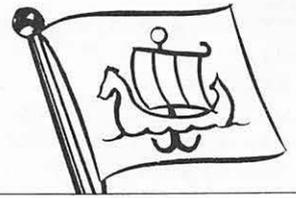


Dragon Newsletter

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

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

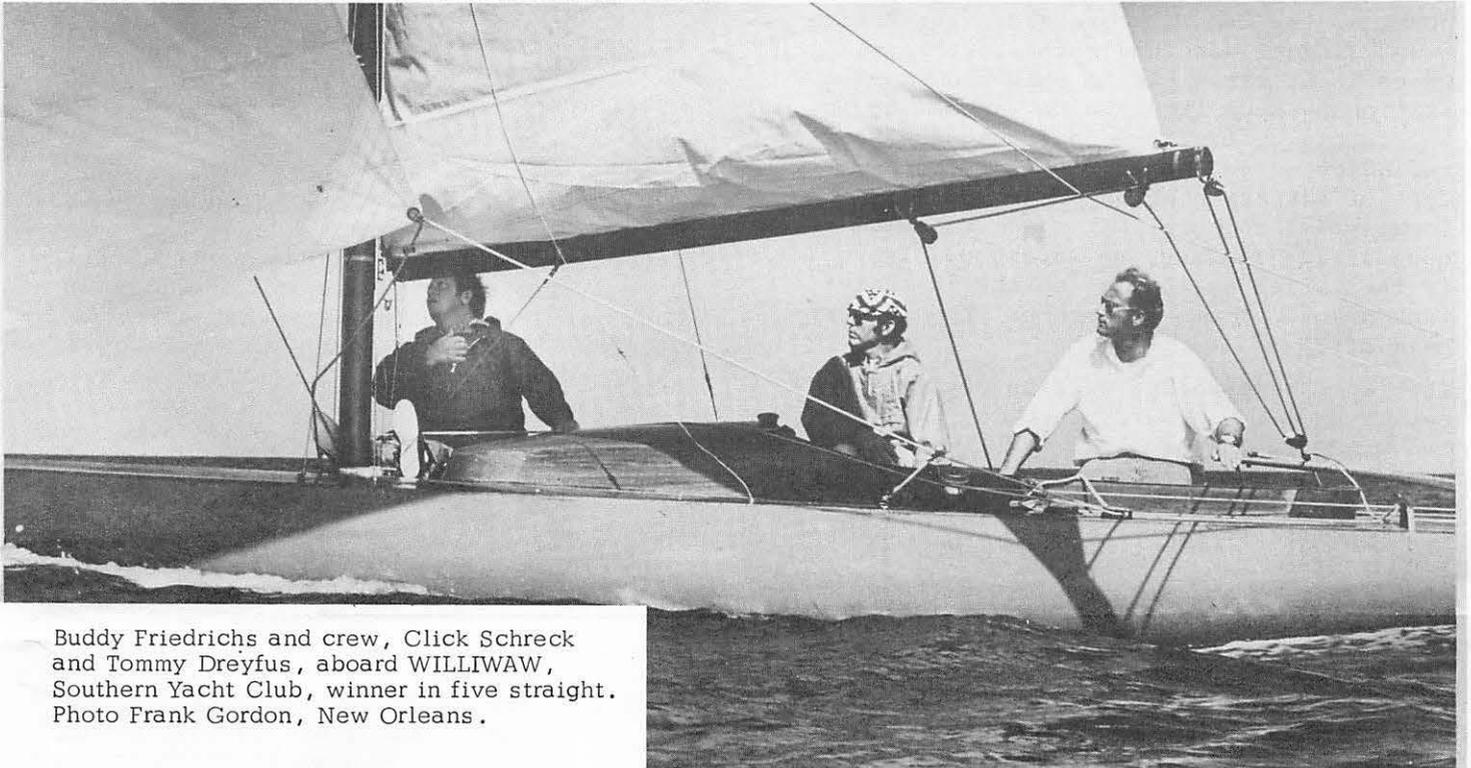


Vol. 4

January 1972

Number 10

1971 NORTH AMERICAN DRAGON CHAMPIONS



Buddy Friedrichs and crew, Click Schreck and Tommy Dreyfus, aboard WILLIWAW, Southern Yacht Club, winner in five straight. Photo Frank Gordon, New Orleans.

Dragons came to Lake Pontchartrain from 3 corners of North America last October 16-22nd for the Windjammer and North American Championship Series. Twelve boats entered. There were boats from Montreal and Barrie, Canada; Rochester, New York; Seattle, Washington; Kingston, Jamaica; New Orleans, Louisiana.

The visiting challengers did not take home the major silver, however. Buddy Friedrichs, his red hulled WILLIWAW (US-231), and with Click Schreck and Tommy Dreyfus, made a clean sweep of the ten races for a score of 61½ in the Windjammer and 61½ in the North American.

Second in the North American with 52 points was O.J. Young of Southern Yacht Club (1968 North American Championship winner) sailing A.B. Crutcher's MARY LEE (US-241) with John Dane III and Blaine Buchtel crewing.

Martin Godsil of the Seattle Yacht Club sailed Jack Taylor's ROLYAT (US-227, of Southern Yacht Club) to a third place with 48 points. Godsil used his own sails and number (US-250) and brought in Frank Francisco and Rob Wilson to crew.

Arthur "Bill" Henry sailed his new SUNDANCE (US-251) to a fourth, with Mike McKinstry and Ruddy Lewis crewing, and received 42 points. The SUNDANCE was delayed by a shipping strike and could not be ready until the last two races, in which he was 3rd and 2nd.

Friedrichs not only got a large margin in scoring the series, but each race was won by a time of approximately one to nine minutes. The WILLIWAW was first around the windward mark in all but two races, and once past the competition she was not passed again.

The weather was pretty good to the Dragons. New Orleanians thought the 80 degree or so temperature quite moderate, but the Jamaicans noted it was cool to them and the Canadians commented on how hot it was. There was no rain, except, Camelot-like, for one night but a severe smog on the morning of the first Windjammer might have had a few persons gasping. The stakeboat at the windward mark was mighty handy that morning. The Windjammers were sailed in a comfortable breeze of about 12 to 18 knots on Sat-

Continued (Pg.2)

urday and Sunday, and a good 20 knots on Monday. The North Americans were sailed in lighter air and conditions were aggravated by the left-over sloppy chop. A nearly stationary front over east Texas caused high winds during the nights but the wind died each day and made an unusual condition.

As Buddy put it, "Normally the inshore easterly leg would pay off except for the fact that this front was kind of different, and all the puffs and lifts were from the north as the front progressed. The breeze swung gradually to the north-northwest, which is attributable to this slow-moving stationary type front which was coming in. So you had to pretty much forget the shore influence during the Series. This made the type of situation which does not favor the local-yokel sailors. It made it a wide open deal. In fact, we were probably hurt in the series by leaning on the in-shore tack a lot. I can't remember when it ever paid off."

The races were sailed over an Olympic Course; Triangle, windward, leeward, windward. The windward-leeward legs were two miles long. Scoring was one point for finishing, plus one point for each boat beat, plus $\frac{1}{2}$ point for first place. There was a provision in the instructions for shifting the windward mark and for course shortening by eliminating the last leg.

WINDJAMMER SERIES

In the first Windjammer race, Friedrichs tacked to the right to get clear, and on tacking back, crossed under Crutcher. At the next crossing, Friedrichs crossed over Crutcher, was first around the mark, opened up the lead, and went on to win the race. The second race had more breeze and WILLIWAW was first all the way. The remaining races were about the same, except as the wind became stronger the WILLIWAW pulled farther away.

NORTH AMERICAN CHAMPIONSHIP

The North American Championship Series started on Wednesday, October 20, and promised to be more exciting because the competition had time on the Lake and knew more and because of the presence of Henry for the entire series. Also, 1968 North American winner, O. J. Young was sailing A. B. Crutcher's MARY LEE (US-248) in this series.

The first leg of the first race was a tight battle. Friedrichs made a conservative start in a mass of boats and tacked early. Henry and Young went to the inside of the triangle (the better side, wind-wise) and by the time Friedrichs tacked back and crossed them, he was behind. A crossing battle developed until the WILLIWAW got in

the open, her superior boat speed opening the lead. Friedrichs was first to the windward mark, followed closely by Young and then Henry. Friedrichs never again behind, got the gun. About 2 minutes later Young crossed, then Henry and then Godsil. The second race start found Henry and Friedrichs close together with Henry on top, and Friedrichs was forced far outside. Henry tacked and Friedrichs followed. Godsil crossed on starboard ahead of Friedrichs and then tacked over him, forcing him to the outside again. When Godsil finally tacked, Friedrichs tacked and with better boat speed gained and crossed over all others. Friedrichs was first to the weather mark and opened his lead for the remainder of the race.

Light airs and a left over slop, much worse on the port tack, was the chief characteristic of the 3rd race. Henry again forced Friedrichs to the right, and Young went far left. At the windward mark Godsil, Young and Friedrichs went into a reach in that order. The wind had shifted so much that the second leg was not a spinnaker course and the 3rd leg was dead fair. The boats set spinnakers on starboard, but Young, still ahead, jibed. The wind continued to shift, favoring the starboard tack boats, and Young went to the left. Friedrichs passed Godsil, who was not going downwind as fast, although he stayed on the same tack.

The Race Committee shifted the second windward leg about 45° counter-clockwise, but the wind kept shifting and the leg became a long port tack and a short starboard tack. Young drifted off to the right, getting bad air from Friedrichs, and Barton Kirkconnell worked up from in the fleet to almost catching Friedrichs at the mark. Once downwind, however, the WILLIWAW opened the lead to win the one-leg-shortened race, followed by Kirkconnell, Godsil, Young and Henry.

Thursday afternoon started with the slop and wind both diminished for the 4th race. Young and Henry tacked early to the right but Friedrichs, with a better start, tacked over them at the first crossing and covered. Godsil tacked away early to avoid Friedrichs' "gas". Friedrichs, depending on his local experience, stayed on port, expecting the wind to lift that tack on the east side or the course, went too long and finally tacked. He made a long run to the left through the middle of the fleet, crossing under several boats. There may have been hope in the hearts of the contenders at this time, but it was soon blown away. Friedrichs got a good slant to the left, tacked frequently playing the shifts and on the lay line caught up to Godsil who had been ahead on this leg. At the wind-

Continued (Pg. 9)

1972 DRAGON OLYMPIC TRIALS
NORTH AMERICAN CHAMPIONSHIP

plans are moving ahead very satisfactorily for the 1972 Olympic Trials to be held on the Berkeley Olympic Circle, San Francisco Bay, June 22nd to 29th, 1972. Richmond Yacht Club, Richmond, California, is host.

Several coordinating meetings have been held already with the result that plans are well along and well organized for this early date. Richmond Yacht Club has put together an outstanding committee to handle the regatta.

There are no qualifying events and the Olympic Trials are open to all competitors meeting the rules and requirements of the Olympic Yachting Committee, North American Yacht Racing Union and the International and American Dragon Associations. These requirements are basically citizenship, amateur status, membership in A.I.D.A. and a "legal" Dragon and sails.

On the same race course the Soling Class Trials will be held June 30-July 7th, and the Star Trials July 8-15th.

Not definitely decided at this time is whether the Dragon North American Championship will be held at the same location preceding the trials, June 17th-20th, as originally proposed. Adherence to this plan would prevent participation by Canadian competitors since their trials are being held in Halifax, Nova Scotia, in early June. On the other hand, top U.S. sailors have indicated they cannot attend if held mid or late summer in the Great Lakes region. With the two National Trials being held at opposite ends of the continent a mutually satisfactory location and time seems impossible to select. In any event, a preliminary regatta will be held as planned by Richmond Yacht Club June 17-21, '72.

An early decision on the location of the North American Championship is being sought and once made will be communicated promptly to the Fleets by letter.

SCHEDULE

Event:	No.Amer.Ch. (tentative)	Olympic Trials
Last day for entries	May 15	May 15
Registration, Measurement	June 16	June 21
First race	June 17	June 22
Second race	June 18	June 23
Third race	June 18	June 24
Fourth race	June 19	June 25
Lay day		June 26
Fifth race	June 20	June 27
Sixth race		June 28
Seventh race		June 29

AMERICAN INTERNATIONAL DRAGON ASSOCIATION
SERVICES AVAILABLE

In addition to publishing this Newsletter the office of A.I.D.A. can usually provide accurate information on most areas of interest to Dragon owners from both national and international sources. A supply of the following is maintained.

- Official Building Plans(set) \$10
- Official Rules of International Dragon Class(booklet) \$ 2
- Roster of U.S.Dragon owners \$ 2
- A.I.D.A. blazer patch(clip on) \$10
- List of National Dragon Authorities (Gratis on request)
- Constitution of A.I.D.A. (Gratis on request)

INTERNATIONAL CLASS RULES
AND MEASUREMENT FORMS

To obtain up-to-date information on International class rules, the I.Y.R.U. is introducing a mailing service. Subscribers will automatically receive the class rules and measurement forms of the Dragon class as soon as they are printed each year. You must specify Dragon class.

In addition, you will receive a summary of interim interpretations of the class rules given by the I.Y.R.U. during the year. The frequency of this summary will be at the discretion of the secretary-general and will depend upon the importance of the interpretations given.

NOTE: Clarification and interpretation of the class rules for International Classes may be given by the I.Y.R.U. office. Such interpretations or clarifications shall have the status of a class rule prior to ratification by the Permanent Committee at its next meeting.

Airmail postage is included for overseas subscribers.

This new scheme will be of particular interest to sailmakers, builders, designers, measurers and National Authorities. It will come into effect on 1st January, 1972.

If you wish to be included on the mailing list, please send your name, address and \$3.75 as soon as possible to:

International Yacht Racing Union
5 Buckingham Gate

Westminster, London SW1E 6JT, England

Indicate that you wish information on the Dragon.

LATE NEWS FLASH!

Welcome aboard to Lowell Harris, Howard Air Force Base, U.S. Canal Zone, and his new Børresen Dragon, US-252, to be delivered in March, 1972! He says he thinks he has a new fleet started.

INTERNATIONAL YACHT RACING UNION
ANNUAL MEETING

Some of the sessions of the I.Y.R.U. November meeting in London were attended by your Secretary-Treasurer, and a most interesting experience it was.

Held at the Royal Thames Yacht Club, November 8th to 12th, on Knightsbridge Road, the sessions were attended by approximately 100 delegates, observers, press and other interested people. The Royal Thames Yacht Club is located in a high rise building in central London, miles from any navigable water.

The Union conducts its business through sub-committees which report their recommendations for adoption to the Permanent Committee. The Permanent Committee is world wide in its representation, for example, North America being represented by Robert Bavier, George Hinman for the U.S. and Paul Phelan for Canada.

The most important sub-committees to the Dragon Class are the Keel Boat Technical Committee, chaired by Sir Gordon Smith, formerly Chairman of the International Dragon Association, which decides all keel boat changes; the Class Organization and Policy Committee which recommends among other things, which yachts will be Olympic classes.

Much of the discussion of the Keel Boat Committee was directed toward resolution of difficulties with the Soling Class. One problem being that boats built to the official mold don't fit one of the official templates. Another problem was the disposition of a large number of boats from a well known builder that don't conform to the rules.

The meeting was attended by leaders of all facets of yacht racing, sailors, sail makers, builders, designers and most importantly those dedicated people who give so much of their time to provide an effective organization which makes world-wide competition on a common basis possible. It was most interesting and enjoyable to see and meet these people, many of whom were so very different than the minds eye picture conjured up from reading about them.

PUBLICATION and ADVERTIZING

We intend to mail this Newsletter on the following dates in 1972:

January 15	July 15
April 15	October 15

Please help by getting in your news and advertisements twenty (20) days before these dates.

Advertizing Rates:

Regular members	Free
Non-member Dragon owners	\$20
Others	\$25 per quarter page or fraction thereof.

CLASS RULE CHANGES

The following class rule changes were recommended by the International Dragon Association and adopted by the International Yacht Racing Union at their respective meetings in London in early November.

" To be effective from 1st March, 1972:

Rule 12 - Delete "a top permanently secured at one point at least", and insert "a sliding top, so constructed that it is retained permanently between the slides and is capable of being secured in the closed position."

Rule 16 - Delete "keel" and insert "heel". Add new sentence after paragraph 9, "The supplier of the completed mast shall provide a certificate stating the weight and centre of gravity of the mast without correctors, and the weight and location of any such correctors."

Rule 17 - Add new sentence, "The struts shall be connected at a point within 30 mm. of their outboard end by a cross member of 4 mm. minimum diameter."

Rule 21 (a) - Delete from, "The mast shall" to "the athwartships dimension" and insert "The mast shall be constructed with a continuous fixed groove for the mainsail luff rope. The following minimum dimensions of this section shall apply: -

Either (i) If the luff groove is extruded with the section athwartships 70 mm. Fore and aft 110 mm. overall

Or (ii) If the mast is constructed from a circular tube this diameter shall be not less than 75 mm. The depth of the luff groove is optional."

Add New Rule 21 (i) - "The mast section may be reduced by the depth of the luff groove below a point 1100 mm. above the deck."

Add New Rule 21 (j) - "The manufacturer of the extrusion of the mast shall provide a certificate of the sectional weight of the extrusion and that the material used complies with the rules."

Rule 15 - Add new paragraph: - "A line or wire to guide the spinnaker head in front of the forestay when hoisting or lowering the sail is permitted and shall be attached to the hull and mast by means of elastic fixing devices."

Rule 24 - Sailmaker's declaration: - Close quotes after "rules" and make last sentence a new paragraph.

Paragraph 8: Delete "one spinnaker" and substitute "two spinnakers."

MEASUREMENT WORK SHEET - Item xxvi Rule 16
Delete and insert "Intersection of forestay with deck: distance from centreline of mast mark to centreline of forestay mark (see Rule 16)....1812 mm. maximum.

Class Rule Changes cont. Pg. 6

NORTH AMERICAN YACHT RACING UNION
Rule Changes

The following rule matters have been voted by the Executive Committee of N.A.Y.R.U. to become effective January 1, 1972.

" 1. Delete Rule 21-A-Crew It is concluded that this rule no longer serves a useful purpose. One-design classes normally provide crew limitations in class rules. The sailing instructions for offshore races not infrequently carry special crew limitation provisions and always can do so if desired.

" 2. Penalties The following 2 penalties as an alternative to disqualification are put forward for trial in 1972 either in a single race or in a series. Each of them has been tried out in 1971 with considerable satisfaction reported. Each can doubtless be improved. Both of them have been proposed to the I.Y.R.U. to be included in an appendix to the rules as optional penalties to be used when, but only when, the Race Committee desires. We need more experience with them.

720° Turns

A yacht which acknowledges infringing a rule of Part IV may exonerate herself by making 2 full 360° turns (720°) subject to the following provisions:

1. The yacht infringed against shall notify the infringing yacht at the first reasonable opportunity by hail and by display of a protest flag. (The first reasonable opportunity for a hail is usually immediately).
2. Upon such notification, the yacht acknowledging fault shall at the first opportunity and while on the same leg of the course make her turns and while doing so, she shall keep clear of all other yachts until the turns have been completed and she is on a proper course to the next mark.
3. The turns may be made in either direction but all in the same direction.
4. When the infringement occurs before the starting signal, the infringing yacht shall make her turns after the starting signal and before crossing the starting line.
5. When an infringement occurs at the finishing line, the infringing yacht shall make her turns on the last leg of the course before being officially finished.
6. For the purpose of applying this penalty "a leg of the course" shall be deemed terminated when two boat lengths from the mark ending that leg, and the next leg shall be deemed to commence at this point except for the final leg which is terminated when a yacht is no longer racing.
7. If neither yacht acknowledges fault, a protest may be filed in accordance with rule 68 and the sailing instructions.
8. Nothing in the foregoing exonerates a yacht from liability.

9. An infringing yacht shall report to the race committee her infringement and the resulting action taken by her, together with such other information as may be required by the sailing instructions.
10. Failure to follow the above requirements will leave a yacht which has infringed a rule of Part IV subject to disqualification or other penalty.

Optional additions:

11. The penalty of 720° turns is not available to an infringing yacht which causes serious damage to the other yacht.
12. When the infringing yacht has a spinnaker set and drawing at the time of the infringement, drops it completely while taking her penalty and resets it and has it drawing after taking her penalty, the penalty is one full turn of 360° instead of two.

20%

A yacht which infringes a rule of Part IV shall be penalized by receiving the score for the place worse than her actual finishing position by 20% to the nearest whole number of the number of starters in that race, except that the penalty shall be at least three places and except further that in no case will she receive a score for a position worse than one more than the number of starters. (Examples: An infringing yacht which finishes 8th in a start of 19 yachts will receive the score for 12th place (19 x .2 = 3.8 or 4); an infringing yacht which finishes 13th in a start of 14 yachts will receive the score for 15th place.)

- a) A yacht infringing a rule in more than one incident shall receive a 20% penalty for each incident.
- b) The assignment of a 20% penalty to a yacht shall not affect the score of other yachts. (Thus 2 yachts may receive the same score.)

It would be appreciated if the Chairman of any Race Committee which uses either of these systems this coming sailing season will write the undersigned his comments about the experience with them not later than Friday, Sept. 8, 1972."

F. G. Bemis, Chairman
Racing Rules Committee
37 West 44th St, N.Y., N.Y. 10036

FIBER GLASS DRAGON

We are daily expecting finally approved scantlings of the fiber glass Dragon from I.Y.R.U.

We understand Børresens is able to deliver 20 yachts, more or less, to North America in time for this summer's racing season. Inquiries should be directed to Børresens Baadebyggeri, Dragevej, Vejle, Denmark. Other plans are being formulated to mold hulls in U.S. and Canada.

INTERNATIONAL DRAGON ASSOCIATION
November Meeting

SAIL MEASUREMENT
INSTRUCTIONS

The November meeting of the International Dragon Association was held at the home of Sir Gordon Smith in London at his gracious invitation on Sunday afternoon, November 5th, 1971.

The Chairman, Francois Thierry-Mieg, of France, presided. Sir Gordon Smith lead the discussion and Pat Dyas, Honorary Secretary, recorded the actions.

Representatives from Belgium, Canada, Denmark, Finland, France, East and West Germany, Greece, Turkey, Holland, Ireland, Portugal, Spain, Sweden, Switzerland, U.S. S.R., United States and the U.K. were present.

It was noteworthy that several representatives were accompanied by interpreters. This points up the necessity for early and detailed submission of agenda items in order that they may be written up, distributed and discussed by the respective national authorities. It is only in this manner that the representatives can be informed and instructed, and action result from the meeting.

The discussion centered around the rule change recommendations made subsequently to the International Yacht Racing Union and there adopted (see article).

Our request for approval of a larger spinnaker was deferred pending trials (see below).

The I.D.A. is solvent to the tune of over 1,400 pounds sterling.

It was instructive and interesting to attend this meeting and the subsequent meetings of the I.Y.R.U. The Smiths entertained all present at a very fine cocktail buffet after the meeting.

CLASS RULE CHANGES, Continued (Pg.4)

Interpretations

a) Enclosure of the forestay and the luff of a headsail in a streamlined tube in prohibited.

b) Rule 26 - 2(a)- This rule does not prohibit the use of electronic repeaters from a magnetic compass.

G.R.P. Construction - Scantlings had been agreed by Lloyds and Mr. Børresen. Lloyds considered that these scantlings produced Dragons which were identical to existing boats in weight and weight distribution. Although technically feasible it was considered undesirable to permit lighter construction.

A sub-committee (Messrs. Hultin, McGruer, Van de Stadt and Steffensen) was authorized to check the proposed scantlings and once it has given its approval g.r.p. Dragons may be built and raced except in the 1972

The International Yacht Racing Union adopted the following changes to sail measurement instructions to be effective from Mar. 1st, 1972.

"Section IV-Sail Measurement Instructions
General (iv) Batten Pockets

Add:- "When an elastic or other retaining device is fitted the inside dimension shall be taken as the maximum possible extension of such retaining device."

2. Headsails - (viii) Foot Round or Roach

All classes which wish to control the foot round or roach shall specify a measurement taken from the head of the sail to the centre of the foot. The method of measuring to be based on either that used by the Enterprise Class or that which has just been approved for the Fireball Class.

The Committee will expect to see a submission from all classes which do not already use the recommended method of measurement in time for consideration at the next meeting.

(b) INTERNATIONAL SAIL MEASUREMENT INSTRUCTIONS Rule 4 - General (ii) The following amendment shall be effective from 1st March, 1972:

Delete and insert: "It is the essence of this instruction that sails shall be flexible, soft and capable of being easily stowed. Whether woven or unwoven fabric the body of the sail shall be so constructed that it can be folded flat in any direction, other than in way of windows and of corner stiffening as defined below, without cracking or otherwise permanently damaging the sail or its reinforcement. Reinforcement of any material having the effect of stiffening the sail shall be permitted only within a distance from each corner of 150 mm. plus 3 per cent of the length of the luff of the sail. Other reinforcement comprising not more than two additional layers of the same weight as the body of the sail shall not be considered stiffening unless it is stiffened by the addition of bonding agents, close stitching or otherwise, and provided that it can be folded as described above. Glued seams shall not be considered as stiffening.

Where, under the class rules, an unwoven window is permitted, or is not specifically prohibited, then such window shall not exceed 0.28 Sq.metres and shall not be placed closer to the luff, leech or foot than 150 mm or 5% of the foot which ever is the greater. "

Olympics.

Future Rule Changes - Mr. Steffensen reported on future developments regarding spinnakers, sail cloth weights and rigging which were under consideration by the Class. "

Continued - Pg. 7, Col.1

1972 WINTER - SPRING RACING SCHEDULE
California

Because the 1972 Olympic Trials are being held in June at the Berkeley Olympic Circle, San Francisco Bay, under the sponsorship of the Richmond Yacht Club, the following tentative Winter-Spring Racing Schedule should be of interest:

<u>Date</u>	<u>Event</u>	<u>Location</u>
Feb. 5-6	St. Francis Y.C. Midwinter Regatta	City Front, San Francisco
Feb. 19-20	So. Calif. Yachting Asso. Midwinter	Alamitos Bay Y.C.
Mar. 4-5	Northern Calif. Olympic Sailing Assn.	Circle, Berkeley
Mar. 18-19	N.C.O.S.A. Regular Series	" "
Apr. 1-2	N.C.O.S.A. Regular Series	" "
Apr. 15-16	Alamitos Bay Yacht Club Olympic Regatta	Alamitos Bay Y.C.
Apr. 22-23	Newport Harbor Olympic Regatta	Newport Harbor
May 6-7	N.C.O.S.A. Regular Series	Circle, Berkeley
May 13-14	N.C.O.S.A. Regular Series	" "
June 3-4	All classes practice	" "
June 10-11	All classes practice	" "

Richmond Yacht Club has agreed to store boats on trailers before the Trials. Storage on trailers will be arranged on request for participation in the Alamitos Bay - Newport Harbor Olympic Regattas, advance notice (3 weeks) required. Apply to A.I.D.A., P.O.Box 189, Santa Paula, Calif. 93060.

Improved Spinnaker, continued (from 6)

IMPROVED SPINNAKER

There have been frequent suggestions that the Dragon spinnaker should be "enlarged", "improved", or "modernized". These suggestions have not been acted upon by the I.D.A. and hence not by I.Y.R.U. for a number of reasons, some are set forth below.

- 1.) No agreement on definite specifications has been arrived at nor presented to national or international authorities.
- 2.) No presentation has been made justifying the proposal by a showing of improved performance.
- 3.) Reluctance on the part of the Europeans to adopt a change that would virtually require discarding all existing spinnakers.
- 4.) Fear that a loosely drawn rule would vitiate one-design principles.
- 5.) Inertia.

All of these were influential in our failure to secure action in London at the November I.D.A. meeting. It was there suggested the National Authorities should select a spinnaker, authorize its use at certain regattas, record the experience and make a recommendation on the basis of trial use.

It has been suggested that the larger Soling spinnaker and Soling spinnaker pole be used for trials this year. These sails & poles could be borrowed for experimental use.

If this change is to be accomplished it will be because of convictions created by A.I.D.A. experiments. If you want this change, help me by writing your ideas at once.

Boats & Equipment For Sale . . .

Contact Owners Listed

US-111, 1957 Børresen. Recently renovated stem to stern by Scotty MacDonald for Don Cohan's use as trial horse for CAPRICE. Available for 1972 summer season. For details contact either Don Cohan (215) 667-7950 or John Halstead (716) 652-1138

US-186, 1962 Natural mahogany in mint condition. Lots of fine go-fast goodies, 6 bags of sails, fine 4 wheel trailer with electric brakes included - \$4,200. Bill Karanza, 25 Remington St., Stamford, Conn. 06902 - (203) 324-4901 (See Photo)

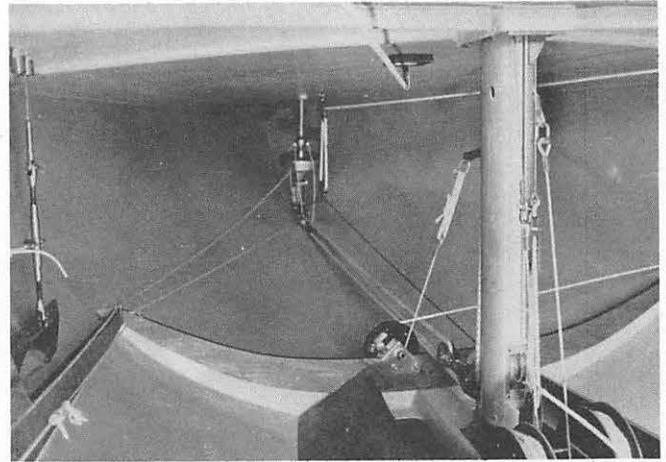
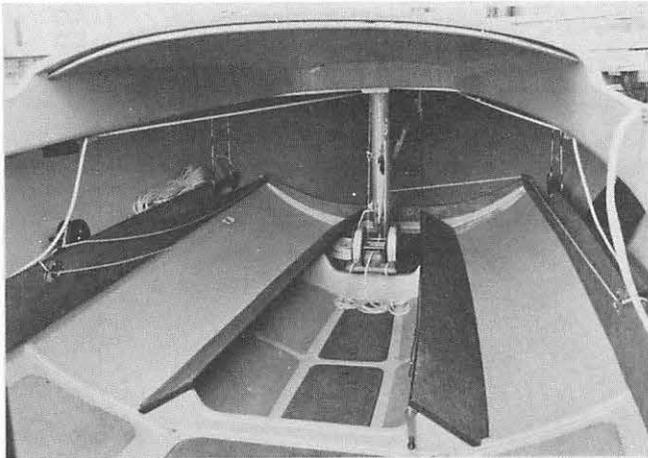
US-238, 1967 Savell. Schreck sails and Savell mast, 1 year old. Trailer and cover. Dry sailed. Frank Miller, 15906 Aldersyde Dr., Shaker Heights, Ohio 44120. Office ph. (216) 432-2121, Res. (216) 921-6622.

US-139, 1958 Børresen. Fast, competitive. Excellent bundy mast and sails \$3,300. W.D. Wigley, 7676 Pine Grove Rd., Santa Paula, Calif. 93060 Tel. (805) 525-3284.



US-186 -
FOR SALE
See Ad

THE FIBREGLASS DRAGON



See page 10 for additional photos

1972 ORGANIZATION

Since no additional nominations were received on the solicitation, the following officers are declared elected for 1972:

Commodore Charles W. Kober
15 The Colonnade
Long Beach, Calif. 90803

Measurer Anthony Singer
3402 Glorietta Place
Sherman Oaks, Calif. 91403

Sec.-Treas. Volney "Bill" Craig
P.O. Box 189
Santa Paula, Calif. 93060

District Organization

Puget Sound District:

Vice-Commodore Martin Godsil
Pacific Bldg.
Seattle, Wash. 98104

Fleets:

Lake Washington
Fleet Capt. Bill Frost
1924 N.E. 27th St.
Renton, Wash.

Everett
Fleet Capt. A. L. Armstrong
7902 - 49th Ave. W.
Everett, Wash. 98203

Puget Sound
Fleet Capt. Arthur "Bill" Henry
1616 Norton Bldg.
Seattle, Wash. 98104

California Dragon District:

Vice-Commodore William Painter
150 Loureyro R.
Santa Barbara, Calif. 93103

Fleets:

San Francisco Bay
Fleet Capt. Frank Siroky
16 1622 Austin Way
Santa Rosa, Cal. 95404

Alamitos Bay

Fleet Capt. Thornton H. Hamlin
2480 Oak Knoll Ave.
San Marino, Cal. 91108

Santa Barbara

Fleet Capt. Wm. Painter
150 Loureyro Rd.
Santa Barbara, Cal. 93103

San Diego - Inactive

Gulf District:

Fleets:

Lake Pontchartrain
Fleet Capt. John Y. Taylor
38 Wren St.
New Orleans, La. 70124

Houston-Galveston
Reorganizing

Lake Ontario District:

Vice-Commodore Karr Parker, Jr.
225 Beard Ave.
Buffalo, N.Y. 14216

Fleets:

Youngstown
Fleet Capt. T. Z. Lajos, M.D.
204 Burbank Dr.
Snyder, N.Y. 14226

Rochester

Fleet Capt. Orion E. Schupp III
363 Meadowbriar Rd.
Rochester, N.Y. 14616

Lake Erie District:

Cleveland

Fleet Capt. Alvin Hensel
15610 Van Aken Blvd. #15
Shaker Heights, Ohio 44120

Toledo

Fleet Capt. Richard Krauss
2949 Jodore
Toledo, Ohio 43606

So. Lake Michigan District:

Chicago

Fleet Capt. Elvin D. Angell
388 Hill Ave.
Glenn Ellyn, Ill. 60137

ward mark, Friedrichs was ahead a little but Godsil was inside and as they rounded the corner, pulled out in front again. Friedrichs hoisted and set his red spinnaker sooner, stole Godsil's wind and ran over him. The lead opened for the race and the WILLIWAW won by about nine minutes over Godsil. Young, then Nunes, then Kirkconnell finished

The last race started in a light and, again, shifting wind, the shifts starting from the east and gradually working around to the north. Between the time of the warning signal and the start, the leeward end of the line had become extremely favored and half the fleet was at either end of the line, except for one boat in the middle. Friedrichs was third from the left end. Young got the start ahead, with Friedrichs' bow in Young's transom. Friedrichs was locked in with Letourneau (KC-97) on his lee bow and Kirkconnell (KJ-11) on his weather quarter. There was no way out so he had to grit his teeth and grind it out while Young sailed away in the clear to a good lead. After tacking, Young crossed above Friedrichs, et al, but the lock did not open and Friedrichs could not tack to stay with him. The breeze gave Young a lift, Kirkconnell tacked followed promptly by Friedrichs. By this time, Young was quite far ahead. The puffs started coming in to weather and, now in the clear, Friedrichs increased his boat speed and started gaining on Young. A tacking duel developed with Friedrichs ducking Young on the first crossing, but on the lay line Friedrichs got safe-leeward. Friedrichs was first at the weather mark and opened up his lead for the rest of the race. Young, Henry and then Godsil crossed after him.

The George L. Craig Memorial Trophy returns to New Orleans, where it reposed from 1964 to 1968, after a one year respite to Seattle. The trophy is a beautiful 17" Sterling Revere Punch Bowl, hand engraved with wooden base and sterling plaque. Marker trophies were given to the winner of each series. The winning crews received a take-home trophy and 1st, 2nd and 3rd daily race trophies were given out.

Observations

In trying to take a look at equipment and the series', what can we editorialize on? First, in this series, Friedrichs and his WILLIWAW always had better boat speed than any competitor, including Henry and his SUNDANCE, which was not the case when the two were competing in Europe this summer. Friedrichs, Henry and Kirkconnell had aluminum masts. Main boom travelers were both inboard and outboard of the cockpit.

Godsil's improvement in the later part of the series' has been attributed to his having an inboard tubular traveler flown in to New Orleans and installed on the boat he was using.

Tiller extensions sprouted like spring flowers. The pre-race outfitting included lots of tiller drilling. The extensions came in handy, skippers could be seen either perched in the windward rail, or with their bottoms slung out over the lee rail, depending on the wind conditions.

A few boats had the disputed sliding fore-deck hatch with spinnaker launching tube below the deck. Barton Kirkconnell's, Bill Henry's and Mike Nunes' boats are in this group. Could their improved spinnaker handling be responsible for the Canadians not saying, "Thank God for the Jamaicans", after this series?

All the serious boats had Barber haulers on the genoa sheets and most boats had winches for the running back stays. Many boats had a frame at the back of the cuddy holding jam cleats and with adjacent labels to reduce confusion. SUNDANCE has her running back stay winches on this frame.

Jamaica does not have many light wind conditions, down there on the north side of the Easterlies. Kirkconnell and Nunes did very well in light shifty winds and sloppy chop to eventually tie for fifth place.

Final standings in the Windjammer Series were:

Friedrichs (US-231)	1	1	1	1	1	61	1/4
Letourneau (KC-97)	3	2	2	5	3	50	
Godsil (US-250)	6	5	5	2	5	42	
Crutcher (US-248)	5	7	4	4	4	41	
Kirkconnell (KJ-11)	2	3	7	8	6	39	
Nunes (KG-12)	4	6	6	7	7	35	
Phelan (KC-113)	7	4	3	6	DSQ	32	
Henry (US-251)	DNF	DNF	DNF	3	2	21	
Schupp (US-224)	9	10	8	9	8	21	
Zerny (KC-64)	8	9	10	10	10	18	
DeKenedy (KC-60)	10	8	9	DNF	9	16	
Stinchcomb (US-147)	11	11	11	11	11	10	

Standings in the 1971 Dragon North American Championship Races were:

Friedrichs (US-231)	1	1	1	1	1	61	1/4
Young (US-248)	2	2	4	3	2	52	
Godsil (US-250)	4	4	3	2	4	48	
Henry (US-251)	3	3	5	9	3	42	
Kirkconnell (KJ-11)	7	8	2	5	7	36	
Nunes (KJ-12)	6	7	9	4	5	36	
Phelan (KC-113)	5	7	7	8	6	32	
Letourneau (KC-97)	8	6	6	6	8	31	
Schupp (US-224)	9	9	8	7	DNF	19	
DeKenedy (KC-60)	10	10	10	10	9	16	
Zerny (KC-64)	11	11	11	11	10	11	
Stinchcomb (US-147)	12	12	12	12	12	6	

We are indebted to Harry Stinchcomb, Secretary-Treasurer of the Lake Pontchartrain Dragon Fleet for this fine description of the Windjammer Series and the North American Championship. Thanks so much for your fine report. Editor

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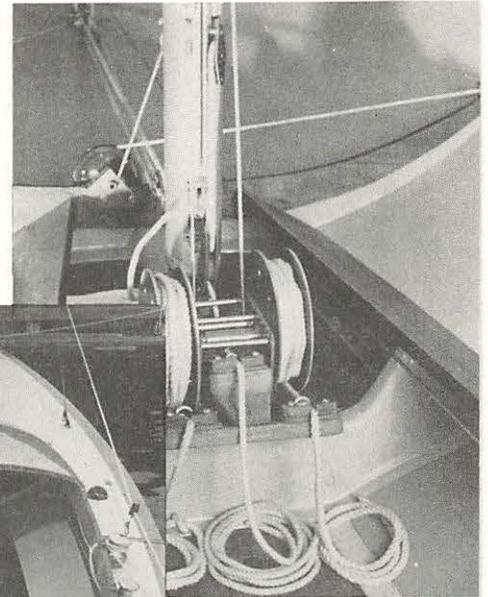
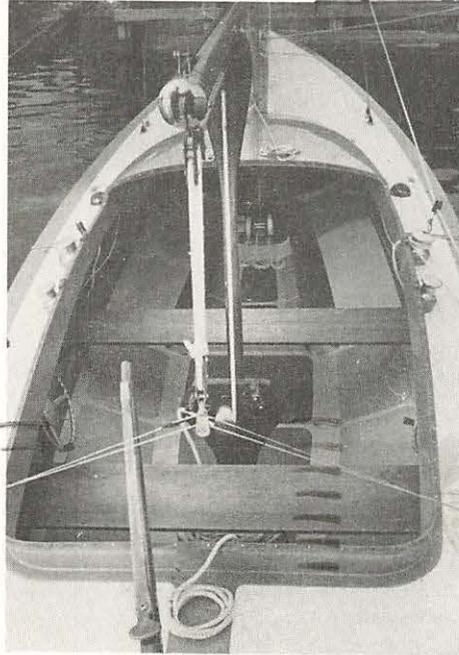
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TOMMY THOMAS

S. B. (Tommy) Thomas, Alamitos Bay Fleet, long time Dragon stalwart and supporter of the class has been seriously ill and will be unable to race for some months. He is making a fine recovery. Tommy's address: 320 Euclid Ave., Long Beach, Calif. 90814.

The
Fibreglass
Dragon



Photos:
See also
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A.I.D.A.
P.O. Box 189
Santa Paula, Calif. 93060



PAUL COWGILL
2434 D OCEAN PARK BLVD
SANTA MONICA CALIF 90405