

American Dragon News

Issue 3

AIDA

January, 1997

Selected 1996 Race Results

Cleveland Race Week at Edgewater Yacht Club, Cleveland, Ohio - June 22, 23 1996. Three races scheduled for Saturday, two on Sunday. Fourteen dragons on the line, 11 from Edgewater Yacht Club, 1 from Royal Canadian Yacht Club, 2 from Toronto Sailing and Canoe Club. Saturday brought a sunny day, 15 to 20 knot wind out of the west, northwest, 75 degrees. The course was a windward/leeward, twice around, finishing downwind. There were 4 other fleets sailing on the same course.

The first rounding found *Panacea*, *Lola* and *Ask Clare* in that order. *Panacea* (Mike Mahar) ended up holding on, but *Lola* (Paul Rieman) nipped at his heels all the way. *Ask Clare* (Ted Sawyer) held his third place with Al Hensel (*Chauvinist*) finishing in fourth.

In the second race, Paul Rieman and his crew executed flawlessly, got in front and held off Ted Sawyer and his crew. *Morven II* (Ian Orr) garnered a third.

The third race ended up being thrown out because a Melges 24, which started just ahead of the Dragon fleet, hooked the windward mark on its way around and dragged it for some time before cutting it loose. With five fleets trying to start, round the windward mark which (by the time the editor rounded) was 100 yards from the leeward pin, jibe, takedown, head upwind, tack to layline, round, up with the chute, jibe, finish, jibe down with the chute...it was utter chaos.

The day was marked with tragedy as two dragons hit on a devastating port/starboard. Some injuries were severe. It appears at this time that all involved are OK.

The second day brought much lighter breezes, and sometimes no breeze. The first race was actually a drifting contest with Paul Rieman and his

crew outlasting the rest of the fleet to take a firm grasp of the regatta. Ed Kovachy (*Orca*) banged far left to finish second. *Panacea* snaked their way to a third and Chris Brizes (*Scarlet*), who was out front early, but parked his vessel in front of the windward mark in the largest hole this side of Milwaukee, drifted out to a consoling fourth.

The wind, still light, filled in for the fourth race. *Scarlet* jibed early and rounded the leeward pin first and never looked back. *Ask Clare* started out on a port set on the last downwind leg and bettered their position considerably to end up second. *Yankee Doodle* (John Luskin) nosed out of a large pack to finish third. Congratulations to Paul Rieman, Mark DeYoung and Matt Adelman who nailed the regatta with a strong seventh finish in the final race.

Many thanks to Niko Gjaja who filled in well on Scarlet on Saturday. **Results:**

1 LOLA	2	1	1	7
2 PANACEA	1	4	3	4
3 ASK CLARE	3	2	7	2
4 SCARLET	5	5	4	1
5 Y. DOODLE	9	7	9	3
6 MORVEN II	10	3	10	5
7 CORTE	7	9	5	9
8 SCAMP	8	11	6	6
9 CHAUVINIST	4	6	13	14
10 ORCA	14	14	2	8
11 JEZEBEL	6	10	14	10
12 NIAGARA	11	14	8	11
13 GRENDDEL	14	8	11	12
14 SORINA	12	14	12	13

Duke of Edinburgh at Toronto Sailing and Canoe Club - July 6, 7 1996. Six races scheduled, 3 per day. Wind was light, variable and shifty both days. *Ask Claire* (David Caesar) dominated, throwing out a 3rd place finish in the fourth race as their worst showing. Results:

Duke of Edinburgh - TS & CC 1996

1 ASK CLAIRE	1	1	2 (3)	2	2
2 PANACEA	3 (7)	3	1	1	3
3 LOLA	2 (5)	4	5	3	4
4 MORVIN II	4	3	5	6 (7)	1
5 UNDINE	(11)	8	1	4	8 5
6 CORTE	(9)	4	6	8	4 6
7 DEBUTANTE	6	2	7	10 (11)	7
8 Y. DOODLE	7	6	9	2	9 (12)
9 INTRIGUE	5	13 (13)	7	6	8
10 JEZEBEL	8	9 (10)	9	5	9
11 LUDMILLA	(13)	11	11	11	10 10
12 TUDO AZUL	(13)	10	8	12	13 13

O. E. Schupp Memorial at Edgewater Yacht Club - August 31, September 1, 1996.

Results:

US290 Mahar	2	2	3	2	2	PANACEA
US253 Kovachy	4	4	1	1	5	ORCA
KC139 Orr	1	1	12	3	6	MORVIN
US256 Hatheway	6	5	2	7	3	SCAMP
KC119 Jeffrey	7	9	6	9	1	JEZEBEL
US277 Hensel	9	3	5	8	8	CH'VNIST
KC60 Aggus	8	7	8	4	9	CORTE
US261 Rieman	5	14	4	10	13	LOLA
US115 Luskin	3	6	10	13	11	DOODLE
US273 Davies	11	11	11	5	7	GREN DL
US285 Peckham	10	10	9	11	10	NIAGARA
US289 Schill'g, Jr	12	13	7	6	12	J.V. GENT
US302 Fiening	13	8	14	12	13	OCTOBER
US278 DeYoung	15	12	15	14	15	J. DEVIL
US262 Schill'g,Sr	14	15	13	15	14	SORINA

Great Lakes Championship at Edgewater Yacht Club - September 7 & 8th, 1996. Six races scheduled. The tail end of Hurricane Fran brought near gale conditions and whipped up Lake Erie to a froth. It rained buckets, the wind blew horribly. The fleet of 13 Dragons opted to play billiards on Saturday. The weather broke overnight, the sun shone, the wind was 15 knots, the sea quieted to 3 foot chop. The fleet sailed 4 races on Sunday, 1/2 mile windward/leeward courses. In order of overall finish:

1 Mike Mahar	PANACEA
2 Ted Sawyer	ASK CLAIRE
3 Ian Orr	MORVEN II
4 Tom Lajos	UNDINE
5 Peter Jeffrey	JEZEBEL
6 Richard Hatheway	SCAMP
7 Ed Kovachy	ORCA
8 Al Hensel	CHAUVINIST
9 John Luskin	YANKEE DOODLE
10 Hunter Peckham	NIAGARA
11 Kent Aggus	CORTE
12 Bob Schilling, Jr.	JAN VAN GENT
13 Jack Fiening	RED OCTOBER

Clambake Regatta at Edgewater Yacht Club - October 12 & 13, 1996. Excellent racing conditions both days. Six races scheduled, 3 per day. 15 - 20 knot shifty breeze out of southwest. No sea. Fifteen dragons, four from out of town. Race 1 saw *Ask Claire* (Ted Sawyer) round the windward mark followed by *Scarlet* (Chris Brizes). *Scarlet* carried on, received some grace from the wind gods and lead the way home. *Ask Claire* got caught on the wrong side of the course and ended up fourth. *Lola* (Paul Rieman) did not challenge but finished a strong second with *Jan Van Gent* (Bob Schilling, Jr.) in third.

In the second race...I don't remember, other than the good lord giveth in the first race, and taketh away in the second...and gave back in the

third. The second day brought more of the same beautiful weather, the first race of the day, and LOLA's twelfth place finish, set up the last race for any of about 5 boats to win. ASK CLAIRE's strong finish second day set them up to win the regatta had it not been for a technicality in race #1 of the first day. You can still hear the choking sounds coming from JAN VAN GENT and SCARLET. LOLA persevered to take the regatta.

Clambake Regatta results:

1	LOLA	Rieman	2	2	1	12	4
2	J.V. GENT	Schilling	3	4	4	3	10
3	SCARLET	Brizes	1	8	2	5	9
4	MORVEN II	Orr					
5	JEZEBEL	Jeffrey					
6	ASK CLAIRE	Sawyer	16	10	5	1	1
7		Lajos					
8		Aggus					
9		Mahar					
10		Hensel					
11		Kovachy					
12		Fiening					
13		Schilling					
14		Luskin					
15		Davies					

Editor's note: What started out as an informal "last race of the season", has grown. We've all become much more competitive. There is a need to formalize race instructions, and protest management.

Atlantic Sailors from charter Dragon at Regates Royales in Cannes, France

Four guys (Hank Mergenthaler, Gerard Feddema, Malcolm Robinson and Dick Child) from Cedar Point Yacht Club in Bridgeport, CT chartered a Dragon and raced in the Regates Royales in Canne this past September. Tom Lajos from Buffalo, Ian Orr from Toronto and Mike Mahar from

Cleveland also raced in the regatta. This is a copy of the log entry that Hank Mergenthaler:

Gerard Feddema (A107) arranged for a chartered Dragon (Similar to an Atlantic in size and appearance, but not in temperament) and a trip to the Regates Royales at Cannes on the French Riviera, September 23-28. This fantastic week-long regatta included about 20 classic sailing yachts from 75 to 200+ feet; a twelve boat fleet of pristine 12 Meter yachts; the European Championship of 8 Meters, 6 Meters, 5.5 Meters (approximately 40 boats) and the French National Open Dragon Championship (38 boats).

Hank Mergenthaler (A139) was skipper. Gerard was a dynamo pulling all the strings. Malcolm Robinson (A96) and Dick Child (A29) split the series and became experts at doing all the Number 3 crew dirty work well and cheerfully. Arvid Branstrom (A9) came along for the ride and ended up helming a good French boat for 1 1/2 races. (It's a long story)

Dragons have roller furling, genoa jibs, many peculiarities and complex controls. They often react diametrically opposite an Atlantic. Our chartered boat was not slow, but sails and rig were not competitive with the leaders. The competition was formidable with many Olympians and professionals. The course was: Triangle WLWLW. Legs 1,4,5,6,7,8 were 1.2 Nautical miles...very long races.

Day 1 - I was somewhat intimidated sailing out in an unfamiliar boat and strange 1000 foot deep water with a huge storm lurking in the mountains 2 miles SW. Thankfully, about 1/2 way up to the race course, the RC blew 3 guns when thunder and lightning started to advance and we headed back to the Vieux Port. The storm lasted all night and washed out roads and bridges inshore.

Day 2 - Race 1, 1 1/2 hour sail to the race area (Golfe Juan). We missed the warning signal (horns only because of other races nearby). We found ourselves illegally over the line since the "Round the Ends" rule was in effect 5 minutes before the horn. We got around the RC boat for a good start by accident. Wind was 140 at 6 kts. Two-thirds of the way up the weather leg we were in the top 10 when the wind died. The right hand corner (as later proved usual) kept moving. We finally had to

fly the spinnaker to get to the first mark with about 8 boats behind us. Leg 2 was a crazy drifting beat...we got up with the middle pack. Leg 3... a very broad reach...we jibed away from the pack toward shore with 1 other boat (a mistake since we later learned the majority of the fleet always knew the favored side). We found out there is never wind inshore in the literal. Again at the back of the fleet...we did better on the next beat. The race was shortened at the second weather mark. We ended up 21 of 38.

Day 2 - Race 2, wind was 80 +/- 20 at 6-12 kts. Three general recalls (finally learned the system... 6 min. horn, 1 min. horn, go). Our 3 recalled starts were OK. The real one we got buried. Right hand of beat near Sainte Marguerite island paid off early. We got up to about 10th place. On starboard layline I guessed a channelling veer around Cape D'Antibes...in fact there was a 40 degree offshore back...we lost 6 boats on the left. Two terrible tacks back to the layline lost us a few more boats...passed a few boats on the triangle...race shortened again...last beat was 1 board. We finished 18th - not bad...didn't learn much all day.

Day 3 - Race 3, wind 160-200 at 8-15-0 kts. We got buried at the start because we couldn't get the jib unfurled. We lost 2-4 boats every time we tacked because we didn't know how to do it efficiently in a Dragon. 30 degree headers and lifts were frequent. The last beat began as one board with 15+ kts. We were about 200 yards from finish when the wind suddenly died completely...drifted in circles for 1/2 hour...wind came from behind...finished with spinnaker...lost 8 boats...another 3 because we headed for the wrong pin. Finished 26th. Ten minutes after the finish the Mistral came in (35 kts.) from NW...hairy sail home. Learned a little about Dragon quirks, but not how to tack.

Day 4 - Race 4, Wind 260 +/- 10 at 18-30 kts. Mediocre start...couldn't get the jib unfurled but during the race learned why...backstay must be very tight for furler to work in or out. We spent most of race desperately struggling to survive...halfway up the beat we were on the correct (right) side in mid fleet. Wind was now over 30 mph. Rounding the mark the cam cleat for backstay adjustment blew apart so we couldn't set

spinnaker...I thought we'd lose the rig...8-10 boats passed us...Gerard jury rigged the backstay and we held our own off wind. We were still very slow on beats...not knowing how to best depower a Dragon. Finished 28th. Three boats were permanently disabled...one lost his mast. Dick Child noticed half the trick of tacking as done by the lead boats...let the jib "flag" first!! Our maneuvers got much better...Gerard was a tower...learned 20% of heavy air speed adjustments. Soaked, bruised (Dick) and exhausted, we flunked the party.

Day 5 - Race 5, wind 160-200 at 10-15 kts. After 10 hours of comatose sleep, with determination and Advil we made it to the race course. Even though our jib unfurling improved, we were buried at the start. We still lost distance and boats every time we tacked. I panicked half way up the beat...misjudged port crossings...tacked too much...got forced to the wrong side (left). Note...in every leg of every race 80% of the fleet was on the favored side...very good sailors. At the first mark there were only 2 boats behind us!! Learned quite a bit about trim and peculiarities of the boats...eg. they speed up alot when cracked off so overstanding is not severely penalized. Still tacked poorly...Finished 30 - felt depressed.

Day 6 - Race 6 wind 180 +/-15 at 10-16 kts. It finally came together. We got a good mid line start...good speed...our tacks were competitive at last. We took some sterns to get right. At the first mark we were in strong third position with the series leader (Bavarian Blue) on our stern. We successfully dove through his wind shadow as he tried to pass to windward on the reach...we held third through 2nd and 3rd legs. On the second (of 4) beats we held third until about a quarter mile to the mark when we got a 20 degree lift and were leading the race. The lead boat (sailed by the Prince of Denmark) and second boat were below the mark in the same lift. With 200 yards to go we slacked off and headed for the mark. Then the wind went 30 degrees left and we had to tack to make it...still third but with boats behind closer. We held on through the first run. The beat on leg 6 was fun because Gerard kept reporting: "The Prince is headed"; "The Prince tacks", etc. On leg 7 (the second run) the wind strengthened from behind and the fleet closed. We held on but rounded

the last leeward mark with Paol Jensen (2 time Olympic Gold Medalist with a well known professional crew) right on our transom. Right behind him were the series leader (Bavarian Blue) and another top (German) boat. The Prince and Boat 2 headed right again and so did we with Jensen following. 10-20 degree lifts and headers continued. the two German boats went left. Jensen did not cover nor did we. At times Jensen would lift out and seemed ahead of us, but again the wind would go back a little further to the right. The finish mark had been moved about 1/4 mile to the right attesting to the persistent shift. We thought the German boats were heading to the old mark they were so far left. they came in on port tack...not with a lift but with more air. They finished 3 and 4. We held off Jensen and finished fifth. We got many congratulations and some definite recognition for our efforts. (Would you believe the RC applauded as we crossed the line). We finished 23 of 38 for the series; respectable considering the circumstances. We beat the owner of our boat who sailed a newer boat. We were most gratified to find that our Atlantic racing is on par with such world class competition. Paol Jensen invited us to fill an unused USA slot and sail the World Championship in Sweden next Summer. We might go!

Hank Mergenthaler

EYC crew compete in European Championships

Paul Rieman, Mark DeYoung and Chris Brizes travelled to Pwllheli, Wales, September 7th to 13th. The boat was chartered from Andy Cassell, the reigning Gold Medalist in Sonars, fresh from the Para-Olympics in Atlanta. After some minor maintenance, Scarecrow, a late model St. George, was ready for competition. Our sails, however were not. There were some measurement difficulties, completely the fault of the unnamed sailmaker, who made sails for something other than a Dragon. We solved that crisis, put our light (and medium...and heavy) air sails on the boat and headed for the starting line. I don't think the RC waited for us specifically, but we arrived just in time to get in sequence. Mark steered the warmup

race, which was light and shifty. After working out the kinks, we finished the best that we would finish at 11th. The other 21 boats either were PMS, retired or didn't get their boats in the water in time...but we finished.

Race 1, C. Brizes helming. The first start was abandoned at the weather mark because of a large wind shift. The second try had us in the middle of the line along side of Jesper Bank and other talent, we got buried but rather than try to fight, we bailed early onto port, found a clear lane...blah blah blah, we finished in the middle of the fleet but it doesn't matter, We and the three boats around us were PMS. A classic IF (only).

Race 2 - Paul's turn, again we were buried, bailed early to the right, found clear air, rounded in the middle of the fleet, lost a bunch on the downwind, gained a bunch back on the upwind, lost a bunch on the downwind, gained some back on the upwind to finish 17th (acceptable).

A pattern was developing. We seemed to be out of sync on starts, maybe gunshy from being PMS in race #1, but most probably because we could not make the boat point when we needed it most...at the start. We needed to protect our space to leeward, and could not, consequently getting sucked into boats to leeward's bad air, and in the process parking the old girl. We seemed to sail smart and put the boat in the right area of the race course, but the starts put us in traffic and we constantly fought for clear air. We also made mistakes downwind by letting people roll us. In the middle of this pack, when one got by, 5 got by.

Race 3 - My turn again, by planning to bail, we actually did not penalize ourselves off the bat. Rounded about 12th and ran over the stupid @#\$\$% reaching mark. Enough of that race, by the time we re-rounded (don't ask me why we re-rounded, all we had to do was a 360 penalty) we were way behind, and clawed back to a depressing 26th.

Race 4 - Paul's turn, again we were not severely penalized by bailing early, we were penalized however by the great breeze that everyone (it seemed) was benefitting from on the left side of the course. Again, we had to battle not to finish last. Andy Cassell failed to warn us of one idiosyncrasy of his boat...that is the permanent backstay must be

hard-on for the spinnaker halyard to go up with minimal friction. The gamet of plumber's words were used figuring that one out.

Race 5 - My turn again, We didn't get buried but did have the door slammed shut on us by Glenn Foster on Yankee Doodle Dandy at the start...luckily there was room below to fall away at the start. We ended up tacking away to clear our air but found a lane and tacked back right away. After a long board, we tacked onto port and found ourselves in very good company. However, we still had this pointing problem. Amazing T was below us by 5 boats and it didn't take much time for us to fall into them, we weren't paying close attention and actually almost hit them (Somewhat embarrassing). Just after that Mark found these two ropes that were attached to the upper diamonds that helped a great deal in the pointing department. He also found the jib fine tune, which helped minimize the helming. We rounded about 15th, held that for the next two legs, had a nice duel with Tiamat...they got us right near the leeward pin. We got them back on the final upwind and finished 17th. We felt good about it.

Race 6 was cancelled, no wind.

The regatta was well managed, lots of great people, and we learned a great deal. Can't wait to do it again.

Chris Brizes, US255, Scarlet

BAD CLAMS

During the 1996 Clam Bake Regatta, Ted Sawyer (US297) rounded the leeward mark of the first race incorrectly. As he was leading, he had no example to follow and not having written race instructions, he was unsure if his action was truly a foul. When he crossed the finish line, the race committee (aka. Dave Brown) gave him a gun, indicating to Ted that he sailed a clean race. At the end of the regatta, Ted (sitting in first place) was asked to voluntarily drop the first race because of this foul, which he was gracious enough to do.

Ted called me in November to discuss the event and I agreed that we should address the situation in this newsletter. To remedy this sort of

misunderstanding, the following changes need to take place:

1. We must have written instructions for any regatta. Between Al Hensel and myself, we will make sure this happens.

2. As a fleet, we should not be so "protest shy". In this instance, had someone protested Ted, a lot of anger and resentment could have been avoided. We all have the tendency to turn the other cheek when we are fouled. I believe that to a certain extent, this hurts the fleet. First, it encourages skippers who tend to "push the envelope" to do so without care because there is almost no probability of a protest. Secondly, being forced to sit and interpret the rules as they apply to an actual situation makes all those involved better racing sailors.

As to the question of Daves's calling the numbers at the finish, I offer the following (unauthorized) reprint from a recent sailing publication:

Situation: In the first race of a two-race day, Yacht B finishes first and gets a gun as she crosses the finishing line. In the second race, she calculates that she need only finish better than sixth place to win the series. She finishes fourth. Ashore she looks at the posted results and finds herself in second place overall, with a PMS listed for race 1. She requests redress claiming that the race committee's improper action of giving her a gun as she crossed the line in first misled her into developing a flawed strategy in race 2.

Resolution: No redress should be granted. Unless specifically stated in the sailing instructions, sound signals made or not made by the race committee to signify when yachts cross a finishing line have no significance because they are not defined by the rules. Therefore, Yacht B must assume the responsibility for her error in relying on such a signal.

Bob Schilling, US289, Jan Van Gent

1999 World Championships

North America has the opportunity to host the 1999 World Championships. To date, there has been minimal to negative desire to host such an

event. Nominations are being accepted up to June, 1997. If your yacht club is interested in hosting this prestigious event, please contact the AIDA Secretary at your earliest opportunity. If there are no offers by June 1997, we will pass on the opportunity. This next time slot will be in 2006. I have been in contact with IDA organizers and although they want the Dragon to be promoted in the US and Canada, they understand the time and effort that goes into hosting an event of this magnitude. The question of participation from European competitors also exists because of the large expense in travelling, with boat, to North America. We would stand a far better chance of increased European participation if they knew they could sell their boats, sails and equipment here after the regatta. More on this issue in the next newsletter.

Note: excerpts were taken from correspondence between CIDA chairman, Greg Mezo and myself.

DRAGON SKI WEEKEND

The 1997 Dragon Ski Weekend this year will be February 1 and 2, 1997 at Holiday Valley, Ellicottville, New York. Matriculation for cocktails will occur January 31, 1997 evening at the residence of longtime Dragoneer, Kirk Hinman. Please make your reservations for lodging with one of the realty companies in Ellicottville. Call Kirk at 716-699-4304 for directions to his condo.

Notice of Races

Please get 1997 notice of races (both CIDA and AIDA) to AIDA by May 1. They will be distributed by special mailing at the end of May. This is a special opportunity for those AIDA/CIDA members that are not part of the racing circuit to get involved. If you host it, they will come. But, they need advanced notice to plan.

TO WRAP UP...

Your pictures, stories, excuses, requests and contributions are appreciated. It's tough to make up all this stuff. Please forward any correspondence to:

AIDA Secretary
Christopher Brizes
3540 Dellbank Dr.
Rocky River, OH 44116

216-331-9579 phone and fax.
US255@aol.com

This newsletter is written and compiled by
Christopher Brizes.

Tentative 1997 Schedule of Events

North American Dragons

<i>Event</i>	<i>Location</i>	<i>Dates</i>	<i>Contact</i>
<i>Cleveland Race Week</i>	<i>Edgewater Yacht Club Cleveland, Ohio</i>	<i>June 21, 22</i>	<i>Dr. Hunter Peckham 216-932-2779</i>
<i>Founder's Regatta</i>	<i>Royal Canadian Yacht Club Toronto, Ontario</i>	<i>June 28, 29</i>	<i>John Jenkins 416-421-9444</i>
<i>North American Championships</i>	<i>Royal Canadian Yacht Club Toronto, Ontario</i>	<i>July 5, 6</i>	<i>John Jenkins 416-421-9444</i>
<i>Red Ringer Trophy</i>	<i>Toronto Sailing & Canoe Club, Toronto, Ontario</i>	<i>August 9, 10</i>	<i>Kent Aggus 416-530-0742</i>
<i>Great Lakes Championships</i>	<i>Toronto Sailing & Canoe Club, Toronto, Ontario</i>	<i>August 16, 17</i>	<i>Kent Aggus 416-530-0742</i>
<i>Grand Island Race</i>	<i>Grand Island, New York</i>	<i>August 23, 24</i>	<i>Dr. Tom Lajos 716-773-5928</i>
<i>O.E. Schupp Memorial</i>	<i>Edgewater Yacht Club Cleveland, Ohio</i>	<i>August 30, 31</i>	<i>Dr. Hunter Peckham 216-932-2779</i>
<i>Clambake Regatta</i>	<i>Edgewater Yacht Club Cleveland, Ohio</i>	<i>August 30, 31</i>	<i>Dr. Hunter Peckham 216-932-2779</i>