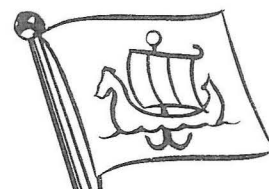


Dragon Newsletter

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

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



Vol. 4

December, 1970

Number 7

1970 In REVIEW

1970 was a very successful year for U.S. Dragon sailors as measured by performance in Western Hemisphere international regattas. Bill Henry of Seattle placed 1-1-4-1 in the Jamaica National Championship, although ineligible for the award. In the immediately subsequent English Speaking Union Championship, Henry won with a perfect score of all firsts.

Moving on to the Duke of Edinburgh Regatta at Toronto, Canada, Bill Henry again turned in an outstanding performance winning the trophy with a 1-2-2-1-1- record. Don Cohan of Philadelphia was second in CAPRICE (US-244) with 13-3-4-2-6. Martin Godsil in his new MISTRIAL (US-250) was 8th.

The 1970 North American Championship at Kingston, Ontario saw the return of G. S. (Buddy) Friedrichs and WILLIWAW (US-231) to the Dragon wars. Friedrichs demonstrated his Olympic calibre with a 1-1-1-2-1 win. Henry was second 2-2-2-1-2-, Godsil 11th, with the Canadians winning all the intervening places.

Congratulations all! Best wishes for the Holidays and GOOD SAILING in 1971.

WORLDS CHAMPIONSHIP 1971 Hobart - Tasmania

It appears that the U.S. will be ably represented at Hobart, Tasmania in January 1971 to defend the Worlds Championship now held by Robert Mosbacher of Houston, Texas.

Donald S. Cohan of Philadelphia has already shipped his CAPRICE US-244. Don, fairly new to the class but a seasoned 5.5 skipper, was runner-up to Bill Henry in the Duke of Edinburgh at Toronto last fall. Don is lining up an all star team.

Second U.S. entry will be Bill Henry of Seattle, Washington. Bill will be sailing a chartered boat.

LET'S TAKE FIRST AND SECOND-GOOD LUCK!

1971 DUES NOW PAYABLE

Your dues of \$10 for the year 1971 are now due and payable either direct to A.I.D.A or through your Fleet Captain.

Your dues enable you to race in all regattas, receive this Newsletter, to avail yourself of the services of the Association and to support the Dragon class. Your dues are the only source of income for the Association.

Forwarding your dues in the enclosed envelope will bring your 1971 membership card by return mail.

Thanks.

ELECTION OF OFFICERS

Each district should have, by December 1st, elected its Vice Commodore for 1971. (A district shall be composed of either a fleet having 10 or more active boats, or 4 or more fleets, none of which are within the confines of another district.) It is requested that the name of the Vice Commodore elected for 1971 be forwarded to A.I.D.A.

The Constitution provides that nominations should be made by letter to the Secretary by or before November 30, each year for the offices of Commodore, Sec.-Treas. and Measurer. The term for Commodore is one year or until his successor is elected. The Sec.-Treas. and Measurer are elected for an indefinite term at the pleasure of the active (dues paying) membership.

No nominations have been received, hence the names of the present officers are listed on the enclosed ballot, together with a space for "write in" candidates.

Please complete and return so it can be received before January 20, 1971.

INTERNATIONAL DRAGON ASSOCIATION Highlights of 11/9/70 Meeting London, England

Thirteen national Associations were represented including Canada, and Australia. We regret that it was not possible to arrange U.S. representation.

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It was decided to produce a new I.D.A. handbook to be available to members.

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Amendments to the Dragon Gold Cup Rules (1971 at Medemblik, Netherlands August 17-24) were adopted as follows:

4. Amendments to the Gold Cup Rules: - Various proposed alterations to these Rules had been put forward by the Clyde Yacht Clubs' Association and included: -

(a) Notification of location and date of the event by the previous 30th November.

(b) Invitations and Preliminary Notice by 31st January each year.

(c) That Courses "should be of an Olympic type" and minimum full course of at least 12 sea miles. (This was to allow Organising Authorities greater freedom in precise choice of Course).

In discussion at I.D.A. Committee, however, it was apparent that all members preferred the 90 degree course for Dragons, rather than the 60 degree course.

- (d) A recommendation for longer Start Lines.
- (e) The Start Line, preferably, to be at 85 degrees to the wind.
- (f) To avoid racing in heats, that maximum number in one start should be increased to approximately 70. and....
- (g) That the one-minute-rule should not be used at the first start...only after a General Recall.

Borge Børresen explained he wished to race his Glass-fibre Dragon in some major Regattas next year. It was agreed that everyone wished to see such trials, but that I.Y.R.U. approval for these hulls could not yet be obtained. Therefore, it was hoped Regatta Organizers and Competitors would welcome his presence, although he would not be eligible for the Prizes. (???*!!)

RULE CHANGES

The following rule changes were adopted at the Nov. 9, 1970 meeting of the International Dragon Association in London and were subsequently approved at the International Yacht Racing Union Conference, to be effective March 1st, 1971.

Rule 12 (para 6) - Add at the end "such top shall equal in weight the weight of the deck it replaces".

Rule 14-Delete last sentence commencing "A tiller extension.." and add: "A hinged extension to the tiller not exceeding 750 mm in length from the point of attachment is permitted."

Rule 17 (para 3, line 2)-Delete "wood" and insert "material".

Rule 20 (line 1)-Delete "and solid" and insert "and if of wood solid".

ADD NEW RULE 21 (subsequent rules to be re-numbered accordingly)

"From 1st March 1971 spars may be made of light alloy extrusion with a substantial (minimum 90%) aluminium content. Rules 15, 16, 17, 18 and 20 shall apply to such spars as varied by the following:-

(a) The mast shall be constructed with a continuous fixed groove for the mainsail luff rope which may or may not be integral with the spar section. The following minimum dimensions of the section, including luff rope groove shall apply:

Athwartships	70 mm
Fore and Aft	110 mm

Where the luff groove is not integral with the spar section, the fore and aft dimensions of the spar section shall not be less than the athwartships dimension.

The mast may be tapered above a point 2500 mm below the upper coloured band. The taper shall not reduce the dimensions fore and aft or athwartships below 45mm at the upper band.

The taper shall be convex or straight, and local hollows of more than 3 mm on the longitudinal surface of the tapered portion are

prohibited.

The sectional weight of the untapered portion shall not be less than 2.20 kg/m.

Permanently bent or rotating masts are prohibited.

(b) The mast may be squared at the deck by any optional material.

(c) Tangs on the mast for the attachment of rigging shall be external.

(d) Main, genoa and spinnaker halyards and spinnaker boom topping lift may be led internally down the mast.

(e) The spreaders may be of optional material but the restriction of movement position and minimum length shall be as laid down in Rule 17.

(f) The weight and centre of gravity of the mast shall be as laid down in Rule 16, if necessary by the addition of suitable correctors which may be fixed internally.

(g) The main boom may be of light alloy of similar specification to the mast. If of light alloy the boom shall be untapered and the depth, including the groove for the foot rope, which groove shall be continuous, shall be not less than 80 mm and not more than 100 mm. The transverse section shall not be less than 64 mm. The sectional weight shall not be less than 1.5 kg/m.

(h) The spinnaker boom may be constructed of a material similar to that of the mast. The diameter and taper are optional.

Rule 22 (iv)-Add after "only be stitched" the following: "A patch of optional size and weight is permitted near the centre of the spinnaker for the attachment of a recovery line."

Rule 23 (para 8 and last para)-Delete "racing" and insert "a race".

Rule 25-Delete and insert:

"Equipment - Mandatory Rules

1. Equipment shall include:

(a) Anchor or anchor and chain which together shall weigh not less than 10 kilogrammes. The anchor shall weigh not less than 5 kilogrammes and be of a recognized pattern.

(b) One anchor rope at least 30 metres in length, weighing not less than 3 kilogrammes, and two mooring ropes each not less than 10 metres in length weighing not less than 1 kilogramme each.

(c) One bilge pump, three life-belts or jackets, two oars or paddles, or one of each, one bucket or bailer.

2. Prohibited equipment:

(a) Devices transmitting or correlating data relative to wind direction or speed, or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic, shall be prohibited.

Depth sounders may be permitted by any National Authority in races confined to yachts of its nationality.

The I.Y.R.U. Conference decided that hiking

straps were NOT acceptable.

We expect to have new printed rules available (\$2) within a few weeks. Let me know your requirements. V.H.C., Sec.-Treas.

UNITED STATES INTERNATIONAL SAILING ASSOCIATION

Elsewhere in this issue we publish a plea from United States International Sailing Association for donations of funds.

U.S.I.S.A. deserves your support. Your tax deductible gift can be looked upon as insuring the value of your Dragon, by heightening interest in the class through keeping the United States at the top of World Dragon competition.

U.S.I.S.A. grants have this year assisted strong Dragon teams in competing at Majorca, Spain, at Kingston, Jamaica and at CORK. U.S. Dragon sailors currently hold the World's Championship, the English Speaking Union Championship, the North American Championship, the Duke of Edinburgh Trophy and others. U.S.I.S.A. has assisted in all of these campaigns.

Please make a generous gift and help keep U.S. DRAGONS on top of the world!

OLYMPIC TRAINING REGATTA

The St. Petersburg (Florida) Yacht Club will inaugurate a week long WINTER OLYMPIC TRAINING Regatta, which it plans to hold annually for all classes now eligible for the 1972 Olympic Sailing championships.

Dates for the new regatta are March 28 - April 2, 1971, with an intense schedule of competition to be sailed on regulation Olympic courses on Tampa Bay, with every aspect of the racing and other activities adhering as closely as possible to conditions and requirements of the actual Olympic championships.

It is anticipated that the regatta will attract many contestants in the various Olympic classes which annually conduct their mid-winter championships in Florida, thereby making it possible to include more high level competition while owners have their boats South.

Past Commodore Jack Clark and Charles E. Morgan, Jr. are in charge of preparations for the regatta, and further information may be obtained from the St. Petersburg Yacht Club, St. Petersburg, Florida 33701.

LOCAL FLEET AND DISTRICT ELECTIONS

To enable this Association to serve you better, kindly send in your election results for 1971 officers. This will help us in getting news to you as well as current racing information, etc.

INTERNATIONAL REGATTAS - 1971

Jan. 22-30	Hobart, Tasmania (Australia) WORLD CHAMPIONSHIPS
Apr. 5-12	Hyeres (France) SEMAINE PRE-OLYMPIQUE
Apr. 17-23	Palma (Mallorca) Spain PRINCESS SOPHIA TROPHY
May 8-12	Clariseegg (Bodensee) SWISS CHAMPIONSHIPS
May 22-23	Kiel - SPRING RACES
May 28-31	Aarhus INTERNATIONAL DANISH CHAMPIONSHIPS
May 29-31	Kiel - QUEEN'S CUP
June 5-6	Kiel - SPRING RACES
June 5-12	Poole (U.K.) POOLE OLYMPIC WEEK
June 19-26	Kiel-KIELERWOCHE
June 21-27	Belfast- THE EDINBURGH CUP (British Championships)
July 3-10	Warnemunde (G.D.R.) 21st BALTIC RACE
July 8-11	Marstrand-MARSTRAND WEEK
July 13-18	Marstrand-EUROPEAN CHAMP.
Jul. 17/18, 24/25	Ostend-BELGIAN OPEN CHAMP.
July 26-31	Deauville-FRENCH CHAMPION.
July 30-Aug. 7	Travemunde-TRAVEMUNDE WEEK
Aug. 5-8	Copenhagen-SOUND WEEK (and NORDIC CHAMPION.)
Aug. 12-15 incl.	Medemblik-OPEN DUTCH CHAMP.
Aug. 17-24	Medemblik-GOLD CUP
Aug. 29-Sept. 4	Kiel-PRE-OLYMPIC TRIALS
Between Oct. 10-23	LAKE Pontchartrain, (New Or.) NORTH AMERICAN CHAMPION.
Oct. 6-17	Ismir (Turkey)- MEDITERRANEAN OLYMPIC REGATTA

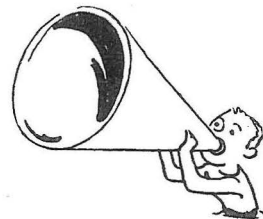
Boats & Equipment for Sale

(Apply to Owner)

US-196 Abeking and Rasmussen 1963, light hull, Schreck & Hood sails, Trailer.
John Heffron, 210 Brunswick St., Rochester, N.Y. 14607-Ph: Ofc 271-2150, Res. 271-6463 (716)

Dragon Masts-Endorsed by Bill Henry-write:
Gene Shepard, c/O Blackstock Lumber Co. Inc.
545 Elliot Ave. West, Seattle, Wash.

Wanted- Spinnaker in good condition. V. D. Agosta, 42 Cherry Lane, Huntington, New York 11743. Phone: (516) HA 7-0432.



DISTRICTS - Hear Ye!

We are anxious to print as much news from the Districts as possible to make good reading to the Dragon membership.
SEND YOUR NEWS!

AN OPEN LETTER TO AMERICAN YACHTSMEN



American sailors have done well in the Olympics and other international events. We, the Officers and Trustees of the United States International Sailing Association believe that USISA support is one reason why, because it has opened worldwide competition to our best sailors, not just to the more wealthy.

The USISA not only pays all expenses of our Olympic sailing team but also in non-Olympic years sends top sailors to events abroad to sharpen their skills. To qualify for a grant, a sailor must have proven his ability and be selected by his class. Many foreign nations are subsidizing their sailors, but in this country we have only the USISA to lend a hand.

We feel that exposure to top international competition is so important that we have already approved grants of \$41,000. to sailors of the Soling, Dragon, Tempest, Star, Flying Dutchman, Finn and OK Dinghy classes to permit their top sailors to compete in Kiel, Germany, New Zealand and various European championships. Last year income from dues for this purpose totaled only \$26,000., hence USISA is faced with a huge deficit unless American sailors get behind the effort.

If every American sailor would join the USISA, there would be no problem, our grants could be increased to very good purpose and more good sailors from many classes could benefit from competing against the world's best.

You Are Invited To Join

Many yachtsmen don't belong to the USISA because they've never been invited. Well, you're hereby invited!

Won't you help us keep the United States at the top of the sailing world by joining today? Just fill in and mail the form below. You will be listed in the Year Book in the category of your choice. Membership is open to companies and clubs too — and remember *all dues are tax deductible.*

Many thanks,
The Officers and Trustees of
U.S. International Sailing Assn.

GARRETT HORDER

Garrett Horder of Seattle, Washington was elected an Honorary Life Member of the Association by the Board of Governors in November, 1970, recognizing his long and outstanding service to the class and to his continuing interest in its welfare.

Mr. Horder was Secretary-Treasurer of the Association during the period 1951 to 1962. This period saw the greatest growth of the class in the U.S. and also of the Association. He was instrumental in arranging the importation of a large number of Dragons. He has represented the class as Trustee for several of the deeded trophies and at N.A.Y.R.U., U.S. Olympic Sailing Committee, English Speaking Union, etc.

Garrett, congratulations and many thanks from all of us.

Fleet News

San Francisco Bay San Francisco fleet is having a great revival with 10 Dragons, 7 racing actively. Five skippers are ordering new sails over the winter.

Frank Siroky, Fleet Secretary, writes that all the San Francisco Bay Olympic classes are working hard to get the 1972 trials assigned there. Plans are already afloat for Kiel West '71.

They have come up with the handsomest Dragon letterhead yet! If interested write to Frank at P.O. Box 1006, Rohnert Park, Calif. 94928

Los Angeles - Long Beach (Alamitos Bay) The annual Turkey Shoot and Thanksgiving turkey were won by Tony Singer (TIAMAT US-98) with a first, a second and a third against seven competitors. Sid Exley (TATSU, US-240) was second with a first, second and fourth. Chuck Kober (NOKKEN, US-166) was third. Bill Perkins sailing YNDE (US-5) won the third race proving again that the old girls can go fast too.

Santa Barbara The Post Election Sweepstakes on Nov. 7-8 was won by your editor 1-1-1, in VALKYRIE (US-138) with blue ribbon crew of Gary Weisman and Kurt Pidduck. Second was Allen Schmidt in WANI (US-170) with 2-4-2-, third was Tony Singer in TIAMAT (US-98) with DNS-2-1. Sailing conditions were ideal with 15-18 knots on Sunday. Bob Nicolait, NITRO (US-102), was dismasted on Saturday when a backstay failed.

Your editor also won the Fleischman Trophy, representing the 1970 Santa Barbara Dragon Championship. Since these remarkable results haven't occurred before and probably won't again and since editing this sheet creates the opportunity, forgive a little self congratulation.

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37 West 44th Street, New York, N.Y. 10036

Enclosed is a check for membership in the following category —

- | | | | |
|--|--------|---|------|
| <input type="checkbox"/> Benefactor (for Life) | \$1000 | <input type="checkbox"/> Supporting Member | \$25 |
| <input type="checkbox"/> Sponsoring Member | \$ 250 | <input type="checkbox"/> Associate Member | \$10 |
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| <input type="checkbox"/> Contributing Member | \$ 50 | | |

Name _____

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