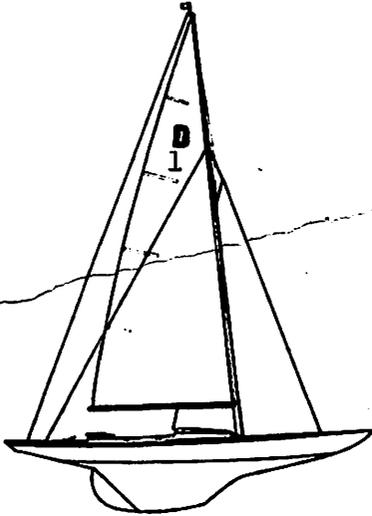


AMERICAN

INTERNATIONAL DRAGON ASSOCIATION

P.O. BOX 96
VICTOR, NEW YORK 14564

716-244-5904



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INTERNATIONAL DRAGON ASSOCIATION

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VICTOR, NEW YORK 14564

716-244-5904

January, 1988

Dear Dragon Enthusiast:

Once again, winter has thrust itself upon us and forced us to shift our thoughts away from racing, cruising, gunkholing, and generally messing around in Dragons. Without this hiatus, however, we certainly would have no time to meet on the ski trails, lie about the events on the race courses of last year, and look forward to a more civilized time when we can get back to the activities of the summer season.

The 1988 Dragon calendar is already filling up with events which are as diverse as the imagination can conjure up. RCYC in Toronto has created a niche for the North American Dragon sailor for team racing; the Prince Edward Yacht Club will celebrate its 50th anniversary by hosting the Great Lakes Championship in Picton, Ontario; CORK will once again host the Duke of Edinburgh Trophy for the Canadian Dragon Championship. Both the Pacific Coast Championship and the Dragon North Americans will be held on the West coast to an abbreviated audience. Fleet racing will resume in Cleveland, Rochester, and Toronto, while Dragon enthusiasts in the Chesapeake Bay region and the upper Great Lakes have shown a renewed interest in sailing one of the most beautiful and enduring yachts of this century.

People every day are finding Dragons. Many are restoring the older wooden yachts, while still others are campaigning fiberglass versions of this elegant keelboat. I hope this newsletter finds you all well and enthusiastic about the upcoming season. Please keep in touch with this office so that we can continue to grow and encourage new Dragon sailors nationwide.

Murray Hestley
Secretary-Treasurer, AIDA

IYRU/IDA NEWS

In order to create a more consistent measuring system, in part due to Borresen's challenge of the Marcus Glas Dragons, the IYRU has been working with Tony Watts, the official measurer of the IDA, to create a swing test for the Dragon class. The introduction of the test into the class rules has been postponed, according to Donald Biddle, Secretary of the IDA, because needed further testing of the procedure has not been completed. Some roadblocks now are the difference in floor heights among the various current builders and also the cost of the necessary equipment. Since there are presently no builders active in North America, we have little to be concerned about; however, with the World Championships coming up in Toronto in 1991, we will have to be keen on the implications of any new measurement systems.

In the meantime, discussions are centering around the tightening of control of the construction of Dragons, primarily in the area of laminate thickness. Thickness meters, such as Borresen used in his challenge of the Glas Dragon are thought to be financially viable and at least a good test of construction techniques without the destructive necessity of drilling holes to test thickness.

In regard to digital compasses, the IDA has recommended to the IYRU that any electronic devices be specifically banned. This has been accepted and inserted into the Dragon class rules. Bulkheads have been introduced in the rules which will allow unsinkable Dragons to be built as well as to define the amount of stiffening allowable for this yacht. The primary reason for this was a disastrous set of events in which two Europeans died when their Dragon sunk in 50 knot winds. Also, this rule will help to define the limitations on stiffening of the Dragon because fiberglass yachts were built inherently stiffer than wooden yachts. Windows in sails have been redefined so that the total area of each window will not exceed .2 square meters. The spacing between numbers and letters has been redefined to allow for more desirable looks. In addition, some rules were changed in the measurement of hull weight, internal molding, keel position, and boom dimensions. None of these rules will affect your existing Dragons.

The IDA also noted that the World Championship would be held in Canada in 1991. In respect to this, Pat Dyas, who represents Australia, suggested that mid-year IDA meetings should be held at the World Championship when the regatta is outside Europe. Since this was agreed to at the IDA meeting, we can expect to have an IDA mid-year meeting in Canada in 1991. Things are certainly getting exciting for this prestigious event.

After Tony Watts has had an opportunity to calculate various minimum thicknesses of hull laminates, he will then determine the necessary corrector weights needed for the suspect Markus Glas Dragons to comply with current measurement standards. Tony Watts has stated specifically that the measurement certificates of all Markus Glas Dragons be withdrawn pending confirmation that the new corrector weights have been installed in accordance with agreed upon procedures and the yachts remeasured.

NEW MEMBERS

One of our newest members, Jeffrey Cox, of Centralia, WA, wrote us this summer with his comments about his discovery and subsequent restoration of the former "US 241 BODACIOUS" which was originally owned by Albert Crutcher of New Orleans. What follows is an excerpt from his letter.

'I am the current owner of DUS 241. I found her in a boat trader magazine about April, 1985, and purchased her as an act of mercy to both the boat and owner. The then owner had had her for about one and a half years and had managed to remove about 60 square feet of paint from her hull in that time. She was in sorry condition from neglect and abuse (I found out later that she had actually been dropped from a sling!). My initial inspection revealed 46 broken ribs, 59 rotted ribs, three feet of stem rotted away, no sole, rot in the floors, horrible ply deck, frozen winches, and four flat tires, no electrical, and a broken upright and fender on the trailer, at least. But after a week of seeing those classic lines in my sleep, I relented, the infection had started.

On Memorial Day, we trailered her about 150 miles through heavy traffic home to our back yard along with an aluminum mast, one main, two genoas, three spinnakers, and boxes of old rotting lines, sheets, and halyards; also all the old rigging that had passed from one owner to another for the past twenty years.

Jeff either replaced or sistered the ribs, scarfed in a new stem piece, cleaned up the deck and laid down a new cedar deck, cleaned and epoxied the hull, rebuilt the cuddy, and repainted the hull. Jeff should be commended on his monumental task well done. Let's hope that he will be able to enjoy many years of racing and

pleasure sailing with his new yacht. Congratulations, Jeff!

Dr Ralph M Wood is our most recent addition to the registered US Dragons. He sails US 291 MIA MOANA out of the Bavarian Yacht Club and has sent along the latest issue of the German-Austrian-Swiss Dragon News. He and his Dragon are pictured during the start of the Swiss Championship. It certainly is encouraging to have a local citizen flying the US colors. He, Tom Lajos, and Henri Le Berre can be certainly proud of their representation of the United States in all of these European Dragon events. Perhaps Ted Sawyer will follow suit. Dr Wood, a dentist, says that any Americans coming over to compete in Dragon events like the 1988 German Championship should contact him for some local hospitality. Does anyone wish to take him up on that?

BERMUDA RACE WEEK

George Mezo, captain of the RCYC Dragon fleet, sent us an article which originally appeared in their club newsletter, "Kwasind." It has been excerpted here for you to enjoy.

At the annual Dragon ski weekend last February, Rochester skipper Murray Hestley drew our attention to a regatta notice and an invitation to race in Luders 16s in the 35th annual Bermuda Race Week. As a result, Harry Angus, Dean Clarkson, and yours truly "volunteered" to represent the fleet.

Our main series second place finish in an unfamiliar class and waters behind the charismatic Bermuda sailor David Hillier can be reported as a fine first effort. We approached our "assignment" with a certain amount of trepidation after reading the official regatta notice that advised skippers "who prefer to race using a compass should bring same". Based on some advance scouting, we took with us over 50 kilograms of fittings, lines, tape, compass, tools, etc, to build boats, but to our surprise, most of it was superfluous.

Thanks to the tireless work of enthusiastic L16 sailors, the fleet in Bermuda is undergoing a strong renewal. We quickly developed a lot of respect for the organizational and fleet building abilities of Ralph Sponar, Jr, Allan Hughes, and Mark Rowe, who taught us a lot about boosting fleet morale and enthusiasm. They

built a number of fiberglass boats locally and have restored a dozen boats to racing condition.

The racing was well organized. Based on a draw, each team was assigned a different boat for each race, changing boats in the harbor during lunch. Racing took place in the Great Sound. The courses were well laid out and once the winds shifted to the southwest, we had more than a two mile weather leg...a key development that turned out to be to our advantage.

Harry Angus proved his heavy air helming ability as he ground down the fleet to helm the first non-Bermuda boat to win a race in the series. Later on Cleveland skipper Al Hensel bettered this. The heavy air tested the boats and crew alike and to our hosts' credit, spare boats were provided and minor breakdowns were mysteriously repaired overnight to allow the nine boat fleet to continue racing. To help out the cause, Dean Clarkson dispatched Harry Angus to buy arc welding supplies to repair mast fittings only to find Cleveland skipper Mike Mahar eager to show off his welding prowess at the dock. He worked so fast that his lack of a work permit wasn't even questioned.

Our hosts were impressed by the visitors' keen desire to race and the week turned out to be a form of endurance test with early mornings (up at six, leave dock at 7:30, 9:20 start) two races on most days followed by a full social program (plus the forty minute ride back to quarters for most) to round out the day. Overall, it was a friendly series with no protests, no major breakdowns, good racing, and great fellowship on and off the water. By all indications, we made new friends for the RCYC and may have discovered another highlight for the Dragon racing season.'

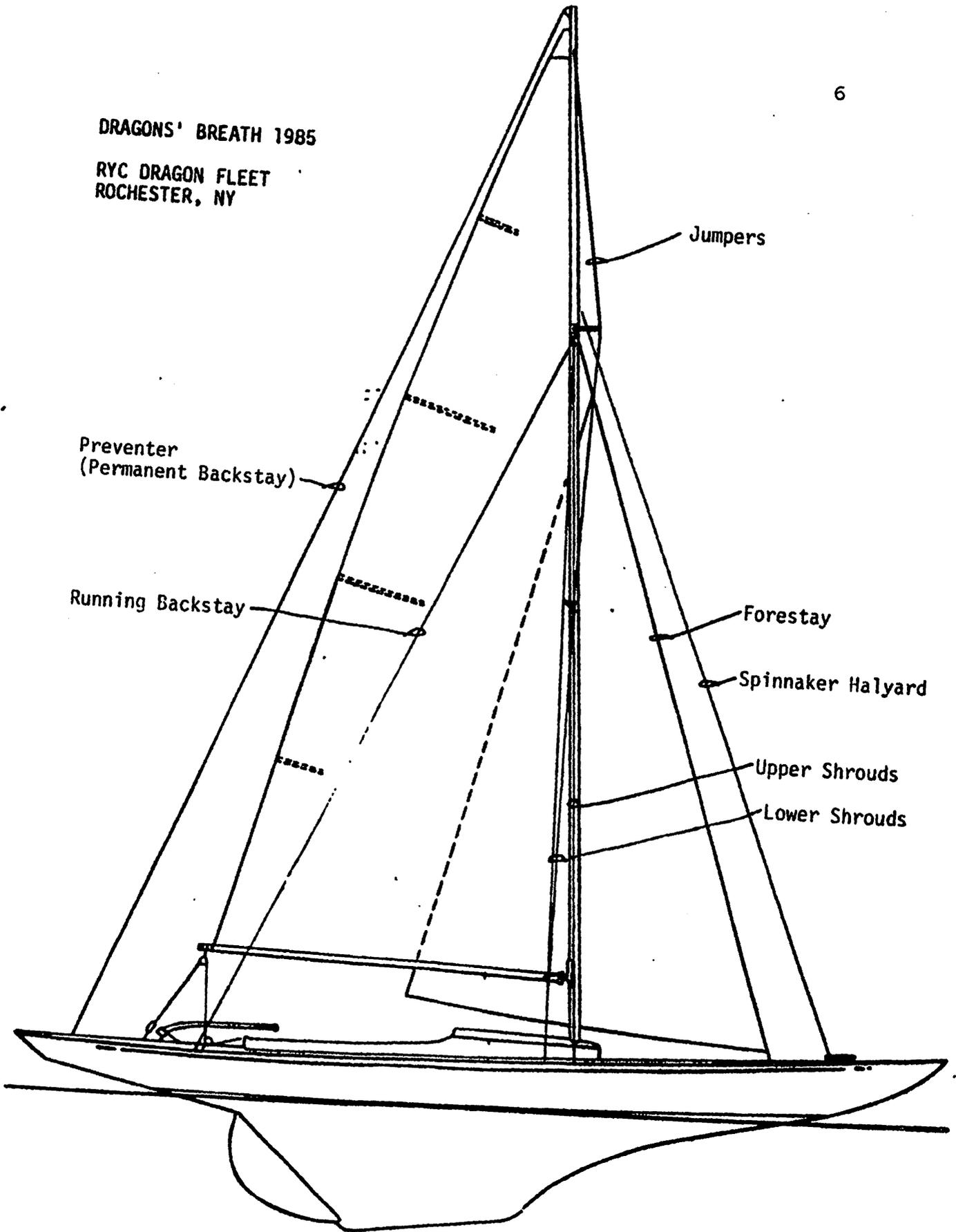
Thanks to George, we have this piece for the newsletter. Along with Dragon sailors from Toronto, Cleveland, and Rochester, Bluenose sailors from Nova Scotia participated in the event. Perhaps we can create a round robin affair in the future to include all of these people for some very interesting racing and some ways of making new sailing friends.

1987 RACING RESULTS

This past year saw some very challenging racing both in club events and in the major regattas. The Cleveland fleet hosted the Great Lakes Championship and the North American Championship during August of this past year. The Cleveland fleet deserves a round of applause for their diligent efforts to present a class A regatta. They were eminently successful under the watchful guidance of Ed Kovachy and his able committees.

DRAGONS' BREATH 1985

RYC DRAGON FLEET
ROCHESTER, NY



Eighteen yachts competed in the Great Lakes Championship under partly sunny skies and changeable conditions. The dreaded Lake Erie square wave chop made sailing quite challenging, especially for the visiting teams. Mike Mahar clearly led the fleet to first place with an impressive set of four wins and one second in his US 261 LOLA. Harry Angus was the only yacht able to break his string of bullets. With an equally impressive set of statistics, Harry, sailing KC 98 VIKING, took second, while Howard Low, sailing US 208 PUFF, and sporting what looked to be a new set of North sails, was third. The competition was especially intense on all parts of the race course with the local yachts showing what can happen in a large fleet like Cleveland. For the Rochester fleet, which showed up in its entirety, it was a real treat to sail in a fleet that large. For everyone who has been sailing in the major regattas, it was truly a sight to see eighteen Dragons on the line. I believe that this was the largest number of Dragons to enter a regatta in many years. Thanks again for a job well done in organizing such a nicely run regatta.

The North American Championship followed immediately with conditions varying from very light air to twenty knot winds. Harry Angus, in KC 98 VIKING, won the regatta with no finish below second. Mike Mahar, US 261 LOLA, finished second after making a real run for the title with firsts in the last two races. PJ Shaffer, sailing US 257 WYVREN, finished third, having won the second race and showing real strength in the final races. Congratulations to all!

Tom, US 285 NIAGARA, and Sally US 256 CRYALIS, Mortimer hosted a party at their lovely home, giving each of us a marvelous opportunity to practice our tall tales about our experiences on the race course. Although it rained quite hard that evening, no one's spirits were dampened. All looked forward to the racing ahead. The very next night, Mike and Lois, US 256 CRYALIS, Mahar sponsored a ribs and beer party at their home on the back lawn. The ribs were prepared by the winners of the recent Cleveland area burn off competition. Rochester ribs palaces could certainly take lessons from these people. A three piece orchestra played well into the night providing fun for all.

Ted and Dorothy Sawyer, US 262 SORINA, had a wonderful back yard cocktail party for us all. Shishkabob, tempura, and a bar made for a fun evening. With small tables distributed around the lawn, everyone was able to intermingle and catch up with those we don't get to see very often. The local Dragon fleet sponsored a crews' union barbecue at the Edgewater Yacht Club which had recently been enhanced by a deck and new lighting. The Cleveland fleet should be very proud of itself and their club for the hard work and excellent facilities. They rounded out the activities with a night out on the town and an excellent regatta banquet, where each team was sighted for their particular contribution to the regatta. Betty Thomas, sailing with Ed Kovachy, US 253 ORCA, and her husband supplied each team with a nice red sweatshirt emblazoned with the yacht number and a beautiful Dragon commemorating the North Americans. This was a very nice touch and a welcome addition to everyone's sailing gear.

Over Labor Day, the Rochester Yacht Club hosted the annual Mayor's Trophy. Although there were nine yachts present, eight competed, including Dragons from Toronto, Cleveland, Rochester, and Youngstown. The conditions were excruciating in that the wind was very light and extremely flukey. The first race ended when no one reached the first weather mark under the time limit. Left with only four races to determine a winner, Mike Mahar showed off his legendary consistency with US 261 and won the event. Tom Lajos, US 290 PANACEA, just managed to hold on to second place ahead of yours truly, US 264 WEETAMOE. Although the event was frustrating to most, we all had the same conditions to contend with. The Rochester fleet is looking forward to many more Mayor's Trophies and the keen competition it brings.

1988 RACING SCHEDULE

This season will bring Dragon racing to Cleveland, Rochester, Toronto, Picton, and Kingston. Dates to keep in mind are:

Toronto Founders Regatta - July 1, 2, 3. These races are open to all Dragons.

Great Lakes Championship - August 15-19. Picton

Duke of Edinburgh - August 22-26. Kingston

Bluebottle Trophy - tentatively scheduled between the Greta Lakes and the Duke for team racing.

Mayor's Trophy - September 3, 4, 5. Rochester

The Duke of Edinburgh will be held at CORK this year, but with significant differences from 1986. The Dragon fleet has been promised that it will be berthed down town instead of Portsmouth Harbor and will race on the offshore course. This should mitigate the fears of many that we will be sailing with Finns and Lasers on short courses. Jack Sudbury will be keeping us posted on the progress to finalize the whole regatta schedule through August.

The Founders' Trophy is held at the RCYC each year and George Mezo informs us that this event is open to all Dragons. If you plan to attend, please contact George for more details.

In addition to these regattas, each fleet will have its own schedule for season club racing. As this information comes to me, I will pass it along. I'm sure that each fleet will be very excited about playing host occasionally to some visiting Dragon dignitaries from other fleets.

LOCATING EXISTING DRAGONS

In our effort to locate the 291 registered Dragons in the United States, we have been remarkably successful in improving the numbers of paid AIDA members and seeing some renewed interest in areas where Dragons are still to be found. In 1986, we had eight paid members. That number reached 38 in 1987. Since then we have begun to see considerable interest growing in the upper Great Lakes and the Chesapeake Bay region of the East, and Southern California in the West. Although there are still as many as ten Dragons in the Seattle area, the fleet seems to have dissolved. We are sorry for that, but hope that these fine yachts will continue to be cared for, sailed, and remain active members of the AIDA. You can remain an active participating part of the AIDA by filling out the enclosed registration form and returning it to me along with payment for your dues and any other services you require.

You will also find enclosed with the newsletter a current list of Dragons for sale. This list changes periodically, with new ones being added while still others are sold and removed from the list. Please pass this information along to anyone who may be interested and don't hesitate to call on me for updates.

INFORMATION

A new book has recently been published. Dinghies and Daysailers by Butch and Rita Wilcox has been released by Barca De Vela Publishing

PO Box 37168

Phoenix, AZ 85069-7168

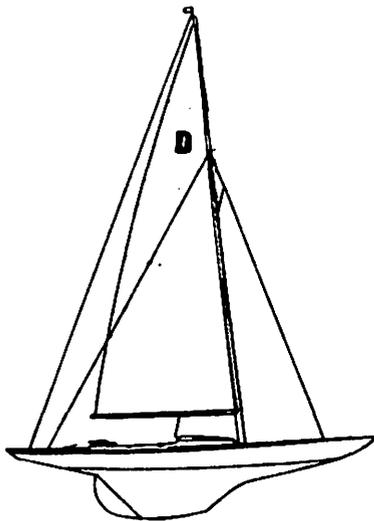
A short article appears describing our yacht and shows a photograph of US 244 on Lake Ponchartrain. I wished to have a more up to date photo, but our archives don't have such a beast. If anyone wishes to submit photographs for our files, please do so. We would like to be able to send these pictures to interested parties.

In addition to seeing our yacht in print, we would also like to present fleet and regatta information to the various magazines for publication. Please send articles or racing results to me so that I can get this information out as quickly as possible. We need the press coverage if interested people can see that this is a fun yacht to be with.

I hope this newsletter arrives in time to get you all worked up for the new season. If anyone has ideas or messages they think are appropriate to our fleet, please send the information to me. I will make every effort to get everyone informed.

See you on the race course!

Murray Hestley
Secretary-Treasurer, AIDA



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INTERNATIONAL DRAGON ASSOCIATION

787 MENDON-IONIA ROAD

IONIA, NEW YORK 14475

716-582-1034

AIDA MEMBERSHIP ROSTER 1987

CLEVELAND FLEET

Arden DeYoung
5132 Mayview Rd
Cleveland, OH 44124
216-473-1244

US 228 CORSAIR

Richard Hatheway
37221 Euclid Av
Lot 74
Cleveland, OH 44094
216-946-4223

US 115 YANKEE DOODLE

Alvin Hensel
3226 Ormond Rd
Cleveland, OH 44118
216-371-7387

US 277

Kirk Hinman
14317 Washington Blvd
Cleveland, OH 44118
216-382-8922(H)
614-239-8000(W)

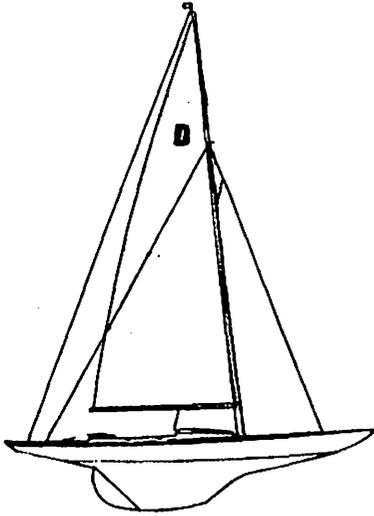
US 289 Jan van Ghent

Ed Kovachy
23691 Redfern Rd
Columbia Station, OH 44028
216-236-8753(H)
216-631-9000(W)

US 253 ORCA

Mike Mahar
10219 Edgewater Dr
Cleveland, OH 44102
216-281-4911(H)
216-531-7143(W)

US 261 LOLA



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CLEVELAND FLEET

Betty Thomas
30215 Ashton Lsa
Bay Village, OH 44140
216-835-1977(H)

ROCHESTER FLEET

O E Schupp
263 Lone Oak Av
Rochester, NY 14616
716-621-4030(H)
716-722-2116(W)

US 144 DELAWARE
US 273 VENTURE
US 278 DRAGON LADY

Howard and Lynne Low
501 Seneca Park Dr
Rochester, NY 14617
716-544-3234(H)

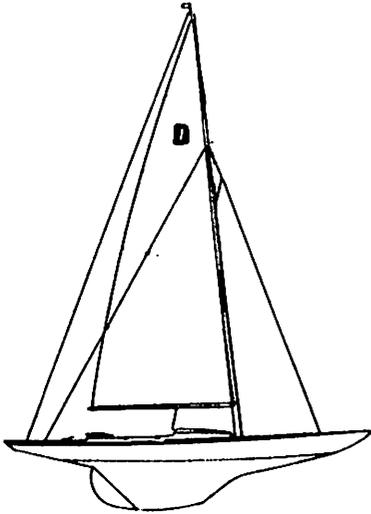
US 208 PUFF

Murray Hestley
273 Meigs St
Rochester, NY 14607
716-244-5904(H)
716-924-3019(W)

US 264 WEETAMOE

Sea Explorers 129
c/o Bruce Gaynor
1543 Trefoil Ct
Walworth, NY 14563
315-986-3982

US 63 MAJIC
US 71 DRAKKAR
US 116 VICTRESS
US 224 NJORD



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ROCHESTER FLEET

Amy Johnson
299 Wisconsin Av
Rochester, NY 14609
716-288-1186

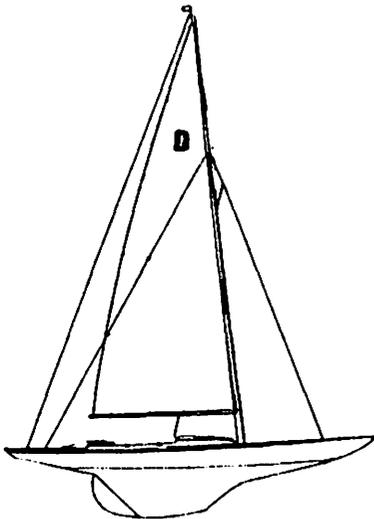
Herb Humphrey
49 Sagamore Dr
Rochester, NY 14617
716-544-0482

John Texter
100 Gould St
Rochester, NY 14610
716-473-0015

Richard Low
8 Fairmount St
Rochester, NY 14607
716-244-2820

Mark Thomas
13 E Park Rd
Pittsford, NY 14534
716-381-8952

Sarah Huston
93A Park Av
Rochester, NY 14607
716-442-9499



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AIDA MEMBERSHIP ROSTER 1987

ROCHESTER FLEET

Peggy Faber
4 Indian Pipe
Painted Post, NY 14870
607-937-8227

UNAFFILIATED MEMBERS

John C CLinch
12611 Rubens Av
Mar Vista, CA 90066

US 183 OOLONG

Ralph M Wood
Possenhoffener Str 10
8130 Starnberg
West Germany

US 291 MIA MOANA

Tom Z Lajos
2454 W Oakfield Rd
Grand Island, NY 14072
716-773-5928

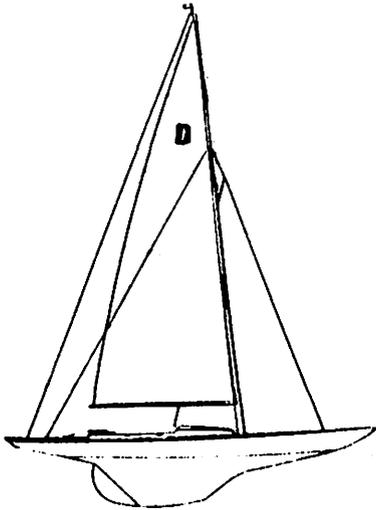
US 290 PANACEA

Richard Baker
42450 Lakeland
Plymouth, MI 48170

Ray Belknap
70 Benton Way
San Luis Obispo, CA 93401

US 149 SCARLETT

Martin Godsil
1633 Calhoun St
Seattle, WA 98122



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INTERNATIONAL DRAGON ASSOCIATION

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AIDA MEMBERSHIP ROSTER 1987

UNAFFILIATED MEMBERS

Krist Martinsen
PO Box 34
Orcas, WA 98280

US 268 FANG

George J Horak
Maimi Sailing School
2983 MacFarlane Rd
Coconut Grove, FL 33133

A J Henriksen
1934 N Mink Creek Rd
Pocatello, ID 83204-7206

Mary Lund Davis
4713 24th NW
Gig Harbor, WA 98335

US 265 SECOND WIND

Gary E Young
128 S Commerce St
Centreville, MD 21617
301-758-2132

Robert Landon
115 Tyrell Ct
Kill Devil Hills, NC 27948

Phil Enriquez & Marion Sacco
PO Box 157
Sodus, NY 14551
315-483-4933

US 196 SCARLETT

AIDA DRAGONS FOR SALE 1987

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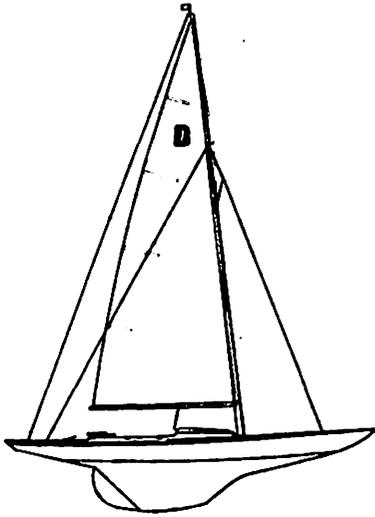
- US 14 THOR unknown price
Wood Hull, Aluminum Rig
Rocky Goodhope
4720 48th S
Seattle, WA 98118
206-725-6491
- US 210 MARIA \$7000
(Savell 1963) Wood Hull
Jim Dewey
1625 36th Av
Seattle, WA 98122
206-325-6609
- US 212 PHOENIX \$6000
(O Y Vator 1960) Wood Hull, Aluminum Rig
Arvid Berg
1026 32nd E
Seattle, WA 98112
206-322-2917
- US 269 WINGS \$10000 before 4-1-87
\$12500 after 4-1-87
(Godsil 1978) Fiberglass Hull, trailer
Jean Fraley
3518 Conover Ct
Seattle, WA 98122
206-324-4800
- US 273 VENTURE unknown price
(Godsil 1978) Fiberglass Hull
O E Schupp
263 Lone Oak Av
Rochester, NY 14616
716-621-4030
- US 278 DRAGON LADY unknown price
(Schupp 1980) Fiberglass Hull
O E Schupp
263 Lone Oak Av
Rochester, NY 14616
716-621-4030
- KC 71 ONDINE unknown price
Wood Hull, Aluminim Rig
Larry Colquit
822 Mendon Center Rd
Pittsford, NY 14634
716-624-2870

AIDA DRAGONS FOR SALE 1987

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KC 127 HAGA \$12500
(Schupp 1981) Fiberglass Hull, Trailer
Michael Mucklow
39 Salisbury Av
Toronto, Ont, Canada
416-925-8307

US 169 NATIVE AMERICAN unknown price
(O Y Vator 1958) Wood Hull
O E Schupp
263 Lone Oak Av
Rochester, NY 14616
716-621-4030



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P.O. BOX 96
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716-244-5904

SERVICES AND COSTS

1988 Membership Dues	\$20.00
Certificate for New Yacht	25.00
Replacement of Certificate	10.00
Change of Ownership Certificate	12.50
AIDA Blazer Patch	12.50
Set of Plans and Rules	30.00
Measurement Forms	5.00

AIDA 1988 MEMBERSHIP REGISTRATION

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

YACHT NUMBER _____ YACHT NAME _____

YACHT BUILDER _____ YEAR BUILT _____

MATERIAL OF HULL _____

UNITED STATES AUTHORITY INTERNATIONAL DRAGON CLASS