

Modern North American Dragon Sailor

January 1996

Vol. 1, No. 1

Season Round-Up

Congratulations to Mike Mahar and crew Loretta and Mike for their very successful 1995 season. Panacea (USA 290) carried the North American Championships, the Founder's Trophy, the Victor Hertzog Memorial, Cleveland Race Week, and a TS&CC Classic weekend. Although Mike and crew did eventually overcome, the yacht Morven (CAN 139), ably crewed by Ian, Morven and Simon was clearly the boat to beat, with several of the regattas being decided in the last race. Although we are certainly used to seeing Scamp (USA 256) occasionally up at the front of the racecourse, her consistency this summer certainly has all of us sweating. Other winners this past summer include Morven (CAN 139) at

the Great Lakes Championships in Toronto, Undine (USA 292) crewed by Tom Lajos, Dave and Nick, winning the Memorial weekend regatta in the spring, Tony Snell, Dave Caesar and Carolyn McGowan aboard Nemesis (CAN 126) winning the RCYC Open Regatta, and of course Delaware's (USA144) triumphant victory on the Niagara river under the guidance of Chris Brizes, Bob and Lisa.

Cleveland Race Week

Cleveland Race Week is for the second year in a row the best attended Dragon regatta in North America. The 1994 record of 16 boats was tied this past summer, up from 13 boats in 1993. The large Cleveland fleet was boosted by visitors Undine (YYC), Morven (RCYC), Corte (TS&CC), Nemesis (NYC) and Scalawag

(TS&CC). Many thanks to these visitors who make Cleveland Race Week the event it is.

Gardiner Trophy

The CIDA and AIDA secretaries are in the process of drafting a new deed of gift for the Gardiner trophy. This award, which has recently fallen into disuse will become an overall season championship in the Dragon Class for competition between Great Lakes fleets and Ottawa. Its purpose is to encourage more traveling in our area, which will help in fleet building.



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Anne Garrett News

For those of you who don't remember who Anne Garrett is, she was the regular crew of the Ottawa Dragon Argo (CAN104). She purchased Morven I (CAN 124), and was subsequently transferred to England, where she acquired a new Petticrow boat. With her driver Martin Payne, she has been dominating the British fleet for two years, winning the overall U.K. championship, the Citron trophy in 1994 and 1995. She also placed second in both the East and South coast championships, with a third in the Edinburgh trophy. Well done!

Grand Island Regatta

The Grand island regatta of 1995 requires very few words to describe it. It was the best regatta of the year. Although the wind was somewhat lacking, fun was had by all, and Tom and Charlotte will be plagued by us for years to come. Hopefully this regatta will become a regular event, as it is not to be missed by anyone. From braving Dan and his mighty

travel-lift to daring the Niagara Falls it was a weekend to remember. Thank-you very much Tom and Charlotte!

Some New Names are Running the CIDA and AIDA

The CIDA has elected a new group of leaders, with Greg Mezo moving into the Chairman's position, Peter Jeffrey taking over the role of Secretary, and David Caesar being made Treasurer. Chris Brizes remains the Secretary of the AIDA, with Dave Caesar being appointed Chairman. All addresses and phone numbers are included in the back of this newsletter, please don't hesitate to contact up for any reason, we're here to serve you.

TS&CC Fiberglass

There will be a new boat on the line representing the Toronto Sailing and Canoe Club next summer. Peter Jeffrey has just purchased Jezebel (CAN119), a beautiful maroon fiberglass boat with a good racing record. This is

exciting news for the Toronto Dragon fleet and for TS&CC in particular. Peter intends to travel with the boat, and has already been to Cleveland for the Clambake regatta.

New Boressen @ EYC

Jack Fiening is the proud new owner of a 1995 Boressen Dragon which will call the Edgewater Yacht Club in Cleveland home. She was sailed in a few regattas by Borge Borresen before Jack talked him out of her. There are even rumours of winches! USA 302 has arrived in Cleveland, and we wish Jack the best of luck with her!

Nemesis To Reside at EYC

Dick Mills is the proud new owner of Nemesis, formerly CAN 126, now USA 283. He has purchased new North sails for her and rounded up a crew for the '96 season. The best of luck to him!

Tom Nieser buys Hull

Tom Nieser is the proud new owner of USA 300, a blank hull, formerly owned by Bob Schilling, built by Spoce enterprises



and Dave Caesar. We look forward to seeing her on the racecourse this summer.

NYC Gets Third New Glass boat

Dave Caesar recently purchased Eclipse (CAN 123), a 1974 Godsell from John Ekles in Vancouver. She made it back after a bumpy ride in Montana. She'll get a new mast, and some new paint, and promises to be a threat on the water this summer.

Measurement Papers Must Be On File

In order for a Dragon to be eligible to race in any Dragon event, she must have her measurement papers on file with her national secretary. The American Dragons are up to date with this, however, Greg Mezo, the past CIDA secretary has no papers on file. Please forward a copy of your measurement papers to the current CIDA secretary, Peter Jeffrey, 358 Lawson Road, West Hill, Ontario, M1C 2J9.

Expanding The Mailings

We would like to include crew in future mailings and as associate members of the CIDA and AIDA. We know this is in direct violation of the Crew's Union contract of crew/skipper interaction off the water, but if we could quit the yelling and cursing for a moment, we just may be able to cultivate a skipper or two. Along with the *info. request, and self addressed, stamped envelope*, please include numbers of your crew members who may be interested in receiving mailings.

Class Promotions

The Edgewater Dragon Fleet is showcasing a Dragon in the 1996 Mid-America Sail & Power Boat Show ... finally some class being infused into an otherwise Neanderthal event!! If you are in Cleveland January 19th through the 28th, stop by the IX center and visit the Dragon space. Many thanks to Mike Mahar for offering to let us use Panacea (USA 290) at the show.

Int. Dragon Crew's Union

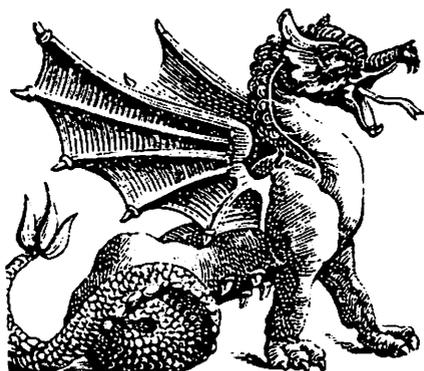
(North American Chapter)

In the early days, there was no need for the Dragon Crew's Union, as the original Dragon, as designed by Johan Anker, was designed to keep the water out! The original Dragon was filled with crew's comforts:- two bunks, two portholes per side, a cocktail cabinet, a tiny cockpit with cabin doors that closed, allowing huge seas to wash over the boat, as they do today, but permitting only a few bucketfulls to remain for the crew to remove: twin forestays for the easy changing of headsails: shrouds led sensibly to the exterior of the hull, thus eliminating the constant ingress of water that the modern rig permits via the holes cut in the deck to accomodate the shrouds: and the greatest gift of all - the TOPMAST FORESTAY. Present day Dragon sailors may wonder why this was such a GOOD THING since it had to be removed before the spinnaker could be set. But think; the whole drill took so long that it was only

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worth doing if the spinnaker was to be set for several hours. Consequently spinnakers were seldom set and the crew were able to devote the time nowadays spent on setting and trimming spinnakers to the more fundamentally useful task of making sure that the food and drink on board came out even with the end of the race. As racing became more important, and the layout of the modern Dragon evolved, it became apparent that the interests of the crews conflicted with those of the skippers, and that two to one constituted a good working majority. Before this epiphany, the poor wretches blindly carried out the instructions of madmen who seemed intent on first exhausting the crew, and then sinking their boats. Thus the International Dragon Crew's Union was formed to protect the rights and privileges of downtrodden majority of Dragon sailors. We've come a long way, but we must not give up the fight!!



Strategy for Fleet Building

In order to ensure that the Dragon fleet survives in North America we must develop a strategy. We all know that we sail a wonderful boat with a great group of people, but those who don't know us see an archaic boat with low participation. We are competing against some very organized and competitive classes such as the J-24's, the E-22's, the Melges-24's and the sharks. There are three things which make a good one design fleet. One is the quality of the yacht, the second is the quality of the racing, and the third is the quality of the group of people involved. We certainly have both the quality of the yacht, and the quality of people racing them on our side. Once people sail on the boats, and meet the people involved, they are hooked. The only thing we can improve is the quality of racing. Specifically

participation is the thing we must work on. When people are looking to join a new fleet, they want to know how many boats they will have to race against. If we are able to tell them we have 20 boats out at our big regatta, they may consider joining us. However if we are forced to admit that only 5 to 7 boats participate, there would be no point in them joining a dying fleet.

There are several things we can do to drive up our numbers. The first is simply to make it a priority to participate in at least two to three regattas a year. Barring that there are people willing and able to take boats out in the absence of owners, if organized long enough in advance. A system of loaning out idle boats should be a priority. A third important act is to travel. We all enjoy being visited, having a chance to race against foreign boats, and having our local regattas supported, we should be as courteous to them, and return the gesture. At absolute best we will have a great time and make the fleet grow, at worst we will get to race our boats.

This summer we must prioritize two

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regattas. One in Cleveland, and one in Toronto. If we show some real numbers at these two events, it will give immeasurable help in promoting the class. The Duke of Edinburgh in Toronto, and Cleveland Race Week are the big races this year. Please make every effort to attend these two events.

East-West Participation

In 1992, two and a half crews of Great Lakes Dragon sailors ventured out to the North American Champs in Vancouver. There has been some interest in some Vancouver members coming and racing with us this summer. This would be most welcome! If you are interested in coming east to race, or are willing to loan a boat which would otherwise be idle, please contact Dave Caesar at (519) 434-9338.

Dragon Whereabouts?

If you know the whereabouts of any Dragon, or interested Dragon sailor who may not be on our list, please let us know. The mailing list, and records,

particularly the Canadian ones, have fallen into poor order over the last several years, and we would wish to update them if possible. Please direct any information you might have to Chris Brizes, 3540 Dellbank Dr., Rocky River, OH 44116.

The Art Of Crewing

The following article by Chris Britain is reprinted from the British Dragon Association Christmas 1995 newsletter.

When searching for those few extra boat lengths 'Crew' might not be at the top of your list. But, a well crewed boat with agreed, coordinated techniques will maneuver efficiently maintaining boatspeed and leaving time to concentrate on the important things - sail trim, wind shifts, tactics etc. There is no magic formula but practice, preparation and concentration go a long way to raising the standards.

When going through the tack releasing the headsail is as crucial as pulling it in; backed for too long, the bow is pushed too far off the wind and there's more sail to be

sheeted in; not long enough and the clew takes an age to clear the leeward shrouds and speed is lost as the sail flogs; get it right and the sail clears the mast and shrouds in one move and is down the side of the boat with minimum sheeting required. In light weather ensure the sheet is off the winch and free to run before all three crew have moved to weather for the "roll-tack", remembering to sheet in slowly as the boat sails out of the tack. In heavier weather the headsail will, naturally, need less backing and should be sheeted as fast as possible preferably by pulling - it is faster than winching. With one crew to leeward the other crew is hiking all they can to help boatspeed out of the tack. The helmsman and crew should coordinate the tacks to find the balance between the amount of helm and the amount of backed sail needed to tack the boat most efficiently.

The Downwind legs are no time for rest. On rounding the mark get the headsail pulling to maintain speed whilst the spinnaker is hoisted. Always make sure the leeward tweeker is free prior to the



hoist, a closed leach will only heel the boat. When it blowing set the pole 12-18" off the forestay, this will flatten the sail and give you better balance and control. Remember to mark your halyard so you can be certain that the sail is fully hoisted.

The Gybe is about coordination and can be very easy. The fore-deck crew stands between the mast and leeward shrouds, facing forward so the sail can be seen, with leeward genoa sheet in one hand under which to pass the pole. By starting to leeward there is no across deck shuffle halfway through the gybe - you will also be more secure, with the leeward shrouds to grasp! The pole comes off the mast as the boat bears away and immediately afterwards off the sail. The spinnaker is now free of the pole and it is the middle crew's job to ensure the sail is floated around, away from the rig, keeping it pulling all the time and not forgetting to free the new leeward tweaker to keep the leech open. The pole in the meantime has been set on the new guy and mast respectively, the fore-deck

remembering to tell the boat when the pole is "made". The helmsman, must make every effort to coordinate with the crew in sailing the boat through the gybe and play the runners. What's the problem? On a running gybe the pole comes off the mast and sail simultaneously and is set on the new gybe as the main boom crosses the boat; set too early the sail will be trapped behind the main on the old gybe, too late behind the main on the new gybe. Again three way coordination is required to perfect the timing.

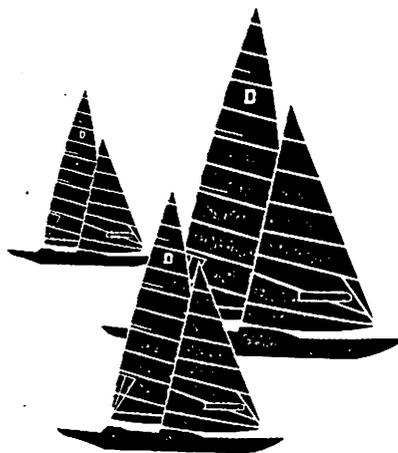
The run is no time to sit and relax. Keeping weight forward, the middle crew sits at the front of the cockpit not on the traveler and the foredeck crew by the mast helping the helmsman find the wind bands, wind shifts, clear air etc. behind.

When dropping the spinnaker let the halyard run and pull the retrieval line like mad - the object being to get the sail into the chute before it hits the water. When dropping at the end of the run, run the guy forward (and maybe pull the sheet as well) prior to

running the halyard. This takes the spinnaker to leeward so it drops down the side, not over the bow. Think of the cockpit as four corners - standing in the middle is normally the way. The front corners are used to keep the weight forward unless both crew are hiked out or to leeward. Always keep the lines tidy and never have any that are too long, to add to the tangle factor.

Whatever way your boat is sailed think what you want to achieve; talk it through and practice it. If nothing else you should avoid the daily idiots' prizes which proliferate now.

Finally and most important enjoy your racing, even if you don't win the race, you might be one of those making the shy-to-shy gybe look easy.



1996 Dragon Racing Schedule in North America

May 1996

Saturday, 25th & Sunday, 26th Memorial Weekend Race Edgewater Yacht Club

June 1996

Saturday, 22nd & Sunday, 23rd Cleveland Race Week Edgewater Yacht Club
Saturday, 29th & Sunday, 30th Founders Regatta Royal Canadian Yacht Club

July 1996

Monday, 1st Founders Regatta Royal Canadian Yacht Club
Friday, 5th, Saturday, 6th & Sunday, 7th Duke of Edinburgh Trophy Toronto Sailing & Canoe Club
Saturday, 27th & Sunday, 28th Classic Series #1 Toronto Sailing & Canoe Club

August 1996

Sunday, 18th Hawgood Trophy Royal Canadian Yacht Club
Saturday, 24th & Sunday, 25th Classic Series #2 Toronto Sailing & Canoe Club
Saturday, 31st O. E. Schupp Memorial Regatta Edgewater Yacht Club

September 1996

Sunday, 1st O. E. Schupp Memorial Regatta Edgewater Yacht Club
Saturday, 7th & Sunday, 8th Great Lakes Championship Edgewater Yacht Club
Saturday, 14th & Sunday, 15th Red Ringer Series Toronto Sailing & Canoe Club
Saturday, 21st & Sunday, 22nd North American Championships Royal Vancouver Yacht Club

October 1996

Saturday, 5th & Sunday, 6th Clam Bake Regatta Edgewater Yacht Club

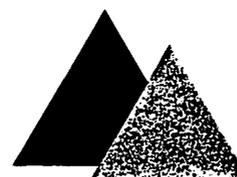
Edgewater Dragon Fleet Contact: Hunter Peckham or Paul Rieman
216-932-2779 216-331-5242

Royal Canadian Dragon Fleet Contact: Ian/Morven Orr or Gregory Mezo
416-699-2496 416-920-9375

Toronto Sailing & Canoe Dragon Fleet Contact: Peter Jeffrey or Kent Aggus
416-724-9688 416-530-0742

Regattas in Bold are major events

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Results of Dragon Racing, in North America: fall of 1995

Clambake Regatta, Dragon Fleet @ Edgewater Yacht Club; Cleveland, Ohio

October 7th & 8th

October 7th: 10-15 knots, wind offshore, west/southwest, great conditons

October 8th: same, but very windy in Montana

Overall Place	Sail Number	Yacht Name	Owner	Club	Race Placings					Total Score	Drop Score
1	US290	Panacea	Mahar, Mike	EYC	2	2	1	1	3	8.50	5.50
2	KC139	Morven	Orr, Ian	RCYC	1	8	6	5	2	21.75	13.75
3	US292	Undine II	Lajos, Tom	RCYC	3	5	7	2	5	22.0	15.0
4	US253	Orca	Kovachy, Ed	EYC	5	13	2	3	1	23.75	10.75
5	US144	Deleware	Brizes, Chris	EYC	6	1	11	6	4	27.75	16.75
6	US261	Lola	Rieman, Paul	EYC	4	4	3	8	10	29.0	19.0
7	US273	Grendel	Davies, Dave	EYC	9	3	8	7	11	38.00	27.0
8	US115	Yankee Doodle	Luskin, John	EYC	7	10	5	9	7	38.0	28.0
9	US277	Chauvinist	Hensel, Al	EYC	10	6	4	12	8	40.0	28.0
10	KC60	Corte	Aggus, Kent	TSCC	8	9	10	10	9	46.00	36.0
11	US297	Halycon	Sawyer, Ted	EYC	16	14	9	4	6	49.0	33.0
12	US285	Niagara	Peckham, Hunter	EYC	11	7	12	13	12	55.0	42.0
13	US289	JanVanGent	Schilling, Bob	EYC	12	12	13	11	14	62.0	48.0
14	US272	Rainbow	Washatka, Dave	IDA	16	11	14	15	16	72.0	56.0
15	KC119	Jezebel	Jeffries, Peter	TSCC	16	16	16	14	13	75.0	59.0

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Look for the
DRAGON in
the March Issue of
SAILING WORLD
magazine under the
"Harken One-
Design Showcase"!



DRAGON SKI WEEKEND

Holiday Valley - Ellicottville, NY

February 2nd, 3rd and 4th, 1996

Come and join the fun!!

*Arrival party (BYOB) at Kirk Hinman's
#35 Valley Village, Ellicottville
716-699-4303*

Friday night, FEB. 2nd. any time after 6:00

Some suggestions for accomodation:

*Condominiums - Alpine Sales & Rental
716-699-2000*

*Holiday Valley Rental
716-699-2158*

*Motels - Holiday Valley Motel
800-323-0020*

*Skjer's Inn
716-699-2391*

*Edelweiss Lodge
716-699-2734*

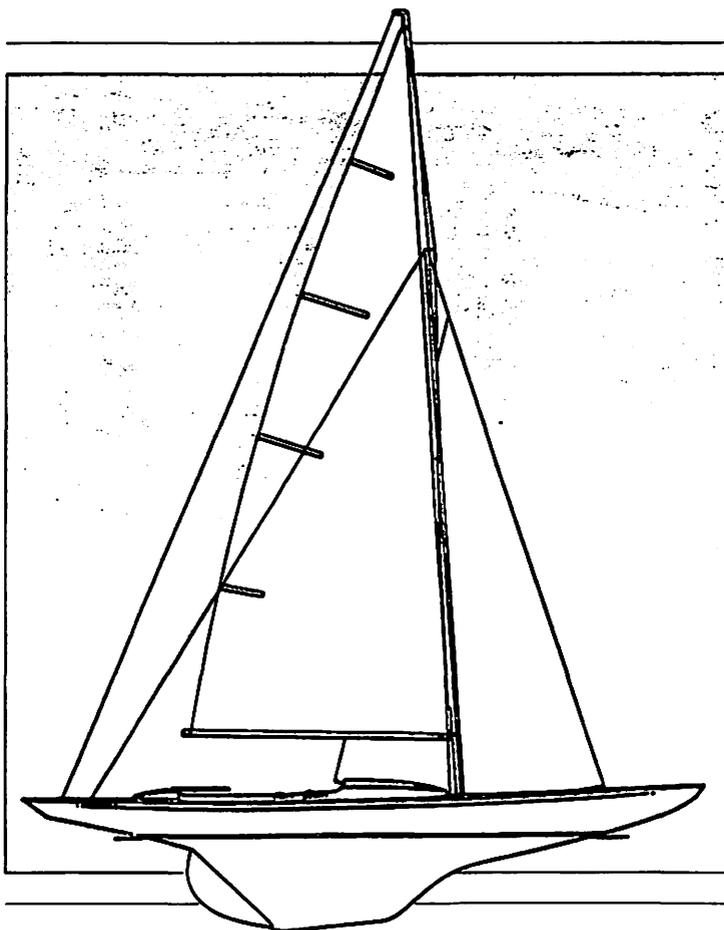
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Boats For Sale

There are several boats for sale in the Great Lakes Region. The listing is free to anyone with a Dragon, or Dragon related articles for sale.

Orca USA 253, '73 Borresen (fiberglass)	Edward Kovachy (216) 236-8753
Delaware USA144, '56 Borresen (wood, teak)	Christopher Brizes (216) 331-9579
Yankee Doodle USA 115, '53 Carpenter(wood)	John Luskin (216) 442-3699
Jersey Devil USA 278, '81 Spoce (fiberglass)	Peter Scoles (216) 765-0619
Lola USA 261, '75 Borresen (fiberglass)	Paul Rieman (216) 331-5242
Rainbow USA 272, '80 Godsell (fiberglass)	Dave Washatka (901)756-6942
Unfinished Hull, '82 Godsell (fiberglass)	Krist Martinsen (360) 376-4874
Inertia CAN 123, '74 Godsell (fiberglass)	Dave Caesar (519) 434-9338



THE INTERNATIONAL DRAGON CLASS SPECIFICATIONS

Length Overall 29' 2-1/2"

Length Waterline 18' 8-1/2"

Beam 6' 5"

Draught 3' 10"

Displacement 3,747lbs (minimum)

Keel 2,205lbs (tolerance plus/minus 22lbs)

Sail Area 236 sq.ft. (Main & Jib)

Sail Material

Main & Heavy Genoa 8.0oz sq.yd. minimum

9.0oz sq.yd. maximum

Light Genoa 4.5oz sq.yd. minimum

5.5oz sq.yd. maximum

Spinnaker 1.5oz sq.yd. minimum

Height of Mast above deck 35 feet

Length of Boom 11' 7-13/16"

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Dragon Parts For Sale

As Europe continues to be so far away, it is difficult to get many of the parts to maintain or upgrade our boats. For this reason we are making many, if not all Dragon parts available to the North American Market. Most of these parts are custom made in Cleveland, but any Dragon part can be obtained through us.

Finetune Genoa sheet levers	\$300.00/pr	10 pr. in stock
Mast ram	\$200.00	10 in stock
Markus Glas style console	\$250.00	10 in stock
Fiberglas launcher tube	\$150.00	
Aluminum launcher door	\$60.00	
Bakelite launcher door tracks	\$60.00	5 sets in stock
Spinnaker tube bags	depends on # ordered	
Boom tent	" "	
Full Travelling cover	" "	
Spinnaker Pole	" "	
Traveller, wood or aluminum	" "	
Kufer style steel trailer	" "	

The above prices are in U.S. dollars. There is a 10% discount for people who travelled to Dragon regattas in the past twelve months, and there is a further 10% discount for people who billited, or helped work on someone elses Dragon in the past 12 months.

If you are interested in any of these parts, or need help in obtaining any Dragon part, please give David Caesar a call at (519) 434-9338, or drop me a line at 39 Hammersmith Ave., Toronto, Ontario, M4E 2W3

Keith MacDonald's

Cross Country Ski
Weekend

Sunday February 11th

Please call Laura

@ (416) 421-9444

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CIDA/AIDA Representatives
Should you wish to contact us.

Chris Brizes

3540 Dellbank Dr
Rocky River, OH
44116
Ph & fax- (216) 331-9579

David Caesar

39 Hammersmith Ave
Toronto, Ontario
M4E 2W3
Ph. (519) 434-9338
fax (216) 331-9579

Greg Mezo

567 Avenue Rd. Ste. 506
Toronto, Ontario
M4V 2K1
ph. (416) 920-9375
fax (416) 920-1760

Peter Jeffrey

51 Thornbeck Dr
Scarborough, Ontario
M1G 2J7
ph. (416) 724-9688
fax (705) 942-9500

This newsletter is written and compiled by David Caesar, and Christopher Brizes. The article on the Dragon Crew's Union was written by Portable Cleat (a pseudonym). If you have any ideas, suggestions or contributions, please send them to either Chris or Dave. Portable's Union rules prohibit him from receiving mail from skippers or owners, only crew -- please respect this.

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