0041 227367291 or cfravi@dplanet.ch

SEAHORSE DK281 1955 Bjarne Aas. £6,000 John Mellows 01329 662248

PEER GYNT GBR565 1989 Borresen. Ready to race, trailer etc. £13,500 Richard Jordan 0207 371 5263

BLUE HAZE GBR375 1959 Pedersen & Thuesen. Professionally restored, little used since, with modern trailer and equipment, a famous and successful Dragon. POA Crispin Blyth 01262 470566, bcy@blyth-co.com.

VIVI GBR335 1957 Pedersen & Thuesen. Professionally restored, with trailer. £13,000 Crispin Blyth, as above.

PANDORA NED 284 (ex GBR 401) 1963 Borresen. Professionally restored, with trailer, lying Holland. £16,500 Crispin Blyth, as above.



The front cover picture and many of the photographs in this issue have been contributed by marine photographer

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Sagitta during Medway Week 1999 – photo Hugh Bourn



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