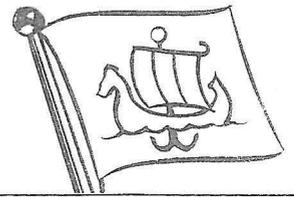


# Dragon Newsletter

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

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



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Number 14

## 1973 NORTH AMERICAN AND PACIFIC CHAMPIONSHIPS

This year the Pacific Coast Dragon Fleets of Seattle, Washington; Bellingham, Washington and Vancouver, B.C. will host two regattas. Both regattas will be sailed between June 30 and July 8, 1973.

The first regatta will be held at Victoria, B.C. at the Royal Victoria Yacht Club. This is the annual Independence Day Regatta held by the major Pacific Northwest Yacht Clubs. Many other yachts in addition to Dragons will participate. A long distance race is scheduled on June 30, from Bedwell Harbor in the Canadian Gulf Islands to Cadboro Bay in Victoria where the yacht club is located. Short course series racing will be held on July 1-3rd. This is known as the PIYA regatta (Pacific International Yachting Association). The winner of the short course series racing will also be awarded the Anker Cup emblematic of the Pacific Dragon Championship.

Tows will be arranged whenever possible and especially back to Bellingham, Wash. on July 4th and 5th.

The North American Championship will be raced on July 6, 7 & 8. Two races will be scheduled each day until 5 races are completed. The Dragon Fleets are sponsoring this regatta with Bill Henry as Race Committee Chairman. Bellingham Yacht Club is being requested to permit use of their facilities. In the past the club has always accepted us with great hospitality.

Cranes for launching are available in Seattle, Vancouver, Victoria & Bellingham. Because of the high cost of trailering a Dragon on the ferries to Vancouver Island, it is recommended that Dragons be launched at Bellingham before going to Victoria. Attempts will be made to provide tows to and from the Victoria regatta.

We expect between 20 and 25 Dragons from the West Coast of North America to participate. We are also hoping to get some visitors from Eastern Canada and perhaps Jamaica and Japan.

Among the Dragons which will be participating are: US-244 CAPRICE, winner of

the 1972 Olympic Bronze Medal, now owned by Ed Morgan of Mercer Island (Seattle), Washington. US-231, WILLIWAW, winner of most major world Dragon regattas between 1966 and 1968 and the 1968 Olympic Gold Medal, now owned by Bill Painter of the Santa Barbara, California fleet.

US-239, JINX, winner of the 1969 North American Championship, 1970 English Speaking Union, and 1970 Duke of Edinburgh Cup, now owned by John Arntsen of the Bellingham, Washington fleet.

KC-117, JONATHAN LIVINGSTON SEAGULL, runnerup in the 1972 Canadian Olympic Trials and winner of the 1972 Duke of Edinburgh Cup, owned by Dr. George Wilkins of the Vancouver, B.C. Dragon fleet. US-238, QUICKSILVER, runnerup in the 1972 United States Olympic Trials, now owned by Jean Fraley and Dick Hunich of the Seattle Dragon fleet.

US-255, LORELEI, a new fiberglass Børresen owned by Bill Craig of the Santa Barbara Dragon fleet.

For further information, please contact:  
Martin Godsil, Regatta Chairman  
North American Dragon Championship  
18th Floor, Pacific Building  
Seattle, Washington 98104  
Telephone: (206) 623-3577

### NORTH AMERICAN YACHT RACING UNION Class Racing Committee

In a reorganization effected at the annual meeting in January, N.A.Y.R.U. established a Class Racing Committee to coordinate the activities of those interested in class & inshore racing. A counter-part is the Offshore Racing Committee for serving the interests of cruising, offshore racing yachtsmen. Represented on the committee are N.A.Y.R.U. board, the Championship committees, U.S.I.S.A., Committee on College Sailing and the U.S. Olympic Yachting Committee. This change is welcomed as an aid to the heretofore somewhat neglected racing classes.

INTERNATIONAL DRAGON ASSOCIATION

From the Chairman:

"Gentlemen: It is my privilege, for the last time as Chairman of I.D.A., to accompany these minutes of our London meeting with some personal comments.

Dragons are no more an Olympic Class - after being 7 times selected - but our wonderful keel boat has not been replaced. I feel that we have lost this battle because we had no support from the big business of sail makers or architects and also because we are proud of being one of the last big Classes where true amateurism is still a fundamental law.

Due to our international organization we have a yearly program of first class races all over the world. If we forget the Olympics we should have more participants in future World and European Championships.

Now the new fibre-glass Dragons are more and more coming to race on equal lines with our wonderful wooden boats. We have therefore the future with us if we keep together enjoying the real sport at sea, which is best sailing our Dragons.

Good luck to our Class. Sincerely yours, Francois Thierry-Mieg, Chairman Paris, France

From the Honorary Secretary:

"1. The Annual Meeting: - At the November meeting in London discussion had taken place as to whether to hold the A.G.M. during the Gold Cup in Scotland (between 24-29, June)...or during the European Championships in Spain at the end of August. Because submissions on the Rules must be prepared, and submitted to the I.Y.R.U. by the beginning of Sept., it was decided to hold the meeting during the Gold Cup.

At the suggestion of the Chairman this will now be varied slightly. A meeting will be held in Scotland to consider Rule changes and any technical matters.

The Annual Meeting itself will now be in Spain - during the European Championships between 30 August - 4 September.

The formal matters, election of officers, accounts etc., etc., will be discussed then .. and the decisions on technical matters will be available for comment.

\*Will Countries therefore please send me recommendations regarding:-

Technical matters - before June 1st Annual Meeting - before August 1st

2. Fixture List 1973 - The WORLD CHAMPIONSHIPS, as previously announced, will be held in ATHERNS, Greece, in October. The exact dates will be announced by the Royal Hellenic Yachting Association.

3. An interpretation of ruling on the building of Fibreglass Dragons was made by the I.Y.R.U. in mid January and is reprinted below:- "The following interpre-

pretation of the "Supplement to the Rules of the International Dragon Class -Glass Reinforced Plastic Construction" has been given: The Rules for g.r.p. construction do not permit yachts to be built with a wooden deck. However a wooden cabin top may be permitted subject to prior approval being given by the I.Y.R.U. to the details of the cabin top and its connection to the g.r.p. deck."

P. Dyas, HON. SECRETARY

THE QUESTIONNAIRE AND BALLOTT

In January we sent all members a questionnaire seeking direction for the Association's activities. Responses were received from just under 1/2 of the mailing, which we understand isn't bad for this kind of thing. The questionnaire asked for ratings of the importance of various activities now carried on by the Association and for the Association. The ratings tabulate as follows: Rating - 1. Essential, 2. Worthwhile, 3. Desirable, 4. Doubtful value, 5. No value.

The Activity - %	1	2	3	4
Liaison with IYRU	65%	19%	4%	12%
Liaison with I.D.A.	77	15	8	0
Maintain a roster	54	35	11	0
Conduct correspondence	46	35	19	0
Publish Newsletter	58	35	7	0
Collect dues	100	0	0	0
Arrange election	69	19	4	8
Assist in events schedules	81	15	4	0
International communications	69	15	16	0

There were no #5 ratings in the above.

The Dragon Newsletter - The importance of information published was rated as follows:

Type of Information	1	2	3	4
Official IYRU, IDA info.	73%	27%	0	0
Internatl. regatta result.	62	27	11	0
Local regatta results	38	35	23	4
Yachts & Equipt. For Sale	38	38	15	8

Continue Newsletter - YES votes - 100%

Publish Newsletter Quarterly - 65%

Semi-annually 27%

No answer 8%

Level of Dues: \$20 or above 65%

\$15 or less 34%

What it takes 1%

1973 DUES NOTICE

1973 Dues for this Association are due and payable now.

Please remit Twenty Dollars (\$20.00) in the enclosed postage free envelope along with a filled in membership form.

Dues 1973 \$ 20.00

ROYAL JAMAICA YACHT CLUB  
INVITATIONAL REGATTA

Marty Godsfil of Seattle attended this fine event and his account follows:

"The Royal Jamaica Yacht Club Invitational Regatta was great. Most of the sailing was in light air. It never blew over 20 m.p.h. on the heaviest days

Desmond Blades, K.J.-8, was first to the weather mark in the first 3 races. This was outstanding for 2 reasons. His judgment of the wind shift was good and it turned out he was sailing a very slow boat, especially off the wind. The outstanding performer of the regatta was Dicky Jackson, K.J.-10, who sailed a good consistent series. He was going well with new Schreck sails and a good crew, which were his two sons-in-law, John and Bryan. Jackson also had a spinnaker he acquired from Don Cohan in Europe. Jackson had been at the Olympic Games as the Jamaica team sailing coach. As usual, Mike Nunes, sailing a borrowed boat, K.J.-9, and Barton Kirkconnell, K.J.-11, sailed well and hard. In fact, Nunes' scuffles with Kirkconnell led to his being disqualified in two races. Billy Plant, who had been to the Olympic Games in 1964 in Flying Dutchman, could not get his borrowed Dragon, K.J.-7, going.

Nunes represented Jamaica in the 1972 Olympic Games in Dragons and Kirkconnell was in the 1968 Olympic Games.

My crew was my wife, Sandra, and Robert Butt of the Royal Vancouver Yacht Club, a former owner of Dragon K.C.-106. Except for starts, Sandra helmed three races, Butt helmed the only race we won, and I helmed the final race when it started to blow. We all had a great time and would hope to return again. All the Dragons were in excellent condition, with 3 or 4 of the 6 having aluminum spars. We, by a draw, got one of the best in the fleet. Being the only guests, we were spoiled with dinner parties, horse races, a flight around the island by the R.J.Y.C. Commodore, Tony Thwaites, in his private plane, with a stop at the Montego Bay Yacht Club and accommodations aboard a huge, air conditioned power boat at the R.J.Y.C., arranged by Mike Nunes. We hope to get a Jamaica team here this summer."

NEW SPINNAKER RULE

In line with request of I.D.A. and I.Y.R. U. the following proposed spinnaker rule has been drafted by Santa Barbara Dragon enthusiasts Robert Nicolait and Kevin Connelly. Nicolait is an aeronautical engineering graduate of M.I.T. and Connelly is an highly skilled one-design sailmaker and Dragon sailor.

The rule:

"Sails 23 (v) Spinnaker

Delete and insert:

(i) The spinnaker shall be a 3 cornered sail symmetrical about its vertical center line. No headboard, battens, or other stiffening device other than normal woven cloth reinforcing are permitted.

(ii) The sail shall be measured folded along its center line with the leeches together, as illustrated in Spinnaker diagram.

(iii) The length of the leeches shall be 6975+ 25 mm. The measurement shall be taken as the distance between the highest point of the sail at the head and the lowest point of the sail at the leech measured round the edge of the sail.

(iv) The half-width of the foot shall be 2387+ 13mm. The measurement shall be taken as the distance between the lowest points on the center fold and leech measured round the foot of the sail.

(v) The length of center fold shall be 7660+ 50mm. The measurement shall be taken as the distance along the center fold between the highest point of the sail at the head and the midpoint of the foot.

(vi) The half height, half width shall be 2480+ 50 mm. The measurement shall be taken as the straight line distance between points on the leech and on the center fold which are 3500 mm from the highest point of the sail at the head.

(vii) The 3/4 height, half width shall be 1610+ 50 mm. The measurement shall be taken as the straight line distance between points on the leech and on the center fold which are 1750 mm. from the highest point of the sail at the head.

(viii) The 1/4 height, half width shall be 2700+ 50 mm. The measurement shall be taken as the straight line distance between points on the leech and on the

(Continued  
on page 4)

<u>ROYAL</u>	<u>JAMAICA</u>	<u>YACHT</u>	<u>CLUB</u>	<u>INTERNATIONAL</u>		<u>REGATTA</u>	
<u>Skipper</u>	<u>Yacht Name</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Total</u>
Jackson	Choucune	0	8	0	0	0	0
Godsil	El Blanco	3	0	10	3	3	9
Kirkconnell	White Witch	8	5.7	3	5.7	8	22.4
Nunes	Pandora	5.7	3	DSQ	DSQ	5.7	27.2
Blades	Serena	10	10	5.7	8	10	33.7
Plant	Tabitha	11.7	11.7	8	10	11.7	41.4

One throw-away. Light shifty winds 3 of 5 races. Heaviest airs for two races were 15 to 18 knots, gusts to 20 to 22 kts.

center fold which are 5250 mm. from the highest point of the sail at the head. "

(ix) Wires in the leeches, minimum diameter 1.25 mm. and maximum length 7000 mm, are permitted.

24 First line, delete: "Other than spinnaker".

Under, "Sails shall be made of woven fiber cloth of the following weights" -

delete: "Spinnaker: minimum 50 grams per square meter."

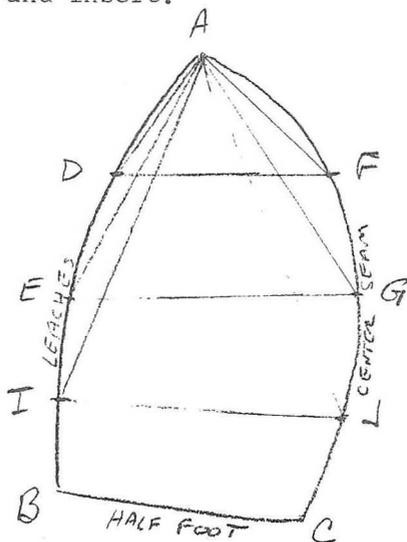
insert: "Spinnaker: minimum 30 grams per square meter".

International Dragon Class Rules--Jan.1973

Sails

Spinnaker Diagram

Delete and insert:



Spinnaker Diagram Not to Scale  
No Headboard Permitted

MEASUREMENTS

<u>Measured on Curve</u>	
ADEIB	6975 ± 25mm.
AFGJC	7660 ± 50 mm.
BC	2385 ± 13 mm.
<u>Measured Straight</u>	
AD & AF	1750 mm.
AE & AG	3500 mm.
AI & AJ	5250 mm.
3/4 Ht DF	1610 ± 50 mm.
1/2 Ht EG	2480 ± 50 mm.
1/4 Ht IJ	2700 ± 50 mm.

Connelly and Nicolait comment on their proposal as follows:

"Basically the effort is trying to develop a more conventional sail that is easier to measure. The wording in the proposed rule does add up to a sail that can be made and that can actually be measured more easily. Another unique part about the suggested measuring technique is that it is just like the diagram in the present class rules.

To cover the differences of new vs. old, we feel that curved seams are a must for building a round spinnaker; wires are obsolete in almost every class but the Dragon; and the 3/4 oz. weight we added because we understand that 2 spinnakers can be carried on board... and as a result there would presumably be one heavy air spinnaker and one light air 3/4. Also, if the Europeans ever sail in 15 knots of wind or less they would probably agree with the lighter cloth idea???

One subject that we emphasized last year was the tolerance for DF, EG, and IJ. We suggested that they be increased in the minus direction. Today we feel this has become a less important issue. The secrets to a good Dragon spinnaker will be lighter construction and most important, curved seams!!! "

Please forward by mail or telephone your ideas and comments on this proposal- Ed.

For Sale

Dave MacLaren has the following items for sale, left on land when his boat sunk at moorings during a storm:

- Haulout cable, like new, in hinged wooden case. \$35.00
- 2 Thomas mains & 1 spinnaker, good condition. each \$50.00
- British "Sea Gull" lightweight outboard with custom mount for Dragon Transom, excellent shape, installs or removes in seconds \$95.00

Write or phone: Dave MacLaren  
21176 Brantley Rd., Shaker Hts., Ohio 44122  
Telephone: (216) 932-9724

ELECTION RESULTS:

Commodore	Charles Kober 15 The Colonade Long Beach, Cal. 90803 (213) 434-4529
Measurer	Anthony Singer 3406 Glorietta Place Sherman Oaks, Cal. 91403 (213) 788-8408
Sec.-Treasurer	V. H. Craig P.O. Box 189 Santa Paula, Cal. 93060 (805) 642-2332

MERGER SUGGESTION

A couple of our good Canadian friends have suggested that activities of the Canadian International Dragon Council and the A.I.D.A. should be merged, coordinated, or otherwise brought together. I think the idea has considerable merit in many respects. Lets have your ideas on some details to Sec.-Treas., P.O. Box 189, Santa Paula, Calif. 93060.