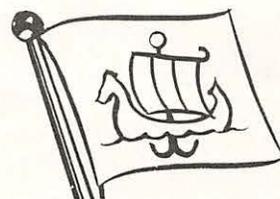


Dragon Newsletter

Official Publication of the A.I.D.A.

V. H. Craig, Sec.-Treas, P.O. Box 189, Santa Paula, Calif.



Vol. 4

September 1971

Number 9

WINNERS IN EUROPE

DRAGON GOLD CUP



Bill Henry's
SUNDANCE

The 28th sailing for the Dragon Gold Cup was held at Medemblik, Holland, August 23, 1971 and for the first time was won by a U.S. competitor, A. W. (Bill) Henry of Seattle. There were 64 competitors representing 15 nations; 18 for the United Kingdom, 14 from Holland, 7 from West Germany, 5 from Sweden, 3 each from Denmark, Japan and the U.S., 2 each from Spain, France and Finland, 1 each from Bahamas, Belgium, Ireland, Australia and Switzerland.

Besides Bill Henry sailing his "delivered to the spot" new Børresen built SUNDANCE (US-251), were U.S. entrants G. S. Friedrichs, WILLIWAW (US-231) and John Marshall CAPRICE (US-244). The other Western Hemisphere entrant was Godfrey Kelley of the Bahamas sailing his also new GUANIHANI II, (BA-2).

Medemblik, on the west side of the Ijsselmeer (formerly Zuiderzee) offers ideal conditions for Olympic sailing. With no currents, little marine traffic, fairly shallow water (12-20 ft.) and no on shore topography to influence wind conditions. Extremely experienced and enthusiastic organizing and race committees supplemented the natural features to produce an outstanding regatta.

2

KIEL PRE-OLYMPIC



Don Cohan's
CAPRICE

Early and incomplete reports from Kiel, Germany indicate the Pre-Olympic regatta there provided the planned rehearsal for the 1972 Olympic yachting events and the expected heavy weather. Fresh to hard winds (15-25 knots) prevailed for 6 races and the 7th was held in a "screamer".

U.S. skippers made an excellent showing. The team of Don Cohan and John Marshall sailed CAPRICE (US-244) to win with a point total of 43. Two races were sailed by Marshall before Cohan arrived on the scene. Cohan, arriving late, faced a first and a DSQ!

Bill Henry, fresh from winning the Dragon Gold Cup at Medemblik, Holland, with his usual consistency, totalled 72.4 for 5th.

Clearly the man to beat amongst the 55 entrants from 22 nations was G. S. (Buddy) Friedrichs, Jr., sailing his Gold Medal winning WILLIWAW (US-231) according to Don Cohan. Friedrichs' uninspiring 4th place at the Gold Cup was far from his old Olympic winning form. In effort to improve boat speed, he exchanged his new aluminum mast for a familiar and proven wood spar. He was 14th in the first race, and off with a rush in the 2nd, crossing both the starting and finishing lines first. However, it was ruled his start was premature and he was

(See p. 11, col. 1 lower)

The "unusual and unexpected" proved to be the weather. Normal summer conditions are north to westerly, steady winds of 15 to 25 knots. For the first 4 races shifting winds from North East to South West of only 3-12 knots prevailed. The large shifts gave both sailors and race committee much trouble.

The regatta was organized for six races with no discards (Gold Cup rule) and all marks to be left to starboard on full Olympic courses. The one minute round the end rule prevailed after general recalls.

The first race was held Tuesday, August 17, with light, variable winds of 5-8 knots, with many small shifts and holes. Getting buried at the start was fatal. In addition to light, variable and shifting wind, the race was also marred when an unknowledgeable towboat took several competitors so far from the starting area that they were unable to reach the line before the gun. This may have cost Henrik Schuldt, MAGICA (G-434) the trophy since he finished 32nd, his next poorest finishes being two 7ths. The race was won by David Lang sailing JANE (K-274) with Sid Exley (former owner of U.S. Dragons ARROW and TATSU) trimming sails. J. Ewart (K-460) was second and Bill Henry (US-251) was third. John Marshall (US 244) was 4th with Buddy Friedrichs (US-231) 13th.

Altho continuing light, the second day was better with a steady 6-12 knots with no shifts and few holes. The race ended with things looking bright for the U.S. CAPRICE (J, Marshall) first, WILLIWAW (Friedrichs) second, MAGICA (Schuldt) third, DEBUTANT (Sundelin) fourth, FOX (Kellgren) fifth and SUNDANCE (Henry) sixth. JANE, winner of the first race dropped back to 20th.

The third race was the poorest of all for both competitors and race committee, since by several large shifts, the wind veered from North East to South, South West, as well as being variable from 2-10 knots with many holes. The starting line was shifted twice and the weather mark twice. Notwithstanding shifting the weather mark, the second weather leg turned out to be almost a close reach. For the third beat, the weather mark was shifted so far to the west that rounding the leeward mark involved almost a 270° turn with much confusion. Marshall (CAPRICE) sailing high and leading on the run, on a large shift was out of the running finishing 14th. The race was won by Dr. J. Thompson sailing TARKA (K-448) whose next best finish was 21st. Schuldt (MAGICA) was second. Bill Henry, 10th - 12th most of the way around, benefited some by the last shift and sailed a fine last beat to finish third. Friedrichs (WILLIWAW), buried early in the race and on the wrong side of the shifts, creditably fought up to eighth place.

At lay day, after 3 races, standings were:

1 Henry	(US-251)	23.1 pts.
2 Marshall	(US-244)	28 "
3 Kellgren	(S-217)	34 "
4 Friedrichs	(US-231)	36.5 "
5 Nyman	(L-48)	37 "
6 Sundelin	(S-226)	41 "

Saturday the weatherman produced another day of light wind and very poor visibility. After a postponement and two general recalls, the race got started an hour and a half after the scheduled time. Attempting to set the weather mark by radar from the Committee boat proved a fiasco when the stake boat was misidentified in a multitude of other "blips". As a consequence, the mark was misplaced in both bearing and distance. On discovery of the error, the race was abandoned. A new race was started at 2:30 p.m. in slackening wind. It turned out not to be a U.S. day. Friedrichs and Henry made good starts but Marshall was covered up in the middle of the field, tacked below the line onto port to clear his wind but couldn't make up his loss finishing 24th. Both Friedrichs and Henry took port tacks shortly after the start but a shift proved starboard tack better. At the weather mark JANE (K-374) had a long lead which she lengthened through out the race. With a late and dying wind the race was finished at the second weather mark. JANE won going away. Kennedy (IR-7) had his best finish of the series at second. Dyas (K-432) was third, Blasco (E-25) fourth. Henry was consistent with a 6th, Friedrichs 9th. Sundelin, DEBUTANT (S-226), winner of the 1971 Dragon Worlds Championship at Hobart and the European Championship at Mastrand, was early at the start and didn't correct, retiring from the regatta on this disqualification.

Sunday and the 5th race was the worst of all for the U.S. sailors. The wind was North East 6-8 knots at the start and freshened to 15 by the finish. Visibility was never more than ½ mile. No U.S. boat made an outstanding start but improved positions throughout the race. Just below the finish CAPRICE (US-244) on starboard and MAGICA (G-434) on port were approaching each other at a dead heat for first place. MAGICA began to bear off to go below CAPRICE who at this point tacked to port. Seeing CAPRICE tack, MAGICA quickly came back up and drove over CAPRICE despite a sharp luff on the part of CAPRICE. ROGUE (K-445) in third was approaching the line on starboard. CAPRICE, in MAGICA "gas" and going slowly, tacked for safe leeward on ROGUE. MAGICA immediately tacked to cover bringing CAPRICE almost dead in the water, letting ROGUE through for second. CAPRICE was later disqualified on protest of an incident at the reaching mark. Order of finishing: MAGICA (G-434), ROGUE (K-445), ROYALIST (K-455). SUNDANCE (US-251) was 8th and WILLIWAW (US-231) 13th.

Point score after five races:

1 SUNDANCE	(US-251)	47.8 pts.
2 MAGICA	(G-434)	59.7 "
3 FOX	(S-217)	60.7 "
4 WILLIWAW	(US-231)	69 "
5 JANE	(K-374)	70 "
6 TARASQUE	(K-460)	75 "

The tension for Bill Henry on the last day can be imagined when it is realized his finishes were 3-6-3-6-8, compared with Schuldt, MAGICA, 32-3-4-7-1-, with Schuldt's first finish being no indication of his sailing ability.

The 6th race was sailed in real "Dragon Weather" with a steady 18-25 knot wind with a dandy, short, steep, choppy sea, just the kind of weather everyone expected at Medemblik! The race got off after one general recall with all the leaders staying well below the line and taking no chances. FOX (S-217) was first at the weather mark, followed by CAPRICE, SUNDANCE and WILLIWAW. On the second beat CAPRICE was first around followed by WILLIWAW, FOX and SUNDANCE. At the finish the order was CAPRICE, WILLIWAW, SUNDANCE, FOX and PRESUMIDO (E-25). It was a real thrill to see the U.S. boats 1-2-3, all going very fast to weather, covering very well and giving nothing away.

The host clubs and people were most hospitable, put on a fine regatta and contributed an untold boost to the Dragon class. Seeing over 60 Dragons on the starting line is an experience that can only be matched by being in one of them.

1971 NORTH AMERICAN
DRAGON CHAMPIONSHIP

The Southern Yacht Club is hosting two popular series on Lake Pontchartrain this Fall. The North American Championship will be held October 20-21-22 with the Windjammer Series immediately preceding on October 16-17-18. Measuring will start on the Ides of October (15th).

Lake Pontchartrain, the lair of the Dragon which brought a Gold Medal home, is a 24 mile diameter, 12 to 15 feet deep, saline body of water almost made to order for the racing sailor. It is ideal for sail boat racing almost all year 'round as far as temperature is concerned. In the summer, breezes tend to be a little light, but in the fall the winds strengthen and Dragons are in their element!

Southern Yacht Club directs their starts around an octagonal race course near the south shore of the lake. The octagonal perimeter of the course allows an up-wind mark within two points of the wind and provides all options of courses and distances. The distance from the center bouy to each of the eight perimeter bouys is one mile. The lack of wind breakers on the shoreline improves the steadyness of the wind from the south half of the compass and the long fetch from the north half brings in a fairly good swell, which allows wave-front coasting when the lucky boat catches one.

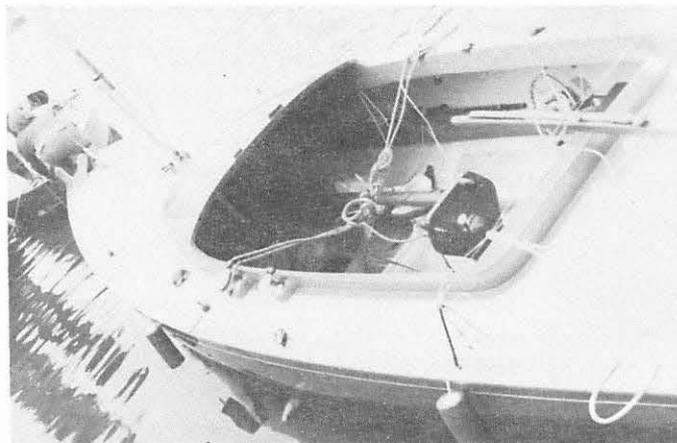
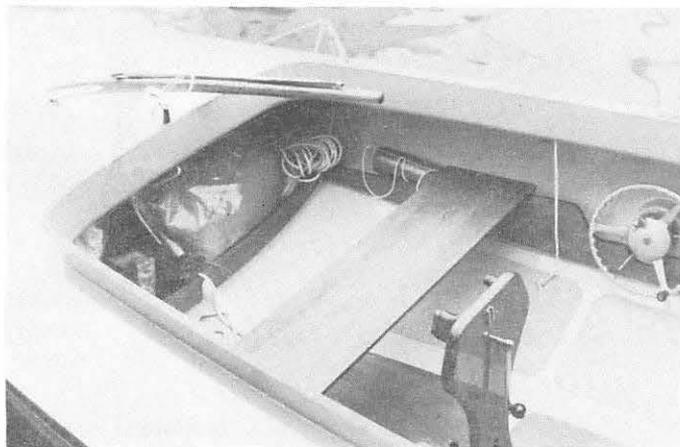
"Ya'll come", for a taste of Lake Pontchartrain sailing, New Orleans cuisine and Southern hospitality.

Harry Stinchcomb, Jr.
Southern Yacht Club

1971 DRAGON GOLD CUP
Medemblik, Holland
August 17 - 23, 1971

Pl.	Sail#	Name	Helmsman	PLACE						Total Points
				Race	1	2	3	4	5	
1	US 251	SUNDANCE	A.W.Henry	3	6	3	6	8	3	54.5
2	S 217	FOX	C.Kellgren	10	5	4	10	6	4	69.7
3	G 434	MAGICA	H.Schuldt	32	3	4	7	1	7	72.7
4	US 231	WILLIWAW	G.Friedrichs	13	2	8	9	13	2	73
5	K 374	JANE	D.Young	1	20	11	1	21	14	90
6	K 460	TARASQUE	J.Ewart	2	21	24	5	4	13	95
7	K 432	JERBOA II	P.Dyas	6	15	19	3	14	18	97.4
8	K 459	SANDPIPER	N.Streeter	36	9	6	14	13	6	117.4
9	K 445	ROGUE	K.Gumley	16	12	13	42	2	9	125
10	K 454	FLAPJACK	M.Patten	13	16	28	18	10	10	126
11	US 244	CAPRICE	J.Marshall	4	1	14	24	DSQ	1	132
12	L 48	WHITE LADY	K.Nyman	8	7	5	41	17	21	134
22	BA 2	GUANAHANI II	G.Kelley							208
26	D 190	B B V	B.Børrsen	24	20	21	31	20	19	
37	SS 226	DEBUTANT	Sundelin	9	4	12	DSQ	DNS	DNS	255

THE FIBREGLASS DRAGON



Cockpit arrangements

There is a fiberglass Dragon! Borge Børresen put on her finishing touches at 1 A.M. Monday, August 16, at his yard in Vejle, Denmark, departed for Holland and arrived at Medemblik at 6 P.M. to race the next day.

Turquoise blue and a beauty, your observer only wishes she had been built 5 years ago! No lover of the classic Dragon will take offense at her. Mr. Børresen deserves thanks from everyone interested in the class for producing the yacht and admiration for the excellent job he has done. It is understood that finished weight missed legal minimum by 7 pounds only!

Fibreglass construction allows elimination

of so many strength members that the boat seems twice as large and half as cluttered below. She is equipped with all modern improvements including traveller, built in pump, metal spars, etc.

How does she sail? We didn't have an opportunity to sail her but Borge says he can't tell any difference from one of his wood boats. In the Gold Cup with 60 plus starters he finished: DNF-20-21-31-20-19

Børresen won the Gold Cup in 1967.

It is understood she will be raced the balance of the European season and exhibited in the winter shows. She can have a future and we hope she does!

ZUIDERZEE REGATTA

NETHERLANDS OPEN CHAMPIONSHIP

The week preceding the Dragon Gold Cup, the Zuiderzee Regatta drew 40 Dragons from ten nations to Medemblik to compete for the Netherlands Open Championship. With high winds, rough seas, and many gear failures, it was real "Dragon weather" and a test under the conditions for which the boat was designed.

Claus Kellgren of Göteborg, sailing FOX (S-217), dominated the regatta with four firsts and a third for a total of 5.7 pts. Bill Henry of Seattle, sailing brand new, first time out SUNDANCE (US-251) was second with four seconds and a third for 17.7 points. Stephen Tait, sailing ROYALIST (K-455) and representing the Royal Yacht Squadron, was third with 37.7 points. H. Schuldt, sailing MAGICA (G-434) was fourth with 45.4 points.

1972 Election of Officers

According to the constitution of A.I.D.A., nominations for the following offices may be made by letter to the Secretary before November 30: COMMODORE + SECRETARY-TREASURER + MEASURER. Only active members may nominate and be nominated. On or before December 31 a ballot shall be submitted by mail to all active members. These must be returned to the Secretary-Treasurer by January 20 and on February 1st the results shall be announced.

Each District is to hold their local election on or before December 1st, and the results forwarded to the Secretary. This is important because each District Vice-Commodore is a member of the Governing Board automatically. We need the information so that A.I.D.A. business can be continued by mail through them.

Fibreglass Dragon



RICHMOND YACHT CLUB

Site of 1972 Dragon Olympic Trials



(Excuse the object in the foreground!)

Highlights

Donald Cohan represented the United States at the meeting.

The new G.R.P. Dragon was discussed at length.

Sir Gordon Smith reported that the G.R.P. Dragon, now being built by Børresen, would take part in the Dragon Gold Cup races 1971. Work was going on to have building specifications drawn up. When ready they would be submitted to Lloyds for approval. The G.R.P. hull should not be a strict one-design hull from one mould. There was no chance of having the new G.R.P. hull approved by I.Y.R.U. until 1972, only minor changes being acceptable in 1971.

Donald Cohan suggested three things were essential if the Dragon were to remain one of the Olympic boats:

1. A G.R.P. hull approved before the selection in 1972.
2. A modern aluminum rig.
3. A new additional spinnaker.

The Chairman, Fr. Thierry-Mieg, stated: Major modifications will not be accepted by I.Y.R.U. in 1971. He also suggested that a report with all opinions should be circulated before November, 1971. The points taken by the I.D.A. in November, 1971, should, backed by experts, be presented at the I.Y.R.U. meeting in 1972 and then stand a good chance of being accepted.

Jan Georgii (Sweden) pointed out that since we race on the same course in Kiel as the Solings we will always be compared with them. With a larger spinnaker the Dragon will be able to keep up with the Soling.

Donald Cohan offered, at his own expense, to provide a new spinnaker for testing at the Gold Cup races in Medemblik 1971. He wanted to keep the old spinnaker so local racing can go on with present sails. The new, larger spinnaker would be available for all to test at Medemblik.

This offer was gratefully and unanimously accepted.

It was decided that, if this spinnaker was approved by the Dragon sailors in Medemblik, I.D.A. would suggest it to I.Y.R.U. in 1971. The spinnaker should be broad-shouldered and approx. 40 - 45 m². 3/4 ounce cloth. Simple measuring rules should be worked out in co-operation with North Sails.

It was decided to introduce a spar makers declaration for metal masts. This declaration did not have to be entered on the measurement certificate.

Sir Gordon Smith pointed out that it was a long time since Dragons were properly measured at a big event.

A thorough control will be carried out at the European Championship 1972. The cost to be taken out of the entry fee.

On account of an inquiry it was decided that the continuous fixed groove for the mainsail luff rope on the mast must be extruded and integral with the mast section.

Spinnaker hatches were discussed since the new ones in use at present are not hinged according to the rules. By vote it was decided that no hatches of any kind shall be allowed on a Dragon.

It was agreed that no self-bailers shall be allowed.

It was pointed out that the strut between the jumper stays must, according to the drawing, be there.

Hiking aids were discussed at length. A vote was taken and the present rule, no hiking aids, stands. Since this obviously was a controversial subject it will again be on the agenda for the I.D.A. meeting in November, 1971.

NB: The I.D.A. is advisory to the International Yacht Racing Union which is the rule making authority. However, the I.Y.R.U. does not normally act on class rules without approval of the class organization (I.D.A.).

OBSERVATIONS AT MEDEMBLIK

Since many of the fastest and newest Dragon yachts in the world raced in the 1971 Gold Cup at Medemblik, comments on equipment and rig may be of interest.

Spars. Practically all the top boats had aluminum spars, altho some, including Bill Henry, had aluminum mast and spinnaker pole with wood boom. Sundelin had all wood spars.

Travelers. Most boats had mid-boom travelers, although there were several exceptions including Freidrichs and Børresen who had travelers aft of the cockpit.

Spinnaker launchers. The most competitive boats generally had foredeck hatches for spinnaker handling, but again there were exceptions including Freidrichs and Marshall.

Running backstays. Entry of running backstays through decks varied from near the transom to the after end of the cabin roof. Below deck winches for tightening running backstays were nearly universal.

Jib furlers. Roller furling gear was found without exception on the European boats. With generally heavy winds, cold water and cold air, this aid to reduce crew fatigue seems essential.

(See p. 8, lower right)

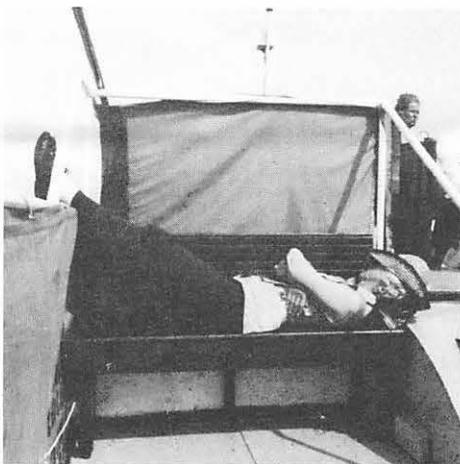
GOLD CUP SCENES



A Start



Bill Henry's winning team



Spectator interest was high



Medemblik, Holland

KIEL WEST 1971

Richmond (California) Yacht Club was host to the "Kiel West 1971" Olympic Classes Regatta at the Berkeley Olympic Circle, July 23-25, 1971. Frank Siroky, San Francisco Bay Area Fleet Captain, reports: The top three boats were all stepping Alspar aluminum masts, no other boat had one. With the exception of Friedrichs, all boats were launching chutes from built-in launchers. No one seemed to have trouble keeping water out and many different designs were in evidence.

Friedrichs led consistently. He did not seem to try for the best spot on the line, but usually had free air and was able to tack onto a favored tack quite early. In the lighter going, Henry appeared to have better boat speed and point higher; but, when the chips were down, Friedrichs took the "right" side of the course, or was able to get a little extra speed out of his boat. The heavy conditions appeared to trouble everyone except the top three.

It is apparent that Hank Easom is a definite "comer"; sailing very close to the leaders in his first competition in Dragons. He is still not used to his boat and does not yet have everything set into it to his satisfaction. At times he did not take advantage of his knowledge of local waters (tides, potential wind shifts) to his advantage, but seemed to try to "cover" Friedrichs and Henry, sometimes to his detriment.

There seemed to be 3 definite groups of boats - generally by the start of the second beat. The top three (sometimes this included a fourth boat, TATSU or MISTRAL), a middle group, and a few stragglers. Despite a round of successes in home waters, Godsil could not seem to get things sorted out and keep his boat moving consistently fast. It seems apparent that one will need to be able to sail in the difficult, sloppy conditions on the Bay and there is no way to transfer successful sailing in calmer conditions to success in the heavy stuff except by doing it.

Winds ranged from a low of about 10-12 to 32 knots. Usually they were in the 20-25 knot category and sailing 2 races per day for 3 days in these conditions can be tiring.

The second race on Friday saw some very tight, square seas, perhaps not as high as some we are used to, but very closely packed and maybe 6'. This was about as difficult as we normally get because they were very closely packed. Other sea conditions were generally not quite as bad. The committee tried for a variety of sea/wind conditions. One Canadian boat insisted he caught some fish in his cockpit. Friedrichs and especially Easom, seemed at ease in these conditions, but very wet!

The top boats were sailing through a top-flight Star fleet (which started 5 min.

earlier). Some Star skippers who have experience in Dragons felt that Friedrichs was "holding back", that he may have had some reserve speed. Most of the top boats seemed to be getting a lot of power out of their genoas, then "inching" their boats higher in the high "puffs" to point up. In each of the top three boats there was a very knowledgeable and experienced sail setter (usually a former dinghy sailor).

Local boats generally did not do well. One needs to sail against very good competition to improve. Already the "fall-out" in knowledge and skill in the local fleet has been felt.

Kiel West 1971 Regatta Results:

<u>Pl</u>	<u>Skipper</u>	<u>Finish Place</u>	<u>Points</u>
<u>1</u>	Friedrichs (US-231)	1-1-1-1-2-1	3
<u>2</u>	Henry (US-239)	2-2-2-2-1-2	12
<u>3</u>	Easom (US-217)	DNF-3-5-3-3-2	30.1
<u>4</u>	Godsil (US-250)	41.8 points,	<u>5</u> Wilkins (KC-116) 45.4 points,
	<u>6</u> Singer (US-98)	49.8 points	

Some Dragon skippers from other areas have indicated an interest in keeping their boats in San Francisco for the balance of this year and next, up to the trials. In the meanwhile, sailing various tune-ups here. Richmond Yacht Club has indicated that they would make space available for Dragons on trailers to be stored in their locked yard for a fee of about \$8/month, including craneage. Richmond and St. Francis (and maybe others) would sponsor tune-ups on the Olympic Circle for those interested.

Our Olympic Class Association sponsors some 12 weekends of racing (4 races per weekend) each year. Visiting Dragons would be welcome in this series and I would be happy to send a schedule when it is made firm (around Christmas time).

We have at least 4 top skippers (champs in other classes) in this area who are interested in leasing, chartering, begging, buying or stealing a good Dragon.

Frank Siroky

Observations at Medemblik, continued

Tiller extensions. Every boat has one.

Spinnaker poles. Most boats carry spinnaker poles always attached to the mast, raised and lowered while horizontal from the cockpit. On some aluminum masts in place of track and car, there was a sliding saddle arrangement to which the pole attached. The saddle is open aft to clear the main sail and runs on nylon bearings. Most boats have a saw tooth rubber (or neoprene) rack on deck to catch and retain the forward end of the pole when lowered.

Spinnaker sheets. Several yachts were observed with transom turning blocks of a fiddle type with large and small line sheaves allowing ordinary and light weather spinnaker sheets to be ready simultaneously.

General comment: There was a skippers meeting held at Medemblik called by Pat Dyas, Secretary of the International Dragon Association.

(See p. 11, col. 2)

1972 OLYMPIC TRIALS

The schedule for the 1972 Dragon Olympic trials and preceding 1972 North American Championship was firmed up at a recent meeting attended by representatives of the host yacht clubs, the Northern California Olympic Sailing Association, the U.S.Olympic Yachting Committee, and the American International Dragon Association. Richmond Yacht Club will host the events on the Berkeley Olympic Circle just across the bay from San Francisco. Almost any desired wind and sea condition is available by selecting the time of day for starting the races, from light and smooth early to heavy and rough later in the afternoon.

The requirement for filing an "intention to compete" by March 15th is to resolve any possible questions of eligibility in ample time for convenient planning.

Any team headed by an owner or charterer of a certificated Dragon who is a member of a yacht club and the A.I.D.A., and all of whom meet the U.S.Olympic Committee's "amateur" definition are eligible to compete. Yachts must, of course, meet the class rules.

The Richmond Yacht Club, under the able leadership of Ross Chamberlain, is getting cranked up to put on two fine series.

Here is the schedule:

NORTH AMERICAN CHAMPIONSHIP

Mar.15 Last date for filing "Intention to Compete".

May 15 Last date for accepting entries.

Jun.17 Registration, measurement, practice race.

Jun.18 Ditto

Jun,19 First race

Jun.20 Second and third races

Jun.21 Fourth race

Jun.22 Fifth race

Jun.23 Lay Day

OLYMPIC TRIALS

May 15 Last day for accepting entries

Jun.24 First race

Jun.25 Second race

Jun.26 Third race

Jun.27 Fourth race

Jun.28 Lay Day

Jun.29 Fifth race

Jun.30 Sixth race

Jul. 1 Seventh race

MORE on Kiel Pre-Olympic

Here are extracts from a just received letter by Bill Henry: "...an interesting point, all three U.S. boats were out in the 2nd race (taking their throw-outs rather early). Friedrichs won the 2nd race, but was over early and was disqualified, Marshall was disqualified after protest for a starting line infraction after finishing 2nd, and Henry left the race after "tacking too close" plus two other fouls - it was not a good day!

"After four races all the U.S. boats still had a chance to win, but Buddy lost his wooden mast in the 5th race to end his series. The Swede, S-217, C.Kellgren lost his aluminum mast in the same race. Cohan finished well up in the 5th race to keep his hopes alive. In the 6th race the Sundelins fouled out while Cohan finished, I believe, in 2nd and Henry in third, with the S-217, C.Kellgren team down somewhat. Going into the 7th and final race Cohan had a good lead on the series and needed to cover or stay reasonably close to his nearest competition. The East Germany, GO-37, Borowski, was rather safely in 2nd, but we had a slim chance for third to beat out the other East German boat. As the final race unfolded, all the series leaders except the 3rd place East German boat and Peter Sundelin were caught on the wrong side of a general shift, but Cohan was on top of his competition and finished in 10th, just behind Buddy. Sundelins finished 2nd in the race to take 4th overall, behind the 2 East German boats. C. Kellgren (S-217) had a East German who was using the days race as a throw-out, sitting on him all day long, it seemed almost as tho to allow the other East German a chance at 3rd in the final. Kellgren finished in the 30's somewhere, giving us a fifth in the final (16th in the race).

"Without a doubt, the best series was sailed by US-244, and you have to hand it to Don Cohan for climbing on to the boat after a long, exhausting plane ride with a 1st and a DSCQ staring him in the face, to go on to sail a consistantly fine series of very competitive boat races. He kept his boat as well as his senses together, winning his first Dragon regatta against the most talent-laden field of Dragon sailers ever assembled. Much credit for his win should also go to John Marshall and Charles Herder" Thanks, Bill, for the interesting report.

IF YOU RACE...



... then your direct support of the organization which ultimately governs yacht racing in North America is a logical obligation. Your support may be expressed thusly: Sustaining Membership, \$25; Contributing Membership, \$15; Regular Membership, \$10. Send your check to the NAYRU, 37 W. 44th St., New York 10036.

Fleet News

Lake Pontchartrain - Gulf Dragon Fleet

Racing has been at a rather low ebb, according to Fleet Captain Harry W. Stinchcomb, Jr. See plans elsewhere in this issue for the 1971 North American Championship and Windjammer Series.

Youngstown, New York

We are pleased to have a faithful correspondent, Doug Rait, in Buffalo. Here is how he says it: "The Dragon fleet at Youngstown, New York is alive and well. Composed of 6 active boats with more expected next season, the fleet has had an enthusiastically successful season so far. Sailing VANGUARD (US-199), Karr Parker swept the first summer series, followed closely by Tom Lajos with his newly purchased WIVERN II (US-237) and Fred Braun's BEOWULF (US-67). In the recently completed Rowland series, Parker again brandished victory as his light-weather techniques proved superior. ILLUSION (US-106) skippered by Elliot Thompson, took an extremely close second with Lajos taking the 3rd spot. With spirited competition and great enthusiasm this summer, the Youngstown fleet is already waiting impatiently for next summer's sailing."

"Please send a copy of the roster and Dragon Newsletter when it comes out. Another question, is there a possibility that I could help you in writing up the newsletter? I enjoy writing and am willing to do work. I would love to become more involved in the class."

(Note this all you lubberly non-corresponding Corresponding Secretaries!)

"Congratulations to Bill Henry on his Gold Cup triumph."

"Another question, please! Could you explain the spinnaker set-up now allowed?"

Sincerely, Doug Rait

(Thanks Doug, um.... be careful what you volunteer for!)

Eastern Lake Ontario

Warren Bonney, Crescent Yacht Club, reports an enthusiastic program of boat to boat and handicap racing. Says with the Lake Ontario rule, Dragons can win in 10 knots or over, but most race days have light winds. (Alas, Warren, s'truth). "Skip" Summerville and his daughters, Amy 17 and Jessie 15, sailed at Cork last year with a very respectable performance!

Northeast Yacht Club, Cleveland

Dragon Great Lakes Championship-July 3, 4, 5, 1971.

From Richard Hatheway, Fleet Captain, "Needless to say, the Dragon Fleet at Northeast Yacht Club was elated at the fine response we had to this event, especially since it was our first endeavor along this line. Sixteen boats "hit that line",

with nine being from the Northeast Fleet and seven visitors attending. The visiting guests were:

John L. Heffron (US-196) and Orion E. Schupp, III (US-224), Rochester, New York. Johan Van Dinter (US-216), Fond du Lac Yacht Club, Wisconsin.

Gordon McHaffie (KC-111), Allen Leibel (KC-104), and Paul J. Phelan (KC-113), Royal Canadian Yacht Club.

G.R. Letourneau (KC-97), Royal St. Lawrence Yacht Club, Montreal.

It was a 5 race series, with 2 races Saturday, July 3rd, 2 races Sunday, July 4th and one race Monday, July 5th. The weather was perfect with light to variable winds.

It was our pleasure to play host to fellow-Dragoneers and we are encouraged to the point where I am sure we will under take a series of this type again.

In the racing, Paul Phelan of Toronto, Ont. past commodore of the Royal Canadian Yacht Club, won the new Great Lakes Dragon Championship. Sailing MIA IV, he rolled up 11 3/4 under the low point scoring system in the 5 race series. His finishes were 1-2-4-2-2.

Runner up with 2-3-4-1-3 for 12 3/4 points was Jerry Letourneau of Montreal, at the helm of JO-ANNA.

"It was a perfect race series," said Race Chairman Mike Mahar, who finished 3rd with 3-6-1-7-3, aboard REPRISAL, "there were no break downs and only one protest involving a right of way rule."

Gordon McHaffie of Toronto was 4th and Richard Hatheway, Northeast Yacht Club, 5th.

Seattle Fleet - Puget Sound District

The Seattle Fleet has had a tremendous spring and summer of racing. The number of active boats has now climbed to 14 and continues to grow with several boats recently "stolen" from the California fleets (US-210 and US-212). Opening Day provided excellent winds. Unfortunately, however, during the course of the first weather leg, someone removed the weather mark and in the confusion that followed, John Arntsen (US-18) demasted US-10 in a very rapid port/starboard situation. The Spring, Olympic and Fleet Championship series provided light to moderate winds with Marty Godsil in his new Børresen (US-250) MISTRAL, winning all three series. This was not accomplished, however, without Ed Morgan (US-209) and Ron Farrell (US-243) providing very stiff competition throughout all fifteen races of the combined three series.

As mentioned previously, the Seattle Fleet has a strong ladies contingent. This year's series provided five boats will all girl crews out of a total of nine participants. Excellent seamanship (man?) was displayed

Fleet News, continued

in all weather conditions. (Conditions over 15 M.P.H. required a close working relationship with the insurance adjuster!!) Seriously, the girls have done an excellent job and Sherri Wendt (US-13) captured this year's "Dragon Lady" award. Second in the series was Bev Frost, sailing her newly acquired boat (US-243) and allowing only a 3.5 point differential behind Sherri over the 9 race series. Third in the series was Sandra Godsil sailing MISTRAL(US-250). Sandra deserves credit for organizing the "gals" & promoting an outstanding ladies series.

The PIYA regatta sailed at West Vancouver provided an excellent 5 race series with Bill Henry (US-239) arriving on the scene after a somewhat delayed appearance due to extensive hull preparation. As was to be expected, Bill dominated the series with 4 firsts and 1 second, which exhibited his "international" readiness for his forthcoming European tour. Further details concerning Bill's subsequent victory at the Gold Cup regatta will be provided in the next issue.

The following Interim and Summer series provided additional keen competition between new members with old boats and experienced members with new boats. Specifically, US-13 partially new, mostly old, provided an excellent showing and captured both series.

It is interesting to note that the Seattle Fleet has had a total of 33 scheduled races thus far, with more to follow during the fall and winter seasons. The fleet is continuing to grow and is expected to be one of the largest active fleets in the U.S. before next year.

Official word has it that the first fibre-glas hull has already been ordered by someone in the Seattle area.

Observations at Medemblik, continued

ciation, and attended by other officials of the Association including Sir Gordon Smith.

Principal items of discussion:

- 1) Foredeck spinnaker hatches. The rules provide that hatches should be hinged and the question then arises if sliding hatches are permitted. The question was further raised whether or not spinnaker hatches are permitted by the rules at all.
- 2) Aluminum spars. It appears that no measurements of weight or balance have been made and the belief is held that many are not legal.
- 3) Sail stiffening. The question was raised as to whether some sails in use comply with the rules which are ambiguous with regard to differentiation between "reinforcement" and "stiffening".

(See I.Y.R.U. Sail Measurement Instruction 4 (ii).)

The purpose of the discussion was to alert competitors in future regattas and especially at Kiel Pre-Olympics that they may not be legal. I.D.A. and I.Y.R.U. are expecting to clarify at November meeting.

AMERICAN INTERNATIONAL DRAGON ASSOCIATION
P.O. Box 189, Santa Paula, Calif. 93060
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Kiel Pre-Olympic (Cont. from p. 1)

scored DSQ. He was back in contention with a 2nd and 1st in the 3rd and 4th races. The fifth day was the "screamer" Only Dragons and Solings raced and according to Cohan, there were "broken masts and broken heads all over the place, one Soling sinking". Well up among the leaders, Friedrichs fatally elected to set his spinnaker at the weather mark before adjusting his backstays. "Pop went the masthead" for a DNF. Buddy finished with a total of 90 points for 8th. Buddy said he "was proud to be a member of the U.S. team" and that all the U.S. boats had clearly superior boat speed. In two races the U.S. boats finished 1-2-3.

With up to a 2 hour sail or tow to the sailing area, and the prevailing heavy weather, all found it a gruelling experience.

Score Summary:

1	US-244 D. S. Cohan	43
2	GO- 39 B. D. Below	62.7
3	GO- 37 P. Borowski	65.4
4	S -226 P. Sundelin	67.4
5	US-251 A. W. Henry	72.4
6	S -217 C. Kellgren	76
7	D -174 Aage Birch	83
8	US-231 G. S. Friedrichs	90
9	G -356 Biek	93.7
10	G -300 Oldendorf	97.7

URGENT! *** ACTION! *** URGENT!

The annual meeting of the International Dragon Association will be held in London, November 8th, 1971 and will be followed immediately by the annual meeting of the International Yacht Racing Union. Proposed rule changes will be considered, adopted or rejected at these meetings. Proposals must be forwarded through the North American Yacht Racing Union as well as I.D.A.

Ideas for changes have been: Fibreglass hull; larger spinnaker, spinnaker launching tubes and hatches; up-dated aluminum mast permitting internal tangs and elimination of jumpers and jumper struts.

BOATS & EQUIPMENT FOR SALE

Contact Owners Listed

US-202 (PUFF) - 1964 Abbot. Mint condition, excellent sails, complete racing equipment, mooring and dinghy. \$4,000: Charles Potter, 8 Jefferson Drive, East Lyne, Conn. 06333.

US-175, 1961 Børresen, one owner, excellent condition, fast. 2 suits Elvstrum plus other sails, spare mast. \$3,900: Paul Oden-dahl, 975 Topaz St., New Orleans, La. 70124.

Please send at once, to this office, your recommendations for rule changes. Language needs to be as specific and detailed as possible. Ideas or concepts aren't acceptable for consideration by the above governing authorities. If you have completed rule changes and have not sufficient time to mail them, phone me collect:

Day - (805) 525-5541 Eve - (805) 642-2332
V. H. Craig, Jr., Secretary-Treasurer

US-157, 1958 Bjarne Aas, excellent condition. New Watts main and genoa, boat cover and bath, \$3,500: Robert Somers, 8920 Wilshire Blvd., Beverly Hills, Calif. 90211. (213) 655-9410.

US-206, 1963 Brites. Very good condition, extensive sail inventory, boat cover, \$3,500. Trailer also available: Joe Huggins, P.O. Box 7615, Houston, Texas 77007, (713) 864-4424.

US-246, New Savell. New hull, will complete ready to install spars and hardware \$6,500. Hardware and spars available: Kelvin Savell Builder, 9818 Hawley Rd., El Cajon, Calif. (714) 445-4458.

A.I.D.A.
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