



BRITISH DRAGON ASSOCIATION

DRAGON NEWS
2011



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Chairman's Thoughts 2011

It now seems a long time since January, however, that was when, for the first time, a British team won the Dragon World Championship in Melbourne. Lawrie Smith, Ossie Stewart and Tim Tavinor prevailed over Markus Wieser on countback after a nail-biting need to climb up the fleet in the last race. Many congratulations. British sail numbers had in fact won the previous Worlds in 2009 in Medemblik. However, they were being sported by Poul-Richard Hoj-Jensen, Lars Jensen and Theis Palm who all speak Danish, even now, slightly better than English. As an aside, I'm not actually sure whether, or how, the class should enforce nationality rules in its major events, though it is clear that many National Associations have strong views on the subject. The BDA is the host for the next Worlds in 2013 and we very much want all the best helmsmen to be there with the crews with whom they like to compete.

On the domestic scene, the Edinburgh Cup was held in Abersoch. This represented a massive effort by the local fleet which was much appreciated by all the competitors. In particular, Rob Riddell has probably taken the rest of the summer to recover. There were 43 boats competing, which is easily the greatest number of participants for several years. These were drawn from 6 countries, not as many as in Cowes in 2010, but then Abersoch is considerably further from foreign lands other than Ireland (some of us think it is itself in a foreign land). The biggest influences on the turnout were the enthusiastic participation of the relatively new or revived Abersoch fleet and the Irish who fielded 7 boats. The furthest travelled were Gordon Ingate from Australia and Bocci Aoyama from Japan, who was exercising his brand-new boat for the first time. For the second year running the Muratov/White Russian combination fielded two boats and serious competition. The Edinburgh Cup itself was won by Martin Byrne on countback from Mikhail Muratov and Klaus Diederichs. Simon Brien was fourth and therefore won the Corinthian Trophy for the second year running. Martin himself was entering into a family tradition. His brother-in-law, Rory Bowman, won the cup six times between 1987 and 2004 and is still an active Dragon sailor. Conditions were generally good for the event and much easier than for the preceding Northerns which were won by Julia Bailey. The Corinthian Trophy for the Northerns went to Mike Holmes.

The two events in Abersoch were among several in Europe this year which inspired a vigorous debate among sailors about the use of the Black Flag. It is obviously a problem for competitors if they find that they spend a lot of money to compete but are ruled out by over-zealous use of the Black Flag. Suffice it to say that the approximate consensus which has emerged is that it depends on the reason causing a lot of premature starters. If the fleet is evenly distributed along a long-enough line the race officer has done his job and woe betide an over-eager fleet. However, if, for any reason the fleet is only using a part of the line, thereby shortening it, because everybody really wants to start in the same place the problem in fact rests with the race officer and a postponement, even at the last moment, is the best answer. The problem may be a biased line, a wind shift or a perception that there is only one way to go. It doesn't really matter which it is but it has to

be sorted out so that the fleet spreads rather than endure a gradual reduction in the number of participants.

The other regional championships were both won by visitors. Jorgen Schonherr showed that the mud of the Crouch was no more of a problem than the Medway had been last year. The event featured short tacking up the Roach which is certainly not much practised in Denmark. May be more crack Danish helmsmen will now feel the urge to learn previously unnecessary skills. In July Andrew Craig showed very conclusively that visitors can succeed in the Solent by winning the South Coasts. Overseas the best result was Graham Bailey's fourth place in the Gold Cup at Ostend. He was leading the event going into the last race but sadly was unable to hold his position. However, he did win the Corinthian Trophy, thus maintaining a perfect record for British four-person mixed-sex crews. This certainly flies in the face of much conventional wisdom about Dragon sailing and opens it up to wider participation.

We have been privileged to be sponsored by Aberdeen Asset Management for several years. They have provided general support for the BDA and specific support for events, especially the Edinburgh Cup. I am pleased to be able to report that they have just agreed to extend the relationship for a further three years. Even a very quick glance at our accounts will make clear how much we depend on their goodwill towards us. We have been in discussion with them about ways in which we could deepen the relationship which may require more participation by BDA members. I am sure that will be forthcoming.

Over the next two years the BDA faces two very different challenges. The first is to run the World Championship in Weymouth in 2013 so that it is an event memorable for the quality of the competition and the standard of the racing. The second is to build on the success we have had in raising participation in the Edinburgh Cup over the last five years so that we get recognition as a class providing excellent racing in a wide variety of places and at different levels both domestically and internationally. There is still a problem of perception that Dragons are excessively expensive and old-fashioned. We all need to get the message across that cost is competitive and the quality of competition is unrivalled.

I will be retiring as Chairman in January and handing over to Martin Makey. I have very much enjoyed the role, above all because I have been supported by a team of officers and a committee who have made it possible to achieve changes that could not have been done by any one individual. I know that the BDA will be in excellent hands going forward and will enjoy again the position of one of the rank and file.

Patrick Gifford



Your Chairman in a more formal mode

Forthcoming Fixtures

2012

The South Coast Championships	Cowes	5 May - 7 May
The East Coast Championships	Levington	29 May - 31 May
The European Championships	Attersee, Austria	8 June - 15 June
The Northern Championships	Cultra	30 June - 3 July
The Edinburgh Cup	Cultra	4 July - 7 July
The Gold Cup	Kinsale	8 Sept - 14 Sept

2013

The Gold Cup	Cascais	6 April - 12 April
The Northern Championships	Abersoch	TBC
The East Coast Championships	Medway	25 May - 27 May tbc
The Edinburgh Cup	Weymouth	28 June - 1 July tbc
The South Coast Championships	Lymington tbc	TBC
The European Championships	Douarnenez	16 Aug - 24 AugThe
World Championships	Weymouth	5 Sept - 13 Sept



BRITISH DRAGON ASSOCIATION

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Notes To Members

All members are asked to check that the contact details published in The White Book document are up to date and correct. Not all members have let us know their e-mail addresses and it would be helpful if those, as well as any other changes, are notified to the Secretary at admin@britishdragons.org

All members are reminded that BDA trophies are to be returned to the Secretary or organising club for each relevant regatta. A small number of trophies are currently missing, presumed gathering dust in a member's attic; it would be appreciated if these were returned for future use too, please.



The running start, a Cowes Week speciality

Solent Fleet Report

The Cowes Dragon season started at the Easter Weekend with a new Easter Regatta run by the Royal London Yacht Club, where the fleet raced for the Jubilee Cup in glorious spring weather. On 30th April our series started proper with 5 starters on the Saturday and 6 on the Sunday. Wind stopped play on the Bank Holiday Monday. After a bright



Richard Cullen on his Supremacy, demonstrating the appeal of Dragons to a wide age group!

start to the season in May, June and July saw several days sailing lost due to weather.

South Coast Championship - 23-25th July - The local fleet was joined by David Crabb in Seafire, Andrew Craig in Chimaera and Ed Streeter with Nereid. Mr Craig after 3 firsts on day one was pretty unassailable, despite the locals attempt to provide bad tide advice. Aimee was consistent in the top 3, while Eric in Ecstatic and Buddha in Flawless battled for 3rd. Mr Williams pulled it off with a one point lead on the Sunday. Monday's racing was cancelled due to lack of wind, ending the tussle.

Cowes Week - 6th - 13th August - The fleet welcomed several visitors to the island including Seafire, Monique and Mike Hayles with Nereid, and Richard Davis with Flotation. A closely fought repeat battle between Julia

Bailey in Aimee and Eric Williams in Ecstatic ensued with Aimee 1st, Ecstatic 2nd and Jerboa 3rd.

We were delighted that Aberdeen Asset Management, long time sponsors of the Dragon Fleet, had taken on the sponsorship of Cowes Week. In recognition of the Duke of Edinburgh's long association with the Dragon and Cowes, Bluebottle was shipped from the Maritime Museum in Falmouth and put proudly on display outside AAM's hospitality tent in the Yacht Haven.

We marked the Duke of Edinburgh's 90th birthday in 2011 with a Bluebottle party on Sunday 7th August. Royalty was represented by The Duke and Duchess of Cambridge (or rather, lifesize cardboard cut-outs!) and sailors and guests were thoroughly entertained by opera singing waiters. It was wonderful to see Dragon stalwarts like Peter Lloyd



Hard concentration from the Pays and Mr Richardson aboard Njord, looking pretty in mauve and deciding what they are going to say to the protest committee

and Malcom McKeag join in the fun, and welcome back the Jordan clan to our gatherings. After dinner Matt Armstrong (aka Little Legs) in a guest appearance, took over the raffle and auction and £500 was raised from bemused and amused guests for the local RNLI station. (There is a much more detailed report with video and photo links on the BDA web site.)

After Cowes Week the fleet took a short break and then reconvened for the Daring Jubilee Regatta. The bank holiday weekend was decisively won by Aimee with 6 firsts followed by Njord with 6 seconds. (No pattern there then....)

At the end of September and through October, the fleet finally enjoyed "Champagne Sailing" in sunshine and light winds, bringing the racing to a close on 16th October. With Equinox tides streaming in and out of the Solent and a desultory force two, rather than being swept backwards to Yarmouth racing was adjourned and the majority of fleet retired for lunch, sitting in the sunshine on the platform of the Royal Corinthian Yacht Club, making the most of the opportunity for final comment on each other's sailing foibles and crew gear and to generally agree on the clear superiority of the Dragon to all other day keelboats on the Solent and indeed, the world.

Overall the Class Championship was won (again) by GBR 653 - Njord - Owen Pay and a cast of thousands, with Virago - Tim Blackwell, ably supported by Lisa and Roger Guy snapping at his heels.

The Cannonball Trophy finished the year with glory for the Solent fleet on the weekend of 21st and 22nd October. This is an annual team racing event between the Dragon sailors of Royal London Yacht Club, Cowes Royal Netherlands Yacht Club, Muiden, Holland and the Royal St George Yacht Club in Dunloaghair, Ireland. Raced in Sonars over two days, 18 races match the teams in an equal number of times, rotating boats to negate any advantage.

The RLYC's handpicked team of Graham and Julia Bailey, Owen Pay, Giles Peckam and their crews, were unbeaten by Dutch and Irish rivals on Day 1. Success clearly was a bit too heady and they had to work harder on Day 2, but ended victorious with a decisive 10 wins overall.

Owen and Josy Pay

THE WORLDS 2013

Weymouth Dragon World Championships 2013

September 5th - 13th

On course for a great event!

The British Dragon Association and the Weymouth and Portland National Sailing Academy are very much looking forward to welcoming all Dragon participants and their friends and families to the next World Championships in September 2013 to be held close to Weymouth.

Our chosen venue, the WPNSA for short, is a world class venue for hosting major regattas. Although on the south coast of England, it is blessed with the lowest tidal range in the UK and benefits from sheltered conditions but reliable winds. The water is deep and any currents tend to be constant across the racing course. The facility is set in the centre of the Jurassic coast of Dorset, the only Natural World Heritage Site on the UK mainland. It's certainly worth thinking about taking a few days to explore the wonderful Dorset coast and countryside with its thatched cottages and traditional villages and pubs.

The centre is host to the 2012 London Olympic regatta and is also the major English training facility for aspiring Olympians as well as host to many training programmes for youthful sailors. Facilities are superb for our Dragon fleet. There is a dedicated marina for up to 110 keel boats plus marina facilities for RIBs, support boats and large yachts. It has three dedicated cranes and acres (even hectares!) of space for trailers and vehicles. Inside the centre, there are plenty of rooms for administration, the Jury and covered space for measurement.



Photo courtesy www.wpnsa.org.uk



The last time Dragons raced at Weymouth was the 2007 Edinburgh Cup

The WPNSA is located between Weymouth and the island of Portland (in fact connected to the mainland by the Chesil beach). Its location was chosen principally because of the sheltered sailing waters of Portland harbour (great for dinghies) and easy access to Weymouth bay where the Olympic fleets will be racing. There is plenty of open water for setting courses appropriate for the Dragon Worlds. Portland itself is famous for the quality of its stone, used to build many Victorian public buildings in London and for its harbour built for the Royal Navy centuries ago. There is a good chance (although no guarantees!) that we will have sunny and warm weather- the back end of summer on the English south coast is normally pretty reliable.

Weymouth is a popular holiday destination, enjoying a long sandy beach and sunny weather. There is a wide range of accommodation to suit all budgets. We found during our many visits to the WPNSA for our children to attend regattas and training weekends in Cadets and 420s that there is a wide range of lettings available plus a number of interesting Bed and Breakfasts. There are some reasonable hotels but not necessarily 5*. Further out of town but still within a not too long drive, you can find classic country cottages or pubs with accommodation. Finally, the marina can host large yachts so bringing your own accommodation is a viable option.

Getting to Weymouth will be straight forward. From personal experience it's about a three hour drive from London, four hours from Dover and less than two hours from Southampton. The Worlds will take place a few weeks after the Gold Cup to be held in Douarnenez so it will be quite straight forward to transport your Dragon to Weymouth from Brittany. Ferry services are currently available from Roscoff to Plymouth, St Malo to Weymouth and Cherbourg to Poole. There are airports nearby at

Bournemouth and Southampton as well as Gatwick and Heathrow. Rail services are available direct to Weymouth from London.

Planning for the Worlds is well under way. We recognise the importance to all Dragon sailors of selecting a PRO who understands our requirements and who has the experience to manage racing for a large fleet of keel boats. Race management is very much team orientated so our PRO and Chair of the Jury ideally will have experience of participating in events with the WPNSA. One of the benefits of hosting the Olympic regatta will be the pool of experience of race management, from skills in mark laying to being able to predict what the wind will do through the day. We will benefit from this legacy.

Our ambition is to give the Dragon class first class racing and the best of welcomes for these World Championships. We believe these Dragon Worlds will be a superb event for hosting guest activities and will generate a notable level of publicity for the class. I very much hope that within the Dragon class itself there are owners and friends of owners who will consider sponsorship opportunities for their businesses in support of these Worlds. Please call me for a chat!

Martin Makey, Vice Chairman British Dragon Association:
martin@themakeys.co.uk
07860 729804

Abersoch Fleet Report

A momentous 2011 season, a mouth watering 2012 soon upon us!

Background: International Dragon's are a dream of a boat for helm and crew to race – they look beautiful, are sensual to race, and when ashore after racing.... there is no party like a Dragon Party! My advice is – if you ain't got one, go out and buy one.

The Abersoch Dragon fleet is about to kick off its fourth season – the first three have been a really good laugh - very well supported & exciting racing with intensely supported après race de-briefing sessions at the South Caernarfonshire Yacht Club bar. Joining the rapidly expanding Abersoch Dragon fleet is made easy – the Abersoch fleet comprises of second hand, sensibly priced, yet immaculate Dragons. Most vessels are syndicated in ownership, embarrassingly easy on the wallet, and able to deliver far too much fun to those involved. In the last eighteen months we've had the pleasure of getting to know the Irish and English Dragon fleets and teams - a great bunch of people, expert in the art of racing sail boats and celebrating life!

2011 – What was that all about? South Caernarfonshire Yacht Club hosted the 2011 British Dragon Association Northern Championship & The Edinburgh Cup. We achieved a near 100% turnout by the Abersoch fleet, in all 43 teams competed from around the globe, and the honours were fought for and won in our stunningly scenic Tremadog bay! The Irish shared their warmth and camaraderie with us, and as always their charm was matched by their love of competitive sport; they walked off with all the lollipops – Simon Brien's 'Team Kin' representing The Royal Northern

Irish YC as Edinburgh Cup Corinthian Champions, and Martin Byrne's 'Team Jaguar' representing The Royal St George YC deservedly became the 2011 Edinburgh Cup champions – quite extraordinary. A full report is available on the BDA web site.



Enjoying the beautiful surroundings at Abersoch

Let's look at the Abersoch fleet, and how we are working at developing our boat speed. The 2009 season, as a group of enthusiasts new to International Dragons, was all about acquiring boats, developing a fleet, finding our bearings – a steep and totally enjoyable learning curve! Chris Taylor's team on GBR 655 Phantom were the team that caught the fleet's eye with their flashes of real speed.

2010 saw an increase in boat numbers to nine. Importantly the stand out team was GBR 699 Gitane - Col Breton



Beating in toward the shore



Day 1 start, all to go for

and Dr. Neil Brown illustrating what happens in terms of improving performance against the remainder of the fleet when you not only sail well, but you invest thought, time and elbow grease in preparing and optimising your hull and rig. As the season went on their competitive edge became an insurmountable challenge for the fleet.

2011 gave us a twelve boat Abersoch Dragon fleet, new comers included GBR 508 Atalanta - George Davies and Jamie Uren (son of the late English Rugby cap Dick Uren), Ian McMillan with the Seattle built GBR 573 'Thunder', and Nick Jordon's GBR 759 Sanuk, a team fast tracked into speed thanks to guidance from the fabulous visiting coach STAVROS. Team Gitane's influence in terms of 'get your hull in order or else', was a central influence in ensuring a respectable performance by the Abersoch fleet at the Edinburgh Cup championship.

GBR 590 Mystere's team, Jamie Peters & Dave Cumming's is now the leading light in developing the Abersoch Fleet's speed, with the greatest emphasis on mast & rig tune, plus squeezing every advantage available from a correctly set



The winning team

mainsail. Their effort resulted in them out-performing the Abersoch fleet, and gaining a truly respectable result in the Edinburgh Cup. Jamie Peters, a sharp cookie on the water, took great care to study the Burnham fleet during

the Abersoch Dragon fleet's Easter visit to the Royal Corinthian shores - Mark and Amanda Wade were the perfect hosts. Jamie noted, on the wind, the fast Burnham boats had mast position, shroud position and rig tension to deliver a straight (no rake) mast, gaining maximum power for the full length of the mainsail leech, their booms bang centre, leech pretty straight, and the mainsail powered from the full length of the leech all the way back and right into the heart of the mainsail - pretty obvious I guess! The outcome is power from the headsail, speed and pointing performance with a perfect main.

2012 Season - Everything to look forward to..... The Abersoch fleet: will continue to bathe in the ludicrously enjoyable pleasure of racing Dragons; will increase our competitiveness; will increase fleet numbers; will ensure new comers get up to speed with our help very quickly, and have the absolute time of their wonderful lives shore side. Prospective new-comers please talk to Rob Riddell, Abersoch fleet Captain at the earliest stages when considering acquiring a vessel. The highlight of the year will be supporting The Royal Northern Irish Yacht Club's hosting of the Northern Championship 1st to 3rd July, and Edinburgh Cup 4th to 7th of July.



Starboard crossers, port duckers

Call To Action: If you are inspired to join the Abersoch Dragon fleet, contact Rob Riddell, Class Captain.
Tel 07777 695990 Email rwriddell@hotmail.co.uk

Rob Riddell

BDA Accounts

My first year as your Treasurer has not been dull. If there is one request that I make to all members and boat owners, then it is please pay your dues by direct debit.

At last year's AGM it was agreed to change the basis of subscriptions from multiple classes of membership to one class of membership and a fee for each boat in commission. The basis of the change was to more fairly align the income of the Association with the nature of its expenditure. This transition was complicated by our Bank's difficulty in responding to my appointment as your Treasurer and recognition of my instructions. This meant that changes to the subscription structure were not fully implemented when they became due. Consequently some members were overcharged on their membership fees, for which I apologise and have endeavoured to correct over the last six months.

However despite a difficult start I am pleased to report that within a short period of time the financial reporting system has been brought up to speed. The BDA committee now has ready access to our financial position, with income, expenditure and cash positions as of the previous day, presented at every meeting.

This year the Association raised revenues of £35,340, with membership subscriptions accounting for £12,014 and sponsorship of £20,700, the bulk of which came from Aberdeen Asset Management. We also received £3,000 and £500 of event rebates from the Solent and Burnham fleets, reflecting the return of surpluses from the 2010 Edinburgh Cup, held in Cowes and the 2011 East Coast Championships held in Burnham.

The apparent surplus of subscriptions over budget was due to recovery of overdue subscriptions and late payments to the annual dinner for the year 2009-10. For this year, the Association is still owed a number of boat and membership fees, predominately from the Medway and Solent fleets. Whilst the Committee will continue to seek payment of these outstanding fees, we have thought it prudent to set aside a provision for bad debts of £980 reflecting non-recovery of these funds.

Concerning expenditure, the BDA provided £20,000 of event support in 2011, £16,000 to the Abersoch fleet for management of the Edinburgh Cup and Northern Championships, and £2,000 respectively to the Burnham and Solent fleets for the East and South Coast Championships.

The next three largest items of expenditure were: Web Master (£6,783) for the refreshing of the BDA website and creation of the Edinburgh Cup website Public Relations (£4,688) largely for coverage and support of the Edinburgh Cup BDA magazine and newsletter (£2,166)

For the year the Association ran a deficit of £2,244, in cash terms we collected £34,360, and spent £36,358, leaving a deficit of £1,997, which was funded by a reduction in cash reserves.

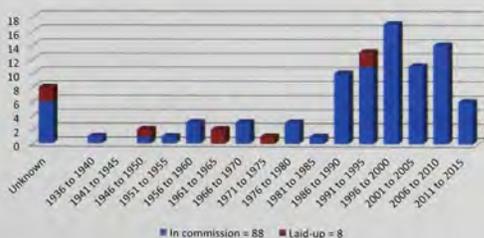
BDA Dragon Age distribution

The transition to boat fees now means we are acquiring comprehensive information on the age of Dragons resident in Britain. The chart below, which is not complete, reflects the age distribution of 96 boats with known owners both in commission or laid-up. We are aware of potentially another 39, which we are trying to trace.

BDA Income 2010-11



BDA Expenditure 2010-11





The Medway Fleet enjoying themselves around the committee boat

Medway Fleet Report

The 2011 Medway Dragon Fleet's Summer Racing Season has flown by and many tides have ebbed and flowed in our "Heart Break & Gillingham reaches". We are now at the end of our "26 Race" Dragon Series on the Medway, with its many wonderful cups and prizes within our Overall Points Series, only losing one race due to lack of wind. Our 15 boat fleet often sailed near full strength, but a regular turnout was a very respectable 11 Dragons! The M25/A2 turn off is 20 minutes from Upnor, so access really is quite easy for many of you, so do come and race with us! Even in Force 6 you have more or less flat water and in light airs we set short courses, so if the wind fails, our sailing club class manned safety boats kindly tow us home!

As the season progressed, some of us went to La Baule, (Esoteric - R. Sheppard and D. McMillan & Alcyone - S. Winn), others to the beautiful scenery, dominated by Snowdon, of Abersoch Bay in North Wales, receiving wonderful hospitality for the Northerns and the Dragon National's Edinburgh Cup (Scimitar - Sowry's, Rumours - L. Jones, Valkyrie - Coltart's, Alcyone). Some went off to Ostende in 'sunny' Belgium for their Nationals (Valkyrie, Fit Chick - B. Boyd and J Ratnage) and a great 7-race event followed by what should have been a 6 race/day, no discard Gold Cup in Ostende (Scimitar crewed by Claire & Martin Makey) but due to the extremely bad weather, allegedly the back end of a USA hurricane, we only managed to complete 4 excellent races ... and they were fun! So indeed was Bruges for lunch one day and then Nieuwport by tram and bike back, quicker with a force 9 gale behind us on the cycle path beside the windswept beach!

In between we enjoyed our very own Medway Regatta, with 7 of us venturing bravely across towards Southend and back on the Friday, with Valkyrie having led all the way suffering a momentary lapse of concentration off the coal jetty, letting Scimitar slip cruelly by to victory, after some 4 hours, and crewed again by our very own BDA Vice Chairman Martin Makey from Burnham, seeing our

bit of the Thames Estuary! We do welcome our visitors for the 2012 event. The lovely trophies wait to be raced for as well as the Proton Visitors Cup! Our regatta was memorable also because in the last race Simon Winn (celebrating his 80th birthday this year) won a three and a half hour race by a few meters from Rob Sheppard and Don in Esoteric, so a great memory for Simon as a result of which Scimitar claimed the Overall & Weekend Kittiwake Cup, no discards trophy.

Fit Chick was the runaway winner of The Dragon Flagon mid-summer series followed closely by Valkyrie & Scimitar, whilst the John Field Summer Trophy was won by Scimitar with Valkyrie & Whistle - W. Howland in second and third place respectively. How good to see Wendy doing so well, and 7th in the Season series' overalls and like Gadabout -G. Prout, an ever improving & noteworthy effort.

On to our end of season series, the 211 Trophy, an 8 race series, but we lost one, so 7, rounded to the nearest three, making 6 and we count 2/3rds of those so only 4, simple what Rumours won this cup from Fit Chick and Valkyrie, with some famous battles going on in all parts of the fleet.

We enjoyed a fabulous weekend of windward-leeward racing in Long Reach in October, kindly run by our excellent PRO Richard Kingsnorth and his team on Doraway - Kevin Harrison, in perfect westerly force four winds and latterly sunshine with flat water (reminded me of Easter at Burnham!) and indeed perfect Dragon racing weather. We were joined by 15 Sonatas on the Saturday for the MAD and Sonata series (I think a first for so many Sonatas to join us), followed by an "interactive, boats on the floor" rules session by our very own National Judge, Rob Owens, followed by a most enjoyable casual supper, attended by 58 people! The team enjoyed excellent close racing with Fit Chick & Rumours winning races, Valkyrie winning both Sunday races (what did they put in your tea Stewart?) whilst the consistent Scimitar scored 4 seconds



The sun always shines on the Medway, something to do with the large chimneys that grace it's banks



Laju's mast cupboard and berths, demonstrating the very high level of work achieved during her restoration

and thus managed to win the MAD weekend trophy. In the final reckoning Fit Chick provisionally won our overall series, with Scimitar in second and a very closely fought third place going to Rumours on equal points with Valkyrie on count back.

We have just enjoyed our now customary end of season drinks and canapés after the last day of racing at the end of October. Our legendary Dragon Bike Ride to Whitstable the Crab & Winkle Way beckons, followed by our Prize-Giving dinner in November & AGM in early January.

We are sad to report that Simon Winn has finally decided to hang up his "Dragon" boots (maybe not the Wayfarer ones!) but we are happy that Alcyone will stay on the river with Trevor Cox and Toby Attack. Also Robin & Chris Ridsdill-Smith have finally decided that anno domini has caught up with them and Tia is up for sale and a cruiser is in their sights. We are of course most happy to report that they will all maintain their social links with the Dragon class. Well who wouldn't, with all those parties, casual suppers, talks, bike rides, et al!

Julian & Claire Sowry

Dragonfly - Classic Restoration Part II

Last year Vanessa Hutchinson wrote a well received article about her and husband Mark's purchase and restoration of GBR 453 Dragonfly, formerly Menace. Here she explains how they have got on in 2011:

Last winter's 'Barn Antics' were much simpler and quicker than the year before. Our business was demanding more of our time so we decided to take it easy and we kept our list of jobs to a minimum. The thinking behind this was that we'd be able to launch her in good time and get a full season's sailing in! But that was to come....it was the time to get stuck in again!

One superficial job was the mast and boom with its worn and paint splattered black anodizing. This was kept to one side for visits from my Father. At 82 climbing up onto Dragonfly on her trailer was not an option, but he was determined to help out somewhere as many of his earlier years had been spent working on his various wooden boats and he had loved that so much. This was slow but rewarding work and now it all looks clean and tidy, albeit faded in places. The newly re-finished tiller was crying out for a mahogany extension and again Dad came up trumps and made a replacement for the aluminium one that looked so out of place. This was a job that he could take home and do in his heated garage!

So, here's the scene: - A large agricultural barn in the Cotswolds with Dragonfly waiting inside; cows across the stream, our furniture workshop on the other side of the yard and our office and showroom in a stone barn looking out over the fields. Idyllic! But this was to be



Laju K74 was built in 1933 by Alholmens Batvara. She has been lovingly restored over seven years by Kevin Boyd and Sonia Callaway in Devon, to original lines, including her cabin, complete with berths, cabinets and table

another cold winter with plenty of snow. The canvas on her deck that hadn't worked on our first attempt was now stripped off revealing the patched-up deck beneath. Part spruce on oak and ash frames and part ply where the rot was replaced. Obviously all of her deck fittings were taken off again, along with her new king plank that we had screwed and caulked but not pelleted down, so that taking it off would be easier! Her varnished topsides and combing were gently rubbed back ready for a few more coats of varnish and her new seat removed so it's frame and supports could be reduced and re-fitted slightly lower to be more comfortable.

Some of the 'many pieces of string' brought through to the cuddy were re-run to better positions that we had worked out over the season sailing her and the new spinnaker hatch with its pulley mechanism taken out again and made to run more smoothly and for the canvas to be re-fitted into the hole in the deck. The inside of the hull and its frames that are varnished within the cockpit got sanded back but the 'Rat Pit', so aptly called by another Dragon sailor, didn't this time. My nephew had done such a sterling job during our first winter of works that I felt we could skip a year, as she had luxuriated under her cover 'completely dry' for only one very short season. Blast..... that means we've got to do it this year!

The runners were overhauled and some fittings replaced. The 'fine trim' on them was moved from on top of the combing to under the side decks and the cleats replaced, their blocks on the base of the mainsheet post removed altogether. I really did want to remake the floorboards and repair the three de-laminating frames within the bilges but time wasn't on our side last winter so this was postponed again. By the middle of May we had added four coats of varnish to her topsides, gunwales and combing, which made her almost glow when the barn lights were switched on. The preparation work of the first winter was really showing through and her colour and depth of reflection was getting better with every coat. The seat was re-fitted and the cockpit varnished, but I can hear you all saying "What of her canvas?"

Well although I say it myselfno wait, all in the right order...

As the gunwales were varnished and finished we marked up the shape of the canvas that would just sit over the deck/gunwale joint and masked them off. I cut the canvas to size and laid it in two halves, port and starboard with the king plank covering the joint. Starting at the bow I rolled plenty of deck paint (yes, deck paint this time) onto the deck in manageable areas, then laid the canvas down and painted onto it with the same deck paint. This was done liberally so that I could work the paint into the

weave and stretch the canvas, rolling out any bubbles as I went. It was a long day but I had prepared everything in readiness so that I could just arrive early and start painting. I left knackered, with an aching back but a slight warm glow of pride! Closing the barn doors behind me I said "goodnight" to her and had my fingers crossed. I hoped that the morning would be a better sight than our previous year but I had a good feeling about it.

The next morning she looked gorgeous! Mark could relay the king plank, pelleting the screw fittings this time. He then set about making mahogany trim all around the combing to cover the canvas edge, which finished the deck off beautifully.

She constantly makes us smile whenever we see her, in or out of the water, under sail or on the jetty! Through thick and thin she's now a member of our family and we will slowly get through all of the jobs that need doing, albeit in our own time. That's it for last year's work, this winter she's in for her keel bolts. Having already had many words of wisdom and encouragement from you, please keep them coming! Happy sailing in 2012 and I hope we'll see more classic dragons.

vanessa@hutchinsonfurniture.co.uk



Laju sails for the first time after many years ashore

The story of Laju's rebuild will shortly be posted on the association web site. Kevin and Sonia went to enormous lengths to get the yacht as accurate as they could, according to the lines of the Dragon as originally drawn and envisaged by Johan Anker in 1929. Along the way they unearthed some wonderful photographs of pre-war Dragons, as well as invoices for new Johanssen Dragons, all of which are quite fascinating.

We felt these photographs went well with Vanessa Hutchinson's update on her own restoration, particularly since Laju has now been sold and will be sailed on Lake Windermere, alongside Dragonfly.

Aldeburgh Fleet Report

The season in Aldeburgh has clearly divided even more than usual into August and the rest of the year. In August the club hums, all the boats are in the water and the



Dragon on the Alde

Regatta provides really interesting and competitive racing. For the rest of the year it is much less certain how many boats will be present and therefore whether there will be good racing. Our fleet only numbered seven boats available for normal season's points racing and therefore other commitments on only a few people's parts can have a disproportionate effect. Basilisk was easily the most regular participant followed by the Hunt family in Panther and Rufus Gilday in Orion. Others were handicapped by children, either their own or the AYC junior members, or by the need to cruise in the Mediterranean. Basilisk also has the advantage of two owners, which generally meant that either Patrick Gifford or Mike Hayles was there to sail her. The end result was that both the season's points and the personal handicap series were won by Basilisk.

The Regatta in the third week of August was very different. Nine boats participated including Mike Hayles's almost brand new Petticrow boat Naiad, the first new boat to be bought by the fleet since Kraken in 2003. The other addition to the fleet for the regatta was Nereid under Patrick Gifford's command. Meantime Basilisk had been lent to Will Fennell and Nick Hayles to ensure that she didn't just sit and watch, which can be dangerous if your

mooring is on the racecourse. The racing was close though ultimately dominated by Rory Bowman who has won several more Aldeburgh Regattas than even his tally of Edinburgh Cups. Rory, Mike and Patrick were the three fastest boats there and Rory won because he was easily the most consistent of the three. Naiad may well have had the most straight line speed and Nereid had moments of cunning skill but these didn't do the trick. In the end Rory won the first four races and Patrick won the last one which enabled him to beat his partner Mike for second place overall.

I misreported the Regatta personal handicap results on the BDA website when I first covered the event. These in fact showed a tie between Panther, helmed by Jonathan Hunt, and Nereid which was broken in Panther's favour on countback on 10 points each with Harkaway, helmed by Tim Hannon, only one point behind them. Aldeburgh has now used personal handicaps for several years and they have proved to be an excellent way of maintaining interest in a fleet with widely varying levels of skill and equipment. The actual handicap factors currently in use range from 874 to 943 and have been a source of considerable discussion over the years. The main performance variations have in fact been when owners or crews change and the handicap needs to catch up.

Although our fleet numbers are stubbornly stuck around ten boats the regatta did give grounds for hopes of growth. Apache was sailed by Will Gibbon, Tom's son, and Basilisk by Will Fennell both of whom are new helmsmen. There was also family participation by the younger generation to be seen in both Navaho and Panther. We will still need to wait a few years for the Bowman family, however.

2012 will see one of the rare opportunities for the Aldeburgh fleet to put to sea without going very far. We have sadly had to acknowledge for many years that we cannot run the East Coast Championship in the river, different and interesting though it would be. Levington and Dovercourt Bay are the nearest practical places to go and our turn has come round again. We are hopeful that at least six Aldeburgh boats will make the journey and look forward to being joined by as many as possible from other fleets wherever they may be. This is, after all, a rare opportunity to sail an indicator for the Worlds on the East coast in open water. What more could you want? Warmth?!

Patrick Gifford

From The Archives

We are indebted to Patrick Gifford that he has maintained a collection of past BDA magazines, into which we have been able to delve. Since the 2012 fixtures list include Cultra, Kinsale and Attersee we have reproduced copies of past reports from each of those locations for your edification and perhaps, education!

1984 EUROPEAN CHAMPIONSHIP - KINSALE

Malcolm McKeag's second attempt at recounting his trip to Kinsale. (Reproduced from *Yachts & Yachting* with grateful thanks to the Editor and Malcolm)

With apologies, of a sort, to the gentleman who wrote to the Editor complaining that all McKeag writes about these days is going to regattas with nary a worry about the boats or the sailing when he gets there. The truth is, Sir, that as far as the Dragon Europeans in Kinsale were concerned driving there and then going to the pub afterwards were far and away the best bits. The sailing was so bad that Tony O'Gorman, umpteen times Edinburgh Cup winner, finished so far down the pan he vowed he would never sail at Kinsale again and was going to stick to straightforward places, like Cowes. O'Gorman lives in Kinsale. Yet there was a winner and that winner was Borg Borresen and since Borg has won the European championship, the Gold Cup, the Edinburgh Cup and just about any other Dragon prize worth having outside the Olympics you can't say it was only luck, fluke series or not.

What is it that gives some people the ability to predict the unpredictable in yacht racing? The Dragon racing at Kinsale was held in the bay outside the enormous natural harbour of Kinsale itself and the breeze for all the week blew straight into it from the south: All the way from the Falklands as one local met expert said. It should have been easy enough to read and obviously for Borresen it was but for nearly everybody else it was hair-tearingly frustrating. One day it was more south-east than south and the forecast was for the wind to veer. A depression was due to pass through with the possibility that its centre would pass to the north of us. Does that not mean that the wind is likely to veer? In the half-hour before the start the line had to be relaid twice to cope with the tendency of the breeze to shift to the right and at the start itself there was such a crowd at the committee boat it was like trying to get through the turnstile at a football match. It was so obvious that the thing to do was start at the committee boat, tack onto port and go right that two-thirds the fleet were up there and when the breeze went even further right with about a minute to go it was plain several were going to be squeezed out. Borresen, the old fox, tried to bluff his way

in, didn't make it and had to circle out to weather of the committee boat. My Man made a tolerable start and as we sailed away well placed these eyes saw Borresen gybe around and then sail off on starboard, crossing every single stern in the fleet. He went the whole way to the left of the course, tacked just under the lay-line and settled down to follow everyone in. Over on our side, where all the good people were, the boats with Borresen looked absolutely killed.

Then, a quarter of a mile from the windward mark, the wind did a funny thing. It swung about 15 degrees to the left. Well, it might have been ten but from where we were it may as well have been ninety. Borresen lifted to the mark, cracked his sheets and went round in second place.

Time and again during the week there were 'unexpected' and 'inexplicable' wind-shifts: some of us got them right (carefully worked out tactics) some of the time and wrong (unbelievable bad luck) some of the time but the winner just kept popping up out of the crabgrass. Borresen only made two good starts the whole week, in the practice race and again in the last race, yet his worst result was an eighth. Now, how does a sailor do that? If you asked him why he went this way, or that way, his reply was usually 'well, when you are at the back you must do something different.'

After each race at Kinsale race officer John Godkin produced a graph showing the first 33 places at each mark and fascinating study they made too. They show boats dropping ten places on one beat and picking up ten on another, or maybe appearing briefly near the front of the fleet only to slide down off the page for the rest of the race. And they show the final champion hardly ever dropping places: in one race he was 22nd at the first mark, 16th at the gybe, 15th at the leeward mark, 12th at the end of the next beat, 11th at the bottom turn and fourth at the finish. Having got the regatta so comprehensively wrong oneself (we finished eighth) one hesitates (but only briefly) to pass an opinion on how Borresen did it but if you were to ask me I would say 'speed'. All this business about studying wind bends and weather maps, dropping corks over the side and writing the true wind directions on the inside of your trouser leg is just gilt on the gingerbread. If you go fast you win, and if you don't go fast you don't win.

For cognoscenti of the sport, Borresen was sailing a brand new Dragon which, naturally enough, he built himself (he has been the principal builder in the class for years) and the only obvious difference 'twixt' his boat and the rest of us was that he was using a Fogh genoa while in Dragons

the world and his wife set North's. He had on board the young man who had made the sail - it was noticeably fuller than most others and when My Man asked a technical question regarding something he described as the entry he was told simply that it was 'blunt'. Borresen won the championship and sold the genoa to Michael Cotter. Tony O'Gorman changed his mind about giving up Dragon racing. He bought Borresen's boat instead.

Malcolm McKeag

1991 EUROPEAN CHAMPIONSHIP – ATTERSEE

The selection trials for British representation at the European Championships took place on the telephone. A call to the 'Dea ex Machina' of the BDA revealed that competition for this honour was lacking, and that therefore we were uniquely selected, despite a rather 'Bolshie' attitude to the BDA's carefully crafted points system, due to partnership ownership, a predilection for foreign travel and the demands of the Cadet class.

Lake sailing is different! The deed of gift of the Coupe Virginie Heriot had to be altered rather substantially to accommodate the geography of Attersee. In particular the requirements that the course should never be less than one nautical mile from shore and that races could only be shortened due to excess wind were impractical. The first would have required the excavation of several billion cubic feet of earth, and the second the redistribution of the earth's weather pattern by a global warming. However, in contrast to what was originally envisaged, a regime of sitting in the excellently appointed Union Yacht Club, waited on hand and foot, attending the call to sail 800 yards to the start of the next race has its compensations. Zipfer Urtyp doesn't compare with Abbot Ale sadly, however.

Your team didn't have much idea what to expect. I had sailed on the Ammersee once as a student. George Horton, the middle-man, had sailed a lot on Lake Michigan (rather bigger) and Antony Gifford (foredeck) knows Farmoor Reservoir well (smaller). It rapidly became apparent that there were two different sets of conditions. When the wind blew from the west it shifted vigorously back and forth, in a way familiar to pond sailors. However, when it blew from any other direction there were persistent wind bends to be found. The result is that you have to sail to the shift rather than expect it to come to you. There were also quite definite thermal effects at times early in the week before the rain arrived.

We had a good start to the series by winning the practice series and my weight in beer. In the first real race we led to the first mark, but had to give way to Michael Erhard in

G605, sailing very fast Paul-Richard Hoj-Jensen ultimately fluked a win in this race, but nonetheless it marked our moment of glory. Thereafter the form went as follows:

1. G745 Marcus Glas. Utterly reliable in the conditions, and unassumingly fast. As the week went on, victory became very predictable. However, he has done it before, so there may be hope.
2. G605 - Michael Erhard. Very fast, but not as reliable as the winner. Just as much at home on lakes, coming from Ammersee. The only Dragon to have a Goretex cover!
3. OE67 - Helmet Winkler. The only local boat to put a consistent series together. Never very fast, but usually in the right place.
4. S277 - Thomas Haraldson. Acclimatisation took a little while, but last year's Swedish champion got the hang of the lake.
5. D280 - Paul-Richard Hoj-Jensen. Two wins in the first three races looked good. Thereafter it was very reassuring to find that even the mighty can suffer from impatience on 'one-way' courses.
6. G717 - Wolfgang Rappel. Steady, but never spectacular.

So what did we learn, in no order:

1. Cross-ply tyres don't exist in Austria. After a blow-out between Stuttgart and Munich we had to buy five new radials, which made a dent in our holiday money.
2. It is probably better to stay in Muhlbach than in Attersee, if only to avoid church services at 6.30 am.
3. British Dragon sails, made by Hyde, are alive and well in Germany and went very well. So did ours, made by North UK, but that wasn't a surprise.
4. Lake sailing takes practice, and patience.
5. We were slow downwind. The only effect of the changes in the mast position rules appears to be to force the use of rams to push the mast forward off the wind. Expensive for little!
6. 55 foot vertical ladders are an excellent way to inspect the top of the mast if the problem, as with us, is a recalcitrant halyard lock. Nordic Masts' habit of hiding it inside the mast makes this an academic exercise. However, a really good pull on the backstay enlists gravity...
7. Fresh water is very good for cleaning East Coast mud off the anchor warp. We must have been easily the scruffiest boat there. All in all it was fascinating and different.

Patrick Gifford

1994 THE EDINBURGH CUP – BANGOR

I write this late in October at the feet of the BDA Secretary who has insisted that I perform the promise made so foolishly under 8 pints' influence back in June. And weren't those pints necessary! Bangor from Burnham is a bumnumbing days' travel in each direction. The welcome



RNIYC Cultra, 1938 and two brand new Johanssen built Dragons await their owners on the lawn

made it worthwhile - but the sailing was, to say the least, a curate's egg. Bobby Brown followed up his Northern Area Championship success, this time from the back of the boat, to show his versatility. Glen Foster couldn't follow up his first and second on Monday and Tuesday, and ended second. Mick Cotter over came the odds stacked against him by courtesy of the Brions' hospitality and came third, having also scored a first and second. Bobby Brown, Lars Handriksen and Hamish McKay with Vicki Barmes. So much for the results.

Regatta memories. The weather - it was cold. I couldn't believe it could be that cold in late June - but the Race Officer did his best to ensure that we appreciated the climate fully by guaranteeing maximum time on the water. The Race Officer - he had a sense of humour, all right, which we had inflicted on us in the mug of the day ceremony. We needed the sense of humour to survive the recalls and fruitless last morning - we were sympathetic to the obvious problems of wind shifts and deep water - but nevertheless we often felt that here was a man who made Hamlet look decisive.

As usual with the Dragon fleet, the blown off day and the social life provided the heart of the regatta. I can't remember who initiated the Swan regatta; it was won

by Richard Palmer from Ruyjm, who clearly mastered the difficult conditions and the ruthless competition. The Irish make a speciality of home entertainment (memories of Dun Loaghaire Gold Cup 1990) and this event was no exception. My hostess had thoughtfully rounded up most of the available single girls in Bangor which didn't impress my all vegetarian crew but did impress many others, including me.

I can't remember much about the Crews' Union dinner which probably means I shouldn't have been there. In the old days this event was precisely that, ie for crews, and was the epitome of informality. It now seems to be increasingly a formal part of the regatta social programme and owners attend as a matter of course. I think the host Club Crews' Union representative needs to organise more anarchy - if that isn't a contradiction. It often seems that the best party is on the last night - Bangor ran to form. Romance blossomed amid the band's Irish folk ballads and a number of reputations were changed in the course of the dedications.

It would be churlish not to mention the support provided by Cellnet Call Connections and other sponsors. The fleet of support boats was impressive and the onshore support (bacon butties at dawn) appreciated by all.

BURNHAM FLEET REPORT

Richard Davies

2011 started on the right foot when in January, Burnham Royal Corinthian Yacht Club member Tim Tavinor returned triumphant from the Dragon World Championships held in Melbourne, Australia. Rob Campbell, Matt Walker and Martin Makey also made the trip 'down under' sailing 'Quicksilver IV' representing the UK and the RCYC, but it was Lawrie Smith helming 'Alfie' crewed by Tim Tavinor and Ossie Stewart who finally won the championship with an exciting last race. The fleet, keen to hear the details from the travellers and see the trophy for real, congregated at the club to welcome them back with a champagne toast.

This set the scene for an action packed sailing and social season.

The interest in the Burnham fleet continues to grow with several newcomers now racing Dragons regularly. The rigging brunch morning, (early season boat rig after a full English breakfast), boat set-up and training sessions run by Tim Tavinor, try-a-Dragon and crew training days co-ordinated with the help of experienced Dragon crews and helms, have all boosted enthusiasm within the fleet. We have a fleet that turns up at the club come rain or

shine and one that is also well represented at National and International level. Those who have competed 'away' and continued to race 'at home' have shared the knowledge gained to further advance the level of racing. Burnham is a very good training ground and as those who have experienced short tacking up the river will testify, a great place to hone boat handling, tactics and racing skills.

The first big event for the Burnham fleet was the four day Easter Regatta with entries welcomed from the Medway, Solent and Abersoch fleets. Seventeen Dragons competed for the beautiful cut glass Easter bowl in near perfect sailing conditions (sunshine and shorts). With a combination of windward/leeward and 'round the can' races and a full social programme laid on by the club, the event was deemed a resounding success. The winner was 'Avalanche' - Mark and Mandy Wade with Andrew 'Noddy' Norden. The relatively new Abersoch fleet, who had ventured from Wales for some early season practice, felt they had tacked the boat more in one weekend than they had the whole of the previous season!

It is not often that Burnham is considered to be 'on the way' to anywhere but in early May we welcomed a team of Dragon sailors from the Royal Hong Kong Yacht Club who stopped off on their way to an event on the south coast. The six sailors were competing in an inter-port event at Cowes and wanted to visit the land of the Peticrow Dragon, the Royal Corinthian Yacht Club and experience racing with the fleet on the Crouch. As the fleet headed upriver in windy conditions towards Cliff we assured them that the short tacking practice would be beneficial!

The next major event hosted by the Burnham Dragons at the RCYC was the Aberdeen Asset Management British Dragon Association East Coast Championship held at the end of May. The International and National representation continued as we welcomed entries from Australia and Denmark; Medway, Solent and Aldeburgh. After three days of close competitive racing in blustery conditions, the defending 2010 champion, Jorgen Schonherr from Denmark crewed by Tim Tavinor and Kate Cole won the event. The club was once again commended by the entrants for the excellent racing run by Kim Allen, Edwin Buckley and the race team, the hospitality of members and enjoyable shore side entertainment.

Mini series events of four races a day in spring and autumn have continued to test and improve the boat handling skills of the Burnham Dragon teams with the exciting 45 minute windward/leeward courses. The series has produced some excellent close racing in the testing tides of the Rivers Crouch and Roach, in wind and calm, rain and sunshine. A very big thank you to Edwin and Pat Buckley with the 'Team Phoebe' race committee.



The current BDA Chairman, helped by the Hon Sec and wife, enjoy rolling down the River Crouch

Four teams from Burnham represented the RCYC at the Northern Championships and Edinburgh Cup in July this year at Abersoch and had the pleasure of racing in a beautiful bay with a superb backdrop and a view of Mount Snowdon (no short tacking there!). The top RCYC boats at the championships were 'Hands Off' - Mike Holmes, Alex Burnett and Matt Young who were 3rd in the Northern Area Championship and 1st Corinthian (non professional) and 'Ganador', helmed by Rob Campbell with Matt Walker and John Torrence, the highest placed Burnham boat in the Edinburgh Cup.

For the annual pub race this year we raced to Paglesham and were fortunate that a very friendly member of Roach Sailing Association met us at the moorings and ferried us ashore to take the short walk to the Plough and Sail for lunch. Some sailed and others drove to enjoy a glorious afternoon in the pub garden. And...as expected, the Burnham Dragons raced home to drinks on the balcony of the RCYC in time to watch the sunset.

Every year the Dragons host a summer party. It's the time to meet, greet, socialise and eat! It is also the day of the annual crews races for the Pat Burnett Memorial Trophy so the winner, Matt Walker, helming 'Beauty and the Beast', was presented with the trophy after the hog roast



Burnham Fleet Mini Series, demonstrating the exciting and close racing they enjoy

and BBQ supper held in the garden of the Tavonor's home. The evening's entertainment was provided by Emma Tavonor and her band of comrades from the Royal Marines who played a selection of music not normally heard on the parade ground!

Eight Dragons competed in Burnham Week for the Bank Holiday Weekend, Mid Week points and Telegraph Cup trophies with some excellent spinnaker starts from the committee boat at Pile House, while five members of the fleet travelled to Ostend to represent the RCYC at the Belgium Championship and Gold Cup. As the travellers enjoyed the hospitality of the Belgium's, the Burnham contingent dined on Belgium style' Moules and Steak for Dragon Burnham Week supper: 'Avalanche', The Wades and 'Noddy'/Simon Howard and 'PageBoy X' Clive, Graeme and Rory Page, were trophy winners in Burnham and 'Tigger' helmed by Tim Tavonor crewed by Thomas Wilton and Pedro Andrade won the Belgium Championship and had a creditable 9th in the Gold Cup.

Writing this report as the autumn racing draws to an end, we are pleased to say that the Burnham Dragon fleet has sailed every sailable weekend at the club from March to November. Not only the events highlighted in this report but also Spring Saturday Series, Spring Sunday Series, Rarer Cancer Charity Regatta, Summer Saturday Series, Summer Sunday Series, Carlton Platter, Petticrow Open Series, Newts Series, Candlestick Series and the Peter Mathews Memorial Trophy. The end of season Prize Giving Dinner with the trophies laid out for all to see is a truly 'shining' example of the sailing and racing on the Crouch!

Our thanks go to the fleet for the support this year, all those behind the scenes, the RCYC, BDA, IDA and committee members who have contributed so we can carry on doing what we all enjoy. Whilst we look forward to our Burnham Dragon winter activities we are planning a full and exciting training, sailing and social programme for the 2012 sailing season.

Whenever there is sailing, the Burnham Dragons are sure to turn up...and you are welcome to join us!

Mark and Mandy Wade



Burnham Fleet Captain rescuing his gin & tonic whilst Mandy and Noddy practice gardening

Edinburgh Cup 2012

Edinburgh Cup To Be Hosted In Belfast Lough In July 2012 - Sponsored By

Belfast Harbour



Belfast Harbour

Royal North of Ireland Yacht Club is both delighted and honoured to be offered the opportunity to host the Edinburgh Cup in July 2012. The Club has a long history with the Dragon Class and last hosted the Edinburgh Cup in 2000. Prior to that, Royal North hosted the Edinburgh Cup in 1980, 1971, 1964, 1958 and 1953. A Royal North boat 'Ceres' sailed by Billy Barnett also represented Great Britain in the 1948 Olympic Games.

More recently, Royal North hosted the Irish Dragon Championships in 2010, which was a great success, both on and off the water. Visiting boats came from Dublin, Kinsale, England, and we had European competitors including Klaus Diederichs, Gwen Chapalain and Pedro Andrade. Those who attended in 2010 enjoyed the warm welcome for which Royal North has become renowned, and I know they have spread the word and have already encouraged many more to visit us in 2012.

Our own boat 'Kin' sailed by my brother Mark, Davy Gomes and I have always loved the Dragon circuit and have made many, many friends throughout Ireland, England, Scotland, Wales and Europe, through the Dragon Class. Whilst the racing in the Dragon Class provides the best One Design racing in the world, and the 'Kin' crew try our best and get the occasional result, the shore side camaraderie and 'craic' is also a priority and we try our hardest there too.....

So, the plan for 2012 is to provide a memorable week of Dragon racing in the picturesque setting of the southern shores of Belfast Lough in County Down. For those who have not sailed at Belfast Lough before, it is an open sea Lough on the eastern coastline of Northern Ireland. The race area is an open area approximately 3 miles East of Holywood, and with minimal tidal influence. As well as memorable racing, we will also be 'pushing the boat out' to have a week of great parties and dinners, and a full programme is already organised for all competitors, friends and family.



Kin - A well known boat, apparently!

'Belfast Harbour' who operate the Port of Belfast, was the magnificent sponsor for the 2010 Irish Championships and they too enjoy the relationship with Royal North and the Dragon Class. 'Belfast Harbour' have most generously agreed to sponsor both the 2012 British Northern Area Championships and the Edinburgh Cup.

The event 'kicks off' with launching at Belfast Harbour opposite the new £100 million Titanic Signature Building (which opens 2 months before the Edinburgh Cup). After launching on Saturday 30th June, boats will congregate at the new Belfast Harbour Marina at Abercorn Basin, Titanic Quarter and the 'Belfast Harbour fun race' will start at 7pm from Titanic Quarter to the moorings at Cultra (approximately 5 miles). The Northern Areas take place from Sunday 1st July to Tuesday 3rd July with 8 races. The Edinburgh Cup takes place from Wednesday 4th July to Saturday 7th July with 6 races, plus crews race.

An experienced race management team is also in place and under the supervision of P.R.O. Nigel Kearney. They are fully aware of the expectations of the Dragon fleets in terms of race duration, course sizes, and course management. On the social side, a full programme is arranged including:

Gala Dinner in the magnificent historic Belfast Harbour Commissioners headquarters in Belfast

Barbeque with live band and dancing

Championship Dinner with live band and dancing

The Royal North of Ireland Yacht Club is located in a mature wooded residential setting on the southern shores of Belfast Lough, at Cultra, one mile outside Holywood. It is a beautiful setting for a Championship and also a relaxing setting to enjoy a week of Dragon racing with friends and

family. There are a host of activities nearby for shore based visitors; and for those who manage to fit in a round of golf, Holywood Golf Club (home of Rory McIlroy), Royal Belfast Golf Club, and Helens Bay Golf Club are all within a 10 minute drive. The famous Royal Portrush and Royal County Down are within an hours' drive. Hopefully we have tempted you and we aim to have 40-45 boats gracing our waters for the Edinburgh Cup next year. Already we have commitments from:

Poul Ricard Hoj Jensen

Tim Tavinor

Stavros

Reigning Champion, Martin Byrne

Klaus Diederichs

Gavia Wilkinson Cox

Gordon Ingate from Australia (his boat is already here!)

Plus

A great fleet from Abersoch, Burnham, Cowes and of course, Dublin and Kinsale.

Whilst the 'Belfast Harbour' Edinburgh Cup and British Northern Area Championship are undoubtedly the highlight at the Royal North of Ireland Yacht Club calendar in 2012, it must not be forgotten that IRELAND is the place to race your Dragon in 2012.

In 2012, there are 5 major Dragon Championships in Ireland:

British Northern Area Championships

Royal North of Ireland Yacht Club

1st July - 3rd July

Edinburgh Cup

Royal North of Ireland Yacht Club

4th July - 7th July

Irish Championships

Royal St. George Yacht Club, Dun Laoghaire, Dublin



The RNIYC Club House, Cultra

26th July – 29th July

Irish Southern Coast Championship

Kinsale Yacht Club

1st September – 2nd September

Gold Cup

Kinsale Yacht Club

6th September – 14th September

With 5 major Championships from early July to early September, a GRAND SLAM series has been planned, sponsored by Brewin Dolphin. This will be a superb Championship series with 3 events to count out of 5 with the Edinburgh Cup and Gold Cup being 'weighted', and compulsory to compete in the Grand Slam.

The GRAND SLAM is focused on Corinthian sailors with major prizes thanks to the support of Brewin Dolphin. There will also be prizes for the professional teams, pre 2000 boats and wooden boats. And finally, now that you have no excuse not to come to Cultra for the Edinburgh Cup, and Ireland for all your Dragon sailing in 2012, we are striving to make it as easy as possible for you to come and join us... We have negotiated discounted ferry crossing rates with Stenaline (more details to follow), and will be keeping our Edinburgh Cup and Northern Areas entry

fees as seen as possible, including several social events. The travelling between events is easy with Cultra to Dun Laoghaire only 2.5 hours drive, and Dun Laoghaire to Kinsale only 3.5 hours.

We look forward to welcoming you all to Royal North of Ireland for what promises to be a memorable week of Dragon racing... and socialising... Full details of the Edinburgh Cup and British Northern Area Championships including, Entry Forms, Notice of Race, Accommodation Rates and Social Programme are available on the Royal North of Ireland Yacht Club website www.rniyc.org

Simon Brien (KIN)



Irish smiles at Cultra

The 2012 Peticrows Dragon It's a product of natural selection

Evolution has proven only the fittest survive,
that's why if you are serious about winning,
only one Dragon is good enough.

At Peticrows nothing stands still, our development team are constantly searching for ways to improve every last detail of our Dragons. And that's exactly what we've done for our all new 2012 boat. We call it evolution...

The process of constantly innovating and adapting our products is the reason why Peticrows Dragons are world leaders. A fact that's nothing new for us, we've been doing just that for years.

Our 2012 Dragon has a host of new features: floor stiffening, reduced windage, comfortable deck

profiling, updated safety features, additional buoyancy... and much more.

Hull and deck are vacuum infused with the latest available permitted materials, to guarantee minimum weight, maximum stiffness and optimised centre of gravity.

And just in case you break anything, our service team are on site with ample spares at most major regattas.

Find out more online www.peticrows.com

2012 Peticrows Dragon – Evolved for winners.....



L I M I T E D

www.Peticrows.com

For Peticrows dealers in your area see <http://www.peticrows.co.uk/dealers.shtml>



EDINBURGH CUP 2012

Belfast Harbour

July 2012

SATURDAY 30TH JUNE 2012

Launch at Belfast Harbour Marina, beside Odyssey

Belfast Harbour Fun Race from the Marina at
Abercorn Basin to RNIYC moorings, off clubhouse

UK NORTHERN AREA CHAMPIONSHIPS 2012

SUNDAY 1ST JULY 3 Races

MONDAY 2ND JULY 3 Races

TUESDAY 3RD JULY 2 Races

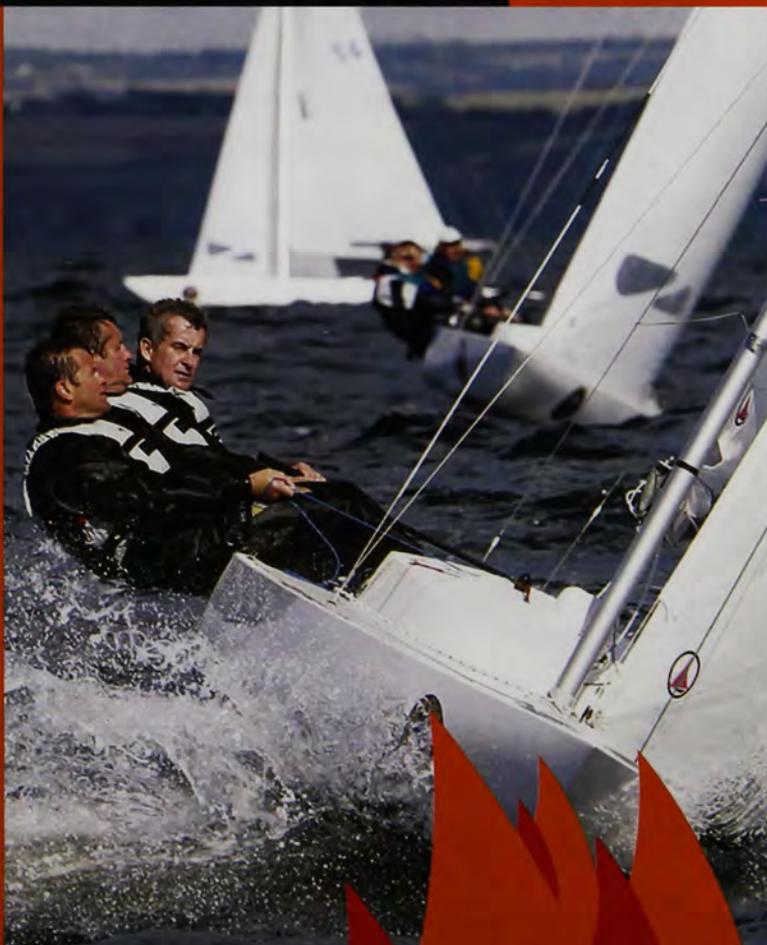
2012 EDINBURGH CUP

WEDNESDAY 4TH JULY 2 Races

THURSDAY 5TH JULY 2 Races

FRIDAY 6TH JULY 1 Race
(Plus Crew's Race)

SATURDAY 7TH JULY 1 Race



www.rniyc.org