



**THE BRITISH DRAGON
ASSOCIATION**



NEWSLETTER

AUTUMN 1983

THE BRITISH DRAGON ASSOCIATION

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NOTICES

BDA DINNER and A.G.M.

ANNUAL GENERAL MEETING 7.00 p.m.

DINNER 8.00 p.m.

Tickets from, either Rufus Gilday - 21 Fitzjohn's Avenue - London N.W.3.
or Chris Dicker - "Hill House" - Ranworth - Norwich - NR13 6AB.

Cover Picture:

BURNHAM WEEK 1983 - "Avalanche" leads "Smaug"

Photograph by Hugh Bourn.

EDITORIAL

Another season draws to an end - British success in the Edinburgh Cup and more new faces were the highlights of another successful summer, which despite the unkind weather, or rather lack of wind, saw some very competitive and interesting racing.

The season, however, was preceded and over-shadowed by the sad death of our President, Sir Gordon Smith, a highly respected and much liked member of the Dragon fleet for so many years. Elsewhere Slim Somerville has written a few notes about Sir Gordon's life, but it is not an understatement to add that the Association owes much of its creation and existence to Sir Gordon as, indeed, does the International Association.

His comprehension of what is required for the sensible management of yachting has provided a stable platform for the Class to grow and flourish which is something that many other Classes lack.

Those of the Committee who have worked with and sailed against Sir Gordon may not have always agreed with his points of view, but we have always respected them and there are very few people that one can say that of.

He leaves undone much that we must not be afraid to take up and continue, upholding, at the same time, the high ideals and principles that he always held. This is an exciting prospect which offsets the sadness which we all feel, but to do so is the best compliment that we can pay him.

1984 FIXTURE LIST

EASTER	VASCO DE GAMA	ARCACHON
*		
MAY 5-7th	EAST COAST CHAMPIONSHIPS	LEVINGTON
JUNE 25-30th	EDINBURGH CUP	COWES
JULY 7-14th	GOLD CUP	SKOVSHOVED
AUGUST 19-25th	EUROPEAN CHAMPIONSHIPS	KINSALE
SEPTEMBER	REGATTE ROYALLE	CANNES

* Provisional

SIR WILLIAM GORDON SMITH, Bt., VRD.

Dragon sailors the world over will have been saddened by the news of the death. on May 20th, 1983, of Gordon Smith, in Scotland, his native land.

I sailed with him in many of his Dragons, which were memorable because they were leaders of Class fashion. After "HAZELISLE" he owned "VALHALLA", which he bought from Michael Crean, and from her he moved to "VANA", which was built for him by Ernest Nunn. She was fitted with some very ingenious machinery and still wins races. Gordon won the Edinburgh Cup with her thirty years ago. He then moved to "MARA", another Nunn boat, in 1959. From then onwards he remained faithful to his friend, Danish builder Borge Børresøn, who built his Gold Cup winner, "VARA", in 1961. He also helped Col. R.S.G. Perry win the One-Ton Cup in the "ROYAL THAMES", a six-metre, in 1958.

Gordon was a member of the Royal Yacht Squadron; the Royal Thames Yacht Club; and many other clubs where Dragons are sailed. He held a Yacht Master's Certificate and also owned several motor yachts including "THELMA VI". It was aboard this yacht, during the 1960 Olympic regatta at Naples, that he formed the Poole International Sailing Society - the name was changed to Poole Bay Olympic Sailing Association following objections by the Royal Motor Yacht Club.

Gordon was on the council of the Royal Yachting Association and served on numerous committees of that body. He was also chairman of the Keelboat Technical Committee, and of the International Yacht Racing Union, for which he was admirably qualified: as a Barrister who had practised in Patent Law

We extend our sympathy to his widow, Diana, and his two sons, Robert and Charlie. Robert succeeds to his title. All of them are keen Dragon sailors. Gordon, who was 67, was one of the boldest and most courageous.

Hugh Somerville
28th October, 1983

THE CHAIRMAN: a few thoughts on the last four years.

It is almost four years since you elected me to become your Chairman, during which time I regret that, perhaps, we have not achieved all we set out to do, although there have been a lot of changes, and the class has developed a considerable amount.

I have two disappointments. One is that not as many boats have been bought as I had hoped; particularly in a period when the exchange rate against the Danish Krona made the possibility very attractive; and this is even now causing difficulties because we do not have a sufficient supply of second-hand boats to offer new owners who want to join the Class. The inevitable result of not building new boats is that, in due course, the number of new helmsmen will be restricted. There are probably half-a-dozen possible owners who this winter will buy boats in other classes as a result of the shortage. The second disappointment is that I think it unlikely we will stage the World Championship in 1985 as, probably, this will be staged at Douarnenez and the French will forego their entitlement to the Gold Cup the following year.

This leads me on to the one matter I believe has now been resolved which is the management of the International Championships, the locations and times of which over the last four years have been far from satisfactory and, indeed, I fear have done some damage to the Class. I believe that with a greater involvement of current helmsmen from each of the countries represented in the I.D.A. that we will make much more satisfactory arrangements for the future. In this connection I am delighted that the European Championships will be held in Ireland next year, where their Marina facilities at Kinsale, and the beautiful open sailing waters, will provide an excellent location; probably better than anywhere else in British/Irish waters.

From the British point of view, 1980 marked the first formal East Coast Championships and for the success of that Championship and the improved results in all Championships that it has caused, I thank Richard Riggs and his secretary and all our friends at Levington. The transformation in the results of British boats in International competitions since 1980 has been, simply, dramatic; and as one who has gained particular benefit from these early season training Championships, both my crew and I are particularly conscious of the advantages it has given us. Next year, Torquay hope to get a similar Championship going at the end of the season, possibly as an alternative to the Europeans, and I would suggest that anyone who wants to improve their standard of sailing, should compete in that Championship.

THE CHAIRMAN: further thoughts.

For the future, I have little doubt that the Class will continue to flourish and there are a number of promotional ideas which I am working on at the moment which I hope will stimulate you further. A huge question mark hangs over the whole future of Olympic yachting to the extent that it might be altered to a wind-surfing and small dinghy Regatta. The powers that be have been reminded, however, of the huge following of the Dragon Class, and it might well be that in the vacuum created by the removal of the existing classes that there will be an opportunity for us to re-establish our position. We can, however, live with it, or live without it, and the Class will flourish in either event.

I believe that one question that the Class must, however, face up to in the U.K. is the location for future Edinburgh Cups. We have been on the same circuit for some time now, and I detect a considerable feeling for some change, particularly in view of some of the disasters that have befallen the Edinburgh Cup in the last few seasons. The answer, I am afraid, is not to simply hope the problem will go away, but to confront it and deal with it, otherwise the problems experienced internationally will be experienced on a local basis as well, and there will be further disenchantment with the administration of the Class.

That, however, is all in the future, and for next season we will have the undoubted pleasure of being hosted by the Royal Yacht Squadron. There will be a very large entry for the Gold Cup in Copenhagen and fierce competition for the places in the European Championships. After that it is back to Hamish's back yard where, no doubt, we will have to suffer the purgatory of another Scottish summer.

Philip Tolhurst.



DRAGON EDINBURGH CUP

Yachts and Yachting

POOR WIND CONDITIONS, a strong performance by the Burnham Boats and a slightly unexpected overall winner summarises the Edinburgh Cup which took place from June 19th-24th at Torquay.

Royal Torbay YC were the gracious hosts to 42 Dragons but all their efforts to provide good racing were frustrated by the static anticyclone which lay like a pile of old sea-boot socks — humid, motionless and smelly — over most of Europe that week. Torbay can often produce good sailing conditions even when there is no natural wind thanks to its pronounced sea-breeze but when the sun is hazy and what natural wind there is comes from the north it's a no-go area.

In these conditions, the racing varied from poor to ridiculous. Race 1 was an example of the latter: on a longish starting line the fleet split into two. The pin-enders found a little breeze and crept away to the Torquay side of the Bay where they found a nice little lift off the cliffs. The committee-boat-enders tacked off towards Paignton and fell into a deep hole where they remained, fuming, until the other group had completed an entire lap of the course. Nicky Streeter was the winner of this charade, followed by Mike Patten.

If you think that sounds like an annoying race, wait till you hear about the next one. At breakfast in the Beacon Cove Hotel there was much rubbing of hands and slapping of backs by reason of a healthy Force 4/5 easterly blowing straight into the Bay and bringing a manly swell with it. Oilskins were donned and heavy genoas hoisted. Yet when the starting gun was fired, it was as if the shot struck the wind-cherub in a vital spot; within minutes the Dragons were left slopping about in a falling breeze and left-over sea. The race was shortened to one triangle and a beat in spite of which only eight boats made it within the time limit. Patten hung onto a tenuous lead in spite of having to kedge within a few boat's lengths of the line. He was nearly caught by the early leader Simon Day who for this week had dug 'Maelstrom' out of a barn for the first time in six years.

Tuesday's race was abandoned after everyone got thoroughly bored with creeping around Torbay. On Wednesday it looked as if the same thing was going to happen but the race actually perked up considerably on the final leg. There was a terrific wind bend on the beat out towards Berry Head which overthrew the conventional wisdom of going-for-the-cliffs. Patten in 'Coquille St Jack' was the one who guessed correctly and came out with a big lead at the end of the first beat.

Race officer Adrian Hinkins realised that there was a totally different and much better wind at the windward mark which was outside the shelter of Berry Head. Using an unconventional but neat procedure he therefore left his windward mark in place and rotated the whole course round it clockwise. This meant that the whole of the sausage was sailed in a better and truer breeze. Patten made a slip on the second beat and handed over the lead to another Burnham boat, Bob Melville's 'Storm'.

In light conditions, both competitors and race officers need to keep their heads and Adrian Hinkins did. It was planned to sail twice on Thursday so the Dragons were out of Torquay Harbour by 1030. And there they sat... and sat... until 1715 when a little evening breeze appeared. Hinkins was onto it in a flash and set a short but good course starting at a time when most self-respecting race officers would be well into their third gin-and-tonic. Tolhurst went inshore, found some extra breeze and came out ahead. Patten missed this one and made acquaintance with the crab grass.

Going into the final race, Patten was points leader but either Streeter in 'Sandpiper' or Terry Wade in 'Avalanche IV' could beat him. As it happened, the final race was the strangest of the lot. It was light and shifty once again with poor visibility to add to the fun. Wade somehow had a magic first beat and came out with a lead of almost embarrassing proportions. Tolhurst was well up there and so was Streeter but Patten was stuck in the middle of the fleet.

DRAGON EDINBURGH CUP

Then the wind began to die. Crewing (for the day, you know) aboard Patrick Gifford's 'Polly' we arrived 33rd at the end of the first round, and could afford to take chances! So on the third beat we set off on an endless Kamikaze flier to the Meadfoot beach area. Gradually it dawned on us that the whole of the rest of the fleet was in trouble because the finish line was outside the Bay in a sluicing spring ebb. Wade just hung in the tide about 100 yards from the line watching his enormous lead evaporate. Seeing 'Polly' sailing round the entire fleet in a circle, Tolhurst in 'Warlord' just managed to creep over to our position and tack in front of us. A faint air just allowed Wade to creep across the line, followed by Tolhurst and Gifford. Only 12 boats finished inside the time limit and 'Cocquille St Jack' was not one of them.

Wade therefore won the Edinburgh Cup almost by default because no-one had taken special care to cover him. His Dragon is the newest in the fleet having been bought and fitted out by John Boyce who then decided to concentrate on Stars. Actually, speed had little to do with the result and a great deal to do with being in the right place at the right time.

At the prize-giving, Peter Lloyd summed up succinctly: 'Abersoch was bloody awful. Torbay was just slightly better.'

David Pelly

Results: 1st 'Avalanche' (T.G.Wade, Royal Corinthian YC) 19pts, equal 2nd 'Coquille St. Jack' (M.Patten, Royal Corinthian YC) 22.7, and 'Warlord II' (P.Tolhurst, Royal Burnham YC) 22.7, 4th 'Sandpiper' (N.J.Streeter, Royal London YC) 31.4, 5th 'Storm' (R.K.Melville, Royal Corinthian YC) 37, 6th 'Isolde' (Alan Crosbie, Kinsale YC) 53.7.



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PRELIMINARY NOTICE

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EDINBURGH CUP WEEK

25th-30th June, 1984

Practice Race 24th June, 1984

ISLAND SAILING CLUB

Cowes, Isle of Wight

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INTERNATIONAL DRAGON CLASS

ROYAL SINGAPORE YACHT CLUB CUP

23rd June, 1984

Entry forms and further details available early 1984

THE DRAGON WORLD CHAMPIONSHIPS, 1983

The World Dragon Championships were held during July under the burgee of the Royal Vancouver Yacht Club.

Racing took place in English Bay, an interesting piece of water with circular currents influenced by the Fraser river to the south, a large number of grain freighters "Parked" permanently in the race area, and Spanish Banks to the south-west of the race area to catch out all but the locals.

Winds throughout the regatta never got above force 4 and generally swung from east, through north to west as the land breeze became a sea breeze. This knowledge was only gained as the regatta progressed so there was plenty to tax the minds of the visitors.

Thirty four entries from seven countries assembled first to contest the Canadian Championships which doubled as "Warm-up" for the Worlds.

An impressive start was made by the British team, Bob Melville crewed by his daughter Caroline Robertson and John Standley, who won the first two races by clear margins. They were unable to maintain this form, and thanks to a jammed spinnaker halyard on their borrowed boat during the last race slipped to 4th overall, 3 points behind Ross Stiffe of Australia who sailed a very consistent series with scores of 6.5,4,4,5 to win from Vitas Stukas (Canada) and Stroeh (Germany) who tied for second place with 37 points.

After a rest day for the opening ceremony the World Championships started on 22nd July. The first race proved a success for Bob Burgess (Canada) who lead from start to finish. This was the day the British boat, together with several others, found Spanish Banks and lost several places while pushing off.

Burgess again got the best of the start in the second race and lead the field on the starboard tack procession into the shore. This time, however, he tacked too early for the weather mark: allowing the British and Australians through at the end of the first beat. A close race followed in the 1-2 westerly between Melville, Wilmot (Australia) and Stiffe who finished in that order. Burgess eventually finished 7th.

Race 3, held in similar conditions, was lead by Zachariassen (Germany) at the weather mark, closely followed by Jones (Canada) and Melville. These three slowly pulled away from the fleet and remained in these positions until the last beat when Zachariassen failed to spot a windshift, overstood the finishing line and allowed Jones and Melville through to first and second respectively.

continued.....

THE DRAGON WORLD CHAMPIONSHIPS, 1983

Races 4 and 5 provided different conditions with a damp easterly, which slowly swung to the north each day, giving a new challenge to those who thought they were beginning to understand the currents. Alvey (Canada) got the first beat right in race 4 and pulled out a long lead to win comfortably from Stiffe and Burgess. Marcus Glas (Germany), the reigning world champion, began to show better form in this race and finished 4th. Race 5 proved another success for Burgess with Glas 2nd and Wilmot 3rd. Stiffe had what was to be his worst result over the two championships when he finished 14th.

At this stage Burgess had a convincing overall lead over Stiffe and Wilmot. These three were followed by Jones and Melville, who had two disappointing results in the easterly.

It came as a surprise, however, when in the 6th race Burgess started well away from Wilmot. This proved to be a mistake as Burgess went the wrong way up the first beat and eventually finished 21st. Wilmot withstood the pressure from Stiffe and Melville before a 180° shift turned the run into a beat causing a few place changes. Wilmot overcame these difficulties to win the race from Stiffe and Glas, to push Melville back to 6th.

The competition was now wide open and either Burgess, Wilmot or Stiffe could win overall.

The short postponement of the 7th race did not seem to affect the leaders. Burgess started well and forced Wilmot to go the "wrong way" up the first beat. He then produced a dazzling turn of speed to work out a long lead, convincingly win the race, and with it the well deserved World crown. Wilmot finished 17th in this race to lose 2nd place overall to Stiffe who had again been remarkably consistent. Glas finished 4th overall, a creditable defence of his title. The British team finished 7th overall after a poor final race.

The good atmosphere, on and off the water, the very high standard of the social programme, and most of all the extremely warm welcome from the Canadian people and the Royal Vancouver Yacht Club in particular, all combined to make the regatta extremely successful and most enjoyable.

JOHN STANDLEY

RYA PRESS RELEASE

SMALL SHIPS REGISTER

The Department of Transport and the Royal Yachting Association have today announced the signing of an agreement for the setting-up and operation of the British Small Ships Register.

Regulations made by the Department, under the Merchant Shipping Act 1983, and due to come into effect on November 1 1983, delegate the management of the register, which will primarily be of interest to owners of private pleasure craft, to the Royal Yachting Association.

Entry on the new register will be equivalent of entry on the existing Register of British Shipping for all purposes save for Notice of Mortgage and Evidence of Title. The certificate will be adequate documentation for craft going foreign, whether under their own power or on trailers, and indications from the Ministry of Defence and H.M. Customs and Excise are that warrants for privileged ensigns and concessions on exporting duty free stores will be available to craft on the SSR.

ROYAL YACHTING ASSOCIATION
Victoria Way, WOKING, Surrey
GU21 1EQ - Telephone 04862-5022
Telex 859554

19 September 1983
for September 20th

Registration will be by means of simple application and declaration and will involve neither measurement of craft by a surveyor nor documentary evidence of title. The fee has been set at £10 for a 5-year certificate (in contrast to the total fee now required of £200-£250 for "1984 Act" Registration)

The register will be open to pleasure craft under 24 metres in length owned by private individuals who are U.K. citizens, resident in the U.K. Under the new arrangements it will no longer be necessary to have a unique yacht name for the purpose of SSR registration: identification being effected by means of a small SSR serial number either painted or printed on a plaque on an "external surface" such as within the cockpit area or on the wheelhouse door, where it can readily be seen.

The management contract was awarded to the Royal Yachting Association after a competitive tender invitation by the Department of Transport and boat owners can be sure that the register will be efficiently arranged at the lowest possible cost on their behalf by their Association.

For further information, please contact Edmund Whelan on Woking (04862) 5022.



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SELECTION

Can anyone remember when we last had more contenders than the number of available places for a championship (OLYMPICS 1972?) and that a selection process has had to operate?

The last occasion when there was full selection was, in fact, in 1978 and then for the European Championships at Torquay, but even at other events since then some form of selection has been necessary to deal with the entitlement to Grants. In 1981, for example, the 'team' at the Travemunde Worlds was "Tertius", "War Lord II" and "Sandpiper", and the Grants were equally divided. On that occasion, and on other occasions, the basis of selection has always been the same: namely, the results of the last two full seasons.

Over the next two years we have two events, the Europeans at Kinsale in 1984 and the Worlds in 1985, where a selection will almost certainly need to be made. The problem this year will be that the previous adopted method gave an obviously clear picture, whereas now a number of boats could qualify on merit, or on other considerations, and a more self-determining process is, therefore, needed.

The New Basis

'Systems' are adopted by most countries and although, as mentioned, in the past the choice for the representation has been self-evident, we have now adopted for our own use an adapted Olympic Scoring System, i.e. 0 points for 1st; 3 for 2nd; 5.7 for 3rd; and so on. These scores apply to the overall final positions achieved in all major events save that for the East Coast Championships (the only area championship to count since it does have twenty entries or more and is multi fleet) where a weighted score counts, since it cannot be said to be on the same level as, for example, the Edinburgh Cup. The weighting is that 1st scores 3; 2nd scores 5.7; 3rd - 8 points; and so on. A boat's three best results over the last two years will be taken (with the exception that this should only include one result from an East Coast Championship).

SELECTION

Why Two Years ?

The question is sometimes asked why 'two years', the suggestion being that selections should be based on just one event, the Edinburgh Cup. The problems with this are threefold: firstly, that that event may not be a fair test and may produce an unfair result, for example due to temporary damage, or weather as for example in Abersoch; and secondly, it places too high a premium on that one result which can, or does, put too great a pressure on helmsmen and crew. The third reason is that over a longer period, a helmsman and crew's real potential will be more apparent, and it is after all the ability to achieve success at a future date that the selection process is intended to reflect.

On this basis the leading positions are as follows:

POINTS

	1982 Edin- burgh	Other	1983 East Coast	Edin- burgh	Other (iii)	Total with discard	Best 2 races only excl. East Coast	1984 East Coast
<u>BOAT</u>								
"Warlord II"	15	(i)	11.7	3		14.7		
"Coquille St. Jack"	10	-	3	3	36	16		
"Avalanche IV"	-	-	14	0	11.7	25.7		
"Storm"	DNF	-	8	10	8 & 14	26		
"Skall II"	DNF	-	10	22	3	35	25	?
"Sandpiper"	-	18	-	17	8	24	43	26 ?
"Flapjack"	-	11.7	24(ii)	-	23	-	58.7	34.7 ?

ADDITIONALLY, the following boats have 2 qualifying results to date :

"Polly"	-	-	5.7	14	-	19.7		
"Kis"	13	-	-	20	-	33		?
"Maelstrom"	-	-	-	-	21	13	34	?
"Reflection"	-	-	18	19	-	37		?

- (i) Irish Championships
- (ii) European Championships
- (iii) All French, other than "Storm" - Canadian & Worlds
- DNF Did Not Finish

SELECTION

. . . .continued from page 19

HOW MANY QUALIFY ?

According to the rules of the championships, the number of permitted entries is related to the number of Registered Dragons. This is not the same as the sail numbers, or the number of boats whose owners have paid their subscription! On this basis we expect to have eight places available for both events, and six of these will be allocated on a strictly merit order.

It takes no great Mathematician to work out: firstly, that the top four boats already qualify but, secondly, that the last two 'MERIT' places will depend on the results of the East Coast Championship next year. That is the final 'merit' event to count for the Europeans, since transport and crews do need a lot of forward planning. The remaining two places will be at the discretion of the Committee and will be announced at, or shortly after, the Edinburgh Cup at Cowes.

Merit table results will be taken into account, as will any other consideration the Committee feel relevant.

PHILIP J. TOLHURST

AUGUST, 1983

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The Gold Cup

The Irish Championships '82

and were runners-up at both this year's
Edinburgh Cup and the '82 Europeans.

---*---

John McWilliam raced at the '82 Irish Championships and the '83 Edinburgh Cup - personally checking his designs, afloat, for future development.

This commitment is worthy of your support, and our success against heavy odds must indicate that there is now a real alternative in **Dragon sails**.

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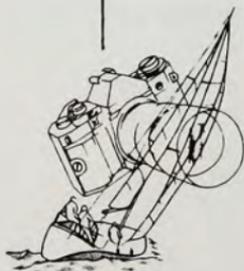
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NOTES

NEW BØRRESSØN DRAGON MODEL COST DKr 43,000

Borressøn have launched a new model under-pricing the standard boat with a considerably simplified method of deck construction, but incorporating re-enforcement struts at the shrouds, and a simplified fittings layout including block system for the runners. This would be an excellent boat for someone joining the Class to buy, since he could add some of the more expensive and refined fittings at a later date should he so wish, although this would certainly not be necessary initially.

The standard boat price remains at 140,000 Krona.

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EXTENDED SPINNAKER POLE

On the Agenda for the IYRU conference is a proposal to extend the Spinnaker pole. For the most economical switch-over, fleets should buy in bulk and change over their end fittings. Make sure that the pole diameter, at the end, is of the correct size to take existing fittings.

The poles will work on all existing Spinnakers the measurement of which will not change.

Harken are advertising in this issue, and they are still the market leaders for quality.

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BOATS FOR SALE

- DK 487 "STORM" Fourth Edinburgh Cup 1983 and successfully competed on the East Coast.
This boat now in sheds at Burnham and is available for immediate sale complete with two suits of sails at a very attractive price.
Apply R.K. MELVILLE - Tel: 01 937 7151.
- DK 496 "SANDPIPER" Børrensen hull built 1981 finished to almost identical specification to "COQUILLE ST. JACK" with teak laid deck, Boyce Spar and all usual fittings. At Burnham.
Telephone MICHAEL WILLIAMSON - 01 836 2994.
- DK 499 Completed September 1983 - Sea trials only; ready to sail.
Contact PETER WILSON - Tel: 072885 2019.

THE FOLLOWING BOATS ARE AVAILABLE IN GERMANY.

G.646 DM 45,000
G.483 DM 29,000
G.459 DM 25,000
G.613 DM 40,000
All Børrensen Boats.

ALSO

G.557 DM 40-45,000 "CHANCE" - Børrensen hull, wooden deck.
G.562 DM 50,000 Marcus Glass wooden boat.
G.510 Børrensen finished by Siebold.

Inspection and further details of these boats can be obtained from Norbert Geissler, Gartenstrasse 3, 8134 Pocking, West-Deutschland.

NOTE: Approx. exchange rate is a little under DM4 to the £.



The Aldeburgh fleet has had its best season on record, with "Pandora" being bought into the fleet and "Ganymede III" being launched just in time for the Regatta. We reached twelve boats and were having regular turn-outs of eight, even when there were only ten boats in the water.

Patrick Gifford in "Polly" won the Regatta, with "Ganymede III" close behind in a twelve boat turn-out. Peter Bowman in "Logie" won the seasons points. Soon afterwards "Logie" filled and sank on moorings during a gale. She was duly retrieved with relatively minor damage.

We have now been joined by DK 421 "Reflection" owned by Mike Hart, a newcomer to the class. We are looking for another new owner so as to avoid the unlucky number of thirteen in the fleet. The racing has been remarkably close, and it really seems that every boat in the fleet can win: most of them have!

Peter Wilson

SWEATERS - TIES - TIES - SWEATERS

New Silk Ties with all-over repeat motif have just arrived and are available at a special discounted price of £8.50 for any bought prior to 14th December, 1983. After that they are £9.50 each.

There are a few sweaters available
sizes 38 and 44
price £12.50 each.

Available from:
Philip Tolhurst, Gay Bowers House, Danbury, Essex

Cheque with order payable to:
BRITISH DRAGON ASSOCIATION

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FOR YOUR NOTES

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