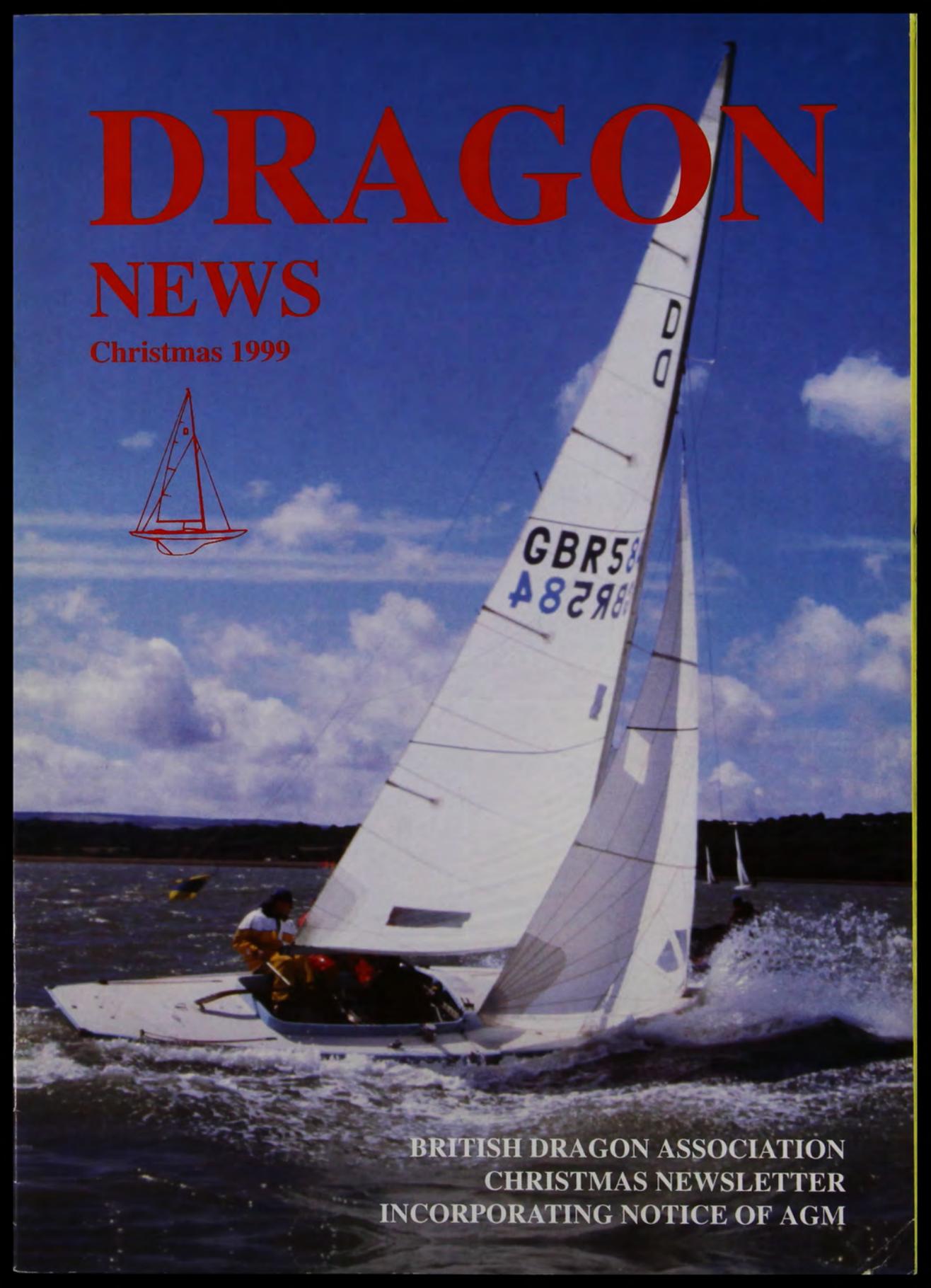


# DRAAGON

## NEWS

Christmas 1999



BRITISH DRAGON ASSOCIATION  
CHRISTMAS NEWSLETTER  
INCORPORATING NOTICE OF AGM



Dragons racing in Burnham Week – photos by Hugh Bourn



# DRAGON NEWS

## Christmas 1999

**Production Editor:** Janet Harber

**Printed by:** Wednesday Press

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### Cover Photograph:

*Fanfare* GBR 584 is the subject of this sparkling picture captured on film during Cowes Week by marine photographer **Hamo Thornycroft**. Sailed by Mike Issaias and Charlie Street, *Fanfare* won the Dragon class in this year's 12-hour Round the Island Race – for The Solent fleet report see page 10.

Hamo has kindly given permission for us to reproduce this beautiful photograph on the front cover.

## REFLECTIONS

**A**s some of you may know, I am stepping down as Honorary Secretary of the British Dragon Association at the AGM in January. I have enjoyed representing you for the last three years.

I hope that you will all be as supportive to Richard Jordan as you have been to me!

I intend to now carry out all those projects which I never had time for as secretary. Your web site, britishdragons.org.uk, will finally become fully active because I will be able to keep it bang up to date. I will also be focusing on getting a class sponsor – if anybody has ideas about a potential class sponsor then please do not hesitate to contact me.

I look forward to seeing you at the AGM, or later in the year somewhere on the water.

Owen Pay



What goes up must come down – surely? Your previous chairman, plus many helpers, proving Newton was wrong – photo by Owen Pay

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## CHAIRMAN'S REPORT

Obviously being Chairman does not give one exceptional boat speed. Nevertheless I've had a most enjoyable year visiting some of the Dragon fleets, for which I must thank you all.

In my summer review I advised that I would report back concerning the IDA's Technical Committee's recommendations about hull measurements. The class's Chief Measurer indicated that over the last year he has spent a considerable amount of time measuring Dragons, in particular those being built by new builders to ensure that they conform to the existing class rules, for which we are most grateful – both to him and to his employer the German Yachting Association. While this solution does not actually deal with the position created last year, it is probably a satisfactory compromise, which will only work if the builders do not try to exploit the rules.

Once again we had a marathon IDA annual general meeting in Ostende, and followers of European politics and the EU in particular would have recognised the familiar pattern-lots of discussions and many misunderstandings! There were three main areas of discussion: crew weight, wood and epoxy boats, and finally, selection.

While the class decided on limiting the crew weight, there was an underlying feeling that this should not have been necessary but for the professionalism which is creeping into the class. On this point, there is a desire to do something but there is a degree of uncertainty as to what. ISAF and the RYA have both produced papers on professionalism but the proposals seem to be impractical. For the crew weight limit, we in the BDA can decide whether to write out this particular rule from our regatta rules. There will be a vote at the AGM. My concern is that there will now be pressure to optimise the crew weight at 285 kilos, with the resulting effect of eliminating some of the lighter crews – wives, girl friends and daughters.

On the subject of banning wood boats, the technical committee and the officers of the IDA argued very strongly against the proposition on the basis that the cold-moulded construction allowed for limited production runs – its original intent, and in their view, was not proven to be faster. The larger fleets argued in favour on the basis of cost and

perception of speed. The result was that the motion was lost, since there is an in-built bias in the voting system of one vote per country and officer. There was no proposal to allow epoxy sandwich construction, which has been reviewed by the Technical Committee; and it was agreed that there should be no changes to the basic construction rules for three to five years. From what I now understand, this has removed the order strike by owners for new GRP boats.

The officers brought forward a proposal for selection for the European and World Championships from 2001 onwards. The UK fleet will therefore be reintroducing a selection process in 2000.

The BDA has put in a bid for holding the Gold Cup in the UK in 2004, which both the Royal Torbay and the Royal Cornwall Yacht Club have requested to host. A decision will not be taken until October 2000 as France and Portugal have also bid for the event. However, we should be in a strong position since both these countries have held the event more recently than Britain.

Next year we are holding the Northern Area Championship and the Edinburgh Cup under the burgee of the North of Ireland Yacht Club, where you can be sure to receive a very warm welcome, as the hospitality of the Irish is legendary. I can strongly recommend to you to attend both these events.

I would like to thank Peter Orford for all his efforts in trying to keep the Abersoch fleet going over the years but with his move to Lymington there was no alternative but to disband the fleet. The Fleet generously donated a trophy. Peter has assured me that next year *Zara* will be sailing in the Solent.

Simon Holt, who took on the challenge of the Classics at the request of John Thornton, has decided to go offshore racing. We all owe him a considerable debt for his efforts. Dick Rycroft of Burnham has volunteered to take on this task. To help him on his way, the Classics Championship will be held simultaneously as part of Burnham Week.

Both our Hon. Secretary Owen Pay and our Hon. Treasurer, Lucilla Herrmann are retiring at the end of their terms and I'm sure you will all join me in thanking them for the excellent work they have done on behalf of the British Dragon Class.

Mike Hayles

On the Windermere start-line – photo by Brian Leach



## 2000 DATES FOR YOUR DIARY

**Burnham Easter Regatta**  
(Burnham-on-Crouch)  
April 21st - 24th

**British South Coast Champs**  
(Cowes) April 28th - May 1st

**British East Coast Champs**  
(Lowestoft) May 27th - 29th

**British Northern Area Champs**  
(Cultra)  
June 11th - 12th

**Edinburgh Cup** (Cultra)  
June 13th - 17th

**Medway Regatta**  
(Medway YC) July 6th - 9th

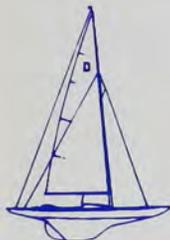
**Cowes Week** (Cowes)  
July 29th - August 5th

**Burnham Week and Classics Championship**  
August 26th - Sept 2nd

**Scottish Keelboat Weekend**  
(Edinburgh)  
September 15th - 17th

**THE RNLI BALL 2000**  
December 7th  
The Hilton Hotel, Park Lane,  
London  
Enquiries: RNLI Office  
Tel: 020 7839 3369

# 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 on Friday 14th January 2000

## 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 1999
4. Chairman's Report
5. Election of Officers – Chairman, Vice Chairman, Hon. Secretary, Hon. Treasurer, Hon. Auditor
6. IDA Report
7. Proposed Subscription Changes. The committee proposes the following increases in the BDA annual subscription:
  - 1) Overseas members to £20 (increased from £10)
  - 2) Associate members paying cheque/cash £15 (increased from £10)
  - 3) Boat-owning members to £40 for members using Direct Debit and £45 for members paying cash/cheque (increased from £20 with £15 additional publicity levy).The Direct Debit discount will be extended to fleets which pay subscriptions promptly (by 31st March) – at the Treasurer's discretion. The Irish Dragon Association has already agreed to an increase from £6 to £10 at their AGM.
8. Harmonisation of the UK Regatta Sail Limit with the IDA limit (8 sails). Proposed by Mike Williamson Hon. Secretary of the IDA.
9. Weight Limit – The IDA AGM approved a weight limit of 285kg for International regattas. Should the BDA approve the same limit for our qualifier events?
9. Any other business.

### Election of Officers:

The BDA committee propose the following officers for election at the AGM:

Chairman - Michael Hayles;  
Vice Chairman - Robert Campbell;  
Hon. Secretary - Richard Jordan;  
Hon. Treasurer - Lucilla Herrmann;  
Hon. Auditor - Jonathan Webster

## ANNUAL DINNER

FRIDAY JANUARY 14th

The Annual Dinner will follow the AGM at 2000 at the Royal Thames Yacht Club.

Tickets must be booked in advance. Please return the form below to Owen Pay with a cheque for £30.00 per head (made out to the British Dragon Association) to arrive no later than **Tuesday 11th January**. Please inform Owen of any special dietary requirements and

**PLEASE BOOK EARLY**

**Dress : Reefers or Lounge Suits**

## MENU

*Potted Smoked Fish,  
Tomato and Dill Vinaigrette*

*Pan-fried Breast of Cornfed Chicken, Basmati Rice  
Scented with Cardamon and Citrus, Asparagus Sauce  
Chef's selection of Vegetables*

*Baked Ricotta and Pistachio Cheesecake  
with a Chocolate Sauce*

*Coffee and Dark Mints*

## TICKETS FOR BDA DINNER

Send this slip with your cheque to:

Owen Pay  
54 Queens Road, Basingstoke  
RG21 7RE

Name .....

Number of persons .....

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

Special Dietary Requirements .....

.....

.....

# FLEET REPORTS

## BURNHAM

THE BURNHAM Dragon fleet received a near record entry of 19 boats for the 1999 Easter Regatta, which marked 60 years of Dragon sailing on the Crouch. Holt Allen generously supported the event again. The competitors were welcomed by mild Easter weather and light airs sailing for the six races.

We were pleased to welcome visitors from Scotland, Cowes, Lowestoft, Aldeburgh and the Medway, who made up the total fleet of 19 Dragons. Shaun Maclean in *Ariel* was winning the series, where one discard is allowed, on Sunday evening, but in the southwesterly Force 5 on Monday morning was unable to keep up his performance and finished 10th in the final race, leaving Rob Campbell in *Quicksilver* to retain the Dragon Easter Trophy for the third year in succession. *Ariel* was second, *Apalala* third, *Hat Trick* fourth, *FlameAgain* fifth, and *Pongo* sixth. Ken Claburn in *Troika* won the Classic Dragon Trophy for the weekend with David Crabb in *Therio* the runner-up.

Four weeks later, David Crabb in *Therio*, Hugh Howard in *Tarakona*, Mike Holmes in *Hat Trick*, Rob Campbell in *Quicksilver II*, Richard Davies in *Flotation*, David Hall and Martin Payne in *FlameAgain* and Poul Rickard in *Danish Blue*, visited Cowes for the South Coast Championship, hosted by the Royal Yacht Squadron. Forty-two boats competed in light wind with strong spring tides, producing tricky racing and close competition. All Burnham Dragon visitors to Cowes were very grateful to David Crabb for throwing a wonderful party for us all at his weekend house in Seaview where we all enjoyed an excellent buffet and plenty of wine.

Meanwhile, Sarah Sullivan in *Wizz Too*, Peter Mathews in *Harlequin*, Motty Rankin and Ted Watson in *Barbary*, Chris Slatter in *Chica*, Colin Woodcock, in *Hectic*, and Peter Gimpel in *Marco Polo*, enjoyed competitive weekend racing on the Crouch for the Karl Marx trophy, contested over the first bank holiday weekend in May. This was won by Peter Gimpel in *Marco Polo*, crewed by Nigel Hill and Chris Hodgson, with a very exciting finish on equal points with *Hectic*, where the winner was decided on the most number of second positions as they both had an equal number of firsts.

During the second bank holiday weekend in May, the Dragon fleet was again split into two with *Marco Polo*, *Mythrandir*, *Magic*, *Barbary*, *Therio*, *Logie*

and *Chica* competing for the NADA trophy in the RBYC Whitsun Regatta. *Chica* won this event with a clear lead of two points from *Therio* who finished just one point ahead of *Logie* and *Barbary*. Committee boat starts were again very much appreciated during this regatta.

Meanwhile, the East Coast Championship was held at Lowestoft. It was good to be able to use the new marina pontoon facilities, which have completed a wonderful refurbishment programme at the Royal Norfolk and

RN&SYC. Six more Dragons had joined the fleet, which now totalled 32 boats (a report of the Edinburgh Cup was printed in the Summer Dragon News).

In July Peter Matthews launched his new Dragon *Tsunami* GBR 644, and Motty and Ted launched their new boat, *Delliah* GBR 641. Traditional Champagne parties in the clubhouse celebrated these launchings. Jim Scorer left Burnham to defend the UK's interest in SE Europe and Nigel Cole bought *Smaug*. In August, Rob Campbell took *Quicksilver II* to the Belgian Championship in Ostend, but never sailed because his forestay pulled out just before the first race. In the weekend before Burnham Week, Matthew Bennett won the Crews' Race. Alex Burnett, who had won for the last two years, could not make it a Hat Trick. After Burnham Week, *Marco Polo* celebrated a total crew age on board of 200 years with Peter, Chris, and Nigel.

As well as all the away events, competitive racing, with up to 10 or 11 boats, continued on the Crouch during the summer months. It was very good to see *Therio* winning the Saturday Spring series points which finished at the end of June. *Hat Trick* and *Quicksilver II* dominated the Full Seasons Saturday and Sunday points series, which were both won by *Hat Trick*, although *Chica*, *Logie* and *Hectic* were always in contention. *Therio* won the Barret Cup as Runner-Up in the Saturday points.

We all revelled in a hot and sunny Burnham Week, where shorts and T-shirts were the order of the day. The Dragons enjoyed good racing all week, but would like to have seen better use made of the windward starts using the committee boat. We welcomed four visitors to the fleet for the Week, including Richard Green, who won the St George's Cup for best visiting Dragon, closely followed by Peter Tracy in *Perspicacity*. Peter also brought his wonderful yacht *Shambolah*, which we all admired moored on the far side of the river. *Hat Trick* dominated the bank holiday weekend racing, and won the Solent Burnham Trophy. Peter Matthew's brand-new Dragon, *Tsunami*, crewed by Mark Ellis and John Oswald, was sailing extremely quickly. They were second overall by 1.5 points and may have won the Week if they had not sailed the wrong course on Sunday and been late at the start on Monday because of confusion over a race postponement. *Quicksilver II* did well to finish third overall, as they did

...a hot and sunny  
Burnham Week where  
shorts and T-shirts were  
the order of the day

Suffolk YC. There were just 26 competitors for this event and Burnham was well represented with *Hectic*, *Tarakona*, *Wizz Too*, *Quicksilver II*, *Hat Trick*, *Danish Blue*, and *FlameAgain*. The majority of the Burnham Dragons stayed at Lowestoft for the 50th Edinburgh Cup sailed two weeks later from the

Richard Foulger-Wade teasing every ounce out of Tyr's spinnaker during the Burnham Easter regatta



not race on Wednesday and Thursday. *Hat Trick* won the Week both with and without discards, as well as the Solent Burnham Trophy for the first bank holiday weekend. *Tsunami* won the Valhalla Cup for mid-week racing and *FlameAgain* won the Kaiserlicher Trophy for Monday Friday and Saturday.

The Autumn series started on the Sunday immediately after Burnham Week with racing for the Carlton Platter. *Quicksilver II*, crewed by Noddy and Mathew, was back on form for the eight races in this series and with two discards was able to count nearly all first positions to win the trophy from *Hat Trick* and *FlameAgain*.

At the end of September we were very pleased to welcome Dick and Rachel Threlfall, Janet and George, Duncan and Kate with their new Dragon GBR613 which they have purchased from Ireland. Watch out for her new name which has yet to be decided.

We have completed two of the now very popular four-race mini series. One in July, in medium conditions and one on the first Saturday in October in very blustery conditions, gusting to the top end of Force 6. The wind conditions meant that this series was not without accident and both *Smaug* and *Quicksilver II* broke their masts. However, we managed to complete two of the races, with *Hat Trick* the overall winner from *FlameAgain*.

In October we competed for the Petticrow Open series on Saturday and Sundays, which was won by *FlameAgain*. Julian and Clare Sowrey joined us in *Scimitar* GBR600 for this series and were a very close runner-up. They are staying with us for the Newts and Candlesticks Trophies which are raced on Saturdays and Sundays respectively until 27th November.

Steve and Jo Adams have just launched their new Dragon IR120 and have already shown they will be a very competitive new member of the Burnham Dragon fleet – another boat for which we are waiting UK number and a new name.

Next year there are rumours that several new boats will be joining the fleet, which is exciting for all of us. There is of course the wonderful opportunity for racing in the Open and World Championships in Martinique during the first three weeks of December, and we wish *Hat Trick*, *Quicksilver II*, *Tsunami*, *Delliah*, *Magic*, *Hectic* and *Tarakona* sparkling conditions and experiences in the Caribbean.

David Hall



Hot and sunny for Burnham Week 1999 – photo by Hugh Bourn

## FALMOUTH

IT SEEMS THAT Falmouth owners need a lot of sun on their backs to shake off the torpor, which winter brings. Each year early turnouts are poor, and one is faced with the prospect of making a silk purse out of a sow's ear!

However, the arrival of *Bluebottle* provided a welcome stimulus. After sailing the Dartmouth to Salcombe leg of her passage to Falmouth, she was joined by *Moonbeam* and the two sailed in company to Fowey, and then on to Falmouth the following day. With an accurate ETA, further members joined at Saint Anthony's light and, with a brisk wind on the quarter, proceeded up the harbour under spinnaker.

The Royal Dragon lay alongside at the Royal Cornwall Yacht Club and among a group of admiring spectators was a crew member from the '50s. The crews then enjoyed the hospitality kindly provided by the Trustees of the National Maritime Museum, and we were able to make the acquaintance of the crew of *Tana*, and renew friendships with *Encore*.

Falmouth Week had a small entry but this in no way detracted from the enjoyment occasioned by winds which were variable in both strength and direction. *Tana*, *Phantom*, *Encore*, and *Snap* all featured in the prize list.

With the number of Dragons increasing on the eastern side of the harbour, perhaps the Falmouth fleet should be based on the other side: Mahomet should go to the mountain.

## LOWESTOFT

THE FIRST PART of the season was a delight, with a number of visiting Dragons based at Lowestoft and racing till the Edinburgh Cup – we hope to see many of you next season.

This year it was noticeably warmer sailing at Lowestoft, the sea temperature was three degrees higher than normal in April, but with either high winds or lack of wind, more races were lost than in previous years.

As part of our Lottery grant conditions, we have got to increase the number of women sailing, and, after some discussion at a recent meeting, the Chairman of the race committee told the owners of Dragons and 707s to take another woman! My conscience is clear: my females include a doctor, dentist, ophthalmist, schoolgirl, two teachers and a very competent midwife. Next season should be interesting.

We now have Dragon owner as Commodore at the Royal Norfolk & Suffolk YC, none other than Peter Colby. He is already stamping his mark on the club. So expect some more alterations and improvements by the next East Coast Championship (which lady will he take on his yacht?)

The fleet welcomed James Meyhew as the new owner of *Secret 599*. He showed his ability by winning the June Regatta Cup; the event had an entry of 17 Dragons because yachts were arriving for the Edinburgh Cup. Nick Truman was second with *Atalanta* and third was *Quicksilver*, Rob Campbell.

This year, Lowestoft boats went to Burnham and Cowes for the Southern, and *Troika* is going to Martinique. Despite her travels, *Troika* still won the spring and summer points series.

Racing on the first day of Sea Week was frustrating. *Scorpio*, sailed by Mark Dicker, got well ahead and then the wind dropped. It took half an hour for the next boats to get round the Newcome Sand buoy, only to find that *Scorpio* had drifted past the finishing line and *Troika* went on to win. She also went on to win the Week, helped by *Blue Flame* losing two days due to shroud failure. We were pleased to welcome the beautifully preserved *Troika Two* (383) – a mahogany Borresen boat. Hopefully the owner, Philip Jenkins, will be regularly racing next season.

Chris Dicker in *Scorpio* won the Phil Back Offshore race, with *Secret* second, and Norman Blowers in *Mystere* third. Because of superior navigation skills the Dragons were ten minutes ahead of the 707 class.

The autumn points series for the Hydra Cup was won by Peter Pank and *Blue Flame*, with *Scaramanga*, Peter Colby, in second place.

Although the season for Dragons has finished, many of us have been spending every evening building new yachts – the Lowestoft Southwind Fleet – only slightly smaller than the Illusions. They will be raced in the marina at Lowestoft, and the first regatta is on Saturday December 4th.

Simon Fulford's *Whistle*, during the Edinburgh Cup at Lowestoft – photo Janet Harber



The new lifting regulations came into force in 1999, and it means that all lifting slings must be tested, have a certificate and be inspected annually. Now may be the time to order a new webbing sling with S/S hooks. Your insurance policy may not pay out due to wear and tear! Some of the slings seen at championships this year were well past their sell by date.

We have enjoyed running the events this year – thank you for visiting Lowestoft – we look forward to next season.

Peter Pank

## MEDWAY

THE MEDWAY DRAGON fleet was not prepared for the stunning news of David Dann's death in a motoring accident. This was compounded by the fact that Barbara Dann was also in the car and has been struggling to recover from her injuries. David Dann is a name that will be remembered by the fleet for many years to come. His support for the class spanned 20 years as owner and even longer as crew. In recent years he was the backbone of the Medway Fleet's representation on the National Championship circuit.

David owned three Dragons – *Fenrir*, *Fenris Wolf*, and *Tyr*. *Fenris Wolf* and *Tyr* were campaigned seriously on the circuit in the last 12 years and those efforts were rewarded with Peter Dann winning

the Edinburgh Cup in Torbay last year. Poor health prompted David to take early retirement from his role as one of the leading aviation underwriters at Lloyds.

In spite of his health he maintained with unwavering determination to campaign *Tyr*. I can remember one of his last personal results at the 1996 Edinburgh Cup at Cowes when he achieved a single figure placing in some very extreme conditions when some of us had serious doubts about our longevity. On behalf of the Medway fleet I would like to thank the Dann family for their tremendous support over the years and for being stalwart ambassadors of not just our fleet but the club as well. I am sure you will all join me in wishing Barbara a speedy and complete recovery.

The Dragons clicked into gear early with some very competitive local sailing.

...Dragons clicked into gear early with some very competitive local sailing

This hive of activity has been boosted by the arrival of John Field's *Vol de Nuit* ('93 Petticrow from across the waves) also by the return of Ian Ratnage in the current *Water Rat*. The Proton Cup (our first four races this season) was won by Richard Green with *Sagitta* - his first success at winning a fleet cup after 12 years of trying! The *Gandalf* partnership - Mike Lutener and John Elphick (our Vice-Captain) sold this well-known local boat to existing Medway YC members Edwin Hannant and Kevin Harrison. The replacement came in the form of *Dax* (from Spain), an immaculate '96 Petticrow. We also welcomed two other new arrivals this year: David Ace with *Tucano*, and Len Jones and Nick Jenkins with GBR 535 from the Solent, now quickly upgraded to a Petticrow 2000 – *Chouette* that has been a strong contender winning our Commodore's Cup weekend mini series and the 211 Autumn Series Cup.

The Medway Regatta brought three visiting boats to the excellent Gillingham Marina facilities for lifting in/out. Our visitors were Hugh Howard, Teresa Wade, and Gilly Hamilton in GBR 554 *Tarakona*; David Andrassy, Nick Hyde and Roy GBR 631 in *Magic* both from Burnham; and then, from the Solent fleet, Julian and Claire Sowry plus Jeremy

Jordan (from Burnham) GBR 600 –*Scimitar*.

The first two days' racing on Thursday and Friday involved 14 and 17-boat fleets. The tough one was a mind boggling course of 29 miles, split equally between a beat and what Martin Payne described as the largest spinnaker run ever. Peter Dann won this one-design marathon, most of the fleet returned completely knackered!

Saturday was a spectacular 20-boat fleet start, heading for Essex via Garrison Point, with no let up in the competition. Line honours went to Peter Dann once again. Our last race on Sunday was set in very light airs with a strong flood tide. Very different racing won by Julian and Claire Sowry, our visitors, with a massive lead over all local boats. Peter Dann, Owen Pay, Josy Roberts and Chris Brittain won the weekend cup and four-day event.

This has been a very special year for the Medway Fleet as we have been in Half Centenary mode – yes, the first Dragon arrived on the river 50 years ago so we had yet another excuse for a party. This was a lovely evening tempered only by the prospect of having a three-race mini series for our latest trophy The Commodore's Cup, which somehow managed to straddle the 'big night'

On behalf of my fleet I wish all you readers the very best of Dragon one-design racing. Medway are sending four boats to Martinique, so we will see some of you there.

**Bruce Boyd, Fleet Captain**

## SOLENT

IT IS A GREY November day here at Cowes and the summer seems like a hazy dream from a former life long long ago, although the keen ones are out racing in the winter series today. It is Remembrance Sunday and a brass band has just paraded down Cowes High Street.

On a lighter note, Chris Caws, Neil Payne, and Jeremy Field (aka the Teletubbies) sailing *Apalala* GBR627 have set the standard as our victorious class champions this year. While the legendary Messrs Peter Nicholson and Peter Lloyd (aka The Commodores) with assistance from the notorious Tim Squire-Sanders, and Colin Lloyd have achieved second overall in just about everything in 1999.



Some typical Thames estuary sailing at the Medway Regatta – photo by Hugh Bourn

Our Sailing Secretary Richard Jordan, along with Matt Armstrong (allegedly voted the sexiest man on the circuit at a recent I.D.A. committee meeting), Paul Raper and Duncan Grindley have sailed *Peer Gynt* GBR565 to good effect. Meanwhile, Eric Williams in *Chaotic* GBR602 is still as quick as ever.

Ivan Bradbury's new *Elusive* GBR637 has been sailed by himself, Keith Skelsey, Andy Cassells, and yours truly, have represented the Cowes fleet at Palma, the East Coast Championship, the Edinburgh Cup, Cannes Regatta Royale and most successfully at Windermere in October. Ivan is planning

his 2000 campaign, so look out for his team next year. Our other travelling teams include Nicky Streeter and Mike Williamson in *Sandpiper* GBR625, Ken Frievoch in *Spitfire* GBR636. As well as Julian and Clare Sowery with *Scimitar* GBR600, who seem to be concentrating their efforts on regattas in hot places around the world! Charles Cronin in *Alecto* GBR640 and Ted Fort with *Fortitude* GBR 632 have been out and about concentrating on regatta sailing at home and away also.

This year has seen Sir Tim Bevan and sons, from the offshore racing (RORC) arena, getting to grips with keelboat

John Field's *Vol de Nuit* taking part in Medway Week – photo by Hugh Bourn



## FLEET REPORTS

racing in *Thunder* GBR573. Steve Richardson and Julia Salt have got going in *Beinnalligin* GBR506 and are travelling to Martinique in December! It has been good to see *Quartet* GBR505 Tony Singer, Dare, James, and Strugstad out, and local boats *Orpheus* GBR579 Brian Copper and *Firefly* GBR530 Glynn Davies joining the fray over the summer.

Richard Vass and Gavia have campaigned *Jerboa III* well for Pat Dyas, although sadly Pat has not been around so much this year. Tony Leech and team have divided their time between Dragons and Darings.

Mike Issaia and Charlie Street have raced *Fanfare* GBR584 regularly and were victorious in the Round the Island race after 12 hours of close racing.

*Fanfare* also won the summer series from *Apalala* and *Virago*, and this is one fast yacht to watch out for next year.

Michael Barran brought *Mamba* GBR501 to Cowes in August and immediately made an impression with some good results in Cowes Week, the black boat will be back next year.

In the Classic section Carnie Adams was seen sailing with Brian Smith in *Gem* GBR390 again this year after many years racing elsewhere. Brian's *Gem* was victorious in Cowes Week.

John Mallows has raced *Seahorse* GBR281 regularly to good effect and won the Classic Boat Trophy for the Class Championship; *Seahorse* was also fifth overall in the Red Funnel Championship Weekend series. The *Seahorse* team

have worked hard and have been rewarded in 1999 for their regular attendance in club racing over the past few years.

The newly restored *Asa* GBR304 has been sailed competitively all year by Ben Hancock and Justin Knight in 1999, often mixing it with the new boats and have made their intentions clear for 2000.

The Barnacle Bill Daniels, Chris Jones, Will Loram team have had some good times racing in their beloved *Mistress* GBR363 this year (one of two Morgan

fashion, often having the advantage of a longer waterline. We have found at Cowes that the pre-1972 carvel-built classic Dragons are competitive when fitted out to modern standards.

During the year we have been joined from time to time by *Perspicacity* GBR553 (Peter and Toby Tracy) from Burnham, Richard Cullen in *Moaia* GBR546 and Paul Patenall in *Excalibur* GBR576 from Torquay.

### The Red Funnel Championship Weekends

EACH COWES club ran a Championship Weekend this year, totalling 24 races (16 to count) over six weekends throughout the year. These weekends have been successful and welcomed by the class, giving us real championship racing experience with two races per day for each four race weekend.

After five discards *Apalala* won the Red Funnel Trophy overall with 38 points, *Peer Gynt* second 57 points, third *Virago* with 59 points, fourth *Mistress* 71 points and fifth *Seahorse*. 22 of the fleet took part in the Championship Weekends.

### Oscar - In Memorium

ALL COWES residents and regulars mourned the passing of Oscar earlier in 1999. Oscar was a real Cowes character who seemed to befriend everybody, whether a local, visiting yachtsman or emett. Vera, of Pascall Atkey Chandlers, has marked the occasion of his passing by presenting a splendid silver cup, named the Oscar Trophy, to be awarded to the first Classic Boat overall in the Championship Weekend series won this year by *Mistress*.

### Jubilee Trophy

The Championship Weekends have created 12 extra races, enabling us to create the new Summer series for the Jubilee Trophy to commemorate the 70th year of the Dragon design and the 50th anniversary of the first Edinburgh Cup hosted by the ISC at Cowes in 1949 with racing in Osborne Bay.

On the social side there is already much to do in Cowes, but the class have enjoyed innumerable informal dinners (including one where there were as many under the table as sitting around it) with attendance's from 20 to 60. The Dragon Party in Cowes Week went swimmingly well.

It appears that  
Classic Dragons are  
coming back into fashion

Giles-built boats - *Mistress* is maintained at the Classic Boat Museum at Newport). They were runner-up in the Classic Boat Trophy for the Class Championship to *Seahorse*, despite stiff opposition for second place from both *Asa* and *Gem*, only one race result separated these three boats.

John & Frankie Hall have updated *Odysseus* GBR386 and raced her in the South Coasts and Cowes Week and Peter Thomas raced *Galax II* at Cowes earlier in the season. It appears that Classic Dragons are coming back into

Tyr winning the Medway Regatta - photo Hugh Bourn



## TORBAY

IN TORBAY, the season started much earlier than usual for Dragons, with boats actually racing in the April series. For most, the year began in May, with three boats attending the South Coast Championship at Cowes. We were also well represented at the front of the fleet, Martin Payne finishing runner-up in David Hall's *FlameAgain*. Three also attended the Edinburgh Cup in Lowestoft where Martin won overall and Martin Scobie cleaned up all the prizes for classic and older Dragons with *Asterisk*.

Almost all the Fleet members gave up a Wednesday evening's racing in late July to attend the arrival of the *Bluebottle* in Salcombe on her way to Falmouth. The Salcombe Yacht Club and the Maritime Museum entertained us royally. It was a lovely evening and we all finished up in one of the town's excellent restaurants after the reception.

The regattas were totally dominated by Paul Patenall in *Excalibur*. He produced an almost complete whitewash over everyone. He had only one aberration in Paignton when he finished third. Martin Payne and Will Willets ably supported Paul. This performance was reminiscent of Martin Parry in 1962. His only loss that year was when a certain Graham Jenkins brought down *Andromeda's* mast in a collision before a start.

On the club racing scene, *Basilisk* won the first four series and was the overall class champion. But, after the regattas our excellent Captain, Viv Crees, decided that leading from the front in onshore matters was not sufficient and took matters in to his own hands to win the last three series.

Another highlight of the season was seeing Norman VansColina win four races on the trot with his 43-year-old Dragon *Rapier*. Our heartiest congratulations go to Martin Payne not only for his success in this country but for winning the Princess Sofia in Palma against the very best in the world.

The fleet continues to prosper with owners buying newer boats. We will probably have three Peticrows next year. There is much interest from people wishing to race Dragons in Torquay but we are still cursed with a lack of moorings and no dry sailing facility. However, the harbour development plans seem to be coming to fruition, which will improve our chances of increasing the fleet.

Graham Jenkins



photo by Famida Rajah

## SKANDIA LIFE COWES WEEK 1999

Bill Daniels reports from the Classic Dragon angle

**T**he Cowes fleet was delighted to welcome six visiting Dragons from Netherlands, Germany, Burnham and Torquay in a Cowes Week fleet of over 30 boats. The competitors enjoyed good weather all week and eight excellent round-the-buoys races.

For race 1 on the first Saturday of August the starting sequence from the Royal Yacht Squadron line was delayed in the light airs. The first leg was to the west with a beat against the new flood tide. Then followed a run west to Spanker where the leaders joined a raft with other classes, the fleet closed up with those sailing over to the island shore making big gains by the leeward mark.

The classic Dragon *Seahorse* (GBR281) sailed by John Malloes finished an impressive sixth in the race, which was won by Frank Van Beuningen in *Hestia* (NED300), with *Perspicacity* (Peter & Toby Tracey) second, and third was Richard Cullen's *Moaia*. Classic boat *Gem* (GBR390) (Brian & Gill Smith with Carnie Adams) also did well finishing eighth.

For race two on Sunday the starting sequence was again delayed but in the afternoon the race was sailed in bright sunshine and light breezes. A long beat eastward, with the flood tide, to Peel Bank saw Classic boat *Mistress* GBR363 (Bill Daniels, Chris Jones, and Bill Loram) in the lead from *Hestia*. On the following run, in foul tide, to Royal Thames *Hestia* sailed too far inshore and *Mistress* stayed too far out in the adverse tide, allowing *Elusive* GBR637 (sailed by Andy Cassell, Ivan Bradbury and Alistair Childs)

through. The following beat to Sunsail saw more place changes with *Danish Blue*, *Extra Wind*, *Chaotic* and *Elusive* making further gains to finish after the final beat in that order. First classic boat was *Mistress* in eighth place.

On Monday race three was held in a light easterly breeze with *Mistress* rounding the first mark with the leaders. *Elusive* led *Spitfire* (GBR638) sailed by Ken Frievoch, west along the Island shore while *Perspicacity* gained places by gybing immediately and sailing high from the mark, leading most of the fleet north across the Solent towards the Brambles Bank. *Elusive* and *Spitfire* made good progress away from the leading pack along the island shore. *Elusive* pulled away from this pack and gained a significant lead on the fleet.

The fleet regrouped on the north shore and proceeded inshore towards Beaulieu, to stay out of the flood tide. A few boats went aground inshore before reaching the second mark, Raytheon. During the beat back south across the Solent to Ocean Safety, the sea breeze from the west started to cancel out the existing easterly breeze, which allowed the leaders to pull further ahead. Meanwhile, the main part of the fleet was obliged to drift through a developing doldrums zone. After rounding Ocean Safety, it was necessary to negotiate the doldrums again on the way back north to Macmillan Reed on the mainland shore. Here the fleet were becalmed long enough for the back markers to close up again, and by the penultimate mark at Gurnard Ledge there was close racing for



photo by Famida Rajah

COWES WEEK contd

the upwind leg to South Bramble. The final beat to Sunsail was now in a good breeze and across a strong ebb tide. After a long day, *Odysseus* GBR386 (John & Frankie Hall) was the first classic boat finishing a creditable 11th. *Danish Blue* won followed by *Elusive*, *Tenace* (NED250), *Hestia* and *Extra Wind*.

On Tuesday race four commenced with a run to South Ryde Middle with the flood tide, GBR627 *Apalala* (Chris Caws, Neil Payne, and Jeremy Field) led the way from the pin end. During the close reach to Ratsey classic boat *Mistress* worked her way up to fifth position but lost out to *Sapphire III* GBR593 (Donald & Justin Biddle), and *Hestia* on the run to Clipper. On the following reach to Ratsey the leaders overstood and the fleet closed up a little.

The beat to the RYS line was interesting; the island shore paid massively so that *Spitfire*, and GBR501 *Mamba* (Mike Barron with Harry Sharpe) made up several places to finish third and fifth respectively. *Extra Wind* crossed to

the island shore later but also made places to finish fourth, while *Apalala* and *Elusive* tacking on shifts lost out. *Danish Blue* won from *Chaotic*. *Mistress* was first classic boat home in 10th place.

Many of the crews, including that of *Mistress* partied all night and saw the dawn in at the RCYC Ball. But despite this handicap *Mistress* had a thrilling start to race five, caught on film by Beken of Cowes. *Mistress* gained the best start from *Danish Blue* at the pin end. *Extra Wind* stood on furthest out near the ship although *Danish Blue* led at the first mark, from *Chaotic*, and *Apalala*. There followed a downwind leg across the Solent to East Knoll followed by a beat to Jardines where *Gaia* GBR577 (Keith Skelsey) and *Odysseus* made up many places in the mid fleet by taking full advantage of a backing shift. A run to Clipper and beat to Jardines by which time many post RCYC Ball hangovers were cured. Then a run to Quinell. On the final beat in a good breeze and foul tide, more places changed with *Extra Wind* winning from *Chaotic* after

a close duel, followed by *Danish Blue*, *Perspicacity* and *Elusive*. The first classic boat was *Gem* in 11th place.

Race six on Thursday saw a beat to Elephant, run against the tide to Quinell then on to Royal Sovereign, a beat to East Knoll, run to Clipper, beat back to Air Canada and run to Kelvin Hughes.

On the beat against the flood tide to the finish, *Chaotic*, *Elusive* and *Mistress* stayed north on the Brambles Bank and made up places, while *Apalala*, *Extra Wind* and *Danish Blue* fought out the first three places on the island shore. *Gem* finished ninth ahead of *Mistress* – the classic boat competition was hotting up!

The Dragon Party on Thursday night was a riotous occasion. It was well attended and extremely successful judging by the gallons of Pimms drunk and mountains of food consumed. The party overran the neighbouring Flying Fifteens bash and eventually the CCYC. Our thanks to the hard work of Val Caws, Gunnilla Ratsey, Thelma Skelsey and sister Margaret, and Princess Famida Rajah who interrupted their holiday to prepare the party.

Friday and race seven saw *Mistress* and *Gem* match racing themselves off the start down the fleet on the first beat with *Gem* coming out ahead, and *Asa* leading the classics. The first beat was east against the tide past Osborne Point to Norris, it paid to sail outside the moorings and cut in out of the tide later on the leg. There followed a run across the tide to East Knoll, a beat to Kelvin Hughes during which *Virago* (Tim Squire-Saunders & Colin Lloyd) and *Mistress* collided in a fog of Pimms. A run back to East Knoll was followed by a beat back to Kelvin Hughes where *Gem* covered *Mistress* going left into the fair tide, and caught up with *Asa*. The penultimate leg was a reach to Norris where *Asa* and

## FORTH

SAILING ON THE Forth this year was characterised by extremes of weather, ranging from some particularly pleasant sunny days with light winds, to major storms, and including some brilliant sailing days.

One of the best Dragon weekends coincided with a weekend of races for one-design boats, including Solings (holding their national championship), 1720s and Squibs. It was held in a steady 20 to 30 knots, and the Dragons cruised round comfortably whereas all sorts of dramatic happenings occurred in the other classes, whose progress was much less serene (1720s do seem to lie horizontal in the water for very long periods!)

Richard Leask won the club championship, David Young won the Scottish championship, but ground to a halt during the Northerns and had to settle for second. Of the travellers, Danny Sinclair beat an all-star fleet to win the Southern championship. Will Rudd again returned from Lowestoft with extensive coverage of all the social events but with details of the racing shrouded in mystery. Danny and his crew were, by all accounts, extensively supportive of the new spirit of *détente* between Northern and Southern Ireland at Loch Ree. David Young thought he won a race in France, and was even given a bottle of champagne by the organizers, before being told he was over the line during the one minute before the start. The two

Dragon biotechnical James team continue to make us very envious of their beautiful boat.

Sadly, we have lost three stalwarts from the class this year. Eric Thomson was for many years a great supporter of the Dragon sailing and a terrific promoter of the class, due to his willingness to take anyone who showed any interest in sailing out in his Dragon. Jimmy Leask won the Edinburgh Cup in 1963, and was always ready to use his experience and seamanship to help organize racing on the Forth. Hamish (Hoots) Mackenzie's courage and determination to keep sailing *Kis* to the last was an inspiration to all of us. They will all be very much missed by their fellow Dragon sailors and friends.

David Young

*Gem* did well to sail high. The run to the finish was amongst other classes when it paid handsomely to keep well in to the island shore, again *Gem* did well to catch *Fanfare*, *Mamba* and *Moaia* on the line and finish 12th leaving *Asa* and *Mistress* only a few yards behind to finish 19th & 20th. *Chaotic* won from *Danish Blue*, *Hestia*, *Extra Wind* and *Elusive*.

On the final day *Danish Blue* had done enough to win the Week and departed with *Spitfire* for their next regatta. Only a disaster in race eight could lose *Gem* the Classic Trophy. During the first beat with the tide to Gurnard Ledge, *Mistress* recovered after a poor start to tenth by the first mark with *Gem* several places further back, upon rounding the fleet split with the leaders and tail end sailing across the Solent to the north bank, while the following pack gybed and sailed along the island shore to arrive with the leaders at Royal Thames. At the leeward mark *Mistress* carelessly let *Peer Gynt*, *Fortitude* and *Gaia* in on the inside with *Perspicacity* just behind.

There followed a beat to East Knoll, run to Ratsey, beat to Air Canada, and run to Kelvin Hughes. The final beat to the finish saw many place changes with *Mistress* gaining places lost, however, by the end of the race. *Gem* sailed well taking many places to finish 11th, immediately behind *Mistress*, to secure the Classic Boat Trophy having sailed consistently well all week.

## SOUTH COAST CHAMPIONSHIP 2000

THE ROYAL CORINTHIAN Yacht Club will host the South Coast Championship in 2000, the six-race series event falls on the bank holiday weekend after the Burnham Easter regatta, on the weekend before the new Grand Prix des Dragons de Douarnenez. The South Coast Championship will be an ideal lead in event for Douarnenez for the UK travellers, and we at Cowes recommend the following itinerary to you:

- 1) Easter regatta at Burnham Friday April 21 - Monday April 24th
- 2) South Coast Championship at the RCYC, Cowes Saturday April 29th - Monday May 1st.

Catch the Monday night (2030) Brittany Ferries Service Portsmouth-St Malo. Rig boat at Douarnenez Tuesday ready for an afternoon sail.

- 3) Douarnenez three-day Dragon regatta Wednesday May 3rd to Friday May 6th.

We are looking forward to welcoming you to Cowes at the end of April. The Notice of Race will be sent out in the New Year but for any information contact Richard Jordan or Bill Daniels on 0411 106304 or wcdaniels@wsatkins.co.uk.

## COWES WEEK 2000

THE DRAGON class block entry to be lodged with the Cowes Combined Clubs by mid-June via Richard Jordan or Bill Daniels.

We are looking forward to seeing the return of Richard Hannay and Nick Bate campaigning *Morgawr*; and also to the return of *Mustang IV* GB443 from the Classic Boat Museum at Newport in 2000.

The Cowes classic fleet is to expand further with the arrival of *Val* GB383 having been lovingly restored by Eric Ray and we are looking forward to seeing Keith Skelsey's restored *Scirocco* GB465 on the water. The Cowes fleet should be at least 40 strong, including 14 classic Dragons on the Solent in 2000.

# DRAGON



# MARINE

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## MEDWAY REGATTA - Owen Pay reports

Photo by Hugh Bourn



After several days of relentless pestering I finally persuaded my girlfriend, Josy, that she would 'love' crewing with Peter and myself, on *Tyr* (GBR591), in the Medway regatta. Having participated in a couple of club races the previous autumn, she was not convinced she was going to enjoy the legendary marathon trips to the Thames Estuary, and tales of getting back to the mooring in darkness did not help. The final compromise was that she would do the races on Thursday and Friday, and Chris Brittain (save the rock-stars till the end) would take over for the weekend.

The reason I like the Medway regatta is because of the long races (East Shoebury to port then home – only another 13 miles to go!) and I was very disappointed when I was informed that 'the tides were all wrong and we might not get past Garrison Point into the Thames'. Fortunately the weather had other ideas and the normal gentle drift down the river with the tide under us was transformed into a rapid transit (who cares about the tide) with a steady 18-20 knots.

Thursday dawned cloudy with a steady south-westerly: perfect sailing conditions. The 14-strong fleet made short work of the Medway and reached Old Father Thames by midday and managed a couple of small triangles, making it as far down the river as Nore Swatch, before heading for Upnor and home. We had a lead of several boat lengths by the time we turned for home, but unfortunately it was a long beat home with six boats all snapping at our heels. Just before the mouth of the Medway we had a boat speed crisis (haven't we all experienced one of those?) and within minutes found ourselves in sixth place. All the way up the river the first six boats took it in turns to lead the race, but nobody seemed too anxious to hang onto it.

On the final approaches to the finish, at Gillingham Reach, we had been written off by the opposition who were all covering each other intently, and they left us alone for a couple of minutes. A strategically placed Squib identified that either: boats with tan sails had learnt to point 20 degrees higher than a Dragon or: there was a massive shift coming in and we managed to place ourselves the right side of that shift (first time that day).

By the time the oppo had spotted what we were up to we were crossing them by at least two boat lengths. The god of wind was smiling at us. Greatest sympathies go to *Lightning* (GBR628 sailed by David Dale, Bruce and Peter Boyd) who dropped from a valiantly defended first to sixth in less than a minute.

We were royally entertained by the Medway Fleet, that night. Pepita Ratnage put on a wonderful spread and it was a great way to meet new people.

Friday was a very similar weather pattern, with slightly less wind, and 17 starters set off on a marathon 29-mile course, which basically consisted of East Shoebury to starboard, home. As we passed Garrison Point on this 13-mile run and entered the Thames, a big decision had to be made by the closely packed fleet. The tide is flooding, do we cheat

the tide on the Kent or the Essex shore? The fleet split almost equally as Martin Payne (sailing David Ace's *Tucano*, GBR643) stuck to the Kent shore, meanwhile Philip Clarabut led the Southend-bound fleet straight across the Thames. We were quite happy following Philip when our echo-sounder started playing up, we then overtook Philip and had a nerve racking run approaching the Southend shore with absolutely no idea how deep it was. As we approached the turning mark, two and a half hours after starting, we saw the Kent shore spinnakers starting to become distinct from the shoreline (the river is about six miles wide at Shoebury), who had made the right decision? Well, actually nobody had made the right decision – Ian Ratnage in *Water Rat* crossed us a boat length clear. The rest of the fleet knitted together and it was game on for the long beat back. Then followed a two-hour tacking duel with no chance to relax until crossing the line at Gillingham. Fantastic!

Saturday was another lovely day with almost clear skies, steady 12-15 knots from the south-west. Twenty boats set off for the race down to the River Thames. Ian Ratnage sailed a fantastic early race, and by the time we started the triangles in the Thames, he had pulled out a substantial lead and looked like being a comfortable winner until he set off for the wrong mark and passed the intended mark. The rest of the fleet consulted their charts, scratched their heads, but kept following Ian – "he can't have got it wrong!" Fortunately for us he had, and having taken most of the leaders with him allowed us to climb from eighth to second place in two minutes! Not content with that, Ian even managed to miss one of the passing marks on the way home, he went back to re-round it and still managed to finish second. He was going very fast!

There was a great party that night, in the MYC, which took us into the small hours. Unfortunately some people partied a little too hard!

Sunday brought glorious sunshine and absolutely no wind. We sat at anchor for an hour or so waiting for a hint of breeze and some people nursed their hangovers. The Regatta is decided over all four days with no discard, so even though we had three firsts, we certainly could not relax. There were still five boats that could win, especially *Water Rat* who was five points behind. The race started late with 20 starters, when the sea and land breezes were still fighting it out. The race soon became farcical and we were watching the regatta slip from our grasp as we slipped to 12th place with *Water Rat* slipping away. Tempers became frayed as the temperature rose and the wind became even more fickle, but eventually we had several fortunate puffs which put us in the top five again. The Sowrys in GBR600 *Scimitar*, sailed an excellent race and won by more than five minutes, we managed to climb to second place and clinch the regatta, in what can only be described as a very tense race.

Next year the tides are more favourable, apparently. Oh good, perhaps we can do one of the 356-mile courses I saw on the course sheet. Favourable, or foul tides, who cares, Medway Regatta is a great event!

## NORTHERNS & CLASSICS

THERE WERE 11 entries from Burnham, Cowes, Dublin and Torquay, for this six-race series on Windermere from October 9th to 10th – the last UK Dragon Championship of the Millennium

Windermere is a long picturesque Swallows and Amazons-type lake with wooded valley sides down to the water's edge. The shifty conditions required the skills honed by inland water sailors everywhere, knowing when to tack and when not to tack. In this situation, the first six or seven boats enjoyed close racing, fighting it out all the way to the finish.

*Elusive* sailed consistently well with five second places and a win from David Young on the final race to secure victory for Martin Payne, Ivan Bradbury and Keith Skelsey. Max Tracey, sailing the beautifully restored IRL34 *Jane*, performed well if vociferously and secured the Classic Boat Trophy from David Crabb's team sailing *Therio* 324.

This championship venue provides good practice for us sea sailors, as the most successful competitors often come from inland waters and fjords (eg the Danes, Dutch and Germans) and racing at Windermere one can understand why this is.

With countless hotels, restaurant and pubs to choose, it is impossible to fail to enjoy a good late night out. The catering at the Royal Windermere Yacht Club was also excellent. Given the excellent boat handling and erratic wind conditions, it is a challenging event and I for one will definitely be returning to Lake Windermere.

Bill Daniels



David Young's new *Jane* at Windermere – photo Brian Leach

## CITRON TROPHY

MARTIN PAYNE, well known international jet-setter and playboy, condescended to return to our less glamorous shores to retain the Citron Trophy! Having been pipped at the post in the last Edinburgh Cup he was certainly taking no prisoners this year.

Martin had a steady start with a third at the South Coast Championship, followed by an emphatic first at the East Coast championship. Even a visit to hospital did not prevent Martin winning the Edinburgh Cup (with a little help from David Hall). In case there was any doubt about Martin's claim to the Citron Trophy, following the Edinburgh Cup joint effort, he silenced any critics by winning the Northern and Classic championships as well.

Those of you who know me well will realise that I am evangelical about listing the names of the crew, but Martin has sailed with so many different crew it would be impossible to list them all; the cast of thousands strikes again!

Owen Pay

## SCOTTISH CHAMPIONSHIP 2000

THE SCOTTISH Championship will be held at the Royal Forth YC in Edinburgh on the weekend of September 15th-17th 2000. This runs in conjunction with the Scottish Keelboat Weekend, a one-design event which has grown in popularity over the last three years. There will be 1720s, Solings, Squibs and Dragons competing.

Last year there was a total of 45 yachts, and it was a very good opportunity for the Dragon to advertise itself to other classes. Maybe we can convert some into buying a Dragon.

This event is also listed as a qualifier (**Editor's Note:** qualification is being re-introduced for 2001 IDA events, see page 16) and is to be included in the Citron Trophy. It promises to be a very good, well run event. So put the dates in your sailing calendar now.

Danny Sinclair

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



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## COPENHAGEN

A TEAM of fifteen Dragon sailors representing the Royal Yacht Squadron travelled to Copenhagen for the Prince Heindrik Silver Cup, three-boat team racing event, hosted by the Royal Danish YC at Rungstad from September 5th-7th. The other teams were Hong Kong YC, Royal Danish YC and France. The event was sailed in ideal team racing conditions with light breezes, little current and bright sunshine, good conditions for the Baltic in autumn.

The first day saw the RYS in good positions in all three races only to lose out from our apparent lack of recent team racing practice. The team improved as the competition continued.

On Saturday RYS were triumphant against the French Team (sailing the blue flight) after a place swapping run to the finish. They also scored a victory against Hong Kong. The host team proved too strong for us. The evening's entertainment was hosted by Prince Heindrick, aboard the Royal Yacht *Dannbourg*.

On the final day we enjoyed an extremely close finish with the Danish

team, after one boat had to play catch up from an OCS start. We notched another win against Hong Kong who were sailing the ill-fated blue flight. We needed to beat France to gain second place overall, but the French team sailed well to win the final race despite another close finish.

Overall our hosts, the Royal Danish Yacht Club, won the event from France, Royal Yacht Squadron, and Hong Kong Yacht Club. Our team captain, Justin Biddle, expressed our thanks to the Dragon owners who lent their boats for the event. He also thanked the Royal Danish Yacht Club and Prince Heindrick for their kind hospitality at the event dinner on the Sunday evening.

The weekend was so enjoyable we have vowed to do at least one day's team racing at Cowes, after Cowes Week 2000 in August.

## CANNES

THREE COWES-BASED Dragons *Sandpiper* (Nicky Streeter, Mike Richardson & Jo Richardson), *Elusive* (Bradbury/Skelsley/ Daniels) and *Alecto* (Charles Cronin, Robin Richardson, Tim Squire-Saunders) joined a fleet of 55

Dragons for the Cannes Regatta Royale, September 14th-20th. Since the Six Metre accident a few years ago, the Dragons compete on windward-leeward courses in their dedicated race area in the bay to the east of Cannes.

### ...and Cannes ambience and cuisine into the balmy nights

The pre-regatta race, the Round the Islands Race, was cancelled due to rain storms. Races one and two on Monday and Tuesday were sailed in fresh southerly breezes and bright sunshine. During the remaining four races competitors enjoyed hot sunshine with light airs during the day and Cannes ambience and cuisine into the balmy nights.

Martin Payne, sailing *Extra Wind* GER898 finished 12th overall with a best result of third, and Danny Sinclair driving *Cavalier* GER801 was 22nd. The best of British was *Sandpiper* with a respectable 17th overall place in the top third of this hot fleet, with their best result fifth.

Bill Daniels

## SELECTION PROCEDURES

The IDA proposes to reintroduce selection procedures for the World and European Championships from year 2001 onwards. As such we are going to have to start following qualification procedures for the 2001 championships, which will commence for the UK 2000 season. The UK qualification procedures are set out below...

- (1) Selection will be based on helmsman's performance.
- (2) Any helmsman wishing to be considered for selection must notify the Secretary of the BDA of that wish, in writing, not later than 30th September in the year preceding that of the relevant European or World championship.
- (3) The BDA will notify, in writing, all applicants for places not later than 31 October in the year preceding the relevant championship.
- (4) Selection will be based on the three best results achieved by the helmsman in the following regattas :-
  - a) Edinburgh Cup in the year preceding the application;
  - b) Edinburgh Cup in the year in which the application is made; and
  - c) South Coast, East Coast and Northern Area Championships of the year in which application is made.

- (5) Of the available places, two will be awarded at the sole discretion of the BDA officers. The remainder will be awarded to the first seven applicants, as calculated from the helmsman's qualifying regatta results added on the Olympic Scoring System per the ISAF Rulebook.
- (6) All applying helmsmen must be members of the BDA.
- (7) Where a Championship, for which selection is required, is to commence between 1st January and 31st March the deadline for notification of intention to attend must be submitted in writing by 31st May in the preceding year (as per paragraph 2 above). The BDA's allocation of places will be notified, in writing, not later than 30th June in the preceding year. The qualifying regattas, from which results can be submitted, will be such regional Championships as have been held by 30 June, together with the Edinburgh Cup of

the year of application, and all qualifying regattas of the previous year.

8) The BDA Officers reserve the discretion not to consider as eligible the results of any regatta having an entry of 20 Dragons or less.

9) If by the deadline for applications for selection, the number of applicants falls short of the allocation available for the BDA, the BDA officers may at their discretion make further selections.

### European Championship 2000 - Laredo

The 2000 European championship, due to be held in Laredo, has a restriction of 60 entrants. The IDA propose introducing qualification procedures early, to ensure a fair representation of all countries at the event. Any member interested in attending Laredo should let the Honorary Secretary know, in writing, by 28th February 2000, and they shall be informed of their qualification by 31st March 2000.

## CLASSICS

RICHARD RYCROFT, Bt, who is the new BDA Classic Dragon representative, has been sailing *Logie* at Burnham for 12 years, having acquired her from the Bowman family. Built by Nunn Bros at Waldringfield in 1960, she has been in commission ever since.

Rebuilding the cuddy, re-decking, and re-fastening timbers are among the many major jobs Dick has tackled on *Logie*. He has copies of Dragon class rules going back to the '60s, plus Ernie Nunn's original drawings for the boats he was building at that time.

Dick would be happy to help anyone wanting to restore a classic Dragon, or make her go faster, and he hopes that owners will contact him for information and advice (based on many years of hands-on experience).

In 2000, the Dragon Classics Regatta will be combined with Burnham Week – an eight-day event with no layday. There is a flourishing Dragon fleet at Burnham and the rivers Crouch and Roach provide particularly good sailing for elderly Dragons. Dick says that Notice of Race will be sent to all the 60



Scenes from Burnham Week 1999  
– photos by Hugh Bourn

owners who have classic boats registered with the BDA, plus classic owners in Belgium and Holland.

A measure of Dick's commitment to the class can be gained by his response to a question in *Classic Boat* magazine asking for the names of three classic yachts in order of preference. His answer was: 'A classic Dragon; a cold-moulded Dragon; a plastic Dragon.'



## BOATS FOR SALE

**MELODY** GBR110 Incomplete restoration, new unused mast. £1,250 Steve Corbett 0151 920 3338

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

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

**SCAMPI** GBR287 1956 Burne. Good condition, raced regularly. £3,000 Peter Cooke 01960 340871

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

**APPLE PIE II** GBR385 1959 Clare Lallow. Decks removed otherwise sound. £2,200 David Webster 01253 790858

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

**TARASQUE** IRL460 1971 Borresen. Varnished hull, recent Harken refit. £10,000 Patrick Barnwell 003531 6688149

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

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

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

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

**BOOMERANG** GBR545 1986 Borresen/Bellarine. Nordic mast, racing spec. £9,500 Tim Roberts 01306 883955

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

**PEER GYNT** GBR565 1989 Borresen. White hull, new mast, full spec. £12,000 without trailer Richard Jordan 07971 959517

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

**GAIA** GBR577 1991 Clare Lallow cold-moulded. Petticrow mast. £14,000 Keith Skelsey 01983 296438

**ORPHEUS** GBR579 1991 St Georges. White hull, trailer, several sails. £10,500 Brian Copper 01983 522945

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

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

**FRANTIC** GBR598 1993 Coryn/Lallow. Cold moulded, blue hull, immaculate. POA Eric Williams 01703 813514

**FURIE** GBR635 1996 Petticrow. White hull, Harbeck trailer. £26,000 Danny Sinclair 0131 3365436

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

**BRITISH DRAGON ASSOCIATION**  
**ACCOUNTS FOR THE YEAR ENDED 31ST OCTOBER 1999**

INCOME	1999	1998
Subscriptions	£	£
Current year Received	7,231	7,595
Owing	1,570	1,575
Last Year	(730)	(415)
	<u>8,071</u>	<u>8,755</u>
Advertising & Sponsorship	490	1,060
RYA Measurement fees	-	34
Bank Interest	231	428
Profit/(Loss) on Sale of Goods	(321)	37
	<u>8,471</u>	<u>10,314</u>

**ANNUAL DINNER ACCOUNT**

Receipts	2,995	3,162
Less: Costs	(2,865)	(3,162)
	<u>130</u>	<u>-</u>
	<u>£ 8,601</u>	<u>£ 10,314</u>

**EXPENDITURE**

	£	£
IDA & RYA Subscription	432	357
Handbook	859	801
Newsletter	3,978	3,432
Advertising & Promotion	1,481	1,708
Treasurer	500	500
Postage, Telephone, Stationery	404	384
Committee Room Hire	116	48
Sundries	34	28
Repairs to Trophy	25	77
Regatta Expenses	-	85
Hon Secretary	750	750
Bank Charges	31	37
	<u>£ 8,610</u>	<u>£ 8,207</u>
	=====	=====
<b>SURPLUS (LOSS) FOR YEAR</b>	<b>£ (9)</b>	<b>£ 2,107</b>
	=====	=====

**BALANCE SHEET**

	1999	1998
	£	£
<b>FIXED ASSETS-Computer</b>	1	1
<b>CURRENT ASSETS</b>		
Stock of Goods	567	967
Debtors	1,750	1,772
Balances with Lloyds Bank		
Current Account	14,323	13,910
	<u>16,641</u>	<u>16,650</u>
<b>LESS CURRENT LIABILITIES</b>		
Creditors	-	-
	<u>£ 16,641</u>	<u>£ 16,650</u>
	=====	=====
<b>REPRESENTED BY:</b>		
Balance at 1/11/97	16,650	14,483
Surplus (Loss) for the year	(9)	2,107
	<u>16,641</u>	<u>16,590</u>
Model Fund	-	60
	<u>£ 16,641</u>	<u>£ 16,650</u>
	=====	=====

**NOTE: ANALYSIS OF SUBSCRIPTIONS**

Received in Year:

	£	£
Abersoch	135	185
Aldeburgh	685	545
Belfast Lough	195	405
Burnham	1,150	1,100
Clyde	335	370
Falmouth	150	210
Forth	405	505
Lowestoft	436	445
Medway	1,020	720
Solent	1,510	1,260
Torbay	525	540
Irish Dragon Association	-	650
Affiliated	685	660
	<u>7,231</u>	<u>7,595</u>
Owing at End of Year	1,570	1,575
	<u>£ 8,801</u>	<u>£ 9,170</u>
	=====	=====



Burnham Week 1999 – photo by Hugh Bourn

## *Marine Insurance*

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Yacht insurance available on an all risks basis, written in plain English. No claims bonus up to 25% after five consecutive claim-free years. £2,000,000 third party liability cover as standard, automatic cover while racing, full cover for damage to masts, spars, sails (provided they are less than three years old, no one third deduction applies). Transit cover, medical expenses, and more.

### *Kingston & Hurn Insurance Brokers*

11 Colinton Road  
Edinburgh EH10 5PD  
telephone 0131-4475588  
fax 0131-4528472  
mobile 0836 609960



# INTERNATIONAL DRAGON CLASS (SOLENT FLEET)



## South Coast Championships 2000

Royal Corinthian Yacht Club, Cowes

Friday 28<sup>th</sup>, Saturday 29<sup>th</sup>, Sunday 30<sup>th</sup> April and Monday 1<sup>st</sup> May

### ADVANCE NOTICE OF RACE

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#### PROVISIONAL PROGRAMME

- **Friday** afternoon Race 1 followed, if time permits, by Race 2  
evening – Reception for competitors at RCYC
- **Saturday** Races 2, 3 and 4.  
evening – Royal Yacht Squadron Cocktails and Buffet Dinner
- **Sunday** Races 5 and 6  
evening – Royal Corinthian Yacht Club Prizegiving Dinner
- **Bank Holiday Monday** – Spare day to allow for timely departure for those wishing to travel to Douarnenez

---oo0oo---

The timetable has been arranged so that competitors wishing to attend the **Douarnenez** event from the 3<sup>rd</sup> to the 6<sup>th</sup> May can pack up their boats on Monday morning and proceed to Portsmouth in good time for the channel ferries.

The cheapest ferry route appears to be Portsmouth – Caen and in addition a concessionary rate may be available to competitors participating in both events. Further details will be in the Notice of Race available in the New Year.

Contacts: Bill Daniels 0181 979 4067  
Richard Jordan 0171 371 5263

# The Peticrows Winning Formula

Here at Peticrows we are continually refining and developing our GRP Dragons to be ever more competitive and, with the introduction of new materials and production techniques, there has never been a better time to buy a Peticrows Dragon.

#### Changes for the year 2000.

- Dramatically improved hull stiffness.
- Additional stiffness around mast step.
- New mast section and boom.
- Increased floor size.
- Hull/deck joint with foam insert.
- Substantially stiffer deck.
- Vincent Hoesch fit-out available.
- Peticrows Dragons are C.E. marked and approved.



Paul Richard Haj-Jensen  
Wins Cowes Week - August '99

#### A few Peticrows 2000 Dragon results:

- |  |                                      |
|--|--------------------------------------|
| <b>WINNER</b><br>Cowes Week - Aug. 99  | <b>WINNER</b><br>Dutch Championships |
| <b>WINNER</b><br>British Championships | <b>WINNER</b><br>Irish Championships |
| <b>WINNER</b><br>Danish Championships  | <b>WINNER</b><br>Warne Munde Week    |
| <b>WINNER</b><br>French Championships  | <b>WINNER</b><br>Kielerwoche         |

## Custom Made Cold Moulded

Peticrows now offer Cold Moulded Dragons.

In addition there is composite range;  
GRP hull with teak decks with  
mahogany coamings  
or teak decks with  
GRP coamings.

*"A true  
quality  
product!"*



Haj-Jensen Design  
Peticrows



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