

DRAGON NEWS 2019



BRITISH DRAGON ASSOCIATION

Andy Green
GREEN SEA PHOTOGRAPHY

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Selected Fixtures 2020

Regatta	Date	Venue
Princess Sophia Trophy	26 - 29 March	Palma de Mallorca
Easter Regatta Burnham	10 - 20 April	RCYC, Burnham-on-Crouch
European Championships	20 - 26 April	Palma de Mallorca
French Championships	30 April - 3 May	Cazaux, France
Derby Dragon	19 - 23 May	La Baule, France
South Coast Championships	13 - 14 June	Royal London YC, Cowes
Edinburgh Cup & Scottish Championships	28 June - 3 July	Royal Forth YC, Edinburgh
Classic/Vintage Championships & Cowes Classic Week	29 July - 2 August	Royal London YC Cowes
Cowes Week	8 - 15 August	Cowes
Grand Prix Douarnenez	19 - 22 August	Douarnenez
Gold Cup	5 - 11 September	Kinsale, Ireland
East Coast Championships	19 - 20 September	Royal Temple YC, Ramsgate
Regattes Royale	21 - 25 September	Cannes
European Grand Prix Finals	2 - 7 November	Vilamoura, Portugal

BDA News is designed and produced by CE Marketing - www.cemarketing.co.uk. Our thanks to the following photographers: Andy Green, greensea.zenfolio.com, front cover photo and pages 2-3, 4-5, 6, 8-9, 23. Paul Babbington, page 17. H. Davies, page 23. Chris Dicker, pages 12-13, 23. Courtesy Patrick Gifford, pages 14-15. Fleur Hayles, page 7. Tim Jeffreys, pages 15 & 18. Dr Charles Morton, Moira Kinnear, Richard Leask, Joe O'Leary, Denise Thomas, Sheena Kerr, pages 20-21. James Robinson-Taylor, pages 12, 13, 23. Emma York, page 23. Paul Wyeth, page 22.

BDA Officers & Fleet Contacts

British Dragon Association - www.britishdragons.org

Chairman <i>wef 17.01.2020 & to be ratified at the AGM</i>	Julia Bailey Simon Barter	julia.salt@planelegal.com simon.barter@btinternet.com
Vice Chairman <i>wef 17.01.2020 & to be ratified at the AGM</i>	Simon Barter Simon Cash	simon.barter@btinternet.com s.cash1@btinternet.com
Hon Treasurer	Bruce Boyd	britishdragontreasurer@gmail.com
Hon Secretary	Chris Brittain	britishdragonsec@gmail.com
Classic Dragon Representative	Patrick Gifford	patrick@kinnoridy.com
PR Consultant	Emma York	emma@freshapproachpr.co.uk
Abersoch Fleet Captain	Graham Price	graham@pricey.uk.com
Aldeburgh Fleet Captain	Matt Lingley	matthew_lingley@hotmail.com
Burnham Fleet	Andrew Norden	burnhamdragons@gmail.com
Medway Fleet Captain	Chris Brealy	medwaydragoncaptain@gmail.com
Scottish Fleet Captain	Cathy Ogden	cathy.ogden75@gmail.com
Solent Fleet Captain	Owen Pay	solentfleet@yahoo.co.uk
South West Fleet Captain	Alan Dale	aadale@clara.co.uk

BDA AGM & Annual Dinner

The 2019 British Dragon Association AGM and Dinner will take place on Friday 17th January 2020 at the Royal Thames Yacht Club, Knightsbridge, London. Please do come and support your Officers and the Association by arranging your dinner table and booking your tickets now. The evening will get underway as usual with pre-meeting drinks at 18.00. The AGM will start at 18.30 prompt and dinner will be called at 20.00. There will be a cash bar for all drinks before, during and after dinner.

After dinner we shall present the Citron Trophy and have some short speeches. There will then be time for relaxed drinks before departure at 23.00. Dress is reefer jacket or lounge suit.

Tickets are, again, the same price as last year, £48.50 per person for dinner which is payable in advance and

preferably by bank transfer - British Dragon Association, Lloyds TSB Bank plc, Sort Code: 30-00-08 Account No.: 03090827

Please reference your payment with your surname followed by AGM. Cheques, made payable to the British Dragon Association, will also be accepted. Cheques should be posted to the Honorary Treasurer, Bruce Boyd. Please reference your payment with your name followed by AGM.

To reserve your tickets and for further information please e-mail the Honorary Secretary at Britishdragonsec@gmail.com with confirmation of the number of tickets you require, the names of your guests, any special dietary requirements and confirmation of the date your bank transfer was made or your cheque was posted.

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Monique Hayles

It is with great sadness that I must report the death of Monique Hayles.

I first met Monique in Hong Kong in 1972. By that time she was already an accomplished Dragon crew, sailing with her father Paul Colinet. Once she had met Mike, she transferred her skills to his 505 and then to whatever he and their family were sailing at the time. In the meantime, Mike and I were increasingly sailing in the Dragon class together, culminating in joint ownership of various boats starting with *Basilisk* in late 1987.

Monique was for Mike above all, but for us with the boat, the quintessential loyal supporter. She came to many of the events, most notably the Worlds in Hobart in 2003 where local sales of oysters suddenly boomed. Then, as the four children had got older, she decided that she wanted to sail in the Dragon again. She became an extremely active member of the Aldeburgh Dragon fleet and the BDA. The result was that for the last fourteen years she and Mike have been indefatigable members of the Dragon circuit, particularly in France, and made many international friends through this.

Monique will be remembered by many sailors for her imperturbability and courage in unpromising situations and delight in success. She was also great, convivial company on shore and a true, close friend. We will all miss her greatly.

Patrick Gifford



Chairman's Review

This year began with the Worlds in Perth

where British Dragon sailors were well represented and indeed the first three boats were either GBR boats or helmed by a British sailor – congratulations to Andy Beadsworth, Grant Gordon, Klaus Diederichs and their teams! Indeed, Grant has continued his early success with a spectacular season and as I write, he currently leads the International Ranking List.

Back home and the BDA calendar was very much focused on our big event, the Edinburgh Cup, which this year went to Abersoch. Having attracted a fleet in excess of 30 boats the South Caernarvonshire Yacht Club did not let us down. All of us who travelled to Abersoch very much enjoyed the warm reception from the local fleet and their lovely sailing waters. Our thanks to our title sponsors Haulfryn Holiday Homes and to our many day sponsors. The event was a great success as the planned programmes for both the Northern and the Edinburgh Cup were completed in full. The event produced a first-time winner of the Edinburgh Cup – congratulations to local boy Mike Budd and his crew Mark Greaves and Adam Bowers. Mike also won the preceding event, the Northern, with Mark and Tim Tavinor crewing – so congratulations to Mike for maintaining that consistency through both events. Team *Aimee* look forward to competing with him again over the winter in Vilamoura.

Our regional championships continue to be no less competitive even if the numbers do not match those at the Edinburgh Cup and the Solent, Scottish and Medway fleets held very successful events. My thanks to all those who attended these events and continue to raise the profile of the Class in the UK. This year congratulations go to Tom Vernon, Ollie Spensley-Corfield & Adam Bowers, who had a double success in winning both the South Coasts and the East Coasts, although the latter by only a point.

I remind you that the IDA approved the use of personal sail numbers in the Class. For those of you who have a special number you are able to apply to use that number and now is a good time to do it if you wish to have one for the coming season – contact our Secretary who has got all the details.



Before I step down in January I have spent a considerable amount of time putting together some practical notes on running a BDA regatta, which I have been preparing since being a complete novice looking over the expert shoulder of Gavia, organising the Cowes Edinburgh Cup in 2017 and during my subsequent experience as Chairman – I hope these are of some help to my successors.

Following the approval at the IDA AGM in October 2018 to holding the Gold Cup in the UK in 2023 we continued our discussion on venues and with potential host Clubs. The Royal Torbay YC remained the favoured place and subsequently a presentation was made to the IDA AGM this October which was well received.

The Committee will now step up its efforts to seek substantial sponsorship leading up to this event and thanks to Simon Barter for forming a working group for that purpose. Emma York is doing a great job raising the profile which should very much help in that regard.

In the meantime, I am grateful to the organisers of the various BDA Regattas for continuing to keep the costs of these events under control and I can report that no substantial call has been made on the BDA reserves for these events this year.

It is encouraging that the 2019 Haulfryn Edinburgh Cup in Abersoch managed generous local sponsorship and it is hoped that the 2020 Edinburgh Cup in Edinburgh will be equally successful.

We were pleased to add to the generous contribution from Graham Price and Patrick Lomax to make *Amazon* available as a youth boat for the 2019 Edinburgh Cup and it is hoped there may be a similar initiative in 2020. It was particularly pleasing to see another all-female crew manage the Dragon admirably in all weather conditions.

On a sad note, we were all so sorry to say farewell to one of our most experienced lady sailors, Monique Hayles, who quietly showed us you don't need to be male, bulky or just out of school to crew a Dragon. She will be sorely missed, and our thoughts are with Mike and his family at this time.

I hope to see as many of you as possible at the Edinburgh Cup on the Forth next summer both on the water and ashore at the socials, including enjoying the lovely Royal Yacht Britannia.

Good sailing in 2020!

J.A. Bailey





With hosting the Northern's and the Edinburgh Cup dominating our thoughts,

we started our season over the May bank holiday. It was a stunning weekend with 11 of the 13 active Abersoch boats taking part in steady winds under blue skies. *Seafire*, helmed by Paddy Atkinson, and *Harry*, helmed by Mike Budd, fought for dominance over the 6 race series and although equal on points after 1 discard, *Seafire* won the day and the Dragon Cup on countback.

Sadly, although we had some other great days and some very close fought racing, we never truly had another weekend where the weather held for us throughout, and lost quite a number of days to too much or too little wind, but then that's sailing for you!

With the exception of the Northern's and Edinburgh Cup, which I'll come to shortly, the regular racers reduced down to a hard core of about 8, which meant that usually there were about 6 out racing at any one time. 2 of these weren't active last year and it was great to have these boats back in play. *Phormerly Pphantom*, helmed by Chris Thomas has been a club stalwart for many years so it was nice to have them back in the Dragon fleet and *Amazon*, owned by Graham Price and Patrick Lomax, reappeared helmed by Octavia Owen. Mentored and helped by Rob Eldridge, she had initially joined the club temporarily to race in the Edinburgh Cup as part of an initiative to encourage younger sailors. Essentially, we did up *Amazon* and with the help of the BDA, borrowed sails and waived entry fees, she was loaned the boat for her and 3 other students - 'Team Athena' for the Northern's & Edinburgh Cup. They all had a great time and were keen to keep sailing with us, so on the back of this Graham and Patrick have loaned *Amazon* to Octavia indefinitely on the basis that if and when she decides not to campaign her that she is gifted on to another team of youngish sailors.

And so to the Northern's and Edinburgh Cup... this was a fantastic team effort from top to bottom, with the Dragon fleet sailors, their partners and club members all working incredibly hard to pull together an event that we could be really proud of, on and off the water. Sponsorship was a major issue and we were very grateful to our lead sponsors, Haulfryn Homes, Rybrook Landrover, Tanners Wines, and Gwynedd Council for their financial support. Also, we are lucky to have an incredibly strong Squib fleet at Abersoch that has given birth to some great sailors, one of whom, Malcolm Blackburn, has also developed into a great PRO and we had the benefit of his knowledge, experience and dry wit throughout the racing; despite some tricky conditions he managed to get in 6 good races for both the Northern's and the Edinburgh Cup. In the end the start line had 33 entrants on it including 27 from Britain, 4 from Ireland, 1 from Turkey and 1 from USA. Of the 27 Brit's 13 were from SCYC.

The Abersoch Dragon fleet first reformed in 2009 and shortly after, in 2011, hosted the Ed Cup when, by and large, the SCYC fleet propped up the final table with many boats main aim being to try not to come last! This year SCYC boats appeared throughout the results table, with 3 in the top 10, and we were all immensely proud that *Harry*, helmed by Mike Budd and crewed by Mark Greaves and Adam Bowers did actually win the Edinburgh Cup. Real progress for the fleet in anyone's book

Finally, 5 boats from Abersoch attended the 90th Anniversary Dragon Regatta in Sanremo. The sun shone, the drinks flowed and despite some very fluky winds we all had a ball racing and afterwards mingling with Dragon sailors and their partners from all over the world. The camaraderie and banter was fabulous but jostling with 162 other boats for position on the line at the start of the main anniversary race was something that none of us that went will ever forget and was a reminder just how lucky we all are to be part of the Dragon family.

Graham Price



Naiad

Aldeburgh Week

always represents the annual peak for the small Aldeburgh Dragon fleet. This year five boats turned out and enjoyed some highly competitive racing with three different race winners and only two points separating first place from third. The tidal conditions were unusual with much of the racing being conducted around low water or on the ebb tide. This may have had some influence on the unfortunate tendency of *Basilisk* to go aground at key moments with ultimately series-determining consequences.

Racing generally took place in south westerly winds, varying somewhat but only rarely giving much of a beat in the Home Reach, meaning that the fleet saw a lot of the area closer to Orford between the Home Reach Lower mark and the Raydon Point mark. In contrast we never went above the club to try out the upper reaches of the Alde. This gave us the considerable advantage of only rarely meeting the 30 strong Loch Long fleet which can be a serious obstacle to progress.

The first four races went to *Naiad*, sailed by Mike Hayles or *Basilisk*, sailed by Patrick Gifford. Much depended on the start, notably in race one in which *Naiad*, *Basilisk* and *Navabo*, sailed by Rick Gillingham, all tried to start in the same place with the result that both *Basilisk* and *Navabo* were over the line and unable ever to make up the gap. It did appear as though *Basilisk* and *Naiad* were slightly faster than *Navabo* so race two appeared significant when some effective covering by *Basilisk* meant that *Navabo* rather than *Naiad* finished second. However, a long period aground for *Basilisk* on Orford Day, easily won by *Naiad*, meant that it all hung on the last day. At this point, *Harkaway*, sailed by Tim Hannon, once again showed her uncanny ability to sail almost head to wind for a prolonged period without

losing speed with the result that she sailed into a lead that was maintained for the rest of the race. Meantime *Basilisk*, after a bad beginning, finally managed to pass *Naiad* after a long duel on the run home and looked to have won the series only to run aground on the Martello horse, four hundred yards from the finish. Patrick should have known better, as his son and crew pointed out, and Mike won the series. The personal handicap series was won easily by Tim Hannon. *Harkaway* probably needs more weight in the saddle! A very stimulating event altogether.

The Dragon fleet, in the shape of *Kestrel* and *Navabo* otherwise won two of the points series for handicap racing and four boats turned out for our annual Margaret Roney Trophy

race round Havergate Island, won by Mike Hayles in *Basilisk*.

Away from home both *Basilisk* and *Naiad* enjoyed visits to France and Italy with varying success. *Basilisk* also went to the Northern's and Edinburgh Cup, described by Patrick as "the most disastrous regatta I have ever been to." Least said.....

We still believe that we can offer some of the most interesting and competitive Dragon sailing in the country, mostly without waves and kind to older boats. The competition consists of Flying Fifteens and K6s, both of which require immersion to get off the hard and Loch Longs where the competition is excellent but the boats are dull.

Patrick Gifford



Harkaway



Basilisk



Kraken

The Haulfryn Edinburgh Cup

The Haulfryn Edinburgh Cup was set to be four days of thrilling one-design keelboat racing in the waters of Cardigan Bay hosted by the South Caernarvonshire Yacht Club (SCYC).

The local fleet was joined by visiting Dragons from Ireland, Turkey, United States and all four corners of the country. Following the two-day Northern Championship, Abersoch saw local experts race together against regional champions and past national champions, including the defending champion, Graham Bailey.

The start of the Edinburgh Cup enjoyed classic summer weather with light south easterly breezes. Over keen to get racing underway after the day one postponement resulted in a general recall in the first race. Eventually away under U flag, the racers spilt in half across the racecourse with Martin Payne's *Bear* leading into the top mark closely followed by Mike Budd's *Harry*.

Northern Championship winners *Harry* took the race one bullet. Mike commented: "It felt really good to get a win on our home turf. We had a crew change as well, we luckily won the Northern recently with a different crew, so it was Adam's first day on the boat." Martin Byrne's *Jaguar* took the second race and the OCL Salver.

After two races there were five Corinthian boats in the top ten. Leading the charge was Graham Bailey's *Aimee*. The Burnham fleet were showing their skills outside of the rivers with both Mark Wade's *Avalanche* and Chip Cole's *Anarchy* putting pressure on the leaders.

Suncream and shorts were traded for foulies and boots on day two as a stronger south westerly breeze and rolling Irish Sea set in. A general recall led to the black flag being displayed. All but one Dragon got away cleanly with the fleet being split left and right. Out in front once again *Harry* led Gavia Wilkinson-Cox's *Jerboa*, Rob Campbell's *Quicksilver VI* and David William's *Phantom* downwind followed closely by *Bear*. Winners of race three and the Kin Trophy, *Jerboa*'s Patrick Rigby and Jake Hardman said of their Dragon experience so far: "We recently sailed the Dragon Gold Cup with Gavia, and this is our second event as a team. We are both part of the British Keelboat Academy and we are working to help promote younger sailors into Dragons. Today has been really challenging, but brilliant fun, it was full throttle all the way round." Race four, the Terry Wade Memorial Trophy, went to *Aimee*.

The event was shortened by a day due to an increasing weather front approaching the Irish Sea, but all six championship races were successfully sailed thanks to the organisation of the SCYC race team.

Going into the last day *Harry* held a slender lead while *Aimee* was on equal points with *Bear* but carrying a win from race four. Race five started under the black flag, which caught 6 boats out including *Aimee*, and the fleet sailed up the bay with *Jaguar*, *Harry*, *Seafire*, *Mars* and *Jerboa* leading into the windward mark. Fast sailing downwind resulted in *Bear* and *Quicksilver VI* pulling back up to the leaders over taking *Jerboa* and *Mars*, while *Jaguar* did enough to take the win.

Race six and the final race saw the fleet split with *Aimee* and *Bear* taking the pin-end and a left-hand lane up the beat. *Aimee* held out longer on the left

and this paid hugely for them coming out at the windward mark in the top six. Joining them at the mark was current leaders, *Harry* along with *Mars*, *Avalanche*, *ZU* and *Good Grief*.

The four top boats ran to the right and middle for a very close finish. Meanwhile at the front, *Harry*, who was having problems with his genoa, took the race win and with it the 2019 Edinburgh Cup.

Congratulations to the local team of Mike Budd, Mark Greaves and Adam Bowers who fully deserved their very popular win.

Martin Byrne, Adam Winklemann and Pedro Andrade on *Jaguar* with two race wins to count were able to hold on to the second podium spot.

And Martin Payne, Emma York and Chris Grosscurth took the final podium position.

A big thank you to our sponsors Haulfryn Homes, Tanners Wines, Rybrook Land Rover, Fort Vale and Gwynedd Council, to our PRO Malcolm Blackburn and his team and to all at SCYC for a great event. We look forward to seeing you all next year at the Royal Forth Yacht Club in Edinburgh.

Emma York

Mrs Cal Lloyd presented the prizes to the following:

1. First place: Mike Budd, Adam Bowers, Mark Greaves

2. Second place: Martin Byrne, Adam Winklemann, Pedro Andrade (not in photo) and Triona Byrne

3. Third place: Martin Payne, Chris Grosscurth, Emma York

4. Corinthian winners: Graham Bailey, Julia Bailey, Will Heritage, Will Bedford



Full Results	
<i>Harry</i>	Mike Budd, Adam Bowers, Mark Greaves
<i>Jaguar</i>	Martin Byrne, Adam Winklemann, Pedro Andrade
<i>Bear</i>	Martin Payne, Chris Grosscurth, Emma York
Corinthian Results	
<i>Aimee</i>	Graham Bailey, Julia Bailey, Will Heritage, Will Bedford
<i>Avalanche</i>	Mark Wade, Many Wade, Chris Brittain
<i>Phantom</i>	David Williams, Peter Bowring, John O'Connor
The Jordan Bell Trophy	
<i>Bertie</i>	Simon Barter, James Barter, Donald Wilks.
The AAM Quach	
<i>Phormerly Phantom</i>	Chris Thomas, Selina Thomas, Charlie Pearson.
The Seagull Trophy	
<i>Jerboa</i>	Gavia Wilkinson-Cox.



Burnham Fleet Report

At the end of the 2018 season the Burnham Dragon fleet enjoyed their traditional prize-giving dinner at the Royal Corinthian Yacht Club...

Speeches, and the awarding of trophies for racing, are kept to a minimum to allow as much time as possible for the novelty presentation of the Clanger Trophy for the most worthy misdemeanour of the season as decided by the holder. After much sweating from three very worthy candidates, the trophy was presented to GBR770 *Storm* for mistakenly towing their Dragon to an event via a ski resort (see 2018 BDA Magazine for whole story).

Before any boats even touched the water in 2019 the Burnham Dragon Fleet assembled on a very cold Sunday in January for a Clay Shoot organised by Dan Wastnage. Seasoned guns were joined by first timers before a warming lunch at a nearby hostelry.

We start early in Burnham, and on 23 March a fleet of three competed for the first points on offer for the Spring Saturday series. To underline their enthusiasm, starting under the RCYC clubhouse, all were OCS! Into April, with Harbour Porpoises spotted in the moorings in front of the clubhouse, we managed to sail a four-race mini-series, the first since 2017, thanks to the optimism and slick operation of PRO Edwin Buckley and team *Phoebe*. Ian Gray on GBR 586 *Scorpio* with Rene Nel and Alex Burnett won a three-way tie on six points.

The RCYC delivered a fantastic Easter Dragon Regatta over three days with seven competitive races completed. The fleet of twelve included a single, but welcome, visiting boat from the Medway with sailors from other fleets amongst the crews. The Easter trophy was convincingly won by GBR722 *Avalanche*, Mark and Mandy Wade and Nigel Cole. The weekend included a surprise pontoon birthday party for yours truly, a fantastic curry night from chef Simon and his team, and a well-attended prize-giving dinner.

The early May Bank Holiday is reserved for the Karl Marx Trophy with four races over two days delivering probably the most entertaining win of the season. GBR821 *Sunflower* (Mick Hill, Kirsty Wastnage and Ross Corbett) had been beating as a squall came in and watched as the leaders (running) got knocked down, recovered and passed the leeward mark and retired. *Sunflower* took her moment and steered back up river to complete the course and collect the win - but not before having to endure a second, bigger squall under bare poles!



1

1. Anarchy, *Burnham Week*

2. RCYC Easter Regatta

3. Vivacious, *RCYC Easter Regatta*

4. Beauty and the Beast and *Avalanche*, *Burnham Week*

5. *Noddy's birthday drinks on the RCYC pontoon at the Easter Regatta*

Into summer, and the home fleet was a little depleted as Burnham Dragons continued their tradition of travelling to events throughout Europe. Places visited by Burnham Dragon sailors since the previous report include Freemantle, Bodrum, Vilamoura, Cascais, Sanremo, Douarnenez, Medemblik, Abersoch, Cowes, Medway, La Baule, Deauville, Port Camargue, Cannes and Torbole. What other class offers great sailing in so many wonderful venues?

Notable overseas Burnham performances:

- GBR 822 *Danish Blue* (Poul Hoj Jensen) 1st in Douarnenez & La Baule. 1st Corinthian in Gold Cup
- GBR 792 *Pageboy XI* (Paul Taylor, Clive and Graeme Page) 2nd in Deauville
- GBR 790 *Flotation* (Richard Davies, Nigel Cole) 3rd in Deauville
- GBR 770 *Storm* (Jono, David & Lynn Brown with Chris Dunn) 1st Corinthian in Cannes (Regates Royales) 13th in Sanremo (90th Anniversary Regatta, 145 Boats)

Nicola Hastwell picked up a second consecutive Crew race win in July - a spicy little affair with some competitive positioning from the start. Burnham Week was well supported in August with ten entries and long courses in glorious conditions. The Bank Holiday weekend is still very lively and well worth a visit.

Six Burnham teams supported the Medway fleet for the BDA East Coast Championship to defend all nine event trophies won in 2018. Burnham Dragons shone on the first day but despite chances, did not win a race on day two. The overall win went to a well drilled Solent team in GBR 810 *Badger*. Second overall and top Corinthian was GBR 825 *Anarchy* (Chip Cole, Nicola Hastwell and Rob Drumgold) and next in both categories was GBR 722 *Avalanche* (Mark, Mandy and James Wade).

With racing scheduled to the season ending Peter Matthew's Memorial Trophy in November we have a lot of Dragon sailing left to do. We look forward to some new names in 2020 and will be welcoming as many visitors as we can to join us. The RCYC Easter Dragon Regatta is 10-12 April 2020; why not come and see how we do it?

Noddy



2



3



4



5

Every Dog has his Day

The first glimpse one gets of the venue for the Dragon 90th Anniversary Regatta is from the motorway from France to Genoa. This engineering masterpiece travels through tunnels in the foot hills of the Alps and across viaducts bridging the gorge-like valleys in between, and it is from one such viaduct that Sanremo is first seen; the blue Mediterranean, the large marina and the car-free old town with narrow shaded alleys and stairways built on a small hill behind the newer town and surmounted by a large church at the top.

On arrival we found about 50 boats rigging, launching and being replaced by more arrivals. The sun was shining, temperature 28 degrees, atmosphere relaxed and friendly. We were among many old friends from the international circuit and even more that we did not know. We rigged beside GER 1216 (remember the number), a new V6i, which had been purchased from the Dusseldorf boat show by German lake sailors we had not met before. Given the numbers, launching was efficient, and we were towed to the mooring pontoons.

That evening we crowded into the specially erected large marquee for the opening ceremony with the usual speeches followed by unlimited Zot beer, (provided by brother and sister owners of BEL 82 and their brewery in Bruges) wine, and amazing food more akin to an haute cuisine tasting menu than snacks in a tent. One had to queue but it was worth it, and this set the tone for après sail all week except that the speeches were replaced by live bands. A great time was had by all.

Monday dawned with strong unstable winds giving



very big seas which the organisers rightly believed would be too dangerous for big fleet starts even if fair courses could be set. Nobody minded the racing being abandoned as après sail was brought forward and there were many people to catch up with in the warm sun. However, this meant there would only be the two races the next day to rank the randomly assigned A and B fleets into Gold and Silver. Tuesday brought much lighter wind but the sea state was still lumpy, conditions I find difficult, resulting in a 50th and 25th and leaving us 38th out of 76 and wondering if we would make the cut! Meanwhile, Mike Hayles led our fleet with a 9th and 5th with Ivan Bradbury in 4th place. In the other fleet, top Brits were Mike Budd 5th and Jonathan (Jono) Brown 7th.

Wednesday was the special day when all Dragons would race together, followed by single races for groups - champions, crews, ladies, juniors, masters and families. At the morning briefing we were told the top 40 from each fleet would be in the Gold fleet; a clever move as nobody was disappointed and a few pleasantly surprised. We also got the course for the BIG race which was a 3.2-mile beat followed by two zigzag reaches and a final run back to the line. So, 150 Dragons left the harbour and sailed in 12 knots to the 1-mile long start line.

The fleet got away on the second start with only one boat U-flagged. Ian Turnbull, our tactician, rightly it turned out, believed there was more wind out to sea so we started about 20 boats down from the pin in a some space we had carefully guarded, and, sailing slightly high to hold our lane, broke free of nearby Dragons. There was however a group of boats slightly ahead and to leeward led by Jono so we went for speed and ended up close beside Jono, so we tacked. After a minute or so on port, we tacked back again heading out to sea. We crossed Jono, now on port, by a boat length with only a few on our side of the course crossing ahead amongst which I recognised *Fit Chick* clear ahead, then Ivan crossing some 100 metres ahead. We stood on.

1. Close racing was the order of the day throughout the regatta.

2. Ron James and crew in line abreast with yachts from all over Europe

Judging the port lay line from 1.5 miles out is not easy, so Ian tacked us a bit short. After a while we could see a cluster of spectator and committee boats where the windward mark must be. Then came our slice of luck; a 10-degree lift and for minutes we were pointing at the mark. Sadly, it did not hold, but a quick peek under the boom revealed the large majority of the fleet some way away, in against the shore. In the end we hit the starboard lay-line with 70 metres to go and watched first GER 1216 round from port, then MON 2. As we rounded 3rd bore away and hoisted the kite, I could see Gerrard Blanc's boat coming in on port then others. Fortunately, it was not a dead run back, where anything could have happened, but a reach and with 4 boat length gaps between each of the first four boats there was little scope to really attack the one in front. Nevertheless, it needed concentration and constant trimming of the spinnaker by my wife Julia, who had also managed the genoa upwind, to keep us fast ensuring that little changed. After the gybe, we occasionally gained or lost a boat length depending on who got a gust or a wave, but behind us there was some defending going on, so the first 3 stretched their lead. The front group all bore away onto the run from the final mark to the finish. About 200 metres from the line MON 2 gybed followed quickly by the leader. Ian, on our bow, told us that some of the pursuing pack had gybed at the mark and were now approaching from the left so we too gybed to protect that side. In front MON 2, now to windward of GER 1216 almost caught him and the first two crossed the line overlapped and, in the end, we crossed the line comfortably 3rd. Frank Berg had overtaken Gerrard to take 4th place and Gavia was 6th. Other Brits to do well were Chris Bull 7th, Grant Gordon 9th, Andy Beadsworth 17th, Jono 19th, Chris Grosscurth in *Fit Chick* 21st, Ivan 24th and the Dicker's 27th. Interestingly, there was no elation



as we crossed the line, just a feeling of satisfaction that we had not screwed up, perhaps because we had had the long downwind to gradually get used to the idea.

We ate our sandwiches then headed off for our group races. We watched the 47 Champions, all having been on the podium at Olympic, World or Continental events or the Dragon Gold Cup, start at their second attempt, then with 11 Classics in their separate race sharing the same start, we 16 Masters started 10 minutes later. Whereas, I never for a moment believed we would feature in the big race, I always thought we had some chance in the Masters, partly because there would not be too many teams with a combined age over 180 years. So, arriving at the first windward mark well behind the leading Classic and with 3 Masters ahead of us we had work to do. Downwind we closed the gap and rounded just astern but crucially inside the 3 Masters. The wind had strengthened to 15 knots and we again headed out to sea. This paid off and we reached the end of the second beat with only a Classic (which we never caught) ahead and held this to the downwind finish with Tim Saunders second. It was a good day all round for British Dragons with Mike Budd finishing 2nd in the Champions race, Laura Dillon, sailing four up with the Browns taking the Ladies race and David Hall in *Flame Again* taking the Family prize. The next evening, we joined a select British group on David's splendid motor yacht, which he keeps in Sanremo, for the legendary curry supper and got to know David's grown-up children who sailed with him that week.

Two days of Gold and Silver fleet racing followed during which 3 light wind races were sailed, the first again in big lumpy seas. Having had our magic Wednesday, we were relaxed about the outcome, but a 45th, 37th and 33rd together with the 38th we carried forward as our qualifying position, lifted us to 45th overall, meeting our objective of finishing with 100 boats behind us. Top Brits overall were Grant Gordon 9th, Andy Beadsworth 10th, and the Browns 17th, while Ivan Bradbury 26th in GBR 375 collected the Classics prize.

Those of us who sailed in the 75th Anniversary Regatta in St Tropez remember that Jonny Ross-Murphy from Ireland won the big race from 267 starters, but no one remembers who came 3rd. So it will be this time, but we do not mind because we have the half model trophy and the Master's plaque on the wall to remind ourselves that every dog, even an old sea dog, can have his day.

Ron James





1

All Change!

I first sailed in a Dragon in about 1961.

My strongest memory from then is that three teenagers, including me, used to take *Harkaway* trawling with a beam trawl in the Home Reach at Aldeburgh under genoa. Something not much practised in today's Dragon fleet, but the soles were delicious. What is more, *Harkaway* survived this and still sails competitively in Aldeburgh.

Since then I have owned, or part-owned, ten Dragons. Five were wooden and five made of GRP. As a result, I've observed the development of the class over nearly sixty years and thought it might be interesting to reflect on the changes that have taken place over that period. They have been substantial, all the more so because they have taken place in a one-design class. I've tried here to set them out.

The boat: The obvious change is that all the boats were wooden until 1972 when GRP construction was permitted. I think it is astonishing that we have managed to preserve the one-design principle so well that GRP boats, cold-moulded boats and rebuilt wooden, carvel-planked boats now all compete on even terms at the top end of the fleet. All credit to Borge Borresen and those who worked with him to achieve the transition. The boats have, however, changed. The most striking thing is the height or depth of the cockpit floor. In the 1960s it was a long way down into the boat. Now the top of the cockpit coaming is at about hip height. It does feel quite different. Tiller extensions weren't allowed until the 1970s. The result was that helmsmen either bent double from the deck, or sat on the thwart to windward, with a very poor view, or to leeward, which gave a better view until blinded by the waves but wasn't good weight positioning.

The wooden boats had many builders. In the 1960s and 1970s Borresen and Pedersen and Thuesen dominated and it wasn't at all clear whose boats were faster. Various other builders also had success, notably Bjarne Aas, while I didn't feel slow in *Ula*, a Nunn boat. In contrast the GRP scene has far fewer builders, now dominated by Petticrows, with whose success that of the class is entwined.

Crewing has changed. When I first went to a regatta on the sea at Lowestoft the crew were put under the coach roof when going to windward, where one heard the most alarming noises, and only surfaced in time to tack. Subsequently the fashion changed and the crew were put on the windward rail on their tummies. Quite good for weight distribution but very wet and uncomfortable and still didn't use the crew's skills much. And now of course crews are constantly trimming the boat, the rig and the sails.



2

Equipment has changed. Most strikingly, before the introduction of spinnaker chutes the foredeck hand used to crawl to the bow towards the end of the beat with the spinnaker in a bag, clip it and the sheets and halliard on and then return. Not so easy in a seaway. Then the chutes arrived, and it was a relief that nobody had fallen off before then (that I know of). Now, of course, the fashion is to launch from the cockpit and do without the weight of a damp spinnaker in the bow. Runners evolved from tracks to Highfield levers to steering wheel-like winches. They then moved to the stern, which gave a much better angle but meant that they needed to be set up on each tack. However, I don't expect them to move forward again. Generally, there has been a steady increase in adjustability of everything and the quantity of shock-cord in the boat. Some new crews love the complexity compared to other boats but

it definitely makes it harder to pick someone relatively inexperienced off the beach, even for a club race.

Finally, the boats find it much harder to sink. It can be done, as I know to my cost with *Kraken*, but the new rules really do make the boats much safer.

The rig: For a one-design boat this is where the changes have been most significant. Given that the fore and aft sail-plan hasn't changed it is astonishing to look at old photographs. Above all, the genoa looks, and was, much flatter with more shape being put in by forestay sag and the clew much higher. Mike McNamara and I contributed to development by making a very fast sail in the winter of 1967-68 on the floor of Ranelagh SC which was much fuller and short in the luff, long in the leech. Until its amateur construction began to show, we were very fast! Now such thinking is standard. The spinnaker has of course changed completely. It has lost its Roman nose and is also a lot bigger!

Adjustability is now radically different. The runner systems have become fully adjustable and much more powerful; the jumpers can contort the top of the mast very effectively to whatever shape is deemed desirable. Winches have been chucked out and genoa sheeting from the windward side has arrived. Finally, the ram was introduced in 1991.

The racing and the participants:

In line with many other classes the racing calendar has changed from an emphasis on local fleet series, punctuated by Regatta Weeks such as Cowes Week or Burnham Week and a Class Championship to an international open meeting circuit, with some peaks in it such as the Gold Cup and the Worlds. This would not have been possible without the shift from aged 5-tonner lorries to sophisticated trailers (thank you Messrs Harbeck) and 4x4 cars. We used to sail to the regatta, if possible, and drive the lorry otherwise. The change in the calendar has undoubtedly raised the standard of competition but at the price of making the racing, in terms of courses, very much the same.

The change in the programme structure has also made it harder to train crews and has led to a change in participation. I thought I was quite committed to racing a Dragon but I now look at the number of events that the top helmsmen go to and it has grown dramatically. This, as amateur crews lacked time, and greater wealth have driven the growth of professional participation. In the past the professionals were people such as Borresen, a builder,



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or various sailmakers. Now they are mostly what used to be called paid hands, many of them with impressive sailing CVs.

Conclusion: This ramble through the past leaves me astonished that we are still here as a class, with boats that are recognisably related, despite the changes in so many ways. Without the progress made, I don't think the class would have survived. It certainly wouldn't have become the class of choice for ex-Olympic sailors and world champions wanting something a little more relaxed yet still ferociously competitive. What comes next who knows. Best discussed at the bar...

Patrick Gifford

1. Racing at Cowes in 1951
2. Dragons racing in Cowes Week
3. Tschuss sailing in this year's Cowes Classic Regatta
4. Dragons lead-lining along the shore
5. A Dragon fleet sailing in Naples, 1960
6. Ausonia, built by Beltrami for the 1948 Games

The highlight of the year...

... was the East Coast Dragon Championship and seven visitors joined eight local boats for a weekend of six races in lovely sunny weather. The drinks reception after Saturday's racing on the newly widened club pontoon was exceptional. Who would have thought that beer (sponsored by Shepherd Neame) and doughnuts went together so well?! It was reminiscent of, and as good as, post racing drinks in Ostend and La Baule (Only in rare British Autumn sunshine). The light wind racing was dominated by the visitors mainly from RCYC and won by Tom Vernon's *Badger*. Although local boat *Gandalf* did win the last race. It was great to see and welcome our many friends from RCYC Burnham.

The Medway Regatta in May was also well run by Race Officer Richard Stone and nine dragons competed including new member Philip Walker in *Repeat Offender*. The classic dragon *Royalist* was also racing with ex member and French émigré Robert Shepherd on board. (He later went on to sail with Mike Hayles in the 90th anniversary regatta in Sanremo and came first out of 76 boats in Fleet A).

The Medway Regatta was dominated by MYC's *Fit Chick* helmed by Simon Raw with Tim and Teresa Wilkes from RCYC crewing. *Fit Chick* was also successful in Sanremo in the 90th Anniversary Race itself coming 18th out of 150 boats with MYC's Chris Grosscurth and Emma York aboard. These two also crewed for Martin Payne in Abersoch at the Edinburgh Cup and came third.

Generally, it was a hot summer and also windy: *Gandalf*, *SUTI* and *Fit Chick* all contended with big seas and strong winds at the Belgium Nationals in Ostend in August (racing was cancelled on the Medway that Saturday, but they managed to race in the North Sea). The tone for the season was set by Storm Hannah for the first race and only *FLOS* ventured out. New member James Ruddell and Dragon owner had quite an introduction to Dragon racing when he joined the three regulars on *FLOS* that day. Sadly, *FLOS* was written off in a collision with *COY* before the start of racing on the Saturday of the Regatta. However, the *FLOS* team got *SUTI* out of storage and up and running for the next day and continued for the rest of the season.

Club racing is healthy given that seven different boats have won races: *Whistle* (9 times), *OCD*, *Fit Chick*, *SUTI*, *Gandalf*, *Molly* and *Integrity*. There have been various crews and it was good to welcome back, for single races, Kelly Tolhurst (who won) and Steve Rushbrook who helmed despite jet lag after flying in from his new home in New Zealand. In the height of the summer we regularly had seven boats competing with eight on one occasion.

Several members went to Sanremo for the 90th Anniversary Regatta. *Fit Chick*, *Repeat Offender* and *Gandalf* all raced there in the Med (not Medway!)

Chris Bready



Fit Chick at the RCYC Easter Regatta

Dragon East Coast Championship 2019



The event saw a return to the River Medway over the weekend of 14th/15th September. The 15 Dragons were under the command of PRO Richard Stone who successfully held six races in the mid-September sunshine and light airs.

Four races on Saturday were completed in Long Reach in a light NE sea breeze after a delayed start. The beats were very true and those that chose to go right did not suffer, even though in more adverse tide. All four races produced close racing with four different winners.

Reigning Champion Mark Wade's *Avalanche* had a commanding lead in the first race taking the win by several boat lengths. A race two win was snatched away from them by Dan Wastnage's *Vivacious*.

The black flag made an appearance in race three, but this was no issue for Paul Taylor's *Pageboy XI* who had a consistent day taking a win in race three closely followed by Ian Gray's *Scorpio* and Chip Cole's *Anarchy*. As the afternoon drew on, the tide changed, and the

black flag was in display again with two boats being black flagged. Recent South Coast Champions Tom Vernon's *Badger* finished off a great day's racing with a race four win.

After racing and back on the MYC pontoon all competitors enjoyed a late afternoon drinks reception in the sunshine sponsored by local brewers, Shepherd Neame.

Dragon racers assembled again in Long Reach for two races on Sunday where a light Westerly wind and an incoming tide greeted competitors. Race five saw several Dragons take to the shallows on the North shore, *Anarchy* led for most of the two-lap race but were overtaken crucially by *Badger* to win.

Race six was dominated by MYC Dragons, taking full advantage of their local knowledge. Edwin Hannant's *Gandalf* was the popular winner in the dying breeze. They were followed over the line by Toby Atack's *Suti* second and *Anarchy* third.

While *Anarchy* was able to hold off *Badger* in the



Championship results

Sail No.	Boat	Helm Name	Club
810	Badger	Thomas Vernon, Adam Bowers, Ollie Spensley-Corfield.	RSYC
825	Anarchy	Chip Cole, Nicola Hastwell, Rob Drumgold	RCYC
722	Avalanche	Mark Wade, Amanda Wade, James Wade	RCYC

Corinthian fleet results

825	Anarchy	Chip Cole, Nicola Hastwell, Rob Drumgold	RCYC
722	Avalanche	Mark Wade, Amanda Wade, James Wade	RCYC
797	Vivacious	Dan Wastnage, Andrew Norden, Harriet Davies	RCYC

last race it was not enough to knock them off the top spot. Tom Vernon's *Badger* took his second regional championship of the year with Chip Cole's *Anarchy* second who were also winners of the Corinthian title.

Proving how close the racing was, third and fourth place, as well as fifth and sixth, were separated by only one point.

A big thank you to the event sponsors Chatham Rope Company, Craftinsure, Pirates Cave, Asda Gillingham and Shepherd Neame Brewery. And to all the MYC volunteers, supporters and organisers; Toby Atack, Richard Stone, Sarah Mason, Catherine Gore, Lesley Wright, Mark Penny, Pete Dilley, Bruce Boyd, Sue Hannant and the Crockett Family.

Emma York

Classic and Vintage Dragon round-up



The Classic Dragon scene remains one of only sporadic activity spread over a number of fleets but without any strong centre. I think I know of 52 Classic Dragons in Britain. There are certainly more but they are typically in sheds where their owners have either forgotten about them or have an intention to sail them again, but something else always gets in the way. The 52 can be categorised as follows: 13 laid up but not for sale, 9 under restoration, 9 for sale, 4 racing and fully competitive, 8 racing locally and/or in Classic events, 5 cruising, 4 wrecks and unlikely to be restored. Within this I may have misclassified a few, but the general picture is correct, and not very encouraging.

This year's Classic and Vintage Championships were held within Medway Regatta at the end of May. *Royalist*, sailed by Roger Dawe, won the Classics, sadly by virtue of being the only boat there. She also finished a very respectable fourth in the whole fleet.

The Cowes based contingent of *Tschuss* (Street family), *Mistress* (Bill Daniels) and *Aurora* (Adrian Green) went to Cowes Classic Week and the Hamble Classics. *Mistress* won Cowes Classic Week from *Tschuss* and *Aurora* but the positions were reversed on the Hamble with *Aurora* winning from *Tschuss*.

Apart from these Classic British regattas, there was a split between the four fully competitive Pedersen and Thuesen boats, *Blue Haze* and *Debutant* both owned by Ivan Bradbury and *Joanna* and *Heuschrecke* both owned by Dmitry Bondarenko which went to various championships with some success, notably when *Blue Haze* was the top Classic Dragon overall at the 90th Birthday celebrations in Sanremo. Classics participated in club racing at Aldeburgh (*Harkaway* and *Kestrel*) and on the Forth (*Wizz Too*). There may well be others but I have been unable to trace them. Of these *Harkaway* did best, winning a race in Aldeburgh Week and the week's personal handicap series.

The Vintage Championship was won on the Medway by *Molly* (GBR588) sailed by Heiko Schupp from *Repeat Offender* and *Flos*. *Molly* also finished sixth overall. Several Vintage boats enjoyed good seasons, notably *Full Speed*

(sailed by Martin Payne and others in many regattas), *Scorpio* (Ian Gray), *Basilisk* (Patrick Gifford and Tom Mehew), *Whistle* (Wendy Howland and Quentin Strauss), *Kismet* (Cathy Ogden) and *Rackham* (Mark Dicker). However, the fact remains that, despite the evidence that such boats can be competitive, there are really very few of them around. There were about 150 British sail numbers allotted to GRP boats built before 1994 but I am now only aware of about 40 of these boats. It is particularly strange because they are newer than the Classics and effectively indestructible in normal life. I know of some that have been exported but most seem to have vanished into barns or the back of boatyards.

There doesn't seem to be a magic answer that will revive the Classics and Vintage boats. To a great extent the problem is bound up with the decline of regular club racing and the discipline of Season's Points series and suchlike. That revival is possible was shown by the Abersoch fleet and, in Ireland, by the Glandore fleet. These examples suggest that evangelical enthusiasm and energy are necessary and that a price cap is useful. In the meantime, the rest of us need to concentrate on getting the boats we have out on the water to demonstrate that high quality racing is available. If new participants appear there really isn't any shortage of available boats in varying condition at different price points.

Patrick Gifford



South-west Fleet Report



"Falmouth is such a beautiful place to sail - the big broad harbour offers many course alternatives making really interesting sailing. Lifting in and out at Mylor Harbour was extremely professional with ample room for parking and rigging. The Dragons fitted in well with the more traditional fleet sailing regularly, and welcomed us very warmly. We took our boat down from Kent -- great roads all the way - if only we could

encourage more to do the same they would not be disappointed. A great sailing family holiday."

Howard Paterson Integrity

"The sailors of Falmouth have kept this racing and cruising venue a secret too long, an incredible estuary, one of the largest in the UK, the Carrick Roads provides all sailors with a very special experience.

Racing in the Carrick Roads is run by a multitude of very experienced Race Officers who have an unrivalled area in which to set some challenging courses protected from the Western Approaches by the unique geography.

There's little wonder why some of the UK's biggest fleets hold their National events here."

Keith Pallett Snap

Alan Dale

This year we were joined for Falmouth Week by Howard Paterson in *Integrity*, a 4 year old Dragon, racing with *Snap*, a 63 year old carvel built boat. It was good to look over *Integrity* and compare the rig and general set up.

We greatly enjoyed the week, and, as usual, there were good windy conditions every day, with one day being cancelled as there was too much.

At the time of writing, the BDA may still be considering Falmouth for the Edinburgh Cup. We think Falmouth is one of the best sailing locations in the world.

We have made contact with the Royal Cornwall Yacht Club and they are very enthusiastic about the prospect of managing a Dragon event, being regularly responsible for running major regattas.

Two testimonials follow:

2019 update from your treasurer

2019 has been a fairly stable year. Our annual subscriptions appear to have marginally increased this year. We lost 18 members from the 2018 listings. We did not increase the subscriptions in January 2019, so we appear to have replaced the losses and gained about 3% in our membership during 2019. Boat subscriptions have been almost unchanged. We lost and replaced 6 boats during the year.

It's a bit early to forecast the year-end result. I'm hoping we will show a surplus on our retained cash at 31st December. As well as seeing a small increase in subs, there has been an increase in bank interest. On the expenditure front, there have been some good savings against budget with PR/ Multimedia and Event Support. My thanks go to Emma and Julia respectively in keeping those costs down.

From a Treasurer's view point there were further improvements with our direct debit (DD) subscription payments. Within a total membership of 250, I can now report that 95% of members pay by direct debit. This makes The Hon Sec's and my life a lot less time consuming in rounding up late payers. Interestingly only 65% of members paid by DD in 2016.

White Book Replacement - In the last 18 months I have sent out numerous emails to members to gain their consent to their personal information being available to other members via a secure platform on the BDA website. I am pleased to see that 75% of our membership have now given consent. Emma is proceeding to set this up on the website for us. Hopefully it will be available very early next year if not before.

As for next year, members will be pleased to hear that I'm currently not proposing any increases to subscriptions for 2020. This will be the second year of no change. This will go to partially offsetting the significant previous increases. By the time we reach January 2021 we will not have had any inflation based increases for two years.

I regret that that I will be unable to attend the January 2020 AGM due to a prior holiday commitment.

I take this opportunity to wish all members a very Happy New Year and some great sailing in 2020.

Bruce Boyd

Scottish Fleet on the Forth

Once again our small fleet has had a very full racing programme across the season from April to October.



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The Dragons that have moorings in Granton Harbour, which is 3 miles north of Edinburgh Castle, are a mix of vintage and classics but which compete very closely across the season. The highlights of our local racing included the Edinburgh Regatta, held in June, in which the Dragons took 2nd, 3rd and 4th places in a competitive dayboat fleet with *Kestra* (GBR 489) leading the pack. Dragons came first in three of the races but did not manage to be consistent enough to take the overall win.

July saw two of the fleet, *Kestra* (GBR 731) and *Kismet* (GBR 508) heading to Abersoch to compete in the Northern Area and Edinburgh Cup events. Richard Leask in *Kestra* had visited Abersoch before but this was the first visit for the *Kismet* crew. We all enjoyed lots of racing, lots of weather and lots of fun with the very friendly fellow racers.

The *Kismet* crew took lots of notes about the event to help with our planning for 2020 on the Forth!

August saw the Scottish Dragon Championship being held along with a One Design event on our home waters. Having your photograph taken with the very beautiful Scottish Dragon Shield was the main prize.

Race day for the Dragons brought a North Sea haar which refused to lift for several hours delaying the start of our 4 planned races. In short races, starting is critical and in race one *Kestra* got the best start and led to the finish, but closely pursued by *Kismet*, *Wizz Too* and *Red Kestra*. In race two, *Kismet* and *Wizz Too* made the best starts and led until the windward mark where *Kestra* just edged ahead of *Wizz Too*. *Kestra* took the lead on the downwind leg from *Kismet* and just held on to the finish. In race three, which was set over a longer course as the wind had increased slightly, there was nothing between any of the boats with *Kestra* just reaching the windward mark first. The wind had started to fade and the race was shortened at the leeward mark with *Kestra* winning by just a couple of boat lengths from *Kismet* with *Wizz Too* third, after being slowed down by a breakage, that the ever resourceful Henry Boyd was able to repair. In the final race, there was little difference between the boats with *Kismet* looking to be leading only for her to fall into a small hole in the wind to allow *Kestra* into the lead that she did not relinquish. *Kismet* was very close behind with *Wizz Too*, sailing only with two on board, could not pressurize *Kismet* into a mistake.

Overall, *Kestra* (Richard Leask, Donald Milne and Clive Hurn) with four wins retained the Scottish Dragon Championships with *Kismet* second with four second places. *Wizz Too* with four third places deservedly won the prize for Classic Dragons and *Red Kestra*, also sailing with just two onboard, was fourth with four fourth places.



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Members of the Royal Forth Yacht also got involved providing the evening entertainment in the house band 'Lost at Sea'. Two Dragon crew members were involved, Helen Horsfall, (*Wizz Too*) guitar and vocals and Joe O'Leary (*Kismet*) on saxophone.

Our final races of the season were held on the last Saturday of October and this years Dragon Class Season Champion went to the wire with only 1 point between the winner and second place after over 30 races to count. Congratulations to *Wizz Too* (GBR 343) sailed by Helen Horsfall and Henry Boyd.

Planning for 2020 and the Scottish Dragon Championships, Sunday 28th and Monday 29th June and the Edinburgh Cup Tuesday 30th June to Friday 3rd July 2020 is well underway. We have secured headline sponsorship from 'Scottish Mortgage Investment Trust' which will help us deliver both a great on and off the water memorable event. We are lucky to have a long pontoon berth that can hold all the fleet within the dredged channel in Granton Harbour. This gives us very quick access to fantastic sailing waters between Inchmickery and Inchkeith islands,



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avoiding commercial vessel areas and with the iconic backdrops of Edinburgh Castle and Arthur's seat to the South and the three Forth bridge crossings to the West.

It is anticipated that *Bluebottle* (K192), currently undergoing restoration before joining former Royal Yacht *Britannia* in Edinburgh, will be present at the event. We are planning an evening reception aboard *Britannia* for Edinburgh Cup competitors.

If you are wanting more information about the Edinburgh Cup 2020 event or wish to help in any capacity during the event, please get in touch.

Cathy Ogden



7

1. The Edinburgh skyline makes a fine Dragon sailing backdrop
2. Sbeena and Fiona catching up on some rest on the *Kismet* foredeck
3. Photograph of the shield
4. *Kestra*'s winning crew
5. *Kestra* sailing in Wardie Bay
6. Royal Forth YC house band, Lost at Sea
7. *Wizz Too* with the 3 Forth bridges in the background



Last Year

Furious won all the trophies available for club racing except one. Was this due to exceptional ability, faultless crewing, ruthless aggression, or exceptional tactical acumen? Well not really, as can be seen by her regular mid-fleet position in Cowes Week when all the fleet turn out, *Furious* was dominant because she is normally the only boat which turns out for nearly every race; and there aren't that many discards once lost races are taken into account. So, at the AGM in March a proposal was made that discards would be 50% of held races; to enable Solent Sailors, who have a life, to shine. Did the rule change have the desired effect? Well, let's find out.

The Early Series (4th to 26th May) was a good start with *Bertie* dominating both the 'round the cans' races, as well as the windward/leewards, with a low score of 12 points followed by *Aimee* and *Glaurung* on 18 and 19 points respectively; so we are off to a good start with no sign of the 'boat which shall not be mentioned'. *Glaurung*, formerly *Dark and Stormy*, is Richard Cullen and Andrew Millband's new acquisition. They tried to keep the old boat on the Solent, by offering a discounted price for Solent sailors, but sadly *Supremacy* ended up joining the thriving fleet in Glandore.

The Mid Series (1st June to 7th July) unfortunately returned to the old pattern with *Furious* and *Glaurung* fighting it out and *Furious* prevailed on 5 points whilst *Glaurung* came 2nd with 11 and *Fanfare* in 3rd with 14. The Summer Series was again a battle between *Furious*, *Glaurung*, and *Fanfare*, with guest appearances by *Jerboa*, returning from Europe for Cowes Week, and *Tschuss* who also participated in Classic Week. *Furious* again taking 1st on 20 points, *Glaurung* second on 23 points, and *Jerboa* 3rd with 27 points.

Five dragons ventured up to Abersoch for the Northern and Edinburgh Cup. Sadly, the Solent fleet did not manage to return with as much silverware as we have become accustomed to; but well done to the Baileys for winning the Corinthian Trophy once again.

Now we dive into the marathon which is Cowes Week. Cowes Week started with big winds, gusting fifty knots on the first Saturday, and nobody went sailing. The race committee delayed the starts for the Sunday so that boats in transit did not have to brave the stormy conditions. Sunday was better but day boats were cancelled so we went out to watch the bigger boats race. Finally, Monday we got a race in and, you've guessed it, there was hardly

any wind. We had one visitor this year, Richard Davies with *Flotation*, crewed by Stav and Nigel Cole. Richard is still recovering from a major stroke, so it was great to see him back out on the water; and even better to see him finish the first completed race in second place. It was also nice to see Dave Ross racing *Sanka*, back from his new home in The Bahamas. Graham Bailey won yet another Cowes Week in *Aimee*, with Eric Williams in close second, and it was good to see a new name in the top three with Simon Barter finishing 3rd.



The crew of Aimee

I remember my first South Coast Championship, in the eighties, where there were more than forty boats racing. Sadly, with the delights of the European racing circuit, and the ease of towing with Harbeck Trailers, we don't see many visitors at the regionals anymore. We had seven entrants so decided to merge the event with the standard Windward/Leeward weekend run by the RLYC, which ensured:

- 1) We kept the costs down (£35) entry fee
- 2) We had the excellent Gill Smith as Race Officer

The conditions were tricky, with a light north-westerly, but the PRO managed to run 6 close competitive races, and a great weekend's competition was enjoyed by all. Congratulations to Tom Vernon for winning in *Badger*, and to the Baileys who won the Corinthian Trophy.

Back to club racing and we continued with the Late Series (31st August to 29th September) which was won by *Badger* with 23 points, followed by *Bertie* with 28 points, and *Aimee* with 31 points.

The overall series and Class Championship winner was *Furious* with 92 points, followed very closely by *Glaurung* with 96 points, and *Badger* 3rd with 104 points.

The Windward/Leeward series was won by *Bertie* with 42 points, followed by *Glaurung* and *Badger* with 49 and 51 points respectively.

Well, having reached the end of the season, do we think that the rule change has worked? I think so, as the spread of winners has been greater than that seen for a few years now.

Owen Pay

Caught on camera...



Petticrows 2020 vision

The Petticrows v6.1 Dragon and Evolution mast

To complement our acclaimed v6 hull we have incorporated digital design to re-model the deck and internal mouldings creating the new Petticrows v6.1 model. Look closely at the new v6.1 and you will notice that there are a host of new and improved features that keep Petticrows Dragons winning, with the most modern ideas and innovations.

New Petticrows v6.1 Dragon features include:

- Race proven v6 hull, keel and rudder design
- New internal floor including "side tanks" for added safety and to assist water drainage
- New improved construction methods for accurate alignment of hull, deck, keel and mast step/gate
- Increased cockpit size – by shortening the cabin roof
- New Evolution mast with modernised, light, low drag, easy serviceable fittings and improved mast bend characteristics. Used by winners of the 2018 and 2019 Gold Cup and 2019 World Championship
- Option for fixed or rotating gooseneck
- Option for rigid or pneumatic boom lifter
- Redesigned mast partner system gives accurate and quick side and fore/aft chocking control for the mast and includes a mini break-water feature
- Two independent high-speed electric pumps with solar charging and Bluetooth battery checkers
- Newly designed crew friendly deck with improved non slip
- 1 pull furler standard
- Optimised and simplified fit out with latest generation fittings selected from Harken and Allen ranges as well as many custom designed and engineered fittings
- Upgraded rig controls including improved shroud adjustment and calibration at deck level and below deck
- New style low stretch, lightweight sheets using the latest SK99 grade Dyneema
- Pump outlet on topsides of boat for drier sailing
- Option of visible cleating arrangement on cuddy top
- Option of traveller beam or Barney post and spinnaker chute or cockpit launch
- Crew hiking wedges as standard and ergonomic cockpit coamings

***If you are serious
about Dragons
it has to be
Petticrows***

