

DRAGON NEWS



BRITISH DRAGON ASSOCIATION

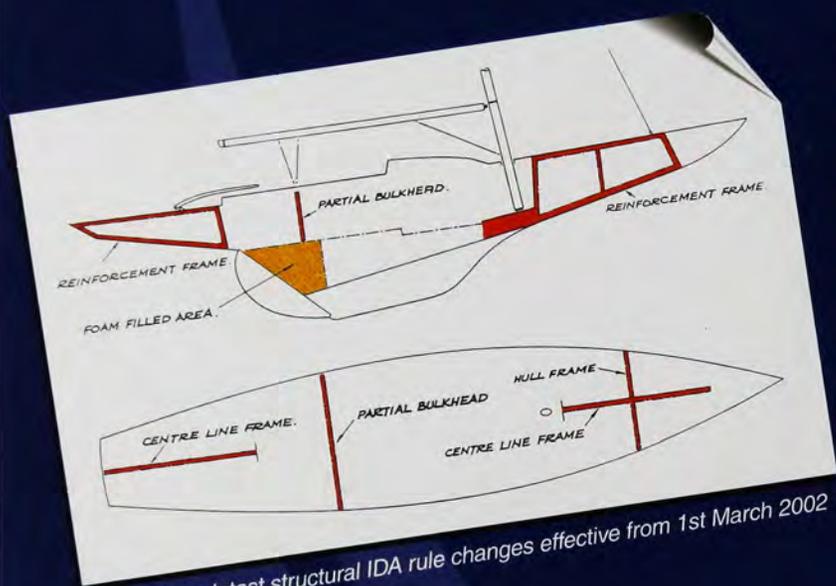
Newsletter Incorporating Notice of AGM



Christmas 2001

Petticrows

Winning now and ready to win in the future



Some of the latest structural IDA rule changes effective from 1st March 2002

2001 Results

- * World Championships
- * European Championships
- Gold Cup
- Danish Championships
- * Swedish Championships
- * North German Championships
- * Dutch Championships
- * French Championships
- * British Championships
- * Irish Championships
- * Russian Championships
- Princesa Sofia Trophy
- * Grand Prix Douarnenez
- * Regates Royales

* = *Høj Jensen Design*

Dragon Sails; see our sails brochure / prices on our website.

Petticrows Dragons for 2002 will incorporate the latest structural improvements.
Also available in kit form for existing Petticrows Dragons.

Petticrows.com.

- Petticrows service with part-picker and on-line shop.
- Dragon Sails.
- Second hand Dragons.
- Trim tips.
- News etc.

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CHAIRMAN'S REPORT

I believe 2001 has been an excellent year for the British Dragon fleet. In general, we have had greater support for our events, with 23 boats at Lowestoft (Royal Norfolk and Suffolk Yacht Club) for the Easterns, followed by an outstanding turnout at Falmouth (Royal Cornwall Yacht Club) of 34 entries for the Southern, and 42 for the Edinburgh Cup.

It was such a shame that Alan Dowle, a great supporter of the class for many years and who was the driving force in taking us to Falmouth this year, died in February and so did not see what turned out to be a very enjoyable nine days.

Our final event, the Northern (Royal Northern and Clyde Yacht Club) had a disappointing 12 entries but those who attended had a great time, and so we have now arranged to hold the event at the same Club in 2002 – it deserves more entries and I hope more of you soft English will cross the border next year to partake of the Scottish Mist.

For several years there has been much debate as to whether the Edinburgh Cup should be sailed two races a day, possibly in conjunction with an area championship. This was the format for 2001. For 2002, in Cowes, we are reverting to the traditional Edinburgh Cup format of one race per day. I hope we can reach a consensus within the class as to which format is preferred for the future and I would suggest that this be decided upon after next year's event.

Through this year, the BDA committee has been working up a new promotional strategy for the Dragon Class. James Mehew has led this and will be making a series of proposals for implementation in 2002. This will be presented at our Annual General Meeting on 11th January and I would like to

**...there has been much
debate as to whether the Edinburgh Cup
should be sailed two races a day...**

see as many people as possible attending to hear and, hopefully, support our proposals. These proposals are not just passive advertising. They are exciting ideas, which will require a lot of enthusiastic input at local fleet level if we are to extract the full benefit.

Another matter for the AGM is crew maximum weight limit. Currently, we do not use this for BDA events. We agreed last year to put the proposition that we should adopt the IDA crew maximum weight limit of 285 kilos in future for BDA events. The IDA use this at the Gold Cup, Europeans and Worlds. This is a difficult subject and I look forward with interest as to which decision you decide to adopt!

I am glad to report that the BDA finances are in good shape and no changes to subscriptions are proposed for next year. I would like to thank Richard Green, our honorary treasurer, for managing our finances so effectively and Richard Jordan for his excellent support as honorary secretary.

Whilst on money matters, you should be aware that the IDA has just increased the cost of sail labels from £17.50 to £25.00 in order to improve their finances. Carlos Ribeiro



photo – Hugh Bourn

Ferreira has just retired, as Chairman of the International Dragon Association after four years service. Our new Chairman is Thomas Olog from Sweden. Mike Williamson has been appointed as a Vice Chairman, which I am sure recognizes the excellent work Mike has done over several years as IDA Honorary Secretary. Congratulations, Mike, and we wish the new IDA team success.

The IDA Technical Committee continues to be busy and new proposals to help stiffen GRP boats have just been approved. This is intended to reduce the perceived differences between GRP and cold-moulded boats and will, I hope, reduce the concerns still being expressed by some people about the varying stiffness between the two forms of construction. The new stiffening pieces will be low cost and relatively easy for an amateur to retro fit, which should be helpful.

Tommy Muller, Chairman of the Technical Committee has asked Mike Hayles to join him and we wish Mike success in this challenging role. It is this Committee, which has the responsibility of ensuring that we are able to continue to enjoy genuine one-design racing.

I am pleased to report that the BDA has been awarded the right to host the European Championship in 2006. This will be in Cowes, a venue the whole IDA committee was keen to support. Together with the Gold Cup in Falmouth in 2004, we now have two major IDA events to organize. This is exciting and the BDA and the local fleets must recognize our responsibility to ensure they are well organized and successful.

As we move into 2002, the British fleet is generally in good shape. However, a few fleets are still rather marginal in numbers. I refer to the Clyde and Falmouth and, to a lesser extent, Torbay and the Forth. I believe we all have a responsibility to help these fleets grow and I do hope that many of you will support them during the coming year.

Robert Campbell

DRAGON NEWS

Christmas 2001

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CANNES 2001

SEVENTY-ONE Dragons from eleven nations gathered for this year's Regates Royales in Cannes. In the old harbour the Dragons were moored alongside classic yachts and the 12, 6 and 8 Metre boats. The sight of so many beautiful yachts ranging from 9 to 30 metres created an atmosphere of pleasure and excitement for competitors and visitors alike.

The Dragon racing was superb during the week. Winds varied from light on the first day when only half the fleet was able to finish within the time limit, to the third day when we enjoyed 25 knots of breeze.

For the rest of the week, after suitably delayed starts (helping us to

recover from the night's merriment) the winds stayed at 10-12 knots. This must be paradise: glorious sunshine, excellent racing run by a well organised race committee, a beer tent big enough to entertain the entire fleet and the traditional friendly atmosphere that Dragon sailors create whenever they get together.

So many nationalities, with varied sailing experience, from river, coastal, and lake sailing, meeting together and competing – Cannes proved to be just the place to race, meet old friends, make new ones and have fun. It was a week of happy faces and promises to return next year!

Colin Woodcock

Aldeburgh Fleet Report

SAILING IN OUR own private ditch clearly enhances the ability to sail on the sea, as well as producing highly competitive sailing at home. The travelling part of the fleet, consisting of *Navaho*, *Yeah Baby* and *Pongo*, explored the motorways of Europe. *Rory* (*Yeah Baby*) won at Douarnenez, though he failed to emulate Rick the previous year in winning another unnecessary new boat.

At Falmouth, for the first time ever, we secured first and second place in the Edinburgh Cup. *Rory* won quite easily, while Rick (*Navaho*) went to the wire to repel various Irish challenges for second. *Yeah Baby* and *Pongo* went to the Worlds, and produced rather disappointing results. *Rory* never really hit top gear, while *Pongo* was appallingly inconsistent. Practice, practice, practice, I say to myself.

Back in Aldeburgh we had the welcome addition of *Apache*, under the new ownership of Jonathan Christie, Edward Foreward, David Pugh and Richard Wyatt. Unfortunately Peter Wilson was so pre-occupied re-building (building?) *If*, his 8-Metre plaything, that *Harkaway* never saw the water all year. We are promised that this 8.9 metre Dragon will be seen again next year and that rather less of our wind will be occupied by *If*, pointing at an impossibly high angle.

Probably because she has two official helmsmen, and a variety of

helpers, *Pongo* won the season's points. Anti-fouling may also help. She also won our early season weekend in the hands of Aisling Bowman, trying out the family's suitability for the two-boat formula pioneered by Rick the year before.

Turnout remained relatively low but new participants such as *Apache* and the Hunt children have been very welcome.

The Aldeburgh Regatta was sailed in mostly light conditions, apart from the first day when it howled and some compromising photographs were taken. Unusually we had a visitor in Tom Mehew, restricted to outings in Force 4 or less since he had been lent James' new boat, to observe the local strife. This was in fact won by *Pongo*, helmed by Mike (three races) and Patrick (two) from *Yeah Baby*. They were then rather startled to receive the Regatta prize for best achievement by those over 55!

For next year we aim as a fleet to raise the overall standard through more formal co-operation. Advice has always been there, but not necessarily well focused. We also plan to have one intensive week-end each month which we hope will encourage the gipsy tendency among us to be at home. We would love to see more visitors to our unusual brand of Dragon sailing. It's much more intense than the sea, even if not good for genoa longevity.

Patrick Gifford

Editorial Note: please see page 7 onwards for the other Dragon fleet reports

THE BRITISH DRAGON ASSOCIATION



NOTICE OF AGM

The Annual General Meeting of the British Dragon Association will be held at the Royal Thames Yacht Club, Knightsbridge at 1845 on Friday 11th January 2002.

Minutes of the previous AGM have been published on the BDA website for your convenience

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 2001
4. Chairman's Report
5. Proposed adoption of IDA weight limits for BDA Regatta
6. Edinburgh Cup - Duration and Timing
7. Class Promotion
8. Website and access to white book details
9. Election of Officers
10. IDA Report
11. Subscriptions
12. Any Other Business

Election of Officers

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

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

UK EVENTS 2002

March 29th - April 1st

Burnham Easter Regatta
and East Coast Championship

May 25th - 26th

South Coast Championship
Cowes, Isle of Wight

June 1st - June 8th

Edinburgh Cup
Cowes, Isle of Wight

July 10th - 14th

Classic Nationals, Medway

August 3rd - 10th

Cowes Week

September 6th - 8th

Northern Area Championship, Clyde

BDA ANNUAL DINNER Friday 11th January 2002

The annual dinner will follow the AGM at the Royal Thames Yacht Club at 8.00pm.

Tickets must be booked in advance and by 7th January 2002 at the latest.

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

Dress: reefers or lounge suits

TICKETS FOR BRITISH DRAGON ASSOCIATION ANNUAL DINNER

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

Richard Jordan
1 Bewick Street
London SW8 3TA

Name.....

Number of Persons.....

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

YOUNG PERSONS REP



Katie Cole, the new BDA Young Person's Representative, introduces herself

I started sailing in Burnham-on-Crouch at the Royal Corinthian Yacht Club in Cadets, aged 10. I did this until 1994, after which I sailed a Royal Corinthian One-Design with Mottram Rankin and won my first race. I realised that keelboats are for me.

I learned a lot in the Corinthians over two years and then Mottram decided to buy a Dragon and asked me if I would

like to sail with him. I wasn't sure at first; they looked very technical with lot of string. I tried it and loved it. Since '96 I haven't looked back.

From 1996 to 1998, I attended the Lowestoft College, where I studied boat building. After finishing my course I worked for myself for a while, maintaining boats including *Quicksilver II*. Repairing her could have kept me in work for as long as Rob sailed Dragons! However, I started doing some part time work for Petticrows and they asked me to stay permanently. You will find me at most regattas if you break your boat.

In 2001 I was part of the 'Pink Team' (all girls for those of you fortunate enough not to have met us)! The Pink Team did Douarnenez, Lowestoft and the Gold Cup in Ostend. I crewed in the Edinburgh Cup in Falmouth with American boat and we finished in the top ten.

My regatta year has concluded by crewing in the Regates Royales in Cannes, a most enjoyable Dragon Regatta. My enthusiasm for sailing Dragons returns me to the River Crouch, sailing with all my friends. I am looking forward to working with the Committee and racing against you all in 2002.

NEWS IN BRIEF

Roz in Squad

Many congratulations to life-long yachtswoman Roz Bulmer (aka Ninx) from the Cowes Fleet (Dragon 648 *Temeraire*). Roz has been selected to join the British Ladies Olympic Squad. Proud father Alan reports:

After the Cannonball Team Racing weekend, and following much encouragement from friends and family, Ninx sent her CV to the Olympic coach. She was invited to Weymouth a week ago (October 22nd & 23rd) and trialed in 25 knots... was selected immediately for the squad for three Yngling keelboats, and is now looking forward to training through the winter, based either in Hamble or Weymouth.

Great example of what Dragon sailing can do!

Announcements

Congratulations to Solent Fleet members Bill and Famida Daniels and Roger and Lisa Guy, who recently married (each other). At the Daniels wedding the groom's speech was reported to last a marathon two and a half hours, the party itself carried on for three days.

The lack of presence in the Cowes fleet of the BDA Hon Sec 'RJ' Jordan is also apparently linked to his forthcoming marriage in December. Best wishes to Richard and Nicola.

Dragon Websites

The BDA Website is well worth visiting and can be found at www.britishdragons.org The IDA Website address is: www.intdrag.org

Mainsails Wanted

Bob Milner of the Island Sailing Club invites you to donate your old Dragon mainsails to the ISC – to be cut down for use by Dragons and Sonars during breezy team racing events.

Contact Bob at the ISC, 70 High Street, Cowes, Isle of Wight, PO31 7RE. Tel: 01983 296621, fax: 293214.

Edinburgh Cup 2001

(below) Commodore of the RYS, Peter Nicholson, shares a joke with Ian Lallow, long-time race officer, and Tim Squire-Sanders, a hairdresser from Essex.



FLEET REPORTS

Burnham

BURNHAM DRAGONS now sport a 26-boat fleet and an enthusiasm to match the numbers. We sail every Saturday and Sunday – between Easter and the end of November. This year five new boats joined the fleet and we have enjoyed very active close racing on our river. During this year we organised an Easter Regatta, in which 33 boats took part. A large Dragon fleet turned out to race during Burnham Week in August.

In addition, to make life on the water more varied, we introduced some team racing with other clubs and two weekends of 'mini' racing. These consisted of four short windward/leeward courses. We also managed to entice Martin Payne to our shores to conduct a training weekend that was very enjoyable!

The dedicated travellers in our fleet trailed their Dragons to Douarnenez, Lowestoft, Falmouth, Medway, Ostend, The Clyde and Cannes. Poul Richard Hoj-Jensen won the Regates Royales, in Cannes, but the balance of the fleet were not 'in the chocolates'.

2001 has been good for the Burnham Dragon fleet and we plan to have an even better time next year. We hope to include a team-racing weekend with the Hamburg Dragon Fleet. Plans are now afoot to follow the BDA initiative and step up our efforts to encourage younger sailors to race Dragons.

Colin Woodcock



GBR631 *Magic*, David Andrassy and Nick Hyde – photo Bourn

BURNHAM EASTER REGATTA

THIRTY-THREE boats entered the Regatta, including 15 boats visiting from Aldeburgh, Cowes, Medway and Torbay. The weather gods looked kindly on the River Crouch with ideal sailing in cold but bright conditions, wind Force 2-4 with squalls coming through only on the Sunday afternoon. The Race Officer, Kim Allen, set windward leeward courses in the Roach and upriver with committee boat starts each morning, returning to the Corinthian for lunch with afternoon races started from the club line.

The first race on Good Friday was won by Mike Hayles in *Pongo*, followed home by Mike Holmes and Tony Allen in *Hat Trick* and Rory Bowman in *Yeah Baby*. This set the pattern for the weekend, although Ian Ratnage in *Water Rat* scored two seconds, a third and fifth; with Rob Campbell winning the fourth race in *Quicksilver*. The overall winner was Rory Bowman with two firsts, a second and two thirds to take an unbeatable lead. The overall results were led by two boats from Aldeburgh.

The Easter Regatta at Burnham affords the opportunity for competitive early season racing and this opportunity was seized by many in preparation for Douarnenez. With so few other boats in the River at Easter, moorings were readily available and the absence of other yachts made it possible to start the fleet from the club line. The organisation on and off the water went smoothly, with thanks to all Royal Corinthian members who gave up their Easter sailing to support the event.

On Easter Saturday there was an informal dinner at the Royal Burnham YC and on Easter Sunday 134 Dragon sailors sat down to dinner in the Royal Corinthian, with the

raffle raising over £900 for the Burnham Dragon Fleet.

Three Dragon sailors went swimming, two without the benefit of a life-jacket and for 2002 we will certainly have a safety boat on station for all races.

The Easter Regatta 2002 has been upgraded to the Eastern Championship and many lessons learned from the successful 2001 Regatta will be taken forward in planning for 2002.

Nick Hyde,
Dragon Class Captain, Royal Corinthian YC, Burnham

Easter Regatta Overall Results: 1st GBR662 *Yeah Baby* R. Bowman, 2nd GBR623 *Pongo* M. Hayles/P.&M. Gifford, 3rd GBR618 *Water Rat* I. Ratnage, 4th GBR572 *Quicksilver II* R. Campbell, 5th GBR597 *Hat Trick* M. Holmes/T. Allen.

BURNHAM EASTER REGATTA 2002

Entry Forms available early in the new year
For information in the interim, please contact Nick
Hyde at nh@forrester-hyde.co.uk
or by telephone: 01702 432532
alternatively Colin Woodcock may be contacted
on 01621 782757 or 07720 398949

FLEET REPORTS

Solent

The Solent Division Coves Fleet Round Up

IN THE COWES fleet there was a clean sweep by *Apalala* despite strong opposition from *Aimee*, *Supremacy* and *Virago*, latterly *Rampage*.

After the disappointment that Neil's clay pigeon shooting was cancelled due to foot & mouth (strange pigeons) the pre-season got off to an exciting start when the roof of Clare Lallow boat yard was removed to enable removal of *Beinn Alligin* out of the shed for Julia, Graham and Steve to compete in Palma. Meanwhile *Mistress* was trapped on a restricted farm near Burnham.

Boats and People

AT PALMA Julia decided to buy a new boat, and *Aimee* 660 arrived later in the season. A new boat also for Richard Jordan - *Chaotic* 602, and for John Mellows *Ariadne* 509, and mid-season another new boat for Pat Dyas, *Jerboa* 671, and yet another for Neil Payne,

Cowes Week action

- photo by Jo Squire-Sanders



Dave Ross and Jon Mortimer - *Rampage* 614 in time for Cowes Week. We were joined by Richard and Rosaleen Cullen and their new boat 669 *Supremacy*. So, many new boats at Cowes then.

We welcomed to the fleet John and

...Neil's clay pigeon shooting was cancelled due to foot & mouth

Jenny Dudley (*Phase 2*, 506), Dave and Sue Pennison (*Seahorse* 281), Derek Dunlop (478 *Coconut*) but being campaigned by Brian Copper; Tony Singer is on duty in Bangkok leaving *Quartet* less a quarter, Chris Hill and Jake Bowie (*Joanna* 406) although Chris and Jake's delivery trip from Weymouth stalled at Poole Harbour. Alan Northeast fulfilled a long term desire to own a Dragon by acquiring 408 *Penquin Too*, an old Cowes boat built at Lallows. So, many new members at Cowes then.

Fitting out dinner at the Royal Corinthian YC was particularly well attended this year with a boost from the Olympians former Dragon owners and sailors who reside in Cowes. So, many diners at Cowes then.

Early and Mid Season

THE EARLY Season Series commenced on 21st April a 15-race series with three races lost and three discards. *Apalala* won from Mike Issaias' *Fantare* with *Virago* (Peter Nicholson, Peter Lloyd, Tim Sanders, Colin Lloyd) third. In all 16 of the fleet took part in racing.

The Mid Season Series comprised 15 races, two races lost, three discards allowed, and was competed for by 17 boats. *Apalala* (Chris Caws, Jeremy Field, Neil Payne) won from *Aimee* (Julia Bailey and Steve Richardson), and third was *Virago*.

Race Training Weekend

AFTER PERFECTING his technique with the Burnham Fleet, Martin Payne gave a training weekend at Cowes,

when 10 boats and crews took advantage of learning some of Martin's secrets.

Lessons learned were put to good effect beating *Elusive* in Falmouth a few weeks later! Thanks go to Neil Payne for organising and Michelle Payne for hosting the evening BBQ at home.

Summer Series

A RECORD number of 24 Dragons raced in the Summer Series, with 16 boats out in one of the races, these quantities of Dragons not seen for years on the Solent.

Meanwhile *Mistress* was trapped on a restricted farm near Burnham

After 12 races, allowing for three discards, *Apalala* (Chris Caws, Jeremy Field, Chris Jones) won the Series, with *Aimee* runner-up and *Virago* third. This included a race/family day to Beaulieu courtesy of the Royal Thames Yacht Club. The competitors finished the race on the river before mooring their boats at Ted Fort's house for lunch, tennis and swimming.

The event was well attended and much enjoyed by all the participants, many thanks to Jim Watt for providing his motor yacht and to Ted for his kind hospitality.

The race to Beaulieu during the Olympic years included lunch at Leo de Rothschild's house with numbers for lunch limited to 140 in those days!

Late Season

DURING September, nine of the planned 11 races were sailed and after two discards, placings were first *Apalala*, second *Supremacy*, and third *Rampage*.

Red Funnel Championship

EACH OF THE six Cowes clubs organises a weekend of four committee boat run races for this 24-race series. This year four races were lost and six discards allowed. From the 24

competing Dragons worthy Red Funnel series winners were *Apalala* from *Aimee* second, *Supremacy* third, *Fanfare* fourth, and *Virago* fifth.

Cowes Classic Dragons

MR AND MRS Brian Smith's *Gem* 390 has cleaned up completely this year in the Classic Dragons at Cowes, sailing consistently well.

**...mooring their boats
at Ted Fort's house for
lunch, tennis and swimming**

Keith Skelsey's *Reprise* 465 and *Mistress* 363 will be taking steps next year to try to relieve Brian of all his silverware.

Gem, sailed by Brian, Matt Hill, Andrew Reynolds-Jones and Tim

**The weather was hot,
oysters plentiful and the
RYS Team beat the French...**

Wilks, has won the Richard Thornback Cup for the Classic Class Champion, the Oscar Cup for the Classic Cowes Keelboat Weekend Champion and the Classic Boat Trophy for Cowes Week. This reporter says 'enjoy your victory gentlemen...'

Class Champs & SCRA Medal

FOR THE FIRST time ever, one Dragon has won every points series: the Cowes Keelboat Championship, the SCRA Medal and the Class Championship: *Apalala* sailed by Chris Caws, Jeremy Field, Neil Payne (first half season) and Chris Jones (second half season) also with Charlie Field and Paddy Margham. Many congratulations to the *Apalala* Team.

In a recent interview, helmsman Chris Caws said "I think this year we have been beaten in individual races more than in any other year, but we have been consistent and won through."

With an average of 8.15 Dragon



Action-packed class start at Cowes Week – photo by Jo Squire-Sanders

yachts per race, and a record 16 boats for a points race in July, the Cowes Fleet is looking good.

Prince Heindrik Silver Trophy

TEAMS FROM the Royal Yacht Squadron, Hong Kong Yacht Club, Arcachon (France), and Prince Heindrik's Danish team compete every 18 months in this event.

This year, the RYS team members Rob Gray, Justin Biddle, Charles and Rupert Street and Tim Russel were supported by Keith Skelsey, Bill Daniels, Charles Foster and Mike Issaias.

The weather was hot, oysters plentiful and the RYS Team beat the French in the heats, but somehow France managed to win the event!

Announcements

CONGRATULATIONS also to Matthew Armstrong aka 'Little Legs', who is expecting a second child in March. Any information as to the whereabouts of the mother, please let Matt know.

In Memorium

WE REGRET to report that Ralph Snagg MBE passed away in Cowes

early in the year.

Ralph owned several Dragons and supported his favourite class to the end. He was a lawyer of distinction, drawing up papers for the Nazi surrender at the end of war in Europe, his loss is another break with the past.

Bill Daniels

SOLENT FLEET DATES FOR NEXT YEAR

South Coast Championship
Saturday 25th and Sunday 26th
May 2002
Island Sailing Club

Edinburgh Cup
Saturday 1st - Friday 7th June 2002
Royal Corinthian Yacht Club
www.solentdragons.org

Cowes Week
Saturday 3th - Saturday 10th August
Cowes Combined Clubs
www.cowesweek

FLEET REPORTS

Forth and Scottish

THERE HAS BEEN an increase in Dragon activity in Scotland this year with almost all of the Forth Dragons turning out to race.

The racing has centred around a series of 'intensive' weekends (both on and off the water), which seems to have been a successful formula.

We had at least three windward/leeward courses each day over two-day weekends, with relatively short courses. All the boats ended up close (sometimes very close) together at the first windward mark, with the older boats often with, or indeed ahead, of the newer boats.

The very competitive racing resulted in an enthusiasm for club racing among the Dragon sailors which hasn't been apparent for a number of years and as a result, the Forth Fleet is keen to develop this formula for club racing.

Starts and initial windward strategies in these short races then have a significant benefit for those in well sailed, older boats. Over a long windward leg, the faster new boats can simply grind down the older boats: in races with shorter legs, the speed advantage of the newer and sometimes faster boats is mitigated by skillful sailing.

This is all rather old-fashioned stuff which we all know – but it does seem to have been helpful in generating the very close racing we experienced. As was typified by 'observations' on the proximity of their boats expressed by Shaun MacLean and Danny Sinclair, and heard throughout the Firth of Forth (if not the North Sea). Translating the very basic Pictish language used might embarrass those of a delicate disposition!

Shaun has bought another Dragon – to go with his fleet of H-boat, Flying Fifteen, and Star – which we are all very pleased about, but hope he can manage to find time actually to race the Dragon.

Ron James, Danny and I travelled to Ireland, Belgium, Falmouth, Cowes and France, and a gaggle of Forth boats supported the Northern Championship on the Clyde, where Laurence Jacobsen is singlehandedly trying to revive Dragon racing, with the very much appreciated support of a few English stalwarts from the far South.

One very encouraging development

in Edinburgh is the formation of a Student Section of the Royal Forth YC, resulting in an enthusiastic (and surprisingly experienced) group of students joining the club. Their interest in one-design keelboat racing is something that other fleets (and clubs) might consider. The majority want to

...with almost
all of the Forth Dragons
turning out to race

race, which gives us hope that a focus of new talent might be generated in both the Dragon fleet and the yacht club.

The Royal Forth YC has an exceptional group of on-the-water managers, and we are assured by those in the local Port Authority that a marina ranks very high in their priorities for the much-hyped Granton Harbour area redevelopment. The starting date for this development is however, still uncertain, but once it is in place, we look forward to inviting all our Dragon friends to the opening regatta (party).

Next year, we hope more Dragons will come up from the South, not only for the Northerns (on the Clyde) but also emulating Sarah Sullivan who brought her boat to join us for one of our two-day/three-races a day weekends on the Forth – where racing conditions really can be (and were) absolutely first class.

David Young

Lowestoft

THE EAST COAST Championship were sailed at Lowestoft in May in good conditions. Perhaps a little more wind might have helped, but we are thankful for small mercies on the East Coast. A total of 23 yachts competed and the championship was won by 656 *Elusive*, helmed by Martin Payne; in second place was *Yeah Baby*, Rory Bowman, and third Mick Hayles with *Pongo*. The first local boat was *Scorpio*, Chris Dicker, in eighth place – local knowledge did not seem to be much help in this event!

After a slow start the Spring Points series was won by *Comanche*. The June Regatta weekend was won by Rob Campbell in *Quicksilver*, Rob being among a number of owners who stayed on at Lowestoft after the East Coasts. The Cleeve Memorial Trophy for Summer Points was retained by *Scorpio*, and the Autumn points series for the Hydra Cup was won by *Blue Flame*. The season has finally ended with the Blaxter Salver Trophy sailed in very light winds over two days. – the winner was 481 *Blue Flame*, Peter Pank, with 649 *Comanche* James Mehew second, and 586 *Scorpio*, Chris Dicker, third.

The Dragons stop racing at this time of the year (October) because the whole of the boat park is now to be given over to winter storage of yachts from the Marina.

Lowestoft Dragons competed at Burnham, Aldeburgh, and Helensburgh,

...then a fierce
gale which brought
water spouts off Lowestoft

and abroad at Cannes and Douarnenez during the season. Our top crew 'member' always seems to be in the winning yacht (*Y By*), at Burnham, the Edinburgh Cup or Douarnenez. We would like to see Chris Pank helming at Lowestoft, the nearest he got to helming here was winning the Broads Cruiser Series at Oulton Broad in a borrowed boat. Perhaps next year?

The weather has been awful this year, one week gales, the next no wind at all, then a fierce gale which brought water spouts off Lowestoft. Next year, we hope, will be better.

Apart from the wonderful East Coast Championship, Dragon owners have also been busy helping with the Squib Nationals and the 420 Nationals at Lowestoft. Next year though, the Racing Programme appears a bit thin so we would welcome any owners to come and sail here in April before going to Douarnenez. The Annual Prize-giving Supper will be held at the club in February and until then we will carry on sailing the Southwind Yachts.

Peter Pank

Medway

ANOTHER VERY successful season is now drawing to a close. At the time of writing these notes there is one more race and much will depend on the result as the points are close.

The fleet has a total of 20 boats and on some Saturdays, 18 have started, which has made for exciting and close

**... the first time
you win in the season,
you buy the fleet
Champagne**

racing. Many owners have updated their boats but the older boats – *Moonshine* GBR 494 and *Royalist* GBR455 (only wooden boat in fleet) still led the way home on many occasions. The local tradition that the first time you win in the season, you buy the fleet Champagne does not have any bearing on the results!

The Medway Regatta this year was sponsored by Alcatel and we were pleased to welcome six visiting boats. *Scimitar* from Cowes, *Hectic*, *Flame Again*, *Magic*, *Tarakona* from Burnham and Tom Larjos from the USA. The racing was good with some long courses out into the estuary and some extreme weather made for an entertaining and interesting regatta. The main social event was a Pimms Reception and Dinner at the Commissioner's House in The Royal Historic Dockyard, Chatham.

Next year's Regatta is July 10th-14th 2002 and we look forward to seeing more visitors to the River Medway. There are good craning in/out facilities at Gillingham and Chatham, moorings are available, and there is a good road system to the area.

MEDWAY REGATTA 2002

July 10th to 14th



Dragon class start at Cowes Week – photo by Jo Squire-Sanders

The social programme during the year has included a trip to France for lunch and shopping, a visit to the London Eye and supper, plus informal suppers after racing, and the formal presentation dinner in March.

As we come to the end of another enjoyable season we look forward to next year when we may have two or three additional Dragons in the fleet. I should like to thank all fleet members for their support and help during the year and A Very Happy Christmas to all Dragon friends.

John Elphick

Torbay Fleet

DESPITE LOSING a few Dragons over the last winter, the Torbay Fleet has enjoyed an excellent season of racing. Spurred on by the possibility of small numbers, every available boat has turned out every Wednesday throughout the season. Consequently, six boats have enjoyed good close racing on most occasions. The Saturday and Sunday racing has not been supported, however.

Sadly only two boats, *Basilisk* and Paul Patenall's *Excalibur* were able to make it down to Falmouth for the Edinburgh Cup, where we enjoyed excellent racing in the superb conditions and much enjoyed the hospitality of the Royal Cornwall.

Torquay Regatta provided really tight racing, after five races *Basilisk*,

Heuschrecke and *Nimrod* were all equal on points and were only split by the tiebreaker. The closeness of the racing can be judged by the fact that these three protagonists were not the only winners. *Skall III* won the last race after a ding-dong battle with Peter Rumbelow's *Excalibur* sailed by guest helmsman Martin Parry. Martin has not sailed Dragons much since the 1984 Olympics but soon found old form and thoroughly enjoyed himself. We hope to persuade him to get a boat next year.

For the first time for many years four Torbay boats went down to Dartmouth where the three principals plus Peter Rumbelow continued the rivalry. In the regatta the Torbay boats joined the three local boats, *Cruachan*, *Humming Bird* and *Vivi* to make up a reasonable fleet. The Royal Dart provided excellent hospitality, facilities and moorings right off the Club with ferry service. We will all certainly return next year.

In the Club, racing honours have mainly been contested by *Nimrod*, *Heuschrecke* and *Basilisk*, the latter having won the majority of the trophies. *Heuschrecke's* form was transformed mid season by the installation of a better mast, while *Rapier* continues to feature in lighter conditions.

We have a few people showing interest in Dragons for next year and with the Edinburgh Cup and Gold Cup coming to this area in the not too distant future, we hope some will become members.

Graham Jenkins

CANNON BALL TROPHY

The Cannonball Trophy took place on 6th-7th October at the Royal London Yacht Club, Cowes. The teams were: Royal Netherlands YC, Muiden & the Royal Netherlands Fleet: Frank Van Beuningen (Captain), Michael Van Dies and Onno Folkers (Rear Commodore RNYC), Jan Romke de Vries, Roel and Tjacko van Olst. Vs Royal St Georges YC, Dublin & the Dublin five times Wilson Trophy finalist and Mick Cotter, Neil Heggarty and John Ross-Murphy, Peter Bowring and Brian Matthew Vs Royal London YC, RLYC Cowes and the RLYC, Cowes Fleet Chris Caws (Captain) and Chris Jones, Neil Payne and Mark Hart, Graham Julia Bailey, and H.

The competitors from Dublin and Netherlands arrived early Friday evening, and after a welcome buffet supper, all three teams managed to keep the bar open until 3am. Luckily our Race Officer Bob Milner went home early (1.30 am). With a weather forecast for gales on Saturday and Sunday the event trustees, Alan Bulmer and Frank van Beuningen, were making alternative plans for a round of pitch and putt. However, five of the nine planned races were sailed on Saturday in sheltered water off East Cowes known as The Shrape. Triangular courses were set with short legs and good first beats despite being perpendicular to the tide, two laps made for some exciting team racing and most races were keenly fought.

Race 1 and the RStGYC 1 2 6 beat RNYC 2 3 4, but only after a fight being in a losing combination early on. Race 2 saw RLYC win with 2 3 4 against RStGYC after some slick team racing by Graham Bailey (aka I can't remember how do this) and Chris Caws.

Next up, and the local team managed to lose to the RNYC 2 3 4 in race 3, the victors improving their positions and eventually getting ahead on the downwind legs and holding on to win. Race 4 in more breeze saw RStGYC beat RNYC comprehensively on the start line, yet RNYC fought back throughout and appeared to win on the water only to find that two of their team had been forced over the line at the start.

In race 5 RStGYC beat RLYC comprehensively 1 2 4, after the Cowes-based team had been awarded a penalty. The next race was abandoned after the start when with the wind rising to near gale, Jan Romke received a blow to the head and had to be removed from his Dragon and immediately transported to the Island SC bar, in a fine RLYC member's spectator launch, for some refreshments.

Seeing this, we all retired to the ISC bar for beers and international football. Many thanks David Beckham for his last minute equaliser. Later competitors enjoyed dinner at the RLYC and afterwards excellent speeches from RLYC Commodore Peter Cove, and team captains Alan Bulmer, Frank van Beuningen, Andy Craig. Barnacle Bill kept his promise to complete his 2000 Cannon Ball speech in Dutch and started well, but by the first downwind leg came the realisation that not even the Dutch team members could understand his pronunciation. The third part of Bill's speech will follow in 2002.

Sunday dawned bright and breezy after a squally Saturday

night. After a splendid breakfast at the RLYC, four races were planned. And with the event wide open, first off in race 6 RLYC Cowes beat RNYC convincingly with a 1 2 4 after the on water jury awarded a 720 penalty to RNYC. Race 7 and RStGYC thrashed RNYC 1 2 3, and oh dear, it was not the defending champions' day.

In the penultimate race 8, RLYC Cowes team need to beat the Irish again to square the Cannon Ball and hopefully go on to win, but failed after taking a penalty by a narrow margin scoring 2 4 5. The experienced RStGYC Team had won the event with five race wins. RLYC Cowes team was second with three race wins, with last year's victors losing their Cannonball, not for the first time either. After race 9 the fleet returned to the moorings as the rain came down in good time and the wind increased to a gale.

Ashore, the victors proceeded triumphantly to the Pier View pub in Cowes High Street to celebrate, while the losers trudged dejectedly to the RLYC.

Unfortunately, The Royal Netherlands YC lost their original Cannon Ball some years ago during an earlier

campaign, although Onno reported that another Dutch yachtsman has found it and intends to award it for a regatta at another yacht club in the Netherlands.

The Cannon Ball Frank van Beuningen awarded in 2000 was misfired during the year and could not be found either. Luckily at the prize-giving Colonel Michael Brown of the Royal London Yacht Club explained that he has found a Cannon Ball recently on an old battlefield in Java, and revealed this Ball to us. Undoubtedly fired at the Dutch by the British Army (led by Raffles) while relieving them of that part of the Dutch East Indies territory, before Raffles went on to found Singapore.

The present Cannon Ball (an 8-pounder) was probably fired by an Irishman at the Dutch on behalf of the British, and will be a welcome addition to the Royal St George's Trophy cabinet this year. In the event that the Dutch do manage to find one of their old Cannon Balls, this will be used for the first prize, and the Java Cannon Ball for the runner-up at a future time.

Frank presented a splendid plate to the RLYC, depicting a Dutch Dragon in front of a British Dragon. This is because Frank regularly competes in, and wins at Cowes Week. Meanwhile Brian Matthew swapped the Royal St George YC boxed gift, a fine coat of arms, for an ashtray, giving Andy Craig a surprise during the presentation. Andy Craig expressed thanks on behalf of all the competitors to the Dragon owners (and representatives).

The writer gives thanks to Mr Neil Payne for organising the Solent Division contribution to the event with Mr Alan Bulmer. All the competitors praised the RLYC and Bob Milner and his race team, the Jurors.

Bill von Daniels

Overall Cannon Ball Results: 1st Royal St Georges YC, Ireland, 5 race wins, 62 points; 2nd Royal London YC, Cowes 3 race wins, 62 pts; 3rd Royal Netherlands YC, Muiden 1 race wins, 89 pts.

**The present Cannon Ball was probably fired
by an Irishman at the Dutch on behalf of the
British, and will be a welcome addition to the
Royal St George's Trophy cabinet...**



(above) Cowes Week 2001 winner of the Dragon class on countback, Frank van Beuningen's *Hestia* NED300 (right) Eric Williams' *Frantic* 598 was second overall – photos by Christelclear

Cowes Week

THIRTY DRAGONS entered Cowes Week 2001, despite a number of the local boats being unable to attend due to prior commitments.

We were joined by the holder of the Ganymede Cup: Frank van Beuningen (*Hestia* NED300), our other esteemed visitors were Ted Sawyer *Clairvoyant* USA310, Len Jones with *Chouette* 646 and Hillary Gallo with *Wisp* 507 from the Medway, *Therio* 324 David Crabb from Burnham and *Galax II* Peter Thomas.

Cowes Week saw Brian and Pam Saffery Cooper sailing *Phase 2*, and Roz Bulmer (aka Ninx) sailing Alan's *Temeraire* complete with L plates. Christine Field and the *Apalala* team did a fantastic job preparing the legendary Cowes Week Dragon Party buffet, with as much Pimms as we could drink and the usual band, Risky Business

After a windy week with around 20 knots plus on each 8 race days, the on water conditions and close (sometimes aggressive) competition, coupled with the unrelenting apres-sailing had tested crews and boats well.

Eric Williams tied first with Frank van Beuningen, Frank won on count back. Chris Caws and Jeremy Field in *Apalala* narrowly beat their new adversary *Rampage* (Neil Payne/Dave Ross/Jon Mortimer) into fourth place.

In the Classic boats *Gem* won from *Mistress*, *Reprise*, *Therio*, *Asa*, and *Galax*.
Bill Daniels



Round the Island Race

MIKE ISSAIAS and Richard Jordan have shared winning this event between them in the last eight years. I believe it may now be four apiece.

A speedy rounding this year, in a good breeze on June 16th, saw Mike Issaias sailing *Fanfare* 584 win, finishing at around 4pm after nearly eight hours, three minutes ahead of *Perspicacity* 553 (Peter, Toby Tracy), a few minutes ahead of *Moragwr* 523 (Richard Hannay and Nick Bate), *Fistral* 635 (John, Freddie Hall), *Coconut* 478 (Derek Dunlop, Brian Copper), *Thunder* 573 (Tim, Hugh and Mark Bevan).

See <http://www.hoyaroundtheisland.org.uk/>
Bill Daniels

THE NORTHERN AREA CHAMPIONSHIP



The 2001 Northern were hosted by the Royal Northern and Clyde YC in Rhu on the Clyde. What a spectacular venue! There was a small but highly competitive fleet of 12 boats with six from Scotland, two from Ireland and five from England, all coming from the strong East Coast fleets of Lowestoft, Aldeburgh and Burnham. Those visitors who travelled a long way were rewarded to great hospitality and a stunning sailing ground with minimal tidal influence.

Day 1: the weather was strange, just as it always is on the Clyde, according to one of the local gurus on the committee boat. The wind varied between a Force 3-5, the colour of the sky changed from bright blue, to light grey, dark grey and then to a misty white, all true Scottish colours.

Race one: positions were tight until the second beat when Andrew Craig in *Chimera* (IRL 160) benefited from a major shift. He took the lead, which he managed to hold through the second run and final beat up to the finish. Ricky Gillingham in *Navaho* (GBR 664) was second, with Rob Campbell in *Quicksilver II* (GBR 572) third. The second race was delayed for up to an hour as a nuclear submarine passed nearby the course! The wind strengthened just before the race and over enthusiasm led to a general recall. The second start was clean. Significant windshifts characterised this race's beats. Once again Craig read the shifts well and led most of the race, but in a close finish he was pipped by Danny Sinclair in *Eclipse* (GBR 670), in third

NORTHERNS Results Table

Sail No	Boat	Owner/helmsman	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Pts inc Dis
1st IRL 160	Chimera	A. Craig	1	2	1	1	2	5	7
2nd IRL 159	Phantom	P. Bowring	4	5	2	3	1	4	14
3rd GBR 670	Eclipse	D. Sinclair	7	1	6	2	13	2	18
4th GBR 572	Quicksilver II	R. Campbell	3	6	3	4	5	3	18
5th GBR 599	Secret	J. Mehew	10	4	4	7	4	1	20
6th GBR 622	Merlin	P. Colby	9	8	5	5	3	6	27
7th GBR 642	Jane	D. Young	6	7	8	8	6	8	35
8th GBR 633	Fei-Lin's	R. James	12	10	7	6	7	9	39
9th GBR 489	Kestra	R. Leask	8	9	9	9	8	7	41
10th GBR 664	Navaho	R. Gillingham	2	3	13	13	13	13	44
11th GBR 626	Ygraine	S. Sullivan	5	11	13	13	13	10	52
12th DK 402	Meteor	L. Jacobsen	11	12	10	10	13	11	54

place was *Navaho*.

In the evening, those competitors who didn't have enough of it yet enjoyed some more Scots mist in the bar of the very impressive clubhouse.

Day 2: the wind was stronger, but still very variable – Force 3-6. Not only our physique was strained: major wind shifts (up to 40 degrees) made it a very tactical day, demanding much concentration and mental effort. Racing started with a general recall, followed by a clean start. A heavy squall came through during the first run causing extensive surfing. Race three was won by *Chimera*, closely followed by *Phantom* (Peter Bowring – IRL 159) and *Quicksilver* respectively second and third. Race four was again won by Craig, this time followed by Sinclair in second and Bowring in third place. The final race of the day was won by *Phantom*, second *Chimera* and third *Merlin* (Peter Colby – GBR 622). Craig's second place cemented his victory of the Northerns with one more race to go.

Day 3: glorious sunshine treated us to very picturesque scenery and with a steady Force 3 breeze, racing was magnificent. Race six was one of equal opportunities: going left or right made no difference, it was six of one and half a dozen of the other. At this stage Craig and Bowring had already established respectively first and second place, nevertheless they both continued to challenge the other competitors in this last race. James Mehew in *Secret* (GBR 599), Sinclair and Campbell were still battling for third. *Secret* won the race, *Eclipse* second and *Quicksilver II* third. Danny Sinclair herewith secured third overall having the same number of points as *Quicksilver*, but beating her on a count back. The local Dragon *Meteor* with Laurence Jacobsen won the Classics prize.

Jetske Roodvoets



David Young's *Jane* at the Northern area championship

AN INTRODUCTION TO THE CLASSIC DRAGON

Richard Green – restorer of *Svanhvit* GBR 328 *Anker & Jensen* 1951; *Adastra* GBR 451 *Lallow* 1968; currently restoring *Aurora* GBR 39 *McGruer* 1938; and racing *Sagitta* GBR 606, *St George's* 1994 – has some advice on measurement and certificates for those restoring Dragons

The definition of a Classic Dragon? Who knows exactly, for it is not in the IDA rules. However, the accepted one is that it is a Dragon built prior to 1972 conforming to IDA rule 1.61. So you have acquired such. It is in good order, or is at least in restorable condition; so the question is where do you start?

The answer is, oddly enough, has nothing to do with the restoration, it is what do you intend to with the boat. Do you want to race it or just bask in its elegance? If the latter, then there are no problems, for your restoration will be unhindered by the eagle eye of the measurers and the rules. If you want to race it, then the first rule to remember is 1.81: No yacht shall take part in class races unless it has a valid measurement certificate and its owner is a current member of a national Dragon association.

No certificate, you ain't a Dragon, it is as simple as that. If it has a certificate, then you need to guard its validity by following the rules in respect of the restoration of old boats

carefully. Unfortunately there has been some 'cheating' recently in this area, as a result the emphasis of the rules has been changed.

Now, a boat subjected to a major restoration is presumed to have been changed during that process. So guard your certificate by proving that no changes have been made to the boat's shape. If errors in restoration lead to non compliance, then the boat can only be measured under to today's much tighter rules: and it will almost certainly fail. (For the rules see the IDA website: <<http://www.intradragon.org/index.htm>>.)

However, if it is simply a matter of taking the boat down to basics and re-painting and re-equipping, then there is no problem. If the boat does not have a certificate, seek advice. In fact all is not lost as the rules point to the solution. Before undertaking a major rebuild, particularly if the deck beams are to be removed, go through the procedures. Report to the Chairman of the IDA Technical Committee (Tommy Muller Email, mueller@emh.de). Then religiously record each stage of the restoration process. Do this and you establish that the boat shape has not been altered during the process: the subsequent, compulsory re-measurement will then only be in accordance with the rules in force when the boat was originally built. This should prove no problem: if it measured then, it should measure now.

After these stern warnings, do not be disheartened; the problem is not that grim for careful reading of the rules reveals that there are a number of relaxations available to

THE SEARCH FOR BOATSPEED



Clare Lallow and Ron Holland racing *Pink Gin* on the Crouch in 1958. It is interesting to note the narrow blade headsail and complete lack of any rake on the mast – photo by Trevor Davies

Richard Rycroft with some further advice for classic Dragon restorers, based on his own experiences with Logie

Logie has had another successful season on the Crouch, the highlight of which was a second and a fourth in Burnham Week, which was also the UK Classic Dragon Nationals. Sadly classic entries were down on last year with only two classics in an overall fleet of 18. There should have been four, as there were last year, but David Crabbe's *Therio* sprang a garboard seam in the very lumpy conditions at Cowes and Peter Thomas aggravated an existing Achilles tendon condition while sailing *Galax* also during Cowes Week. On the water in light airs there was nothing between *Logie* and Daniel Wastnag's *Snap* but *Snap* had gear problems in heavier conditions to the extent that Daniel elected not to sail in wind conditions much above a Force 4.

As I briefly mentioned in this column last year, one of the fundamentals for tuning a Dragon is to have the rig in the correct fore and aft position relative to the underwater profile of the keel. Station 8 is measured forwards from the after edge of the keel and should be marked on the deadwood just above the keel and all the stations should be marked on the covering boards. However, it is very likely that these marks have been lost over the years. Petticrows have a drawing showing how to re-find the stations (I've also got copies) and once these are remarked the rig should be set up according to their tuning guide.

A rule change in the early 1990s allowed the fore and aft movement of the mast at deck level to be increased from the

AN INTRODUCTION TO THE CLASSIC DRAGON continued

older boats. I only highlight these as space is lacking. To read my full notes, read the classic section of the BDA website, <<http://www.britishdragons.org/>>.

However, from the very start, I would strongly advise restorers to pay particular attention to Rules 1.61 to 1.66 (Revised 2001). These require careful reading for though they deal with concepts rather than specifics, there is a major exception. Rudder, Keel, Spars rigging and sails shall be measured in accordance with current class rules.

Other rules that need to be considered in the context of older boats are:

Rule 1.84 Ensure that you register your change of ownership with your National Authority.

Rule 2.15. The marking of the stations is most useful for tuning, older boats may well not have them marked.

Rule 2.17. Two lifting eyes shall be attached to the keel, keel bolts etc. (I have been caught here. My 1938 McGruer, *Aurora*, currently undergoing a major rebuild does not possess lifting eyes, I must fit them).

Rule 2.19 Buoyancy Tanks, bags or compartments are permitted. This allows 2.191, to be applied retrospectively: most useful to give transverse strength to an older hull.

Rule 2.192 gives the statutory details required in their construction.

Rule 2.21. Carvel Planked Yachts may be reinforced in the same manner as permitted for GRP yachts under rule 2.515.3(a).

Rule 4. The ballast keel. The only variation allowed is in its

positioning in respect of yachts measured before 1 March 1988. Remember Rule 1.61.

Rule 5.10 Rudder and tiller. Remember Rule 1.61.

Rule 6.101. For the serious restore wood masts can only be constructed after prior approval of the ISAF!

I summarise below, in retrospective order, the specific exception rules granted to older boats – Built before year – Rule – Subject:

1/Mar/97 Rule 4.90 The finished keel templates need not be applied at station 9A

1/Mar/95 Rule 2.18.2 Either carved or I S A F sail number marking is allowed

1/Mar/91 Rule 6.113 Retention is allowed, subject to other rulings, of the mast step in position

1/Mar/89 Rule 10 No swing test are applicable to earlier yachts.

1/Mar/88 Rule 4.60 Section 8 of the ballast keel tolerance is up to 10mm, not 5mm.

1/Jan/88 Rule 2.515.3 Two X 50mm x 50mm stiffening tubes are allowed for and aft

Over 20 years old ie. 1981, Rule 2.22 Carvel planked yachts may have up to 2mm of external sheathing applied

I hope the this list is reasonably definitive, but the rules are written by clever lawyers, and I am a simple sailor; so if you can find any errors, I apologise in advance, and would be most grateful if you could tell me where I have erred.

Richard Green, Treasurer and Membership Secretary,
Email RSMGREEN@aol.com

previous 10 mm to 50, so that the rig can be brought towards the vertical off the wind. This meant that older boats were instantly disadvantaged and lost out to their modern sisters on downhill legs.

When I replaced *Logie's* pine decks, lengthening the slot necessitated cutting into the deck beam across the front of the slot and fitting a doubler in front of it. I also had to move the after chainplates closer to the forward pair so the mast can swing forwards as the fine runners are eased. Don't forget that you will also need to lengthen the runners to allow for the extra movement.

I re-decked *Logie* in ply rather than teak as a) painted ply looks more similar to the original canvas over pine and b) the money saved on not using teak could be spent on a lot of blocks, string and sails. It should go without saying that the boat needs to be structurally sound, so that she can carry modern (or to be kind, close to modern) rig tensions. If the boat shows any distress in the hull near the chainplates, you should consider fitting ring frames with modern tubular chainplates tied down to the mast step.

Control systems need to work reliably under load and to remain firmly attached to the boat. Through-deck runner tails should be replaced every couple of seasons and the furling gear bearings should be inspected and greased every winter. Blocks should be washed regularly in fresh water and replaced if the bearings are worn, so that you can feel what you are adjusting rather than fighting a load of friction.

Ideally control systems should fall readily to hand and its

worth studying or better still crewing on a modern Dragon to see how everything works. *Logie's* fine and coarse runners are on a wide bridge deck forward of the mainsheet traveller, so they can be reached by either the middleman or helmsman. The kicker and clew outhaul are just inboard of the runners. Our barber haulers are double-ended so they can be adjusted from the windward deck in a breeze or from leeward in light airs.

Our latest trick has been to fit very long genoa fine tune tracks so that we now tack like a modern winchless boat and are coming out of tacks much faster than before. The winch handles are tied back out of the way with shockcord and the winches are used purely to snub the sheet, which is cleated by the middle man as soon as the load builds. The bow man then sheets the sail the rest of the way on the fine tune.

Before you get too carried away fitting whizzy new systems, you need to make sure that they will do what you want them to. A local helmsman, who had better remain nameless, recently tried to upgrade his kicker. He proudly showed us an expensive six-part tackle intended to pull on the existing 4 to 1 system as a cascade. However, both triple blocks were firmly bolted to the keelson so all he was likely to do was to shorten the strongest part of the boat. It took a surprisingly long time to explain to him why it would never work!

This has been *Logie's* 41st season in continuous commission, does anybody know of other Dragons with a similar history or can we claim a record?

BOATS FOR SALE

ASTERISK GBR458 Borresen 1971. VGC, trailer £11,000 Martin Scobie 01803 293157
FIREFLY GBR530 St Georges 1987. £7,500 Glyn Davies 01983 294523
FLIRT IRL115 Peticrow1989. Inc trailer/sails £12,500 Paul Moriarty 00 353 (0)12803546 (moriarti@indigo.ie)
CALYPSO GBR 522 St Georges 1987. Inc trailer and good sails £6,500 Mark Rowntree 0208 852 5622 (mrowntree@doctors.org.uk)
RASCAL RAT IRL139 Peticrow 1997. Inc Harbeck trailer, covers and 2000 sails £26,000 Des Cummins 00 353 (0)87 243 7916 (cummins@indigo.ie)
STORM GBR616 Peticrow 1996. Winchless upgrade, inc Harbeck trailer, covers, sheerlegs, good collection of recent sails £21,000 Tom Gibbon 01728 685610 (Day), 0207 831 8041 (tg@gms-estates.co.uk)
TRIDENT; GBR607 Borresen 1963. Mahogany planked/oak framed, painted white, mast '93 Peticrow steel trailer, sails, covers, ready to race, lying Cannes. FFr 85,000 John Stuart (johnstuart@compuserve.com) or Richard Le Quesne (crleq@compuserve.com)

DEN322 Borresen 1998. Little used and well kept, inc. sails, covers and racing equipment DKK 270,000 inc EU VAT. Will deliver to Danish port/regatta or N.Germany. Contact Mogens Nielsen on +45 (0)861 77977 (cartolit@cartolit.dk)
DAS BOOT IRL138 Peticrow 1997. Peticrow/Harbeck trailer, covers etc £25,000 Barry Lynch 00 353 (0)862 540 507 (good@eircom.net)
RAFFA SWE642 Borresen 1998. Blue hull, teak deck with mahogany rail etc £30,000 Peter Klock +46 (0)702 688 650
WARRIOR GBR 582 Peticrow 1992. Exc. condition spheretex boat, little used and dry sailed, inc trailer abd all equipment, sails £17,500 John Thornton on 01773 542315 (day) or 01773 550137 (eve) (john.thornton@thorntons.co.uk)
THERIO GBR324 Nunn 1958. Immaculate classic, Nordic spars, full sail wardrobe and trailer £8,700ono David Crabb 01442 862418
ITA 39 Borresen 1984. White hull, blue line, Nordic mast 1995, Glas boom 2001, Harken fitted, genoa fine tuning, 3 sets good sails, trailer Area, travelling and port full covers, ready to race, laying Cannes, Euro 18.500

Alberto Marconi Fax +39.010.591817 (marconi.alberto@libero.it)
KIN IRL165 Peticrow April 2001. Full Peticrow de luxe spec, additional Vincent Hoesch spec with upgraded fittings and additional purchases on control lines, new stiffer profile Peticrow mast (September 2001), Harbeck trailer with 3 fitted sail/storage boxes, full fitted transport cover, fitted mast cover, over-boom cockpit cover, full suit of Hoj-Jensen design sails, mainsail MC2, genoa DM3 (Spheretex), spinnaker CR1, used for championships only (no club racing). All in absolutely perfect condition. Contact Simon Brien (H) 00 44 28 90 427111, (B) 00 44 28 90 668888, (Mobile) 00 44 7721 767777 (simon.brien@ericairns.co.uk)
DEN 317 Borresen 1998. In very good condition, top boat in 2001, Marblehead Trophy no.1, Kiel Week no.1, Worlds no.1, EUR 38.300, inc EU VAT Frank Eriksen +45 40504899 (fre@elvstromsails.com)
BRAVE HEART NED 190 Borresen 1967, rebuilt '96 by Doornemik. Stiffened and new teak deck, excellent condition all round, fast boat with first class

record, sails, covers and Harbeck trailer inc. £26,000 Jaap Hendriks 0031 111 450520 (aquavitesse@zeelandnet.nl)

RIB For Sale
Ribtec 455 built 26/3/99. Dry sailed, as new £12,000 ono (16K new) R.G. Jordan 01377 254225 or 07768 256395.

DRAGON HALFMODEL
Handmade in perfectly grained mahogany, scale: 1:15. Mounted on oakplate 71x20 cm. US Dollar 540,- CIF AIR Lars Broen +45 39641454 Fax +45 39640954 (larsbroen@gt2net.dk)

MAINSAILS WANTED
Bob Milner of the Island Sailing Club invites you to donate your old Dragon mainsails to the ISC - to be cut down for use by Dragons and Sonars during breezy Team Racing events. Contact Bob at the ISC, 70 High Street, Cowes, Isle of Wight, PO31 7RE. Tel 01983 296621 fax. 293214.

Further details of many of the above boats can be found on the BDA website: www.britishdragons.org

BRITISH DRAGON ASSOCIATION
ACCOUNTS FOR THE YEAR ENDED 31ST OCTOBER 2001

	2001	2000		2001	2000
INCOME					
Subscriptions				£	£
Current Year	£9,820	£11,134	FIXED ASSETS		
Owing	£965	£690	Software & Equipment	£0	£227
From Last Year	-£350		CURRENT ASSETS		
	£10,435	£11,824	Stock of goods	£0	£0
			Debtors	£965	£690
Advertising & Sponsorship	£200.00	£1,830	Bank Balances		
Bank Interest	£418.00	£370	Current A/C	£5,238	£9,689
			High Interest A/C	£15,554	£10,176
Profit (Loss) on sale of goods	£11,053	-£567		£21,757	£20,782
		£13,457	LESS CURRENT LIABILITIES		
			Creditors		-£68
				£21,757	£20,714
ANNUAL DINNER ACCOUNT			REPRESENTED BY		
Receipts	£2,775	£2,766	Balance at 1/11/00	£20,714	£16,641
Less Costs	-£2,635	-£2,780	Surplus (loss) for the year	£1,043	£4,073
				£21,757	£20,714
	£140	-£14			
	£11,193	£13,443			
EXPENDITURE					
IDA & RYA subscription	£1,802	£812	NOTE: ANALYSIS OF 2001 SUBSCRIPTIONS		
Handbook	£1,292	£869	Received in Year	£	Year 2000
Two News Letters	£3,161	£3,883	Affiliated	£1,110	£1,125
Advertising & Promotion	£1,017	£341	Aldeburgh	£710	£710
Treasurer	£500	£500	Belfast Loch	£135	£285
Hon Secretary	£750	£750	Burnham	£1,840	£1,870
Web Master	£500	£0	Clyde	£240	£398
Postage, Telephone, Stationery	£645	£588	Falmouth	£335	£265
Committee Room Hire	£116	£116	Forth	£335	£590
Sundries	£95	£17	Lowestoft	£495	£540
Trophy Engraving	£0.00	£53	Medway	£1,480	£1,220
Computer Software	£0	£17	Solent	£1,790	£3,520
Bank Charges (BACS)	£44	£281	Torbay	£500	£698
Depreciation	£227	£46	Irish Dragon Association	£850	£1,500
	£10,150	£114	Totals	£9,820	£13,042
	£1,043	£9,370	2000 debtors less refunds	-£350	-£1,907
SURPLUS (LOSS) for year		£4,073	Owing at Year end	£965	£690
			Grand Total	£10,435	£11,825

Picture Gallery

(left) US 310 at Cowes Week with Martin Payne helping out – photo Christel clear

(below) *Delilah*, Mottram Rankin and E. C. Watson, with *Chase* GBR 552, Stephen Adams, and IRL 114, at Burnham Week – photo Hugh Bourn

Christel clear can be contacted on 01794 341081 and Hugh Bourn on 01621 784442



TREASURER'S STATEMENT

The accounts, printed opposite, have been approved by the Class' Honorary Auditor and will thus be presented for approval at the AGM. Some comments on it are, I feel, in order.

First, the £800 owing by the Solent fleet is now crossing the finishing line but only after racing for the day has been abandoned, sorry, the accounts have been closed. Debtors at £165, are thus well and truly under control.

Income. This year's subscriptions are down £1,402 (11.9%), which is not reassuring, indeed it is the reason for the proposed promotion programme. However, we remain in profit.

Expenditure is up by £768. The reasons for this are several. The major increase is the doubling of the IDA affiliation fee from £5 to £10 per boat. The handbook printing

and distribution costs also show a sharp increase £423 (48.7%). Part of this is due to the extra postage involved in a separate delivery of the summer newsletter. This reduces the excess to a more reasonable £250 (29%) but still too high. The Secretary is looking into the matter. The £722 reduction on the cost of the newsletters is exactly as planned when we announced that we were only going to send out one full colour issue per year; while the higher cost of advertising is due to advertising in *Yachts* and *Yachting*.

I think the other variances are self explanatory, though I would add that the bonus of no payment for software is not so much a relief that it is in fact paid for; it actually works, and well at that!

Richard Green
Treasurer and Membership Secretary



BRITISH DRAGON ASSOCIATION

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email: rob.campbell@geminternational.ltd.uk

Hon Secretary: Richard Jordan
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Tel: 0207978 2271 (home); 0207 759 6587 (office)
email: richard.jordan@lawgram.com

BDA Website: www.britishdragons.org

