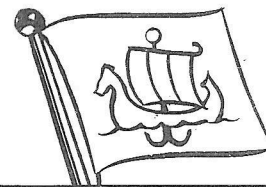


Dragon Newsletter

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

V. H. Craig, Sec.-Treas, P.O. Box 189, Santa Paula, Calif.



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Number 5

HENRY SWEEPS JAMAICA REGATTAS

Bill Henry sailing US-239, JINX, made a clean sweep at Kingston, Jamaica April 1-12, 1970 in the Jamaica National Dragon Championships and the English Speaking Union Dragon Regatta.

The two events were held under the auspices of the Jamaica Dragon Association in co-operation with the Jamaica Yachting Association and the Royal Jamaica Yacht Club at the latter's fine new facility on the south side of Kingston Harbor near Palisadoes International Airport and were great successes.

Although arrangements had been made to transport the yachts from New Orleans at nominal cost, there were only two U.S. entries, Morris Landon's BLUE FOX, US-220, in addition to JINX. Godfrey Kelley's GUANAHANI, KB-1, from Nassau, was the third non-Jamaican entry. There were eight Jamaican entries. Among the Jamaicans were two new Borresen Dragons making their racing debuts, Barton Kirkconnell's WHITE WITCH and Commodore Michael Nunes' EL BLANCO.

There were five races in each series, the best four counting in the Jamaica National and all five scoring in the English Speaking Union series. All races were sailed on a full Olympic course, although the legs could advantageously have been longer. The Race Committee, chaired by Laurie Scott, did a great job in accurately orienting the courses to the wind. This job was made easier by the assignment of the Jamaican Coast Guard Cutter Manatee Bay, Lt. Richard Harvey, Commanding, as committee boat. A pre-regatta letter of information from the Royal Jamaica Yacht Club Commodore Michael Nunes said "... the average winds in April are between 12 and 16 m.p.h." In the event only rarely did winds in this range prevail. At Kingston, northerly offshore breezes occur at night and during the early morning hours. By mid morning heating of the land mass causes an onshore wind shift which, reinforced by the trade wind, will result in southeasterlies of 30 to 45 knots. If the air flowing on shore is carrying sufficient moisture, clouds form in early afternoon over the land reducing the heating of the land mass and hence the strength of the convectional wind. If the air is dry and no clouds form, the wind blows hard until the declining angle of the sun reduces the convectional wind. Since a dry air period was

prevailing, after the warm-up race March 31st, the Race Committee adopted a rule to postpone the starts if the wind was over 30 knots! Such a postponement was necessary on several days.

In the first race of the Jamaica National Barton Kirkconnell's WHITE WITCH (all white including spars, incidentally) came home first in winds gusting over 40 knots. Henry retired when JINX's jumper strut collapsed. On the way to the starting line, the turning block on the BLUE FOX's running back stay failed resulting in the mast breaking some five feet from the top. Cannibalizing this spar allowed JINX to continue next day. BLUE FOX installed her spare mast to be somewhat ready for the second race.

The start of the second race was postponed until the wind had dropped to below 30 knots. The official record shows the race started in 26 to 27 knots, moderating during the race to 15 to 20 knots. It is suspected that the currency ratio of \$1 Jamaican equals \$1.25 U.S. also applies to wind measurement! Kirkconnell in WHITE WITCH led Henry through the first beat and the reaches but at the second weather mark JINX established a lead which she widened to 56 seconds at the finish. PANDORA (Brimo) finished second and WHITE WITCH third. About 300 yards into the first beat BLUE FOX lost her second mast when the upper and lower spreaders collapsed breaking the mast at the lower spreaders. It is thought the cause was the loss overboard in the rough sea of the after mast partner, allowing a reverse bend at deck level. Landon abandoned the series while the remnants of the two broken spars were being spliced.

Bill Henry walked away with the third race sailed in 20 to 25 knots (25 to 31 knots U.S.) finishing 2 minutes 24 seconds ahead of Bahamian Godfrey Kelley in GUANAHANI. Nunes in EL BLANCO was third.

The fourth race was held in the morning beginning very light and finishing at 18 knots. PANDORA (Brimo) got ahead and stayed there throughout. GUANAHANI was second, EL BLANCO third and JINX fourth.

In the final race the same afternoon, Henry again won handily. He finished 1-1-4-1 with

8 points. Since only Jamaican Nationals were actually eligible for the Championship, places were awarded PANDORA (Brimo) 16.7, EL BLANCO (Nunes) 22.4, and WHITE WITCH (Kirkconnell) 35.1.

"Easily the most important single yachting event ever held in the harbors of Jamaica... ", was the press introduction of the English Speaking Union Dragon Regatta which started Monday, April 6th. In the opening race, Bill Henry, trailing PANDORA until the last leeward mark, and quickly taking advantage of his opponent's gear failure, attained the lead which he held to the finish. PANDORA was second and GUANAHANI third. BLUE FOX lost her foredeck hand overboard and ended with a perfect score of three starts and no finishes.

The second race in 18 to 20 knots with gusts to 25 saw Henry trailing CHOUCOUNE (Jackson) to near the end of the second beat when he established a lead lengthened to 43 seconds at the finish. EL BLANCO was second, WHITE WITCH third. BLUE FOX, with mast intact and all hands aboard finally finished a race (5th) with loud cheers and horns from the spectator fleet.

In the third race, JINX got ahead at the start and stayed there all the way around. BLUE FOX was second and EL BLANCO third.

In the fourth race it was again Henry, Nunes and Brimo. Landon in BLUE FOX on port tacking ahead of JINX on starboard was contacted before full and by, and retired.

In the final race, Henry's JINX again won going away for a perfect score 1-1-1-1-1=0. Nunes' EL BLANCO was second DSQ-2-3-2-3-=34.4; Godfrey Kelley, GUANAHANI, third 3-7-6-4-2=42.7.

Henry (27) and his crew of Bill Skeel (26) and Bruce Wright (25) were "up" for these series and obviously had it under control from the beginning. Their boat was equipped with many interesting and advantageous innovations and was well tuned. Noteworthy and of great advantage to them was their crisp and near faultless spinnaker handling. Their outstanding performance was a credit to their effort and discipline.

The members of the Royal Jamaica Yacht Club were hospitable and gracious to a fault and provided a most warm and pleasant social program.

We have not computed whether Peter Wright, Specialist 4, U.S. Army from Alaska or Borge Børresen from Vejle, Denmark came the longest distance to compete.

(Mr. Børresen sailed in the E.S.U. with Commodore Nunes in his new EL BLANCO. More on visiting with him below. V.H.C.)

DUES

Your dues are the only source of revenue for the A.I.D.A. If you have not yet paid up for 1970, please do so at once. Most major regattas require competitors to be members in good standing of their class association. Don't be embarrassed by not being allowed to race through oversight of this detail. If you have paid your dues to your District Treasurer or Fleet Captain and have not received your 1970 membership card, it is because they have not forwarded the dues and dope to us. Get after them!

Borge Børresen

Visiting recently with Borge Børresen in Kingston, Jamaica, we were told that his mold for the prototype fibre glass Dragon had been put aside due to the pressure of other work in his building yard. He said that he expected to be able to resume work on the project this fall and have a model ready for trial in the spring. He will complete fourteen new boats for delivery for this racing season. He said that he is now making two different Dragons, the traditional Børresen and a so-called "economy" model utilizing some less expensive materials and construction methods. Asked which were the faster, he responded that they were no different on this basis. He said that there were usually about thirty-five people employed in his yard and that an apprenticeship system permitted the training of craftsmen and the maintenance of his traditional quality of workmanship.

Former Sec.-Treas. Ed Hobson,

now living in Baltimore, writes: "I met a fellow up here recently, named Fred Klapproth, who lives in Baltimore, owns a Dragon (US-2) and sails in Chesapeake Bay Yacht Racing Association racing handicap division. This consists of 8, 6, 5.5 metres, Shields, International OD, Westphal OD, and other racing types. Averaged 19 starters per race and Fred took second for the entire season, which gave him a .720 average. There was only one other Dragon racing, FANTASI, S-213, which only entered 3 races and had a .333 average. FANTASI is owned by R. D. * Myers and has apparently never had a U.S. number. She is Børresen built and in good shape. Pretty good for a "Slow" boat! "

Notes: Change of Address:

Commodore M. H. Van Horn
277 Buck Hill Rd., Rochester, N.Y. 14626

#

District Officers:

PLEASE ascertain that your dues paying members are receiving the Dragon News Letter. Keeping our list current is a difficult job and we do make mistakes!

THE JAMAICA NATIONAL DRAGON CHAMPIONSHIP
and
ENGLISH SPEAKING UNION CHAMPIONSHIP
Kingston, Jamaica — April 1-12, 1970



LIKE IT WAS

Some had some trouble!



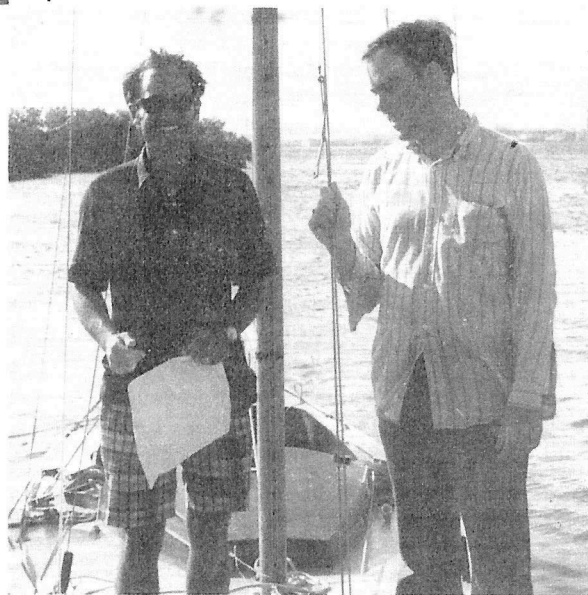
But, Winners,
BILL HENRY,
BILL SKEELE
and BRUCE WRIGHT
(not shown),
found it
to THEIR LIKING



JINX' girls find it
a bit blowy.



Commodore Michael K. Nunes
Royal Jamaica Yacht Club
"...the average winds in April are
between 12 & 16 mph". Is that a
cosmetic chinstrap, Mike?



DISTRICT NEWS

Puget Sound District

Martin Godsfil's new Børresen arrived in February from Denmark, has been named MISTRAL, assigned number 250 and painted bright yellow! Godsfil is planning some unique and innovative gear layouts. The local fleet has nick-named her the Big Banana and are anticipating inflicting a few bruises.

Winter Sailing Seminars- The first of the Seattle Dragon Fleet winter seminars was held on Feb. 4th and was well attended. Martin Godsfil moderated the two and a half hour discussion of hull preparation and tuning, which appeared to be as helpful to "old-times" as it was to the newer members of the fleet. The idea of these get-togethers is to raise the level of competition within the fleet in hopes of strengthening and maintaining the interest in Dragon racing and to improve the skills of those taking part in regattas outside the local area. Two more such meetings are planned covering sail trim, tactics and rules.

The District is looking forward to an active and exciting season. Three or four boats are expected to make the long haul to CORK'70 for the North Americans.

California District

San Francisco Area

Rather inactive in the last couple of years, the Bay Area is growing in numbers, interest and activity. John Hyatt bought Pinky Cooke's US-169, formerly at Santa Barbara, named her CIRRUS and is enthusiastic.

The major inter-fleet event being planned is Richmond Yacht Club's KIEL WEST'70. (See coming events.)

Santa Barbara Fleet

After a rather inactive year last and several changes of ownership, the fleet is looking forward to a busy and competitive season. New owners include Bill Painter, ZEUS US-60; Allen Schmidt, WANI US-170; and George Hollinger, GAY LADY US-232.

There are five trailers in the fleet now, so attendance at inter-fleet events will be less of a hassle than formerly. The main event of the year will be the July 4th Annual SEMANA NAUTICA. (Spanish-Nautical week)

Los Angeles - Long Beach Fleet

The annual Olympic Classes Regatta of the Alamitos Bay Yacht Club was a great success with a total of 80 entries in 5 classes. There were only 6 Dragons, probably the least ever for this fine series and due to a schedule foul up no Tempests competed.

Chuck Kober, North American Champion in 1966, sailed his veteran but recently refitted NØKKEN to four firsts for a perfect score.

Doc Thomas was second and Bill Perkins third. A.I.D.A. Measurer Tony Singer has been sailing with the Alamitos Bay Fleet as well as having been occupied with the construction of a new trailer. Tony, always a tough competitor, will be making races further from home this year.

Eastern Lake Ontario Fleet

This fleet of Crescent Yacht Club, Chaumont, New York is reporting for the first time. Welcome aboard! Warren Bonney, Fleet Captain, says their last seasons results saw Dave Summerville, first, George Bonney, second and Liscum Borden, third. His unexplained statement that Dave's daughters, Amy and Jessie are probably the most colorful crew in international competition begs a color snapshot.

You slobs that didn't report, GET WITH IT!

UNITED STATES INTERNATIONAL SAILING ASSOCIATION

The U.S.I.S.A. has limited funds available for assisting in training of prospective Olympic Dragon teams this year. This assistance can be for transportation and other expenses incident to attendance at regattas where first class competition and training is available. Address requests for assistance promptly to A.I.D.A., P.O. Box 189, Santa Paula, California 93060.

BOATS FOR SALE

Contact owner listed:

MINT JULEP US-190, 1963 dos Santos
H.S.Finke, 311 Hilary St., New Orleans, La.

US-29, Børresen, rebuilt in '69. New sails & light-weight mast. \$3200 Bill Wood, Bellingham Yacht Club, Bellingham, Wash.

SNAPDRAGON US-111, 1957 Børresen, 2 masts, large sail inventory, covers, complete equipment, Almost "mint" \$3,300 - John Halstead, 852 Main St., E. Aurora, N.Y. 14052. (716) 652-1138.

US-237-\$5,500. Formerly owned by Roy Troendle. Excellent condition, includes trailer, full cover, bat bath, excellent sails, fully equipped. Kelvin Savell, 9818 Hawley Rd., El Cajon, Calif. - Savell also has a "nearly finished" finished boat available.

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Paid up members can advertise boats and equipment for sale free in the Dragon Newsletter. Non-members pay \$10 per publication.

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US-233, 1966 Børresen \$3,800 including rig and extensive sail inventory. N.C. Curtis, Jr. call collect-Louisiana-822-0070, ext. 34.

COMING EVENTS

A unusual number of fine regattas are scheduled for this late spring and early summer.

Puget Sound

June 27-28, 1970

ANNUAL DRAGON REGATTA, Bellingham Yacht Club, Washington, five races.

July 3-4-5, 1970

PACIFIC INTERNATIONAL YACHTING ASSOCIATION ANNUAL SUMMER CHAMPIONSHIP, Bellingham Yacht Club, Washington. 5 races on Bellingham Bay, the site of the 1969 North American Championship.

During the three or four days between the above two events there is an unusual opportunity for some exceptional Dragon cruising among the neighboring San Juan Islands.

There are numerous resorts along the way providing docking, eating and lodging facilities for those not wanting to live aboard or camp on the beaches. Write Bill Henry, P.O.#756, Mercer Island, Wash.98040 for dope.

California

June 13-14, 1970

OLYMPIC CLASSES REGATTA, San Diego Association of Yacht Clubs, California. Four races (3 to score), Olympic scoring. 2 races on the 13th and 2 on Sunday the 14th. All six Olympic classes are included. San Diego Yacht Club is host for the Dragon class. This annual event should not be missed. The host clubs are masters at staging fine regattas and arranging a fun program.

July 3-4-5, 1970

SEMANA NAUTICA, Santa Barbara Yacht Club's annual summer regatta, Calif. 2 races on both July 3rd and 4th, and on Sunday July 5th, a single race for the Schenk Perpetual Dragon Trophy will be held. Great barbecue and festivities Saturday night. This is a fun regatta, lots of interesting community activities for the non-sailing members of the family.

August 14-15-16, 1970

KIEL WEST 1970, Richmond Yacht Club's annual Olympic classes regatta held on their Olympic circle in windy and shallow eastern San Francisco Bay, Calif. This series was a great success last year and is excellent training in Kiel type weather.

September 10-11-12-13, 1970

OLYMPIC CLASSES REGATTA, Southern California Yachting Association. California Yacht Club, host, at Marina Del Rey, has planned THE regatta of the year. Full Olympic courses will be set in the open ocean where consistent winds and minimum current can be expected. One race on the 10th, two on the 11th and one each on the 12th and 13th. Keel boats must be afloat by noon on the 10th. Lots of trophies for the hardware hunters. For more information write or telephone us (805) 642-2332, or SCYA Olympic Regatta, 4469 Admiralty Way, Marina Del Rey, Calif.90291.

COMING EVENTS

Great Lakes

July 3-4-5, 1970

GREAT LAKES DRAGON CHAMPIONSHIP and CITY OF ROCHESTER MAYOR'S TROPHY SERIES, Rochester Yacht Club, Rochester, N.Y. 5 races, full social program. R.Y.C. can make 4 trailers available for loan. Write this office or Commodore M.H. Van Horn, 277 Buck Hill Road, Rochester, New York, 14626 for additional info.

August 1-2, 1970

NORTHEAST YACHT CLUB DRAGON REGATTA, Cleveland, Ohio. 3 races, great new facility, full program for visitors.

Gulf

October, 1970

WINDJAMMER TROPHY CHAMPIONSHIP, Southern Yacht Club, Lake Pontchartrain, New Orleans.

Fall, 1971

NORTH AMERICAN DRAGON CHAMPIONSHIP 1971, Southern Yacht Club, New Orleans. Details as they are available.

Canada

August 22-23-24, 1970

DUKE OF EDINBURGH CHAMPIONSHIP, Royal Canadian Yacht Club, Toronto, Canada. It is understood that the Duke may compete, and, in any event is expected for the prize giving ceremonies.

August 30 to September 5, 1970

CORK 1970 (Canadian Olympic Regatta, Kingston) A repetition of last year's highly successful culmination of the Canadian summer racing season will include the NORTH AMERICAN DRAGON CHAMPIONSHIP- More details will be forthcoming.

Overseas

January 11-to-30, 1971

PRINCE PHILIP CUP and DRAGON WORLD'S CHAMPIONSHIP, Hobart, Tasmania. Three entries permitted each nation plus the winner of the last championship (1969 Bob Mosbacher). Group transportation and yacht transport are possible with advance arrangements. Make plans now, enjoy the Southern Hemisphere summer during our winter, sail in the "ROARING FORTIES". It is understood that a Southern California group is already making plans! Let this office assist.

1972 OLYMPIC TRIALS

At the January meeting of the U.S. Olympic Yachting Committee, sites for the 1972 trials were discussed. The Committee, with the acquiescence of G. S. Friedrichs, Dragon class representative, tentatively agreed upon San Francisco Bay as the probable site for the Dragon trials. Candidate skippers should note the announcement of the Kiel West regatta in the coming events section.