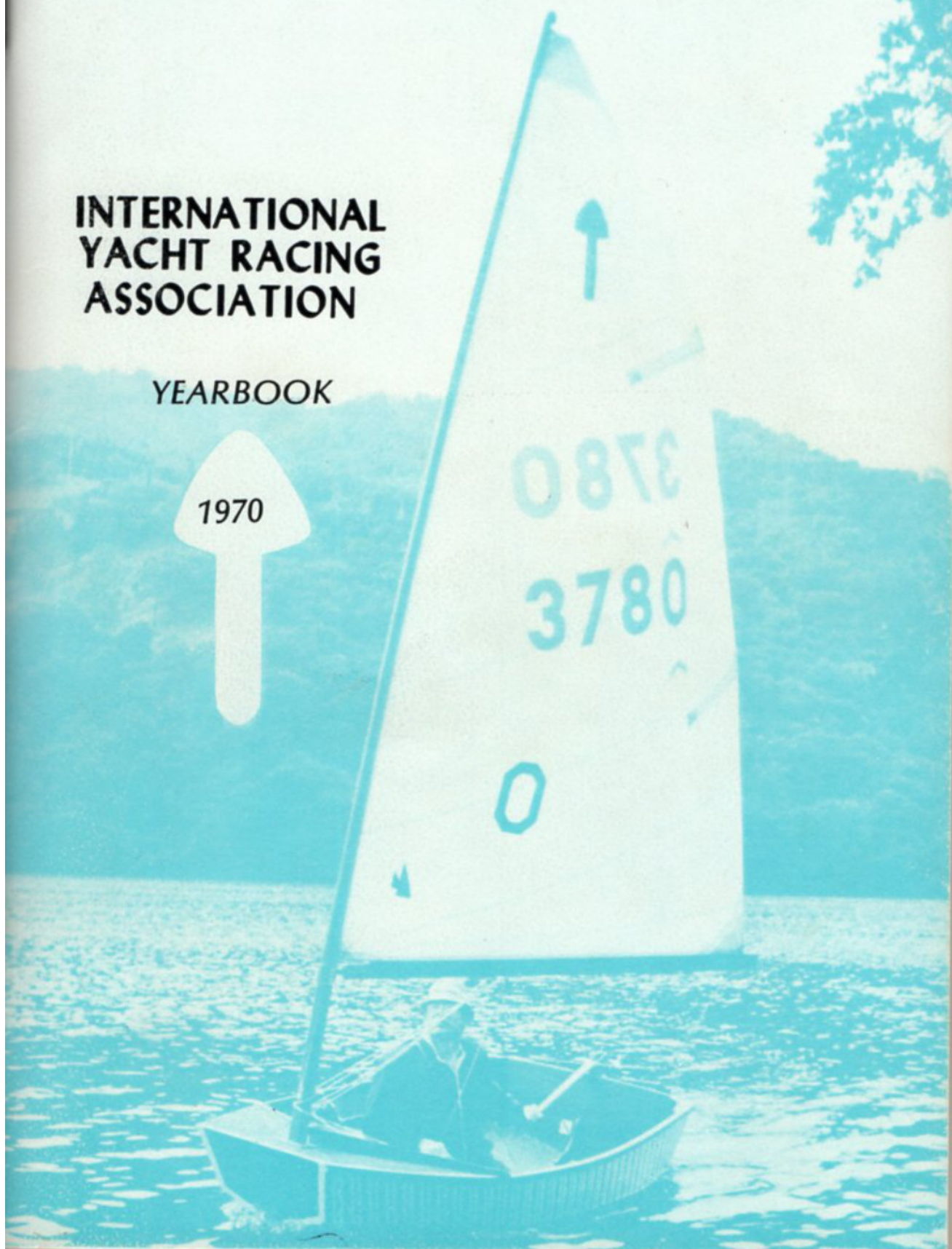


EL TORO

**INTERNATIONAL
YACHT RACING
ASSOCIATION**

YEARBOOK

1970



**EL TORO INTERNATIONAL
YACHT RACING
ASSOCIATION**



1970

YEARBOOK

Cover:

MARK BRIGGMAN, San Jose Fleet #14.
1969 North American Champion.

TABLE OF CONTENTS

	Page
Past Officers.....	4
1970 Officers and Board of Governors.....	5
ETIYRA Regional Organization.....	6
Directory of Official Measurers.....	8
Directory of Official Fleets.....	12
How to Form a Fleet.....	23
ETIYRA Sponsored Events.....	24
Other El Toro Events.....	38
By-Laws.....	53
El Toro Class Rules.....	58
El Toro Racing Dinghy Specifications.....	59
El Toro Sail Plan and Specifications.....	64
Suggested Steps in Building.....	66
Instructions for Basic Rigging.....	72
Official Measuring Jigs.....	74
Measuring Instructions.....	75
Official Measurement Certificate.....	78
Highlights in El Toro History.....	80
Official Register of El Toro Class Yachts.....	84

EL TORO
AN INTERNATIONAL ONE-DESIGN CLASS

DIMENSIONS

Cat-Rig Sail Area - 40 sq. ft. Length Over All - 7'11" Beam - 46"

Draft - 21" with centerboard down. Weight of Hull - 60 lbs.

Sailing Weight - 80 lbs. min.

Address all inquiries to:

El Toro Class Secretary 6211 LaSalle Avenue Oakland,
California 94611

PAST OFFICERS

President:	Hal Decker (Oct. 1946-47) F.M. Cole (1948) Don Bollinger (1949) M. Newell (1950-51) Alex Burnet (1952-53) Russ Humphrey (1954-56) Walt Luckert (1957-58) Peter Newell (1959-60) Walt Ratcliff (1961)	Dan Herb (1962) Harold Hornung (1963) Paul Fuge (1964) Dan Hull (1965) Everett Niles (1966) Dick Jacobsen (1967) Helmuth Stobbe (1968) Don Gerth (1969)
Vice-Pres:	(early records incomplete) Mickie Elwood (1955) Gordon Rule (1956) Jocelyn Nash (1957) Les Burman (1958) Gordon Nash (1959-61) Dawson Pomeroy (1962)	Dick Jacobsen (1963) Helmuth Stobbe (1964) Everett Niles (1965) Dick Jacobsen (1966) Dan Herb (1967) Don Gerth (1968) George Van Dolson (1969)
Secretary:	John Brison (March 1947) Walt Luckert (1948-56) Pat McComish (1957) Bob Cresswell (1958-59) Janet Hollfelder (1960-61)	Kenneth Bradley (1962-63) Dan Herb (1964) Helmuth Stobbe (1965-67) Nancy Hood (1968-69)
Treasurer:	Walt Luckert (1948-56) Walt Ratcliff (1957-60) Catherine Tillotson (1961) Ruth Decker (1962-63) Dave Mitchell (1964)	Dan Herb (1965-66) Dave Mitchell (1967) Howard Robinson (1968) George Martin (1969)
Measurer:	Walt Luckert (1947) Al Estell (1948-49) Bill Craig (1950-Mar. 1955) Peter Newell (Mar. 1955-58) Dan Herb (1959-61)	Jean Gendreau (1962) Bob Tillotson (1963) Peter Newell (1964-66) Jim Maloney (1967-68) Mark Briggman (1969)

OFFICERS AND BOARD OF GOVERNORS

President:	George Van Dolson 1713 Florida St., Vallejo, Calif. Phone: 642-3720
Vice President:	John W. Wattenbarger 187 Flying Cloud Isle, Foster City, Calif. Phone: 341-5542
Secretary:	Jack Quan 68 Evergreen Lane, Berkeley, Calif. Phone: 845-4662
Treasurer:	George Martin 90 Hazel Road, Berkeley, Calif. Phone: 843-1190
Measurer:	Mark Briggman 1157 Miller Ave., San Jose, Calif. Phone: 253-2917
Past President:	Don Gerth 18650 Aspesi Court, Saratoga, Calif. Phone: 379-3777

ETIYRA REGIONAL ORGANIZATION

(as established by the Board, January 1966)



I. Regional Territories are hereby defined as follows:

1. **PACIFIC NORTHWEST REGION:**
Oregon, Washington and British Columbia.
2. **ROCKY MT. REGION:**
Montana, Idaho, Wyoming, Utah, Colorado, Arizona, and New Mexico.
3. **CENTRAL REGION:**
North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, Illinois, Mississippi, Michigan, Indiana, Ohio, Kentucky, Tennessee, and Alabama.

4. **ATLANTIC REGION:**
Florida, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Pennsylvania, Delaware, Maryland, New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.
5. **HAWAII REGION:**
Hawaiian Islands.
6. **ALASKA Region:**
Alaska.
7. **PACIFIC REGION:**
California and Nevada.

Further division of a region will be considered when the regional committee so petitions the ETIYRA.
Alterations of regional boundaries will be considered by ETIYRA upon request of all regions affected.

- II. Regional Committees may be established upon request of two or more active fleets within their specific region.
- III. Each active fleet in a region may appoint no more than one delegate to serve as a member of the regional committee.
- IV. Regional Committees shall not have the power to levy membership dues. ETIYRA will allocate a proportion of the ETIYRA membership dues paid from the region back to said region. Said proportion of dues shall be the same for all regions. Such allocation to be no less than \$25.00. The primary purpose of this allocation is to provide funds toward the purchase of "keeper trophies" for the Regional Championship Regatta. The secondary purpose of this allocation is to provide funds toward incidental and mailing costs of the Regional Committee.
- V. Each Region shall be self-governing in all matters not in conflict with the articles and by-laws and the rules and restrictions of ETIYRA.
- VI. Regional Committee function shall include but not be limited to:
 1. Foster the establishment of fleets within its region.
 2. Conduct an annual regional championship regatta.
 3. Conduct all regional business.
- VII. Perpetual Trophies for Regional Championships to be provided by ETIYRA.

DIRECTORY OF OFFICIAL MEASURERS

INTERNATIONAL MEASURER:

MARK BRIGGMAN
1157 Miller Avenue
San Jose, Calif. 95129
Phone: 253-2917

REGION 1

OREGON:

Al Bowers, 01339 S.W. Radcliff Rd., PORTLAND
Joseph Dyer, 999 Ridge Dr., ASTORIA
Melvin Starks, P.O. Box 72, KERBY
John Flett, 1407 Saling Ave., MEDFORD
Roy Ciappini, 9204 S.E. Harold St., PORTLAND
Andrew Culver Jr., 3420 Elmwood Way, CORVALIS

WASHINGTON:

D.W. Gosse, 2113 Dayton Ave., RENTON
Robert Dudley, 13219 - 35th Ave. N.E., SEATTLE

BRITISH
COLUMBIA.

Bill Whitby, 3016 Admirals Rd., VICTORIA
Jack Woodward, 3789 Mystic Lane, VICTORIA

REGION 2

COLORADO:

F.A. Shedd, 5299 E. Eastman, DENVER
Dr. Ira Howell, 845 Ellipse Way, DENVER
Tom Epling, 107 Valley View Rd., FORT COLLINS
Don Young, 5340 S. Sherman, LITTLETON
Mrs. Conant Weaver, Box 450, GRAND LAKE

ARIZONA:

John Smith Jr., 1451 West 6th St., MESA

REGION 3

ALABAMA:

Samuel E. McCrary, 230 Hill St., GUNTERSVILLE

ILLINOIS:

Dick Schwanke, 235 Cumnor Ave., GLEN ELLYN
Ernest Heyworth, 1209 No. 7th St., HERRIN
Ralph Gibert, 1205 Scott Ave., WINNETKA

INDIANA:

Leroy Madsen, 14512 S. Eggleston Ave., RIVERDALE

KANSAS:

Joel Nordeen, 1604 Apple Lane, OTTAWA

MICHIGAN:

Frank R. Murray, 3510 Yorkshire, DETROIT

SOUTH
DAKOTA:

James R. Adams, 1505 So. Garfield Ave., SIOUX FALLS

TEXAS:

Brinkley S. Snowden, Jr., 907 Towncreek, DALLAS
Wm. Brown, 1724 Woods Drive, ARLINGTON

REGION 4

FLORIDA:

George Clark, P.O. Box 723, CORAL GABLES

MARYLAND:

Victor Syracuse, 1214 Highwood Rd., ROCKVILLE

NEW YORK:

Robert D. Cess, 42 Puritan Path, PORT JEFFERSON

OHIO:

R.J. Kirby, R.R. #1, SALEM

REGION 5

HAWAII:

Malcolm McFaull, 5216 Oio Dr. HONOLULU
Edwin C. Williams, 3123 Vista Pl. HONOLULU
Larry Trombly, 112 Wailupe Circle, HONOLULU

REGION 6

ALASKA: None established as of May, 1970

REGION 7

CALIFORNIA: Ken McCutcheon, 6808 Del Monte, RICHMOND
 Dan Herb, 3200 Deakin St., BERKELEY
 Vic Willard, 2639 - 21st Ave., SAN FRANCISCO
 Larry Niswander, 727 Temescal Way, REDWOOD CITY
 Lew Hawk, 1092 Wilmington Ave., SAN JOSE
 C.C. Collins, 2490 Oregon St., REDWOOD CITY
 Howard Robinson, 2148 Whelan Ave., SAN LEANDRO
 Dan Hull, 2836 Ramona Court, SANTA CLARA
 Bill MacDonald, 65 Glen Ellyn Drive, VENTURA
 Fred Tidyman, 205 E. Garland, FRESNO
 Richard Newman, 715 S. Jacob Ave., VISALIA
 Mel Canfield, 2709 Scott Place, BAKERSFIELD
 Gene Doucette, 660 Parma Way, LOS ALTOS
 Richard Toschi, 1544 - 16th Ave., SAN FRANCISCO
 Ken Thompson, 1969 Scott Lane, LOS ALTOS
 Rollye Wiskerson, 1678 Devlin Dr., VALLEJO
 Paul Fuge, 345 - 17 Mile Drive, PACIFIC GROVE
 Ralph Clifford, 21900 Hyde Rd., SONOMA
 Dave Monti, P.O. Box 7303, S. LAKE TAHOE
 Dick Jacobsen, 820 Lurline Dr., FOSTER CITY
 Wm. F. Candrian, 4951 Alta Camino Dr., REDDING
 Sam Crabtree, 4619 Candlewood Court, CONCORD
 Ed Bingham, 29 Bretano Way, SAN RAFAEL
 K.C. Shaw, P.O. Box 9, ATASCADERO
 Peter Newell, 43 Park Way, PIEDMONT
 Jim Maloney, 1019 S. Leo Drive, SAN JOSE



Dick Jacobsen, 1969 Pacific Coast Champion, Senior Division.

DIRECTORY OF OFFICIAL FLEETS

- Fleet #1** **RICHMOND YACHT CLUB** **Chartered March 1947**
 Richmond Calif.
 1970 Officers not reported
 Measurer: Ken McCutcheon, 6808 Del Monte, Richmond, Calif.
- Fleet #2** **WAIKIKI YACHT CLUB** **Chartered January 1948**
 Honolulu, Hawaii
 1970 Officers not reported
 Measurer: Malcolm McFaul, 5216 Oio Drive, Honolulu, Hawaii
- Fleet #3** **OAKLAND YACHT CLUB** **(Inactive)**
 Oakland, Calif.
- Fleet #4** **LAKE MERRITT SAILING CLUB** **Chartered April 1949**
 Oakland, Calif.
 Captain: Stan Stensrud, 591 Via Acalanes, San Lorenzo, Calif.
 Asst. Capt.: Larry Parker, 1611 Beverly Place, Berkeley, Calif.
 Secretary: Gary Orzell, 906 Creed Road, Oakland, Calif.
 Treasurer: Bob Nelson, 120 Magnolia Ave., Piedmont, Calif.
 Measurer: Dan Herb, 3200 Deakin Street, Berkeley, Calif.
- Fleet #5** **MARINA YACHT CLUB** **(Inactive)**
 Alameda, Calif.
- Fleet #6** **ENCINAL YACHT CLUB** **(Inactive)**
 Alameda, Calif.
- Fleet #7** **STOCKTON SAILING CLUB** **(Uncompleted)**
 Stockton, Calif.
- Fleet #8** **LAKE MERCED SAILING CLUB** **Chartered January 1952**
 San Francisco, Calif.
 Captain: Paul Dissing, 3 San Miguel Ave., Daly City, Calif. 94502
 Sec.-Treas.: Marilyn Power, 289 Magellan Ave., S.F., Calif. 94116
 Measurer: Vic Willard, 2639 - 21st Ave., S.F., Calif. 94116
 Fleet Champion: Diane Kroll

- Fleet #9** **PALO ALTO YACHT CLUB** **Chartered April 1954**
 Palo Alto, Calif.
 Commodore: George Sutton, 221 Floresta Way, Menlo Park, Calif. 94025
 Vice Commodore: Annette Surtees, 601 Almond, Los Altos, Calif. 94022
 Secretary: Jeff Miller, 811 Gailen Ave., Palo Alto, Calif. 94303
 Measurer: Larry Niswander, 727 Temescal Way, Redwood City, Calif. 94062
- Fleet #10** **HAWAII YACHT CLUB** **Chartered August 1954**
 Honolulu, Hawaii **(Inactive)**
- Fleet #11** **LAKE WASHINGTON SAILING CLUB** **Chartered 1955**
 Sacramento, Calif. **(Inactive)**
- Fleet #12** **KANEOHE YACHT CLUB** **Chartered February 1958**
 Kaneohe, Oahu, Hawaii
 1970 Officers not reported
 Measurer: Larry Trombly, 112 Waiupe Circle, Honolulu, Hawaii
- Fleet #13** **(Not used)**
- Fleet #14** **SAN JOSE SAILING CLUB** **Chartered April 1960**
 San Jose, Calif.
 Captain: Wilkes Joy, 233 Cerro Chico, Los Gatos, Calif. 95030
 Exec. Officer: Dick Birdwell, 1038 Fleetwood Dr., San Jose, Calif. 95120
 Sec.-Treas.: Moe Beasley, 2347 Venndale Ave., San Jose, Calif. 95124
 Measurer: Lew Hawk, 1092 Wilmington Ave., San Jose, Calif. 95129
 Bd. Member: Don Yoppini, 1549 Alisal Ave., San Jose, Calif. 95125
 Bd. Member: Geo. Holser, 395 Indian Broom Dr., San Jose, Calif. 95111
 Fleet Champions: Sr. - Paul Fuge; Int. - Bill Denhart; Jr. - Bill Gerth
- Fleet #15** **ELKHORN YACHT CLUB** **Chartered September 1960**
 Monterey Bay, Calif. **(Inactive)**
- Fleet #16** **NATIONAL YACHT CLUB** **Chartered July 1961**
 Washington, D.C.
 Captain: James Ayres, 2607 Ogden St., Falls Church, Va.
 Sec.-Treas.: John K. Lenher, 2227 Powhatan St., Arlington, Va. 22205
 Measurer: Victor Syracuse, 1214 Highwood Rd., Rockville, Md. 20851
 Fleet Champions: Sr. - Jean Smith; Int. - Jamie Ayres; Jr. - John Potter



Seniors drift at Grand Lake during the North Americans just before a storm hits.



Winners at Mile Hi Sailing Club's 1969 Shadow Mountain Invitational: (left to right) Norm Kerth, Lake Merritt; Francis Thompson, Pennsylvania; Bill Candrian, Whiskeytown; Ed Collins, Redwood City; Steve Lorenzato San Mateo.

Fleet #17

LANIKAI SAILING CLUB
Lanikai, Oahu, Hawaii

Chartered November 1961
(Inactive)

Fleet #18

SEQUOIA YACHT CLUB
Redwood City, Calif.

Chartered March 1962

Captain: Frank Menagh, 1350 Bernardo Ave., Sunnyvale, Calif.
Sec.-Treas.: Edward E. Collins, 2490 Oregon St., Redwood City, Calif.
Measurer: C.C. Collins, 2490 Oregon St., Redwood City, Calif.

Fleet #19

DENVER SAILING CLUB
Denver, Colorado

Chartered May 1963
(Inactive)

Fleet #20

WICHITA FALLS SAILING CLUB
Wichita Falls, Texas

(Uncompleted)

Fleet #21

SAN LEANDRO SAILING CLUB Charter reactivated May 1967
San Leandro, Calif.

1970 Officers not reported
Measurer: Howard Robinson, 2148 Whelan Ave., San Leandro

Fleet #22

LOCKHEED EMPLOYEES RECREATION ASSOC. Chartered February 1964
Sunnyvale, Calif.

Captain: Conrad Skladal, Jr., 676 Remington Dr., Sunnyvale, Calif. 94087
Sec.-Treas.: Tom Canning, 672 Remington Dr., Sunnyvale, Calif. 94087
Measurer: Dan Hull, 2836 Ramona Court, Santa Clara, Calif. 95051

Fleet #23

VENTURA/SANTA BARBARA SAILING ASSOC. Chartered January 1965
Ventura, Calif.

Captain: Gale Graham, 14788 Santa Paula St., Santa Paula, Calif. 93060
Sec.: Mrs. R.W. Cummings, 14807 Santa Paula St., Santa Paula, Calif. 93060
Measurer: Bill MacDonald, 65 Glen Ellyn Drive, Ventura, Calif.

Fleet #24

LAKE ELLYN YACHT CLUB
Glen Ellyn, Illinois

Chartered February 1964

Commodore: Werner Boehme, 2-S 403 Oaklawn Dr., Glen Ellyn, Ill. 60137
Sec.-Treas.: Mark Mayeau
Measurer: Dick Schwanke, 235 Cumnor Ave., Glen Ellyn, Ill. 60137
Fleet Champions: Sr. - Dick Schwanke; Jr. - Dick Parry

Fleet #25 **FRESNO YACHT CLUB** **Chartered March 1964**
Fresno, Calif.

Captain: Steve Fuchs, P.O. Box 77, Friant, Calif.
Secretary: Mark Tidyman, 205 E. Lansing Way, Fresno, Calif. 93704
Treasurer: Jim Hines, 625 E. Lansing Way, Fresno, Calif. 93704
Measurer: Fred Tidyman, 205 E. Garland, Fresno, Calif. 93704

Fleet #26 **SIERRA SAILING ASSOC.** **Chartered February 1964**

Kern & Tulare Counties, Calif.

1970 Officers not reported

Measurers: Richard Newman, 715 S. Jacob Ave., Visalia, Calif.
Mel Canfield, 2709 Scott Place, Bakersfield, Calif.

Fleet #27 **HEWLETT-PACKARD SAILING CLUB** **Chartered February 1964**
Sunnyvale, Calif.

Captain: Orrin Mahoney, 500 Chiquita Ave., Mountain View, Calif.
Sec.-Treas.: Peter Showman, 1142 Merrimac Drive, Sunnyvale, Calif.
Measurer: Gene Doucette, 660 Parma Way, Los Altos, Calif.

Fleet #28 **MILE-HIGH SAILING CLUB** **Chartered June 1965**
Denver, Colorado

Commodore: Jack Bakken, Rt. 1, Box 46, Castle Rock, Colo. 80104
Captain: Ray Gilbert, 3884 S. Garapago, Englewood, Colo. 80104
Secretary: Mitch Rider, 3128 S. Dallas Ct., Denver, Colo. 80210
Treasurer: John Welkes, 6578 S. Logan, Littleton, Colo. 80120
Measurer: Don Young, 5340 S. Sherman, Littleton, Colo. 80120
Champion: Bob Tollund

Fleet #29 **INVERNESS YACHT CLUB** **Chartered August 1965**
Inverness, Calif.

Co-Captains: Millie Bratenahl, 1111 Armada Dr., Pasadena, Calif.
Fred Rienecker, 2075 Buena Vista Ave., Livermore, Calif.
Sec.-Treas.: Shelly Russell, 311 Upper Ames Ave., Ross, Calif.
Measurer: Richard Toschi, 1544 - 16th Ave., San Francisco, Calif.

Fleet #30 **AMPEX SAILING CLUB** **Chartered September 1965**
Redwood City, Calif.

1970 Officers not reported
Measurer: Ken Thompson, 1969 Scott Lane, Los Altos, Calif.

Fleet #31 **VALLEJO SAILING CLUB** **Chartered December 1965**
Vallejo, Calif.

Captain: Herbert Tucker, 282 Cottonwood Dr., Vallejo, Calif. 97205
Sec.-Treas.: Doris Wiskerson, 1678 Devlin Dr., Vallejo, Calif. 94590
Measurer: Rollye Wiskerson, 1678 Devlin Dr., Vallejo, Calif. 94590
Fleet Delegate: Donald Wasson, 107 Downie Drive, Vallejo, Calif.

Fleet #32 **WILLAMETTE SAILING CLUB** **Chartered February 1966**
444 W. Macadam Ave., Portland, Oregon

1970 Officers not reported
Measurer: Al Bowers, 01339 W. Radcliff Rd., Portland, Oregon

Fleet #33 **MOUNT SINAI YACHT CLUB** **Chartered March 1966**
Mt. Sinai, Long Island, New York

1970 Officers not reported
Measurer: Robert Cess, 42 Puritan Path, Port Jefferson, N.Y.

Fleet #34 **MONTEREY PENINSULA JR. YACHT CLUB** **Chartered March 1966**
Monterey, Calif.

1970 Officers not reported
Measurer: Paul Fuge, 345 - 17 Mile Drive, Pacific Grove, Calif.

Fleet #35 **TOMALES SAILING CLUB** **Chartered June 1966**
Santa Rosa, Calif.

Captain: Mary Ellen Clifford, 232 Wilking Way, Sonoma, Calif.
Sec.-Treas.: Mary Clifford, 232 Wilking Way, Sonoma, Calif.
Measurer: Ralph Clifford, 21900 Hyde Rd., Sonoma, Calif.

Fleet #36 **SEATTLE SAILING ASSOCIATION** **Chartered July 1966**
Seattle, Washington

President: Donald Crawford, 613 N. 62nd., Seattle, Wash.
Secretary: Anne Kinsman, 6518 Woodlawn Ave., N., Seattle Wash.
Measurer: Robert Dudley, 13219 - 35th Ave. N.E., Seattle Wash.

Fleet #37 **RENTON SAILING CLUB** **Chartered July 1966**
Renton, Washington

Captain: Don Smith, Rt. 1 Box 59, Bow, Washington, 98232
Sec.-Treas.: Barbara Thom, 11026 Parkside Ave. S., Seattle, Wash. 98178
Measurer: Dave Gosse, 2113 Dayton Ave., Renton, Wash. 98055



Don Smith gives pre-race instructions at the 1969 Samish Island Regatta



Samish Island Regatta, 1969.

Fleet #38 **LEWIS & CLARK YACHT CLUB** Chartered September 1966
Yankton, South Dakota

1970 Officers not reported

Measurer: James R. Adams, 1505 S. Garfield Ave., Sioux Falls, S.D.

Fleet #39 **LAKE TAHOE SAILING CLUB** Chartered October 1966
Lake Tahoe, Calif. (Inactive)

Measurer: Dave Monti, P.O. Box 7303, S. Lake Tahoe, Calif.

Fleet #40 **ISLAND SAILING CLUB** Chartered December 1966
Foster City, Calif.

Captain: John Wattenbarger, 187 Flying Cloud Isle, Foster City, Calif. 94404

Treasurer: Ken Shaw, 972 Flying Fish St., Foster City, Calif. 94404

Secretary: Bob McKibben, 727 Matsonia Dr., Foster City, Calif. 94404

Measurer: Dick Jacobsen, 820 Lurline Dr., Foster City, Calif. 94404

Fleet Champion: Rosetta Jacobsen

Fleet #41 **WHISKEYTOWN SAILING CLUB** Chartered March 1967
Whiskeytown, Calif.

Captain: John F. Ennis, 196 Oleander Circle, Redding, Calif. 96001

Sec.-Treas.: Tim J. Ennis, 196 Oleander Circle, Redding, Calif. 96001

Measurer: Wm. F. Candrian, 4951 Alta Camino Drive, Redding, Calif. 96001

Fleet #42 **ARLINGTON YACHT CLUB** Chartered April 1967
Arlington, Texas

1970 Officers not reported

Measurer: Wayne C. Bell, 239 West Orange St., Duncanville, Tex.

Fleet #43 **CRAB ORCHARD LAKE SAILING CLUB** Chartered May 1967
Carbondale, Illinois

1970 Officers not reported

Measurer: Ernest Heyworth, 1209 N. 7th St., Herrin, Ill.

Fleet #44 **ASTORIA YACHT CLUB** Chartered June 1967
Astoria, Oregon

Commodore: H.A. O'Bryant, 3513 Franklin Ave., Astoria, Oregon 97103

Captain: Sven Lund, 136 Lexington Ave., Astoria, Oregon 97103

Secretary: H.A. O'Bryant, 3513 Franklin Ave., Astoria, Oregon 97103

Measurer: Joe Dyer, 999 Ridge Drive, Astoria, Oregon 97103

Fleet #45 **LAKE SELMAC SAILING CLUB** Chartered June 1967
 Grants Pass, Oregon
 Captain: Bob Peck, 510 N.W. "A" Street, Grants Pass, Oregon
 Sec.-Treas.: Kent Smith, 502 Aurora Ave., Grants Pass, Oregon
 Measurer: Mel Starks, P.O. Box 72, Kerby, Oregon
 Fleet Champion: Bob Peck

Fleet #46 **NORTHERN COLORADO YACHT CLUB** Chartered March 1968
 Fort Collins, Colorado
 1970 Officers not reported
 Measurer: Tom Epling, 107 Valley View Rd., Ft. Collins, Colorado

Fleet #47 **DIABLO SAILING CLUB** Chartered October 1968
 Diablo Valley, Calif.
 Captain: Dick Allen, 752 Turrini Dr., Danville, Calif.
 Sec.-Treas.: Mary Fitzgerald, 2590 Hamilton Ave., Concord, Calif.
 Measurer: Sam Crabtree, 4619 Candlewood Court, Concord, Calif.

Fleet #48 **GREENBRAE SAILING CLUB** Chartered September 1968
 San Anselmo, Calif.
 Captain: Gary Koch, 70 Green Valley Ct., San Anselmo, Calif.
 Secretary: Warren Carreiro, 69 Paseo Way, Greenbrae, Calif.
 Treasurer: Eugene Robinson, 14 La Cuesta Dr., Greenbrae, Calif.
 Measurer: Ed Bingham, 29 Bretano Way, San Rafael, Calif.

Fleet #49 **MORRO BAY YACHT CLUB** Chartered September 1968
 Morro Bay, Calif.
 Captain: Jesse Sprague, 5485 Capistrano, Atascadero, Calif. 93420
 Sec.-Treas.: Mary Jeanette Marshall, 127 Mindoro St., Morro Bay, Calif.
 Measurer: K.C. Shaw, P.O. Box 9, Atascadero, Calif.

Fleet #50 **NORTHBROOK YACHT CLUB** Chartered April 1969
 Northbrook, Illinois
 Captain: Raymond K. Tinley, 319 N. Elmhurst Ave., Mount Prospect, Ill.
 Sec.-Treas.: Helen L. Anderson, 7035 Kenton Ave., Skokie, Ill. 60076
 Measurer: Ralph Gibert, 1205 Scott Ave., Winnetka, Ill. 60093



Photo finish at Lake Selmac, Oregon - Labor Day, 1969.



Bob Moore, #5997, says he made it through this fleet of starboard-tack boats unscathed, just seconds before the start of the "Flight of the Bulls."

Fleet #51**LAKE POMONA SAILING CLUB**

Chartered May 1969

Ottawa, Kansas

President: W.D. Bemmels, 40 Rockwood Dr., Ottawa, Kansas 66067

Sec.-Treas.: James J. Chandler, 35 Rockwood Dr., Ottawa, Kansas 66067

Measurer: Joel Nordeen, 1604 Apple Lane, Ottawa, Kansas 66067

Fleet #52**ILLIANA YACHT CLUB**

Chartered June 1969

Roby, Indiana

Captain: Jack Stanton, 2632 E. 74th Street, Chicago, Ill. 60649

Secretary: Gene McCormack, 9754 S. Waldon Parkway, Chicago, Ill. 60645

Treasurer: Andrew McCormack, 9754 S. Waldon Parkway, Chicago, Ill.

Measurer: LeRoy Madsen, 14512 S. Eggleston Ave., Riverdale, Ill. 60627

Fleet #53**PYMATUNING YACHT CLUB**

Chartered August 1969

Jamestown, Pennsylvania

Captain: Salvatore Milani, 415 Sequoia Drive, Pittsburgh, Pennsylvania

Secretary: R. Ken Turney, 73 Denver Drive, Poland, Ohio 44514

Treasurer: Francis T. Thompson, 3482 Treeline Dr., Murrysville, Pa. 15668

Measurer: R.J. Kirby, R.R. #1, Salem, Ohio 44460

Fleet #54**GRAND LAKE YACHT CLUB**

Chartered September 1969

Grand Lake, Colorado

Captain: Mrs. Patrick Henry, Box 179, Aspen Colorado 81611

Sec.-Treas.: Mrs. J. Wm. Sallada, 6770 S. Kit Carson Cir. E., Littleton, Colorado 80120

Measurer: Mrs. Conant Weaver, Box 450, Grand Lake, Colorado 80447

Fleet #55**FREMONT SAILING CLUB**

Chartered April 1970

Fremont, Calif.

Captain: John T. Rankin, 4672 Sorrento Park Ct., Fremont, Calif. 94538

Secretary: Bob Johnson, 4659 Eggers Drive, Fremont, Calif. 94536

Treasurer: John Logan, 32823 Alvarado Blvd., Fremont, Calif. 94536

Measurer: George Bliss, 2187 Olive Avenue, Fremont, Calif. 94538



HOW TO FORM A FLEET

If your group desires to be chartered, as specified in the Association By-Laws, the following is required:

- A. Each fleet must be attached to a yacht or sailing club.
- B. There must be a minimum of five (5) El Toros, each passing measurement requirements, and each skipper must be a member of the ETIYRA.

Before applying for a charter your group should:

1. Organize and elect a Fleet Captain, Secretary, Treasurer (the Secretary and Treasurer may be combined), and a Measurer.
2. Your Fleet Secretary should forward to the International Secretary a list of your officers and at least five charter members with their addresses and boat numbers.
3. Your Fleet Measurer should request, from the International Measurer, drawings for an Official Measuring Jig which the Association will supply free along with instructions for the use of the jig and a supply of Measurement Certificates.
4. All charter boats must then be measured and the Measurement Certificates be sent to the International Measurer for final approval.

WHEN YOU HAVE COMPLIED with the foregoing requirements (and have the five measurement certificates approved), the International Secretary will assign your group an Official Fleet Number and you will be sent a Fleet Charter suitable for framing.



1969 San Jose Invitational, Redwood Shores Marina, Calif.

E.T.I.Y.R.A. SPONSORED EVENTS

NORTH AMERICAN CHAMPIONSHIP REGATTA

A regatta shall be held each year to compete for the Perpetual Trophies: Senior, Intermediate, and Junior according to the Deed of Gift for those trophies. The Regatta shall include representatives from at least 5 active El Toro fleets. The ETIYRA shall also provide for the winners: Senior, Intermediate and Junior, engraved token trophies for their permanent possession.

DEED OF GIFT - NORTH AMERICAN PERPETUAL TROPHIES as revised by ETIYRA, April, 1968

Seniors (19 and over)

Intermediates (15 - 18)

Juniors (14 and under)

EMBLEMATIC OF:

The Championship of the North American Continent

OWNED BY:

The El Toro International Yacht Racing Association

REGATTA: To be sailed by representatives of at least five active fleets. For the purpose herein all isolated members entered shall be counted together as only one fleet. The championship shall be decided by five races which must be of championship calibre. No race shall be shorter than two miles; the first leg of the course shall be as close into the wind as possible. The maximum steady wind velocity shall not exceed 20 mph. All races shall be sailed under the latest rules of the NAYRU and the ETIYRA. There shall be separate regatta and protest committees. The same skipper must sail in all races using his own, a chartered boat or a borrowed boat. In borrowed boats, skippers must use their own sails properly numbered. Exceptions must meet the approval of the National Authority for a bona fide reason and be so recorded. To be eligible a skipper must be a boat owner and a paid up member of ETIYRA and in good standing with his fleet, if any, at least 30 days prior to the opening of the regatta, or a bona fide charterer and paid up member of ETIYRA and in good standing with his fleet, if any, at least six months prior to the opening of the regatta and the proof of said charter must be on record with the ETIYRA at least five months prior to the opening of the regatta. Further, to be eligible, the skipper shall have raced in at least three bona fide races sailed under NAYRU rules during the preceding 12 months prior to the regatta. Skippers who place in the top four positions in each division of Senior, Intermediate and Junior in the previous year need not qualify in the next succeeding year. Inexperienced skippers are not eligible.

MEASUREMENT CERTIFICATES: Boats and sails must be measured and recorded with the Association Measurer before entry is acceptable - before the deadline for registration for the regatta.

CONDITIONS (Obligations): Name of skipper and fleet with the year must be engraved each year on the trophy at the expense of the winning fleet. The trophy shall be in the custody of the winning fleet which shall be responsible for the trophy's care and safety, and its delivery to the ETIYRA Headquarters one month prior to the next scheduled North American Championship Regatta or in twelve months, whichever is sooner. Responsibility for the trophy shall remain with said fleet until the trophy is safely received by the ETIYRA.

OFFICIAL ASSOCIATION REPRESENTATIVE: The official association representative herein after called the Association Authority, must be appointed by the ETIYRA Board of Governors for each Regatta to see that the races are conducted in full accordance with the Deed of Gift and the spirit of good sportsmanship. The Association Authority shall have full power to take over the duties of the Race Committee Chairman or any other committee should he be aware of irregularities in the conduction of the Regatta.



Seniors battle for clear air as gun sounds for start of final race at the North Americans Grand Lake, Colorado.

PREVIOUS WINNERS

SENIORS:

- 1954 - BRIAN MCCARTHY, Richmond Yacht Club, #13
- 1955 - SHARON JOHNSON, Lake Merritt Sailing Club, #120
- 1956 - DON PEATTIE, Lake Merritt Sailing Club, #620
- 1957 - DICK PEATTIE, Lake Merritt Sailing Club, #620
- 1958 - LEONARD RUBY, Lake Merced Sailing Club, #745
- 1959 - PAUL COLLETTE, Lake Merritt Sailing Club, #331
- 1960 - SCOTTY FINKBONER, Hawaii Yacht Club, #900
- 1961 - SCOTTY FINKBONER, Hawaii Yacht Club, #900
- 1962 - GREGG JACKSON, Hawaii Yacht Club, #900
- 1963 - CHARLES BARTHROP, Lake Merritt Sailing Club, #1634
- 1964 - NORMAN WILLIAMS, Hewlett-Packard, #1650
- 1965 - RICHARD JACOBSEN, Lake Merritt Sailing Club, #3577
- 1966 - RICHARD JACOBSEN, Island Sailing Club, #3577
- 1967 - PETER NEWELL, Lake Merritt Sailing Club, #2611
- 1968 - ROSETTA JACOBSEN, Island Sailing Club, #3577
- 1969 - MARK BRIGGMAN, San Jose Sailing Club, #3780

INTERMEDIATES (This Division was established by the Board in 1964.)

- 1964 - DENNIS SILVA, Lake Merritt Sailing Club, #1266
- 1965 - TOM TILLOTSON, Lake Merritt Sailing Club, #2525
- 1966 - TOM FUGE, San Jose Sailing Club, #2700
- 1967 - BOB NELSON, Lake Merritt Sailing Club, #3206
- 1968 - BRUCE McDEVITT, Lake Merritt Sailing Club, #1090
- 1969 - BOB NELSON, Lake Merritt Sailing Club, #5321

JUNIORS:

- 1954 - BILL SPAULDING, JR., Lake Merritt Sailing Club, #180
- 1955 - DICK PEATTIE, Lake Merritt Sailing Club, #654
- 1956 - DICK PEATTIE, Lake Merritt Sailing Club, #654
- 1957 - PEGGY ANN LEE, Lake Merritt Sailing Club, #659
- 1958 - TOM LEE, JR., Lake Merritt Sailing Club, #697
- 1959 - TOM LEE, JR., Lake Merritt Sailing Club, #697
- 1960 - TOM LEE, JR., Lake Merritt Sailing Club, #697
- 1961 - JIM AMOS, Lake Merritt Sailing Club, #2210
- 1962 - DENNIS SILVA, Lake Merritt Sailing Club, #1266
- 1963 - TOM AMOS, Lake Merritt Sailing Club, #2468
- 1964 - SCOTT MORRISON, Lake Merritt Sailing Club, #2633
- 1965 - CHRIS RANDALL, San Jose Sailing Club, #1898
- 1966 - JERI PATTERSON, Sierra Sailing Association, #3321
- 1967 - RICK NILES, San Jose Sailing Club, #2700
- 1968 - BILL GERTH, San Jose Sailing Club, #3161
- 1969 - GREG PAXTON, San Jose Sailing Club, #5359



Four Champions at the North Americans (left to right): Bob Nelson, Intermediate; Greg Paxton, Junior; Mark Briggman, Senior; and Don Denhart, Consolation Series.



Who has clear air, is pointing highest and moving fastest? Bob Nelson, #5321, demonstrates the style that won him the Intermediate Championship.

1969 NORTH AMERICAN CHAMPIONSHIP

Grand Lake, Colorado

SENIOR DIVISION:

No.	Skipper	Fleet	Daily Places				Pts.
3780	Mark Briggman	SJSC	7	2	4	4	18
5050	Richard Jacobsen	ISC	1	1	1	3	13
6222	David Veteran	HPSC	14	9	2	2	31
3837	James Maione	SJSC	3	3	11	11	9
6262	Henry Jotz	LMSC	4	5	18	1	40
3577	Rosetta Jacobsen	ISC	2	6	5	6	DSQ
3249	George Van Dolson	VSC	13	7	7	10	15
2790	Tom Fuge	SJSC	5	4	9	25	14
6100	Paul Fuge	SJSC	6	15	3	17	17
5917	Wilbert Olsen	RSC	12	12	20	7	8
5701	Diane Power	LMSF	21	8	25	5	2
5640	Helmuth Stobbe	SJSC	8	24	12	13	5
5939	Fred Smith	RSC	17	11	13	12	10
3514	June Fuge	SJSC	11	13	6	15	18
5338	George Irving	SJSC	9	18	19	9	11
5172	Winston Anderson	SSA	15	25	21	16	3
3558	Bob Miller	LMSC	10	DSQ	8	8	DNS
4385	Rita Maloney	SJSC	25	20	14	21	6
3573	Rolly Wiskerson	VSC	20	14	16	14	23
5977	Peter Blasberg	SJSC	23	10	23	24	7
6127	Barbara Gully	RSC	16	16	10	DNF	20
4325	Emily Stobbe	SJSC	18	23	15	23	21
5179	Charles Hinkley	SJSC	22	19	24	20	16
5070	Dan Hull	LERA	19	21	22	18	22
5062	Chuck Webb	SJSC	24	17	26	22	19
4657	Wm. Candrian	WSC	DSQ	22	17	19	24

INTERMEDIATE DIVISION:

5321	Robert Nelson	LMSC	2	1	3	1	3
5356	Bill Denhart	SJSC	1	3	2	6	5
2630	Ed Collins	SYC	3	2	7	5	4
5825	Ken Orchard	ISC	7	10	1	3	1
3697	Norm Kerth	LMSC	5	7	5	2	9
5651	Ralph Joy	SJSC	6	4	4	8	7
6006	Arthur Olsen	RSC	4	6	6	4	11
5424	Marcia Towle	RSC	8	5	DNF	10	2
5136	Allen Morton Jr.	SJSC	10	9	DNF	7	8
4862	Cynthia Van Dolson	VSC	11	11	9	9	6
5101	Cary Everts	RSC	9	8	8	DNF	10
4016	Randy Ames	MHSC	12	12	DNF	11	12

JUNIOR DIVISION:

5359	Greg Paxton	SJSC	1	1	3	2	2
3161	Bill Gerth	SJSC	2	4	2	1	1
6420	Mark Lorenzato	ISC	5	3	1	4	4
5650	Jeffrey Joy	SJSC	4	2	5	9	5
4840	Robert Smith	RSC	3	6	7	5	6
5165	Steve Wiskerson	VSC	6	7	6	3	8
4355	John Davy	NCYC	8	8	8	8	3
6438	Jimmie Maloney	SJSC	7	5	9	13	7
6269	Craig Perry	AYC	10	9	10	7	11
5402	Rod Olsen	RSC	DNS	DNF	4	6	DNF

5916	Nancy Thompson	PYC	9	10	DNF	10	9	50
3285	Jeff Carlson	MHSC	11	DNF	11	11	10	55

CONSOLATION DIVISION:

6399	Don Denhart	SJSC	14	4	1	4	1	24
5803	Francis Thompson	PYC	11	3	4	5	5	28
6244	Barbara Paxton	SJSC	4	1	11	3	19	38
6245	David Paxton	SJSC	3	5	16	7	8	39
6322	Jerry Nolan	SJSC	2	12	10	11	6	41
6231	Richard Schwanke	LEYC	10	8	5	16	13	52
6043	Albert Dell	NYC	5	2	18	8	20	53
5337	Florence Irving	SJSC	17	DNF	6	1	2	56
4042	Robert Tollund	MHSC	9	6	17	2	23	57
5325	Donald Smith	RSC	12	16	2	14	14	58
3006	Don Gerth	SJSC	13	13	7	18	7	58
5776	Nancy Hood	SJSC	15	15	13	12	4	59
4905	James Chandler	LPSC	8	17	3	17	15	60
6339	Anne Weaver	MHSC	7	9	15	9	21	61
4854	H. Wilkes Joy	SJSC	1	DSQ	14	10	11	68
6363	Mary Lou Munn	MHSC	19	10	8	24	10	71
4505	Joel Nordeen	LPSC	18	14	19	20	3	74
4101	Al Tennes	MHSC	6	11	DNF	22	9	78
4017	John Bakken	MHSC	16	7	24	15	22	84
4906	Dave Bemmels	LPSC	20	18	12	19	18	87
4449	Marilyn Lawrence	ARYC	21	DNF	9	6	DNF	96
6337	Mrs. Patrick Henry	MHSC	25	19	21	23	17	105
6364	Patricia Hazelbart	MHSC	24	DNF	20	21	16	111
4026	Ray Gilbert	MHSC	DNF	DSQ	DNF	13	12	117
2428	Don Young	MHSC	22	21	22	DNS	DNS	127
6362	Marianne Beaglehole	MHSC	27	20	DNF	DNS	24	132
4044	John Wilkes	MHSC	26	DNF	23	31	25	135
4037	George Schaefer	MHSC	23	DNS	DNS	DNS	DNS	147
6317	Jesse Jones	ARYC	DNS	DNS	DNS	DNS	DNS	155
6159	Doc Howell	MHSC	DNS	DNS	DNS	DNS	DNS	155



CONSOLATION SERIES OF THE NORTH AMERICAN CHAMPIONSHIP REGATTA

A race or series of races shall be held each year, during the North American Regatta for a Perpetual Trophy to be awarded to the winner of the Consolation Division.

DEED OF GIFT: PERPETUAL TROPHY, donated by Dan Herb

OWNERS: ETIYRA, to be responsible for engraving of the winner's name following each North American Regatta.

TO BE AWARDED TO: Winner of Consolation Race or Races, during the North American Regatta.

OPEN TO: Only those skippers entered in the North American Regatta who have sailed in the Qualification Series and who, according to the rules set by the Board of ETIYRA are not eligible to enter the Championship Divisions. These rules may vary from year to year but MUST BE PUBLISHED AND CIRCULATED to all entries before the start of the first Qualification Race.

PREVIOUS WINNERS: (First raced for in 1964)

- 1964 - ROBERT PINNEY, Lake Merritt Sailing Club, #3309
- 1965 - GEORGE VAN DOLSON, Vallejo Sailing Club, #3249
- 1966 - DON GERTH, San Jose Sailing Club, #3006
- 1967 - BEVERLY VELTMAN, Seattle Sailing Association, #4772
- 1968 - ROLLYE WISKERSON, Vallejo Sailing Club, #3573
- 1969 - DON DENHART, San Jose Sailing Club, #6399



Consolation winners: (left to right) David Paxton, fourth, Barbara Paxton, third, Francis Thompson, second, and winner Don Denhart.



Juniors cross the starting line in the final race at the 1969 North Americans.



Senior trophy winners at the North American Championships (l. to r.): Dick Jacobsen, second; Mark Briggman, Champion; Jim Maloney, fourth, and Dave Veteran, third. (North American pictures courtesy Mitch Rider, Fleet 28).

QUALIFICATION SERIES OF THE NORTH AMERICAN CHAMPIONSHIP REGATTA

DEED OF GIFT: 3 PERPETUAL TROPHIES donated by Harold Hornung.

OWNERS: ETIYRA, to be responsible for the engraving of the proper names of the winners, following each North American Regatta.

TO BE AWARDED TO: TOP MAN of North American Championship QUALIFICATION SERIES in the following divisions: Senior, Intermediate, Junior.

OPEN TO: All men skippers who meet the requirements for entrance into the North American Championship Regatta. However, those skippers who have won trophies in the North American Championship during the present Regatta or the previous three (3) years are not eligible for these trophies. (Donor wishes to provide incentive for new skippers.)

REVISION OF DEED OF GIFT: Solely the responsibility of the Board of Governors of the ETIYRA. (Revised October, 1967)

PREVIOUS WINNERS: (First raced for in 1965)

	SENIOR:	INTERMEDIATE	JUNIOR:
1965	AUSTIN GIBBON	DICK STRAUB	DAVE LEITCH
1966	PAUL FUGE	BRUCE McDEVITT	JOHN SKINNER
1967	GEORGE MARTIN	BOB NELSON	TOM BROCK
1968	GEORGE VAN DOLSON	BILL DENHART	ARNOLD QUAN
1969	ROBERT MILLER	ART OLSEN	ROBERT SMITH



Hank Jotz (l.), and Paul Fuge (r.) attempt to break a tie for first place in the Qualification Series. Each had a first and second place to his credit.

DEED OF GIFT: 3 PERPETUAL TROPHIES donated by Harold Hornung

OWNERS: ETIYRA, to be responsible for the engraving of the proper names of the winners, following each North American Regatta.

TO BE AWARDED TO: TOP WOMAN of North American Championship QUALIFICATION SERIES in Senior, Intermediate, Junior Divisions.

OPEN TO: All women skippers who meet the requirements for entrance into the North American Regatta (restrictions same as TOP MAN Perpetual Awards, preceding page.)

Prior to 1968, one women's perpetual trophy was awarded to HIGH POINT WOMAN SKIPPER of the entire North American Championship. Henceforth, this trophy will go to the top Senior Woman Qualifier.

PREVIOUS WINNERS:

1965 - SUSAN ROBINSON

1966 - JERI PATTERSON

1967 - DIANE POWER

Since 1968, one perpetual trophy has been awarded in each division of Senior, Intermediate, and Junior.

	SENIOR:	INTERMEDIATE:	JUNIOR:
1968	ROSETTA JACOBSEN	JAN LASAR	SUE McCLINTIC
1969	BARBARA GULLY	CYNTHIA VAN DOLSON	NANCY THOMPSON



"Bull" trophy winners in the Qualification series: Front row (l. - r.) - Barbara Gully, Senior; Nancy Thompson, Junior. Back row - Robert Smith, Junior; Art Olsen, Intermediate; Cynthia Van Dolson, Intermediate. Senior man, Bob Miller, not present.

PACIFIC COAST CHAMPIONSHIP

DEED OF GIFT: 3 PERPETUAL TROPHIES, donated by Bob Amos

EMBLEMATIC OF: Championship of the Western United States

CONDITIONS OF REGATTA: same as for North American Championship

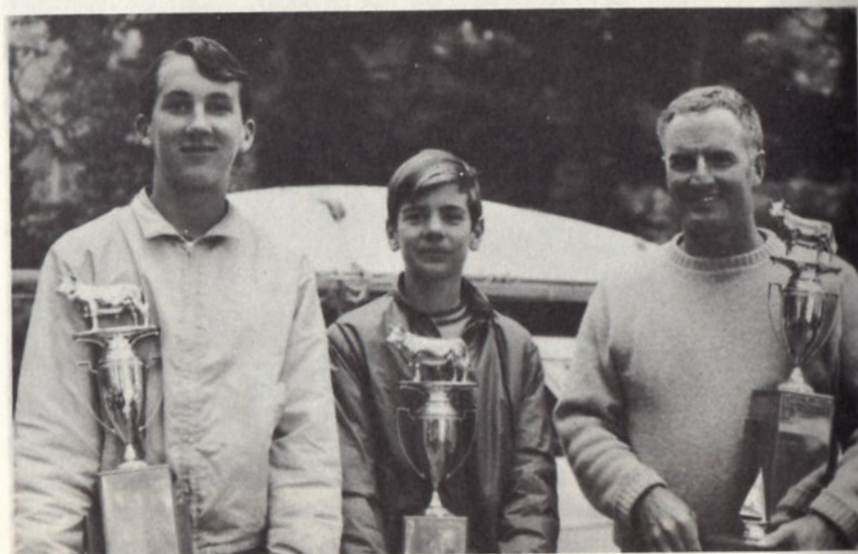
OPEN TO: Skippers from all areas in the Pacific Region

SPONSORED BY: Pacific Region and ETIYRA

REVISION OF DEED OF GIFT: May be made by mutual agreement between ETIYRA and donor of Perpetual Trophies.

PREVIOUS WINNERS:

	SENIOR:	JUNIOR:	INTERMEDIATE:
1962	JIM AMOS	TOM AMOS	
1963	TOM TILLOTSON	TOM AMOS	
1964	PETER NEWELL	TOM AMOS	TOM TILLOTSON
1965	DICK JACOBSEN	LARRY SCHMIDT	TOM AMOS
1966	DICK JACOBSEN	JOHN SKINNER	TOM TILLOTSON
1967	BOB HALL	KEN ORCHARD	BOB NELSON
1968	DICK JACOBSEN	BILL GERTH	BRUCE McDEVITT
1969	DICK JACOBSEN	BILL GERTH	ED COLLINS



Pacific Coast Champions (l. to r.): Bill Gerth, Ed Collins, Dick Jacobsen

1969 PACIFIC COAST CHAMPIONSHIP

Big Lagoon, California

SENIOR DIVISION Daily places

No.	Skipper	Fleet						Pts.
5050	Dick Jacobsen	ISC	1	2	1	2	2	8
3577	Rosetta Jacobsen	ISC	3	1	6	1	5	16
2790	Tom Fuge	SJSC	2	4	7	4	4	21
6262	Henry Jotz	LMSF	12	3	3	3	1	22
6000	Dan Herb	LMSC	4	13	5	9	6	37
5917	"Ole" Olsen	RSC	9	8	4	17	3	41
3780	Mark Briggman	SJSC	10	7	13	5	10	45
6100	Paul Fuge	SJSC	7	11	8	12	745	
3837	Jim Maloney	SJSC	13	6	2	10	14	45
5997	Bob Moore	ISC	11	5	11	11	12	50
4329	George Martin	LMSC	8	9	12	7	15	52
5768	Don Hebard	SJSC	5	16	15	8	9	53
4462	Everett Niles	SJSC	17	17	10	6	8	58
2611	Peter Newell	LMSC	6	12	9	DNS	DNS	65
5640	Helmuth Stobbe	SJSC	16	10	14	14	16	70
5939	Fred Smith	RSC	14	14	18	13	13	72
4904	Sam Small	LMSC	15	19	16	15	11	76
3608	John Wattenbarger	ISC	19	15	17	18	18	87
4385	Rita Maloney	SJSC	18	18	19	16	17	88

INTERMEDIATE DIVISION:

2630	Ed Collins	SYC	4	1	2	1	4	12
5825	Ken Orchard	ISC	6	4	3	4	1	18
5321	Bob Nelson	LMSC	8	6	1	3	6	24
6006	Art Olsen	RSC	DNF	2	5	2	5	25
3697	Norm Kerth	LMSC	5	9	4	6	3	27
5486	Ben Fisher	LMSC	2	5	7	5	DNF	30
5732	Doug Stauber	HYC	1	7	6	9	8	31
5323	Pat Nelson	LMSC	7	3	8	DNF	2	31
5621	Sue Small	LMSC	3	10	10	7	9	39
5101	Cary Evarts	RSC	9	8	9	8	7	41

JUNIOR DIVISION:

3161	Bill Gerth	SJSC	3	2	1	2	1	9
4945	Bruce Gosse	RSC	4	1	2	1	3	11
5053	Art Fisher	LMSC	6	5	8	3	5	27
6420	Mark Lorenzato	ISC	1	DSQ	4	6	2	30
5060	Marc Roberts	LMSC	7	3	6	8	6	30
6282	Bob Smith	RSC	5	9	7	7	8	36
3479	Sue McClintic	SJSC	12	8	5	4	10	39
5322	Harry Nelson	LMSC	9	7	10	9	7	42
6125	Gary Orzell	LMSC	8	4	3	DNS	DNS	45
4903	Steve Small	LMSC	DNF	13	12	5	4	50
5402	Rod Olsen	RSC	10	6	9	DNF	11	52
5659	Dan Johnson	WSC	11	11	11	10	9	53
2700	Rick Niles	SJSC	2	10	DSQ	DNS	DNS	59
5415	Janet Hansen	HYC	DNF	12	13	DNS	12	68
4684	Greg Johnson	WSC	DNS	DNS	DNF	DNF	DNS	77

CONSOLATION DIVISION:

5325	Don Smith	RSC	5	3	2	4	1	15
5062	Chuck Webb	SJSC	1	2	8	5	2	18
4657	Bill Candrian	WSC	9	1	1	2	8	21
5757	Orv Buesing	SJSC	4	6	3	8	4	25
5977	Pete Blasberg	SJSC	10	9	4	1	6	30
3185	Walter McCall	SJSC	3	10	11	7	3	34
5316	Don Crawford	SSA	12	5	10	6	5	38
4325	Emily Stobbe	SJSC	2	4	5	DNF	DNF	39
5776	Nancy Hood	SJSC	6	7	6	9	DNF	42
4165	Jean Gosse	RSC	7	13	9	3	10	42
5319	Ben Fisher	LMSC	8	8	7	DNF	9	46
3006	Don Gerth	SJSC	11	11	12	10	7	51
4999	Stan Stensrud	LMSC	13	12	DNF	DNS	DNS	65

SPECIAL AWARD: MOST IMPROVED JUNIOR SKIPPER OF NORTHERN CALIFORNIA

(donated by Oakland Tribune Publishing Company)

EMBLEMATIC OF: Most Improved Junior Skipper in Northern California District of E.T.I.Y.R.A.

OWNED BY: The El Toro International Yacht Racing Association

TO BE AWARDED: At the ETIYRA Annual Meeting by a representative of the ETIYRA Board of Governors.

CONDITIONS (obligations): Name of winner and fleet with the year must be engraved on the trophy at the expense of E.T.I.Y.R.A. The trophy shall be in the custody of the winning fleet and it shall be responsible for its care and safety and shall see to it that the trophy is returned to the President of E.T.I.Y.R.A. by November 1 following its award.

QUALIFICATION OF CANDIDATES:

1. He must be under 18 years of age.
2. He must be a member in good standing of the El Toro International Yacht Racing Association.
3. He must be a member of a registered fleet.
4. He must have started the calendar year as a genuine novice, not registered in any official race during the previous year.

NOMINATION OF CANDIDATES:

1. Only one candidate may be nominated by any one registered fleet in the Northern California District of E.T.I.Y.R.A.
2. Fleet Captains must be responsible for notifying the President of E.T.I.Y.R.A. of that fleet's candidate.
3. The President can accept the names of candidates until midnight November 1, but not thereafter.

FINAL JUDGING: To be done by a quorum of the elected Board of Governors of E.T.I.Y.R.A. on the basis of

1. Good Sportsmanship
2. Spirit of Cooperation
3. Personal Contribution to the Sport
4. Sincere Effort to Abide by Racing Rules
5. Evidence of His Improvement in Sailing Ability

PREVIOUS WINNERS:

1959	Sharon Welty, PAYC	1965	Bruce McDevitt, LMSC
1960	Dennis Silva, LMSC	1966	Wayne Brauner, LMSF
1961	Ted Nordquist, LMSC	1967	Ken Orchard, ISC
1962	Gregg Dean, LMSC	1968	Harry Nelson, LMSC
1963	Scott Morrison, LMSC	1969	Mark Lorenzato, ISC
1964	(not awarded)		

SPECIAL AWARD: HONORARY LIFE MEMBERSHIP

(By-Laws, Amendment #3)

TO BE AWARDED: to one or more persons whom the Governing Board may select, subject to the approval of the members at an annual meeting. The Governing Board in making its selection shall consider only those persons who have given outstanding service to the Association and/or through their unusual efforts have promoted or enhanced the El Toro as a one-design class.

PRIVILEGES: Any person so honored shall have all the rights and privileges of a regular member and shall be exempt from any dues or assessments payable to the Association for his lifetime.

AWARDED TO:

1967
1969

ROBERT CRESSWELL, LMSC
DAN HERB, LMSC

PETER NEWELL, LMSC



Dan Herb, sailing "Sixes & Sevens," was awarded an Honorary Life Membership at the 1969 Annual Meeting for his many years of contribution to the El Toro class. Dan is the only person who has held every office on the ETIYRA Board. He is currently serving as the Association Controller.

OTHER EL TORO EVENTS

RICHMOND STAMPEDE

SPONSORED BY: Richmond Yacht Club El Toro Fleet

OPEN TO: All Skippers

SAILED AT: Richmond Yacht Club, Point Richmond, Calif.

DATE: October

FIRST RACED: On September 29, 1946, the first "stampede" was held after an invitation went out for a "GENERAL BULL SESSION." The successful event was repeated each year, and in 1949 when the 4th annual Stampede was held, perpetual trophies were provided.

AWARDS: 3 PERPETUAL AWARDS

HELEN DORNIN CHILDS, Senior (skippers over 21)

GEORGE W. DORNIN, Junior

ARCH BECKETT, Intermediate

PREVIOUS WINNERS:

	Senior	Junior	Intermediate
1949	Fred Schenck	Jules Voerge, Jr.	
1950	Peter Newell	Jules Voerge, Jr.	
1951	Alex Burnett	Jules Voerge, Jr.	
1952	Peter Newell	Jules Voerge, Jr.	
1953	Alex Burnett	Brian McCarthy	Don Stewart
1954	Peter Newell	Don Peattie	Brian McCarthy
1955	Alex Burnett	Dick Peattie	Pat McComish
1956	Peter Newell	Dick Peattie	Steve Pickering
1957	Tom Lee, Sr.	Dick Peattie	Lea Johnson
1958	Walt Ratcliff	Barney Barnett	Leonard Ruby
1959	Dan Herb	Tom Tillotson	Ray Wittkopp
1960	Dan Herb	Ted McClure	Ray Wittkopp
1961	Peter Newell	Jim Amos	Tom Decker
1962	Peter Newell	Steve Miller	Charles Barthrop
1963	Austin Gibbon	Dennis Silva	Tom Amos
1964	Bob Hall	Scott Morrison	Charles Barthrop
1965	Peter Newell	Larry Schmidt	Dennis Silva
1966	Dan Hull	Gordon Nash	Bruce McDevitt
1967	Peter Newell	Eddie Collins	Bruce McDevitt
1968	Ken Wiley	Art Fisher	Russ Klein
1969	Dennis Silva	Norm Kerth	Mark Lorenzato

GRAN CONCURSO BARCO TORO

(Commonly known as the Golden Gate Bullship Race)

SPONSORED BY: ABRA, Señor Carlos O'Gara, Almirante Emeritos

OPEN TO: Skippers over 21

DATE: Saturday following Easter

COURSE: Across the Bay from Sausalito to St. Francis Yacht Club

FIRST RACED: April, 1954 by Charles O'Gara and Lynn Pera to prove the merits of sailing to Barnaby Conrad, bull-fighting expert. O'Gara lost the race (and by tradition has been last skipper ever since) but Conrad was convinced that this race was worthy of a trophy to perpetuate the event. In 1958, George Gautekunst gave the Ondine Perpetual for Maiden Voyagers.

CONDITIONS: Life jackets must be worn at all times, tow lines must be attached and paddles must be carried during the race. Tows must be accepted from escort fleet of Cowships by any El Toro outside the Golden Gate Bridge or east of Alcatraz Island.

FORMER TROPHY WINNERS:

	BARCO TORO PERPETUAL	Entries	SIRENA PERPETUAL	ONDINE PERPETUAL for Maiden Voyagers
1954	Lino Pera	2		
1955	Pedro Newell	9		
1956	Russ Humphrey	37	Jocelyn Nash	
1957	Dan Herb	55	Jocelyn Nash	
1958	Russ Humphrey	35	Caroline Ladd	Caroline Ladd
1959	Dan Herb	105	Caroline Ladd	Dick Jacobsen
1960	Lynn Murphy	85	Lynn Murphy	Lynn Murphy
1961	Jim DeWitt	127	Margaret Newell	John Veteran
1962	Dan Herb	134	Lynn (Murphy) Hunolt	John Jenks
1963	Dick Jacobsen	144	Kathleen Murphy	Mike Stone
1964	Robert Jacob	150	Ione Kern	Ione Kern
1965	Dan Herb	150	Jocelyn Nash	Wm. Watson
1966	Milt Morrison	75*	Marion Hinman	
1967	Don Yost	75*	Jocelyn Nash	
1968	Austin Gibbon	86	Rosetta Jacobsen	Jim Maloney
1969	Henry Jotz	70	Rosetta Jacobsen	Ed Hornung
1970	Henry Jotz	76	Denise Ross	Hal Neeland

*Entries were limited to 7^F these years, no maiden voyagers allowed.

SMALL BOAT RACING ASSOCIATION ANNUAL CHAMPIONSHIPS

SPONSORED BY: Member Yacht Clubs of Northern California, organized in 1937 to promote strict competitive racing for one-design sailboats. Now, with 41 member clubs, it is one of the best examples of clean, close racing in the entire country. El Toro was accepted as an official racing class in SBRA in 1946.

OPEN TO: Only measured boats with measured sails and skippers in good standing with their fleet, yacht club and class organization.

SCORING SYSTEM: Based on the best 50%-plus-one races held during the entire season using SBRA point system for winning and attending races.

RACING RULES: Latest N.A.Y.R.U. rules prevail at all times.

AWARDS AND PREVIOUS WINNERS:

Season Championship for Northern California Area

1946	Ruth Decker, #33	1957	Tom Lee, Sr., #697
1947	F.M. (Pete) Cole, #120	1958	Don Peattie, #620
1948	Francis Fox, #9	1959	Walt Ratcliff, #740
1950	Jules Voerge, Jr., #147	1960	Walt Ratcliff, #740
1951	Shirley Howland, #221	1961	Walt Ratcliff, #2240
1952	Jim Warfield, #180	1962	Steve Miller, #2516
1953	Jim Warfield, #180	1963	Chas. Barthrop, #2600
1954	Sharon Johnson, #120	1964	Chas. Barthrop, #2600
1955	Don Peattie, #620		

In 1959 a "B" Division was formed and recognized by SBRA as a separate class for inexperienced skippers who raced for separate trophies, although a season championship as such was not awarded. Winners in the "B" Division were:

1959	Tom Decker	1961	Dennis Silva	1963	Scott Morrison
1960	Chris Boome	1962	Tom Amos	1964	Mike Robertson

In 1965 the 100-plus El Toros in SBRA changed from two "divisions by experience" to three "divisions by age." Letters "O" (19 and over), "I" (15 - 19), and "Y" (under 15) are placed under the sail numbers for identification. Season Champions since 1965: (see next page.)

S.B.R.A. SEASON CHAMPIONS

SENIOR

1965	Bob Amos, #2210, LMSC	1968	Dick Jacobsen, #5050, ISC
1966	Dick Jacobsen, #3577, ISC	1969	Rosetta Jacobsen, #3577, ISC
1967	Dick Jacobsen, #3577, ISC		

INTERMEDIATE

1965	Jim Morrison, #2632, LMSC	1968	Bill Denhart, #3852, SJSC
1966	Dennis Silva, #1266 LMSC	1969	Ed Collins, #2630, SYC
1967	Bruce McDevitt, #1090, LMSC		

JUNIOR

1965	David Leitch, #969, LMSC	1968	Bill Gerth, #3161, SJSC
1966	John Skinner, #4749, LMSC	1969	Greg Paxton, #5359, SJSC
1967	Bill Gerth, #3161, SJSC		



S.B.R.A. at Foster City

HAWAII BULLSHIP RACE (The Original)

SPONSORED BY: Kaneohe Yacht Club El Toro Fleet, assisted by Waikiki and Hawaii Yacht Clubs

OPEN TO: All Skippers over 21

DATE: Mid-October

COURSE: Kaneohe Yacht Club to Cocoanut Island and return.

CONDITIONS: Weight of skippers and boats, combined, must be equalized as closely as possible to 200 lbs. with (1) beer cans, *full* and (2) sand.

AWARDS: ANNUAL HAWAII BULLSHIP PERPETUAL

1951 Bob Miller	1961 Bob Edmundson
1952 Frank Rothwell	1962 Bill Hole
1953 Marilyn Rogers Kahalewai	1963 Jack Wyatt
1954 Charlie Dole	1964 Bud Thompson
1955 Grant Morse	1965 Mitchell Todd
1956 Woody Brown	1967 Larry Trombly
1957 Terry Ryan	1968 Larry Trombly
1958 Bob Edmundson	1969 George Read
1959 Woody Brown	
1960 Tom Kiakona	

* * *

BI-ANNUAL HAWAII POOR MAN'S TRANSPAC RACE

SPONSORED BY: Hawaii Yacht Club El Toro Fleet

OPEN TO: Skippers over 21

DATE: July 4th of even-numbered years

COURSE: Eleven miles of open ocean from Waikiki to Pearl Harbor

PREVIOUS WINNERS:

1960 Dave Cox	1966 Larry Trombly
1962 Slim Lambert, Sr. Div.	1968 Larry Trombly, Sr. Div.
Greg Jackson, Jr. Div.	Bill Leary, Jr. Div.
1964 Greg Jackson	

PUGET SOUND BULLSHIP

SPONSORED BY: Seattle Sailing Association

OPEN TO: All Skippers

DATE: August 3

COURSE: 5.3 miles from Shilshole Bay Marina to Bainbridge Island

AWARDS AND PREVIOUS WINNERS:

	SENIOR PERPETUAL	FIRST WOMAN	S.S.A. PERPETUAL (First S.S.A. Skipper)
1966	Glenn Coffman	Joanne Bailey	Glenn Coffman
1967	Dan Hull	Bev Veltman	Rod Parr
1968	Dan Hull	Anne Kinsman	Bill Schmit
1969	Tom Embody	Anne Kinsman	Tom Embody



Trophy winners at the 1969 Puget Sound Bullship Race. Left to right: Sam Throm, 2nd man; Tom Embody, 1st man; Tony Eder, 3rd man; Anne Kinsman, 1st woman; Robbie Lass, 2nd woman.

MILE HI DERBY

HELD ON: Waters of Strawberry Lake, California High Sierras

OPEN TO: All Skippers, measurement requirements waived to encourage local boat owners and vacationers to enter.

DATE: Weekend before Labor Day

AWARDS & FORMER WINNERS: Original PINECREST PERPETUAL was raced for with other classes on a handicap basis and won each year by El Toro skippers:
1955 Bill Ormond 1956,57 & 58 Don Peattie (trophy then retired)

New PINECREST PERPETUAL (Donated by Lake Merced Fleet)

1960 Scotty Finkboner	1964 Pete Newell
1961 Charles Barthrop	1965 Pete Newell
1962 Jim Amos	1966 Tom Tillotson
1963 Charles Barthrop	

After 1966, races sailed in three divisions (Senior, Intermediate, Junior). Perpetual trophy goes to top Senior. Winners:

	SENIOR	INTERMEDIATE	JUNIOR
1967	Dick Jacobsen, ISC	Bruce McDevitt, LMSC	Rick Niles, SJSC
1968	Jim Maloney, SJSC	Bruce McDevitt, LMSC	Bill Gerth, SJSC
1969	Don Hebard, SJSC	Bill Gerth, SJSC	Sue McClintic, SJSC

* * *

VUELO DE LOS TOROS (Flight of the Bulls)

SPONSORED BY: El Toro Fleet #40, Island Sailing Club, Foster City

COURSE: Start at Foster City Central Lake, sail 6 miles through lagoons, finish at Central Lake.

OPEN TO: All El Toros (No divisions - all ages race together).

DATE: Second Sunday in November.

PREVIOUS WINNERS:

1967 John Bertrand, ISC	1969 Henry Jotz, LMSC
1968 Dick Jacobsen, ISC	



Part of the record-breaking fleet of 147 boats which sailed in the 1969 Flight of the Bulls at Foster City.

* * *

CORKSCREW RACE

SPONSORED BY: Hewlett-Packard Sailing Club, Fleet #27

OPEN TO: All El Toro skippers. Measurement certificate waived.

COURSE: Start at Pete's Harbor, Redwood City, through Corkscrew Slough to finish at Pete's Harbor.

CONDITIONS: Life jacket, bailer, tow line required

DATE: July

AWARDS: SENIOR PERPETUAL, plus novel Corkscrew trophies for all three divisions Senior, Intermediate, Junior.

PREVIOUS WINNERS:

1964 Bob Amos, LMSC	1967 Dan Hull, LERA
1965 Pete Newell, LMSC	1968 George Van Dolson, VSC
1966 Dick Jacobsen, ISC	1969 Dave Veteran, HPSC

SAN JOSE INVITATIONAL

SPONSORED BY: San Jose Sailing Club

OPEN TO: All El Toro Skippers

DATE: Mid-March

CONDITIONS: Bailing bucket and life jacket in boat.

AWARDS: Trophies for Senior "A" and "B" groups (depending upon experience) and for Intermediates and Juniors.

PREVIOUS WINNERS:

	SENIOR "A"	INTERMEDIATE	JUNIOR
1968	Paul Fuge, SJSC	Butch Michael, SJSC	Ed Collins, SYC
1969	Everett Niles, SJSC	Bill Denhart, SJSC	
1970	Henry Jotz, LMSF	Bill Gerth, SJSC	Greg Paxton, SJSC



A good start is important, and especially so in a fleet of 60 boats. These skippers are jockeying for a good position at the start of the 1970 San Jose Invitational.



Rounding the weather mark; 1970 San Jose Invitational, Redwood Shores Marina

SOUTH BAY PITCH 'N ROLL MARATHON

SPONSORED BY: San Jose Sailing Club, El Toro Fleet #14, and the San Jose Mercury News

OPEN TO: All Skippers over 21

DATE: Mid-October

COURSE: Nine miles from Palo Alto Yacht Club to Alviso Harbor

CONDITIONS: Life jackets worn at all times, tow-line attached, paddle and bailer required.

AWARDS: MERCURY NEWS PITCH & ROLL PERPETUAL

FORMER WINNERS:

1959 Dolly Gendreau, SJSC
 1960 Ed Lyon, SJSC
 1961 Walt Ratcliff, LMSC
 1962 Dick Jacobsen, LMSC
 1963 Dick Jacobsen, LMSC
 1964 Bill Robinson, SJSC

1965 Bob Amos, LMSC
 1966 Bill Robinson, SJSC
 1967 Rick Randall, SJSC
 1968 Dan Hull, LERA
 1969 Dick Jacobsen, ISC

LAKE MERRITT SPRING ROUND-UP

SPONSORED BY: Lake Merritt El Toro Fleet

OPEN TO: All Skippers

DATE: Mid-March

AWARDS: Three Perpetual Awards for Junior, Intermediate, and Senior Divisions, plus Special Award to boat in best condition - - CONCOURSE DE ELEGANCE.

GRAND NATIONAL SERIES: (Senior Perpetual)

1955 Tom Lee	1961 Dan Herb	1966 Pete Newell
1956 Russ Humphrey	1962 Dan Herb	1967 Ed Hornung
1957 Russ Humphrey	1963 Pete Newell	1968 Bob McKibben
1958 Russ Humphrey	1964 Bob Amos	1969 Dick Jacobsen
1959 Don Peattie	1965 Pete Newell	1970 Rosetta Jacobsen
1960 Dan Herb		



You will find El Toros sailing on Lake Merritt, Oakland, almost every weekend.

LAKE MERCED RODEO

SPONSORED BY: Lake Merced Sailing Club El Toro Fleet

OPEN TO: All Skippers

SAILED AT: Lake Merced, San Francisco

DATE: January

SHASTA HARDWARE PERPETUAL
(All skippers race)DICK MARCUS PERPETUAL
(only current fleet champions)

1960	Tom Lee, Sr., LMSC	
1961	Walt Ratcliff, LMSC	Ed Hornung, LMSF
1962	Tom Tillotson, LMSC	Steve Gendreau, SJSC
1963	Tom Amos, LMSC	Tom Amos, LMSC
1964	Paul Fuge, SJSC	Charles Barthrop, LMSC
1965	Dan Hull, LERA	Ed Hornung, LMSF
1966	Dick Jacobsen, LMSC	Everett Niles, SJSC
1967	Bruce McDevitt, LMSC	Jim Warfield, StFYC
1968	Bruce McDevitt, LMSC	Bruce McDevitt, LMSC
1969	Norm Kerth, LMSC	Dan Hull, LERA
1970	Dick Jacobsen, ISC	Rosetta Jacobsen, ISC

* * *

TOMALES BAY - HOG ISLAND MARATHON

SPONSOR: Inverness Yacht Club

OPEN TO: Skippers over 18

DATE: Mid-August

COURSE: 13 miles from Marconi Marina around Hog Island, finish I.Y.C.

CONDITIONS: Life jacket, 25-foot tow line, paddle, bailer.

AWARDS: PERPETUAL TROPHY - Hand-carved centerboard
Keeper Trophies - Miniature spades, 10"x12"

PREVIOUS WINNERS:

	SENIOR	JUNIOR
1967	Fred Rienecker, IYC	Millie Bratenahl, IYC
1968	George Martin, LMSC	Millie Bratenahl, IYC
1969	Claude Williams, LMSC	Millie Bratenahl, IYC

PAISANO RACE (El Día de los Paisanos y Toros)

SPONSORED BY: Monterey Peninsula Yacht Club

OPEN TO: Skippers & Mates, over 21

DATE: Mid-July

COURSE: Pacific Grove to Monterey with stop at wine-tanker for sample to be consumed en route. Skippers to disembark at Monterey Beach and Mates to sail last leg and cross finish line.

CONDITIONS: Le Mans start on the beach. Equipment must include 20-foot tow line, bailer and paddle.

FORMER WINNERS:

1962 James Perry	1965 Paul Fuge	1968 Dave Brodsky
1963 Jack Kern	1966 George Irving	1969 Jim Maloney
1964 Paul Fuge	1967 Everett Niles	

* * *

SHADOW MOUNTAIN EL TOTO INVITATIONAL

SPONSORED BY: El Toro Fleet #28, Mile Hi Sailing Club

OPEN TO: All El Toros and all ages of sailors.

DATE: Mid-August

COURSE: Around the buoys, Shadow Mountain Lake, Colorado

CONDITIONS: Life Jackets worn at all times, paddle and bailer.

PREVIOUS WINNERS:

1968 Jack Bakken, MHSC	1969 Eddie Collins, SYC
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ANACORTES BULLSHIP RACE

SPONSORED BY: Anacortes Yacht Club

OPEN TO: Skippers 18 years and older

DATE: April

COURSE: 7-mile course on Burrows Bay; start and finish at Skyline Marina.

PREVIOUS WINNERS:

1969 Sam Thom, RSC	1970 Sam Thom, RSC
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SAMISH ISLAND REGATTA

SPONSORED BY: Smith's Boat Shop, Bow, Washington

LOCATION: Smith's Boat Shop on Samish Island about 17 miles northwest of Burlington, Washington.

ELIGIBILITY: All El Toros, with or without measurement certificate. No entry fee for races or salmon dinner.

SCORING: Best 4 out of 5 races.

DATE: June

AWARDS: First, Second, and Third place trophies for SSA, RSC, Fleet #36 and Fleet #37; all other El Toros, First and Second.

PREVIOUS WINNERS:

1968 Sam Thom, RSC	1969 Art Olsen, RSC
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ASTORIA BULLSHIP SERIES

SPONSORED BY: Fleet #44 and the Astoria Yacht Club

CONDITIONS: Two-day, 5-race series.

LOCATION: Columbia River, near Astoria

PREVIOUS WINNERS:

SENIOR	JUNIOR	FIRST WOMAN
1968 Bill Schmit, SSA	Art Olsen, RSC	Jean Gosse, RSC
1969 Sam Thom, RSC	Jim Harris	Anne Kinsman, SSA

* * *

WALTZ OF THE TOREADORS

SPONSORED BY: Fleet #52, Illiana Yacht Club, Illinois

COURSE: Around the perimeter of Wolf Lake

DATE: November

WINNERS:

1968 Dick Schwanke, GESC	1969 Jan Gibert, NYC
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WHISKEYTOWN REGATTA

SPONSORED BY: Whiskeytown Sailing Club

OPEN TO: All skippers

DATE: Near Memorial Day

SAILED AT: Whiskeytown Lake

AWARDS: Filled Stoneware Jug to first skipper

PREVIOUS WINNERS:

1966 Mary Ellen Clifford, TSC

1967 Bruce McDevitt, LMSC

1968 Bruce McDevitt, LMSC

1969 Dick Jacobsen, ISC

1970 Mike Robinson, SJSC



Some people make it look easy.

NOTE! If your group sponsors an El Toro event open to more than one fleet and you wish it to appear in the Yearbook, send information (Open to, Course, Awards, Winners, etc.) to Yearbook Editor, 6211 La Salle Avenue, Oakland, Calif. 94611.

EL TORO INTERNATIONAL YACHT RACING ASSOCIATION BY-LAWS

NAME

El Toro International Yacht Racing Association.

EMBLEM

Silhouette of a shovel.

PURPOSE

To promote the development of the El Toro Class and to regulate El Toro racing under uniform rules.

JURISDICTION

The Association shall have jurisdiction over all El Toro activities. Its rules shall govern all El Toro championship racing. The Articles of Incorporation and the By-Laws and the Rules and Restrictions are binding upon all members and Fleets.

Each El Toro yacht must conform to the Official Plan and Specifications and must possess a valid Measurement Certificate.

ORGANIZATION

The Association shall consist of Fleets as hereinafter described and of members provided for herein, and wherever possible, the members should join the Association through the Fleet nearest the waters on which he most frequently sails.

Business between Association and Fleet is, in general, transacted by a system of approved forms filed by a Fleet Secretary with the International Secretary of the Association.

The official language between Fleets and the Association shall be English.

The annual meeting of the Fleets shall be in December of each year or earlier, and the results of the election of Fleet officers filed with the Association prior to the Association annual meeting.

FLEET CHARTERS

A Fleet may be granted a Charter upon application to the Governing Board. Such application can be made only after the Fleet has been organized and officers elected.

Five or more measured and accepted yachts of the Class shall be sufficient to form a Fleet. The officers of each Fleet, which must include a Fleet Captain, a Fleet Secretary and a Fleet Measurer, shall be elected by the Association members of the Fleet. Each Fleet shall be self-governing in all matters not in conflict with the Articles and By-Laws and the Rules and Restrictions of the Association.

A Fleet Charter may be revoked by the Governing Board of the Association for (1) failure to maintain good standing, (2) falling below the minimum quota of measured and accepted yachts, (3) of violation of the Articles and By-Laws or the Rules and Restrictions, (4) permitting yachts not holding a valid Certificate of Measurement or not in good standing with the Fleet or Association to race in championship races.

MEMBERSHIP

Regular Member - A regular member must be an owner, part owner, designated syndicate representative, or bona fide charterer of an El Toro yacht, a corinthian and member or dependent of a member of a yachting club. He must be in good standing in his Fleet and in the Association. A regular member shall be privileged to hold office, to vote providing that there be only one vote for each El Toro yacht, to skipper an El Toro yacht in any designated championship race.

Isolated Member - An isolated member shall have all the privileges of a regular member, except Fleet representation. (An isolated member shall be a person meeting all the regular membership requirements except for not being within the territory of a Fleet.)

An application for membership received after the first day of December shall entitle the applicant to membership from then until the end of the next year.

DUES AND FEES

Every member of the Association shall pay dues as prescribed by the Board of Governors and approved by the members.

The Association shall bill members of each preceding year.

Fleet dues shall be fixed by the individual fleets.

Both the Association and the Fleet dues must be paid in full before a member can be in good standing in either the Association or the Fleet.

OFFICERS AND DUTIES

The following Association officers shall be elected at the Annual Meeting for a term of one year;

President	Secretary	Measurer
Vice-President	Treasurer	

The President shall:

- Preside at the Annual and Special meetings.
- Preside at meetings of the Governing Board.
- Rule on procedure and jurisdiction.
- Summarize decisions.
- Appoint committees.
- Authorize expenditures of the Association funds, subject to general direction of the Governing Board.

The Vice-President shall serve in the absence of the President.

The Secretary shall:

- Keep accurate and complete records of all meetings, correspondence and transactions.
- Send notices and reports to members.
- Issue Fleet Charters and yacht numbers.
- Maintain an active file on each registered yacht.

The Treasurer shall:

- Issue membership cards.
- Collect Association dues.
- Make payments from the Association funds subject to direction of the Governing Board and the President.
- Maintain a record of all Association receipts and disbursements.

The Measurer shall:

- Issue Certificates of measurement.
- Handle the sale of El Toro official plans.
- Handle all matters pertaining to measurements.
- Recommend measurement procedure, subject to approval of the Governing Board.
- Appoint Measurers.
- Recommend approval or rejection to the Governing Board on all applications for Measurement Certificates where the yacht does not meet all measurement requirements.
- Perform and do all other things necessary and incidental toward obtaining measurement of all El Toro yachts.

The Governing Board shall:

- Grant Fleet Charters.
- Establish procedures for issuance of Measurement Certificates, membership cards, and yacht numbers.
- Fill vacancies which may occur among the Officers of the Governing Board.
- Enforce and handle all matters pertaining to the rules of the Association.
- Remove from office any member of the Governing Board or Officer found to be remiss in his duties.
- Suspend Fleets or members found guilty of violations of the rules of the Association or of unsportsmanlike conduct.
- Refuse membership to an applicant for cause.

MEETINGS

An Annual meeting shall be held during the last quarter of each year at a time and place deemed by the Governing Board to be the most convenient for the majority of the membership. Election and installation of officers and the Governing Board shall take place at this meeting.

Notice of the Annual Meeting and of Special meetings of the Association shall be in writing and shall be sent to all members currently in good standing fifteen days prior to the date of any such meeting. Reports of action taken at such meetings shall be given to all members.

NOMINATIONS AND ELECTIONS

The election of International Officers shall take place at the Annual meeting. Candidates elected shall take office immediately.

GOVERNING BOARD

The Governing Board shall consist of the following officers:

President	Secretary	Measurer
Vice-President	Treasurer	Past-President

VOTING

Only members in good standing shall be allowed to vote provided that one vote will be allowed for each El Toro yacht holding a valid Measurement Certificate and in good standing with this Fleet and Association. This vote shall be cast by the member representing that yacht. Votes may be cast in person at the Annual meeting. Votes may also be cast by mail on all issues deemed by the Governing Board to be appropriate for ballots by mail.

AMENDMENTS

Amendments and changes in the By-Laws, Rules and Restrictions, Specifications and the Official Plan may be made only at any Annual or Special Meeting of the Association called for that purpose upon two-thirds majority of the votes cast. Written notice of the subject matter of the proposed change or amendment must be given to all members at the time of the notice of said meeting.

The Board of Governors shall also have the power to repeal and amend these By-Laws and to adopt new By-Laws except that the Board of Governors shall not have the power to change the authorized membership of the Board and all By-Laws adopted by the Board of Governors may be repealed or amended at the Annual Meeting or at any other meeting of the members called for that purpose by the Board by a vote representing two-thirds of the votes cast, or by written assent of the voting members provided that such assent be manifested by two-thirds of the votes cast.

Except where inconsistent with the By-Laws and Rules of the Association, the members, officers and directors should follow Roberts' Rules of Order in the conduct of the meetings and business of the Association.

Amendment #1 (Jan. 1961) - A quorum of the Board of Governors shall consist of four members or a majority of the six officers.

Amendment #2 (Jan. 1961) - Fleets in good standing with the Association shall each appoint or elect an Official Delegate to represent that Fleet at Board Meetings, either by attendance or by letter.

Amendment #3 (Nov. 1967) - Membership: Honorary Life Members. The Governing Board may select one or more persons to whom it may grant, subject to the approval of the members at an annual meeting, an Honorary Life Membership.

The Governing Board in making its selection shall consider only those persons who have given outstanding service to the Association and/or through their unusual efforts have promoted or enhanced the El Toro as a one-design class.

Any person so honored shall have all the rights and privileges of a regular member and shall be exempt from any dues or assessments payable to the Association for his life-time.

Amendment #4 (Nov. 1968) - Each fleet shall hold an annual meeting during the last quarter of each year at a time and place deemed by the fleet board to be the most convenient for the majority of fleet members. The results of the election of fleet officers shall be filed with the El Toro Association prior to the Association annual meeting.



EL TORO CLASS RULES

ELIGIBILITY:

(a) A boat must have a Measurement Certificate. (An owner may be granted membership and be allowed to race without a Measurement Certificate where it is difficult for the boat to be measured, but only on the provision that his membership and eligibility of the boat are "subject to boat passing the measurement requirements at such time as measurement can be arranged.")

(b) In case of a protest as to eligibility, a boat can be remeasured at any time. In all matters pertaining to eligibility, the Governing Board's decision shall be final.

(c) Any rebuilding or repairs shall be in conformity with the Class rules, and must be reported to the Measurer.

(d) To be eligible to skipper an El Toro in any designated championship race, owner must be a member of the El Toro Association, a corinthian, and a member, or dependent of a member, of a yachting club.

An application for membership received on or after the first of December, shall, if granted, be considered effective from that date throughout the next year and until the close of the annual meeting of the next succeeding year.

("OWNER" in above rule can be a "Part Owner", "a Syndicate Representative", or a "Bona-fide Charterer". A "Bona-fide Charterer" is one who has had notice of charter filed for fifteen days with the Association Secretary, together with proof of charter from registered owner.)

(e) No one will be accepted as a new member of the El Toro Association until FIFTEEN DAYS have elapsed from the date of the receipt of the application for membership. A new member is one who was not a member for the previous year. (Association dues - \$4. per year).

(f) A special "Association Membership" is available for \$1.00 for non-racing persons who are interested in belonging to the El Toro Class.

RACING EQUIPMENT:

(g) All boats must carry an approved life preserver and a bailing device.

(h) Paddle and anchor are optional.

NUMBER FEE:

(i) A charge of \$5.00 will be made for issuing a number to a new boat. The applicant for the number will be granted a membership in the El Toro Association for the balance of the year, without additional charge, provided the other eligibility requirements for membership are in order. See Paragraph (d) above.

EL TORO RACING DINGHY SPECIFICATIONS

Class Spec 2/71

IMPORTANT:

Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, a ruling must be obtained from the Governing Board. The "intended meaning" and the basic principles of maintaining the El Toro as a one design class shall be considered in interpreting any point not covered. If a point is not clearly covered by the plans and/or specifications you must assume that it is illegal. (See measurement procedure on page 75.)

CONSTRUCTION:

Note: Specification numbers correspond to numbers on the plans and the bill of material.

1. Except as noted, all lines and dimensions shall be as shown on the plan. No changes in bottom profile, either fore and aft, or athwartship shall be permitted.

a. Planking is to be $\frac{1}{4}$ " waterproof plywood. Hull may be finished with fiberglass.

b. Maximum allowable construction error in the bottom profile shall be plus or minus $\frac{1}{4}$ ", measured at station #4.

c. From chine to chine tolerance is plus or minus $\frac{1}{4}$ " overall and plus or minus $\frac{1}{8}$ " half-breadth, measured at station #4.

d. Sheer height at station #4 is to be 13" plus or minus 1" measured from chine to top of rail.

e. The length of the boat shall be 7'11" plus or minus 1".

f. The beam is to be 46" plus or minus 1", not including rails.

g. All component parts of the boat must float.

h. The minimum sailing weight shall be 80 lbs. This includes hull, mast, boom, sail, daggerboard, and rudder. No ballast shall be used.

2. INNER KEEL - as per plan. The official number assigned to the boat shall be carved or burned into keelson in 1" (minimum) figures abaft daggerboard trunk, per plan.

3. OUTSIDE KEEL - shall be at least $\frac{3}{4}$ " x $\frac{1}{4}$ ", with maximum $1\frac{1}{2}$ " width (thwartship) and maximum 1" depth, and must be full length of bottom and faired to transom angles. Rounding of corners permitted, not to exceed a radius of $\frac{3}{8}$ ".

4. BOW TRANSOM - per plan, shall be at least $\frac{3}{4}$ " thick solid stock; if plywood, $\frac{3}{8}$ " minimum. If plywood of less than $\frac{3}{4}$ " thickness is used, cheek plates are required.

5. STERN TRANSOM - per plan, shall be at least $\frac{3}{4}$ " thick solid stock; if plywood, $\frac{3}{8}$ " minimum. If plywood of less than $\frac{3}{4}$ " thickness is used, cheek plates are required.

6. THWART - A center thwart is required, to be not less than 5" minimum nor more than 12" maximum in width, positioned so that station #4 will pass through some part of the thwart. Vertical position of thwart to be 5" plus or minus 1" from top of rail to top of thwart. Tilting is permitted provided tolerances are not violated. Notching of the thwart is permitted to allow for clearance of the daggerboard only.

7. SCREWS - optional.

8. THWART KNEE - dimensions governed by width of thwart and height of daggerboard trunk.

9. RUDDER - shall be of wood and have a maximum thickness of $\frac{3}{8}$ " and a minimum of $\frac{1}{2}$ ", rounding or fairing of rudder permitted but must measure at least $\frac{1}{2}$ " thick 2" from all edges below the water-line, per plan. Less than 2" from edges, thickness is optional. The rudder when mounted on the boat shall project downward so that the lowest point is not less than 12" and not more than 14" below the intersection of the bottom planks with the stern transom, measured parallel to the stern transom, and will project aft, so that the farthest point shall be not less than 12" nor more than 15" measured at right angles from the stern transom. The lower end of the rudder shall be a semi-circle of not less than $3\frac{1}{2}$ " nor more than 4" radius; the profile of the rudder above the water-line only is optional.

10. DAGGERBOARD - shall be of wood and have a minimum width of 10" and a maximum width of 11" within the trunk. The daggerboard is to have a minimum width below the keel of 10" except for the lower 6", within which the shape is optional. The exposed portion of the daggerboard must be capable of being contained in a rectangle of 11"x18", the 18" dimension being measured at the forward edge of the daggerboard and measured perpendicular to the baseline. Rectangle to include outside keel strip. The daggerboard must measure $\frac{3}{8}$ " maximum thickness and $\frac{1}{2}$ " minimum thickness, rounding or fairing permitted but must measure $\frac{1}{2}$ " minimum thickness 2" from all edges, per plan. Less than 2" from all edges, thickness is optional. The daggerboard must be so constructed that it cannot be moved fore and aft in the trunk except for $\frac{1}{4}$ " overall tolerance for and aft, and cannot be moved thwartship in the trunk except for $\frac{1}{8}$ " overall tolerance thwartship.

11. CHINE STRINGERS - per plan.

12. OUTER CHINE - per plan, sharp or rounded to $1\frac{1}{4}$ " maximum radius.

13. THWART STRINGER - optional, shown on plan.

14. GUNWALE STRINGER (rail) - maximum height shall be $1\frac{3}{8}$ " and 1" minimum. The rails, including side planking, shall have a maximum width of $1\frac{1}{2}$ " and a minimum width of $\frac{3}{4}$ ". Rail construction is optional.

15. DECK STRINGER - material size $3"x\frac{3}{4}"$. Optional curve in the sheerwater (spray rail) permitted.

16. DECK STRINGER - material size $3"x\frac{3}{4}"$ which can be notched for mast rake.

17. DECK STRINGER - material size $5"x\frac{3}{4}"$. Opening through stringer to suit mast dimension.

Note: Variations in dimensions of 15, 16, and 17 are permissible at the discretion of the measurer who must affirm that they are structurally sound.

18. SHEERWATER (spray rail) - shall extend not less than 2" above deck at center and shall be attached to deck stringers per plan.

19. TRUNK SUPPORT - per plan. The position of the daggerboard trunk is optional but it is recommended that the forward edge of daggerboard is 26" abaft the mast.

20. TRUNK STRINGER - per plan.

21. TILLER - shape and length is optional; length of tiller may be adjustable. Hiking stick or tiller extension is allowed.

22. STERN KNEES - shall have a maximum thickness of $\frac{3}{4}$ " and minimum thickness of $\frac{3}{8}$ ". The maximum fore and aft measurement shall be 11" and minimum 4". The thwartship maximum measurement shall be 5" and minimum 3". General shape as per plan.

23. TRANSOM KNEE - shall have a maximum thickness of $\frac{3}{4}$ " and minimum thickness of $\frac{3}{8}$ ". The maximum fore and aft measurement shall be 7" and minimum 4". The vertical maximum measurement shall be 12" and minimum 4". General shape as per plan.

24. MAST STEP - see plan for suggested design. The position of the mast step is optional but it is recommended that the forward edge of mast be stepped at the intersection of the inside of bow transom and keelson. Through bolts are recommended as per plan.

25. MAST - must be solid but can be made of two or more pieces; shall not exceed 14' measured from top of sheave to after side of mast at the butt, or to keelson if mast does not rest on keelson. Mast may be any size or shape except at the deck line where it must be a maximum of $2\frac{1}{4}$ " and a minimum of $1\frac{1}{2}$ " in width and the fore and aft dimension must be a maximum of $2\frac{1}{2}$ " and a minimum of $1\frac{3}{4}$ ". A rotating mast is not allowed. Mast shall be stepped so that it will not shift more than $\frac{1}{4}$ " in any direction at the step and/or the deck while racing. To accomplish this the mast position may be fixed or adjusted with fixed or removable wedges or blocks. Contrasting bands not less than $\frac{1}{4}$ " wide shall be painted around the mast to mark the extremities of the sail during a race. The lower edge of the top band will mark the highest point the sail will hoist. The upper edge of the bottom band will be located 10'11" below the lower edge of the top band. During a race the sail must not be stretched beyond the inside edges of these bands. The track of the mast may not be cut away in any manner beyond 15" above the upper edge of the bottom band. Pre-bent mast is not permitted. Mast deflection in a fore and aft direction shall not exceed 1" between bands in a relaxed position.

26. BOOM - may not be longer than 7'2" (including goose-neck) measured from the after side of the mast with boom attached to the mast in its proper position. If a boom longer than 7'0" is used, a band not less than ¼" wide shall be painted around the boom so that the forward edge of the band is 7'0" (including goose-neck) from the after side of the mast with the boom attached to the mast in its proper position. During a race, the sail must not be stretched beyond the forward edge of the band, and the bottom of the boom's sail-track shall not be carried below the upper edge of the lower band on the mast. The track of the boom may not be cut away in any manner beyond 15" from the afteredge of the mast (including goose-neck) with the boom attached to the mast in its proper position. Prebend boom is not permitted. Boom deflection shall not exceed ½" in a relaxed position.

27. FITTINGS AND RIGGING - No metal shall be used except in fittings, fastenings and running rigging and none of these shall be excessively large. The running rigging is optional but mechanical devices are limited to blocks, sheaves, halyard lock, and cleats, including jam and cam cleats. The halyard shall be secured to the mast at a maximum height of two feet above the deck and shall be of sufficient length to allow the sail to be raised or lowered from within the boat with the mast in its normal position. A sheet traveller is required. The sheet traveller is limited to a rope or wire and must be confined to the stern area. Hiking straps are permitted. A gooseneck is a device which fastens the boom to the mast so that the boom pivots on the after-side of the mast. A yoke type arrangement of attaching boom to mast is considered illegal. The gooseneck must be such that the end of the boom cannot be moved aft of its normal position during a race.

28. TRUNK SPACERS - shall have a maximum thickness of ¾". Note that spacers must be slightly larger than ½" since a ½" daggerboard will not fit a ½" trunk.

29. TRUNK SIDES - per plan.

30. THWART PLATES - must be confined within a rectangular area 6"x16" but the shape is optional. Thwart plates - must be so placed that the maximum dimension of 16" is parallel to the waterline and the maximum of 6" is perpendicular to the waterline. Thwart plates and blocks are highly recommended but not required.

31. DECK - shall not extend more than 31" abaft the bow, measured along the rail, and shall have a maximum length of 13" at the centerline. Camber is permitted but shall not exceed 1" at center of deck.

32. SAIL PLAN - the center of the tack grommet may be placed no more than 2" above the normal foot line of the sail.

33. THWART KNEES - one on each side and at right angles to the thwart, are optional. If used, the minimum dimension shall be ¾"x4"x4". The maximum dimension shall be ¾"x6"x6".

SUPPLEMENT FOR FIBERGLASS CONSTRUCTION

Exception to existing specifications are as follows:

Par. 1 - Fiberglass can be substituted for plywood. All surfaces must be developable in plywood.

Par. 2 - The official number must be carved, burned or molded into the boat in location specified or as near as possible.

Par. 4 & 5 - Bow and stern transoms must be sharp at bottom and sides, maximum ¼" radius allowed.

Par. 12 - Rounded chines not to exceed 1¼" radius.

Par. 27 - Restricted use of metal permissible upon approval of Association. This applies to the knees used for travelers; no metal parts to secure deck and bow except screws.

ALSO NOTE: Fiberglass boats must have adequate flotation built in to support a capsized boat. No center bulkheads permitted.

Builders of fiberglass boats must cover the expense incurred in officially approving a mold or sample boat. Details may be obtained from the current official Association Measurer.

ALL FIBERGLASS EL TOROS MUST ADHERE STRICTLY TO THE OFFICIAL PLAN AND SPECIFICATIONS AND EACH BOAT MUST PASS THE MEASUREMENT PROCEDURE.



EL TORO SAIL PLAN AND SPECIFICATIONS

SAIL PLAN: No restrictions are made on materials. Insignia shall be a Shovel, the dimensions and shape as prescribed on the grid plan. Official numbers shall be 10" in height, to be clearly legible on both sides of sail . . . should not be back-to-back.

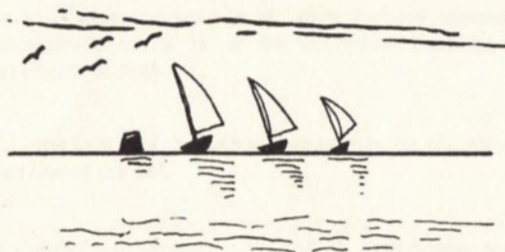
SAIL MEASURING: (to eliminate grommet-to-grommet method). Sail shall be measured by spreading out on smooth flat surface with battens in pockets and with 8-lb. pull on LUFF and FOOT (roped edges) and a 3-lb. pull on LEECH. Measurements are from edge of sail to edge of sail, not including bolt ropes. Entire measurement of sail at FOOT shall not be more than 7-ft. abaft the LUFF bolt rope to conform with limitation rule of boom which is 7 feet. Length of LUFF and FOOT shall be governed by spars. Maximum length of LUFF when fully stretched, including headboard, but not including bolt rope . . . 10'11".

LEECH shall be governed by measurement in straight line from inboard extremity of headboard to outboard extremity of clue, not including rope and must not exceed 12'2", except any sail previously measured may be no more than 12' 2 $\frac{3}{4}$ " to allow for stretch.

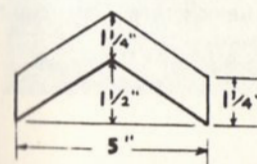
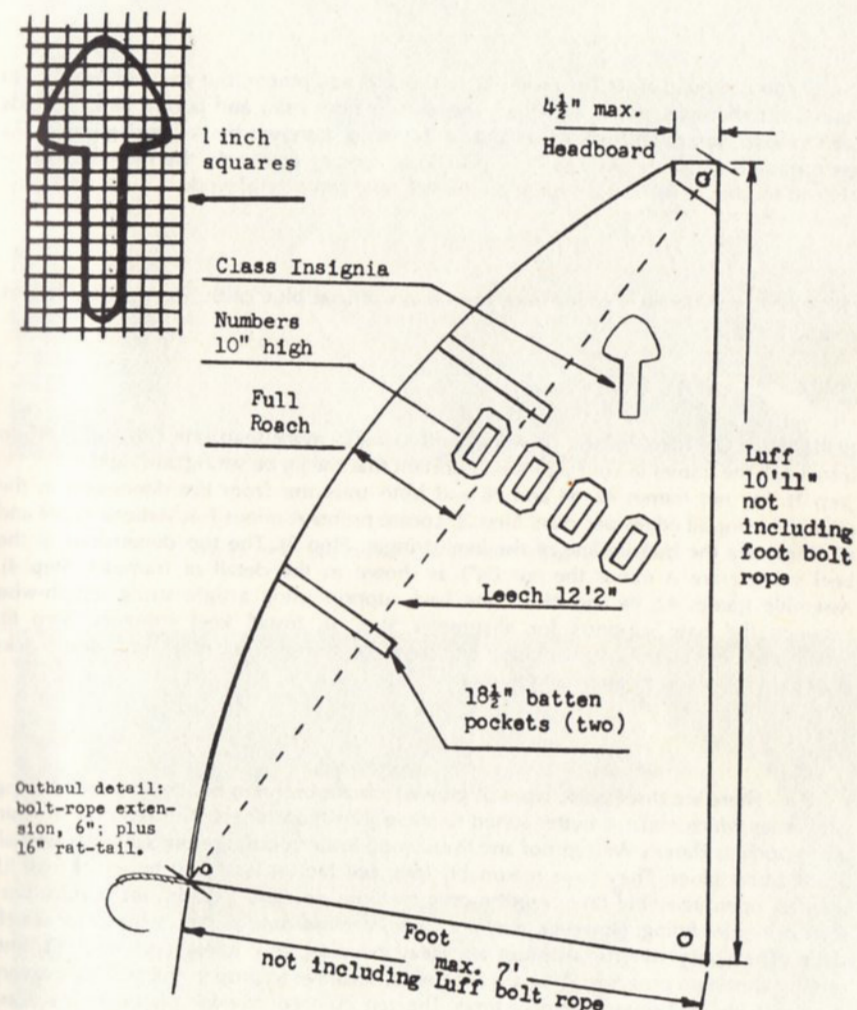
HEADBOARD . . . 4 $\frac{1}{2}$ " (shall be at right angles or less to luff and inboard extremity shall not exceed $\frac{1}{2}$ " in distance from bolt rope).

BATTENS: No more than 2 battens shall be used and the batten pockets shall not exceed 18 $\frac{1}{2}$ " in length nor more than 2" in width and shall be spaced so as to divide the leech into 3 equal parts. No stiffening of sail other than battens is permitted.

No device shall be used to change the draft of the sail other than halyard, downhaul and outhaul. Loose-footed sails in existence 7-24-56 ONLY are permitted.



OFFICIAL SAIL PLAN



CHAMPIONS' CHEVRON DETAIL

GOLD . . International RED . . Regional
BLUE National GREEN . . Fleet

SUGGESTED STEPS IN BUILDING

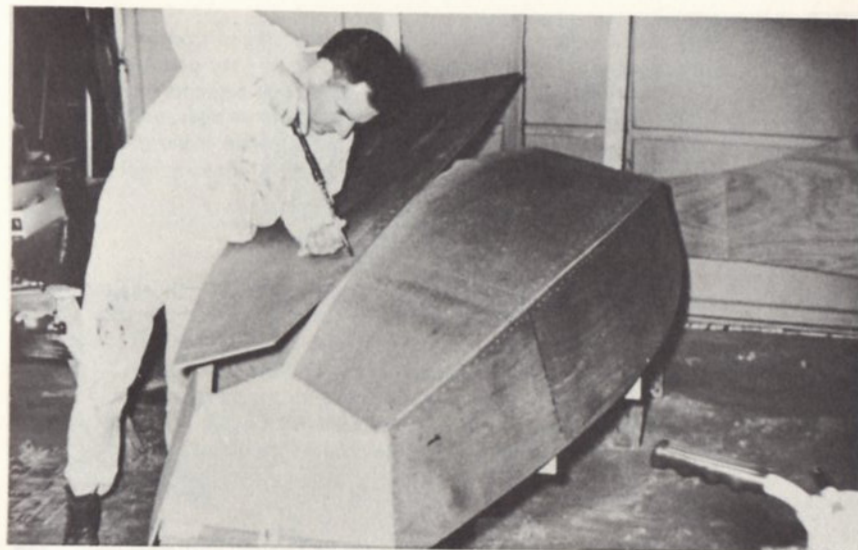
You can build an El Toro without any special equipment, but you will need 15-20 clamps for the mast and a router for the slots in both mast and boom. Since clamps aren't cheap, you might make a set out of 2x2 strips, fastened by $\frac{1}{4}$ " carriage bolts. As for routing, it might be wise to have your local lumber dealer do the necessary planing and routing. A few dollars spent on this will save you a lot of work.

ORDERING MATERIAL - order from the list on official blue print. Read carefully and compare to plan.

BUILDING JIG - follow plans. (If you intend to build more than one boat BE SURE to install ALL the frames in your jig.) It is important that the jig be strong and rigid.

Step 1). Lay out frames #2, #4 and #6 and both transoms from the dimension in the table, beveling all edges per plan. Step 2). Locate points A minus F at stations #2, #4 and #6. These are the bottom line of the keel stringer. Step 3). The top dimensions of the keel stringer are A minus the cut ($\frac{1}{4}$ ") as shown in the detail of frame #4. Step 4). Assemble frames #2, #4 and #6 on the base support using a tight string length-wise between the base supports for alignment. Step 5). Install keel stringers. Step 6). Install transoms. Step 7). Install chine and gunwale stringers. Step 8). Add glue blocks at all joints between stringers and transoms.

GLUES - There are three basic types of glue which are useful in boat work, each having properties which make it better suited to some jobs than others. The resorcinol resin glues (such as Elmer's Waterproof and Weldwood Waterproof) are probably the best all around boat glues. They have reasonably long pot life (at least one hour), at least 15 minutes open assembly time, require only medium pressure and do not require perfection in joint fitting. However, they are expensive and have a deep wine color which stains. The Epoxy waterproof glues are clear in color, very tolerant of poor fit, and require almost no pressure. They are expensive, sensitive to proper mix and have a very short pot life and open assembly time. The tan colored powder plastic resins (Cascamite and Weldwood Plastic Resin) are not technically waterproof but are good enough to have FAA approval. They are very popular because they are easy to use, easy to clean up, low in cost, have long pot life and open assembly time. They require good fits and relatively high pressure.



Work from the center out to save a big headache.



Snap, crackle, pop!
Lifting the hull off the jig is a big moment.

CHINES - Attach the chine stringers to the jig by means of screws from inside the jig. Length and size of screws will depend on size of blocks used - see plan. Alternatively, the chine may be made from two pieces (9/16"x2-1/4") glued together on the jig, in which case they can be bent dry. Plane the sides of the chine stringers while checking the proper angle with a straight edge across the chine and gunwale. Plane the bottom of the chines and keel, testing frequently with the straight edge. A sureform tool with a long handle is helpful for final planing.

TRANSOMS - bow and stern transoms are put into place and held firmly against the jig while being shaped. Clamps are recommended for use here to avoid unnecessary screw holes. In joining stringers and transoms insert 1 1/2" screws FROM OUTSIDE of transoms into centers of stringer ends. Counter sink these screws and use wood plugs to conceal heads. Use wax paper between jig and boat transoms to insure against sticking. As corrections are much easier made here than AFTER PLANKING, check bow dimensions with plan, and again later when planking is dry-fitted to be sure of final profile.

PLANKING - attach planks on both sides, bevel to chine. Dry fit* and predrill all screw holes before gluing. Use 3/4"x#6 screws with three-inch spacing on the chine and keel; with two-inch spacing on the transoms. Excess wood at the bow is useful for leverage to bend the sides to the proper shape. Don't forget to use measurer's template for final transom check before gluing. Brush all edges to clean, then use plenty of glue. Use glue in all seams. Remove excess glue inside and outside with a damp cloth. All joints and seams must be accurate and smooth for a water-tight boat. When glue is set, carefully trim to final shape. Attach the bottom planking the same as the sides. Plane a flat area on the bottom for the outer keel. Install the outer keel with 1 1/4"x#8 screws at six-inch to nine-inch intervals and glue. See plan for details. Lift the hull off the jig and turn up-right.

*In the dry-fitting, only alternate screw holes need be used.

INSIDE INSTALLATIONS - Install a temporary spreader near station #4 and check the shape of the bottom with the measuring jigs per instructions in the yearbook. Readjust the spreader as necessary to make the bottom measure within plus or minus 1/4" both lengthwise and athwartships while the beam is between 45" and 47". Set the hull right side up on its waterline by leveling two horses with 72" clear between them and placing the hull with 1 1/2" of the stern on one horse and the bow overhanging the other horse. Level the hull crossways and block in place. Locate the centerboard slot on the inner keel and bore a 3/8" hole at each end, and one in middle, centered in the keel, and perpendicular to the waterline.



When the deck goes on, you've almost got it made.



A little varnish makes a big difference.

Make up the centerboard trunk per plan from the sides, spacers, and stringers listed in the bill of materials.

Prop the trunk in place, level it, and scribe it to the keel with a compass set to the space at the aft end of the trunk.

The trunk may be temporarily clamped in place with a $\frac{3}{8}$ "x14" threaded carriage bolt through center-hole mentioned above, in the keel, using blocks of wood approx. $\frac{1}{2}$ "x4" as "washers" at top and bottom of bolt. Permanent screw holes may now be pre-drilled through the bottom into the trunk stringers. Do not put in the screws OR remove the bolt yet.

Place a straight edge across the gunwales and measure $4\frac{3}{4}$ " down at the aft end of the trunk. Clamp a straight edge or a trunk support (extending five inches behind) to side of the trunk and level at the mark in the fore and aft direction. Now the thwart can be fitted and the thwart stringers located by measuring from a straight edge across gunwales to the straight edge on the trunk. Fit and predrill the thwart, thwart stringers, and trunk supports. Remove all of the above from the hull, cut off the top of the trunk at the mark, finish cutting the centerboard slot in the keel and reinstall all parts with necessary glue and screws. Make sure a temporary spacer is used at the top of the trunk to prevent squashing.

Fit and install the transom knee, stern knees, and thwart knee. Make and install the mast step. Fit and install the deck with $\frac{1}{2}$ " x #6 screws from the outside. Fit and install the shearwaters.

CENTERBOARD AND RUDDER - construct according to plans

MAST AND BOOM - these are each made of two pieces of stock, glued together. Cut the tunnel on each half with a router and sand well. See plan for enlarging tunnel to accommodate gooseneck slide. Glue the mast and boom with tunnel up, putting clamps on from bottom. Time and disappointment may be saved by building a jig for gluing masts and booms. Clean excess glue out of tunnel by pushing a piece of damp cloth thru with a stick. After glue has set, cut to contour. Corners can be roughed off with a circular saw. Glue in the masthead and block, shape up with a hand-plane, a spoke shave, and hand sandpaper.

HARDWARE - If you haven't all the necessary tools and are dubious about making your own hardware, there are sources for those items. Dealers can supply all necessary pieces in stainless steel or brass that is either rough or chrome plated.

FINISHING - Use marine paint and spar varnish for all finish coats. Do not sand fir plywood before sealing and painting. Fiberglassing the wood hull is permissible. This will add about five pounds to the hull weight.

IMPORTANT

The Official Blue Prints show dimensions for a 7'10" hull which is the MINIMUM size, and can easily be made from an 8-foot sheet of plywood. If you desire to build a MAXIMUM 8-foot boat, a small "dutchman" or extra piece must be added to each side at the bow near the deck of sheer line.

Note: Used jigs are sometimes available from previous builders. Look into this; a great deal of time and expense may be saved. But be sure that any boat made previously on the jig you use has a measurement certificate and has been approved by the Association.

OFFICIAL BUILDING PLANS

available from Association Secretary, 6211 LaSalle Ave., Oakland \$5.00

Includes mold construction and complete list of material. Also includes form to apply for boat number which is issued by Class Secretary only after construction is started. Numbers Fee; \$5 includes ETIYRA membership for rest of year.



Moment of truth.

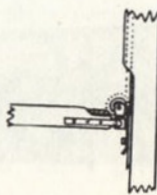
INSTRUCTION FOR BASIC RIGGING

- A** MAIN SHEET: #0 bronze snap-hook attached. Suggested quarter-inch line 23-ft. long.
- B** TRAVELER: may be line or wire; can be adjustable but control must be confined to transom.
- C** OUTHAUL CLEAT: Type and location optional.
- D** MAIN SHEET BLOCKS (two): place front block 4'5" from outer end of boom; place 2nd block 5" from outer end of boom.
- E** KNOT ON MAIN SHEET: to be tied in main sheet in position to stop boom from passing beyond right angles to mast . . . very important for down-wind sailing!
- F** CLEAT: for boom vang. Attach for easy access on center board trunk or thwart.
- G** SCREW EYE OR BLOCK: for boom vang.
- H** CLEAT: for down-haul.
- I** VANG: 3/16" line or wire; single or double purchase.
- J** STRAP OR BLOCK: for vang.
- K** CLEAT: for halyard, attach near deck.
- L** LOWER MAST BAND: see specification #25.
- M** TOP MAST BAND: also see specification #25.
- N** HALYARD: 3/16" line or wire may be used. May not lead to any outboard section of bow transom.
- O** THRU-DECK FITTING: for painter.

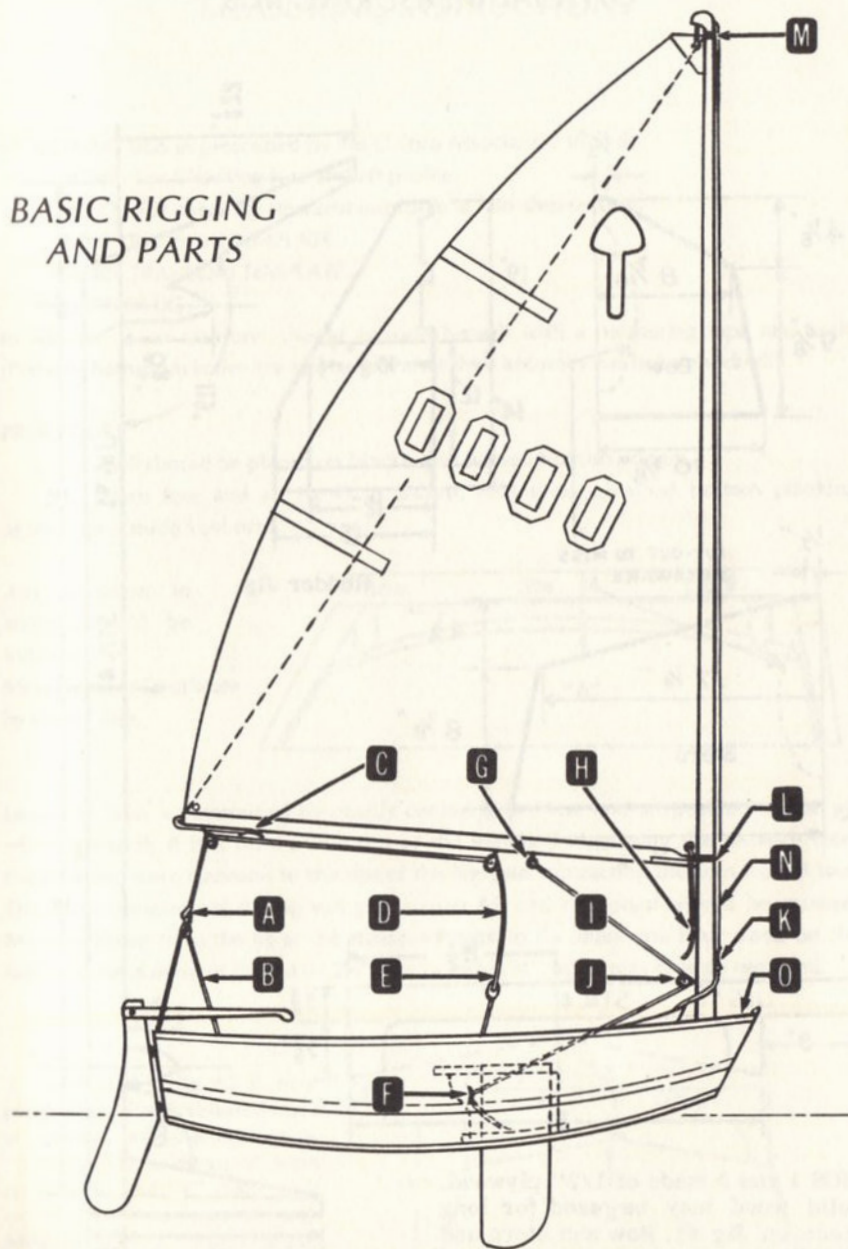
ALTERNATE RIGGING:

If a halyard lock is used, its location is optional. (Recommended position is 6" to 9" below top of sheave.)

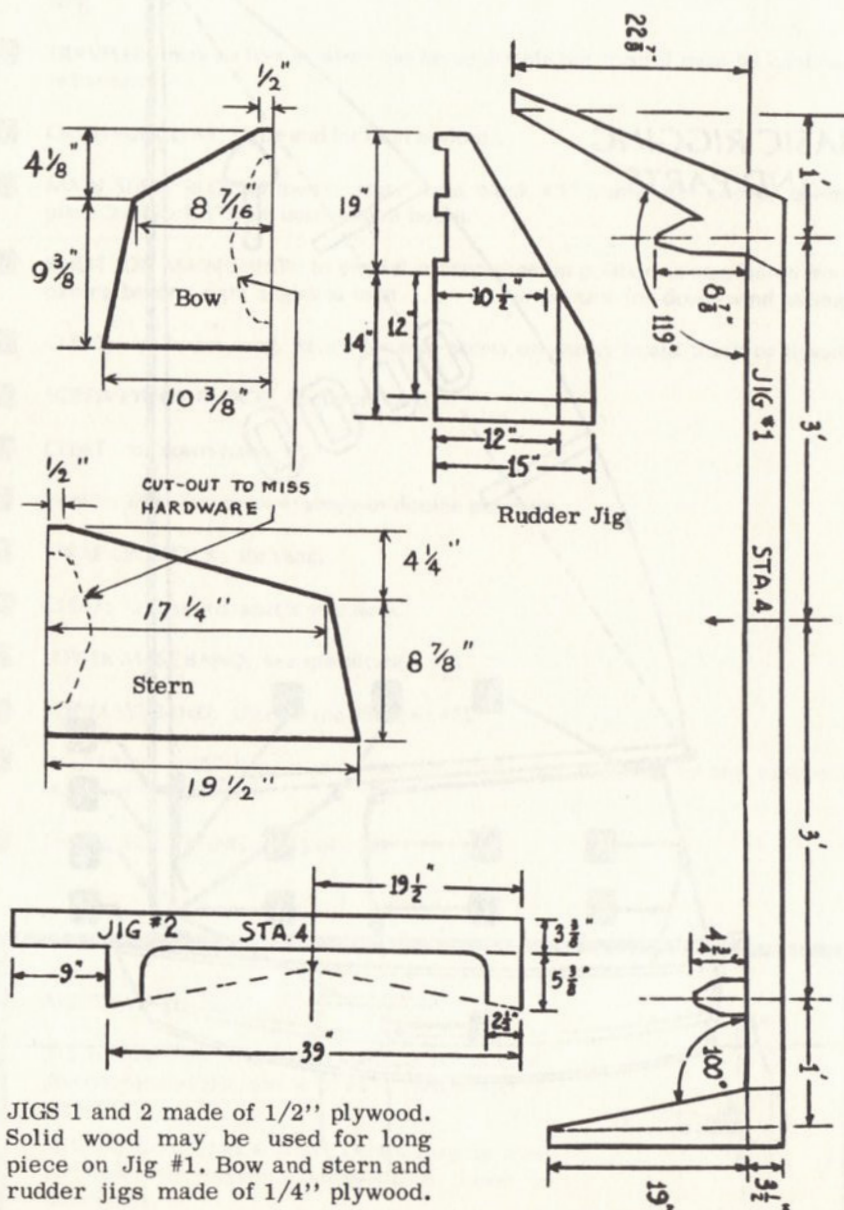
SLIDING GOOSENECK WITH TRACK may be used but mast may require modification as shown in sketch here.



BASIC RIGGING AND PARTS



OFFICIAL MEASURING JIGS



JIGS 1 and 2 made of 1/2" plywood. Solid wood may be used for long piece on Jig #1. Bow and stern and rudder jigs made of 1/4" plywood.

MEASURING INSTRUCTIONS

MEASURING JIGS as prescribed by the El Toro Association include:

JIG #1 - For Checking fore and aft profile.

JIG #2 - For checking athwartship profile at mid-ship section.

BOW TRANSOM TEMPLATE.

STERN TRANSOM TEMPLATE.

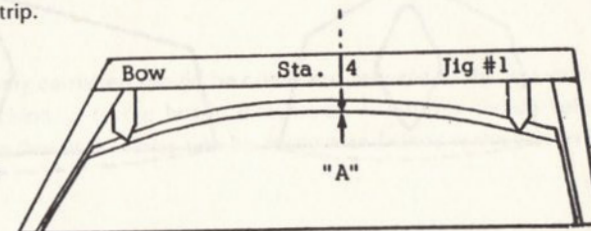
RUDDER JIG.

In addition, each measurer should provide himself with a measuring tape and scale. (Portable bathroom scales are satisfactory after their accuracy has been checked.)

PROCEDURE:

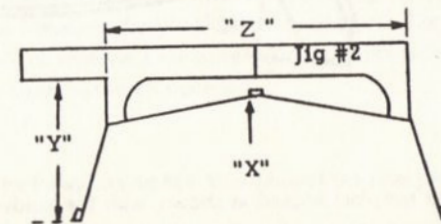
1. Hull should be placed on blocking or horses, bottom side up.
2. Place fore and aft Jig #1 as shown, resting on plywood bottom planking against the outside keel strip.

Any deviation in angles should be indicated on Measurement Certificate by dotted line.



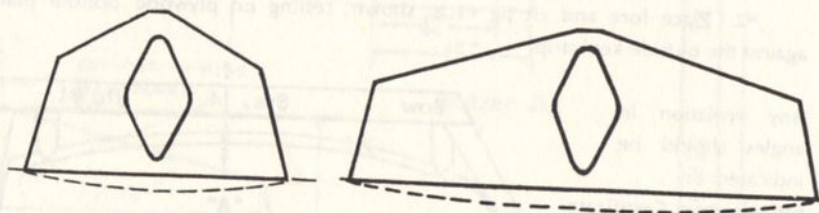
Length of boat is determined by exactly centering the fore and aft position of the jig, which is exactly 8 feet from inside tips of the legs, and measuring the distance from the bow and stern transoms to the tips of the legs and subtracting the sum from 8 feet. The exact centering of the jig will give station #4, and this point should be marked. Measure down from the jig at the station #4 mark to the mark you have made on the hull; this measurement should be 2 1/4" plus or minus 1/4". Jig #1 may now be removed.

3. Athwartship jig #2 is now placed over the established mark at Station #4. Measurements "X" (2 1/4" plus or minus 1/4" from jig to hull) and "Y" (18 1/8" plus or minus 1" to top of rail). Measurement "Z" from chine to chine 39" plus-or-minus 1/4 inch.

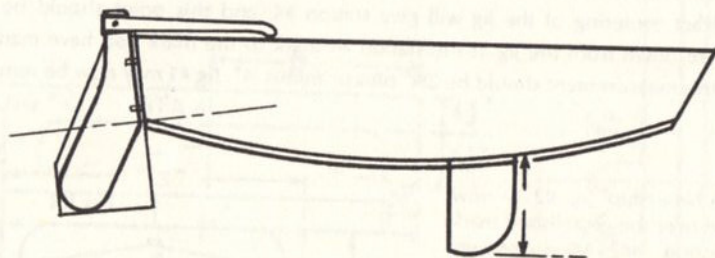


Bow and stern measuring jig plans are shown in half dimensions for width; 2 dimensions for height at center. These combined dimensions will have a total of $\frac{1}{4}$ " plus-or-minus tolerance. However, the sheer height is shown as one full dimension and this only allows for $\frac{1}{8}$ " plus-or-minus tolerance.

4. The bow and stern measuring jigs shall be positioned in such a manner that the two opposing sides and the adjacent bottom sides of the transom (including plywood) do not deviate anywhere beyond $\frac{1}{8}$ " from the edge of the jig. With the jig in this position the top edge of the transom must extend everywhere beyond the top edge of the jig. The sheer height including the rail shall not extend more than $\frac{1}{2}$ " beyond the top edge of the measuring jig at either corner. If transoms conform, make a check mark (✓). If there are any variances, make a note of them (a sketch is helpful). Side and bottom angles must conform, but the crown is optional.



5. Boat is now turned right side up. Insert the daggerboard and attach rudder. If daggerboard conforms to paragraph 10, make a check mark (✓).



Rudder template is used as shown, with the guide line of the template placed exactly where the bottom plywood panels converge. The rudder should conform to paragraph 9. Rudder maximum and minimum dimensions are marked on the template.

6. All other items listed on the Measurement Certificate are to be checked for conformity to the specifications (paragraphs as noted). A simple check mark is acceptable for most items, but the exact dimension figures are necessary for Length and Beam.

The weight should be registered in pounds.

SPECIAL NOTE TO MEASURER:

(1) The Keelson number is important, being the only identification for the hull. It is not the measurer's responsibility to put the number in the hull, but he should satisfy himself that it is carved or burned deep enough as to be permanent.

(2) The boat should be weighed as a unit, not by separate items. Included in the weighing would be the hull, mast, boom, centerboard, rudder, sails, and rigging.

(3) Any possible corrections should be made before submitting the Measurement Certificate to the Association Measurer or Governing Board.

(4) Any deviations not easily corrected should be noted and referred to the Association Measurer for a final decision as to the boat's acceptance. Measurers should submit complete details as to the deviations along with his recommendations to the Governing Board.

(5) A measurer should avoid measuring his own boat, and when due to unavoidable circumstances he must measure his own boat, then the certificate should be witnessed as to its authenticity.

(6) A boat can be remeasured on demand.

(7) Any situation not covered by either the Specifications or Measuring instructions should be referred to the Association Measurer for clarification or decision. The measurer should not bear the responsibility of refusing a measurement certificate unless the violation is so obvious that no further consideration is necessary.

(8) Measurement Certificates should be forwarded to the Association Measurer promptly upon completion.

EL TORO RACING DINGHY CLASS

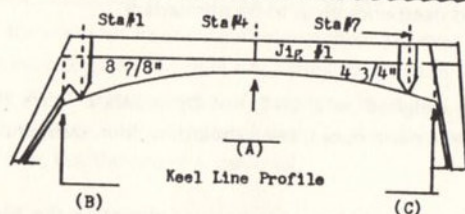
OFFICIAL MEASUREMENT
CERTIFICATE

BOAT NO. _____ Owner's Name _____

Year Built _____ Address _____

Builder _____

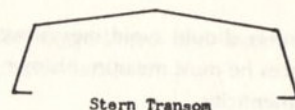
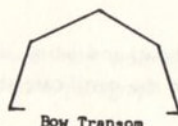
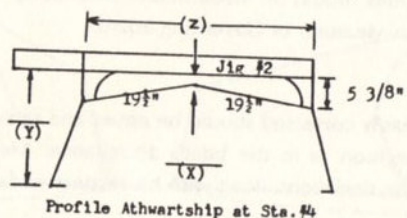
Spec. #	
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L.O.A. _____'

Beam _____"

Weight _____ lbs.



Date _____ Measurer _____

Date _____ Approved by Int'n'l Measurer _____

OWNER'S copy -- Pink ASSOCIATION'S copy -- White

Fibreglass Hull Flotation _____

Measurement Certificate goes WITH
THE BOAT. Whenever it is sold, the
new owner should register with the
Association.



Greg Paxton, 1969 Junior North American Champion.

HIGHLIGHTS IN EL TORO HISTORY

In 1939-40 members of the Richmond Yacht Club on San Francisco Bay met to select a small boat for use as a yacht tender as well as a sailing dinghy. They chose MacGregor's "Sabot", an 8-foot Pram, plans for which had been published by Rudder Magazine. The first hull was constructed in a night school boat-building class. It followed the lines of the Sabot exactly but was modified in other features. Before this was even launched, other Richmond members became interested and at their regular get-togethers, they decided that since the boat had been a result of these Bull Sessions, it should be named "El Toro" and the shovel be the sail insignia.

During 1940-45 the class grew chiefly in the minds of the skippers, many of whom were far from their home waters. Thus in 1945 as soon as material became available for boat building, El Toros were seen at several Hawaii yacht clubs as well as in the San Francisco Bay Area where they "blossomed-out" indeed, with vari-colored sails of surplus parachute material in fire-engine red, green and blue.

In 1946-47 the class became formally organized. Ninety-five skippers held a meeting at Richmond Yacht Club in April, 1946, and elected the first Chairman, Hal Decker, whose chief duty was to seek recognition of the class in one-design racing. As an unofficial measurer, Bill Warren made a survey of hulls and finding no two identical in all respects, drafted the first set of specifications, a necessary step in attaining official standing. After the basic rules and limitations were formulated, the El Toro was accepted by the Small Boat Racing Association of Northern California. At the end of the first season, records show that 18 El Toros entered 9 regattas, representing 5 yacht clubs. Many of the creators of the class from the 1939 era were at the top of the point-score list. Also in 1946 a Richmond couple, the Ralph Netteurons, gave the El Toro its first long-distance cruising try-out. They traveled 180 miles in two El Toros on the Sacramento River.

1947-48 saw more organizational progress with a Constitution and By-Laws being adopted on February 19, 1947. Official charters were granted that year to fleets at Waikiki and Oakland Yacht Clubs; Richmond previously held Charter #1. In 1948 the Measurements Committee was replaced by an Association Measurer, Al Estell, who organized an official El Toro Racing Team to enter the Los Angeles Mid-Winter Regatta of '48, this being the first class representation in any inter-sectional sailing.

In 1949 the 200th hull was registered and Fleet #4 at Lake Merritt was chartered. Joe Barker of Marina Yacht Club gave the Association an official blueprint with all details of construction, and the class began to distribute these to home builders.

In 1950-51 boats were registered up to #400 and charters #5, #6 and #7 were issued. Late in 1951 boat #425 was built by Frank Wharton of Lake Merced, San Francisco, for a club raffle. He immediately had requests for 4 more and Fleet #8 was granted to Lake Merced Sailing Club.

At the 1952 Annual Association meeting, registration of boat #500 was celebrated and before the end of the year Charter #9 was issued to Palo Alto Yacht Club. This was also the year of the first Bullship Race among Hawaii skippers.

In 1953 Charter #10 was granted to the fleet at Hawaii Yacht Club.

In 1954, the first National Championships were sailed for Seniors and Juniors, per Deed of Gift from Oakland Chamber of Commerce. This was also the year the first Bullship Race across the Golden Gate was staged.

In 1955 registration for #1000 was reached and set aside for Walt Luckert, Secretary-Treasurer who had served the class since its beginning. However, he preferred to retire his original #11 for #1111 and #1000 was sent to Bill Meartens, active El Toro organizer in Hawaii. In March, 1955, Measurer Bill Craig died. He had been active in San Francisco yachting for many years and served as Class Measurer for 5 years. His personal project of pre-fabricated measuring jigs was completed by the next measurer, Peter Newell, and Measurement Certificates took on new importance in all areas. Charter #12 was issued to Kaneohe Yacht Club in Hawaii.

In 1956 Walt Luckert "retired" as Secretary-Treasurer (as well as editor of the Shovel Bulletin) and was elected President. The constitution was revised to extend officers' duties and three people were elected to carry on his work. Margaret Newell succeeded Mr. Luckert as "Shovel" editor.

During 1957 the El Toro class received national publicity from Rudder, True and Yachting magazines as well as Pacific Coast coverage in Sea and Sunset. Inquiries and requests for plans came from most Eastern and Southern states as well as Canadian provinces and foreign countries including Brazil, South Africa, Saudi Arabia, Japan and Formosa. At the end of 1957, Walt Luckert retired as President, completing 22 years accrued service as a class officer. He was unanimously voted Honorary President.

1958 brought official acceptance of fiberglass boats and the Board of Governors set up strict specifications for that type of construction. Also in '58 some 12 skippers including class officers took El Toro sails and flew from California to enter the Hawaii Invitational.

In 1959 the first representatives from Hawaii entered the El Toro National Championships, held that year on Lake Merced, San Francisco. Before the end of 1959, hull #2000 was registered and the E.T.I.Y.R.A. filed for incorporation under the California Code.

In 1960 charters went to San Jose Sailing Club and Elkhorn Yacht Club. Class National Regatta in August, on Lake Merritt was won by a Hawaii Yacht Club skipper. In October, 53 mainlanders flew to the Hawaii Invitational Regatta. Boat registration reached #2300.

In 1961 charters went to Washington, D.C. and Lanikai, Hawaii. Look Magazine included El Toro in "America's Favorites" and 250 boat plans were sold in 27 states. Hawaii Yacht Club skipper again won Nationals, held on Lake Merritt.

In 1962 ETIYRA went into business with telephone listing and part-time secretary. National Championships held in Hawaii with 11 mainland skippers flying over (and shipping boats); Senior title won by another Hawaii Yacht Club skipper.

In 1963 charters were issued to Denver, Colo.; Wichita Falls, Texas and San Leandro, Calif. Boat registration neared 3500. National Regatta held on Clear Lake, California, won by Lake Merritt skipper.

In 1964 five new fleets were granted charters in the first five months, including Lake Ellyn Yacht Club in Illinois and two groups of Employees Recreation Associations-Lockheed and Hewlett-Packard. A skipper from the H-P fleet won the Senior Nationals held in the High Sierra mountains at Lake Huntington.

1965 showed increased activity in Colorado and charter #28 went to a new group-Mile High Sailing Club in Denver. Three new California fleets became official. The National Regatta was held on Lake Merced, San Francisco, and drew a record-breaking representation from thirteen fleets. Senior winner was from Lake Merritt.

In 1966 eight new charters were issued - to fleets in Portland, Oregon; Mt. Sinai, New York; Renton and Seattle, Washington; Yankton, South Dakota; and Monterey, Tomales Bay, Lake Tahoe, and Foster City in California. Nationals were held on beautiful Howard Prairie Lake in southern Oregon and won again by Lake Merritt skipper.

In 1967, because of participation of British Columbia skippers in 1966 Nationals, the Board of Governors changed the "National Championship" to the "North American Championship Regatta." First North Americans, held in Seattle, Washington, won by another Lake Merritt Skipper. Six new charters were granted to fleets in Texas, Illinois, Oregon, and California.

In 1968, four new charters were issued. Three went to California fleets - Diablo, Greenbrae, and Morro Bay; one went to the Northern Colorado Yacht Club. The North Americans were again held on Huntington Lake, Calif., where conditions were just right for a "weaker sex" skipper from the Island Sailing Club to win in the Seniors. Intermediate division was won by Lake Merritt skipper and Junior champion was from San Jose.

In 1969, the San Jose fleet again did well at the North Americans, held on Grand Lake, Colorado. Their skippers took home both Senior and Junior Championship trophies, while a Lake Merritt sailor won in the Intermediates. Because of the increased activity of the Northwestern fleets, the Board approved the division of the Pacific Region into two regions - #1 (Oregon, Washington and British Columbia) and #7 (California and Nevada). Five new charters were issued, all to fleets outside of "parent" California: to Northbrook, Illinois; Ottawa, Kansas; Pymatuning, Pennsylvania; Illiana, Indiana; and Grand Lake, Colorado - the first and only all-girl fleet.

In 1970, charter #55 has been issued to the Fremont Sailing Club, in California. An enthusiastic group in Menominee, Michigan is organizing and will soon receive charter #56. Other prospective fleets include one at Oroville, Calif., and another in Victoria, British Columbia. After 13 years of service, Margaret Newell retired as Shovel Bulletin editor and was succeeded by Rosetta Jacobsen. Boat #7153 was issued in June.



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