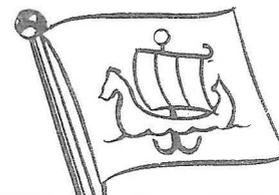


# Dragon Newsletter

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

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



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## 1973 NORTH AMERICAN AND PACIFIC CHAMPIONSHIPS

### NORTH AMERICAN DRAGON CHAMPIONSHIP

Sailed at Bellingham, Washington and hosted by the Bellingham Yacht Club July 6-8, the 1973 North American Championship was an exciting and fun regatta for the 21 entering yachts. An outstanding reason for the success of the regatta was the great job done by Regatta Chairman Martin Godsil and the Race Committee. Godsil had it all put together so everything ran as smooth as silk. The Race Committee did a faultless job as to be expected since it was headed by Bill Henry, sometime winner of most of the important Dragon trophies in the world. Bill says, "In general it was a lightish wind series, The supposed current advantage on the left side of the course was less important than wind strength and shifts. I can't recall a series that took as much diversified skill and experience as this one did, but perhaps that was because of my vantage point. The 2nd beat of the last race was truly exciting."

1st Race - Wind 8-10 SSE, shifting to south and increasing throughout the race to 15-19. Short, steep chop increasing with wind.

Positions at marks: First Race

<u>1st Weather</u>	<u>Reaching</u>	<u>1st Leeward</u>
WILLIWAW	WILLIWAW	WILLIWAW
PHENIX	PHENIX	PHENIX
MISTRAL	MISTRAL	MISTRAL
CAPRICE	CAPRICE	CAPRICE
BLUE NOSE	BLUE NOSE	BLUE FOX
J.L.SEAGULL	J.L.SEAGULL	BLUE NOSE
<u>2nd Weather</u>	<u>2nd Leeward</u>	<u>Finish</u>
MISTRAL	MISTRAL	PHENIX
WILLIWAW	WILLIWAW	J.L.SEAGULL
PHENIX	PHENIX	MISTRAL
BLUE NOSE	J.L.SEAGULL	WILLIWAW
J.L.SEAGULL	BLUE NOSE	SUMMERFLUGL

Mistral and Williwaw passed on the wrong side of the committee boat at the finish line and in correcting their error, allowed Phenix and Jonathan Livingston Seagull to finish first and second.

2nd Race - Wind SSE to SSW, 8-16 knots. Chop increasing with wind many shifts.

Positions at marks: 2nd Race

### PACIFIC DRAGON CHAMPIONSHIP

Held July 1, 2, and 3 at Royal Victoria Yacht Club, Victoria, B.C., the Pacific Dragon Championship and Johan Anker Cup were won by Robert Burgess, sailing KC-118, MISTRAL (formerly Martin Godsil's US-250). Sixteen Dragons, 6 Canadian and 10 U.S., entered. Several of the boats sailed/towed to and from Bellingham, Washington, stopping overnight enroute. There were 2 from Santa Barbara, Calif., WILLIWAW and LORELEI, and one, INDIAN, from San Francisco, the balance being from the U.S. and Canadian-Puget Sound area.

The first race was held in the San Juan de Fuca Strait to be a windward leeward twice around. Currents were very strong and those getting into them favorably established a long lead early in the race. As the afternoon progressed the current became stronger and the wind lighter. As a result, the committee shortened the race, awarding finishing positions as of the end of the 1st lap, in order, US-255, KC-95, US-244, US-231.

For the second and subsequent races the courses were laid inside Cadboro Bay to avoid the stronger currents. Craig's LORELEI, demonstrating her consistent speed in light air, won handily. Godsil in PHENIX was second, Bill Painter in WILLIWAW third, and Burgess in MISTRAL fourth.

The 3rd race, sailed in stronger air and current, was won by Mike McKinstry in JINX, with Ed Morgan in CAPRICE second and Burgess third. The fourth race was much the same for wind and current, with some difficulty being experienced by the leaders in over-running the class starting ahead. Painter in WILLIWAW won it with Herman Lax in US-13 RELUCTANT, second; Burgess again 3rd, Godsil 4th and Craig 5th.

Going into the 5th race only 3 1/2 points separated the four leading boats, Craig, with 13 1/3 needed only 3rd or better to win the series. Godsil, tied for third at the beginning of the last race, ran aground but was able to recover to finish this race a creditable 9th. The course was a modified Gold Cup sailed in 8-14 knots. Rounding the last mark Burgess lead followed by Morgan, Craig, Lax and Painter.

<u>1st Weather</u>	<u>Reaching</u>	<u>1st Leeward</u>
CAPRICE	CAPRICE	CAPRICE
MISTRAL	MISTRAL	MISTRAL
BLUE NOSE	BLUE NOSE	BLUE NOSE
PHENIX	HUMMER	
JINX	PHENIX	
PUF AGAIN	JINX	
<u>2nd Weather</u>	<u>2nd Leeward</u>	<u>Finish</u>
CAPRICE	MISTRAL	MISTRAL
MISTRAL	CAPRICE	CAPRICE
BLUE NOSE	BLUE NOSE	BLUE FOX
HUMMER	PHENIX	PHENIX
JINX	INDIAN	INDIAN
PHENIX	RELUCTANT	BLUE NOSE

Lo Que Mata (US-15) and Lorelei (US-255) were premature starters.

At this point the record keepers got tired and we can't reconstruct much of what happened afterwards.

3rd Race - Wind and weather much like two preceding with chop, increasing wind, and frequent oscillating shifts with the wind generally veering from SE to SW.

4th Race - The only light wind race of the series. The wind light throughout the race died out entirely and then filled in with a large veering shift. Lorelei (US-255), showing her light air speed ahead when the wind died, got the new wind first and won going away.

5th Race - Wind very variable in velocity and direction, and current became an important factor. Between the early and later finishes

(Continued next column)

in a cockpit foulup, Craig allowed both Painter and Lax to go through.

Finishing places were Burgess, Morgan, Craig, Painter and Godsil. There was only 3/4 point separating the first three place winners.

This was the first appearance of Craig's Børresen fiber glass LORELEI (US-255) and she stood out in light air and down wind. Bob Burgess, with his wife and George Wilkins as crew, sailed a very consistent series. Especially note worthy was Ed Morgan's performance in 1972 Bronze medal winner CAPRICE. WILLIWAW, after a bad first race, with Bill Painter skippering and Tony Singer and John Holmquist, crew, was always formidable. This was also the first appearance of Garrett Horder in Dragon competition in many years, sailing newly acquired US-166, NØKKEN. Welcome back Garry and good sailing.

the wind veered sharply and almost died out completely.

Of the first 6 boats, J.L.Seagull and Caprice were built by Savell, the others by Børresen except Phenix by Vator. All had aluminum spars except winner J.L.Seagull. Lorelei was the only fiber glass boat in the regatta and had been received from the builder just 2 weeks before the regattas and not yet really tuned, and appeared to be as fast as any. More on fiber glass boats elsewhere in this issue.

All were grateful for the spectator boat service provided by Roger Badell and the committee boats provided by Henry and Bill Wood.

YACHT			NORTH AMERICAN DRAGON CHAMPIONSHIP					Series	Points
NO.	NAME	SKIPPER	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>		
KC 116	J.S.SEAGULL	G. Wilkins	2	7	1	2	1	1	19
KC 118	MISTRAL	R. Burgess	3	1	4	3	2	2	22.4
US 212	PHENIX	M. Godsil	1	4	6	4	3	3	33.4
US 244	CAPRICE	E. Morgan	11	2	3	8	4	4	47.7
US 255	LORELEI	V. Craig	13	9	8	1	5	5	58
US 231	WILLIWAW	W. Painter	4	10	7	9	6	6	63.7
US 13	RELUCTANT	H. Lax	10	8	12	5	11	7	75
US 242	PUF AGAIN	C. Neu	7	13	11	6	9	8	75.7
US 220	BLUE FOX	F. Francisco	(Q)	3	5	7	13	9	77.7
US 243	BLUENOSE	W. Frost	6	6	14	10	15	10	80.4
US 239	JINX	M. McKinstry	8	12	9	12	10	11	81
US 238	HUMMER	H. Fraley	12	14	10	11	7	12	84
KC 95	SUMMERFLUGL	P. Pedersen	5	17	13	17	12	13	93
US 169	INDIAN	J. Hyatt	9	5	2	(Q)	F	14	96
US 214	VALHALLA	P. Cowgill	14	11	15	16	16	15	102
KC 32	TJEP	J. Merritt	19	15	20	13	8	16	105
US 166	NØKKEN	G. Horder	17	16	18	18	14	17	113
KC 1	CAM	D. Black	16	18	17	14	(F)	18	117
US 15	LO QUE MATA	D. Reed	15	19	16	19	17	19	116
US 16	HAIDA	J. Olen	20	(S)	19	15	19	20	124
US 18	SHIRLEY	J. Thomas	18	20	21	20	18	21	127
	(Q) DSQ	(F) DN			(S) DNS				

# PACIFIC CHAMPIONSHIP

<u>YACHT</u>			<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Series</u>	<u>Points</u>
KC 118	MISTRAL	R. Burgess	7	4	3	3	1	1	17 3/4
US 244	CAPRICE	E. Morgan	3	5	2	6	2	2	18
US 255	LORELEI	V. Craig	1	1	7	5	5	3	18 1/2
US 231	WILLIWAW	W. Painter	10	3	6	1	4	4	23 3/4
US 212	PHENIX	M. Godsil	6	2	5	4	9	5	26
US 13	RELUCTANT	H. Lax	5	7	14	2	3	6	31
US 238	HUMMER	Hunich/Fraley	4	6	8	11	7	7	36
KC 95	SUMMERFUGL	P. Pederson	2	8	9	7	10	8	36
US 243	BLUE NOSE	W. Frost	13	10	4	9	11	9	47
KC 117	PUFF	F. Field	12	11	10	7	8	10	48
KC 1	CAM	D. Black	8	9	13	10	13	11	53
US 166	NØKKEN	G. Horder	9	(F)	16	12	6	12	60
US 239	JINX	M. McKinstry	15	(F)	1	(F)	12	13	61 3/4
KC 72	ARUNDEL	J. Gibbons	11	17	11	13	16	14	68
KC 32	TJEP	J. Merritt	14	12	12	14	14	15	80
US 16	HAIDA	J. Olen	16	(F)	15	(F)	15	16	32

(F) Did Not Finish

## 1975 WORLDS CHAMPIONSHIP

At its November London meeting, the International Dragon Association accepted the invitation of the Rochester Yacht Club (New York) to host the 1975 Worlds Championship in September or October. Current ideas include having a warm up regatta of five or six races, which might be used as the qualifying regatta for U.S. entrants, followed by the Worlds, 7 races, together with a concurrent consolation regatta for those not qualifying for the main event. Details will be forth coming as the time approaches, but start planning NOW.

Great credit is due to Orion Schupp for bringing this about, the first time, we think, that the Dragon Worlds has ever been held in the U.S. Thanks also to Rochester Yacht Club for making their facilities available.

## FLASH FROM EUROPE

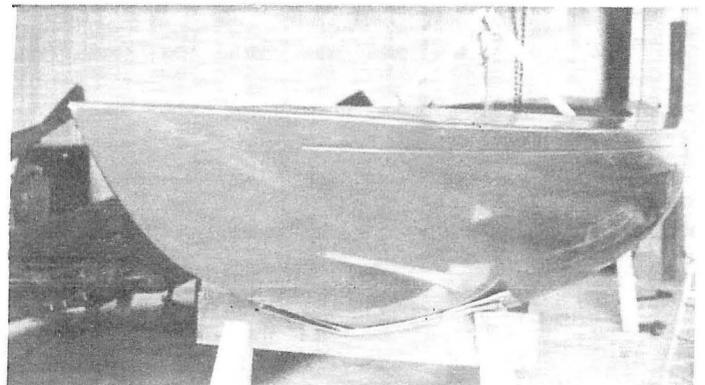
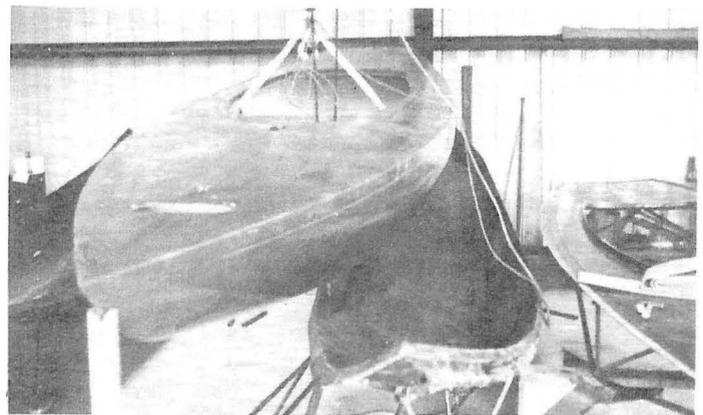
Borge Borresen, sailing his fiber glass BB IX won the European Championship at Arenys de Mar, near Barcelona, Spain, at the end of August.

It is reported that there were 24 yachts entered from 10 different countries and that there was great optimism about the future of the class.

## DUES NOTICE

1974 dues for A.I.D.A. in amount of \$20 are due and payable January 1st, 1974. The first ten members remitting will receive absolutely free a blazer patch depicting the class emblem worked in gold on black background. The second 10 will receive a full color 18" X 24" photo poster suitable for framing showing some fancy Dragon spinnaker work at the jibing mark.

Your dues are most significant in keeping the class viable and growing. Please remit. First come, first served.



Savell's Fibreglass Hull

INTERNATIONAL DRAGON ASSOCIATION

Highlights of Annual Meeting

Representatives of 10 countries attended the annual meeting in Spain on August 28, 1973. The following items were discussed:

The Swiss representative stated his great concern that WIRZ built fiber glass Dragons with wooden decks should be made legal, giving his reasons. It was pointed out that this could only be accomplished by approval of the Keel Boat Technical Committee of the International Yacht Racing Union at its November conference.

In a review of the technical meeting held in July in Scotland, it was decided that a new spinnaker should be tied in with a possible change of rig - if it were possible to raise the height of the forestay and increase the fore triangle, then a larger spinnaker and genoa would be possible. However, costs would have to be kept to a minimum.

It was agreed that not enough information was available and it was therefore recommended that Borge Borresen and H. Steffensen be asked to consider these technical problems and bring back to the November meeting the estimated costs for sufficient experiments, suitable for producing a paper on the subject.

It was hoped that the World Championships could be held in North America in 1975, and applications therefore sought from all American Associations.

SPINNAKER RULE

A proposal was drawn up (see Newsletter, April 1973, Vol.4,#14) that the spinnaker rule be modified to permit curved seams, lighter cloth weight, and elimination of luff wires. Such a spinnaker was made and taken to the Gold Cup regatta in behalf of the A.I.D.A. by W. D. Wigley. At a meeting of the International Dragon Association held at Rothesay, Scotland June 27, 1973, the following comments concerning the rule and sail were recorded:

"Several helmsmen had the opportunity of trying a spinnaker made to this measurement and found it a good looking sail which was faster and closer winded on a reach in the light airs which, unfortunately, were all that were available during the regatta, however in view of the findings of Minute 2 (above) it's immediate adoption was not recommended. It was agreed that should a change of spinnaker be eventually adopted, the proposed method of measurement would be satisfactory".

The sense of Minute 2, referred to above, was that the recent adoption of metal spars and a fiber glass hull, both of which have been well received by the class, made further changes inappropriate this year. However, it was pointed out, a proposed alteration in the rig should be proceeded with to see if an increase in sail area generally and spinnaker in particular could be arrived at employing existing spars.

INTERNATIONAL DRAGON ASSOCIATION

London Meeting 1973

Certain rule changes (below) were approved & forwarded to the IYRU where they were subsequently adopted. The following officers were elected:

Chairman Pat Dyas, U.K.  
Hon. Secretary V. H. Craig, U.S.A.  
Vice President Sir Gordon Smith, U.K.

Dr. Peter Hotz, Switzerland, continues as Hon. Treasurer. The position of Vice President is a new position of honor recognizing Sir Gordon Smith's extraordinary service to the class over many, many years.

It was with regret that the resignation of Francois Thierry-Mieg as Chairman was accepted after many years of hard work.

COMING EVENTS

Dates were fixed for important international events. Of them, these might be of interest to U.S. sailors:

June 8-16 Kiel Week, Kiel West Germany  
June 24-27 Dutch Championship  
June 29-July 5 European Championship  
(both held at Medemblik, Holland)  
July 7-10 French Championship  
July 12-18 GOLD CUP  
(both at Baie de Seine, France)  
Sept. 11-14 NORTH AMERICAN CHAMPIONSHIP  
Royal Canadian Y.C, Toronto  
Sept-Oct. 1975 WORLDS CHAMPIONSHIP  
Rochester, New York

A general discussion on the Class and the rig followed, and Mr. Borresen was authorized to spend up to 5,000 Danish Kroner (\$350 US) on rigging an experimental Dragon with a larger fore-triangle, larger Genoa, etc., so that in due course he could report fully on the results, and the cost involved. He said he hoped to demonstrate this Dragon at some of the major regattas next summer.

It was reported that some progress had been made in the problem of checking the weight distribution of fibreglass hulls. However, the practice of swinging the hulls would undoubtedly be expensive! Further progress is awaited.

Mr. D'Auria (Italy) suggested that better news letters were needed for the Dragon Class, such as were done in U.S.A. and Germany, also such things as badges, ties and Christmas cards.... in fact further overall publicity. It was hoped that the new Ho. Secretary might be able to further this idea. (SIC!)

F O R S A L E

US-24, 1951 Westermoens - excellent condition, new mast and deck, \$3,200. David Hartley (206) 321-6369, P.O.Box 486, Freeland, Wash. 98249.  
US-216, 1965 Børresen - varnished hull, teak deck. Minimum weight, fully equipped and rigged for racing. 2 mains, 4 genoas. Trailer, electric brakes. Will bring half way any place in U.S. \$3,500. Johan Van Dinter, P.O.Box 266, Bonduel, Wisconsin 54107 - (715) 758-2726.

## FORAY TO THE FIRTH OF CLYDE

W. David Wigley, Santa Barbara Fleet, had his new fiber glass Børresen Dragon, JUANA, US-254. delivered to Rothesay, Isle of Bute, on the Clyde, where he raced for the Duke of Edinburgh Cup and the Dragon Gold Cup. His daughter, Robin, 18, was on the foredeck and young Kevin Connelly, Santa Barbara sailmaker, in the middle. Wigley writes as follows: "The first weeks regatta for the Duke of Edinburgh Cup was just top-flite. Can't imagine a better run more friendly, spirited regatta. The superb group of 40 men who call themselves the Mud Hook Yacht Club put it on with perfection in every detail and good fellowship flowing at every turn of the road. The setting for the regatta at Rothesay is Scotland at its best and the weather has been kind. No real hard blows, ..nice Alamitos Bay type breezes by times... lesser Santa Barbara days with flat spots at other times...but all in all a test of ability through a reasonable spectrum of winds.

The sun sets at 10:00 PM and rises at 4:00, I suppose...and a Scottish evening looking over this bay is about as beautiful as you can imagine in the 11:00 PM twilight. A sailor must seriously think of chartering a boat for cruising this western coast of Scotland in June sometime. It is a way of life here with unending lochs, islands and Kyles to investigate...and many well equipped yachts available for charter. I really give it priority over Greek islands, Baja, California, the Caribbean, etc. The people here live a life so much like I lived in Riverside when I was a boy, I love it. Everybody trusts you, porters, cab drivers, etc. turn down tips...the plumbing is ancient, the beds old-fashioned but the tone of life simply great. One lady put it very well when she said the rainy, cold weather which is frequent keeps the place pretty much to the Scots and thereby keeps it unspoiled. Børge Børresen says this spot is the best of all in the Gold Cup circuit which passes here every six years, I believe. What a great group with him from Denmark. Sure hope he wins the Gold Cup. Has two of his sons for crew on BB IX, and they finished 3rd in the Edinburgh Cup...Streeter (from Cowes) first.. David Young (a swell guy, as are his crewmen) second, we finished 8th...had two very good races...one of which we won...can out-point everyone. Kevin's sails are the talk of the regatta. He could sell a dozen genoas and mains if he had them here. McGruer and Fairbourne (measurers) were putty in his hands. Børresen wants me to give up one of the 2 Connelly genoas I have. I'm tempted if it would help him win.

Robin is so great. She hasn't missed a spinaker jibe and her speed getting the genoa in on tacks has been most important. Kevin is the best middle man here. You should hear Børresen praise him.

I guess that you can gather we are having'a

great time with morale of all three at a high level. We all were given prizes for the race we won and Robin received a special prize for being the highest finishing female in the regatta and what a hand she got. There are 35 boats here...perhaps a few more for the Gold Cup which starts tomorrow."

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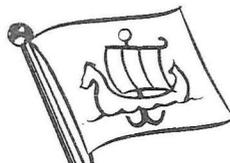
(See page 6 for Gold Cup race results)

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And next letter - "The Gold Cup regatta is finished and wound up being sailed in light, variable winds for the most part. David Young (Edinburgh), in JANE, won and was the best boat in these conditions. Nick Streeter (Cowes) was second...needed heavier winds to beat David. These two were clearly the best. One Danish boat was good but was disqualified for being over at the start in one race, but even then was not as consistent as David Young. Børge Børresen seemed to always get poor starts and then work his way up, particularly on runs and reaches...usually to 3rd or 4th...but had one bad race which knocked him out of contention. We had several good races and a couple of stinkers (going the wrong way on beats) but managed a 6th place which gave us the last prizes awarded and we are very, very happy.

David Young is Sid Exley's protege and was a very popular winner. The awards ceremony was a great affair with David making a most wonderful acceptance speech and then circulating the Gold Cup filled with the best Scotch Whiskey among all hands present..,just a completely wonderful regatta from start to finish. Imagine sailing with 37 boats with no gross aggressiveness at marks, no shouting, no tacking on the other fellows wind unless it was of critical importance near the finish...just a very wonderful tone throughout. The least aggressive are the Danes and they have everybody's respect. If it had blown, one of them probably would have won. Only 2 or 3 protests in 6 races with 37 boats. We thoroughly enjoyed both regattas.

Saturday, after the last race (which was on a Friday) the weather changed and we got a taste of what might have been. Force 8 winds gusting to 40 knots. The Solings were racing in them. We were sailing with the Danes to Greenoch for haul out..with the wind and sea, thank God. 16 miles in 2 hours flat. Kevin at the helm all the way and in heaven".



### INFORMATION LEAFLET

The Dragon information leaflet has been updated and is again available. It is very useful in answering press and individual inquiries concerning the Dragon. Fleet and District officers may order their requirements from us.

WORLDS CHAMPIONSHIP

The 1973 Worlds Championship was sailed near Athens, Greece, and was won by Eliason of Sweden, with Oldendorff of Germany 2nd, Børresen of Denmark 3rd, and Sence of France 4th. Børge Børresen writes about the regatta, "--- In the second race we got a piece of plastic stuck around the front of the keel and finished 13th, it cost us the World Championship. A Swede, Roger Eliason, won. Oldendorff from Germany, with the only other fiber glass Dragon, a brand new one, came in second. He really won the regatta but was disqualified in the 6th race for always having his spinnaker 1 - 2 feet away from the spinnaker boom.":

Watch it, skippers!

There were 24 entries from eleven nations, Germany, France, Greece, and Turkey, three each. Denmark, United Kingdom, Australia and Spain, two each. Single entries were from Holland and Bahamas. There were no U.S. entrants. The difficulty in getting a Dragon from either Australia or the Bahamas to Athens certainly attests to the enthusiasm and perseverance of the skippers.

FLEET NEWS

Rochester, New York - Orion Schupp, in SPOCE (US-244), cleaned up in the Mayor of Rochester Trophy series this fall with five firsts. Ten Dragons from Cleveland, Youngstown, New York City and Rochester competed in the five day series sailed in unseasonably light air. Tom Lajos, in CHARLOTTE (US-237), was second and Al Hensel in CHAUVINIST (US-215), third.

The Dragon Fleet on the Eastern Great Lakes is showing real signs of growth. There are at

least 3 new fiber glass boats coming into Cleveland and the Rochester Fleet has been increased by 2 wooden hulled boats. The competition both on the U.S. and Canadian sides of the lakes is enthusiastic, intense and of high quality. And the Dragon people are also genial friends. This atmosphere is most attractive to good sailors and good sports looking for a class to join.

John L. Heffron

Lake Pontchartrain - The fire-breathing Dragons have been making most of Southern Yacht Club's scheduled races this year, with 75% of the fleet usually at the starting line. Jack Taylor in ROLYAT (US-227) is out in front most of the time. He won the Opening Regatta, the FINESSE Series, and the important SYC One-Design Regatta, which was held on the Memorial Day weekend. Paul Odendahl in NYMPH (US-175) made a clean sweep of the Capdevielle Series, which were sailed in wind from 30 knots to flat calm. The squalls, which came up while the starts were being organized, made the beginning and first part of the races interesting, but the light winds following drew the races out.

Harry Stinchcomb, Jr.

Puget Sound Area - The Northwest Dragon Championships were held in Vancouver, B.C. on Labor Day weekend with the following results: (with 16 entries): Burgess (KC-118) MISTRAL, first; Morgan (US-244) CAPRICE, second; and Godsil (US-212) PHENIX, third.

September 8-9, 1973, West Vancouver Yacht Club Invitational Regatta, West Vancouver, B.C. was held with 7 Dragons entered. Godsil, PHENIX, first; Skibbe, MISTRAL, second; and Pedersen (KC-95) SOMMERFUGAL, third.

The results of our Seattle Fleet Championships, held Sunday, Sept. 23, are as follows: Morgan,

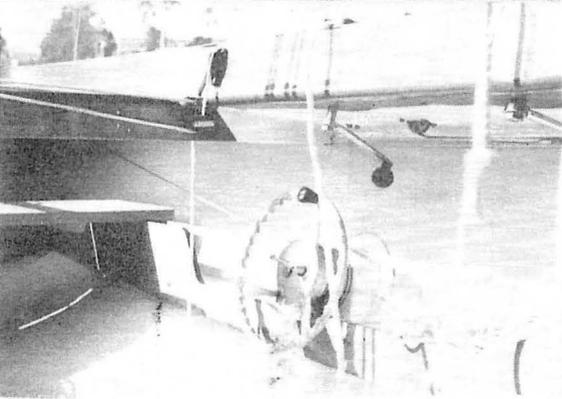
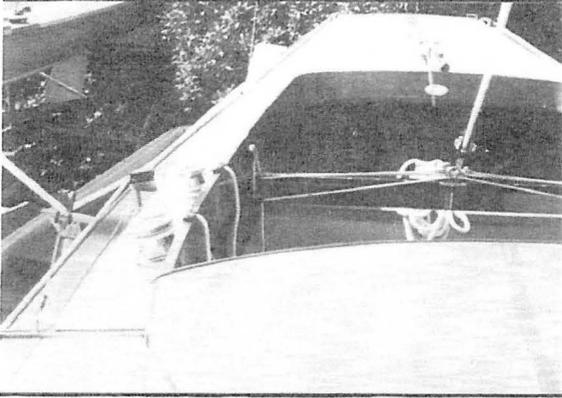
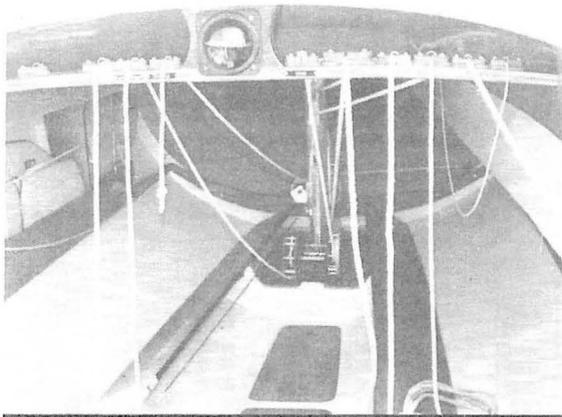
(Continued page 7, bot. col. 2)

DUKE OF EDINBURGH CUP

<u>YACHT</u>			<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Pts.</u>	<u>Series</u>
No.	Name	Skipper								
K 459	SANDPIPER	Streeter	1	1	1	4	9	9	23	1st
K 374	JANE	Young	DSQ	5	3	2	1	5	28.7	2nd
D 200	BB 9	Børresen	DNS	4	5	3	3	8	43.4	3rd
F 207	ANNIE VIII	Sence	8	11	6	12	2	7	59.7	4th
K 445	ROGUE	Gumley	2	7	9	8	11	10	61	5th
US 254	JUANA	Wigley	DNS	19	7	1	10	6	65.7	8th

THE DRAGON GOLD CUP

<u>YACHT</u>			<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Pts.</u>	<u>Series</u>
No.	Name	Skipper								
K 374	JANE	Young	3	5	11	2	2	2	41.7	1st
K 459	SANDPIPER	Streeter	5	2	2	10	3	4	45.7	2nd
K 448	TARKA		7	4	10	4	4	3	58.7	3rd
K 450	TITAN	Truman	15	8	1	8	14	6	80.7	4th
S 201	CHARM		8	3	6	19	5	16	88.4	5th
US254	JUANA	Wigley	11	21	3	5	16	8	89.7	6th
D 200	BB 9	Børresen	2	18	33	3	13	7	97.7	11th



NOTES FROM "DOWN UNDER"

Don Watson, sailing Barco Del Oro, won the English Speaking Union Championship this year at Auckland, New Zealand.

David Cruickshank writes from Perth, Western Australia, "... The "threat" of losing its Olympic status has been hanging over the Dragon for 12 years and doubt about the future has been a restricting factor during this era. A period of consolidation has now occurred and reports from Australia and overseas show the class is reviving rapidly. The writer has just returned from Eastern Australia where Geelong is booming now with an active fleet of 20 yachts, Sydney is keener than ever and buyers looking for good boats, Hobart full of enthusiasm, and the biggest surprise ever, 3 extra boats at Adelaide where the fleet has languished for many years.

Bellarine Marine, of Geelong, has a Børresen mould for fiberglass Dragons and orders are being accepted".

Since being authorized by I.Y.R.U. in November, 1971, nearly 100 fiber glass Dragons have been built. Børresens in Vejle, Denmark, has built over 70 yachts and is licensing construction of his boats in Australia. Over 20 have been built in Switzerland, and Kelvin Savell of San Diego, has just removed the mold from his first (see photo). The photos show interior arrangements of a Børresen glass Dragon.

Savell says about his,.. "About the only unusual features of the new Dragon are the spinnaker launching hatch which is on the center line forward, and there will be no chute as such. A fiber glass fairing piece around the jib stay and equipment will keep the spinnaker from fouling on anything. The deck will be covered with 1/16" neoprene bonded cork except king plank and covering boards. I have chosen to use mahogany for the cuddy and coaming which calls for a laminated spruce carlin molded into the deck structure. This carlin is the same size as required by the specifications for the wooden yacht and obviously gives more rigidity than might be expected from fiber glass lamination".

Børresens boats have molded fiber glass cuddy, deck and coaming.

Savell would prefer to provide the hulls without most rigging or hardware to allow yachtsmen to indulge in their own whimsies in these features. He will make these items available at realistic prices or will completely finish the yachts. His new address is: 1142 B East Washington St., El Cajon, Cal. 92020, telephone (714) 444-2800.

Interest in the glass boats is very keen. We have recently talked with several disenchanted Soling sailors and some bored I.O.R. racers who are seriously thinking about Dragons. They recognize the advantages of a true 3 man keel boat, the superiority of the Dragon, and its strong program of world-wide international competition. There is talk of a syndicate organized to keep a Dragon in Europe and available to members for racing there.

FLEET NEWS

(Continued from page 6)

CAPRICE, first; Lax, (US-13) RELUCTANT, second; MacGregor (US-10) TOHL, third; and Bill Frost, (US-243) BLUENOSE, fourth. There were 9 entries

I believe that A.I.D.A. should limit itself to one newsletter each year, with special intermediate bulletins to class representatives as necessary. The newsletter should be published about January first each year giving regatta results and the forthcoming calendar of events.

I sold my US-212 PHENIX to Arvid Berg who is now on his own.

Martin Godsil

ELECTION OF ASSOCIATION OFFICERS

The Association needs officers to supervise its affairs and to promote the class welfare. A ballot is enclosed herewith for the coming year.

Each District is requested to elect its Vice-Commodore and submit his name to this office.

We acknowledge with thanks the service of Charles W. Kober as Commodore of this Association for the past three years. Chuck's wide knowledge of yacht racing and acquaintance with the leaders of the yachting world has been most valuable.

**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, 1133 Ave. of the Americas, New York, N. Y., 10036



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