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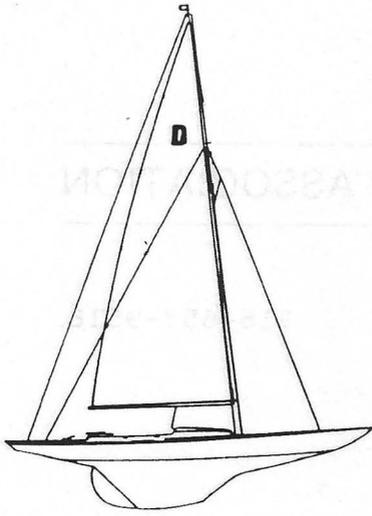
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INTERNATIONAL DRAGON ASSOCIATION

49 Fairfax Rd

Rochester, NY 14609

716-654-9518



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February, 1990

Dear Dragon Sailors:

1989 sailing ended, leaving us with skiing, iceboating, or daydreaming; our efforts here at Dragon Central have turned to the approaching season and the need for increased participation by our membership to provide support for the newsletter, as well as communication with interested parties, the IDA, and IYRU. With Dragons being found, restored, and sailed throughout the United States, we must reach out and bring these people into our fold.

As worldwide enthusiasm continues, we can take advantage of the movement to solidify the growing support here in North America. A refurbished and updated newsletter supplying advertising income will help to take the burden of increasing dues in the IDA off the shoulders and pocketbooks of the membership. Please bring your energy and support to the effort of the AIDA.

Toronto is the venue for the Great Lakes and Duke of Edinburgh Championships this summer. As the primary elimination series for United States entries into the 1991 Worlds, be prepared for stiff competition and some new faces to the Dragon scene. Guidelines for the elimination series are in the newsletter.

Several used Dragons are available throughout the United States and Canada. Please pass on to me any information about used Dragons so that I may tell any interested parties.

Enjoy this newsletter and keep in touch,

Murray Hestley  
Secretary-Treasurer

### Notes from the Commodore

One might suppose that the demands on the Secretary-Treasurer of a national class as small as the AIDA would be modest. To our surprise, requests for information in Dragons, fleet activities, regattas, and availability of yachts has been substantial. This offers some encouragement that additional fleets might be established sometime in the future, but only with promotion and participation. What can we do? Contributions to the newsletter describing fleet and regatta events are needed on a regular basis. Perhaps as a start, each fleet might elect or designate a fleet activity and regatta reporter. A big bonus would be articles on observations by those participating in major regattas outside North America.

The newsletter is a record of the activities of the class. The articles in it must demonstrate that racing fleets exist and are active; that regattas are held, have good participation, and provide first class competition. Recent newsletters are requested in inquiries about the International Dragon Class. The contents must help influence whether the inquiry is followed by action.

Since International Dragon Class racing is centered along the Canadian and American border, both national organizations are small, and the future of the national classes are interdependent, the newsletter serves the needs of both the AIDA and CIDA. Clearly, the newsletter must be supported financially and with contributions by members of both organizations.

The Dragon World Championship will be held in Toronto in 1991. The organizing committee has been very active and has made an excellent start in preparation for this event. Currently, their efforts are to find sponsors to help fund the event and to help make arrangements for shipping Dragons to Toronto inexpensively and expeditiously. Having been involved in these activities for the 1975 Worlds in Rochester, I can appreciate how difficult and uncertain the process can be, especially since the results are dependent on national and world economies.

One major plus for the World Championship being held in North America is the availability of quality yachts at a discounted price, but only for a limited time. Travel to North America and participation in this event will be increased as the probability of selling International Dragon Class yachts after the event increases. Several quality Dragons were added to fleets after the 1975 and 1983 World Championship events. I will be pleased to

**Commodore Continued**

coordinate any interest in purchasing these Dragons with the organizing committee. This is a once-in-eight-years special opportunity for inexpensively increasing participation in International Dragon racing in North America.

In 1989 there were 38 registered International Dragons in the AIDA. This allows the United States five entries in the World Championship Regatta in 1991. If this number can be increased to 50, the number of entries will be increased to six. For this purpose, the number of registered Dragons is determined by the number of owners registering Dragons with valid measurement certificates for 1990 (in the past, the number of registered Dragons and entries for the Worlds were determined differently). While participation in the World Championship Regatta may be a driving force for increasing the number of dues-paying members in 1990 and 1991, a full complement of dues-paying members is required every year. Aida dues are used to pay for IDA dues of the Association as well as the newsletter and other class related expenses. Major changes in the number of registered International Dragons can give a distorted picture of the Dragon activity in North America. Consideration was given by the IDA not to have the World Championship venue in North America based on the belief that International racing had ceased with the demise of the Seattle fleet. Indeed, if the IDA assumes that the AIDA does not exist, participation by AIDA members in European events will not be allowed (How can an individual represent an organization which does not exist?). Thus the small amount of dollars and time required to be a paid-up member of the AIDA, can have significant beneficial effects for all of us.

In closing, I again congratulate Tom Mortimer, the International Dragon Fleet, and the Edgewater Yacht Club for a superb job in organizing and conducting the Great Lakes and North American Championship Regattas this past summer. The competition was excellent, the weather was great and the social events were well planned and balanced. Those who missed this event were the losers. Mike Mahar and his crew were just unbeatable and are worthy champions for 1989. Gentlemen, I congratulate you. For those of us who were also rans, I want to remind us that not too many years ago Mike and I used to race in similar regattas and the prize for us was not being last. We put more energy into our races than the winners.

**O E Schupp**

## International Dragon Association

At the annual meeting of the IDA this past October, several issues were discussed, including the rule changes which will be mentioned elsewhere in this newsletter. The annual subscription to the IDA will be increased approximately three times in order to create operating capital and pay the increased costs of the chief measurer. The increased fees will be reflected in your 1990 dues to the AIDA.

By way of further clarification, the number of yachts permitted to participate in World events will be based on the number of yachts registered with the national association. That means that the participants will be eligible based on the dues-paying Dragon owners for the year 1991.

The Dragon Handbook has been made available to all interested parties. It includes several photographs and articles; on April 15, 1990, I will be sending away for as many copies as are ordered from me. The price will be \$3.50 each which covers postage and handling. If you are interested, please check the item off on the registration form and include your full payment.

The German Dragon Association has proposed to make all new Dragons unsinkable. The proposal has much merit, although the term unsinkable is difficult to define and bulkheads tend to increase the weight of the hull by as much as 35 pounds. Mast rams have been forbidden but the Technical Committee is researching ways to introduce methods of chocking masts.

New officers of the IDA were elected and installed:

Chairman	Norbert Geissler
Vice Chairmen	Timo Nurmilaukas
	Paul de Herdt
Secretary	Christopher Dicker
Treasurer	Rene Estoppey

We all offer our vote of thanks and appreciation to the past officers for their positive and professional administration of IDA affairs.

Finally, submissions to the IYRU Keelboat Committee were discussed. The results of those submissions will appear under the IYRU heading.

IDA Continued

World Dragon Racing Schedule

Gold Cup	Dublin, Ireland	July 30-Aug 4
European Championship	Lake Thun, Switzerland	Aug 28-Sep 2
<b>Australia</b>		
Prince Philip Cup	Perth	Dec 28-Jan 11
<b>Austria</b>		
Austrian Championship	Attersee	Aug 19-24
<b>Belgium</b>		
North Sea Championship	Ostend (NSYC)	Jun 16, 17 & Jun 23, 24
Belgian Open Championship	Ostend (NSYC)	Aug 11-15
<b>Canada</b>		
Founders' Trophy	Toronto (RCYC)	Jun 30-Jul 2
Great Lakes & Duke of Edinburgh Championships	Toronto (RCYC)	Aug 19-26
North American Championship	Vancouver (RVYC)	Jun 30-Jul 2
<b>Denmark</b>		
Danish Championship		Jun 27-30
<b>France</b>		
Vasco de Gama	Arcachon	Apr 14-21
French Championship	Cazaux	Aug 4-10
Regate Royales	Cannes	Sep 15-20
Coup de Quillards des Sports	La Rochelle	Apr 28-May 1
Coup Drakker	Deauville	May 24-27

## Racing Schedule Continued

## France Continued

Coup de France	Arcachon	Aug 2-3
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Derby de la Baule	La Baule	Aug 19-24
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## Germany

German Championship	Kiel	May 27-Jun 1
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## Holland

Dutch Championship	Braasemermeer	May 19-22
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## Ireland

Irish Championship	Belfast	Jun 2-8
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## Sweden

Nordic Championship	Bastad	Jun 1-5
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Swedish Championship	Saro	Aug 2-6
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## U K

Edinburgh Cup	Cowes	Jun 16-22
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## World Events 1991

World Championship	Toronto (RCYC)	Aug 5-15
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European Championship	Attersee, Austria	Sep 8-15
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Gold Cup	Marstrand, Sweden	Jul 21-27
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## International Yacht Racing Union

Several submissions were made from the IDA to the IYRU Keelboat Committee. The IYRU is the trustee of the International Dragon Class. The complete text of the rule changes is available from this office; what follows is an excerpt to show the rule changes most likely to affect North American Dragon sailors.

### Rule 1.11

In order to improve control of innovations in the construction of the Dragon, anything not specifically allowed should be considered illegal with a ruling obtained from the Technical Committee for any such changes.

### Rule 1,24

In order to limit advertising, Dragon Class racing shall be considered Category A under IYRR rules and thus specifically prohibits advertising on sails or hulls.

### Rule 2.11

The rules describing carvel planked hulls will be deleted because that method of construction is considered obsolete. The rule is still in force but will not appear in the newer editions of the class rules.

### Rule 2.402

Last year, the rules stated that anyone building GRP Dragons must be licensed. This year the rule includes builders of all Dragons, whatever type construction.

### Rule 2.4.15

There has been much discussed regarding the stiffening of GRP hulls, dating all the way back to the method of construction used by Godsil and Schupp. Presently, new rules are being drafted, but none are now in place, so that stiffening will remain a hotly contested issue for some time to come.

### Rule 4.1

Fairinf of the iron keel can only be allowed to take out uneven surfaces, but not to appreciably alter the shape of the keel as was practised several years ago.

### Rule 5.6

This rule, limiting the length of the tiller extension has been deleted, allowing any type of extension the helm desires.

### Rules 6.101, 6.30-6.34, 6.60-6.63

Rules regarding the construction of wooden spars is being relegated to the same place as carvel construction. Anyone wishing to build a wooden spar must get IYRU approval.

**IYRU Continued****Rule 6.103**

The metal marks common on the decks of Dragons to designate the limits of movement of the mast and forestay need no longer to be of metal. Therefore any material which is substantially permanent will be allowed.

**Rule 6.29**

This rule pertains to any running rigging being led internally. The change permits the entry and exit points for the jumper stay to be optional.

**Rule 7.4**

Clarification of this rule prohibits the adjustment of the forestay or shrouds while racing.

**Rule 7.6**

"The standing rigging shall intersect with the wall of the mast (port side rigging to port side mast, starboard to starboard) between the following dimensions measured above the upper edge of the lower black band.

	MAX	MIN
Upper jumper wire	9000mm	8950mm
Lower end jumper wire	optional	
Forestay	6200mm	6000mm
Main shrouds	6200mm	6000mm
Running backstays	6200mm	6000mm
Lower shrouds	3500mm	3150mm

Lower shrouds shall always intersect the mast below the spreaders (see Rule 6.109)."

**Rule 9.14**

The class numbers, national letters, and sail number shall comply with IYRR Rule 25.

Height	375mm
Width	250mm (excluding l & I)
Thickness	50mm
Space between adjoining letters and numbers	75mm

**Rule 13.2**

As in the past, hiking straps are illegal while racing. However, fixed handholds on the inside face of the cockpit coaming will be allowed to promote additional safety.

**Rule 6.113**

Masts will continue to be stepped at the bottom of the boat because higher mast steps would allow dramatic changes in the weight of the masts at the tip, allowing more movement.

IYRU Continued

Rule 9.12

This proposed rule, allowing laminated sails was withdrawn. Sailmakers have stated, however, that woven sails may no longer be available after a time. The Solings have prohibited laminated sails and the Dragons will follow suit for now. The projected cost of laminated sails will soon be low enough where they may be allowed.

1989 Racing Results

**North American Championship - Craig Memorial Trophy,  
McLoed Trophy  
Great Lakes Championship - Walter Windeyer Trophy**

The Edgewater Yacht Club, Cleveland, Ohio, hosted these two regattas. Fourteen yachts represented fleets from Cleveland, Rochester, NY, and Toronto, Ont. The winds were good to excellent throughout the race period. The first race was delayed until a light onshore breeze began. Building winds produced moderate competition for the second race. Tuesday and Wednesday presented the sailors with the challenge of the infamous Lake Erie "chop" under moderate winds. The North American Championship was sailed with Northeast winds dominating the series. The winds persisted throughout the regatta until the final two legs of the last race on Saturday, when the "noreaster" gave out, swinging around to the southeast to be overcome by the onshore breeze from the northwest. The final leg of the last race was sailed under spinnaker.

The Crews' Union of the Cleveland fleet hosted a picnic followed by the now famous rib roast at the Mahars. Tom and Sally Mortimer presented chinese cuisine while the awards banquet was held at the Edgewater Yacht Club Saturday night.

Trophies were awarded and personalized shirts were distributed to the skipper and crew of each yacht. Mike Mahar, LOLA, was presented the first place trophies for the Great Lakes the North American Championships, as well as the McLoed Trophy for the leader of the North Americans after three races. Ted Sawyer, SORINA, was second in the Great Lakes, while O E Schupp, VENTURE, took home third. Second place in the North Americans went to Al Hensel, CHAUVINIST, while RCYC skipper Jon Galama, INTRIGUE, was third.

Overall, the regatta was a very challenging experience for everyone. The competition was keen and the opportunity to begin and renew acquaintances was cherished by all.

**1991 World Championship - AIDA Eliminations**

**Eligibility:** Conditions 1-4 below must be met.

1. Yacht entered in the competition must hold a valid registration certificate.
2. Yacht owner or skipper of record must be a paid up member of the AIDA for 1990 and subsequently for 1991.
3. Skipper of record must have signed the Declaration of Intent to participate in the 1991 World Championship Regatta. Form must be on file with the AIDA.
4. Yacht owner must agree that: if the yacht is eliminated in the elimination series, the yacht will be available for charter under direction of the RCYC organizing committee following the AIDA guidelines for chartering.

**AIDA Guidelines for Chartering:** Tom Mortimer - chair of special committee of Edgewater Yacht Club Dragon owners.

The committee is charged with deloping guidelines, in cooperation with the RCYC organizing committee, for allowing Dragons to be available for charter for the World Championship Regatta. It must protect the owners and their yachts as well as being fair to competitors/

**Primary Elimination Series:** 1990 Great Lakes Championship and Duke of Edinburgh Regattas.

These two regattas will be the used as the elimination series to qualify AIDA entrants into the Worlds. The best seven of the ten races of each elimination-eligible skipper will be used to determine the AIDA representatives to the Worlds. The scores of non elimination-eligible skippers will not be counted in computing final standings.

**Secondary Elimination Series:** Conditions 1-6 must be met.

1. Four or more elimination-eligible skipper/yachts must compete.
2. Venue to be West of the Mississippi River.
3. No more than two secondary elimination series are allowed.
4. Written requests to hold the secondary elimination series must be received by the AIDA Commodore by May 1, 1990. Written requests shall include all details of the secondary elimination series.
5. Secondary elimination series must include at least five races.
6. A maximum of one yacht for each four competing may represent the AIDA in the Worlds.

**Worlds Eliminations Continued**

**Scoring:** Conditions 1-4 must be met.

1. Low point scoring with 3/4 point for first place, two points for second place, etc.
2. DSQ and DNS shall be scored N+1, where N is the number of eligible competitors starting in the associated series - Great Lakes Championship, Duke of Edinburgh, Secondary Elimination Series.
3. DNF shall be scored M+1, where M is the number of eligible yachts starting in the race in question.
4. The scores of non elimination-eligible skippers will not be counted in computing final standings.

**Allocation for Participation in Worlds:**

Allocation between primary and secondary eliminations will be determined by the numbers of AIDA-registered actively participating Dragons locally and regionally to the venue of the elimination series.

**Number of Participants in Worlds:**

The number of AIDA entries into the World Championship Regatta is determined by the number of registered Dragons in the AIDA.

Number of Dragons Currently Registered with National Authority (AIDA)	Maximum Entries Permitted
1 - 5	3
6 - 49	5
50 - 99	6
etc	

Written requests for secondary elimination series should be sent to:

O E Schupp III  
263 Lone Oak Av  
Rochester, NY 14616  
716-621-4030

Declaration of Intent to participate in the 1991 Worlds will be available soon from:

AIDA Murray Hestley - Secretary-Treasurer  
49 Fairfax Rd  
Rochester, NY 14609  
716-654-9518

**1991 Dragon World Championship Regatta**

The Royal Canadian Yacht Club has announced that it will be sponsoring the 1991 Dragon Worlds in conjunction with the Canadian International Dragon Association. Olympic courses of approximately 11 miles will be laid in Lake Ontario waters outside of Toronto Harbor. The RCYC, with its extensive premises on the Toronto Islands, will welcome all competitors to enjoy the facilities of the Club during the Regatta. IYRU racing rules, the prescriptions of the International Dragon Class and World Championship rules, modifications of the Sailing Instructions, prescriptions of the Canadian Yachting Association, and any specific notices posted during the regatta will govern the racing of the Worlds.

By May 1, 1991, the AIDA must submit a formal intent to compete, stating the number of eligible entries allowed for the competition according to the latest rules of the IDA. Individual entrants must still submit their formal entry to the organizing committee by July 1, 1991. Yachts must hold a valid measurement certificate and owners must be current paid up members of their respective national association. The helmsman and at least one crew member must be nationals of the country concerned.

The fee for the event will be \$600.00 Canadian, which will include several events and prizes. Measurement may include the hull, masts, sails, and any other items considered necessary by the International Jury. Each yacht may use up to twelve sails, all of which must be measured. Crews may not be changed during the regatta.

Each competitor must make his own arrangements to ship his yacht to the venue, although the details of shipping arrangements must be conveyed to the RCYC so that proper support and coordination can be offered and slips provided. Insurance for competing yachts and crew must be provided from the time of registration to the time of departure from Toronto after the regatta. Weather reports and briefings will be available each day during the event.

Any particular questions regarding the 1991 Dragon Worlds should be directed to:

J Sudbury, Esq  
The Chairman, 1991 Dragon Worlds  
c/o The Royal Canadian Yacht Club  
141 St George St  
Toronto, Ont  
Canada M5R 2L8  
416-967-7245

**Racing Rule Changes - Dave Perry**

**UNDERSTANDING THE NEW CHANGES IN THE 1898-1992 YACHT RACING RULES** by Dave Perry

Reprinted, with his permission, from his book explaining the yacht racing rules, Understanding the Yachts Racing Rules Through 1992, published by the Putnam Publishing Group, New York, NY. The book is available in book stores, or by ordering directly from the author by writing:

Rules Book, PO Box 337, Southport, CT 06490  
\$17.45, paperback; \$26.45 hardcover (price includes shipping) Make checks payable to: Dave Perry (shipping outside the US or Canada: add \$7.00)

**Part I Rule Changes**

Definition of tacking: This greatly simplified definition eliminates all consideration of whether a yacht is beating to windward or not. Regardless of her point of sail prior to tacking, a yacht's tack is complete when she has born away to a close-hauled course.

**Part IV Rule Changes**

Rule 45: This rule has been changed to conform to the entirely new form of exoneration for touching a mark (Rule 52). Previously the mark needed to be rerounded. Now the infringing yacht does not need to reround the mark, but she has to make two 360-degree turns, including two tacks and two gybes. If she touches a starting mark before the starting signal, she can exonerate herself immediately.

**Part V Rule Changes**

Rule 64.3: The tack of the spinnaker no longer needs to be in close proximity to the spinnaker pole when you are hoisting, gybing, or lowering the spinnaker. This clears up the issue of legality of "gybe sets" and "floater (windward) drops," both done with the pole momentarily off the spinnaker.

**Other Rule Changes**

Rule 4.1, First Substitute - General Recall Signal: This now means that the preparatory signal will be made one minute after this signal is lowered. Previously, the next signal was the warning signal unless the sailing instructions stated otherwise.

Rule 25.2: This rule, governing the size, shape, and color of sail numbers and national letters has been made stricter and more uniform. Letters and numbers must be a single color and strongly contrasting with the sail, with continuous lines and uniform in thickness, and in Roman style (upright) without serifs (the short lines put across the top and bottom of letters and numbers). A table of sizes related to a yacht's overall length is provided.

Dave Perry Continued

Other Rule Changes

Rule 26, Appendix 14, Rules 2(e), 3.1(iv), 3.2(b)(i): These all deal with the new concept of classification of events for the purpose of determining how much advertising is permitted. The three classifications from which event organizers can choose are outlined in Appendix 14 (if not otherwise specified by the organizing authority, an event is automatically Category A). In Category A, only event sponsorship is allowed. In Category B, advertising, including event sponsorship, individual boat sponsorship, advertising on sails, hulls and clothing is permitted - but within defined limits. Category C is the no-holds barred area, intended to encompass pure professional events.

Appendix 3 - Alternative Penalties: The appendix has been rewritten. Significant points include: a "720" is not an admission of guilt; a yacht can do an "insurance 720" and protest another yacht in the same incident, claiming it was their fault; a yacht fouling before starting does not have to wait until the starting signal to do her "720", she can do it immediately; and the second circle no longer is required to follow "immediately" after the first, however the yacht must remain clear until her turns are completed and she can be disqualified if she gains a significant advantage having done her turns.

We would like to thank Dave Perry for allowing us to reprint excerpts from his newly updated book and encourage anyone interested in the interpretation and execution of the rules to look further into Dave's book.

USYRU UPDATES

The AIDA is currently a member of the USYRU, and as such is privileged to purchase publications and accessories at favorable rates. On May 1, 1990, I will be placing an order for several items; should you wish to participate, please let me know what you'd like and include your payment.

IYRU Racing Rules 1989-92	\$ 8.25
USYRU Appeals Decisions and IYRU Cases - Bound	22.00
Rules in Brief on Waterproof Card	2.20
Signal Sticker	2.20

Prices include shipping.

**USYRU Continued**

One of the highlights of the USYRU annual meeting for one-design sailors was the presentation of the ODCC One-Design Awards shown below:

**Service Award:** To recognize distinguished service and exceptional leadership in the promotion of one-design sailing and class organization.

Winner: Frank Mendelblatt, Optimist Dinghy Class

**Leadership Award:** In recognition of individual initiative, enthusiasm, organizing ability, and leadership in creating the one-design fleet building program of the year.

Winner: Tim Hogan, Newport Yacht Club FJ Program

**Club Award:** To recognize administrative excellence, fleet growth, creative programming, regatta support, and member contribution at regional, national, and international levels of the one-design yacht club of the year.

Winner: Alamitos Bay Yacht Club, Long Beach, CA

**Regatta Award:** To recognize excellence in development, promotion, and management by the organizers and sponsors of the year's outstanding multi-class regional regatta.

Winner: Marblehead Race Week 100th Anniversary Regatta

**Creativity Award:** To recognize outstanding individual creativity and contribution in the year's most innovative one-design event of national or international significance.

Winner: Peter Johnstone, One-Design 14 North Americans

**Class Award:** In recognition of commitment to the goals of the US Yacht Racing Union by members of the one-design class of the year.

Winner: J/22 Class

The competition for these awards is open to anyone or one design class who is a member of the USYRU. The AIDA might like to review these awards and sent nominations to the USYRU. The deadline for such nominations is September 15, 1990. In light of the enthusiasm that awards bring to individuals and groups, we might look to creating our own awards along these lines to honor our members who help to create the environment for continued growth of the International Dragon in North America.

**USYRU Continued**

**Membership Initiative:** In the past, the USYRU had attempted to increase participation in the Union by having one-design classes require hull stickers purchased by owners being paid members of the USYRU. That proposal was defeated, leaving the door open for other creative ways to support a voluntary program of USYRU membership. The AIDA would like to solicit opinions from its members to see if there is sufficient desire to strive for 100% membership in the USYRU. The costs of such a program will be partially defrayed by the USYRU, which would help us with information and mailings. If anyone is interested in spearheading such a project, please contact me so that we can get the ball rolling.

**ODCC Newsletter Seminar:** In March, at the USYRU annual meeting, there will be a seminar focusing on Newsletter Promotion and Growth. The AIDA needs all the help it can get to produce a quality newsletter, exciting to read and encouraging to newcomers. Traveling to Fort Worth, TX to listen to a seminar is impractical, but we must make use of all the resources we can to develop a stronger, more frequent publication. We have joined the USYRU SNAX program which exchanges member newsletters which will allow us to use information from their publications helpful and interesting to our members. In light of this, I am soliciting support from any of our members to aid in the publication of the Dragon Newsletter.

**Growth Working Party:** The USYRU maintains a committee to develop programs for the purpose of fleet and class growth. They will have pamphlets and information available to members. Articles and census information will be used by classes and yacht racing associations for promotion of their activities.

**USYRU as a Resource:** The USYRU is committed to providing its members with timely, informative, information about promotion and operation of class activities. The AIDA needs to be able to tap into this beneficial resource in order to create growth and excitement in its ranks and perhaps encourage new growth in areas where Dragons are no longer active. I am soliciting support from someone who will act as liason between the members of the AIDA and the USYRU to utilize what they have to offer. If anyone is interested, please contact me.

## Introducing Racing Quarterly...

20

We don't report regatta results. We don't print cruising diaries. Instead, we publish articles about how to race sailboats... all types... all conditions... How to start... How to read windshifts... How to set sail shape... How to WIN! Who are our writers? YOU, and your fellow racers! In fact, all sailors are encouraged to share information in easy-to-understand, informal articles. Our purpose is to provide this knowledge to YOU—the casual or serious racer—knowledge which will help you go faster and sail smarter!

Everything is explained in our pilot issue which will be sent to you FREE! Just follow the directions below!

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SECURE HERE!

**Bits and Pieces****News from Europe**

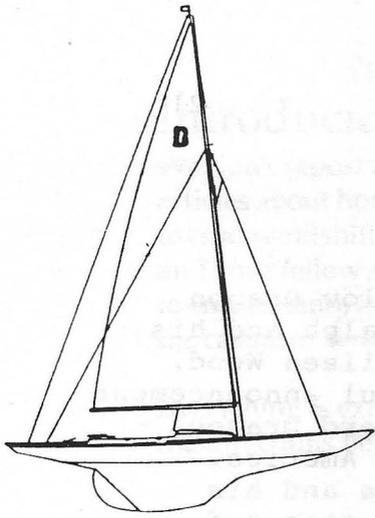
I have recieved some grand news from our fellow Dragon sailor in Germany, Dr Ralph Wood, US 291. Ralph and his wife, Martina, have had a baby named Fiona Eileen Wood, born December 20, 1989. They sent a wonderful announcement with a picture of Fiona clearly saying the word Dragon. Congratulations from all of us here in North America. As Ralph mentioned in the last newsletter, he and his growing family welcome any Dragon sailors to stop and visit if you are in Germany. The Woods are members of the Bayerischer Yacht Club which celebrated its 100th anniversary in 1988. Ralph was kind enough to send us a copy of the centennial book sporting several pictures of Dragons and club activities. Again, congratulations on your new arrival; we all hope to see you sometime here in the US.

Henri Le Berre, US 286, sailing out of France has written to reacquaint us with his desire to be an active AIDA member and representative of us in Europe. We welcome Mr Le Berre and wish him the best of luck in his competition at the Gold Cup in Dublin and as well at Thun for the European Championship. As with all our members in Europe, Mr Le Berre has invited any AIDA members to visit and sail with him if given advance notice. For those of you who may be going to Europe and would like to stop for a visit with any of our members there, please contact me and I will give you a complete list of names and addresses.

Mr Glen Foster, a long time Dragon sailor and recently six-meter sailor, purchased a fine Dragon in England in time for the Worlds last year. US 294 was sailing well when we last heard, but have not received final standings. I suspect we will see Glen this summer preparing for additional competition here in North America.

**Local Stuff**

Sarah Gold, a New York lawyer, has purchased US 221, a 1964 Borresen from the Chesapeake area. She is planning to keep the yacht on Long Island and pleasure sail it. She tells me that the shipping up to Long Island broke some ribs, but the repairs are going well and she expects to be enjoying her craft all summer. With luck, we may coax her into stopping up here for some local sailing. We certainly all would like to meet her. Congratulations on your new Dragon.



**AMERICAN**  
**INTERNATIONAL DRAGON ASSOCIATION**

49 Fairfax Rd  
Rochester, NY 14609 716-654-9518

1991 Dragon World Championship

**DECLARATION OF INTENT TO COMPETE**

Must be received no later than May 1, 1990 by:

Murray Hestley, Secretary-Treasurer  
American International Dragon Association  
49 Fairfax Rd  
Rochester, NY 14609  
716-654-9518

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Yacht Number \_\_\_\_\_ Yacht Name \_\_\_\_\_

1990 AIDA dues paid? \_\_\_\_\_ Certificate on hand? \_\_\_\_\_

Elimination Series - Primary \_\_\_\_\_ Secondary \_\_\_\_\_

Signature \_\_\_\_\_

**UNITED STATES AUTHORITY INTERNATIONAL DRAGON CLASS**