



THE BRITISH
DRAGON
ASSOCIATION



1987 CHRISTMAS NEWSLETTER

NOTICE OF ANNUAL GENERAL MEETING 8th January 1988

THE BRITISH DRAGON ASSOCIATION

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Front cover photograph by Peter Hawes



BRITISH DRAGON ASSOCIATION

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge, at 6.45. p.m. on Friday 8th January 1988.

A G E N D A

1. Apologies for absence.
2. Minutes of last meeting and matters arising.
3. To receive and adopt the accounts for the year ended 31st October 1987 (see pages 26 - 27 of the Newsletter).
4. The Chairman's report.
5. To elect the following officers:-
Chairman
Vice Chairman
Honorary Secretary
Honorary Treasurer
6. Report from the International Dragon Association.
7. To consider and approve a recommendation from the Committee that condition 6 of the rules of the Edinburgh Cup be amended to include the words:-

"Competition for the Cup shall consist of 6 races. Of the 6 races a yacht will count only the points for her best 5 races, or if weather conditions are such that only 5 races are sailed, her best 4 races, or if only 4 races are sailed all shall count. If less than 4 races are sailed the Cup shall not be awarded. Every effort should be made to complete at least 5 races and there should be a reserve day at the end of the week which should only be used if less than 4 races have been completed."
8. To approve a recommendation from the Committee that the annual subscription for owners be increased to £7 with effect from 1st January 1988 (the subscription for other members to remain at £3)
9. Any other business.

A N N U A L D I N N E R

The Annual Dinner will follow the Annual General Meeting at 8.00 p.m.
Dress: Reefers or lounge suits.

Tickets for the dinner must be booked in advance using the enclosed form which should be sent to Christopher Dicker to arrive not later than 3rd January 1987. Cheques must be sent with the forms.

(Note: It is anticipated that the dinner will be fully booked. To avoid disappointment please book early).



BRITISH DRAGON ASSOCIATION

FOREWORD FROM THE CHAIRMAN

This being my last year as Chairman, I would like to start by thanking all members of the Class who have given me such active support during my term of office, and particularly my Vice Chairman Bob Melville, and your Honorary Secretary and Treasurer Chris Dicker. Also my thanks to the members of your Committee who have freely given of their time on your behalf and have supported decisions made, even when they have not always agreed with them, with such good grace.

Looking back over the last four years, the Class has come a long way. We have seen a steady increase in the number of Dragons racing and the appearance in British waters of a very large number of new boats and, dare I say it, young Dragon sailors.

Partly as a result of the decision of your Committee to select a number of championships as indicator trials for the World and European selection, we have seen a steady increase in the number of starters in our National Championships. This has resulted in a steady improvement in the standard amongst British Dragon sailors, so that when we compete abroad the results achieved are significantly better than they were a few years ago.

The details of the major events are covered elsewhere in the Newsletter. However, I should like particularly to congratulate Rory Bowman on his victory in the Edinburgh Cup, Bobby Brown for victory in the inaugural South Coast Championships, and for first class racing achievements by Nicky Streeter, David Young, Michael Patten and Simon Fulford in the European Championships and Gold Cup.

Peter Lloyd

1988

Prince Philip Cup	3rd - 10th January	Botany Bay
Vasco de Gama	2nd - 9th April	Arcachon
*** East Coast Dragon Championship	30th April - 2nd May	Levington
Coupe Alphonse XIII	21st - 23rd May	Dinard
*** South Coast Championship	28th - 30th May	Cowes
Gardasse Pharaton Cup	30th May - 2nd June	Malcesine (Italy)
Marblehead Trophy	2nd - 4th June	Gardasee/Malcesine
Irish Championship (Royal St. George Y.C. 150 year celebration)	5th - 10th June	Dublin Bay
Kieler Woche	19th - 25th June	Kieler Forde
Welsh Dragon Championship	11th - 12th June	Abersoch
*** Edinburgh Cup	19th - 25th June	Abersoch
Gold Cup	3rd - 9th July	Le Havre
French Championship	11th - 16th July	Deauville
Swedish Championship	8th - 12th July	Saro
Travemunde Woche	16th - 23rd July	Travemunde
Danish Championship	17th - 21st July	Skovshoved
European Championship	24th - 30th July	Skovshoved
Coupe Gradlon	5th - 10th August	Douarnenez
Regates Royales	17th - 24th August	Cannes
*** Northern Area Championship	27th - 29th August	Clyde

*** Qualifying events - see page 7

1989

Edinburgh Cup	1st - 7th July	Torbay
World Championship	21st August - 2nd Sept	Torbay
Gold Cup		Germany

1990

European Championship	June	Lake Thun (Switzerland)
Gold Cup		Ireland

1991

World Championship		Canada
--------------------	--	--------

The following rule changes were approved at the I.Y.R.U. meeting in November and became effective from 1st March 1988:-

1. Digital Compasses

Rule 12.20 now specifically prohibits the use of digital compasses.

Reason: Digital electronic compasses are expensive instruments and the current rule is ambiguous as to whether or not they are banned.

2. Windows in sails

Rule 9.13 to be amended to include the words:-

"Two unwoven transparent panels, the total area of each of which shall not exceed 0.2m², are permitted in each sail".

Reason: To make the rule clearer and give windows a sensible size.

3. Class letters and numbers

Rule 9.14 will in future allow the space between adjoining letters and numbers on sails to be 75mm instead of 100mm.

Reason: 100mm was thought to be excessive.

4. Boom

Rule 6.42 is being amended to include the words:-

"The boom may be cut away to a maximum depth of 50mm or the groove opened out".

Reason: To bring an efficient clew outhaul track within the rules.

5. Weight of hull

Rule 10.10 is being amended to allow for the weighing of boats with pumps on board.

Reason: In practice boats are always weighed with pumps on board.

6. Bulkheads

The rules are being amended to allow bulkheads to be built into fibreglass Dragons to make them unsinkable and to allow bulkheads to be moulded as part of the internal moulding.

7. Additional prohibitions

Rule 12 will be amended to prohibit the use of "self bailers or means other than pumps for draining the cockpit while racing".

Reason: It is not intended that the changes in the rules to allow watertight bulkheads should be used to create self draining cockpits.

8. Keel position

Rule 4.6 is being amended to correct a small error in the table of offsets with an increased tolerance to keep existing boats within the rule.

DRAGON CLASS RULES are available from the Royal Yachting Association, Victoria Way, Woking, Surrey, GU21 1BQ. - Cost including postage £3.60.

MARKUS GLAS YACHTS

The International Dragon Association and the I.Y.R.U. have been investigating the situation regarding the German builder Markus Glas who has been shown to have built a number of hulls below the specified minimum weight per square metre. A temporary dispensation was granted earlier this year to allow the boats to continue racing subject to them carrying additional correctors. Further work is being carried out to assess a more accurate calculation of the weight of correctors which should be carried to compensate for the weight of missing glass. It is hoped that a final decision on the weight of the correctors will be made in January 1988 but in the meantime the dispensation is being extended to 28th February 1988. It is expected that all 50 boats built by Markus Glas will have to be remeasured.

INTERNATIONAL DRAGON ASSOCIATION

Philip Tolhurst has been appointed Chairman of the new I.D.A. technical committee.

The I.D.A. intend to take a tough line on boats which do not measure. They are determined that they must not allow the rules to be abused and if boats do not measure they will not be allowed to race. Competitors taking part in major events will in future be warned in advance of the measurements to be checked with a view to adopting a more open approach.

ARTICLES FOR SALE

TIES	Dark blue with all over motif		£ 9.50
TIE PINS	9 ct gold - limited stocks		£32.50
EARRINGS	9 ct gold - only one pair now available		£50
CAR STICKERS	In stock		.75p
SWEATERS	V-neck - 100% lambewool - the following are available (first come, first served)		
		<u>Sky Blue</u>	<u>Natural</u>
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Price includes VAT and postage. Payment with order please.

All the above are available from
Christopher Dicker, Hill House, Ranworth, Norfolk, NR13 6AB.

SELECTION PROCEDURE

FOR EUROPEAN AND WORLD CHAMPIONSHIPS

1. The current rules for the European and World Championships provide a total of 8 places to be allocated to boats from England, Wales, Scotland and Northern Ireland. For 1984 the I.D.A. ruled that Northern Ireland was to be treated as a separate country (and therefore they were entitled to nominate 5 places) but it is assumed that this ruling will not apply for the future.
2. The selection procedure summarised below assumes an allocation of 8 boats but if more places do become available the numbers will be increased pro rata. Of the total number of places available:-
 - (i) 6 (or 75%) will be selected on the basis of the results from a number of qualifying events;
 - (ii) 2 (or 25%) will be selected by the officers (chairman, vice chairman and secretary) of the British Dragon Association.
3. Selection will be by reference to the helmsman and not to individual boats.
4. The qualifying events will be published in January each year (or as soon as possible thereafter). Those helmsmen wishing to be considered for a place in the European or World Championships may count their best 3 results from the last four qualifying events preceding the championship (or as otherwise decided by the committee of the B.D.A.).
5. Qualifying events are defined as major open championship events attracting 20 or more entries, which are staged in the United Kingdom and approved as such by the committee of the British Dragon Association.
6. The method of awarding points for the qualifying events will be as follows:-
 - (i) The results of each event will be recalculated to exclude all foreign competitors.
 - (ii) For the Edinburgh Cup boats will be allocated points using the Olympic scoring system.
 - (iii) For the East Coast, South Coast and Northern Area Championships (and other events to be determined by the committee of the British Dragon Association) a weighted scoring system shall be used as follows. One place will be added to the finishing position of each boat following which that position will be multiplied by a factor of $\frac{40}{X}$ (where X equals the number of entries) to give the nearest whole number which will represent the adjusted finishing position and to which the Olympic scoring system is to be applied. (In the event of the adjusted finishing position ending in .5 the number will be rounded up).

Example - Assuming 28 entries for East Coast Championship

<u>Finishing position</u>	<u>Add 1</u>	<u>Multiply by Factor</u>	<u>Olympic Scoring Points</u>
1	2	3	5.7
2	3	4	8
3	4	6	11.7
4	5	7	13
etc			
27	28	40	46
28	29	41	47

SELECTION FOR EUROPEAN AND WORLD CHAMPIONSHIPS (Continued)QUALIFYING EVENTS1988 EUROPEAN CHAMPIONSHIP

The qualifying events will be - 1987 East Coast Championship
 1987 South Coast Championship
 1987 Edinburgh Cup
 1987 Gold Cup
 1988 East Coast Championship
 1988 South Coast Championship

4 out of 6 events to count in accordance with regulation set out opposite. Any helmsman wishing to be considered for selection should contact the Hon. Secretary by 31st January 1988.

1989 WORLD CHAMPIONSHIP

The qualifying events will be - 1988 and 1989 East Coast Championships
 1988 and 1989 South Coast Championships
 1988 and 1989 Edinburgh Cups
 1988 Northern Area Championship

5 out of 7 events to count.

ACCUMULATED POINTS TO DATE

The points accumulated by those helmsmen who participated in at least three of the 1987 qualifying events are as follows:-

			Adjusted points				Best 3 out of 4 events	
			East Coast Championship	South Coast Championship	Edinburgh Cup	Gold Cup		
1st	503	Loki	R. Bowman	18	10	0	3	13
2nd	515	Union Jack	M. Patten	5.7	-	3	8	16.7
3rd	527	Sandpiper	N.J. Streeter	3	11.7	17	5.7	20.4
4th	508	Sabbatical	R. Brown	8	5.7	20	16	29.7
5th	505	Jane	D. Young	13	18	14	11.7	38.7
6th	507	Wisp	S. Fulford	27	23	16	0	39
7th	497	Avalanche	T. Wade	11.7	-	5.7	24	41.4
8th	518	Ganymede VI	A. Cassell	24	11.7	13	41	48.7
9th	500	Ariel	R.K. Melville	13	-	22	15	50
10th =	504	Harvey	J. Thornton	27	17	24	10	51
10th =	536	Warlord	P. Tolhurst	45	21	10	20	51
12th	453	Dragonfly	E. Williams	-	15	18	19	52
13th	516	Spindrift	G. Harrison	20	-	26	13	59
14th	458	Asterisk	P. Lloyd	-	20	25	17	62
15th	467	Smaug	K. Bushell	41	24	28	31	83
16th	520	Chinatown	N. China	27	26	-	36	89
17th	488	Encore	A. Roberts	40	-	30	29	99

FAST SAILS THAT LAST



Contact Ivan Coryn:
Hood One Design
Bath Road, Lymington,
Hants., SO4 9RW
Tel: (0590) 75011
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BOATS FOR SALE

- K389 APPLE PIE II 1963 Burne's Shipyard, North Sails 1987, professionally resplined and repainted 1986, excellent road trailer. Very sound condition. £5,750 or near offers.
B. Stott - Telephone 0580-892745 or 01-983-3178.
- K386 ODYSSEUS 1963 Borresen, Sparlight mast, Proctor boom, 3 sets sails (2 North, 1 Ratsey & Laphorn - new 1987). Chute, road trailer, painted hull. Harken gear. Good racing record. Lying Torquay. £4,500.
Anthony Goodson - Telephone 080428-561 or
Francis Gilbert - Telephone 0626-833934.
- K382 VAL 1962 Bjarne Aas, varnished, 1987 Ratsey & Laphorn sails hardly used. Lying under cover Cowes £5,000.
P. Acciarri, Northend House, Droxford, Southampton.
Telephone - Droxford 877442.
- K487 STORM 1979 St. Georges, GRP, teak deck, Sparlight mast and boom, 3 suits of sails, 2 spinnakers (North), echo sounder, anchor, launching trailer, boat cover, in beautiful condition. Lying Medway Y.C. £7,500.
G.H. Blatch, 23 Philippa Gardens, Eltham, London SE9 6AP.
Telephone - 01-850-9620.
- K315 VOODOO 1959 Camper & Nicholson, maintained to be competitive, racing every Saturday on the Medway. New rudder fitted last winter, keel bolts in good condition. North sails and Sparlight mast. Offers in region of £3,500.
M.A. Lutener - Telephone - 0622-831385.
- K461 WATER RAT 1971 Borresen, very competitive boat with North Sails, spare mast and trailer. £8,500.
I.C. Ratnage - Telephone - Fairseat 823579.
- 1986 Borresen built under licence in Geelong for 1987 World Championships. Used only 2 regattas and stored under cover. All usual fittings.
Available in UK in early 1988 £12,000 inc. VAT.
Contact: Dr. R. Brown, 7/17 Wyvern Park, Edinburgh, EH9 2JY. Telephone - 031-667-4471.

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The New Year saw the season commencing in Australia where the Royal Geelong Yacht Club hosted the World Championships in Corio Bay which was preceded by the Australian National Championship, the Prince Philip Cup. The forty three entries represented nine countries with most of the visitors sailing chartered boats with the notable exception of the Danes who, sponsored by Tuborg, brought their own. Lohmann of West Germany won the Prince Philip Cup and Valdemar Bandrowski, sailing a boat built by Lowell Chang in Hong-Kong, became World Champion. The British performance was mediocre, Nicky Streeter being the leading chartered boat in both events with 14th and 19th and Dr. Bobby Borwn sailing his new Australian built Bellarine Dragon coming 22nd and 17th respectively. The Streeter boat 'Wyuna' was destined to reside in a museum after the event having been raced by John Cuneo in the 1972 Olympics!

At home the East Coast Championship held at Levington early in May was spoiled by heavy weather and with only two races being sailed out of five the event was won by Streeter and Mike Williamson in their new Borresen Dragon 'Sandpiper'. This was followed at the end of the month by the South Coast Championship, a new event held this year in the Solent where twenty six Dragons had four races, the last one being cancelled due to lack of wind. Dr. Bobby Brown won convincingly in 'Sabbatical' followed by Rory Bowman in 'Loki' who was to go on in June to win the Edinburgh Cup at Lowestoft. This, our National Championship, was run most efficiently by the Royal Norfolk and Suffolk Yacht Club and enjoyed fine weather throughout. Mike Patten sailing 'Union Jack' was runner-up out of the forty competitors. Prior to competing in the Edinburgh Cup Dr. Bobby Brown had managed to get 'Sabbatical' to Northern Ireland and won the Irish Championship held at Bangor under the auspices of the Royal Ulster Yacht Club.

The Dragon European Championship in July was sailed in the fine waters off Helsinki and attracted forty two entries thanks to the considerable reductions in travel costs made possible by the use of part of the monies made available by the sponsors. This was a magnificent event both on and off the water and was won by Marcus Glas sailing one of his own controversial boats. 'Sandpiper' was 4th and David Young in 'Jane III' having competed in the Danish Championship at Skovshoved en route to Helsinki was 6th in both events.

In August the Clyde Yacht Clubs Association organised the Jubilee Regatta of the Dragon Gold Cup having been responsible for inaugurating the event in 1937. The Gold Cup was preceded by the Marblehead Trophy used as a tune-up series and which was won by the German Dragon 'Sir Donald' sailed by Vincent Hoesch. The racing was held in the Firth of Clyde off Troon where the boats were moored and attracted nineteen foreign competitors out of a total fleet of sixty three. The results were led by four boats of different nationalities and Simon Fulford sailing 'Wisp' had a brilliant start winning the first two races but had to be content with an overall 4th place having disappointing results in the only other two races sailed, due to more heavy weather. The consistent performance of the Dutch sailor Bakker in 'Stierop' won him the cup, considered by many to be the most coveted trophy in Dragon racing.

The undoubted success of the major regattas held in the United Kingdom was due in large measure to the support of sponsors led by Beefeater and Jaguar Cars Limited. The British fleet increased this year by twenty boats built by Peter Wilson of Aldeburgh, Borresen of Denmark and a particularly fine completion of a Borresen hull by Nick Truman of Lowestoft. During the coming winter Petticrows of Burnham will be building at least eight new Dragons and these together with others built by existing yards will ensure that the remarkable increase in the class over the last few years will be maintained. In addition to these fibreglass hulls there are one or two cold moulded craft being built by Wilson and Clare Lallow in Cowes. It is interesting that whilst North Sails are predominant in the class overall, the leading boats this year have used sails made by perhaps ten different sailmakers and the equipment within the boat continues to develop year by year.

Nicholas Streeter

SCOTTISH DRAGON CHAMPIONSHIP - GRANTON

(Yachts and Yachting 10th July 1987 reprinted by kind permission of the Editor)

The Scottish Dragon championship was held at Granton over the weekend of June 19th - 21st and heralded the beginning of East Coast Sailing Week. This was a five race with one discard series and racing for the 11-strong fleet began on the Friday.

Despite a poor start in race one when he mistakenly returned to re-cross at the start, titleholder Jim Leask of Royal Forth YC in 'Kestra' sailed through the fleet to take line honours, with Sean McLean's 'Blue Flame' second. Towards the end of race two the wind freshened but Leask was sailing confidently and notched up another first to consolidate his points position. Meanwhile a contest was developing between the two white Dragons 'Jane' (David Young), and 'Merlin' (Will Rudd) which were vying for third overall.

Saturday's race three began in light, sunny but slightly misty conditions and the fleet started well and spread out across the Forth. The breeze developed into a Force 3 and soon 'Merlin' was establishing herself in a secure lead. 'Kestra' was working her way through the fleet. 'Merlin' maintained her position to take first place and Leask came through to second.

The fifth race, however, proved that this is the year of the gun-happy, never-look-back syndrome for three Dragons: 'Jane', 'Merlin' and 'Iris' raced off without a backward glance and destroyed their chances, leaving 'Kestra' a clear winner of both race and series.

IRISH DRAGON CHAMPIONSHIP

(Yachts and Yachting 10th July 1987 reprinted by kind permission of the Editor)

After a mid-fleet result in the first race of the Irish Dragon championship at Royal Ulster YC, Robert Brown of Royal Forth notched up a sixth, a fourth, two firsts and a third to win the event with 25.4 points. Brown was 11 points ahead of the runner-up, Michael Cotter of Royal St. George, Dun Laoghaire.

The week-long championship was held from June 14th - 19th on the relatively tide-free waters of Belfast Lough. The week started well for Mick Cotter whose brand new boat led the fleet of 19 from start to finish. But the margin at the end was narrow for Cotter with Alan Crosbie from Kinsale gaining quickly on the final beat to cross just half a boat's length behind. Best showing among the Northern Ireland contingent was by Ivor Cranston from Killyleagh who held third for a time but eventually fell back.

The second race brought new faces to the front with Crosbie taking first, Gary Dixon of the host club second in 'Adastra' and Colm Barrington bringing 'Tiamat' into third ahead of the first weather mark leader, Nick Stratton of Royal Northern and Clyde YC. After a light air start to the third race the wind died only to come in stronger from the north east. Tony O'Gorman of Kinsale, the Strangford Lough boat, 'Liza Jane' (Denis Bennett) and last year's winner, John Kidney of Royal Irish got away right at the start and held those positions until the end.

After three races Crosbie led with Barrington second, Cotter third and Brown's 'Sabbatical' down at sixth but the fourth and fifth races turned the tables. Brown took two firsts in a row with Cotter consistent with a third and a second bringing him actually ahead on total points going into the last race.

A disastrous tenth in the last race put paid to Cotter's chances as he then had to count a tenth anyway from the second race. 'Sabbatical's' third place behind Conor Doyle's 'Elsa' and O'Gorman's 'Infinity' sent the Scottish crew home happy and left Mick Cotter runner-up.

RESULTS: 1st 'Sabbatical' - Dr. R. Brown (Royal Forth YC), 2nd 'IR 100' - M. Cotter (Royal St. George YC), 3rd 'Infinity' - T.O'Gorman (Kinsale YC), 4th 'If' - A. Crosbie (Kinsale YC), 5th 'Tiamat' - Mr. and Mrs. C. Barrington (Royal St. George YC), 6th 'Elsa' - C. Doyle (Kinsale YC).

The Committee of the British Dragon Association decided to extend the scope of Dragon racing in the British Isles by asking the Solent Fleet to organise a regatta during the Spring Bank holiday weekend in May on a similar basis to that held at Levington earlier in the month. The intention of the B.D.A. is to assist in raising of standards at all levels by providing opportunities for our Dragon sailors to compete in larger fleets of a higher quality than normally available.

The 1987 event was run on the water by the Island Sailing Club using olympic courses laid in the vicinity of Hill Head in the Solent and consisted of five races. Visitors were launched at Port Hamble and stayed overnight at the Royal Southern and Royal Air Force Yacht Clubs, their wives and luggage being taken to the Island on Saturday in launches kindly provided by Ian Lallow who also ferried them and the Cowes competitors back at the close of the racing. Most visitors stayed at one of the Cowes clubs for the Saturday and Sunday nights.

The weather was good throughout the weekend giving keen racing without too much effect from the tides and different winners in each race from a fleet of twenty-six yachts. Dr. Bobby Brown in Sabbatical won the first race and was overall winner with the other three races being won by John Thornton in Harvey, Andy Cassell in Ganymede VI and Rory Bowman in Loki. The fifth race on Monday was cancelled due to lack of wind. Loki was second overall with third place shared by Ganymede VI and Sandpiper.

The social events consisted of a cocktail party at the Royal Yacht Squadron followed by dinner at the Royal Corinthian Yacht Club on Saturday evening and a further dinner held at the Island Sailing Club on Sunday evening. The prizegiving was held at the Royal Southern Yacht Club in Hamble preceded by lunch on Monday and our visitors were on their way home around three o'clock. The event was generally agreed to be a success and Andy Cassell is to be congratulated on his organisation.

Nicholas Streeter

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DRAGON GOLD CUP

TROON 16th - 21st August 1987

(Yachts and Yachting 18th September 1987 reprinted by kind permission of the Editor)

SIXTY-THREE International Dragons, from seven countries, attended the Gold Cup Golden Jubilee Regatta held between August 16th - 21st at Troon. The nine continental visitors were perhaps fewer than usual, but that was compensated by a strong Irish entry from Dublin and Ulster, with 'If' the sole representative of the former Dragon stronghold at Kinsale.

Conditions were at their least favourable for running a major regatta, alternate strong winds and calms with fog plagued the Firth of Clyde. Then with two days to go and four races as yet unsailed, the wind unexpectedly strengthened to Force 7-8 during race three, eliminating any chance of completing a series of six, let alone the five races that had been hoped for.

Gold Cup winner was Dutchman Ad Bakker sailing his nine-year-old Borresen boat 'Stierop', crewed by his brother Jan, and Steven Vis Azn, their result was a model of consistency with three thirds and a fourth.

The next three places also went to European visitors, despite the early successes of Simon Fulford in the Aldeburgh based 'Wisp', crewed by M. Ingram and D. Brooke-Smith, who won the first two races in fine style. He was unable to maintain his pace, however, and finished fourth overall.

Wind conditions for the first two races were light, but steady, and it was 'Wisp' that made the early running. Although briefly headed by clubmate Rory Bowman in 'Loki' in the first race, she went on to lead the second race throughout and win by an increased margin.

It was a false dawn for the British Dragon fleet, which had not seen success in the Gold Cup since David Young and Nick Truman had won in the successive years of '73 and '74. The visitors were poised in second, third and fourth places after the second race.

Shortly after the start of the third race the wind rapidly increased to over 30 knots, giving the fleet a more exciting race than they or the weather forecasters had anticipated. Paul Jensen gave a fine display of heavy weather sailing to take 'Master' across the finish line first, with Borge Borresen not far behind. Borresen was however, already out of the running, having been over the line at the start of the second race. 'Wisp' still led overall, although a tenth place had eroded her lead to 3.4 points.

Two boats, Terry Wade's 'Avalanche' and Garry Treacey's 'Rebel', lost crewmen overboard during the wild downwind legs, but recovered them promptly and unaided, a tribute to the seakeeping qualities of the Dragon in these conditions, and to the skill of the crews.

The final race was sailed in a 12 knot westerly breeze under cloudless skies that gave the visitors a tantalisingly brief glimpse of the superb scenery that had been hidden for days. Ed Frech's 'Griffioen V' from Holland pulled up from third to first in the course of the race and 'Stierop' improved from fourth to third. The unfortunate Fulford in 'Wisp', had started the race as points leader, but dropped from twelfth to fifteenth by the finish. Those three place points were the difference between second and fourth overall.

The Irish contingent, a force in Dragon sailing for so long, had a disappointing series with Colm Barrington in 'Tiamat' from Dublin the best in tenth place. The host fleet fared even worse, with Tim Esson and Colin Craig finishing 29th in their brand new St. George's Dragon 'Disa', followed in 30th by Colin McKenzie in the borrowed boat 'Djinn'. David Young and Bobby Brown, of the Forth fleet, sailed 'Jane IV' and 'Sabbatical' into 14th and 19th respectively, a performance below their usual standard.

DRAGON GOLD CUP - Continued

The Gold Cup was originally presented by the Clyde Yacht Clubs' Conference in recognition of the friendly spirit in the embryo Dragon class, which had raced for the first time in British waters at the International Clyde Fortnight in 1936. There is no doubt that the class still enjoys its sailing hugely.

Mike Balmforth

OVERALL RESULTS: 1st 'Stierop', Ad Bakker (M&R Holland) 25.lpts., 2nd 'Master', Paul Jensen (DD Denmark) 34.7., 3rd 'Sir Donald', Vincent Hoesch (WF Germany) 36.7., 4th 'Wisp', Simon Fulford (Aldeburgh YC, GB) 37.0., 5th 'Loki', Rory Bowman (Aldeburgh YC, GB) 57.0., 6th 'Griffioen V', Ed Frech (KNZ Holland) 67.7.

EAST COAST DRAGON CHAMPIONSHIPS

LEVINGTON

1st, 2nd and 3rd May 1987

This annual event attracted the largest number of entrants so far - no less than thirty nine boats coming by road or sea to the marina at Levington. It was very pleasing to have two entrants from the Republic of Ireland, Conor Doyle and Tony O'Gorman. Additionally five boats came from Scotland as well as boats from the West Country and the South Coast.

The racing, which was organised with the usual efficiency by our hosts the Haven Ports Yacht Club, started well with excellent racing on the Saturday in Dovercourt Bay. Two races were held in a fresh westerly breeze on well laid Olympic courses, the first race being won by Nick Streeter in 'Sandpiper', the second by Mike Patten in 'Union Jack'. Sadly this was the only day of the racing the wind veered to the North and reached near gale force and remained like this for all of Sunday and Monday.

Under the Championship rules the first prize was awarded to Nick Streeter who had a first and a fifth. Mike Patten was second with a first and a sixth. However the limited results are counted as qualifying points for the 1988 European Championship as they will in 1988.

Despite the lack of sailing the social programme went ahead and everyone enjoyed an excellent evening on Sunday at the Dedham Vale Hotel as well as the cocktail party on the Saturday evening at Orwell Park School.

Arrangements are in hand for the regatta in 1988 on 30th April, 1st and 2nd May. One entry from Denmark's Paul Jensen has already been received and more East Coast entries are expected in 1988 as these fleets have increased considerably during the year.

Kenneth Bushell

RESULTS AFTER TWO RACES:

1st	K527	Sandpiper	Nick Streeter
2nd	K515	Union Jack	Michael Patten
3rd	K508	Sabbatical	Rob Brown
4th	K425	Skal III	Chris Dicker
5th	K497	Avalanche	Terry Wade

(Yachts and Yachting 6th February 1987 reprinted by kind permission of the Editor)

THE DRAGON WORLD championship was hosted by the Royal Geelong YC at Geelong, situated on the southwest side of Corio Bay in Australia. The championship took place from January 9th - 17th with a total entry of 43 from nine countries including seven from Denmark, seven from the UK and eight from Germany. The home country fielded a strong team of 11 boats, selected in the Prince Philip Cup series which preceded the championship.

The weather was disappointing and included the coldest January day on record, two days of racing had to be cancelled due to the high winds. The championship opened on Friday January 9th on a grey overcast day with a 15-25 knot south-westerly. Lars Petersen (Denmark) took a good lead at the first mark only to be overtaken briefly by Peter Bowman (Australia) at the end of the triangle. Although Petersen regained the lead at the end of the second beat, both he and Bowman lost out to Bandolowski on the last.

The second race was led throughout by David Wilson (Australia). Andreas Lohmann (Germany) was second. The race on Sunday was led by Stephen Boyes but on the last beat in the shifty 10-knot south-westerly he elected to go off on starboard in anticipation of a sea breeze and let five boats through. Bun Lynn took line honours, Bandolowski was second and Prince Henrik of Denmark finished third. Race four was held the same day and although Jens Schluter (Germany) led around the first three marks he was later overtaken by Fred Imhoff (Holland), David Wilson (Australia), Bandolowski, and Ken Bushell (England).

Petersen, who seemed to prefer the heavier breezes, led the fifth race throughout. There was a battle for second place between Bandolowski and Lohmann, the latter finally losing out on the last beat.

The sixth race started in a 12-knot easterly. The starboard side paid off on the first beat and Bobby Brown (Scotland) made himself a good lead, which he cleverly protected on the second beat, anticipating the sea breeze shift. However, the sea breeze did not arrive until well into the last beat and Brown eventually finished 29th. The race was won by Boyes, who having exonerated himself with a 720 degree turn for a starting line infringement, worked up to eighth place by the first mark by going off on port. On the last beat he managed to get across from the left of the course into the new breeze just in time to set a spinnaker to win by a short head from Tony Bull (Australia) and the evergreen Borge Borresen (Denmark).

Friday's racing was postponed until the following day due to the strong winds. Boyes led round the first three marks followed by Holger Tollmien (Germany) and Nicky Streeter (UK) but all three were later to be overtaken by five boats which came in from the opposite side including Lohmann, the winner.

Except for the first two places and Imhoff, a newcomer to the class, in ninth place, the remainder of the first ten places were filled by Australians. The British results were disappointing, the best being Brown in 17th place and Streeter in 19th. However, it has to be said that none of the British were sailing their own boats.

The event was efficiently run afloat and ashore, although Corio Bay is a little too small to allow sufficient flexibility to move the course to accommodate changes in the wind. The British contingent made many new friends and several of the Australian crews are expected to pay a return visit to Torbay for the 1989 world championship.

Michael Williamson

OVERALL RESULTS: 1st 237 'Nordjylloong', V. Bandolowski (Denmark) 44.7 pts, 2nd 659 'Fiasco', A. Lohmann (Germany) 62.7, 3rd 106 'Maj Britt', S. Boyes (Australia) 64.7, 4th 166 'Kirribilli II', G. Morris (Australia) 75.0, 5th 144 'Hotspur', W. Packer (Australia) 78.7, 6th 157 'Charisma', P. Bowman (Australia) 80.7.

BRITISH PLACINGS: 17th Jolly Roger - Rob Brown, 19th Wyuna - Nicky Streeter, 26th Breanne - Ken Bushell, 27th Rawhiti - Bob Melville, 35th Nan II - Simon Day, 41st Intrigue - Anthony May, 43rd Slaghoken - Ian McKenzie.

1988 EDINBURGH CUP

ABERSOCH

18th to 24th JUNE, 1988

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EDINBURGH CUP

LOWESTOFT

27th June - 3rd July

(Yachts and Yachting 24th July 1987 reprinted by kind permission of the Editor)

RORY BOWMAN, who a year ago suffered the frustration of nearly winning the Edinburgh Cup but not quite because insufficient races were completed in a light weather regatta at Killyleagh, this time put the record straight. Light weather prevailed again for the Beefeater sponsored Edinburgh Cup series at the Royal Norfolk and Suffolk YC, Lowestoft (June 27th - July 3rd) but at least all six races were sailed and Bowman came out on top by a clear margin.

Not only was it a personal triumph for 26 year old Bowman and his crew Giles Webster and Tom Stephens but also for the Aldeburgh YC which in recent years has become a power-house of Dragon sailing with Peter Wilson as 'in-house' builder, and a constantly expanding fleet. Simon Fulford, another young Aldeburgh helmsman, won the fifth and sixth races and would have been a very serious challenger for the Cup if he had got his act together a bit earlier in the week.

Bowman came into Dragon sailing because his father owns 'Logie', an Ernie Nunn built wood boat from the '60s but for the past couple of years he has been sailing what he calls a 'bog-standard' Borresen glassfibre boat, 'Loki'. Infact, it was the Borresen factory boat which Bowman bought at a continental regatta. He does not believe in magic solutions to boatspeed and would far prefer to win by performing well with good average equipment.

The only real departure from the norm on 'Loki' is that Bowman has worked closely with Sandy Goodall of Elvstrom sails and is now leading an appreciable move by the class towards that sailmaker and away from the previously dominant North.

Bowman's main rivals were the Burnham duo Terry Wade and Mike Patten. Wade, who tied with Bowman for the Edinburgh Cup last year, looked good in the early part of the week but then slumped in the final two races whereas Patten was a constant improver who always seemed to be fighting back from rather poor starts.

In theory at least, the points table was extremely open right up to the last race when eight boats still had a chance of winning. A very encouraging feature of the Dragon class is that the leading bunch is now very much bigger than before and you really cannot afford to make mistakes and expect to stay in the top 15, let alone the top 10.

Two Lowestoft helmsmen were well in there, making good use of their experience of the notorious tides and sandbanks. British Dragon Association secretary Chris Dicker threw away his last race and dropped down to sixth overall while Colin Bothway benefitted from a protest in the final race and came up to fourth overall.

The two jokers in the pack were Peter Wilson's latest 'Ganymede', steered as usual by Andy Cassell, and Philip Tolhurst's very attractive new 'Warlord'. You can never afford to ignore a boat sailed by Andy Cassell because he is such a canny tactician and also seems able to make a Dragon point about 2 degrees higher than anyone else but two poor results in the middle of the week spoiled his chances.

Tolhurst's new Dragon, a Borresen glassfibre hull superbly finished by Nick Truman of Oulton Broad, and with the same Elvstrom sails as on 'Loki', is clearly a very fast boat but there were crew problems. Your correspondent stood in at the very last moment when one regular dropped out and three other people sailed on the boat during the week, the last being RYA keelboat coach Bill Edgerton, getting his first really close look at the class. With proper crew training, this boat should be a hot prospect for the Gold Cup in Troon.

The racing itself was actually better than one might expect from a light weather series at Lowestoft. Two of the six races were sub-standard. On the Tuesday, the wind died leaving most of the fleet kedged in a racing ebb tide. Bob Melville slipped across the finish line on a private puff of wind and no one else moved for nearly half an hour.

The following day things went wrong when the gradient breeze decided to do battle with the sea breeze and as usual when that happens, first the shifts become more and more grotesque and unpredictable and finally the breeze shut off completely and came in from the opposite direction. Race officer Tim Whelpton wisely stopped things before they got any worse.

At other times, allowing for the fact that racing at Lowestoft is always dominated by tidal considerations, the sailing was pretty good and the sunshine marvellous. Imagine being able to race a Dragon on the open sea without oilskins!

In general, it is clear that the British Dragon fleet is in good heart with the stream of new registrations increasing the numbers all the time. The standard of sailing has undoubtedly improved and in August at Troon we shall see if a British crew can finally crack the big one - the Gold Cup.

David Pelly

RESULTS: 1st 'Loki' (Rory Bowman, Aldeburgh YC) 28.7 pts., 2nd 'Union Jack' (Mike Patten Royal Corinthian YC) 43.7, 3rd 'Avalanche' (Terry Wade, Royal Corinthian YC) 58.7, 4th 'Indros' (Colin Bothway, Royal Norfolk & Suffolk YC) 60.4, 5th 'Warlord' (Philip Tolhurst, Royal Thames YC) 61, 6th 'Skal III' (Chris Dicker, Royal Norfolk & Suffolk YC) 62.

1988 EAST COAST CHAMPIONSHIP

Haven Ports Yacht Club, Levington

30th APRIL - 2nd MAY, 1988

Five races over 3 days

Full Social Programme

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FLEET REPORTS

BELFAST LOUGH FLEET

After the disaster of Hurricane Charlie in 1986 we were looking forward to the 1987 season with some trepidation. However, 'every cloud has a silver lining' - as the saying goes - and thanks to the efforts of many people in Royal Ulster Yacht Club 1987 saw us with sheltered moorings in Bangor Harbour with the expectation of marina berths by 1989.

The season got off to rather a slow start in Belfast Lough. 'Adastra' and 'Josephine' were "abroad" in May and early June at Killyleagh and Dun Laoghaire, where they made their presence felt - despite not being spectacularly successful on the water!

The Irish Championship, held at Royal Ulster in June, appears to have been enjoyed by all competitors. It was nice to welcome not only our old friends from Killyleagh, Dun Laoghaire and Kinsale, but also Bobby Brown in 'Sabbatical' (who, to our great chagrin, won the Championship!) and Jim Robertson and Nick Stratton in Takatimu from Scotland.

Both 'Adastra' and 'Josephine' went to Troon for the Gold Cup. The crews thoroughly enjoyed themselves despite the fact that the boats returned in 'kit' form!

In our own home waters we have had good fleets out for our Tuesday and Thursday evenings points racing, and we were the only one-design keel class to attend all regattas in Belfast Lough. 'Adastra', it must be said, is still the 'boat to beat', the rest of us, however, are getting a lot closer!

New boats to the class this season were 'Sou'wester' - ex Bobby Graham of R.N.I.Y.C. Her new owners, John and Austin Gunning, have produced a magnificent piece of furniture which also managed to win the 1987 Royal Ulster Points Championship. Ivan Nelson replaced 'Anemone' with 'Zulu' from Dun Laoghaire. Roger McMichael has just recently replaced 'Cere' with David Lindsay's 'Medusa' from Killyleagh. 'Timba' has also joined us from Killyleagh and is now in the capable hands of Roy Burns and George Erskine.

All in all, 1987 was a very hopeful year. The sheltered moorings in Bangor Harbour and the general, nationwide resurgence of the class is giving many a disillusioned offshore racer here food for thought, and we are optimistically looking forward to an enlarged fleet for 1988.

David Baird

ALDEBURGH FLEET

A long season starting with most of the fleet at Levington and then disappearing off to Lowestoft with only a brief stay in home waters. As a result our own racing was not too well supported until after the Edinburgh Cup was over. Some of our boats distinguished themselves as is reported elsewhere. The Bowman mantlepiece must surely have required some substantial reinforcement.

At the end of the season we had our match versus the Lowestoft mob for a trophy presented by Peter Colby. There could be no argument over the result this year. We won.

Having got through the season with no major collisions, dismastings or other insurable loss we ended with 9 masts poking up out of the water. Still it all makes work for the working man to do!

Peter Wilson

FLEET REPORTS

BURNHAM FLEET

It is pleasing to report that this season we have had a substantial increase to the size of the Burnham fleet which now comprises 20 boats. Racing effectively commenced with the 4-day Easter Regatta.

The East Coast Championship at Levington was this year the responsibility of this fleet and was organised by Kenneth Bushell. Although we achieved two races, further racing was cancelled due to strong winds.

The enthusiastic members of the Burnham fleet as usual competed at the main regattas. In the Edinburgh Cup some good results were achieved with Michael Patten being 2nd, Terry Wade 3rd and Philip Tolhurst finishing in 5th position. Michael Patten was also best placed Burnham helmsman at the European Championships in Helsinki being in 9th position and was 11th at the Gold Cup on the Clyde.

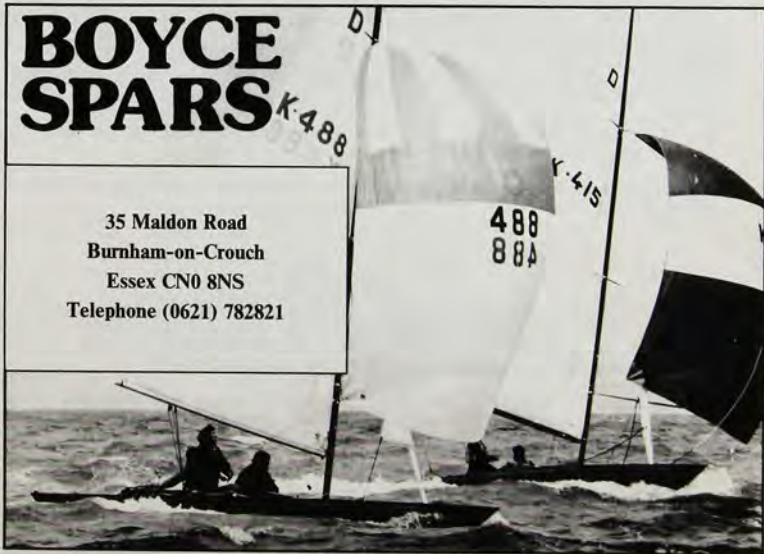
The season's racing at Burnham was unfortunately brought to an abrupt end when all but one boat sunk on their moorings during the October storm. Fortunately all were recovered with owners now busy making insurance claims to rectify what in most cases was relatively minor damage.

With regard to 1988, the Burnham fleet will again be organising the East Coast Championships at Levington at the beginning of May and I would like to remind you that Burnham is a convenient venue for your pre-Levington racing.

G.C. Harrison

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FLEET REPORTS

ABERSOCH FLEET

1987 - A year of match racing

Contrary to the current trend in other fleets, I regret to report that at Abersoch, where at one stage in the 1960's up to 27 Dragons were racing regularly, the fleet diminished this year to two boats, Tarka and Valhalla.

Nevertheless, it transpired that the boats had comparable boat speed and ability, and as a result both crews thoroughly enjoyed what turned out to be match racing over eight races with honours even at four wins each. It was said that spectators ashore found the racing highly entertaining and less complicated to watch than larger fleets. In circumstances when boats are of similar standard, match racing has much to commend it.

I must also report that having just survived our A.G.M. and Annual Dinner, fleet members, most of whom for one reason or another were not sailing at Abersoch this year, are in good heart and looking forward to the Edinburgh Cup in 1988 (w/c 19th June). We hope that this will also herald the rejuvenation of Dragon racing in North Wales.

Our South Caernarvonshire Yacht Club has had to adjust to a change in market for family holiday yachting in the U.K. Following some changes in club management, and with a continuing programme of refurbishment, the club is on a sound financial footing with a membership of nearly twelve hundred. It has set out to provide the facilities required of a venue for staging national events, and in recent years has hosted regattas for J'24s, Merlin Rockets, 505's, Tornado Europeans and Enterprise Nationals.

1988 - Looking forward to the Edinburgh Cup

Arrangements and bookings for staging the Edinburgh Cup are now well under way, and again with the support of James Burroughs Plc we shall try hard not to disappoint anyone, both at sea and with onshore entertainment. If the weather is kind to us, the regatta should be well up to the standards set in the earlier days of Dragon racing at Abersoch.

As a run up we shall be offering the 'Welsh Dragon Championship' with three races on the previous Saturday and Sunday, 11th and 12th June, competing for not less than the 'P.D. Lloyd Trophy'. We hope that as many as possible of the Edinburgh Cup entrants will also enjoy a dress rehearsal at this event.

We look forward to seeing you at Abersoch, and can assure you of an enthusiastic welcome.

Terry Pearson

SOLENT FLEET

Turn-outs at Cowes improved this year, especially for the big events such as Cowes Week and the new South Coast Championships which both mustered twenty-six entries. The latter was a great success and we hope to hold the 1988 event over the Spring Bank Holiday with very similar format but with some sponsorship.

Eric Williams in 'Dragonfly' won most of the local series and is having a new cold moulded boat to conquer the world next year. I have so far heard of at least five newcomers to the division in 1988 so we are hoping for an even more competitive season.

Do come to the South Coast Championships and Cowes Week but please apply to me for the entry forms in good time.

Brian Orr

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RESULTS 1987

- 1st Overall East Coast Dragon Championships
- 1st Overall Cowes Week - Genoa
- 2nd Overall Cowes Week - Full Suit
- Winner of the Yachtsmans Trophy for top Dragon over first three days of the Edinburgh Cup
- 1st and 2nd Overall SCRA Championships
- 1st Overall Points Championships Solent
- 1st Overall Clyde week



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FLEET REPORTS

MEDWAY FLEET

The growth of the Medway fleet continued in 1987, despite the Hon. Sec. of the B.D.A. poaching three Dragons for the Lowestoft's fleet list in the handbook, we would like them back for 1988 please!

David Dann's 'Fenris Wolf' eventually arrived at the Medway in July after appearing at both Burnham and the Edinburgh Cup. The postponed launching party turned out to be an 'apres sail pontoon' party, at which Mike Lutener's prime strawberry crop was washed down by Dann's bubbly. The fleet is still awaiting John Munn's party to mark the completion of 'Xclusif' but we are assured this should happen next year.

The Medway fleet travelled to foreign parts in greater numbers in 1987 than ever before. Firstly, a party of 25 visited the North Sea Yacht Club at Ostend (by Jetfoil of course) with the aim of winning back the cup that has been raced for by teams from the two Clubs since 1961. The weather was not very kind and the promised 8 boats turned out to be 7 as the crews arrived at the harbour to prepare for the first race. The visiting team left the yacht basin first and started the race half a mile away at the appointed time whilst the home team were still inside the harbour waiting for the traffic lights to change! Eventually they arrived at the starting area, whereupon a further series of guns were fired at five minute intervals to mark a fresh start. Meanwhile, the Medway team were completing the first lap and started the new race chasing the home fleets transoms (full marks to NSVC for gamemanship). Regrettably an aggressive tack at the weathermark ended in the top mark of the navigation buoy catching the backstay of one of the MYC yachts as it was picked up by a wave. The result was a two piece mast, one less boat to sail, and the remainder of the day sightseeing in Ostend, as the fury of the wind and waves increased. Crazy golf was on the rearranged programme for Sunday morning. No-one was really sure who won, but the cup travelled back to Upnor for safekeeping.

A total of nine MYC dragons sampled the hospitality at Levington, Lowestoft, Troon and Burnham during the season. Without doubt, those who travelled and sailed at the open meetings were much sharper upon their return to home waters. A number of the fleet have indicated that they intend to take part in the established events next year. We also hope to have at least two representatives at the South Coast Championship.

Turnouts were almost as high as 1986, despite the increased amount of travelling done by members of the fleet. On the day that 20 boats started, the fleet was blessed with an easterly wind and hence a windward start on the short Upnor line. Richard Catchpole, who was sailing 'Mestango' with only one other person on board, had the misfortune to slip and fracture his leg. He found out at first hand the benefits of radios being fitted to the Club rescue boats, since an ambulance was already waiting at the pontoon as he was stretchered ashore. Richard now has some top quality stainless steel screw built into his leg, and we wish him a speedy return to full mobility and Dragon sailing.

The fleet did not suffer too badly in the October hurricane. Only two Dragons broke their moorings. However 'Grendel' which is moored fore to aft in Chatham Reach, took the full force of the storm, filled up and sank. The main trophies for the season were spread around the fleet. 'Rogue' (David Dale) won the Proton Cup, 'Water Rat' (Ian Ratnage) took the Dragon Cup for the overall points series, and 'Fenris Wolf' (David Dann) shared the "211" Cup with Ian Ratnage.

The fleet has continued to hold supper parties at monthly intervals throughout the season, all of which have been tremendously well supported. Jasper Wright, who takes over from me as fleet captain next season, turned impressario for an evening, and staged a musical event at his barn featuring the Buckland Buskers. At other times, the group of ten musicians (8 dragons and 2 co-opted Limbo sailors) answered to the name of Woodgers Warblers, and entertained the assembled company (who were also in good voice) with increasing confidence as the stock of wine decreased! A vintage tea chest doubled as a seat for Wendy Howland and a single stringed instrument for the Captain elect!

Colin Storton

FLEET REPORTS

CLYDE FLEET

The Clyde fleet is back; in the last two seasons our numbers have swelled from the faithful five boats who kept the class alive through the last few years to the present roll of fifteen, which includes seven glass boats. This renewed interest has seen a very active year both locally and on the travelling front. Locally the racing got progressively closer and hopefully faster as the season went on with the successful raiding parties from the Forth at Clyde Weekend having the tables turned on them with our third consecutive victory in the Barge Cup on the Forth.

On the travelling front forays were made to Levington, Belfast, Granton and Lowestoft, where a certain crew chanced upon a previously undiscovered navigational aid namely the Punch and Judy show on Lowestoft beach but were not impressed to hear cries of 'That's the way to do it' echoing through the fog as they passed by 'going the wrong way on the tide!'

The highlight of the season was of course the Gold Cup at Troon where those of you who attended will have noticed that whilst the fleets racing skills are perhaps a bit rusty our partying skills are fine tuned to perfection. Indeed any interested association member is hereby cordially invited to join the Clyde Dragon Fleet Wine Club, sample our newly commissioned cocktail "The Dragon's Breath" (recipe on request) or even join our Curling Club.

Having achieved certain success on the social side this year, great plans are being made to seriously concentrate on the racing side next year, with reports of ferry enquiries being made to Dun Laoghaire and accommodation being investigated at Abersoch. It is hoped that our southern friends will be persuaded to dust off their passports for next year and venture North to attend the new Northern Area Championships. This is being held on the Clyde at Rhu over the August Bank Holiday Weekend. For those of you who did not get to Troon, yes the rumour is true, there is a place where tides and mud have no meaning.

We look forward to seeing you and can guarantee a good time will be had by all.

Clyde MacDragon

LOWESTOFT FLEET

The 1987 season at Lowestoft can only be described as one of the most successful the Dragon Class has ever had with ten boats sailing regularly throughout the season.

The first Regatta which the class hosted was the North Sails Weekend which was the prelude to the Edinburgh Cup and proved a good warm-up for the thirty boats taking part. Tremendous support and generous sponsorship gave us all an encouraging start to an exciting season.

A week later, the Edinburgh Cup Week began under clear blue skies, gentle breezes and, quite uniquely for this past year, brilliant sunshine. It was an exciting week, with our own club member, Rory Bowman, emerging as overall winner thus proving to all that early season practising reaps rewards. Once again, we received wonderful sponsorship, this time from Beefeater and we in turn did our best to give them every support. Some of us with headaches to prove it!

The season continued with boats remaining at Lowestoft this year instead of taking part in the Gold Cup. Two excellent Team Races - one against the Circus, the other against Aldeburgh which we all enjoyed to the full.

The season ended on 14th October after a year which has proved that Dragon sailing has certainly returned to the East Coast of England.

Peter Colby

BRITISH DRAGON ASSOCIATION

ACCOUNTS

FOR THE YEAR ENDED 31st OCTOBER 1987

INCOME AND EXPENDITURE ACCOUNT

	<u>1987</u>	<u>1986</u>
INCOME		
Subscriptions		
Current year - Received	1,155	1,187
- Owing	545	400
	<hr/>	<hr/>
Previous year	1,700	1,587
	40	97
	<hr/>	<hr/>
	1,740	1,684
Advertising revenue	250	177
Bank interest received	203	161
Profit on sale of		
Tie pins (6)	52	145
Jerseys (4)	11	45
Tie (8)	18	55
Earrings (10)	107	-
	<hr/>	<hr/>
Proceeds from sale of car stickers	188	245
	9	8
	<hr/>	<hr/>
	2,390	2,275
ANNUAL DINNER ACCOUNT		
Receipts	2,632	2,460
Payments	2,599	2,440
	<hr/>	<hr/>
	33	20
	<hr/>	<hr/>
	2,423	2,295
EXPENDITURE		
I.D.A. subscription	106	88
R.Y.A. subscription	21	17
Handbook	595	545
Winter Newsletter	608	322
Spring Newsletter	-	24
Car stickers	-	212
Postage and stationery	293	264
Publicity	-	69
Room hire for committee meetings	40	38
Sundries	18	16
	<hr/>	<hr/>
	1,681	1,595
	<hr/>	<hr/>
SURPLUS FOR THE YEAR	£ 742	£ 700
	<hr/> <hr/>	<hr/> <hr/>

BRITISH DRAGON ASSOCIATION

BALANCE SHEET

31st OCTOBER 1987

	1987	1986
CURRENT ASSETS		
Stocks of ties, jerseys, earrings and tiepins	421	281
Debtors	572	400
Balances with Lloyds Bank		
Deposit account	3,628	3,628
Current account	605	126
	<hr/>	<hr/>
	5,226	4,435
CURRENT LIABILITIES		
Creditor	50	-
	<hr/>	<hr/>
	£5,176	£4,435
	<hr/>	<hr/>
REPRESENTED BY:-		
RESERVES		
Balance at beginning of year	4,434	3,735
Surplus for year	742	700
	<hr/>	<hr/>
Balance at 31st October 1987	£5,176	£4,435
	<hr/>	<hr/>

Signed: C.H. DICKER
 Hon. Treasurer

Note:

1. ANALYSIS OF SUBSCRIPTIONS

Received in year		
Abersoch	49	62
Aldeburgh	108	112
Belfast Lough	73	95
Burnham	155	146
Clyde	85	67
Lowestoft	-	135
Medway	211	158
Solent	273	281
Torbay	113	95
Affiliated members	88	36
	<hr/>	<hr/>
	1,155	1,187
Owing at year end		
Lowestoft (paid November)	145	-
Forth	140	139
Strangford Lough	85	86
Irish Dragon Association	175	175
	<hr/>	<hr/>
	545	400
	<hr/>	<hr/>
	£1,700	£1,587
	<hr/>	<hr/>

Boat No.	Name	Year	Fleet	Owner	Builder
DK					
11	POLLY	1966	Forth	J. Kelly	Borresen
28	LINTIE	1936	-	Mr. and Mrs. P. Beatt	Johanssen
41	BEDOJIN	1937	Destroyed in	"Hurricane Charlie" 1986	Johanssen
42	DELPHYNE	1937	Strangford	F. Gibson	Johanssen
48	DALCHOOLIN	1938	Cultra	J. Workman	Johanssen
49	POSEIDON	1938	Royal Ulster	Mr. and Mrs. B. Rebbeck	Johanssen
52	CHIMERA	1938	Royal Ulster	G. and A. Ralston	Johanssen
53	VRITRA	1938	-	D.A. Whitehouse	Johanssen
54	CERES	1938	Destroyed in	"Hurricane Charlie" 1986	Johanssen
65	SOLAN	1938	Forth	L. Butler	Johanssen
73	TAMA	-	-	N.J.F. Chapman	
80	KOMIZA	1938	Forth	Miss A. Hutchison, A. Ager, A. McIntyre	Svenson & Dahlstrom
84	WANDERBIRD	1938	Solent	D. and Mrs. J. Morgan	McGruer
88	GADDI	-	-	Capt. C. and C. Roberts	
109	JEAN	1938	Strangford	T. Ferguson	Svenson & Dahlstrom
127	OCIOR	1947	-	M. Royle	Woodnut
151	HARKAWAY	1947	Aldeburgh	Miss M. Tudor, Lord Belstead	Nunn Bros
194	TYRA	1947	Lowestoft	A.J.P.H. De Jong	Anker & Jensen
200	GRENDDEL	1948	Medway	R.A. Lankester	Camper & Nicholson
202	MELDRUM	1948	Solent	J.D.M. Elliott	Camper & Nicholson
216	SASSENACH	1949	Aldeburgh	J. Mackay-Lewis	Bute Ship Dock Co
219	ZOHAK	1950	-		Clare Lallow
221	TAMSIN	1949	Medway	I. Lambert	McGruer
224	MUSTANG	1950	Torbay	H.H. Birbeck	R.J. Prior
240	TROLL	1953	Clyde	C.T. Kinnear	Bjarne Aas
241	SNORRE VII	1948	-	A.C. Renshaw	Kolbjornsvik
243	TARKA	1937	Strangford	N. Curran, J. Weir	Anker & Jensen
252	PINTA II	1952	Forth	A.C. Allison, S.M. Cramble	A. Robertson
264	ECHO	-	-	P.J. Polley	
267	AMPHITRITE	-	Medway	P. Langton	
272	VANA	1954	Aldeburgh	N. Sheffield	Nunn Bros
273	SABLE	1954	Lowestoft	R. Jobson	Borresen
275	CARINA	1954	Solent	J.G. Cochran	Bjarne Aas
276	VIKING	1955	Aldeburgh	P. Cock	Nunn Bros
277	TIMBA	1955	Belfast	R. Burns, G. Erskine	Borresen
287	SCAMPI	1956	Strangford	A. Dunlop	Burne's
289	RAPIER	1956	Torbay	N.R. Vans-Colina	Pedersen & Thuesen
290	SLOEGIN	1956	Strangford	J. Bennett	Walstad
292	SNAP	1956	Aldeburgh	E.H. Sudell	Pedersen & Thuesen
294	SKEIA	1956	Strangford	A.G. Chambers, J.K. McCormick	Bjarne Aas
296	BEULAH	1957	Strangford	W.R. Murphy	Borresen
303	STARLETTE	1958	-	C. Pearson	Auto Yachts
304	ASA	1958	Solent	G. Hancock	Borresen
308	MONATOO	1958	Strangford	J. McCleery, H.W. Strain	Pedersen & Thuesen
310	RED HERRING	-	Solent	L.A. Jackson	
313	VENTURE	1959	Aldeburgh	R.F. Gillingham	Pedersen & Thuesen
314	RANJI	1959	Strangford	Dr. S.R. Cochrane	Borresen
315	VOODOO	1959	Medway	J.G. Elphick, M.A. Lutener,	Camper & Nicholson
316	SIEGLINDE	1959	Forth	E. N. Thompson	Tucker Brown
317	ODIN	1959	-	J.F. Underwood	Tucker Brown
322	BLUE SKIES	-	Solent	R.D.L. and Dr. S.M. Thomas	
323	STARLUST	1959	-	J.R. Bond	C.H. Lavis & Son
324	THERIO	1960	Burnham	R. Hill-Sanders	Nunn Bros.
326	EVA	1957	Clyde	A.D.G. Milligan	Pedersen & Thuesen
327	CLUARAN	1951	Abersoch	J.R. Haskayne	R. Kristiansand
328	SVANWHIT	1951	Medway	R.S.M. Green, Dr. I. Vadasz	Anker & Jensen

Boat No.	Name	Year	Fleet	Owner	Builder
DK					
329	NYANZA	1959	Strangford	F. Hanna	Fairlee Y.S. Ltd
332	JAVELIN	1960	Abersoch	Mr. and Mrs. J. Bradshaw	Pedersen & Thuesen
333	JOSEPHINE	1957	Strangford	J. and G. Paterson	Pedersen & Thuesen
335	VIVI	1957	Clyde	R.G. Capper	Pedersen & Thuesen
337	PENDRAGON	1958	Aldeburgh	A.L.C. Byatt	Pedersen & Thuesen
338	ULA	1960	Aldeburgh	J. Bielecki	Nunn Bros
339	LOGIE	1960	Burnham	R. Rycroft, Lt. H. Howard	Nunn Bros
342	PHANTOM	1960	Torbay	C.R. Wordsworth	Morgan Giles
344	DAPHNE	1960	Royal Ulster	R. Nickels	Morgan Giles
347	POLKA	1961	Royal Ulster	D.S. Baird	Borresen
348	TROIKA	1961	Lowestoft	Dr. I.K. Anderson & P. Colby	Pedersen & Thuesen
351	SANDOOLA	1961	Solent	D. Bowles	Abeking & Rasmussen
355	WIZARD	1961	Medway	J.A. Field	Mugel & Spree
357	ANEMONE	1961	Destroyed in	"Hurricane Charlie"	Mugel & Spree
363	MISTRESS	1961	Solent	M.R. Wharton	Morgan Giles
364	ZULU	1960		I.F. Nelson	Pedersen & Thuesen
372	SKAL II	1962	Lowestoft	K.A. Claburn	Borresen
375	BLUE HAZE	1959	Clyde	Mrs. M. Heathcote	Pedersen & Thuesen
377	KAREN II	1962	Forth	J.K. Dearden, G.M.C. Lee	Borresen
380	CHIME	1959	Solent	C.D. Hall-Thompson, Lt. Col. and Mrs. T.C. Street	Borresen
382	VAL	1962	-	Mr. and Mrs. P. Acciarri	Bjame Aas
383	TROIKA TOO	1962	Aldeburgh	T.A. Dunn, H. Dunn	Nunn Bros
384	CRACKERJACK	1962	Clyde	O.S.S. Roberts	Pedersen & Thuesen
385	DJINN	1962	Medway	C.E. Storton	Clare Lallow
386	ODYSSEUS	1962	Torbay	H.A.L. Goodson, F. Gilbert	Borresen
387	MAHJONG	1962	Solent	P. Freemanle	Pedersen & Thuesen
389	APPLE PIE II	1963	Medway	B.F. Stott and P.A. Smith	Burne's Shipyard
390	GEM	1963	Forth	D. Sinclair and P. Kirkham	Borresen
393	TARA	1963	Torbay	J. Hart, R. Miller	Borresen
395	SALADIN	1963	Lowestoft	J.N. Holmes	Borresen
398	NEREUS	1964	Forth	J.C. Brown	Borresen
400	STROLLER	1963	Solent	P.C.C. Hunter	Borresen
401	PANDORA	1963	Aldeburgh	H. Pilkington	Borresen
402	METEOR	1963	Clyde	T.J. Henderson	Borresen
403	LIS	1963	Medway	R.H. Taylor	Borresen
404	MESTENGO	1963	Medway	R.L. Catchpole, P. Ives	Brites (Portugal)
406	PENGUIN TOO	1964	Medway	E.J. Robertson	Clare Lallow
407	FREYA	1964	Medway	Mrs. R. Bolton, G. Collins, K. Durrant	Nunn Bros
408	JOANNA	1964	Solent	Miss J.A. Styles	Pedersen & Thuesen
411	AQUILLA	1964	Medway	P.M.W. Freeman	Borresen
414	HIREATH	1964	Clyde	J. Thompson	Burne's Shipyard
415	TALISMAN	1965	Solent	D.H. Starbuck	Borresen
416	FENRIR	1965	Medway	R.D. Cooper, P. Cheeseman	Norresen
417	DRAKE	1965	Medway	P.W. Howland	Borresen
418	MAGICIAN	1965	Solent	J.P. Hutton	Borresen
419	MELTEMI	1965	Solent	P.D. Harrison, E.W. Pegna	Pedersen & Thuesen
421	REFLECTION	1965	Medway	C.A. Ward	Clare Lallow
422	HEUSCHRECKE	1966	Torbay	M.J. Ellis, Dr. J. Ellis	Pedersen & Thuesen
423	GALATEA	1962	Medway	C.S. Hamilton	Borresen
425	SKAL III	1965	Lowestoft	C.H. and Col. G.S.H. Dicker	Borresen
426	VIVACIOUS	1966	Burnham	G.C. and A.D. Wastnage	Pedersen & Thuesen
427	MIANNA	1966	Belfast Lough	R. McMichael	Borresen
430	RAN	1966	Torbay	P.N. Oullen, J.I. McKenzie	Pedersen & Thuesen
431	PTARMIGAN	1967	Clyde	C.S. Cairns	Pedersen & Thuesen
432	HUMMING BIRD	1967	Torbay	J. Powe	Pedersen & Thuesen

NUMERICAL LIST OF REGISTERED DRAGONS

NOVEMBER 1987

Boat No.	Name	Year	Fleet	Owner	Builder
DK					
434	MOONBEAM	1967	Clyde	W. Parlane	Borresen
436	SOU'WESTER	1967	Cuiltra	J.R. Gunning, J.A. Gunning	Borresen
437	WOLFHOUND	1966	Lowestoft	Mr. and Mrs. M.L. White	Borresen
438	LISA JANE	1967	Strangford	D. Bennett	Borresen
439	MAELSTROM	1967	Torbay	S.J. Day	Pedersen & Thuesen
440	MISTRAL	1967	Medway	P.E. Woodger	Pedersen & Thuesen
441	RASCAL	1967	Solent	J. Fairchild	Borresen
442	KALI	1967	Solent	Lady Diana Smith	Borresen
443	MUSTANG	1967	Solent	P. Srant	Brites (Portugal)
445	ROGUE	1968	Medway	D.M. Dale	Borresen
447	GERYON	1968	Solent	P.R. Colville, C.J. Lucy	Clare Lallow
448	TARKA	1963	'dersoch	J.A.B. Taylor	Pedersen & Thuesen
449	MONICA	1964	Burnham	H.D. Coryn	Borresen
451	ADASTRA	1969	Royal Ulster	D. Kelso, S. Polly, G. Dixon	Clare Lallow
453	DRAGONFLY	1969	Solent	J.E. Williams	Borresen
454	FLAPJACK	1970	Solent	A.R. Foster	Borresen
455	ROYALIST	1970	Medway	R.S. Dawe	Pedersen & Thuesen
457	ZARA II	1971	Abersoch	P.R. Orford	Borresen
458	ASTERISK	1971	Solent	P.D. Lloyd	Borresen
459	DUNLIN	1971	Solent	E.J.M. Dent, Lt.Col.R.G.L. Pugh	Borresen
461	WATER RAT	1971	Medway	I.C. Ratnage	Borresen
464	DD	1972	Forth	R.A. Flett	Borresen
465	NORTIC	1972	Solent	W.D. Citron	Borresen
467	SMAUG	1973	Burnham	K.W. Bushell	Borresen
469	PUFF	1973	Solent	A.J.P. Hobbs, I. Macdonald, P. Coldham	Borresen
470	MIRAGE	1974	Forth	R.W. Brownlie, S.D.G. Smith	Borresen
471	MARCO POLO	1973	Burnham	P. Gimpel	Borresen
473	KIS	1973	Forth	H.I. Mackenzie	Borresen
474	CELERITY	1974	Strangford	M. Beers	Borresen
475		1973	-	C.C. Simmonds	Borresen
478	MYSTERE	1975	Lowestoft	N. Blowers	Borresen
479	VALHALLA	1975	Abersoch	Mr. and Mrs. T. Pearson	Borresen
480	SALVO	1975	Solent	R. and A. Dowding	Borresen
481	BLUE FLAME	1976	Forth	D.R.S. Maclean	Borresen
482	ISIS	1976	Medway	M.N. Williams	Borresen
483	TAMERLANE	1974	Medway	G. Watson	Borresen
484	CHINOCK	1976	Burnham	M.J. Holmes, T.C. Allen	Borresen
485	WYVERN	1979	Solent	Dr. B. Orr, S. Ratsey	Aldeburgh
486	MATILDA	1979	Aldeburgh	J.C.V. Hunt	Bellarine Marine
487	STORM	1979	Medway	G.H. Blatch	St. Georges
488	ENCORE	1979	Clyde	Mrs. L. Stratton, A.A.C. Roberts	Borresen
489	KESTRA	1976	Forth	J. Leask, R.O.S. Miller	Borresen
490	LEVIATHAN	1980	Solent	L.D. de Rothschild, The Hon. W.S. Pease	Borresen
491	VICTORIA	1977	Medway	O. Cracknell	Borresen
492	GANDALF	1979	Medway	M. Lutener, J.G. Elphick	Borresen
493	PHOENIX	1980	Abersoch	Mr. and Mrs. R. Rutherford	Borresen
494	MOONSHINE	1980	Medway	J. Wright, S.C.M. Wright	Borresen
495	BEARSKER	1981	Burnham	C.C. Hobday	Borresen
496	YANKEE DOODLE	1981	Solent	J. Brim	Borresen
497	AVALANCHE	1982	Burnham	Capt. T.G. Wade	Borresen
498	TANA	1982	Lowestoft	J.E. Crockett	Borresen
499	CHAOS	1983	Aldeburgh	Mr. and Mrs. P.A.F. Gifford	St. Georges
500	ARIEL	1982	Burnham	R.K. Melville	Miller Godsil

<u>Boat No.</u>	<u>Name</u>	<u>Year</u>	<u>Fleet</u>	<u>Owner</u>	<u>Builder</u>
DK					
501	MAMBA	1985	Lowestoft	P.G. Colby	St. Georges
502	DREADNOUGHT	1985	Burnham	C. Hall	St. Georges
503	LOKI	1985	Aldeburgh	R. Bowman	Borresen
504	HARVEY	1986	Abersoch	C.J. Thornton	M. Glas
505	JANE IV	1986	Forth	D. Young	Borresen
506	FANFARE	1986	Solent	Brig. P.H. Henson	Borresen
507	WISP	1986	Aldeburgh	L.A. Fulford	Borresen
508	SABBATICAL	1986	Forth	Dr. R.D. Brown	Borresen
509	JERBOA III	1986	Solent	P. Dyas, D.F. Biddle	Borresen
510	RAVEN	1986	Solent	M. Ratsey-Woodroffe	St. Georges
511	DISA	1987	Clyde	C. Craig, T. Esson	St. Georges
512	JASMIN	1986	Clyde	S.N. Mackinnon	St. Georges
513	GREEN COCKATOO	1973	Burnham	J.A. Clare	Borresen
514	YSOLDE	1963	Strangford	D. and J. Ferris	Bjarne Aas
515	UNION JACK	1986	Burnham	M. Patten	Borresen
516	SPINDRIFT	1986	Burnham	G.C. Harrison	Borresen
517	INDROS	1986	Lowestoft	C.H. Bothway	Borresen
518	GANYMEDE VI	1986	Aldeburgh	P.J. Wilson	St. Georges
519	ORION	1987	Aldeburgh	R. Gilday	St. Georges
520	CHINATOWN	1987	Solent	N.A. China	St. Georges
521	REFRACTION	1987	Aldeburgh	M.J. Hart	St. Georges
522	CHAMPIGNON	1987	Clyde	Mr. and Mrs. D. Cunningham	St. Georges
523	BEARABLE	1987	Burnham	C.C. Hobday	St. Georges
524	FENRIS WOLF	1987	Medway	D.L. Dann	St. Georges
525	MERLIN	1987	Forth	W.G.T. Rudd	St. Georges
526	XCLUSIF	1987	Medway	J.S. Munns	St. Georges
527	SANDPIPER	1987	Solent	N.J. Streeter, M.J. Williamson	Borresen
528	MAGGIE	1987	Solent	W.F. Harries	Borresen
529					
530	FIREFLY	1987	Clyde	P. Caplan	
531	- 534 UNALLOCATED				
535	TAKITIMU	1987	Clyde	J.K. Robertson, N. Stratton	St. Georges
536	WARLORD	1987	Burnham	P.J. Tolhurst	Borresen
537	BEBE	1987	Clyde	Mrs. N.J.C. and J MacLennan	Borresen

CHANGE OF OWNERSHIP

Members are reminded that they should notify the Royal Yachting Association and the Class Secretary of changes in ownership.

FOR SALE

1987 Ratsey & Laphorn main and genoa - excellent condition hardly used - £500
 1986 Ratsey & Laphorn tri-radial spinnaker - excellent condition - £200
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IRISH DRAGON ASSOCIATION

Boat No.	Name	Year	Fleet	Owner	Builder
IR					
3	INFINITY	1984	Cork	T. O'Gorman	Borresen
4	GALAX	1963	Cork	C. Good	Bjarne Aas
7	ALPHIDA	1965	Cork	R.G. Matthews	Borresen
8	PEGASUS	1973	Dublin Bay	H. Robinson, N Green	Borresen
10	ANDROMEDA	1962	Dublin Bay	P. and S. Grey	Borresen
11	YAM	1959	Glandore	I. Davidson, C. Hurley	Macario
14	MIRANDA	1964	Dublin Bay	N. Green, H.M. Robinson	Borresen
15	GIPSEY	1937	Glandore	D. Street	Johansen
16	HIKARI	1975	Dublin Bay	J. Kidney	Borresen
20	INTRUDER	1984	Cork	J. Sisk	Glas
21	KOALA	1974	Dublin Bay	R. McDonough, D. McGloughlin, J. Mulligan, J. Simington	Borresen
22	IF	1986	Cork	A. Crosbie, M. Cattell	Borresen
23	AILEEN	1952	Dublin Bay	J. Macken	Macken
27	ELSA	1986	Cork	C. Doyle	Borresen
29	SLEUTH	1957	Dublin Bay	G. Stanley, M. Kennedy	Nunn Bros
30	SEWULF	1958	Dublin Bay	N. Campbell-Crawford, J. Post	Burne's Shipyard
32	ALKA	1963	Dublin Bay	K. O'Brien, C. O'Sullivan	Pedersen & Thuesen
34	JANE	1962	Dublin Bay	J. Finnegan	Pedersen & Thuesen
37	CARAVELLE	1961	Glandore	B. O'Donnell, N. Scott	Bonin
39	PUFF	1963	Glandore	D. Merrick	Abeking & Rasmussen
40	LEPRECHAUN	1964	Dublin Bay	D. O'Connor	Pedersen & Thuesen
42	MELISANDE	1965	Glandore	P. Murphy	Crosshaven Boatyard
43	FAFNER	1937	Glandore	N. Bendon, L. Quirke	Johansen
44	CRAZY IV	1963	Dublin Bay	P.J. Madigan, M. Moore, A. Powell	Borsholmen Verft
45	TITAN	1968	Dublin Bay	B. Dunlea, Dr. J. Meehan, B. O'Connor, G. Owens	Borresen
46	TARANAKI	1972	Dublin Bay	M. Halpenny	Borresen
53	REBEL	1967	Dublin Bay	G. Tracey	Borresen
55	PHILBIN	1961	Dublin Bay	T. Foley	Bjarne Aas
66	RAGNAR	1972	Dublin Bay	C. McMullen	Borresen
77	PANACHE	1975	Dublin Bay	B. Keogh	Borresen
88	TIAMAT	1982	Dublin Bay	Mr. and Mrs. C. Barrington	Borresen
91	POLLY II	1956	Glandore	D. Callanan, D. O'Donoghue	Walsteads Boatyard
93	FLICKA	1948	Glandore	S. Pasley	McGruer
96	PANCHO	1963	Cork	D. O'Connell	Borresen
100	HY-BRASIL	1987	Dublin Bay	M. Cotter	Borresen
105	TRIONA	1962	Dublin Bay	M. O'Gallagher	Clare Lallow
146	TRIONA		Dublin Bay	M. O'Gallagher P. Moriarty C. Campbell	-
244	HURRICANE	1947	Cork		Nerge Bruigsvard
349	PAN	1957	Dublin Bay	J. Toomey, F. Murphy,	Bjarne Aas
370	SALAMANDER	1962	Cork	J. Vaughan	Borresen
405	TRITON	1964	Cork	J. Mulcahy	Pedersen & Thuesen
460	TARASQUE	1971	Dublin Bay		Borresen
	SATYR		Dublin Bay	J. Nugent, D. Kavanagh	

THE FLEET'S IN!

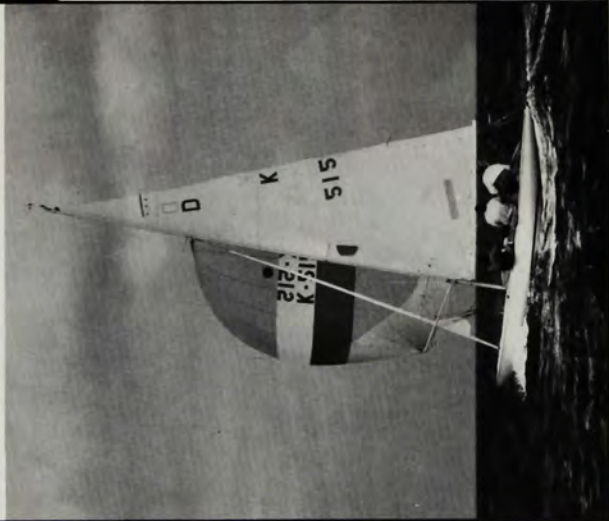


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DRAGON RESULTS 1987

World Championships	1
Gold Cup	1, 2
European Championships	1, 2, 3
Keil Week	1, 3
Edinburgh Cup	2
Burnham Week	1, 2
Danish Championships	1

* = Partial Inventory



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Telex: 86497 North K