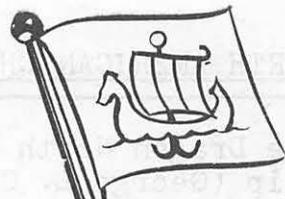


# Dragon Newsletter

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

J. W. Fraley, Sec.-Treas., 302 Lakeside Ave. So., Seattle, Wa., 98144



VOLUME 5

DECEMBER 1975

NUMBER 1

## 1975 WORLD AND NORTH AMERICAN CHAMPIONS



### BENGT PALMQUIST AND SONS JOHAN AND BJORN

Rochester Yacht Club was host for these major Dragon Regattas sailed in mid-September on Lake Ontario. From all reports received, an outstanding job was done by the Club under the direction of the General Regatta Chairman and A.I.D.A. Commodore, Orion E. Schupp, who deserves much thanks from the Association for the many hours of time spent in organizing the regattas.

Bengt Palmquist of Sweden won both Championships, sailind the same Dragon, Galijan II, on which he had crewed (and won) the 1956 Melbourne Olympics and will return home with the Royal Hellenic Trophy. The Palmquists, Bengt and his sons Johan (21) and Bjorn (17) were sponsored by the Royal Gothenburg Yacht Club to defend the title, which was won by Roger Eliason in Athens in 1973. Johan Palmquist was part of the 1973 winning crew also.

## NORTH AMERICAN CHAMPIONSHIP

The Dragon North American Championship (George L. Craig Memorial Trophy), which preceded the Worlds, began on September 9 with two races in heavy seas and winds. The 6-foot waves and 30 knot winds took a steady toll and nine of the twenty starters had retired by the end of the second race.

Bengt Palmquist, assisted by his sons, Johan and Bjorn, put on a great sailing performance to win both races. They were almost unbeatable in the North American, winning four of the five races to finish with a solid 20 point lead over second place Volney H. (Bill) Craig of Santa Paula, California (10,2,3,3,2). David Wigley, also from Santa Paula, came in third with a 4,4,5,2,4 record, trailed by Jaap Van Eesteren of Rotterdam, Holland, in fourth and Robert Burgess of Vancouver, Canada, fifth.

## WORLD CHAMPIONSHIP

The World Championship series started on Saturday, the 13th of September. Most races were sailed on a full Olympic course about twelve miles long. First a triangle (beat, reach, reach), then a beat and run, and finally a beat to finish. Usually a chop developed for at least the second beat and keeping the boat pointing and moving was the skill demanded, along with the ability to judge veer directions. On two of the days strong winds developed and survival became a further demand. One Dragon sank after a collision during the first blow...all hands safe. Several were dismasted during the second blow on the first day of the Worlds.

The seven race series began in even heavier winds than the North American start. By the time the race committee decided to omit the sixth and final leg, gusts were registering in the 45 knot range. Eleven of the nineteen starters finished, but even some of these were damaged. All

were grateful for a lay day on Sunday.

The Palmquists again started out in style with two wins, followed by three third place finishes. But Robert Burgess had achieved a 3,2,1, 5,1 record by the end of the fifth race. Palmquist was ahead with fewer total points, but Burgess led when the throwout race was considered.

Sweden came through with a second place finish in the sixth race in which Burgess came in sixth. This put Palmquist ahead on all scores. With Canada still within striking distance, Burgess needed to win the final race and place a boat between him and Palmquist for the Championship.

Very light winds prevailed the last day. Burgess had been at his best in the only two light-air races in either series, whereas Palmquist had sailed his only poor race, a seventh, one light and shifty day during the North Americans.

The first weather leg turned into a spinnaker reach for those who didn't take a long starboard tack all the way to the mark. The wind continued to clock until the third and final weather leg was set up almost exactly opposite the first. Those sailors who correctly analyzed the winds and sailed toward the persistent shift were rewarded handsomely.

In the battle for first place the Swedes had finally caught the Canadians soon after the fifth mark. Neither was in a good position at this point; Burgess had rounded sixth, Palmquist seventh. But on that shifty day, Burgess had a chance until Palmquist passed him. From then on he was put under heavy cover. It was not a good day for excessive tacking, but Palmquist went wherever Burgess went. They finally finished, sixteenth and seventeenth respectively. This race became the throwout race for both and they easily maintained their positions: Palmquist was first with 20.1 and Burgess second with 30.4.

The race for third place was very close between two United States boats and one representing Scotland, with only 3 points separating the three. Tom Dykstra, National Thistle Champion and crewman for Cohan in the '72 Olympics, used his knowledge of wind shifts to advantage and won the seventh race. This was the second win in a row for Dykstra who, with "Best Woman Sailor" Sally Lindsay as part of his crew, had finally gotten his boat "going". These two final victories shot Dykstra up from tenth place to fourth overall with 51.6, only 1.7 points away from Bill Craig's third (49.9) and a share of the glory. Kenneth Rorison, representing Scotland, trailed Dykstra by only 1.3 points, taking an easy fifth in the standings.

#### THE DUKE OF EDINBURGH REGATTA

The "Duke was sailed shortly before the North Americans across the Lake in Canadian waters. Conditions were not quite as harrowing as the other championships, but there was enough wind for all competitors.

The Duke was won by Martin Godsil sailing his new fiberglass boat, US 260, Spectre, followed by Mike Mahar of Cleveland in US 256, Loki, and Harry Roberts of the host club R.C.Y.C.

#### PACIFIC COAST CHAMPIONSHIP

The Pacific Coast Championship (Johan Anker Cup) was held by Corinthian and Seattle Yacht Clubs in conjunction with the annual Pacific International Yachting Association Regatta over the 4th of July weekend at Shilshole Bay on Puget Sound, about ten miles northwest of Seattle, Washington.

Twenty-two Dragons competed for the regular PIYA prizes and for the Pacific Coast Championship. The regatta was sailed at Shilshore Bay (Saltchuck) in fair weather with 8 to 15 knot breezes, very little sea conditions, but with tricky tides. The courses varied from triangular to modified Olympic courses. Dragons

from Canada, Washington, and Bill Craig of the Santa Barbara, California fleet attended. The first 10 places for the four-race series were as follows:

- 1--US 260 Spectre - Marty Godsil
- 2--KC 118 Mistral - Bob Burgess
- 3--US 255 Lorelei - Bill Craig
- 4--US 259 Intrigue - Hermann Lax
- 5--US 244 Caprice - Ed Morgan
- 6--US 233 Dixie Doodle Two - Sandra Godsil
- 7--US 238 Quicksilver - Jean Fraley
- 8--US 242 Puff Again the Magic Dragon Rob Wilcox
- 9--KC 116 Lotus Eater - Ken Rorison
- 10--KC 95 Summerfugl - Paul Pedersen

#### GREAT LAKES CHAMPIONSHIP

The Northeast Yacht Club in Cleveland, Ohio, was the host club for this five race series (Walter Windeyer Trophy) sailed over the 4th of July. The series was sailed on modified Olympic courses with light to moderate winds, and little sea, except for the final race when winds freshened to 15 knots with violent shifts and gusts.

The races were dominated by Orion Schupp of Rochester, N.Y. and Gordon McHaffie of Toronto with consistent, excellent performances throughout the series, but they were tight races and the competition was keen in each one.

Michael Mahar of Cleveland got off to a great start to lead at the end of the first day, but he never recovered from his poor showing in the third race when the winds died down on the second leg and it was a struggle to finish the shortened course.

Jack Nieser of Cleveland sailed well, but was disqualified through protest in the second race--unfortunately his only win.

Dick Hathaway stayed offshore in the final leg of the last race. While the leading McHaffie tacked farther and farther inshore to cover Schupp, Hathaway sailed the tremendous gusts the offshore sailors were experiencing to great advantage and drove across the finish line well ahead of the astonished leaders.

The first five places were awarded to:

- 1--US 224 Spoce - O.E. Schupp
- 2--KC 111 Frolic - H. G. McHaffie
- 3--US 256 Loki - Michael Mahar
- 4--US 115 Yankee Doodle - Richard Hathaway
- 5--US 253 Applejack - John Nieser

### BILL CRAIG"RETIRES"

Volney "Bill" Craig decided to give up his office this year as Secretary-Treasurer of the A.I.D.A., one he has held for six years. Bill has done an outstanding job during his tenure of office of promoting the Dragon and keeping the class alive and well in the U. S.. He deserves the praise and thanks of all Dragon sailors in the A.I.D.A..

Bill was presented with a handsome walnut and stainless steel desk clock with a line drawing of US 255 on its face. The clock was presented by the A.I.D.A. Commodores on behalf of all members of the Association. Bill has asked me to convey his thanks and appreciation to all for the "splendid gift".

The word "retires" does not tell the full story in this case. Bill, never one to rest on past deeds, has been elected to bring his expertise to the International Association. Volney H. Craig is now serving as the Secretary of the I.D.A.. Congratulations, Bill!!! (Is this what is referred to as "jumping from the frying pan into the fire"??

### BOATS FOR SALE

US 109 SOPHOCLES Excellent condition Savell mast and large sail inventory. Call KEN FROST 213-433-7076.

US 210 MARIA Savell built wood, 1963 in perfect condition, new aluminum mast and stainless rigging, sails North 72 and 74, \$4,200 cash. call W. A. CHESLEDON, M.D. 206-622-1524, or write 417 E. Unio St. Seattle, Wa. 98122

### A.I.D.A. 1975 CLASS OFFICERS

- Commodore: Orion E. Schupp, III  
363 Meadowbriar Road  
Rochester, New York 14616
- Sec/Treas: Jean Winston Fraley  
302 Lakeside Avenue, S.  
Seattle, WA 98144
- Measurer: Anthony Singer  
6818½ St. Estaban  
Tujunga, CA 91042

### A.I.D.A. District Commodores

- Great Lakes: Mike Mahar  
3383 Ormond Road  
Cleveland Hts., Ohio  
44118
- Gulf: John Y. Taylor  
38 Wren Street  
New Orleans, LA 70124
- California: William Painter  
150 Loureyro Road  
Montecito, CA 93103
- Puget Sound: Ed Morgan  
14 Wembly Lane  
Mercer Island, WA  
98040

### Fleet Captains

- Youngstown: T.Z. Lajos, M.D.  
2454 Oakfield Dr., W.  
Grand Is., N.Y. 14072
- Cleveland: Al Hensel  
15610 Van Akin Bldg.  
#15  
Lyndhurst, Ohio 44120
- East Texas: Lee Popejoy, M.D.  
Dickerson Mem. Hospital  
1001 Dickerson Drive  
Jasper, TX 75951
- Rochester: O.E. Schupp  
363 Meadowbriar Road  
Rochester, N.Y. 14616
- Santa Barbara: Dave Wigley
- Seattle: Martin Godsil  
1633 E. Calhoun St.  
Seattle, WA 98112



# "CANADIAN NEWS"



## CANADIAN INTERNATIONAL DRAGON COUNCIL

ESTABLISHED 1958



### ANNUAL MEETING

The annual meeting was held November 15, 1975 at the R.C.Y.C. with most of the R.C.Y.C. Dragon fleet members present, racing fleet at least. It must be pretty monotonous for other Dragon sailors to read about the annual C.I.D.C. meeting always being held at the R.C.Y.C.! Fragmented though other Eastern fleets are, maybe some year we might congregate at another place. It might be of interest especially if it could conveniently be held during the sailing season.

Your 1975-76 elected officers are:

H. Gordon McHaffie - Chairman  
90 Heath Street West  
Toronto, Ontario

Norman Angus - Vice Chairman

John S. Sudbury - Secretary-Treasurer  
140 Grange Street  
Guelph, Ontario  
Telephone: 519/824-8573 (Res)

Mike Mahar - Honorary Bos'un  
Cleveland

C.I.D.C. Committee

Bob Burgess, George Mezo, Harry Angus,  
Michael Charles.

Mike's appointment as Honorary Bos'un is by virtue of prompt supplier of masts to disabled Dragons during the Duke of Edinburgh, North American and Worlds Cup Regattas! Norm Angus recently from Vancouver, is a welcome addition to the C.I.D.A. and to the R.C.Y.C.; he brings valuable Dragon racing experience.

### Fiberglass Dragons

Other matters discussed during the meeting included fiberglass Dragons and a resolution to pursue Canadian manufacture with a view to producing a ready-to-sail Dragon for under \$10,000. Exhibiting a Dragon at Toronto's Yorkdale shopping mall was also discussed enthusiastically and a committee formed to arrange it.

### 1975 REGATTA RESULTS

Duke of Edinburgh (R.C.Y.C. Labour Day weekend)

- 1--US 260 Spectre - Marty Godsil, Seattle
- 2--US 256 Loki - Michael Mahar, Cleveland
- 3--KC - Harry Roberts, R.C.Y.C.

North American Championship, Rochester  
September 9-12

As reported by the A.I.D.A. this was won by B. Palmquist of Sweden with his two sons in a 20 year old boat! Bengt holds impressive credentials as 1972 Olympic Keel boat coach and 1956 Olympic Gold Medalist.

Five Canadian boats entered. Bob Burgess, R.V.Y.C., placed fifth. The others were further down the fleet. Ken Rorison, R.V.Y.C. essentially a Canadian, sailed for Scotland and came seventh.

World's Cup - Rochester, Sept. 15-19

Also as reported by the A.I.D.A., Palmquist and sons won this too! Top Canadians were Bob Burgess in second place and Rorison (for Scotland) seventh.



MAJOR 1975 REGATTAS - FIRST 10 PLACES

DRAGON GOLD CUP - Marstrand, Sweden

<u>Place</u>	<u>Sail#</u>	<u>Skipper</u>	<u>Country</u>	<u>Points</u>
1.	D-189	Krogh	Denmark	27.0
2.	D-202	Børresen	Denmark	36.7
3.	S-194	Palmquist	Sweden	41.4
4.	S-217	Kellgren	Sweden	60.0
5.	G-441	Ross	BRD	62.7
6.	S-244	Stenholm	Sweden	63.1
7.	G-456	Tchorz	BRD	63.4
8.	S-239	Carlander	Sweden	76.7
9.	G-399	Herrmann	BRD	83.4
10.	S-201	Hansen	Sweden	89.0

NORTH AMERICAN DRAGON CHAMPIONSHIP - Rochester, New York

1.	S-194	Palmquist	Sweden	13.0
2.	US-255	Craig	U.S.A.	33.4
3.	US-254	Wigley	U.S.A.	37.0
4.	H-204	Eesteren	Holland	47.1
5.	KC-118	Burgess	Canada	54.7
6.	US-257	Miller	U.S.A.	60.0
7.	KC-116	Rorison	Great Britain	65.7
8.	US-256	Mahar	U.S.A.	74.0
9.	US-260	Godsil	U.S.A.	74.7
10.	US-215	Dykstra	U.S.A.	75.0

WORLD CHAMPIONSHIP - Rochester, New York, U.S.A.

1.	S-194	Palmquist	Sweden	20.1
2.	KC-118	Burgess	Canada	30.4
3.	US-255	Craig	U.S.A.	49.7
4.	US-215	Dykstra	U.S.A.	51.4
5.	KC-116	Rorison	Great Britain	52.7
6.	H-204	Eesteren	Holland	65.7
7.	US-256	Mahar	U.S.A.	70.7
8.	US-254	Wigley	U.S.A.	72.0
9.	US-260	Godsil	U.S.A.	75.7
10.	KC-98	Angus	Canada	84.7

BELGISCH KAMPIOENSCHAP DRAKEN - Belgium

1.	H-205	Bakker	Holland	4.50
2.	B-43	Vanhaverbeke	Belgium	10.86
3.	B-45	Vanderstricht	Belgium	18.96
4.	F-199	Pennel	France	20.98
5.	B-41	Elleboudt	Belgium	23.93
6.	B-44	DeWitte	Belgium	29.96
7.	B-26	Loze	Belgium	33.00
8.	B-30	Maes	Belgium	35.00
9.	B-40	Vandenabeele	Belgium	43.00
10.	B-35	Tricot	Belgium	44.00

DRAGON EUROPEAN CHAMPIONSHIP - Smogen, Sweden

1.	G-501	Seipholt	BRD	11.70
2.	S-194	Palmquist	Sweden	27.00
3.	S-217	Kellgren	Sweden	31.00
4.	D-202	Borresen	Denmark	32.70

ANNUAL MEETING OF I.D.A.

The meeting was called to order by Chairman Dyas.

1. Apologies for inability to attend were received from:

C. Galeyn, Belgium  
J. Cuatrecasas Serra, Spain  
O.E. Schupp, U.S.A.

Attending were:

Sir Gordon Smith, Vice Pres., U.K.  
Hans-Detmar Wagner, West Germany  
J. Schell, Belgium  
B. Borresen, Denmark  
P. Phelan, Canada  
R. Estoppey, Switzerland  
Pat Dyas, Chairman, U.K.  
Hans Steffensen, Denmark  
P. Manset, France  
D. Desforges, France  
Peter Evans, U.K.  
V.H. Craig, Secty., U.S.A.

The Chairman read a cable of apology from M. Galeyn of Belgium for his absence and appointed Mr. Schell to serve in his place. Mr. Dyas also remarked that in the Chinese calendar, 1976 is the year of the Dragon, and he expects it to be so, world wide.

2. The minutes of the meeting held at Marstrand 17 July 1975 were examined and declared correct.

3. The Chairman summarized a report from the Hon. Treasurer indicating cash and securities to the Association's account totalled approximately Fr. 13,000. Expenses for the year were Fr. 2,470 for experiments with a new rig and with weight distribution measurements, Fr. 710 for expenses of the Secretary's office. The Hon. Treasurer will be mailing billings for dues still due for 1975 and for 1976 within a few days. The matter of increasing the annual subscription was put over until the next annual meeting.

4. Election of Officers: Vice President Smith assumed the chair for conducting the election of officers. It was noted that the term of Hans-Detmar Wagner as Vice Chairman had been fulfilled and it

was unanimously agreed that this office should remain vacant for the time being, but all other officers (list attached) be declared re-elected.

5. Matters arising from the Minutes of 17 July 1975:

a) Shipping Rates: The Chairman reported that a strong effort was being made through I.Y.R.U. in behalf of all racing classes to obtain substantially better rates for shipping boats to major international regattas. National authorities are asked to assist by advising the Chairman of the names and addresses of persons with influence among the shipping companies or the Ocean Shipping Conference.

b) Regatta Assistance: The Chairman urged National Authorities to assist young Dragon sailors of skill and promise in attending important international regattas, suggesting funds for this purpose might be raised through raffles, social events, etc. Direct assistance to competitors by the I.D.A. was considered but rejected on recognition of the difficulties of selection. An alternative suggestion that I.D.A. assistance to the organizing club to reduce the entry fee to the benefit of all competitors met with favor.

c) Chartering Yachts: Several schemes for making competitive yachts available for charter at the site of major regattas were discussed. Mr. Borresen indicated that National tax and property ownership laws made a commercial charter arrangement impractical because of very high costs. Messrs. Wagner and Estoppey both indicated their belief that competitive boats with metal spars would be available for the major regattas scheduled in their respective countries, perhaps with an owner-representative as a crew member.

d) I.D.A. Handbook: An offer by Hans-Detmar Wagner to take on the task of preparing a new Dragon Handbook was accepted with enthusiasm. The Chairman asked that all possible assistance be given by National Associations to Mr. Wagner as he may request.

e) Limitation of Entrants: It was unanimously agreed that in all major regattas where a limitation on the number of national entrants exists, the number be increased to five (5) plus the immediate past winner of the event.

6. Review Submissions on Technical Matters: Sir Gordon Smith indicated the following matters previously discussed were before the Keel Boat Technical Committee of I.Y.R.U. and were expected to be approved:

1. Cold moulded hull construction.
2. Optional lowering the point of attachment of lower spreaders and shrouds to increase strength of mast system.
3. Increase the allowed deck thickness where foam is used in order to reach the required weight per square meter of deck area.
4. Construction of G.R.P. yachts with wood cockpit coamings and cabin sides.
5. Numerous small non-substantive corrections to the rules and measurement work sheet.

A resolution of gratitude to Mr. A. E. Watts, Chief Measurer of I.Y.R.U. was adopted for his fine work in preparing the new class rules and cold moulded construction specifications.

Mr. Borresen was asked to submit a technical report at the summer meeting on the use of Kevlar in place of glass fiber as re-inforcement in hull construction. He was also encouraged to continue pendulum experiments and to so measure a cold moulded hull when available for comparison.

7. Secretary's comments on communications responding to suggestion that the I.D.A. publish a newsletter: The secretary stated that it was not the role of I.D.A. to communicate with individual yacht owners, that no means of so doing was available, and that the cost is beyond the present financial resources of the Association. He, therefore, recommended with unanimous assent that the suggestion be dropped.

The Secretary said that an unused opportunity for distribution of results of major regattas existed as enclosures to the regular communications from his office, and asked that National Authorities, sponsoring organizations, and competitors provide him with this information.

8. Any other business: 1975 Worlds Championship. The Chairman reported that the conduct of the 1975 Worlds Championship by the Rochester Yacht Club had been excellent throughout, the racing well planned, and the weather highly variable giving good tests of skills for the competitors. The Arrangements made by Vice Chairman Orion E. Schupp for the regatta were outstanding. The meeting unaimously agreed that letters of appreciation be written to the Rochester Yacht Club and Mr. Schupp.

9. Next Meeting: Travemunde, West Germany, during DRAGON GOLD CUP, 24-31 July 1976.

10. Adjourned 2030, 2 November 1975.

V. H. Craig, Secretary

I.D.A. Officers

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England

Treasurer--Dr. Iur. Peter Hotz  
6006 Lucerne  
Kapuzinerweg 8  
Switzerland

Secretary--V. H. Craig  
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Santa Paula, California  
93060  
U.S.A.

#### I.Y.R.U APPROVALS

I.Y.R.U. has approved the proposed ruled changes. A copy is being enclosed with this newsletter to all A.I.D.A. members who have paid their 1975 dues to the Association.

The season overall is based on approximately forty races held during our season, May 1 to November 1. The fleet has fourteen actively raced boats and averages at least twelve for each race. Herman Lax, sailing a new Godsil built red fiberglass boat, D-US 259 Intrigue, repeated last year's triumph. He won in 1974 with D-US 13. He was followed by Arvid Berg, also a repeat performance for second, sailing D-US 212 Phenix. In third was Jean Fraley D-US 238 Quicksilver. Sandra Godsil was fourth in D-US 233 Dixie Doodle Two. There were only eight points separating second from fourth.

The Ladies Series for the "Dragonlady" trophy was won by Paula Johnseine sailing D-US 259 with Herman as crew.

Marty Godsil took his new black fiberglass boat US 260 Spectre, (this was the third of four Godsil built boats racing in the area) back east for the North Americans and the Worlds. Before he left Seattle, he "tuned up" by winning the Pacific Coast Championship and stopping off at Toronto to collect the Duke of Edinburgh Cup. However, the best he could manage at Rochester was a ninth place in both the North Americans and Worlds, after losing a mast in each series and not being able to complete all races.

#### BELLINGHAM

The Bellingham fleet added D-US 209 Stromboli, to its' roster this year. The fleet holds its' races on Bellingham Bay sponsored by the Bellingham Yacht Club.

No specific results were received from the fleet for this newsletter.

#### CALIFORNIA AREA

##### SANTA BARBARA

The Santa Barbara fleet puts out a fleet newsletter approximately every month. This is an excellent way to promote the Class in a local area in addition to supplying copy for this newsletter. The following

report on this years activities was supplied by the fleet Captain David Wigley.

The Dragon fleet has participated enthusiastically in the Santa Barbara Yacht Club's one design races this year. Other active one-designs have been, Stars, Lasers, Mercurys and Geary 18s. So far this year Dragons have had 45 races usually 4 each month on one weekend. Our races have been grouped into seasonal series and results are;

##### WINTER SERIES (12 races)

- 1-US 231 Williwaw - Bill Painter
- 2-US 254 Juana - Dave Wigley
- 3-US 255 Lorelei - Bill Craig
- 4-US 232 Gay Lady - Clark Smith
- 5-US 138 Valkyrie - Paul Rudolph

##### SPRING SERIES (11 races)

- 1-US 231
- 2-US 255
- 3-US 98 Tiamat - Tony Singer
- 4-US 138
- 5-US 170 De Ja Vu- Pat Kueny

##### SUMMER SERIES (15 races)

- 1-US 98
- 2-US 254
- 3-US 170
- 4-US 255
- 5-US 231

##### FALL SERIES (incomplete first 7 races)

- 1-US 170
- 2-US 231
- 3-US 232

Seven of the nine boats in our fleet are very competitive, anyone can win depending upon the start each makes and tactical judgement in sailing. Winds have been excellent with only one or two drifters. Normally 12 to 15 knot winds are the rule with an occasional 25 knotter thrown in at times during the winter and spring.

The fleet is proud of Bill Craig's performance at Rochester. Volney with crewmen P. Timmer and G. Vendrame placed second in the North Americans and third in the Worlds (despite two broken masts) and was the highest placed US Dragon in both regattas.

No reports were received from any of the other Dragon fleets in California.

## GREAT LAKES AREA

### BUFFALO, YOUNGSTOWN

The following report was received from Dr. Tom Lajos, D-US 237.

In 1973, several Dragons have been sold out of Youngstown and as a result of that, interest in racing in this area has lessened, especially, the loss of Mr. K. Parker's boat D-US199 Vanguard to St. Catherines, Ont. to T. Windhager has put an end to the Dragon racing. However, in the past two years, US 237 has gone to an average of three to four races in Toronto and Rochester, whenever the Great Lakes Championship or any other Championship has been arranged in the neighboring areas. I am hoping that the interest in fiberglass dragons and in one-design racing in the Club will increase the possibility of reviving the Dragon fleet. I am sure that, not only in our area but in other areas, recent developments in level racing and the yearly changes in the IOR boats has created a certain "rat race" type of struggle which requires so much financial input on a yearly basis that many of our outstanding racers turn back again towards one-design racing. Probably, this is the area where we have to be very actively making propaganda to get the Dragons back where they were a few years ago.

Tom didn't mention the fact that his boat, US 237, was sunk during the North Americans'. The boat was recovered and later donated to the Sea Scouts at Rochester. Tom, since then has purchased a 1972 Borresen from the Dutch representative to the Worlds and has a new number D-US262.

### ROCHESTER

O.E. Schupp, the fleet Captian, has directed all fleet activities towards the North Americans' and the Worlds' held in Rochester earlier this year. He said that everything after that was "sort of anti-climatic". The roster listed 12 boats in the fleet and the addition of Dr. Lajos boat D-US 237, donated to the Sea Scouts would make it 13.

## GULF AREA

### EAST TEXAS

The following report was received from Dr. Popejoy, D-US 234.

Jabberwock D-US 234, is presently located on Sam Rayburn Lake in East Texas and has been consistantly racing since 1970. She has been involved in races with the Rayburn Yacht Racing Association and is the only Dragon in the East Texas area. She has been racing with a nonclass fleet which has consisted of an Endeavor, North Star 500, and several Ventures 24's and also 25's. On occasions even Hobiecats have been in the race! Our association has been using the Portsmouth yard stick, DPN, and has been applying these handicaps against the other boats. This year the Dragon has done quite well coming in apparently second after leading the fleet for approximately three months. We have been having four races a month using the Olympic Circle located at Sam Rayburn Lake.

No report was received from the New Orleans or Galveston areas.

### PUGET SOUND AREA

#### SEATTLE

The Seattle fleet is starting a local newsletter similar to the Santa Barbara one. It's being organized by the fleet Captain, Marty Godsil. Following is a synopsis of the first issue and 1975's activities.

The fleet added a number of new boats and skippers this year including two boats owned and crewed by all women (except in the 40 knot blows). They are Sandra Godsil, D-US 233 Dixie Doodle Two, and Carolyn Fraley and Jo Anne Stender, D-US 166, Nokken. Not content with sailing only in the Ladies Series, they decided to race in the Men's Series an have done very well. They won two spots in the area "H" Adams Cup eliminations. In addition Sandra finished a close fourth for the local season overall trophy.

## A.I.D.A. NEW DUES AND SERVICES

### SCHEDULE

Everyone knows what inflation has done to budgets the past few years. Well it has caught up with your Association. All costs have almost doubled in the past few years.

In addition to maintaining your Association's membership in the I.D.A. and U.S.Y.R.U., regular services provided include this newsletter, providing copies of plans and rules, certifying new boats, issuing new certificates upon ownership change, insuring perpetual trophies, organizing international regattas, answering inquiries from owners and prospective owners, maintaining ownership records on some 262 certified boats and, in general, promoting the class nationwide.

All time is donated by your elected officers. Dues to the I.D.A. and U.S. Y.R.U., printing, postage, insurance and promotional material costs must be paid out of the Treasury, and these items are running at deficit level at this time.

In addition, we want to make a concentrated effort to promote the Class this coming year. Many skippers in other keelboat classes and IOR are becoming discouraged with having their boats "outdesigned" each year and cannot afford to have a new boat custom designed and built every year. These are the skippers we would like to interest in the Dragon (a class so equal in one design over the years that a wooden boat built in 1956 can win the World Championship almost 20 years later), but many of them are not aware that such a class with intensive competition exists. The only way is to spread the word through promotion of the fleet. Your officers are willing to donate the time and effort required, but they must have a little money in the treasury to cover "hard" costs. If we can increase the size of the fleet and the level of competition, all members of the class will benefit.

There is also some intensive campaigning developing in the various National organizations to have the class reinstated in the 1980 Olympics. The effort is more than "token" and is developing momentum in several countries. This is another desirable area of promotion.

In the past, a small percentage, usually less than fifteen percent, of the Dragon owners have supported the national association with their dues. They have "carried" the class for the other 85 percent. We can hardly continue to offer class services to owners who are not members, let alone provide even the minimum required amount of promotion.

Enclosed with this issue is a registration form for 1976 dues for membership in the Association. The dues are due by March 1, 1976, for the full year's membership.

For those of you who are not willing to support the Association with your dues, we would still like you to return the attached registration slip as we wish to bring all our files up to date with Owners' names and addresses prior to submitting the national roster to the International Association which is in the process of preparing an international directory.

To this end, this newsletter is being mailed to all boat owners listed in our files. If you receive this letter and have sold your boat, please either get your copy to the new owner or return the registration slip to us with the name and address of the person to whom your boat was sold. Please don't neglect this as it's quite important to maintain accurate records of boat owners and certification. Please return your registration, dues check, and ballot in the enclosed envelope. Thanks.

Jean Winston Fraley  
Secretary/Treasurer