

Dragon News

British Dragon Association



2009

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is proud to sponsor the British
Dragon Association...

...and wish those competing
this year, the very best of luck.



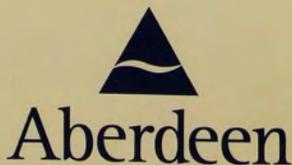
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*As at 30th October, 2008



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FRONT COVER PHOTO by Fiona Brown

Basilisk takes off at the 2008 Edinburgh Cup



DRAGON SCENES FROM 2008



BRITISH DRAGON ASSOCIATION

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DRAGON NEWS 2009

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According to the Met Office, the summer of 2008 was 0.4 degrees Centigrade above the long-term average between 1971 and 2001. Unfortunately I find that hard to believe because I have sailed pretty solidly over that time period and I'm not sure I can remember such a cold, wet summer. Actually, they do agree with me about how wet the summer was. All in all the inclement weather meant that the BDA events this year were quite a challenge.

The first event I attended was the Burnham Easter Regatta, which is normally a nice gentle work out at the beginning of the season. Admittedly it was the earliest Easter since 1913, but this year we had one day blown off and two days sailing in blizzard conditions. The snow made tacking a particular pleasure, as Dragon mainsails are a perfect shape for capturing maximum amount of snow, which can then be deposited on your head.

Next was the East Coast Championship in Lowestoft. I like going to Lowestoft because of the welcoming atmosphere; and the sailing can be very cerebral. Potentially the least favoured wind direction is a strong north-easterly, and, you've guessed it, they were the conditions we experienced. Sadly we only had one day's racing, and packed up our

boats in pouring rain and a gale.

Surely Plymouth must be some improvement, as it is in July! Sadly not, and I had that now familiar experience of watching squalls approach, followed by a momentary white-knuckle ride on the plane (actually I enjoyed the planing but Dragons aren't supposed to go that fast, surely).

Enough of 2008, let's now look forward to 2009. I can see a balmy weekend of sea breezes at the Burnham East Coasts over Whitsun Weekend. Shorts and Tee shirts will be the required equipage in Falmouth during the Edinburgh Cup. Gentle south-westerly winds, with Pimms on the lawn, will characterise the South Coasts in Cowes. Or, as my old boss used say, "The Pigs are all revved up and ready to take off".

So far 2009 has been kind to the Dragon Class. First, not only have Aberdeen Asset Management agreed to sponsor the BDA for the next three years, but they are also the major sponsors for the South West Championship and Edinburgh Cup in Falmouth. As we all know the economic climate has taken a turn for the worse over the last twelve months so this is a major commitment by Aberdeen. If you wish to see how committed Aberdeen is to Dragon sailing, then just visit their offices in Bow Churchyard, off Cheapside, and view the picture in reception. We all owe a big thank-you to Patrick Gifford, who was pivotal in sealing this sponsorship deal.

Some of you may remember the days when there was a big Dragon fleet in Abersoch. Sadly the fleet declined and was officially declared dead at the end of '90s. But, from the ashes a Phoenix has risen. I received an email from Rob Riddell, late September, asking about second-hand boats for sale; but the price had to be less than £15,000. Within two weeks I met Rob in Cowes as he embarked on a tour of the country, scouting for suitable candidates. The Abersoch fleet now consists of six boats, the momentum is building and Rob is looking to have twelve boats by the end of the season. This is marvellous news and I look forward to a trip to the South Caernarvon YC in the spring.

This year we plan to do some advertising in the press to try and raise the profile of the class. There will also be a Dragon at the RYA Volvo Dinghy show at Alexandra Palace. This is a relatively cheap way to remind people that there is a class where competitive racing can be obtained, in a beautiful boat, which has a track record and longevity. I must thank Tim and Kay, at Petticrows, for their full support of the Dinghy Show event.

That's enough from me. Have a great 2009 and I look forward to seeing as many of you as possible, at Dragon events, throughout the year.

Owen Pay

The reception area at Aberdeen Asset Management's office.



BDA COMMITTEE CONTACTS

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SOUTH COAST CHAMPIONSHIP 2008



Report and photos by Fiona Brown

Despite some wet and windy conditions, 21 Dragon crews from the UK, France, the USA and Ireland enjoyed three days of incredibly close racing at the Dragon South Coast Championship, hosted by the Royal Western Yacht Club, Plymouth, Devon, from July 6th to 8th 2008. Although winds at times gusted to over 30 knots and the race committee were forced to put on courses inside the breakwater for two of the three days, all five of the scheduled races were completed and the fleet enjoyed a spectacular, challenging and extremely closely fought regatta.

Racing was so close that there were four different winning boats over the five races and the championship was only decided in the closing moments of the last race. Ultimately, IDA Chairman Rob Campbell from Burnham-on-Crouch, crewed by Mark Ellis and Matt Walker, the only team to win two races, took the regatta by just two points from Len Jones of the Medway, crewed by Henry Bagnall and Jamie Lea. Third place went to Louis Urvois of France with Eric Williams from the Solent in fourth.

"It's the first time I've raced in Plymouth and after two days racing inside the breakwater it was wonderful to get outside today as the sea conditions were so different making for some great sailing. The competition for the South Coast Championship has been excellent and Plymouth's flexible

race area and steady winds have made it a great event," commented the victorious Rob Campbell after racing.

The regatta opened with winds gusting over 30 knots and regular heavy rain squalls, but despite this the race committee was able to complete three good races on the first day. Nicky Wilton summed up the conditions perfectly saying, "Wet and tough. The water was coming at us from both above and below and it's a testament to the quality of the boats and the sailors that despite the extreme conditions there was only minor gear failure and everyone completed the racing safely."

Day two was a little lighter but with gusts still well into the 20s and big seas beyond the breakwater, the committee wisely kept the boats inside where they completed two more races.

Going into the final day and with just one more race to sail, three boats were still firmly in contention. Campbell led by three points from Jones in second on six points, with Williams third on

nine points. Conditions were particularly tricky as the fleet sailed outside the breakwater for the first time in 15-22 knots and with large swell left over after the gales. At the end of the second beat things looked good for Jones as he led, with Campbell down in ninth and Williams fourth. On the second run Campbell stormed through, surfing fast on the big waves, pulling up into fifth and back into the lead. For Jones things went from bad to worse as France's Louis Urvois, who had been pushing him hard all the way round the course, snatched the lead on the final lap. As the boats crossed the line it was Urvois first, Jones second, Tim Tavinor of Petticrows, third, Williams fourth and Campbell fifth, giving Campbell his overall victory.

Alongside the overall competition there has also been a fierce battle for the Classics Trophy, which is open to wooden boats built prior to 1972. Again the result was only decided in the last race with David Jephcott sailing the beautiful varnished *Moonbeam* taking victory from Matthew Ratsey in *Blue Skies*, with David Dale and *Inge* in third place.

Overall Results: 1st *Quicksilver III*, Rob Campbell, 2nd *Rumours*, Len Jones, 3rd *Ar Youleg II*, Louis Urvois, 4th *Ecstatic*, Eric Williams, 5th *Bliff*, Thomas Wilton/Tim Tavinor, 6th *Hand of Fortune*, Mike Holmes, 7th *Basilisk*, Alan Kraling, 8th *Clairvoyant*, Ted Sawyer, 9th *Norbert*, Chris Brittain, 10th *Njord*, Owen Pay.



EDINBURGH CUP 2008

report and
photos by
Fiona Brown



Seabird, sailed by Don O'Donoghue, was the overall winner

Hosted by the Royal Western Yacht Club, Plymouth, from July 9th to 12th, and sponsored by Frank Knight, the 2008 Edinburgh Cup attracted 23 boats from the UK, Ireland, France and the USA.

Day one opened with a gale and it rapidly became clear that there was no hope of racing. A prompt call by the race committee allowed everyone an opportunity to explore the delights of Plymouth and the surrounding area.

Day two dawned windy but sailable and the crews were raring to go. Unfortunately the Navy had other ideas and all boat movements in the area were stopped for a couple of hours to allow a Trident nuclear submarine to leave harbour. Thankfully PRO Mike Pearson had instructed all boats to leave the harbour and wait in the race area prior to the sub's departure and as soon as they received the all clear he got racing underway immediately in 17-20 knots from the south-south-west.

Dubliner Don O'Donoghue won both of the opening races. Equally consistent but not quite able to best the Irish was Louis Urvois of France, who finished second in both races; and Tim Tavinor, helming for Thomas and Nicky Wilton, took third in both races. Unsurprisingly they finished the day in first, second and third overall

respectively. For IDA Chairman Rob Campbell it was a moderate first day, scoring fifth and seventh to take fifth overall. Eric Williams traded places with Campbell scoring seventh in race one and fifth in race two putting him fourth overall on count back.

Day three proved to be somewhat controversial. Although races three through five were sailed, race five had to be abandoned. The boats had just started the final leg of race five and were heading across the western entrance to Plymouth Harbour. Unfortunately the Navy decided to move a submarine through the entrance at the same time and prevented the boats from continuing to the finish line. An emergency attempt to 'shorten' was made. However, back ashore it was established that this did not comply with the rules and the race had to be abandoned.

The two races that were correctly completed brought some serious snakes and ladders on both the race course and the overall scoreboard. Overall O'Donoghue continued to lead with his two fourth places giving him ten points overall. Urvois held onto second with a sixth and fifth to count 15 points. Most consistent performer of the day was Gavia Wilkinson-Cox, who scored two third places, leaping up the board

from eighth to third.

75-year-old Edward Sawyer from the USA found much better form in the lighter airs finishing seventh in race three and winning race four to take fourth overall. On equal points with Sawyer, but lying in fifth on count-back was Williams. The day's other race winner was Len Jones, who led race three from start to finish, came sixth in race four and claimed sixth overall.

The final day brought two thrilling final races plus the crews' race sailed in a shifty 6-15 knots and the flattest seas of the week. Jones won race five convincingly from Mike Hayles. O'Donoghue took third to consolidate his overall lead with Wilkinson-Cox fourth and Williams fifth. Urvois scored his worst result of the regatta with a 14th.

As the boats lined up for the final race O'Donoghue counted nine points overall, Wilkinson-Cox 14, Urvois 15, Jones 17 and Williams 18. Off the line O'Donoghue, Urvois, Wilkinson-Cox and Jones all looked sweet at the committee boat end with O'Donoghue furthest left of all. Behind them Chris Hunt crossed the line a few seconds late then immediately tacked off to the right-hand corner.

At the front of the pack O'Donoghue and Wilkinson-Cox were going at it

hammer and tongs with O'Donoghue just maintaining control. As they approached the first mark all eyes were on this pair, but suddenly out of right field came Hunt whose flyer had given him a lead the length of the spreader leg. Behind him O'Donoghue headed Wilkinson-Cox with Sawyer fourth, Jonathan Hughes fifth and Urvois sixth. Jones meanwhile was buried down in tenth, with Williams twelfth.

On the first run the top group held position and closed on Hunt while Jones pulled up to ninth and Williams to tenth. On the second beat O'Donoghue went left while Wilkinson-Cox and Hunt went right. Although right had paid on the first beat the same trick didn't work this time and by the second weather mark it was all change with O'Donoghue now leading. Hughes had sailed a blinder to pull up from fifth to second while Hunt rounded third. Owen Pay came from seventh to fourth with Wilkinson-Cox now fifth, Urvois holding sixth and Jones pulling up to eighth.

From here on in O'Donoghue took control like a true champion, but battle was raging between Jones, Wilkinson-Cox and Urvois for second overall. At the final leeward mark Jones lay fifth, Wilkinson-Cox sixth and Urvois seventh. Desperately needing to get



Day 2 – *Basilisk* ready for take off



Day 3 start – GBR 734 *Biff*, 684 *Hand of Fortune*, FRA 365 *Ar Youleg II*, and IRL 204 *Seabird*

some boats between him and the other two Jones tacked away, but it was to be a disastrous move leaving Wilkinson-Cox and Urvois to fight it out.

Gavia Wilkinson-Cox takes up the story. "Coming round the last leeward mark our main focus was on Louis. We knew we had to beat him to take second place. We held him behind us until the last third of the beat when we were getting knocked on starboard, he tacked back towards us on port, but would not have cleared us. However, we needed to get back to the right so we lee bowed him, he tacked off, got lifted and came back in ahead of us as we closed the line and it was all over. Don and Louis are both fantastic competitors and I am really chuffed to have been sailing so closely with them throughout the regatta. I'm thrilled to be third and even more thrilled to be the first British boat."

Once the championship racing was concluded the crews were handed the helm for the Crews Race which zig zagged back across the harbour to finish on the club line. Victory went to Rory Patton, helming Eric William's *Ecstatic*.

At the prize giving Ireland's Don O'Donoghue, Brian Matthews and Mark Pettitt sailing *Seabird* proudly received the historic Edinburgh Cup. Second place overall went to Louis Urvois of France, crewed by Gwen Chapalain and Eric Drouglazet, sailing *Ar Youleg II* and in third was Gavia Wilkinson-Cox

from Cowes crewed by Mark Hart and John Mortimer aboard *Jerboa*.

A delighted Don O'Donoghue commented, "It feels great. It's a fantastic and historic trophy to win. This is my first Edinburgh Cup and I've thoroughly enjoyed it. You need luck, and I've got very good racing sailors on board with me, Mark and Brian. I'd like to thank the Race Officer Mike Pearson and his race committee: the courses that they set were very good and we've had extremely fair sailing. I'd also like to thank the protest committee and all the volunteer club members who've work so hard for the regatta. And last but by no means least, Owen Pay and the BDA committee for all their work in laying on such a great event."

The BDA would like to thank the Royal Western Yacht Club, Steve Proctor and the protest committee, event sponsor Knight Frank, supporting sponsors Aberdeen Asset Management, Petticrows and Pantaenius, and official supplier Marlin RIBs, without whose generous support such events would not be possible.

Overall Results: 1st *Seabird*, Don O'Donoghue, 2nd *Ar Youleg II*, Louis Urvois, 3rd *Jerboa*, Gavia Wilkinson-Cox, 4th *Rumours*, Len Jones, 5th *Clairvoyant*, Edward Sawyer, 6th *Ecstatic*, Eric Williams, 7th *Hand of Fortune*, Mike Holmes, 8th *Biff*, Thomas Wilton/Tim Tavinor, 9th *Quicksilver III*, Rob Campbell, 10th *Njord*, Owen Pay.



Second-placed Louis Urvois of France, sailing *Ar Youleg II*







FALMOUTH 2009

A preview of the Edinburgh Cup – your class championship

In 2009 the Edinburgh Cup will be held at Falmouth from July 8th to 11th. In addition there will be a South West Championship from July 5th to 7th to provide the opportunity for warming-up prior to the real thing. Both events have been generously sponsored by Aberdeen Asset Management.



This is your Class Championship. It is the opportunity for the class to get together and compete for the Edinburgh Cup, one of the longest standing championship trophies in the country. There have been multiple winners such as Tony O'Gorman and Rory Bowman as well as Olympic medallists in Poul-Richard Hoj-Jensen, Glen Foster and Martin Parry; and there is real prestige and history associated with this trophy. We are using the sponsorship money to make this a really attractive pair of events. Those of you who don't come will miss out!

Falmouth is one of the major yachting centres in the South West. It provides excellent championship courses both

outside and, if weather makes it necessary, inside the harbour. There have already been two Edinburgh Cups and a Gold Cup held there, all of which provided excellent racing with a strong management team in charge.

Falmouth has also become easier to get to. The A30 is now largely dual carriageway. Newquay airport has an expanded range of destinations including Dublin and Cork; and the Roscoff to Plymouth ferry makes access easy for anyone coming from La Baule or Deauville.

For the South West Championship we will be experimenting with a format giving more shorter races with a rapid turn round between races. Those of you who have been to La Baule or Cazaux will be familiar with this. The intention is to determine the popularity of this format and whether we should use it more widely. The format for the Edinburgh Cup remains unchanged. Both events will have prizes for the top

'Corinthian' boat, as well as prizes for the best older boats whether wooden or glassfibre. Together with daily prizes, there is plenty of opportunity to take something home from the events.

On the social side we are planning a



dinner at Trebah Gardens on the Helford River, arriving by boat and with drinks on the beach before dinner. There will also be a reception at the National Maritime Museum, among whose exhibits is *Bluebottle*, which we hope will be able to do a sail past for the dinner.

In addition we are planning an evening sailing of the Falmouth Working Boats, thanks to the invitation of members of the Royal Cornwall Yacht Club. After all this you should return home exhausted and refreshed, with good memories and perhaps ready to go to the South Coasts in Cowes.



GOLD CUP 2008

Noddy Norden, *Danish Blue* crew member, reports from Cascais on Team GBR's silverware, or goldware, raid

The 2008 International Dragon Gold Cup was held in Cascais, Portugal hosted by Club Nautico Cascais between August 29th and September 5th. The entry list of 74 boats from 16 nations contained the usual stars of the Dragon Fleet and World and Olympic sailing. The Gold Cup is arguably the most prestigious event in the Dragon calendar, raced for over six races with no score discarded.

The pre-Gold Cup event was held in the fantastic race area just outside the marina with the strong wind and large Atlantic swell conditions typical to Cascais. These typical conditions did not carry through to the Gold Cup which proved testing for the entire fleet.

Racing mostly in sunshine and 8-12 knot breezes, the race management team provided excellent racing over 12 mile windward/ leeward courses. Each day the wind direction or race area was different, forcing crews to read the course and conditions rather than rely on tried and tested local knowledge.

The series proved dramatic from the beginning with the current World Champions (Muller/Hoesch/Scheibmar) leading pretty much from start to finish only to find that they had fallen foul of the black flag start and were disqualified from the three-hour race.

As the series progressed there were

daily surprises on the results list as many professional crews, multiple Gold Cup winners and pre-race favourites struggled. Meanwhile *Quicksilver III* was finding her way around the race course and consistently sitting in the top four of the leader board and counting a third place in race three. *Danish Blue* was keeping in touch, as was *Jerboa*.

Going into the last race *Danish Blue* held a two point lead over a consistent *Mar* (POR 42) followed by *Quicksilver III* in third. With the breeze now at 18 knots there were many boats in contention. For *Danish Blue* things were a little ragged on the first upwind leg, losing places on the inside of the course and accepting a two-turn penalty at the first mark rounding. *Quicksilver III* and *Jerboa* were ahead and looked to be battling with three Ukrainian boats for the top race positions and possibly Gold Cup victory.

Danish Blue moved up the fleet and closed in on *Quicksilver III* but the threat from *Jerboa* in third was still present. Realising they needed to pull something out of the bag, *Quicksilver III* went hard right on the final beat to the finish. *Danish Blue* opted to do battle on the left-hand-side chasing down *Jerboa*. No one really knew how

Quicksilver III was doing; they were so far to the right one wondered if the tiller was stuck.

Coming into the finish *Jerboa* was passed twice to take fifth while *Danish Blue* overtook boats including *Quicksilver*. A ninth place finish from *Danish Blue* was enough to win the Gold Cup by four points from *Jerboa* and 9.7 from *Quicksilver*. The winning 95 points would not have got *Danish Blue* into the top 20 in the 2003 Gold Cup!

The icing on the cake was the fact that the unprecedented achievement of GBR boats being placed first, second, and third place overall means that team GBR also returned with The Nations Cup – presented to the country with the best overall score from their three top placed boats; and 1, 2, 3 is pretty difficult to beat.

Special mention should be made for Mark Hart and Ed Streeter; both of whom were crewing on *Mar* (POR 42) for Manuel Champalimaud. These guys were lying second going into the last race. Unfortunately this was their worst result and they ended up in sixth; but still an amazing achievement from this 66 per cent British team.

***Jerboa*, seen here at the Edinburgh Cup, was second overall – photo Fiona Brown**





45 Years On...

Patrick Gifford looks back at 45 Years of Dragon Regattas

It seems absurd to be writing this article, but I have doubts about how many events I will be going to in five years time when 50 would be a rounder number. I must either have begun Dragon sailing very young or be even older than my joints sometimes feel after a hard race.

At any rate, the first Dragon event I remember going to away from Aldeburgh was Burnham Week in 1962. I crewed for Jack Comins, who appeared to have named the Dragon *Ula* after his car number plate. We began with a bang and a three-way collision near the Outer Crouch mark in a Force 8. Pat Dyas won all the races ridiculously easily in the new *Jerboa*, K374, which I still think was one of the fastest Dragons built.

After that I crewed for a while, most memorably in *Meltemi* for Bobby Pegna at the KDY centenary regatta at Skovshoved in 1966. There were, from memory, 120 Dragons there, as well as a great number of other classes the length of the Oresund. Mostly it blew. We weren't very fast but it was the biggest gathering of the legends of the class that has ever taken place.

It also showed me two things. The first was how a thorough rethinking of the layout, as shown in Lowell North's *Aphrodite*, could really change the way

to think about a Dragon. The second was how much damage you could do in a collision. The American boat *Williwaw*, helmed by Buddy Friedrichs, who won the 1968 Gold Medal in her, was surfed into just forward of the mast. This opened her up like a can from the bow back to the mast on both sides as well as making a very large hole. Very striking. I didn't, and still don't, understand why she didn't sink

This opened her up like a can, from the bow back to the mast on both sides

given it was blowing hard at the time.

Since then I became a helmsman and became increasingly peripatetic. Our first real foray into the truly international was another Gold Cup in 1984 at Skovshoved. We went there with *Polly*, a 1966 Borresen boat, which was wooden and by then in her nineteenth season. We ultimately finished twelfth. The most striking moment came in the practice race

when we sailed most of the first beat in company with a Dane, D237, going as fast as him most of the time. We didn't know him, but he turned out to be Valdemar Bandolowski, who won the Gold Cup. We had arrived.

Most of the events that we have been to since then have obviously been in Western Europe. However, the furthest west has been Martinique, the furthest south Hobart, north Hanko in Finland, though Marstrand in December seemed to be in the Arctic Circle, and east (in Europe) Estonia. There have been many memorable occasions. The best was finishing third in the Gold Cup in Dublin with Mary and Mike Hayles. We were easily the best genuinely amateur boat and really irritated the Australians by having a female crew. They finished fourth. Other moments have been race wins in the Gold Cup, the Worlds and the English Speaking Union Trophy (what happened to it? It was huge). It was particularly pleasant to lead Poul-Richard all the way round the course in a Gold Cup race in Torquay and then retire to the Carved Angel in Dartmouth, which we had presciently booked for dinner beforehand. Unfortunately Poul-Richard has very deservedly had by far the advantage over us over the years.

The most regular crew have been

Mary, Mike Hayles and Michael Gifford, though many others have come with us at various times. Some, such as James Mehew, have even gone on to buy their own Dragon. They have all shown considerable loyalty to an often over-tense, and therefore difficult helmsman.

The venues have ranged from the very cold (Marstrand in December and Lowestoft and Levington in May) to the hot (Hobart, Martinique and Marstrand in July). They have also been very fair, as at Hanko for the 2007 Europeans, or fascinatingly difficult as at Hobart for the Worlds in 2003. Is it a good idea to park a 4,000 foot high mountain just to windward of the racecourse? We have seen hurricanes and tornados as at Enkhuizen, flat calms and rain as at Thun, windbends at Attersee and Thun and the most unexpected 50knot gale at Hobart. Sybaritic pleasure was high at Attersee where the Union Yacht Club runs a subversive week-long tab system. Dublin and Denmark also hold many particularly pleasant memories, though some have been blurred at the time.

So what has changed? The boats are the most obvious. GRP has replaced wood, despite a revival in the form of cold-moulded boats. The speed of the hulls didn't change, so the real effect was on cost and consistency of hulls.



(above and left) Lively conditions at the World Championship in Hobart 2003

However, the changes in the rig and fittings have been much more significant. I believe that the wooden masts de-powered the rig, however much one tried to prevent this. As a

result weight didn't seem to be so important. They also tended to break at the main spreader, something one never sees now. Metal masts have made for a much more powerful rig and the ability to put much greater loads on them, especially with the runners. Everything has become more sophisticated, much to the joy of some, not all, of my crew. You can now adjust everything. The only problem is that you may not know what to do. In the 1960s there was much less to play with and what there was was hard to adjust.

Other changes: I have owned three really aged lorries in the past to move Dragons around. I really don't want to do so again. I am really grateful to Harbeck, Kufer, RM et al for making life easier. I only hope that regulation doesn't take us back to the past. We have mostly got richer over the last forty five years though we may currently be reversing the trend. Gone are the days of sleeping in the Dragon on the lorry in transit, or on the spinnakers. I think I will leave that to others if it threatens to reappear.

The Dragon has been kind to me. As for many, the combination of appearance, internationalism and the ability to test oneself against the best has been compelling. We need to make sure that these qualities are not lost.

COWES WEEK 2008

COWES WEEK is a not to be missed experience for the competitive social sailor, and the competitively social sailor.

If there was a gremlin, looking to progress to devil status through torturing Dragon sailor souls, Cowes Week would be an award winning project. For an astounding eight days, participants (at their own time and expense) keep the pleasure pain continuum finely balanced.

My first Cowes Week was in 1979 and I slept in a friend's garden shed. This was the first year that they put up a beer tent in the Marina and it was used by the Kiwi Admiral's Cup Team for practising the Haka.

Having survived 15 of these trials over the last 30 years, I would like say I can remember every mark rounding of every race of every regatta with clarity. Unfortunately this is not the case. Looking through the results for 2008, the ghost of 'Cowes Weeks Past' throw a long murky shadow. Perhaps it's my

Owen Pay explains how he survived

age but a detailed report of Cowes Week 2008 is clearly impossible. So with the help of www.cowesweek.co.uk and interventions from Mrs Pay (known in some circles as the 'Real Chairman') here is one dedicated Dragon sailor's account of the sailing and social marathon that makes Cowes Week an unmissable experience.

The Weather... and the racing

Packed into an intense week, the weather played its part in 2008. From a Force 2 with shorts, through to a Force 8 with torrential rain, and all other possible conditions in between, all sailing outfit combinations were required. Mrs Pay thinks most of mine have been kept in the same garden shed for the last 29 years, and periodically holds burials at sea and sacrificial burnings, in case I try to retrieve perfectly functional gear that she has ordained 'past it'.

The race committee gave us, and the other fleets, a good mix of beating

starts, normally to the West and 'Along The Green', and running/reaching starts normally to the East. The team of race officers from the Squadron platform do a fantastic job starting over 40 fleets at five minute intervals from two lines. The inner line, used by the dayboats, runs from the Royal Yacht Squadron inner distance buoy to Alpha or Beta Buoy. The outer line, used by IRC type classes, runs from Alpha/Beta to a committee boat moored across the channel. The tidily dressed employees of the Squadron man the brass cannons on the walkway in front of the Platform and set charge after charge going to signal the start of every race, while chatting with the crowds who gather to watch.

Sailing west along The Green is a game of Dragon Dare with tide cheating, short sharp tacks into the shore, and out again, dodging the rock formations below the surface. It's a challenging start to the race which can make your middle and foredeck tired



Cowes Week start 2008 from Pay-on-Sea

and irritable within the first 30 minutes – with a further three hours to go. Even the most experienced Solent Dragon sailors have lost gelcoat and tears on those rocks, as Chris Brittain illustrated in *Norbert* this year, and Eric Williams showed in *Ecstatic* in 2007.

We rented a flat on the front in 2008 (known as Pay-on-Sea), and I have spent many hours staring at the rocks at low tide, to gain strategic advantage and know exactly when to call for water and force the fleet around. Mrs Pay maintains that by far the most entertaining part of Cowes Week, and a great start to each day is to watch the Laser SB3 race from our lawn, at least five of them usually hit the rocks before they have even started.

With three years sailing in the Solent under our belts, the strategic knowledge of the west coast shore, the tides, and most of the buoy names and positions, a new genoa and *Njord* at 11 years old going like a rocket. I was optimistic for a good Cowes Week result. I am 46, not 18, and steer my own boat, so I resolved to drink in moderation, go to bed early, stay focused. We decided to avoid the Club Balls this year, allow ourselves only one night in the Yacht Haven to eat street food, listen to the bands and watch Dave Ross dance.

Well... that lasted until the Sunday night, when the Dragon Cowes Week party kicked off at the Royal Corinthian. What started as a cocktail party, and Mediterranean buffet, quickly gained Dragon pace with an Abba-dominated disco. It is always a bad sign when Mrs Pay's credit card is left behind the bar; and duly the card took a pounding, which still echoed in our heads the following morning.

Nonetheless our first three sailing days left us looking well positioned fifth overall, with a second on Day 1, so I was expressing confidence to the residents of our flat. The Real Chairman raised a particularly cynical eyebrow, as she prepared yet another

extensive three-course packed lunch, but declined to comment.

Our luck changed on the Tuesday when, whilst gybing round West Ryde Middle, a bright yellow Russian catamaran veered through the fleet at 15 knots, neatly avoiding *Aimee* but had nowhere else to go except towards *Njord*. *Njord's* bow pierced through the carbon fibre starboard hull, and out the other side, making an astonishing crackling sound like giant rice crispies. Josy was on the bow at the time, and with great presence of mind ran behind the mast screaming. A horrible silence followed as yellow shrapnel settled around us. After several attempts Mrs Pay managed to kick *Njord's* bow out of their hull. While our hull had a few gelcoat scratches, there would be no more starts for the Russians, as daylight streamed through the Dragon sized hole just above their water line.

We drifted apart, shocked and covered in grey carbon fibre dust, when one of the crew screamed at us "you will pay!". We had visions of the Russian mafia tracking us down to Pay-on-Sea. So, there was nothing for it but a call to the insurance broker, and head for the RCYC for a long lunch to put them off the scent – the rest of the day got quite messy.

On Wednesday, a complete misreading of an old chart took us around the wrong buoy and we threw away a safe third place. After a few growls and stomps followed by a short lecture from Mrs Pay on crew motivation, I gave up my ambition of a podium place, and concentrated on survival.

The Socials

In 2008, there were many many options for post-sailing refreshment. Moving west to east, Shephards Marina is a good party venue, with many Dragons berthed there. The Cowes Yacht Haven beer tent is our preferred meeting spot with Etchell and Dragon alley (where *Njord* is moored) just outside the massive Beer Tent. The

Bailey clan also congregate to celebrate their world domination. Graham spanked the Etchell fleet into submission again this year, his brother Richard was fourth in the Sonars, and of course Julia took home the Dragon honours for the week.

All of the clubs are heaving, particularly the Island, with its smoking BBQ and pitchers of Pimms. Along The Parade the Sail for Gold bar, and Oyster and Champagne bar provide better views of the Solent.

We highly recommend booking tickets to the Royal Corinthian Ball (normally on the Tuesday of Cowes Week) as they always put on a fine do, and their fireworks party is excellent too. If you are well connected enough to get invited to the Royal Yacht Squadron Ball, don't turn it down, as it is quite an experience.

Of course Mrs Pay does like to be social, so supported by Burnham visitors (who know how to run clan gatherings) invited the fleet for a bring your own barbecue at Pay-on-Sea. The flat is in prime position for the Red Arows fly past and fireworks on the Friday night, and it was a fantastic display – great to share it with so many friends.

The harder Dragon teams dispersed to the firework night disco at the Royal Corinthian, or back to the beer tent for a final blow out. We sat in garden chairs with our lap rugs and watched all the spectator boats gradually weave through the moorings and disappear, then crawled to bed.

Saturday - for those still standing

To finish off a gruelling week, the weather on Saturday made the day's race a testament to endurance rather than yottigation or boat handling. Gusting 35 knots at times, the race officers sent us on a final tour of the Western Solent. After eight days of tough racing, many late nights and countless pints of beer, I was relieved to cross the finish line a respectable fifth, taking us sixth overall.

We were delighted to cheer Julia, Steve Richardson, Paulo, and 10 year old Joe (Julia's nephew and 36 kilos of strategic ballast) collect their well deserved first place at the prize giving, and congratulate *Rumours* for their hard fought second.

Cowes Week 2009 will be a different event from 2008, as corporate sponsorship is likely to be reduced, and current economic conditions affecting entries.

Whatever happens, *Njord* will be on the start line at 1110 on Saturday August 1st with catamaran repellent, a new chart and a big packed lunch.



ALDEBURGH WEEK must be one of the more unusual competitive Dragon events in the class calendar. The stretch of water used is about ten miles long and never more than about 200 metres wide. This has the effect of making sure that the competition is intense since it is very hard to get far away from the others. The water is also tidal, has some sharp bends in it and, in consequence significant back eddies. The good news is that there is almost always wind.

The format is for class racing in the morning and handicap racing in the afternoon, with time for a drink and lunch ashore in between. There are over 200 boats taking part in the whole event with much swapping of crew and class between morning and afternoon. It is really quite civilised. In addition the Aldeburgh Yacht Club has a comprehensive entertainment programme, supplemented by the Aldeburgh Carnival on the Monday, when there is no racing.

In 2008 the week took place from Sunday August 17th to Friday August 22nd. There were eleven starters in the Dragon class, a number guaranteed to strike fear into the back end of the Loch Long and Wayfarer classes. These ranged from Rory Bowman, a multiple Edinburgh Cup winner, to Matt Lingley sailing the recently refurbished *Kestrel* (GBR 207). Had a bookmaker been present, the favourites would probably have been Rory Bowman and Rick Gillingham, followed with some uncertainty due to boat swapping by Patrick Gifford in *Basilisk* and Mike Hayles in *Nereid*. There would have been a wide open book in the personal handicap with attractive propositions

being represented both by *Kestrel* and the under-exposed *Apache*, using a handicap from a previous owner.

The start is always important. We all know that. For once Patrick managed to pull off the perfect start in the first race. He tacked at the port end of the biased line almost on the mud, calling those close to him for water and escaped on port tack, never to be headed. It's great when you get away with it but, if as so often, it is misjudged, it is a 'coffin corner' from which you can only exit when everybody else has started. The rest of the race proved that *Basilisk* was still competitive, at least in the river, holding off *Navaho* to the finish.

Monday and Tuesday were both blank days. The first was scheduled because of the Carnival. The second was due to the arrival of a gale.

For the rest of the week Patrick continued to give an exhibition of starting tactics (most unusual and must try to do it elsewhere). However, on Wednesday he ran aground in the lead under no pressure through sheer

inattention. Back to last with Rick Gillingham now comfortably in the lead from Rory, he struggled up to be third only to gain an unexpected, and later very valuable place when Rick went the wrong way round the last mark.

Thursday's race round Havergate Island south of Orford was again led from start to finish by *Basilisk*, though Rory stormed up from miles behind to challenge unsuccessfully for the lead.

On the last day, if Rory won he would win on countback, a situation familiar to Aldeburgh Dragon sailors. *Basilisk* shot off into the lead from Rory and all seemed well for Patrick until the wind stopped and everybody kedged against the tide at the last mark. When the race started again *Basilisk* got away badly but her hopes remained high as Rick sailed into the lead only to go aground. Mike Hayles in *Nereid* then defended Patrick's position, fortunately to the end, but only by two feet from Rory.

So *Basilisk* proved that an old boat can still win, and that a crew of two good dinghy sailors in Ben and Louis McVeigh can pick up Dragon sailing very quickly. In the 'coloured' boat contest (*Basilisk* is an honorary white boat!) Jonathan Hunt finished ahead of Rufus Gilday.

In the personal handicap Tom Gibbon turned out to be a ringer for Jonathan Christie and won easily. As I have said elsewhere more lead will be put into his saddle for next year.

It is a shame that Aldeburgh Week remains virtually undiscovered by visitors. It is great entertainment and very intense. What is more you don't get wet, unless you go aground, and the parties are fun. We look forward to seeing more of you in 2009.

Overall Results: *Basilisk* (Patrick Gifford) 4pts, *Yeah Baby* (Rory Bowman) 5pts, *Nereid* (Mike Hayles) 8pts, *Navaho* (Rick Gillingham) 8pts.

(above and below) The Chairman of the Technical Committee at play during Aldeburgh Week 2008.



BURNHAM WEEK 2008

A multi-class regatta has been held at Burnham-on-Crouch on the East Coast in Essex since 1893. In its heyday, it was second only to Cowes in popularity and up until the mid-1980s enjoyed over 400 entries. Organising racing on the River Crouch with so many entries must have been a nightmare for the race committee but racers in those days probably had more tolerance, and in any event the racing was only an excuse for serious partying in the four yacht clubs and numerous pubs in the small town.

Nowadays the regatta had lost some of its popularity – many of the racing fraternity have moved on elsewhere as new racing classes have developed and the event list expanded dramatically. Burnham is well suited to spinnaker rigs, enabling sailors to crawl along the shallows to cheat the tide rather than all that gybing of asymmetrical rigged yachts. So our Dragons are superb for the narrow tidal waters and swatchways of the East Coast and the class remains popular in Burnham as well as the Medway and Aldeburgh. Burnham has always been a centre for the class and is home to Petticrows the Dragon builder.

This year 13 local Dragons supported the regatta – a reasonable turnout of the Burnham fleet but disappointing

that no visitors could make it. For some years now the Week at the end of August has clashed with a major Dragon regatta – this year the Gold Cup. However, not everybody travels so it's good for the class that local regattas can lay on exciting racing for our fleets. In these days of economic hiatus perhaps more owners will consider these local regattas. Higher levels of participation may well attract new teams into the class – we certainly have seen new joiners into the Burnham fleet because we offer well organised racing and social programmes.

The Burnham Week programme is split to encourage participation at weekends as well as for the week. In 2008 local resident expert Poul Hoj Jensen won the three-race

weekend series in *Danish Blue*, with Mark and Mandy Wade in *Avalanche* picking up second. The overall series was won by Martin Makey (with a different crew every day) in *Ganador*, closely followed by Clive Morgan in *Amok* and Martyn Fogg in *Hat Trick*. The prestigious Daily Telegraph Cup for the final Saturday sailed in windy conditions was won by class captain Mike Holmes in *Hand of Fortune*. It was a fun week, blessed by fine weather (we always get that for Burnham Week) and lively socials.

In 2009 the Burnham Fleet hosts the Dragon East Coast Championship over the Spring Bank holiday at the Royal Corinthian Yacht Club and Burnham Week will again be held during the last week of August. Come and join us.

Martin Makey

Burnham Week photos by Rod Tinsley



Ganador in action out near the Buxey



Royal Corinthian Yacht Club



Int. Dragon East Coast Championship

Royal Corinthian Yacht Club, Burnham-on-Crouch
May 23rd—25th 2009

ENTRY FORM

(Closing date for entries 9th May 2009)

The 2009 East Coast Championship Trophy Entry fee £95

Owner
Address
Telephone
Mobile
Email
Club
Crew 1
Crew 2
Crew 3

The Notice of Race and full entry form for the East Coast Championship are available either on the British Dragon Association: www.britishdragons.org or the Royal Corinthian Yacht Club (Burnham) web sites: www.royalcorinthian.co.uk

I agree to be bound by the terms of the Notice of Race and any other rules that govern this event. In particular, I have read items 20 and 21 of the Notice of Race and confirm that I agree to their provisions and that my boat will conform to their requirements throughout the event.

Signed.....

Dated.....

Please send the completed Entry Form with a cheque made payable to The Royal Corinthian Yacht Club, The Quay, Burnham-on-Crouch, Essex, CM0 8AX.
or Make payment by debiting credit/debit card:

Name on Card.....Card No:.....

Expiry Date:Verification Code:.....

Cardholder Signature:.....

 **Aberdeen**
EQUITIES | FIXED INCOME | PROPERTY

ALDEBURGH

THE ALDEBURGH fleet has been growing in size. We have been joined by *Kestrel* (GBR 207), sailed by Matt Lingley, a student at Southampton and part-time worker at the Aldeburgh Boatyard; and the revitalised *Apache*, sailed by Tom Gibbon and Peter Cazalet with enthusiastic support from their children who show signs of wanting to push their parents off the boat. A similar situation may be developing aboard *Navaho* in the Gillingham family and to some extent exists on *Basilisk* in the Gifford/Hayles fleet. Who knows what this may mean in the Bowman family? All this augurs well for the long term, so long as student aspiration can be supported by future net worth. Sadly, however, *Pongo* is for sale as Dusty Hughes has found that scriptwriting to deadlines and Dragon sailing aren't easily compatible.

Club racing in 2008 followed the now-established pattern of set weekends of commitment and otherwise club handicap racing. *Basilisk*, the stay-at-home boat for Patrick Gifford and Mike Hayles, and *Navaho* were the most committed participants but both found it difficult to save their time on personal handicap. Presumably either the 'coloured' boats are getting better or the leaders are getting slower. Perhaps the answer is a re-spray as undergone by *Orion* and *Apache*, though neither *Panther* in Jonathan Hunt's experienced hands, nor *Kestrel* needed one. At any rate the end result was that *Navaho* won the season's points on the water and *Kestrel* won on handicap. Rory Bowman's only appearances in club racing were a win in the Margaret Roney trophy, sailed on a course round Havergate Island and first Dragon in the Championship of the Alde on the same course.

Regatta Week produced some very tight racing. Patrick Gifford sailed *Basilisk* and Mike Hayles put *Nereid* in the water, leading to a little bit of intra-partnership rivalry. For once Patrick's starting proved hot and he put together the most consistent week to win by one point from Rory with two firsts and a second to count. In reality he won by the three feet by which Mike held Rory off in the last race after Patrick's lead had disappeared in a windless patch. Otherwise

it would have been a tie on points and Rory would have won on countback. The racing was always close and tense as is inevitable in the confined but fascinating space of the Alde estuary. On handicap things were different. The unexposed *Apache*, running off a handicap from two years earlier, with a new jockey in Tom Gibbon proved unbeatable. More lead in the saddle is needed.

The only boats to venture away from home were *Nereid* and *Basilisk*. *Nereid* in fact has taken to behaving like an English milord of the Somerset Maugham era and spending her winters in the South of France with Mike Hayles in command. A similar campaign is already underway this autumn and winter. Patrick also hi-jacked *Nereid* over to Cazaux for the oysters and claret as well as the French Championship, in which he actually managed to win one of the races. In between these sojourns in the fleshpots, she also took part in racing in the less balmy waters of Lowestoft (excellent surfing on square waves), La Baule (very chic Paris by the sea), Plymouth (more waves) and Oslo (long tows and good parties). *Basilisk* was allowed away from home for La Baule and Plymouth. She proved that old age can't keep a good boat down, finishing eleventh at La Baule and proving very competitive in the hands of Alan Krailing, supported by Michael Gifford's Dragon experience at Plymouth until the mast gave way. She has now been given a newer trailer as a present so that she can do the same next year.

The Aldeburgh fleet remains a haven for amateurs, away from the rat race and expense of increasing professional participation. We can probably provide the cheapest Dragon racing in the country together with very high-quality competition in the fleet. Where else can you race side by side for 15 miles against someone who has won the Edinburgh Cup 6 1/2 times? What is more, unlike some other places, you don't often get water thrown over you, which is a Dragon's party trick in the sea. In fact having to jump off and push is a much greater risk for getting wet. We hope to continue to grow and look forward to welcoming both visitors and new members of the fleet.

Patrick Gifford

BURNHAM

THE HIGHLIGHT of this year, or for that matter any year that I can remember, must be the results of the Dragon Gold Cup held in Cascais, Portugal, where the top three places were taken by Royal Corinthian members. I am cheating a little including Gavia Wilkinson-Cox with her second place from the Cowes branch. Poul Hoj-Jensen with 'Noddy' Andrew Norden crewing won, perhaps not such an unusual event, but with such a large number in the fleet and many with Olympic medalists or professionals on board it was still a great performance. This makes the third place achieved by Robert Campbell, completing with a 100 per cent amateur crew of Jonathan Hill and Matt Walker in *Quicksilver III* all the more outstanding.

Back on the river, with Easter so early, 15 boats including two visitors should be applauded as a very good turnout. The fleet suffered from some pretty appalling weather with one race actually sailed in a blizzard from start to finish. Therefore it was quite an achievement to complete five of the six scheduled races. The winner was Robert Campbell helming *Quicksilver III* with Matt Walker and Homfray Vines crewing; *Spindrift*, Gary Harrison, Tom Harrison and Simon Cash were runners up.

The season points were spread evenly among the fleet. The Spring Saturday Points went to *Quicksilver III*; Spring Sunday Points went to *Hand Of Fortune*, Mike Holmes, Alex Burnett and Paul Springett; Karl Marx (May Bank Holiday weekend) *Flame Again*, David Hall; Nada Trophy (Spring Bank Holiday weekend) *Hat Trick* Martyn Fogg; Saturday Seasons points again, *Hat Trick* Martyn Fogg; and the Sunday Seasons points *Quicksilver III*, Robert Campbell. Robert went on to win the Carlton Platter for races sailed in September. *Scorpio* with Ian Gray, Keith Gray and Rene Nel won the Petticrow Trophy for October races. *Scorpio* also won the Candle Sticks Trophy, which is for Sundays during October and November, when they were joined by Nigel Cole in Keith's absence, while he was recovering from surgery. Lastly *Avalanche*, with Mark and Mandy Wade plus John Davies, won the News Trophy for Saturday racing during October and November.

The fleet regularly run Mini Series days, which consist of four back to back, windward/leeward races of approximately 45 minutes. These were four hotly contested events, which as ever resulted in some exciting racing. *Quicksilver III* was eventually the overall winner of the series, but she certainly did not have it all her own way. Many thanks have to go to Edwin Buckley and his team, who lends his boat and acts as race officer. I think the fleet would like this type of racing every weekend if it were feasible.

Five Box leagues were also contested for during the year, mini leagues sailed over two weekends, i.e. four races, with many cases of wine distributed to the winners. You can understand why these events go down well with the fleet.

Burnham Week provided us with some consistent good weather, for the first time in 2008, and the weekends were well contested; if the numbers did drift away



during the week. The first Bank Holiday weekend trophy was won by *Danish Blue*, Poul Hoj-Jensen; the mid-week points and the weeks points winner was *Ganador*, Martin Makey; and the last Saturday race for the Daily Telegraph trophy was won by *Hand of Fortune*.

Here I would like to welcome a new boat to the class – *Page Boy*, recently purchased by Clive and Graham Page. I wish them all the best with the new boat and hope that they enjoy their sailing on the river.

On the social scene the most important event in our calendar, the Dragon Class dinner was held on November 22nd. Ninety people sat down to dinner and representatives from the first three boats at the Gold Cup honoured us with their presence. Noddy showed off the Gold Cup Trophy, Gavia Wilkinson-Cox the Nations Trophy (the trophy for the best performing nation at the Gold Cup), and Robert Campbell, Jonathan Hill and Matt Walker all stood up to take our applause. Teresa Wade and Tim Wilks (*Valanga*) last year's winner of the Clanger Trophy reflected on past winners of the trophy and the faux pas they had made to win the Clanger Bell, before finally presenting it to Tim Tavinor for a number of exploits during the year, not least falling out of his boat at the East Coast Championship.

Mixing racing with pleasure we held a very successful pub race, a conventional race but instead of finishing at the club, Edwin Buckley finished us in Paglesham Reach. Then dropping anchors we were ferried ashore to have lunch in the Plough & Sail and enjoyed very good food with excellent company.

The summer party was held this year at the Tavinors' house on the outside of Burnham. We could not have been luckier with weather, as we sat outside in shirt sleeves on possibly the only real balmy night of the year, enjoying the hog roast and dancing to country music, complete with caller. I have to mention Woody's superb mixing of the Pimms with an Amateurs Jug, the Burnham fleet Jug and the Professionals Jug. No wonder Robert fell of his push bike on the way home.

A convenient date for Team Racing between Hamburg and Burnham could not be found and the event was postponed to next year. But on May 30th a group of 15 sailors flew out to Moscow for the weekend for our match against the Pirogovo Yacht Club. It proved to be a great weekend with our hosts entertaining us in magnificent style; the only real disappointment was that they beat us on the water, despite us having Poul Hoj-Jensen in the team.

The number of the fleet travelling this year has been as great as ever, which is



The crew of *Ganador* hard at work during Burnham Week 2008 – photo by Rod Tinsley

disappointing for domestic numbers, but these opportunities are one of the reasons we sail Dragons. I have already mentioned the Gold Cup. Next to mention is that five boats went to Douarnenez, France at the beginning of May. Out of the 82 boats, *Biff* with Tim Tavinor, Nicola and Thomas Wiltor came 14th and *Hand of Fortune* came 19th.

On the Spring Bank Holiday five boats went to Lowestoft for the East Coast Championship. Unfortunately, due to the weather it was a complete disaster with only two races sailed – not enough to make a championship.

A month later 11, yes 11, Burnham boats attended the La Baule, again in France. *Danish Blue*, Poul Hoj-Jensen won, with *Avalanche*, Mark and Mandy Wade finishing tenth.

Back in the UK it was down to Plymouth in early July for the South Coast Championship and the Edinburgh Cup (the Nationals). The first event was held over a long weekend with three Burnham boats making the line. *Quicksilver III* put in a sterling performance to win in testing condition, the boat being sailed by Robert Campbell, Matt Walker and Marc Ellis. On to the Edinburgh Cup where the fleet being joined by two more Burnham boats. Unfortunately for Robert he was unable to repeat the performance – *Hand of Fortune* was seventh, followed by *Biff* in eighth – the best positioned Burnham boats.

Come August and it was the Belgian Nationals in Ostend. Four Burnham boats attended and the top placed Burnham boat was *Spindrift*, Garry Harrison, who finished a very creditable third. I am also aware that David Hall attended the International Italian Dragon Cup in San Remo; Robert Campbell was at the European Championship in Oslo, but not in his own boat; and Tim Tavinor went to the Dutch Nationals in Medemblik; Garry Harrison was at Cazaux in France for the Drag's Cup. If I have missed others who have adventured outside the river, I apologise.

Considering the appalling weather this season and a couple of members suffering with long term injuries, the Dragon fleet has still been turning out in numbers, for which I thank everyone. Next year we have the East Coast Championship to look forward to on the river, as well as the traditional Easter

Open Meeting. Let's hope these events are blessed with better weather than we have had this year.

Martin Makey

LOWESTOFT

A YEAR OF MIXED fortunes and emotions, and I apologise in advance if I appear a little morose.

The Royal Norfolk&Suffolk YC hosted the 2008 East Coast Championship from May 24th to 26th 2008.

Following a hard winter of planning and organising, around 20 boats turned out for what we hoped would be a Sailing and Social Fest. Unfortunately we couldn't plan the weather, which conspired to be bad, and in the end one of the Ss was missing, and poor weather meant only two eventful races and no championship. This was a great shame in view of all the hard work put in by many members of the Dragon Class and the time and effort from the external competitors to support the event. But we are true Brits, and we at least enjoyed an excellent social time, with the 'Bash on the Beach' hosted by owner Ferghal O'Driscoll and partner Julie Reynolds being the highlight and a great success. The traditional 'Roast Beef and Yorkshire' event dinner was also much appreciated by all. Many thanks again to all who helped me and Helen to stage this event – and to the generous sponsorship of, in particular, Aberdeen Asset Management, BJP Marketing and STG Aerospace, who all made good on their promises to financially support us – and to Adnams beer and John Gorse Ford dealership for their support 'in kind'. Most of the Lowestoft fleet owners also generously gave money as well as their time – these events are not easy to stage and without their help we would have been lost.

Overall, and in common with the rest of the country it seems, summer gave us a miss this year and the class missed many races as a result of bad weather. The season was also memorable for the lack of boats racing. James Mehew has had to submit to the necessity to look after his body a little better than he has throughout his very active life and to call time on Dragon racing after

BURNHAM PHOTOS

You can see more of Rod Tinsley's Burnham Dragon photos on www.rodinsley.co.uk

or contact Rod by email at info@rodinsley.co.uk

FLEET REPORTS continued

the East Coasts, and *Comanche* has been sold to Holland. But now, with a new bionic shoulder causing mayhem (or is it mehew?) at the airport security, who knows. Although I suspect wife Chris may make him see reason and place herself firmly in the way of any moves in that direction. Chris Dicker supported the East Coasts and then became work-bound for much of the season, and finally ended up in St Tropez for the Dragon St Tropez regatta with yours truly and wife Helen being entrusted with crewing duties. Despite peaking rather early (we came fifth in the practice race after which it was all downhill) we all had a very enjoyable regatta with normal Dragon sociability. But again weather conspired against us with only three races completed due to lack of wind.

Peter Colby's boat *Tai Fun* never made it back from Douarnenez. Jimmy Tubby defected to the BOD class and left *Merlin* helm-less, and with other ailments afflicting our ageing owners, along with a mid season dismasting of Ferghal O'Driscoll's *Blue Flame*, we were sadly short of boats available for racing.

Our June regatta was memorable for glorious sunny weather, strong tide, and light and variable winds. So race officer Price was challenged, and went away from the normal windward/leeward format to set courses which from above probably looked a bit like the wanderings of a ruptured crab, but nevertheless gave us all a challenge. With only four boats competing, 'Family Stokes' on *Gitane* just pipped 'Admirable' Norman Blowers in *Mystere*, with Peter Johnson and Annie Smith coming a creditable third in *Scaramanger*.

Sea Week saw another depleted fleet of four boats. *Mystere* came out ahead in this series, with *Secret* and *Scaramanger* completing the podium places.

Overall in the year *Scaramanger's* consistent presence has bought a well deserved win for stalwarts Annie and Peter, with *Gitane* followed by Ferghal O'Driscoll's *Blue Flame* filling the minor placings.

Next year may sadly not be a good one for the Lowestoft Dragon fleet. Three boats: *Gitane*, *Merlin* and *Comanche* have been sold from the fleet. With *Kuling* and *Tai Fun* possibly unlikely to figure, it leaves just four boats: *Blue Flame* (if she gets a new mast), *Secret*, *Mystere* and *Scaramanger* available for racing. Yours truly has overriding business commitments next year which is probably going to mean a year out of the class, but we are also considering buying new (well, newer at least) and joining the regatta circuit for one or two regattas – watch this space.

On the bright side we seem to have spawned a new class in Abersoch as both *Gitane* and *Merlin* have gone there. Good luck to them. Their club seems to be very family oriented. With their aim being to bring youngsters in their club through into Dragons they seem to have the 'seed corn' for a keen class going forward. Class racing is the life blood of any club, and our club officers all have to focus on making our clubs great places for all the family to be. This means not only giving youngsters the excitement available from sailing, but also recognising that teenagers have a different

idea of a social life from most of the rest of us. Flourishing well-supported and self-controlled cadet sections, are important if the class is to continue long term. Without that clubs, sailing and classes die.

Happy sailing to all in 2009.

Peter Stokes

MEDWAY

THE MEDWAY DRAGON Fleet has had a quieter year over 2008 than in 2007 when we had the rigours of hosting the East Coast Dragon Championship. The season started off with a bus ride. This was a trip to Ostend to visit our near neighbours at the Royal North Sea Yacht Club. Nearly 30 members had an excellent day although the travel time getting there was extended by the joys of Operation Stack on the M20, aggressive and punctilious customs officers and channel gales. This meant lunch was nearer 2.30 pm rather than the more conventional 1pm. However, despite our late arrival, we were given a very warm welcome by Karl Odent, President of the Belgian Dragon Association and Patrick Delahaye. Following lunch, we spent some hard earned and more valuable euros in the town before a quicker and less bumpy trip home across the Channel.

The annual Prize Giving Dinner in the fleet has traditionally been held just before the start of the next season, somewhat perversely. However, a large number of guests had an excellent dinner at the Medway YC and were serenaded by the close harmony group from the Choir of New College Oxford. They added a new psalm to the old testament: psalm 151 with the words being distinctly non-theological; extolling the obedience of the international rules of sailing instead of some old testament text. I am sure that we all obeyed that advice over the year.

Sailing was to have started in mid April with a Saturday warm-up but that day proved to be anything but with meteorological horrors of very cold temperatures, northerly winds and driving rain. A blazing fire and rugby was felt to be a more appealing option although a disappointment for those wishing to take part and Robin Ridsdill Smith and his team who had kindly agreed to help with the racing. The seasons points started in earnest at the end of April, and very quickly the scene was set as Julian and Clare Sowry crewed by Phillip Catmur were the team to beat. They won the Proton Cup decisively winning three out of the four races with *Esoteric* sailed by Rob Sheppard and Don McMillan second and the Coltarts crewed by Peter Booth, third in *Valkyrie*. The Dragon Flagon, an impressive silver piece, was again won by Julian and Clare but with *Valkyrie* second and winning two races. One of these was won by Phillip Clarabut sailing his first race since the sinking of his Dragon in Cannes in Sept 2007, suggesting that he had obviously not lost his touch at the helm.

However, Julian and Clare did not always have it their own way. *Gadabout* sailed by Geoff Prout and Alan Nicholas sailed a blindingly good race in June in very tricky conditions to win convincingly and popularly. Edwin and Sue Hannant in their new *Gandalf* have also had a consistent season and making good use of their local knowledge to gain a number of wins and flags. Richard Jones in *Exult*, and crewed

regularly by Bruce Boyd, had a fine season and has shown much improved speed. It was obvious that a win was beckoning which was duly achieved but then disallowed due to a starting incident with a yacht from another class. Richard accepted his disqualification with great dignity but the class were less pleased as they were not bought the customary champagne for the first win of the season by a particular boat.

The Medway Regatta was won by Julian and Clare with Edwin Hannant second. The racing was in strong winds and excellent windward/leeward courses were achieved. Some members prefer the long races out into the Thames and this will be reconsidered for the 2009 event. It would be good to see more visitors come to this event which can provide some very varied sailing at sea and in the mouth of the Medway. However, one has to accept that there are many national and international regattas which all compete for our time and energy. Perhaps the very poor current exchange rate will improve participation in events within the UK.

The latter part of the year's trophies were won by *Gandalf* sailed by Edwin Hannant who won the lovely John Field Late Summer Series, and *Scimitar*. However, here was some excellent racing throughout the fleet with the Medway, tides and wind all coming together for good sailing. This year, many Saturdays allowed us to sail high water courses into Yantlet, Otterham and Half Acre Creeks. These areas are huge and allow good windward/leeward courses to be set, particularly with NW/SE winds, a challenging wind direction for the Medway.

The crew's race was held late this year and the omens on arriving at the club at 0900 were not promising: no wind and barely possible to see the river at all because of fog. However, the sun came out, a light southwesterly piped up and we were able to start on time. A delightful race was held sailing up to a buoy near the Royal Engineers' jetty and back to Buoy 31 for two rounds. A close race with six competitors was fought but in the end *Alcyone* sailed by Brian McKenzie and crewed by Simon Winn won easily with *Scimitar* second (Phillip Catmur) and *Valkyrie* (Catriona) third. Well done to them.

Away from the Medway, Len Jones attended a number of regattas both abroad and in the UK finishing second in the South Coasts and at Plymouth and fourth in the Edinburgh Cup. Simon Winn also went to Plymouth, having a very enjoyable week. *Esoteric* and *Valkyrie* travelled to Ostend for the Belgian Championship, doing mediocre as Stavros might say but having a fun few days with good socialising as ever at that venue. Len and the Sowrys went to Cascais for the Gold Cup but the conditions were very difficult with light capricious winds and only middling results were obtained.

Socially (this is important to the fleet) we have had our usual mix of casual suppers and the end of season cocktail party. The November bike ride, ably organised again by Robin Ridsdill Smith, was a very wet and windy affair but Jaspur and Jill Wright invited us into their barn at the half way stage for a coffee, biscuits or alcohol to fortify us for the return leg to the club. Despite the weather, 35 of us turned up and all completed the course which showed considerable stoicism by us all. We had one omission this year with Mike Lütener being injured seriously after an accident on his farm. He had to be

air ambulanced up to London for specialist surgery and we are all delighted to hear that he is making a good recovery. The things he will get up to avoid getting on a bicycle.

SOLENT

"WHAT IS A DIARY as a rule? A diary is a document useful to the person who keeps it, dull to the contemporary who reads it and invaluable to the student, centuries afterwards, who treasures it" – Helen Terry. With a potential of 71 races over the season passing 100 possible marks of the course, and the challenging tide conditions, a true diarist of this season's racing would find plenty of material to send fellow Dragon sailors to the land of Nod.

Luckily in the Solent we have Cowes Online, to provide results and video highlights from most weekends. We recommend a cup of coffee and a quick visit to www.cowes.co.uk to see some fantastic footage of Dragons (and many other classes) experience the joys of the Solent. (Look at the Dragon section in the Cowes One-Design classes.) My own favourite is the weekend report of September 6th and 7th where there was a good Force 6-7; we had Richard Ottaway MP (normally a Daring sailor) and Jo Richardson on board. Richard bravely steered and I don't think I have ever been as fast in a Dragon before.

I digress, so back to some sort of review of our year. With many of our members being participants on the national and international circuit, we break the season down into four Mini Series: Early, Mid, Summer and Late, which all have dedicated trophies. Red Funnel Ferries also sponsor a series which consists of six weekends of windward/leeward races run over the Bramble Bank; normally coincident with neap tides. The Red Funnel Series is raced for a separate trophy, although the results from these races are included in the overall points for the four Mini Series as well. The Class Championship is the accumulation of all points through the year; except for the October Cup. I hope that is clear. By the way, I have not mentioned the SCRA medal; but if I try and explain the points for that trophy your head will explode.

The Early Series saw the old protagonists at it again, Gavia aka 'The Fox' won the first race but soon gave way to the epic battle that has been raging for decades (well maybe two or three years) between *Njord* and *Norbert* (nee *Biff*) respectively. Yes, it sounds like a Walt Disney plot but the competition is most serious, even if we continually deny it in the bar afterwards. This was Chris, Gillian and Duncan's first season with *Norbert*, and they proved the colour scheme was just as fast as Chris and Gillian's previous boat *Caramaba*, by winning from *Njord* on count back.

The Mid Series started badly, as it was the same weekend as the East Coast Championship, and one out of five races scheduled that weekend were held; the rest lost to foul weather. Ironically the following weekends were affected by lack of wind but it was nice to break out the shorts, particularly as we all seemed to spend a lot of time pushing boats off during this series (shorts dry quicker!). *Supremacy* made the early running, but *Njord* clinched the trophy after a clean sweep on the last (Red Funnel)



Rumours (blue spinnaker) in action at the Edinburgh Cup 2008

weekend, winning all four scheduled races.

Unfortunately the Summer Series was blighted by our wonderful weather and quite a few races were lost. The quality of the racing did not diminish (as long as you wore your thermals) and *Supremacy* managed to fend off all usurpers this time to take this series, with *Aimee* a close second and *Norbert* third.

Things were looking shaky for the beginning of the Late Series (September 5th) as the British summer appeared to continue apace. Fortunately autumn arrived early and we had some of the best sailing I have ever experienced: weekend after weekend of balmy Force 2/3 with sunshine. My highlight of the autumn was on September 20th when *Njord* beat the first Daring home by two minutes; they started 10 minutes ahead of us. Maybe you have to race on The Solent regularly to understand why that is so satisfying.

The last two weekends of the season, racing for the October Cup, are tacked on for those Dragoners who can't quite bring themselves to pack up their yachts and retire them to comfortable barns. The Solent is really at its most beautiful, with soft autumn light and mist coming off the land. While the temperature decreases rapidly at night, the

water, warmed over the summer, is still bearable. Coasting back up the Medina as the sun lowers slowly, we smugly deride the other fleets who have abandoned their moorings for barns, slipways and sheds, and missed some of the best sailing of the year.

Owen Pay

IRISH FLEETS

AFTER HOSTING the World Championship in Dun Laoghaire in 2007 the Irish Dragon class pulled out all the stops to ensure good attendances for local club racing and at championship events for the 2008 season.

Thankfully the class captains in Dublin Bay and Kinsale were well supported in their efforts to get boats racing as often as possible. In fact Kinsale increased their numbers with some new owners joining their fleet last season. Michael Doorly did a superb job as the Dublin Bay class captain by keeping the fleet informed via weekly emails urging participation in the various events and with regular results updates. In addition we enjoyed large numbers for the annual Ladies Race which was won by Susan Halpenny in *Susele*. A new event for last season was the special



Steve O'Donoghue and crew – winners of the 2008 Edinburgh Cup in *Seabird*



invitation Reunion Race for previous class champions and retired Dragon sailors. This was a competitive affair which eventually saw Tim Goodbody in *Diva* take line honours ahead of past National Champion John Kidney in *Chimeara*. These events were followed by well attended sailing suppers in the Royal St George YC. However, it was the Dublin Bay wizards Michael Halpenny in *Susele* and Neil Hegarty in *Phantom* who took most of the club prizes in 2008.

In Kinsale the fleet numbers for club racing were somewhat better in 2008 thanks to some enthusiastic new owners and encouragement from class captain James Matthews. Cameron Good in *Tatsu* continued his winning ways down south.

However, most of the effort was put in to ensuring we enjoyed successful championship events in 2008. This was a challenge as many of our more competitive sailors continue to attend the International events and often find it difficult to return to home waters in time. In the end 2008 turned out to be one of the most successful seasons with good attendances at most of the championships and well sponsored Nationals and South Coasts, by Rational Windows and Matthews Chandlery respectively. These events were preceded by the East Coasts and followed in October by our final event inland at Lough Derg YC.

Racing was competitive throughout. However, the season was most successful for Martin Byrne's *Jaguar* who won the Nationals and South Coasts and was runner-up in the other two championship events.

The season got off to a great start in May with the East Coasts in Dun Laoghaire where Olaf Sorenson sailed his original *Christianna* (complete with winches and all) to a narrow victory over *Jaguar*. Olaf had just returned from winning the Italian Championship in San Remo and was joined by the redoubtable Stavros and Shawn Kingston. Simon Brien in *Kin* took the final podium place.

The National Championship followed in July, again in Dublin Bay, where we enjoyed the most fantastic sailing conditions with sunshine and winds of 12 to 20 knots over the four days. Don O'Donoghue had returned with his new *Seabird* IRL 204 after finishing first in the Edinburgh Cup the week before with

great intentions of challenging for the title. However, a last minute business commitment meant he had to find a substitute to take the helm. Imagine our dismay when non other than the legendary Johnny Ross Murphy turned up in his place and, even worse, he was joined by Mark Pettit and Brian Matthews. 'Game over' most of us thought.

And so it seemed as *Seabird* opened up a five point lead after winning four of the five races going into the final day. However, Martin Byrne and *Jaguar* had other ideas even if they were long shots. *Jaguar* was required to win both races on the last day and ensure *Seabird* were fourth or worse in one of them. *Jaguar* duly won the first race and *Seabird* conveniently finished fifth.

So the scene was set for a showdown in the final race when some aggressive pre-start circling saw the two protagonists locked together in battle. Pedro de Andrade was tactician on *Jaguar*, as was Mark Pettit on *Seabird*. There was mostly silence on the two boats as both crews knew what was required when *Jaguar* got the upper hand and pinned *Seabird* to leeward of the start boat.

In the meantime the rest of the fleet were trying not to spectate on this private battle as they manoeuvred for their own starts. Eventually *Jaguar* gybed away for the start line and managed a clean start near the committee boat leaving no room for *Seabird* who were forced into a foul requiring them to do a penalty turn before they crossed the line. *Jaguar* went on to win the race and take the National title for the first time.

The racing throughout the fleet was also extremely competitive and 2007 National Champion Neil Hegarty in *Phantom* took third overall after a solid regatta. The next three boats all tied on points which were broken in favour of Simon Brien in *Kin* fourth, Jay Bourke, *Northside Dragon* fifth, and Cameron Good, *Tatsu* sixth. The social side of the event also lived up to expectations in the usual Irish style. We enjoyed a party night and barbeque courtesy of Rational Windows on the Friday night and this was followed by the Championship Dinner in the Royal St George YC on Saturday night.

In August the fleet assembled again for our best attended event, the South Coasts, at Kinsale YC. There is no better place to be at

that time of the year and the hospitality of the club and the town lived up to their reputations. This was the opportunity for the Kinsale fleet to show their mettle on home waters for the first time all season. However, the Dublin Bay fleet were looking to avenge Olaf Sorenson's plundering at the East Coasts earlier in May. Olaf, in the new *Christianna* this time, Cameron Good in *Tatsu* and James Matthews in *Datzit* lead the Kinsale charge in the early races. Olaf and Cameron were in a position to win overall going into the last day. Simon Brien, representing our huge Northern Fleet was second to Martin Byrne who held a narrow lead with one race to go on the final day. In the very light and shifty conditions *Jaguar* and *Kin* collected an OCS each as they were so busy keeping an eye on each other, and Olaf sailed his discard finishing ninth on the day. This was enough to give *Jaguar* the title. This race was won by Peter O'Reilly in *Hi Brasil* sailing his first event of the season. Some excellent results in the final race saw Richard Goodbody in *Diva* and Garry Treacy in *Dublin Bay* sneak through to take second and third overall.

We then finished off our season in early October at Lough Derg YC on the River Shannon for the Freshwater Regatta. LDYC is one of the oldest yacht clubs in Ireland and they are proud of their traditions, one of which is a compulsory return to the club in between races for lunch or tea.

The racing is held within sight of the club where the spectators enjoy a wonderful view of the sailing from a large terrace on the second floor of the club. Alternatively, you can watch the racing from one of the many lake boats or cruisers moored in the nearby marina. The racing is especially challenging at Lough Derg where we have to contend with typical shifty lake breezes and shorter courses. However, the club has a reputation for excellent race management by a team who know the lake like the backs of their hands.

On this occasion the *Jaguar* team did not have it all their own way and were comprehensively beaten into joint second place overall together with Cameron Good in *Tatsu*. The clear winner was Peter Bowring in *Phantom* who sailed a most consistent regatta to take the Jack Craig Memorial Bell and the Ariadne Trophy for first overall. Now Peter Bowring normally crews on *Phantom*, so this victory was rightly claimed as one for the Crew's Union, a point which was firmly put to all the helmsmen present as a marker for the future.

Don O'Donoghue after his fourth place in Douarnenez was the only Irish traveller to the Edinburgh Cup, where he took that coveted trophy. This was the first Irish victory at the Edinburgh Cup since Conor Doyle with *Alphida* and Tony O'Gorman with *Galax* won back in the 70s.

The Irish Fleet would like to extend an invitation to all Dragon sailors, but especially our neighbours in the BDA, to Ireland for our championship events in 2009. We begin in May with the Nationals in Kinsale followed by the Volvo Dun Laoghaire Regatta in June, then we head south again in August for the South Coasts, back to Dun Laoghaire in early September for the East Coasts, and we finish up again in October in Lough Derg for the Freshwater Regatta. So there is plenty to choose from with some gems in Glandore and Kinsale.

Come to Ireland and sail with us, we'd love to see you.

The Irish Dragon Fleet



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DRAGON SOUTH COAST CHAMPIONSHIP RETURNS TO COWES

THE SOLENT DRAGON FLEET warmly welcomes the South Coast Championship and the British Dragon fleet back to The Solent on the last weekend in July 2009.

Competitors will be able to experience the spectacle of Cowes at peak season, enjoying the excellent marina facilities and sociable atmosphere in the many local clubs, pubs and restaurants. Our fingers are crossed for some vintage British summer weather.

Dragon teams who participated in the 2006 Edinburgh Cup and European Championship will recall that the extensive open water and expertise of the RCYC's race management team is guaranteed to ensure excellent racing.

RACE FORMAT

Two races are planned for the afternoon of Friday July 24th allowing time for travellers to reach the Island. One race is planned for the morning of Saturday July 25th. The championship will coincide with the Household Division Yacht Club regatta, a one-day event held on Saturday July 25th where Dragons race alongside Eight Metres, Six Metres, Darings, Etechells, Swallows, Sunbeams, Flying Fifteens and XODs with a 'substantial' silver trophy to be won. Up to a further three races are planned for Sunday July 26th, with a mid-afternoon finish to enable visitors to travel home.

Can we suggest the alternative 'British Holiday'? Stay on the IOW for a bit longer.

The fleet promises a warm welcome to all visitors. With the Euro exchange rate as it is at the time of going to press, we suggest travellers consider stopping off in Cowes for a few weeks after the Edinburgh Cup. Make the most of sailing in The Solent at the height of summer. It is also a great location for family holidays, and easy to get to from London.

Make a month of it and join the local fleet for club racing, the South Coast Championship, Cowes Week (August 1st to 8th) and Yarmouth Regatta (August 15th to 16th).

For more information please contact Gavia Wilkinson-Cox on 07973 165888 or email: events@eventnetwork.demon.co.uk

The expertise of the RCYC's race management team guaranteed excellent racing at the 2006 Aberdeen European Championship in Cowes – photo Fiona Brown



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2008 RESULTS

Petticrow built Dragon Finishing Positions

Dragon Gold Cup - Cascais	1, 2, 3, 4, 7, 9, 10
Edinburgh Cup	1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
Irish Dragon Championships	1, 2, 3, 4, 5, 6, 7, 8,
Open Belgian Championships	1, 3, 5, 6, 7, 8,
Derby Dragon	1, 2, 3, 4, 6, 7, 8, 9, 10,
Italian Dragon's Cup	1, 2, 3, 4, 5, 6, 8, 9, 10,
Grand Prix Navire	1, 3, 4, 5, 6, 7, 8, 9,
Antiguan National Dragon Championships, Antigua	1, 2, 3, 4, 5, 6, 7,
XV Prince Henry - The Navigator Trophy, Portugal	1, 2, 3, 5, 6, 8, 9, 10,

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Dragons at The Dinghy Exhibition?

This year the British Dragon Association has a stand at the RYA Volvo Dinghy Exhibition (see advert from Yachts & Yachting below). We are trying to raise the profile of the class with future Keelboat sailors so they realise there is an alternative to the hyped classes, like the Laser SB3. I am looking forward to seeing the impact of a brand new Petticrow Dragon amongst all those Dinghies.

International Dragons

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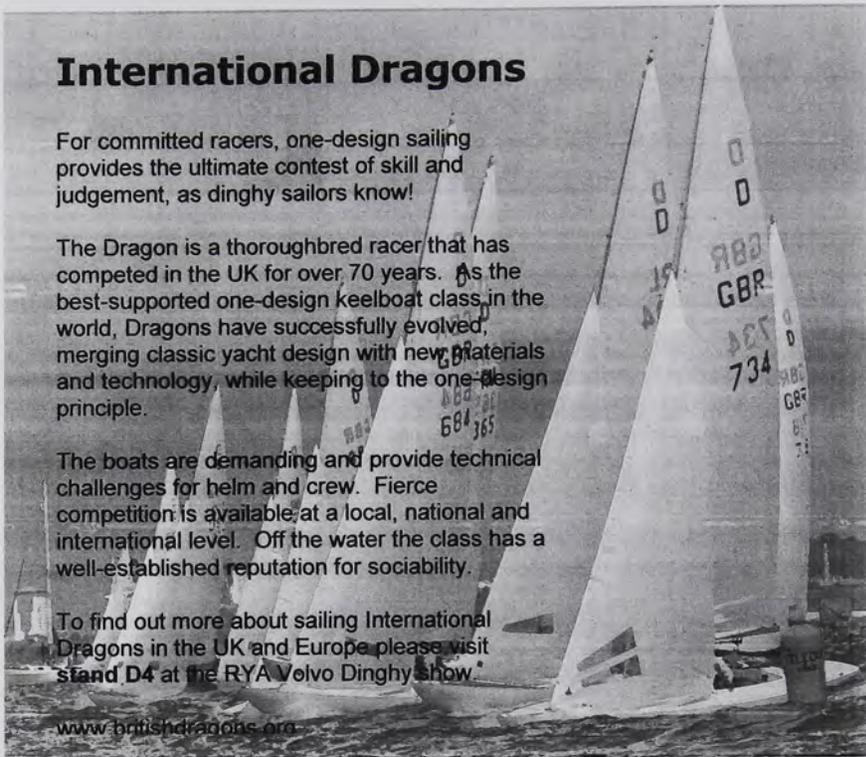
The boats are demanding and provide technical challenges for helm and crew. Fierce competition is available at a local, national and international level. Off the water the class has a well-established reputation for sociability.

To find out more about sailing International Dragons in the UK and Europe please visit stand D4 at the RYA Volvo Dinghy show.

www.britishdragons.org

Please come and visit us on the stand and spend a day either indulging in nostalgia, or deciding which single-hander interests you for local evening handicap racing.

We are slowly raising the profile of the Dragon Class in the UK, and this is one of many routes to keep the momentum going. For other publicity see March 9th edition of Yachts & Yachting for an article about the re-launched Abersoch fleet; thanks to Tim Tavinor for his efforts in promoting this article.



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