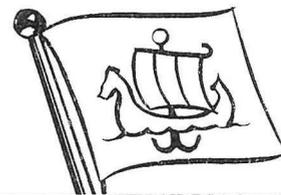


Dragon Newsletter

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

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



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COHAN WINS BRONZE MEDAL AT KIEL



Diane Beeson Photo

Don Cohan's CAPRICE

Don Cohan of Philadelphia, with John Marshall trimming sails and Charlie Horter manning the foredeck, won third place and the Bronze Medal at the XXth Olympiad at Kiel, Germany.

The following report is a summation of conversations with Don, Charles Kober, Gary Weisman, trial horse and back-up skipper, Tommy Wilder and several Europeans.

First of all, the weather was a surprise to all and far from the heavy winds expected. The winds were light, only twice up to 12-15 knots and usually became lighter during the races. The sixth race could not be finished on the Dragon course in the required time limit. Since the possible spare day was lost due to the tragic

Israeli incident, the Dragons and Solings finished the regatta with six races instead of the programmed seven.

The competitors were required to be at the Olympic village a full two weeks before the races began. A requirement regretted by most as unnecessarily prolonging the time required and heightening tensions.

During the practice period winds were stronger and more as expected. Under these conditions Don Cohan's team again showed the remarkable boat speed exhibited at the trials on San Francisco Bay. Under lighter conditions Don wasn't able to get CAPRICE moving as well. It has been suggested that Don's thoroughness of preparation may have trapped him in this instance in that his attempt to select the exactly right sails from the large number he brought may have diverted his attention from other, and in this case more significant, aspects of the competition.

In any event, boatspeed alone was not the answer. Major shifts occurred in every race and being in the right place when they came assured victory. Being in the wrong place assured irretrievable loss of distance. Don Cohan was unfortunate too many times to have gone the wrong way while John Cuneo, of Australia and winner of the Gold Medal, nearly always went the right way.

John Cuneo has a great edge on Don in experience having been a top national and international winner in several different classes as well as in Dragons for over 10 years. Paul Borowski, of the German Democratic Republic, winner of the Silver Medal, also had a big experience advantage over Don.

There were twenty Dragons competing. It is understood also that the Japanese, Swiss and Dutch withdrew their entries believing them to be non-competitive. Cohan and company prevailed over such experienced teams as Sweden (Sundelin), Canada (Liebel), German Federated Republic (Helmeier) and United Kingdom (Tait).

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We know that Don's disappointment in not finishing better was keen but should not have been. If our memory serves, Don first competed in Dragons during the 1970 season and participated in any kind of sailboat racing for not more than 5 years. A truly remarkable achievement for which we all offer congratulations.

Don, a great job by you, John and Charlie.

It is interesting to note that the Dragon is the only class in which the U.S. has won a medal in each of the last 3 Olympic regattas. Its a pity that the class won't be there in 1976.

<u>Skipper</u>	<u>-1</u>	<u>-2</u>	<u>-3</u>	<u>-4</u>	<u>-5</u>	<u>-6</u>	<u>Pts.</u>
Cuneo (Austral)	1	1	1	19	3	4	13.7
Borowski (G.D.R)	12	8	8	1	4	3	41.7
Cohan (U.S.A.)	4	12	5	6	1	12	47.7

I.Y.R.U. Torpedoes Dragon



Royal Thames Yacht Club
"The scene of the crime"

At its meeting, November 6-10, 1972, at the Royal Thames Yacht Club, London, the International Yacht Racing Union torpedoed the Dragon as an Olympic yacht for 1976. The Star was also excluded. Substituted were the two-man 470 dinghy and the Tornado catamaran. THUS two of the strongest world-wide classes were replaced by classes totally foreign to general competition in the U.S. and world wide. Retention of the Tempest, with no substantial world acceptance, was also difficult to understand. Among the considerations I.Y.R.U. gives lip service to in the Olympic selection, is a policy which presumably, through reduced yacht cost, will permit representation by less affluent and less developed nations. It is difficult to see how

the selections just made serve this policy.

In another action, the "Etchells 22" was accepted as an International Class to be administered by I.Y.R.U.

There was considerable discussion on the subject of imposition of limitations on submission of recommendations for changes in rules by the classes. It developed that the Committees felt put upon to have to consider the classes wishes annually. It was suggested that changes to preserve one-design characteristics should be heard annually, and that other desired improvements at stated intervals only, either biannually or quadrennially.

The spinnaker rule recommended by the U. S. and approved by I.D.A., was on Monday favorably considered by the Keel Boat Technical Committee and sent to I.Y.R.U. staff secretariat for drafting. On Tuesday after staff presentation and further discussion, it was decided to send the matter back to the class for further consideration of a new measurement method (see below) and recommended dimensions. The actions on Dragon class rules are as follows; to be effective from March 1, 1973:

Rule 15 Paragraph 10, delete "7000mm" and insert: "at a point not more than 7000 mm or less than 6950 mm".

Rule 16 Paragraph 6, add: "The marks shall be clearly visible while racing". Paragraphs 11 & 12, delete and insert: "The mast complete with all fixed fittings, jumper struts, diamond shrouds, spreaders, standing and running rigging, and supported at the lower band shall weigh not less than 14 kg when it is weighed at the upper band. For the purpose of this measurement the halliards shall be in the sailing position and the standing rigging secured along the mast. The ends of the rigging below the lower coloured band may rest on the ground or be removed so as not to affect the tip weight. In case of doubt the basic rule shall prevail."

Rule 17 In the first sentence after "7100 mm" insert: "+ 15 mm".

Delete third sentence and insert: "The angle between the arms of the jumper struts shall be such that a line stretched tight between the bearing points for the jumper stays shall be not less than 30 mm from the foreside of the mast."

In fifth sentence, after "4400 mm" insert: "+ 15 mm".

Rule 21(c) Delete present rule and insert: "The method of attachment of rigging is optional."

Rule 24, Sizes and Number of Letters on Sails -Delete "640 mm" and insert: "64 mm"
Measurement Instruction 2 - Delete "Sta-

Continued (Pg. 3)

tion 4 and insert: "Station 4
468 mm" 1468 mm"

Interpretations - The following interpretations were confirmed:

- (i) Self-bailers are prohibited.
- (ii) The measurement of the foot of the mainsail shall be taken along the boom from the aft side of the mast at the measurement point, or if the luff groove is continuous past the boom, the measurement shall be taken from the forward edge of the groove.

Dragon Spinnaker Measurement - It was recommended that the class association should consider the following amendments and submit a definite proposal, including the relevant dimensions, for consideration next November:

Rule 23 (v) - Delete and insert:

- (i) The spinnaker shall be a three-corned sail symmetrical about its vertical centreline. No headboard, battens or other stiffening device other than normal woven cloth reinforcing are permitted.
 - (ii) The sail shall be measured folded along its centreline with the leeches together.
 - (iii) The length of the leeches shall be taken as the distance between the highest point of the sail at the head and the lowest point of the sail on the leech, measured round the edge of the sail.
 - (iv) The half-width of the foot shall be taken as the distance between the lowest points on the centre fold and leech, measured round the foot of the sail.
 - (v) The length of the centre fold shall be taken as the distance between the head and the mid point of the foot, measured round the fold of the sail.
 - (vi) The half-height half-width shall be taken as the distance between the points on the leech and the centre fold which are measured in a straight line from the head, half the maximum permitted leech length.
 - (vii) The three-quarter-height half-width shall be taken as the distance between the points on the leech and the centre fold which are measured in a straight line from the head one quarter of the maximum permitted leech length.
 - (viii) Wires in the leeches, minimum diameter 1.25 mm, are permitted.
- Rule 24 - First line delete: "other than the spinnaker".

The proposed spinnaker measurement instructions are patterned after those of the Soling and would eliminate some bad shape and measurement problems. Lets have your ideas on the numbers to fill in. In my opinion any new sail will have to approximate the old very closely in area if it is to be accepted.

The atmosphere at the meetings was tense and the usual cordiality conspicuous by its absence. The Olympic recommendations were considered and arrived at by the Organization and Class Policy Committee in closed session, no observers being allowed to attend. This undemocratic exclusion angered many at the meeting.

Puget Sound Area

Bill Henry sold JINX to John Arntsen of Bellingham, Wash., prior owner of US-18. Martin Godsil sold his MISTRAL (US-250) to Robert Burgess of Vancouver, B.C., owner for years of KC-32. Marty says he bought PHENIX from his wife Sandra!

Marty provides results of the Pacific International Yachting Association championship as follows:

P.I.Y.A. Annual Regatta
July 2, 3 & 4, 1972, Seattle

<u>Yacht</u>	<u>Skipper</u>	<u>-1</u>	<u>-2</u>	<u>-3</u>	<u>-4</u>	<u>-5</u>	<u>Place</u>
US-243	FROST	1	*	1	6	6	1st
US-209	MORGAN	2		4	8	4	2nd
KC-116	WILKINS	DSQ		5	1	1	3rd
US-13	LAX	3		9	4	7	4th

* The second race was thrown out due to a Mark lost

Seven of the 13 Dragons sailed the wrong course in the 1st race and were DSQ.

He says, "...the results were mixed up, but the sailing was great in 10-15 kt. winds from the north and plenty of sunshine. It was a great change from the Trials at San Francisco the previous week!"

The weekend after the 4th of July, the West Vancouver Yacht Club held its annual invitational, with the following results:

<u>Skipper</u>	<u>Yacht</u>	<u>#</u>	<u>Place</u>
M.Godsil	PHENIX	US-212	1
G.Wilkins	J.L.SEAGULL	KC-116	2
J.Arntsen	JINX	US-239	3
R.Wilcox	PUF AGAIN	US-242	4

10-15 kt. winds in fine, sunny weather, and good fun.

Godsil won the Seattle Dragon Fleet Season Overall Championship with 97 3/4 points, second was Wendt 97 1/4, Neu-Wilcox 3rd with 95 1/2 points.

The annual team race series with the Canadians was to have been held October 28th, but results are not available.

North American Dragon Championships

Lars Hagglof of the host Royal Canadian Yacht Club won the 1972 North Americans held Aug. 19-24 in Toronto. Lars led a mainly Canadian contingent which dominated a series marked with light, shifty winds. Missing from the series were the Leibels and the Cohans who were off in search of Olympic Gold. A total of 19 boats raced in the hot, sunny weather which saw Orion Schupp of Rochester (US-224) win the first race handily by anticipating a major wind shift. Orion finished 400 yards in front of 2nd place Chris Norton of the RCYC. Orion was the top U.S. boat finishing 6th. His countrymen fared poorly with placings of 10th, 12th, 13th, 15th & 18th.

While the racing was frustrating at times (either no wind or heavy shifty winds), the social events were lively, noisy affairs. Rothmans of Canada, who hosted the Olympic week, and the RCYC Dragon Association, joined forces with a pool party, a wine and cheese party and a closing banquet.

At the closing banquet, Orion Schupp issued a challenge for a Dragon match race between U.S. and Canadian junior sailors. The challenge was accepted, and George Wilkins of Vancouver (the runner-up Canadian Olympic representative) offered to put up a trophy. The first race is to be arranged for the 1973 season.

As always at the North Americans, the Donald McLeod Memorial Trophy was presented to the leader after the first 3 races. Hagglof, who sailed consistently throughout, captured this trophy as well.

Final standings-Top Ten:

Skipper	Yacht	1	2	3	4	5	Tot.
Hagglof	KC-115	5	3	2	3	2	15
Roberts/Timon	KC-112	9	6	3	5	4	27
Angus	KC-108	4	1	DSQ	2	3	29 3/4
McHaffie	KC-111	3	5	7	6	9	30
Wilkins	KC-116	10	2	DNF	1	1	31½
Schupp	US-224	1	8	11	8	6	33 3/4
Haworth	KC-77	8	12	5	4	7	36
Norton	KC-80	2	7	10	14	5	38
MacDonald	KC-92	6	4	1	DSQ	8	38 3/4
Hatheway	US-115	11	11	4	13	14	53

Tom Lajos (US-237) was 12th, Mike Mahar (US-85) 13th, and Karr Parker (US-199) 15th.

MERRY CHRISTMAS and A HAPPY NEW YEAR!

The Dragon Class In Australia

We have a faithful and interested correspondent in David Cruickshank, Honorary Secretary of the Western Australia Dragon Association at Perth. He writes:

"May 19, 1972

In Australia our summer is just finishing. Southern Hemisphere countries have a definite disadvantage as far as the Olympics are concerned as our selection trials must be held so far ahead of the Games. Trials in Australia were held for all classes during March on Port Phillip Bay, Melbourne.

The Dragon trials attracted 32 entries, all States being represented. The number of entries, distance travelled and the means of transport may be of interest.

Victoria

Royal Geelong Y.C. 7 entries
Local Clubs 8 "

45 miles approx. by road (some sailed)

Tasmania 4 entries

370 miles approx. by road (including Roll-on-Ferry across Bass Strait).

South Australia 1 entry

By charter boat ex Melbourne

Queensland 2 entries

950 miles approx. by road (ex Brisbane).

N.S.W. 6 entries

450 miles approx. by road (ex Sydney).

Western Australia 4 entries

1700 miles approx. by ship (ex Perth).

The Trials were preceded by the National Championships - 8 races over 8 days then 3 lay days and then the Trials - 7 races over 7 days.

The National Championship was won by "CYNTHIA" DKA-97 sailed by Eric Strain of Sydney and the Trials resulted in the selection of "WYUNA" DKA-131 - John Cuneo of Brisbane.

John Cuneo will represent Australia for the second time, he was our Olympic representative in 1968 in Mexico sailing "JACK ROBBIE" DKA-107.

The Trials result was a thriller, "WYUNA" won by .7 points from "LEANDER" DKA-96, Tony Manford from Western Australia. Tony completed his hat trick - three times runner up for Olympic selection - 1964, 68 and 72, each time with the same boat and same crew!

"WYUNA" is a Pedersen-Thuesen and very fast in the light going. "LEANDER" and "CYNTHIA" are sister ships (DKA 96 & 97) - both Australian built by W.H. Barnett of Sydney.

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DUKE OF EDINBURGH CUP

Canadian Open Dragon Championship

By George Wilkins

The above event was held at Royal Vancouver Yacht Club over the Labor Day Weekend, Sept. 2, 3 & 4 - a 5 race series, Olympic courses & scoring system, one drop race.

15 entrants from California, Washington, Ontario & British Columbia.

All races sailed in 5 - 12 knot breezes with the strong tidal current of the area having a decided influence on the tactics and final outcome of each race. The 4th race was cancelled due to lack of breeze, but was rescheduled and run on Monday afternoon.

The 1st race was won by Bill Painter of Santa Barbara in WILLIWAW, newly purchased from Buddy Friedrichs, showing exceptional boatspeed especially downwind. 2nd was Rob Wilcox of Seattle with George Wilkins of the host club, 3rd.

Second race was won by Bob Burgess of Royal Vancouver in his new MISTRAL (ex Marty Godsil) with George Wilkins 2nd and John Arntsen 3rd in JINX with ex-owner Bill Henry crewing.

Third race, Bob Burgess again showed great boatspeed and local knowledge to nip John Arntsen at the finish with Marty Godsil fading to 3rd after leading the entire

race whilst sailing PHENIX, the burnt US-212 he has rebuilt.

Fourth race showed Bob Burgess and Marty Godsil having handy leads on the fleet until the 2nd weather leg when an inshore lift brought Bill Painter up from the tail of the fleet after terrible starts, to round the mark right on the tail of Rob Wilcox who had taken a middle route up the leg. An exceptional spinnaker set by Painter's crew put him into the lead almost immediately and Wilkins also passed Wilcox on the run where the race was finished. Burgess fought his way back to 6th but Godsil finished 11th.

Going into the final race Painter lead with 8 points with Wilkins and Burgess tied at 11.7. Immediately after the start Wilkins tacked to port whilst the majority of the fleet carried on on starboard, and half way up the leg Wilkins, in his JONATHAN LIVINGSTON SEAGULL, had a handy margin which he continued to open up during the race to almost 7 minutes at the final gun. Painter and Burgess duelled throughout the race and finished 5th and 7th respectively, while Rob Wilcox grabbed 2nd, and John Haworth of Kingston, Ontario, 3rd.

Thanks, George, for your fine and modest report! Ed.

DUKE OF EDINBURGH CUP

<u>Place</u>	<u>Skipper</u>	<u>Yacht Club</u>	<u>-1</u>	<u>-2</u>	<u>-3</u>	<u>-4</u>	<u>-5</u>	<u>Total</u>
1	Dr. George Wilkins	Royal Vancouver Y.C.	3	2	6	2	1	11.7
2	Bill Painter	Santa Barbara Y.C.	1	4	5	1	5	18.0
3	Bob Burgess	Royal Vancouver Y.C.	6	1	1	6	7	23.4
4	Rob Wilcox	Seattle Y.C.	2	6	12	3	2	23.4
5	John Arntsen	Seattle Corinthian Y.C.	7	3	2	5	4	26.7
6	John Haworth	Kingston Y.C.	9	5	8	4	3	37.7
7	Paul Peterson	Kitsilano Y.C.	8	8	4	8	11	50.0
8	Paul Cowgill	Santa Monica Y.C.	5	10	7	7	9	51.0
9	Marty Godsil	Seattle Y.C.	11	12	3	11	6	51.4
10	Dan Van Zanten	Bellingham Y.C.	4	11	10	9	10	55.0

ENGLISH SPEAKING TROPHY RACE

Yachts of the International Dragon class competed for the English Speaking Union Dragon trophy at Torbay on July 6th. 31 Dragons entered this year's race representing a wide variety of yacht clubs throughout the Commonwealth.

After a breezy practice race on Saturday, Robin Hennessy from Ireland won the 1st race. The second race was a close one with Hennessy leading at the beginning of the final windward leg, with Dr. David Young in JANE close behind. Hennessy

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Secretary's Note

We regret the long delay and untimely reporting herein. We have been frustrated by inability to get first-hand reports on the Olympic regatta and other important events. Sorry!

covered Young and allowed P. Dyas in JER-BOA II to tack in there, and when the boats crossed at the finishing line JER-BOA II was 5 seconds ahead of ALPHIDA & JANE.

Robin Hennessy further cemented his claim to the trophy by winning the 3rd race. Hennessy led all the way with Simon Tait in ROYALIST from the Royal Yacht Squadron, who is the favorite to represent Great Britain in the Olympic Games at Kiel, coming through to 3rd place. In the 4th race there was a calm with a shifting wind and ALPHIDA only managed to come in 10th.

On the last day Hennessy won again to give him three 1st and one 2nd to win the E-SU trophy, with ROYALIST Simon Tait coming in second over all and JANE, Dr. D. Young placing 3rd.

Ed. Note: Bill Henry in JINX won this regatta at Jamaica in 1970. Sid Exley, now temporarily living in Glasgow, trims sails for David Young.

International Dragon Association

Policy Meeting

The annual policy meeting of the International Dragon Association was held Sunday, November 5th, at the residence of Sir Gordon Smith, long time chairman of I.D.A. Sir Gordon is currently chairman of the Keel Boat Technical Committee of the I.Y.R.U. There were representatives from Belgium, Canada, Denmark, France, West and East Germany, Greece, Holland, Italy, Portugal, Spain, Sweden, Switzerland, U.S. and U.S.S.R.

Actions taken were the recommendations to be presented to the subsequent I.Y.R.U. meeting on class rule changes, see report on that meeting. I.D.A. adopted a rule change for modernization of the spinnaker as submitted by the U.S.A.

Strategy to assist selection of the Dragon as an Olympic yacht for 1976 and a fine and convincing brief for the Dragon that had been prepared were discussed.

Dates and locations for principal regattas for 1973 were selected. The Gold Cup is planned for June 18-30 at Edinburgh; the European Championship at Arenys de Mar, Spain, August 1-15th; and, the Worlds Championship at Athens, Greece, September 1-15th. (U.S. sailors interested in attending should advise the Secretary, A.I.D.A.)

Mr. J. de Jongh of the Netherlands, presented to Sir Gordon Smith a beautiful, hand made half model of his Dragon, KALI, in recognition of his many years of devoted service to the class.

1972 Dragon Gold Cup

Won last year by Bill Henry sailing SUN-DANCE (US-251) at Medemblik, Holland, the Gold Cup was sailed this year under the auspices of the Royal Danish Yacht Club at Skovshoved, Denmark.

There were 46 entrants from 18 nations, including 2 from New Zealand, 1 each from Australia, Canada and Jamaica.

It appears there were 3 fiber glass yachts competing:

G.R.-23 - H.R.H. Constantine, 12th place
 KZ-11 - David Brown, 21st place
 D-196 - Borge Børresen, 24th place

Talking with competitors later, the opinion was that these competitors would have placed about the same in wood boats.

Regatta Result:

Pl.	Name	Nation	Points
1	A. Birch	Denmark	51.4
2	Sundelin	Sweden	53.1
3	Nyland	Finland	55.0
4	Hellmer	W. Germany	65.0
8	A. Leibel	Canada	117.7
11	M. Nielsen	Denmark	127.0
14	John Cuneo	Australia	138.0
30	G. Smith	England	200.0
35	P. Nunes	Jamaica	215.0

Boats & Equipment For Sale . . .

Contact Owners Listed

US-111, 1957 Børresen - Bendy masts, Epoxy racing bottom. Modern rig & equipment. First class racing sails. Minimum weight. Used past two summers by Don Cohan for sail testing. A fast, competitive boat. \$3,300. Trailer available - John Halstead, 852 Main St., E. Aurora, N.Y. 14052, Tel (716) 652-1138

Dragon items for sale: Haulout cable, like new. In hinged wooden case, \$60.00; 2 Thomas mains & 1 spinnaker. Good condition. \$50. each; British "Sea Gull" lightweight outboard with custom mount for Dragon transom. Excellent shape. Installs or removes in seconds. \$95. David MacLaren, 21176 Brantley Rd. Shaker Heights, Ohio 44122.

US-157- built 1956 Norway. Good condition \$2,500. R. Brostoff, 7829 Etiwanda, Reseda, Calif. 91335. Tel (213) 881-7678

Dragon Trailer - Newly constructed. Tandem axle, electric brakes, new tires, heavy duty truck wheels, complete with lights, fenders, etc. \$750.00 - Duane Wendt, 4940 126th S.E., Bellevue, Wash. 98006; Tel (206) SH 7-2980

In Australia

There are about 140 Dragons in Australia. (Fleets are located at Brisbane, Sydney (3 - Botany Bay, Harbour and Pittwater), Melbourne (2 - Brighton, St. Kilda and Geelong), Hobart, Adelaide and Perth.)

The majority of Dragons in Australia are either Børresen or Barnett (Australia). Import duties and freight totalling over 40% make imported boats approximately double the price of those Australian built, however, on performance there seems little difference, "LEANDER" (Barnett) having won more National titles than any other boat.

There are also a few Pedersen and Thuesen, Abeking and Rasmussen, Van De Stadt and probably others, but no boats built in the U. S. that the writer knows of.

There are 17 Dragons in the Perth fleet, all registered at the Royal Freshwater Bay Yacht Club. This Club conducts races during the sailing season from November to April. The principal events are the State Championships held on the ocean south of Fremantle during Christmas/New Year and the Club Championship held on the Swan River in January, then those entering for the National titles usually in February or March depart and as we usually transport our boats by ship to the Eastern States, the boats rarely return before the season is finished.

The Nullarbor Plain is too hot, rough & expensive for road or rail transport.

The Class is controlled in Australia by the Australian International Dragon Association (another A.I.D.A.) and in each State is a local Dragon Class Association.

The A.I.D.A. usually only meets once per annum (during the National Championships) as distance prevents more regular meetings. The State bodies therefore have a great deal of authority and also the executive (President, Vice President and Secretary) of A.I.D.A. is very active by correspondence.

September 27th, 1972

Here in Australia we are feeling rather smug as a result of our two GOLD MEDALS at Kiel, particularly as one was John Cuneo in the Dragon Class. Australia has only ever won one previous yachting Gold Medal, so two in the one year is really splendid.

Australia will support the Dragon at the I.Y.R.U. November meeting, but unfortunately we were unable to persuade the A.Y.F. to move the rescission of the Declaration of Intent. This is a ridiculous system because circumstances change so quickly and as far as we can see, there is room

for the Soling and the Dragon as they are not comparable and there should be a displacement hull in the Olympics.

It is spring here and the boats are starting to come out of winter storage. Our big races this year are in Auckland, New Zealand, commencing on 28th December with the English Speaking Union Trophy, the Inter Dominion Championships and the Prince Philip Cup. Western Australia is sending one boat "SARACEN" DKA-98 in which the writer has a half share. The distance "as the crow flies" is about 3,500 miles, similar to San Francisco to Panama, except we have to go by sea.

It is pleasing to hear of the enthusiasm from your various fleets. This seems to be the same amongst Dragon yachtsmen everywhere."

Thanks, David, Ed.

NOTICE OF ELECTION

Art. III - Constitution of American International Dragon Association.

Due to the geographical area involved, meetings, elections and the business of the Association shall be conducted by correspondence and as follows:

(1) On or before November 30 of each year active members may nominate, by letter to the secretary, active members for the office of commodore and for the offices of secretary-treasurer and measurer in the event any member or members desire to replace the incumbents of such latter two offices. On or before December 31 of each year, a ballot of the names of such nominees, and the names of the incumbent secretary-treasurer and measurer, in the event nominations shall have been made for such latter two offices, shall be submitted by mail to all active members. Votes shall be cast by each active member casting and mailing his ballot so that it will be received by the secretary on or before January 20. On February 1 the secretary-treasurer shall announce the results of the election to all active members.

(2) The nominee for commodore receiving a simple majority of the votes received by the secretary by January 20 shall be the commodore for the ensuing calendar year.

(3) In the event votes are cast for nominees for either the office of secretary-treasurer or measurer, the incumbent shall remain in office unless a majority of the active members of the Association affirmatively cast ballots for a nominee, other than the incumbent, for either such office.

(4) On or before December 1 of each year, districts shall elect, according to their own rules, their respective vice-commodore and shall transmit the result thereof to the secretary by December 31 so that such officers may be announced to all active members.

Dragons in Fiber Glass

Jack Nieser writes from Cleveland that he bought Maurice Van Horn's red Børresen bomb, and its just that. In his words "The boat has everything on it but the kitchen sink. It's extremely fast on all points of sailing. The mast is a Børresens and very bendy for aluminum, also adjustable jumpers in the cockpit. I have been using real old sails (12 yrs.) but the boat really goes. The cockpit is much wider and longer than the wooden Dragons. The fiber glass work is outstanding, I've never seen anything as good. I heard from Børresens last week and he said that he has sold 25 Dragons in Europe and hopes to sell many in this country."

Kelvin Savell, of El Cajon, California is well along with a mould and will soon be turning out fiber glass boats. Savell says he is striving for rigidity and that his boats will be dressed up with a varnished wood cuddy top. He has several firm orders and is offering a fixed price contract. His address is 9818 Hawley Rd. El Cajon, Calif. 92021

It is reported that a Seattle group, assisted by Alan Holt and the Buchans, may also get into glass Dragon building, mostly for their own use.

David Wigley (US-139) and Bill Craig (US-138), Santa Barbara Yacht Club Dragon types, recently in Vejle, Denmark, were unable to resist temptation and ordered new boats from Børresens.

Understand that Frank Miller and Mike Mahar of Cleveland both have Savell boats on order.

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.

A.I.D.A.
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