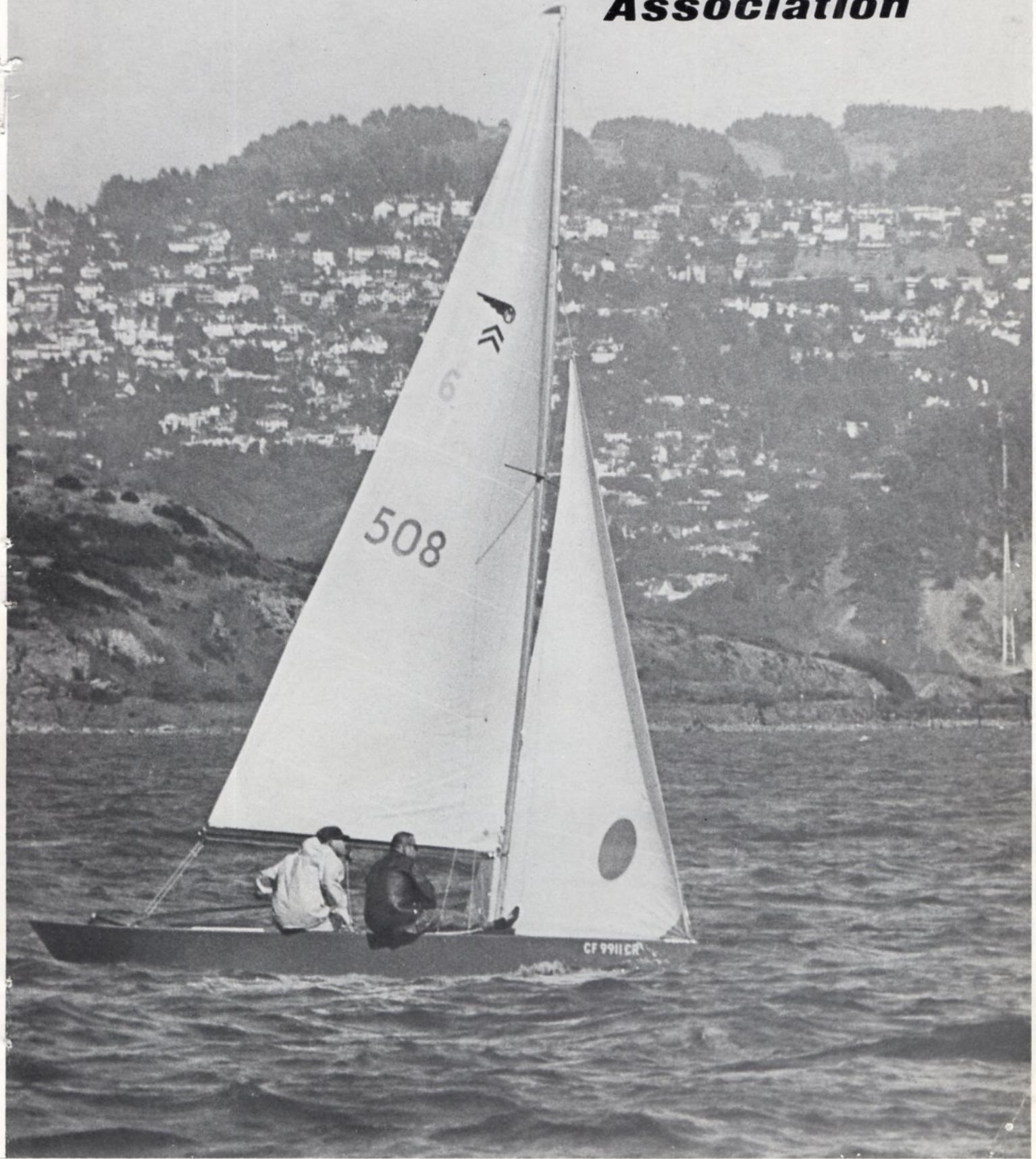


***Mercury Class Yacht Racing
Association***



1972 Year Book



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Mercury Class Yacht Racing Association

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1972 Year Book

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ON OUR COVER

#508 - Tim Condon and Richard Hayes
1971 MCYRA Champions

MCYRA address, dues, plans

Mail Address	4661 Wishon, Fresno, Ca 93704
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Membership	through fleets
MCYRA dues (January 1st through December 31st) . . .	\$7.50
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Plans for home builders	10.00



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John Hopper	Vice President	1949
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Steve Gould	Vice President	1971
George Patterson	Dist. Rep.	1971
William Ryon	Dist. Rep.	1971

History of the Mercury Yacht

The 1951 Mercury Year Book carried the following brief History of the Mercury Class Yacht by Mrs. Nunes.

Ernest Nunes first became interested in small sailboat designing around 1935. At that time Snipes and Sunboats were popular and were about the only small sailboats. There were very few centerboard classes. San Francisco Bay, being noted for its heavy tides and winds, needed a good small boat. As the waterproof plywood was developed, about 1937, Ernie conceived the idea of designing the Mercury, which would make an ideal small one-design class to be built of plywood. Building of plywood made it possible to get a large percentage of ballast in ratio to displacement. The Mercury was designed in 1937 and No. 1 was completed in 1938, having been built in spare time. One year later Mercury No. 1 was displayed at the San Francisco Fair on Treasure Island. While the first Mercury was being built, great enthusiasm developed among the small boat sailors in this area. Before the first Mercury was even tried out, two local sailors decided to build Nos. 2 and 3 along with No. 1, and the three boats were launched within two weeks time in the month of July, 1938. At that time the only plywood boats on the market were a few skiffs in Seattle. As a consequence it was a little hard to introduce plywood boats as people were not acquainted with waterproof plywood and it took a little persuasion to convince people of its strength and durability. Later in the year Yachting Magazine came out with plywood prams, which was a major factor in giving people confidence in the plywood

boat. The Mercury then caught on fast and we continued to build them until the beginning of World War II, shipping them to many points in the United States, and to Acapulco and Honolulu. We resumed business at the close of the war and the class now numbers over three hundred boats.

* * * * *

Most of the boats delivered by Ernie Nunes, went out as kits to be assembled in local shops or at home. A large percentage of the existing Mercurys were built by their owners from these kits. The kits were manufactured from templates so detailed drawings were not necessary and had not been made. In 1956, Bill MacDonald was appointed to make a study of this shortcoming. After months and months of measuring (existing boats), the Mercury was "lofted" full-sized, on plywood. Bill then made up a complete set of Mercury drawings from this data. After a series of meetings and mail ballots, this set of plans were approved in 1961 by the MCYRA. It is now possible for the home builder, through the purchase of these plans, to build without the purchase of a "basic kit". Bill MacDonald has an approved mould for making keels and will supply them for home builders.

The Mercury came into being through the availability of a new building material, one that offered many advantages over previous materials and permitting new concepts of design. Now, a still better material has become available, fiberglass. It has been found that although the Mercury was designed for plywood, the hull shape turned out to be a "natural" for the latest techniques in moulded fiberglass construction. Al Sewall built the first fiberglass mould, engineered the lay-up and produced the first fiberglass Mercury. This boat sailed in several regattas on an experimental basis and was finally approved and franchised by the Executive Committee in August 1961.

In November 1962, the second fiberglass franchise was granted, this one to Ernie Nunes. The Nunes design uses a fiberglass deck supported by wooden frames and deck beams.

Next, a major fiberglass builder, the W. D. Schock Co., became interested. Schock suggested some changes in construction methods, e.g., the keel would be encased in fiberglass, a plastic "deadwood" would be used and the whole deadwood-keel assembly would be "welded" to a special "box" cast into the hull, (no keel bolts required). The deck would be of fiberglass, reinforced with fiberglass, and "welded" to the hull by the use of a sheer flange. Schock's changes would not effect the external shape of the hull, in fact Sewall's mould would be used to make the "plug". The Schock proposal was accepted by the Executive Committee in May 1963, the first hull was measured and approved in February of 1964.

In late 1969 and 1970, the construction of the fiberglass Mercury hull was again modified and improved. A special committee chaired by Paxton Davis investigated a number of proposals, and in the end worked out several significant improvements. Chief among these is a new raised, sealed floorboard designed by Tom Clark which, when combined with Elvstrom bailers, makes the new hulls completely self-bailing. The bailers are installed right at the waterline, so they even work when going to weather.

The new floorboards is supported by fiberglass frames, so there is no possibility of rot. In fact, no wood whatever is used in the construction of the boat (other than the balsa coring), so the entire hull is virtually maintenance free. An occasional wax job is all it needs!

The hull itself features end grain balsa core construction which provides exceptional strength and rigidity. The keel and deadwood are fully encased in fiberglass, and then glued and bolted to the hull.

The year 1969 also marked a renewed interest in aluminum spars, due in part to the skyrocketing price of spruce, and also to the rapidly growing availability of moderately priced aluminum sections. That tapered aluminum spars sufficiently light in weight could be acquired at a reasonable cost had been questioned in the past by Mercury sailors, but by 1969 it was generally agreed that aluminum should be seriously investigated. A committee was accordingly formed, and, after a full season of testing and experimentation, it returned a favorable report on aluminum spars for Mercurys. They were approved for use at the 1970 Annual Meeting, and their subsequent appearance on a



#532 is a "New" Mercury owned and sailed in the 1971 Championships Series by Chris Clark of Stillwater.

History of the MCYRA

Although there had been earlier efforts to form a Mercury Class Racing Association the effort that finally brought forth this organization, was expended in August 1946. The Southern California Yachting Association Championships were held in San Diego that year. Some of the Mercury owners at Fresno decided to make the trip on the chance that Mercury owners from other areas might be on hand and thereby some good racing might be enjoyed by everyone. They were disappointed to find that they were the only Mercury owners in attendance with their boats.

Too late to bring his boat but early enough to make a very hurried trip, George Rosman, of Los Angeles, learned of these Fresno sailors being at San Diego. George covered the 130 miles to San Diego in near record time. He soon found James Wyatt, who at that time was one of the leading spirits in the Fresno group. George and Jim exchanged ideas for the formation of a racing association for Mercury boats. They continued exchanging ideas by letter after their San Diego get-together. Jim undertook the arduous task of writing a draft of a suggested set of By-Laws for the Association ... George agreed to edit. A meeting was announced for the purpose of acquainting all areas where Mercurys were raced with the proposed formation of a Mercury racing association. The meeting was held in Nov. 1946, in Fresno, California with representatives from Los Angeles, Fresno, Modesto, Merced, Stockton, and the San Francisco Bay area. The first draft was approved and the area representatives went home to tell their fellow Mercury owners of the proposed organization. The second and founding meeting was held in Fresno in January 1947. James Wyatt was elected our first president and Modesto was chosen as the host fleet for the first Championship Series.

The races were held on Owens Reservoir, 22 miles east of Modesto in the latter part of June, 1947. Five races were held in 2-1/2 days. The wind varied from light to medium. Twenty-two boats were entered, including two from Honolulu. James Wyatt, in addition to being our first president, became our first champion. The Modesto fleet set a standard of hospitality which the other fleets knew, would be hard to equal.

In 1948, the time and location of the annual meeting of the Executive Committee was changed to coincide with the time and location of the Championship Series and soon a whole day was set aside for this purpose, (no racing on that day).

In 1950, the first measurement committee, consisting of Ray Johnson (chairman), George Rosman and Jim Enzensperger, was appointed and at the Balboa Regatta in 1951, the boats were measured for the first time. Considering the fact that most of the boats were 'home built', it was found that they were remarkably close to the established dimensions, but further work along this line was indicated to guard against future 'imaginative' builders. This work has continued, under the able leadership of George Rosman and its effectiveness is demonstrated by the fact that the low numbered boats are still winning their share of races.

In 1956, Howard Ward and Bill MacDonald started on a program to define the exact shape of a Mercury Yacht in order to make a set of official plans. As most of the then existing boats were home built from kits, they gathered the necessary information by measuring dozens of boats. After sufficient data had been secured, the boat was lofted, full size, on plywood. And it is from this lofted data that Bill MacDonald was able to prepare our present official drawings, which were approved by the Executive Committee in 1961.

With definite information now available as to what an official Mercury was, the next step was fiberglass and so far four moulds have been approved by the Executive Committee. Most all fleets are now made up of both wood and fiberglass boats.

In 1962, Roger Roessler asked our legal adviser, Russ Hofvendahl, to file an application to register our class emblem. (There was a danger that someone else could have it registered and thereby deny us its use as well as use it themselves.) This action has now been concluded and on June 9, 1964 we were notified that our "Collective Membership Mark" has now been registered, (Number 771,310).

In 1963, the Constitution was amended to provide that the Association be divided into districts and that a District Representative be elected to supervise each district. The District Representatives are officers of the Association and members of the Executive Committee. Their duties include organizing new fleets, promoting the expansion of the MCYRA and to report semi-annually and annually to the President. The number of districts as well as their size and location, is to be established from time to time, by the Executive Committee. At the present time there are five districts.



#1-Still an active Mercury in the Stillwater Fleet. This picture was taken at the 1971 Championship Series at Richmond, skipper is Pat Bray.



#432 - Sailing at Cabrillo Beach with George Rosman as crew. Picture was taken in 1967 and is reported to be the last time Rosman has been seen in a Mercury.

CHAMPIONSHIP SERIES

1971



RICHMOND Y.C.

Tim Condon's dramatic victory in the 1971 Nationals was an extremely gratifying one, for it broke a seeming jinx that had plagued the popular Stillwater sailor in all of his previous attempts at the Championship. Since he began racing Mercuries nineteen years ago, Condon had been a close runner-up in the series twice, and had had several other strong bids for the Championship thwarted by a variety of freakish bad breaks. Hard luck seemed to follow in his wake at every Championship.

But in 1971 Condon teamed up with another veteran Mercury sailor, Dick Hayes, and the combination proved to be a potent one. After winning two closely fought NorCal Regional races at Monterey in a highly competitive fleet, the pair traveled to Richmond with a confidence which Condon admitted he had not enjoyed for over a year. There they sailed a really outstanding series, combining good boat speed with nearly flawless tactics. Condon consistently chose the correct side of the course while many of the other leading skippers, including the local favorites, were guessing wrong in the confusing winds and currents.

The victory was not an easy one. Austin Lysight came to Richmond high on a string of impressive victories in Southern California and fought a close battle with Condon right through the final race. Lysight was the only other skipper besides Condon who seemed to be choosing the correct side of the course with any degree of consistency, and his boatspeed was excellent. He might have won in spite of a disastrous ninth in the third race had it not been for Condon's remarkable consistency.

For a blow by blow account of the entire series, however, here's George Rosman's exciting narrative as seen from his vantage point on the stake boat.

The races at Richmond were blessed with marvelous weather--a real sailor's delight. The wind was strong, but not overpowering. There were a few breakdowns, but that was to be expected. None of them were serious.

This was the first series in fifteen years in which I did not act as the Race Committee Chairman. I did fall heir to Ray Johnson's job as photographer, however, and found that it was a far more strenuous job than my previous one. I certainly hope that Ray can take back the photography duties again next year.

The first race featured a triangle followed by a windward-leeward; this is commonly known as an Olympic course. On the first weather leg most of the skippers opted to play the left side of the course. Tim Condon and Austin Lysight took a long port tack to Southampton Shoal, however, and their gamble paid off handsomely. They rounded the weather mark far in the lead of the pack, and finished in that order. Steve Gould was third, Dick Clark fourth, and Leland Pollard fifth.

In this race there was a tie for seventh place between Mark Wilson and Chris Gould. Ties are very unusual in yacht racing. I was the official scorekeeper, so I checked our rules but could find nothing on this point. I then referred to the N.A.Y.R.U. rules and found that in case of a tie, the two boats are awarded the average of the place they tied for (seventh) and the succeeding place (eighth). Mathematically, it appears like this: $\frac{7 + 8}{2} = 7\frac{1}{2}$

This only proves that some of my arithmetic is still with me.

The second race was a windward-leeward sailed in slightly lighter winds than the first race. The first five were:

- | | |
|------|----------------------|
| 1st. | Chris Gould - 267 |
| 2nd. | Austin Lysight - 454 |
| 3rd. | Dick Clark - 482 |
| 4th. | Tim Condon - 508 |
| 5th. | Doug Baird - 408 |

There were three protests filed in this race. One of the skippers was over early and failed to come back for a proper start. As he came in first at the end of the race, he was naturally unhappy to be awarded a much lower position. He countered by protesting the Race Committee but did not prevail. The Protest Committee worked many hours in deciding that the protest would be disallowed.

A Gold Cup course was set for the third race on Saturday. The wind was somewhat stronger than on the preceding day. It was in this race that Lysight took a disastrous ninth which eventually cost him the series. Austin had done so well in the first and second races by staying to starboard of a straight line to the weather mark that he decided to try it again. It didn't pay off this time, however, as the wind had shifted somewhat to port. For that reason he oversteered and was way back at the weather mark. Only his superb sailing got him a

(continued next page)



The start that put Umland in a winning position for race number 3.

ninth, which wasn't bad under the circumstances. The first five in the third race:

- | | |
|------|-------------------|
| 1st. | John Umland - 456 |
| 2nd. | Chris Gould - 267 |
| 3rd. | Tim Condon - 508 |
| 4th. | Steve Gould - 293 |
| 5th. | Doug Baird - 408 |

This was a wonderful win for Umland because his best in the other four races was a thirteenth. It is an indication that with more experience he will be a real contender.

The fourth race was (to me) the most interesting race of the series. The wind was holding around 18-20 knots. The water was lumpy. The boats hobby-horsed going to windward but made good time. I was on the stake boat, and when the R.C. boat indicated the course we moved to windward and stayed near the windward mark. As it was to be left to starboard, I told the other seven aboard our boat that the rounding would be very interesting and possibly a little hairy. It was both. About five or six boats were forced into the mark and forced to reround. It was doubtful that approaching the mark on the starboard tack was any advantage. I strongly advise that courses should always require the yachts to leave the windward mark to port. It's much safer for everyone. The first five in the fourth race:

- | | |
|------|----------------|
| 1st. | Austin Lysight |
| 2nd. | Doug Baird |
| 3rd. | Lloyd Greeno |
| 4th. | Tim Condon |
| 5th. | Chris Gould |

The fifth race was somewhat of an anti-climax. It was primarily a match race between Condon, who had a two-point series lead, and Lysight. Tim led all the way by a good margin. Lysight was second, Steve Gould third, Dick Clark fourth, and Doug Baird fifth.

The first five in the final standings, then, were:

- | | |
|------|------------------------------|
| 1st. | Tim Condon - Stillwater |
| 2nd. | Austin Lysight - Los Angeles |
| 3rd. | Chris Gould - Monterey |
| 4th. | Doug Baird - Fresno |
| 5th. | Leland Pollard - Richmond |

Tim had been knocking at the door for many years, and his win was a very popular one. The series revealed some new championship prospects in Lysight, Chris Gould, and Leland Pollard.

The host fleet and Richmond Yacht Club did a terrific job and are to be commended. I hope it isn't another sixteen years before our next visit with them.

Next year we go to Los Angeles. We hope all of you will be there for good sailing and good social gatherings.

--George Rosman

As cold steel wheels upon the granite grind,

And the laden cart begins to roll

And lurch down the cobbled path,

The golden god exacts his fateful toll.

Graceful sloops locked in mortal combat lay,

Hard on the wind and close and hot

Then slowly at first but gathering way

One is transformed...the Juggernaut!!

Steel and fiber, flesh and bone

In unity forged (like that ancient cart)

As it tears through the fleet to stand alone.

Supreme and unstoppable from the start.

Beware the Juggernaut, my love,

Lord of the Ocean, Bay and Lake,

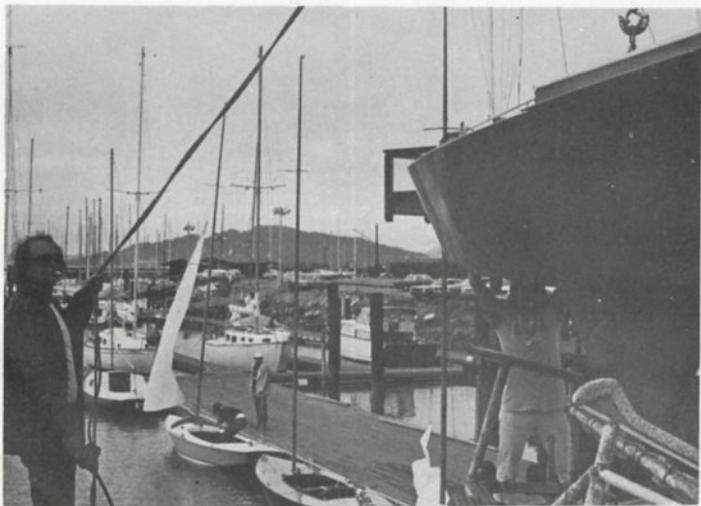
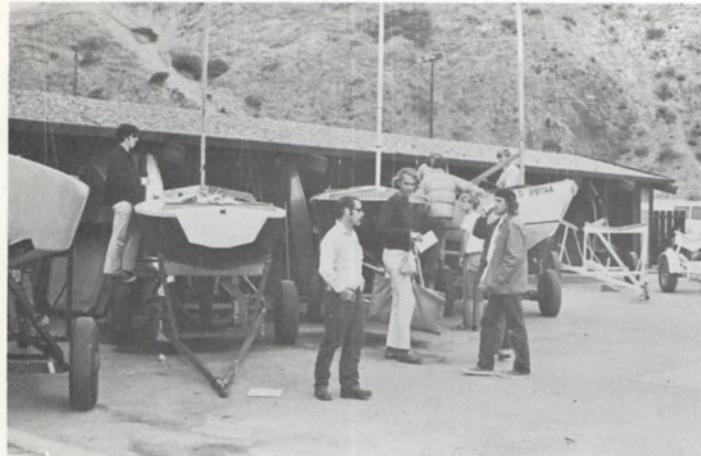
Who smiles benignly from above

And leaves you broken in his wake.



RESULTS OF CHAMPIONSHIP SERIES

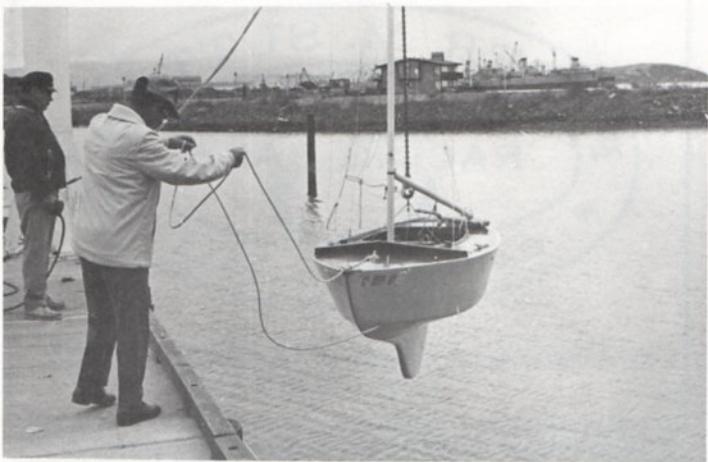
Place	Boat Number	Boat Name	Fleet	Skipper	Crew	Finishes					Total Points
1	508	"Juggernaut"	Stillwater	Tim Condon	Dick Hayes	3/4	4	3	4	3/4	12 1/2
2	454	"Outasight"	Los Angeles	Austin Lysight	Richard Nix	2	2	9	3/4	2	15 3/4
3	267	"Lurch"	Monterey	Chris Gould	Brick McIntosh	7 1/2	3/4	2	5	7	22 1/4
4	408	"Frenzy II"	Fresno	Doug Baird	Jim DeRemer	6	5	5	2	5	23
5	505	"Sloopy II"	Richmond	Leland Pollard	Bill Worden	5	6	6	6	6	29
6	293	"Mehitabel"	Monterey	Steve Gould	John Kedzior	3	DNF	4	9	3	45
7	482	"Rufescent Rhubarb"	Monterey	Dick Clark	Mike Porvaznik	4	3	11	DNF	4	48
8	415	"Duet"	Los Angeles	Lloyd Greeno	Randy Ogden	12	12	17	3	10	54
9	524	"Carrier"	Peninsula	Pax Davis	Pax Davis Jr.	14	8	14	10	13	59
10	252	"Bandersnatch"	Monterey	Mark Wilson	Kim McCoy	7 1/2	15	7	DNF	8	63 1/2
11	532	"Panic"	Stillwater	Chris Clark	Dave Brock	9	7	DNF	12	9	64
12	397	"Splinters"	Balboa	Ted Lindley	Janet Blucher	11	9	18	7	19	64
13	273	"Bondo Baby"	Richmond	Don Whelan	Lester Moore	17	16	8	13	21	75
14	387	"Deirdre"	Richmond	Mark Dowley	Bill Ryan	21	18	12	8	16	75
15	456	"Rubber Ducky II"	Peninsula	John Umland	Warren Wheaton	DNF	13	3/4	18	20	78 3/4
16	391	"Sundancer"	Peninsula	Chips Conlon	Larry Fallstrom	16	19	13	11	22	81
17	198	"Long Day"	Sausalito	Steve Mason	Jim Theile	DNF	11	10	17	23	88
18	231	"Faugh A Ballagh"	Peninsula	Al Kirk	Dee Kirk	13	21	15	DNF	15	90
19	136	"Serendipity"	Santa Barbara	Ed Vernon	Barbara Vernon	18	DNF	16	14	17	91
20	1	"El Primero"	Stillwater	Pat Bray	Danny Day	19	17	DNF	16	14	93
21	151	"Babs"	Peninsula	Flemming Blucher	Tina Blucher	15	22	19	19	18	93
22	308	"Flood Tide"	Richmond	John Hall	Bill Kimley	20	10	DNF	DNF	11	94
23	386	"Lolly Pop"	Sausalito	Henry Mettier	Ron Potts	10	20	DNF	DNS	12	96
24	474	"Bullwinkle"	Stillwater	Peter Muhs	Charlie Coleman	23	14	20	15	DNF	99
25	338	"Orion"	Santa Barbara	Bill Ryon	Gene Serex	24	24	21	20	25	114
26	195	"Avina"	Richmond	Lee Lennoye	Dick Greg	22	23	22	DNF	26	119
27	185	"Poseidon"	Monterey	Dave Morris Jr.	Dave Morris Sr.	25	25	DNF	21	24	122



MCYRA approved
Mercury Sloop Keels
William L. MacDonald
 65 Glen Ellen Drive, Ventura, Calif.

WINNERS OF PAST CHAMPIONSHIP SERIES

1947 at Stanislaus	James Wyatt of Fresno
1948 at Los Angeles	Bill Jacobs of Los Angeles
1949 at Fresno	John Hooper of Sausalito
1950 at Sausalito	Henry Mettier of Sausalito
1951 at Balboa	Rob Gaestel of Merced
1952 at Merced	Rob Gaestel of Merced
1953 at Stillwater	Rob Gaestel of Merced
1954 at San Pedro	John Koenig of Sausalito
1955 at Richmond	Al (Smitty) Smith of Los Angeles
1956 at Merced	Rob Gaestel of Merced
1957 at Balboa	Roy Ashley of Sausalito
1958 at Fresno	Ed Mills of Los Angeles
1959 at Sausalito	Doug Baird of Stillwater
1960 at Santa Barbara	Ed Wellington of Coronado
1961 at Coronado	John Kenick of Coronado
1962 at Stillwater	Doug Baird of Stillwater
1963 at Los Angeles	Bill Lannan of Santa Barbara
1964 at Fresno	Holden Sanford of Fresno
1965 at Ventura	Roger Roessler of Santa Barbara
1966 at Sausalito (a tie)	Pat Bradley of Fresno Dick Thompson of Peninsula
1967 at Peninsula	Doug Baird of Fresno
1968 at Santa Barbara	Doug Baird of Peninsula
1969 at Stillwater	Doug Baird of Peninsula
1970 at Ventura	Roger Roessler of Santa Barbara
1971 at Richmond	Tim Condon of Stillwater

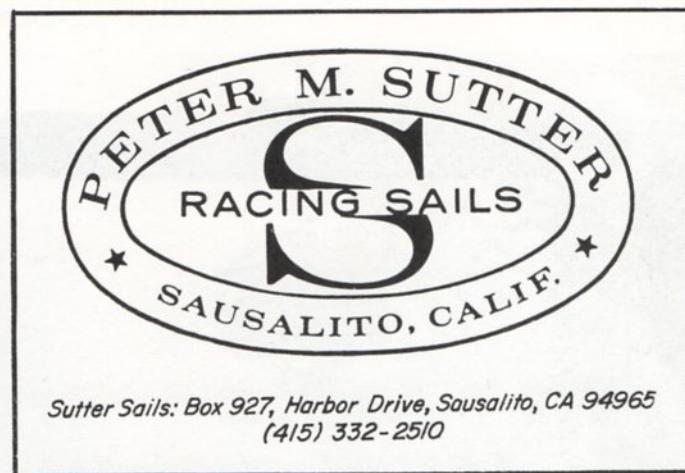


Upper L - Before the race.

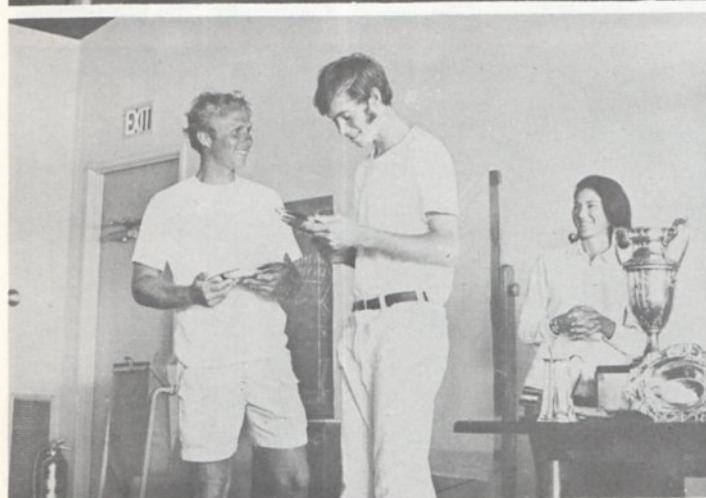
Upper R - Annual MCYRA dinner
Middle R - Ted Lindley receiving
Rosman Trophy.

Lower - #508 L and #454 R

(continued next page)



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INVITATIONAL REGATTAS

NORCAL Regionals

The 1971 Northern California Regional Championships was a tremendous success, involving over fifty boats in a sixteen race series. All six of the Northern California fleets sponsored race dates; the winner was determined on the basis of his best ten out of sixteen races.

The series started on April 10 at Lake Merced in San Francisco with twenty-five eager Mercury skippers ready to do battle for an early lead in the series. As the first boats were launched, the wind built up to a steady thirty knots. White caps covered the entire surface of the normally peaceful and protected lake, which lies just outside Golden Gate Park. It was decided by a number of skippers that it would be a better day for a sailing seminar and a visit to the nearby zoo than for competitive racing. Dick Thompson gave an informative talk to a group of sailors on mast tune and heavy weather sailing, and it was agreed to make up the races later in the season.

The first races to be sailed, therefore, were held on May 8 in Richardson Bay, sponsored by the Sausalito fleet. Fleet Captain Henry Mettier did a fine job running the races, and the wind, though light, was as steady as could be expected for Richardson Bay. Doug Baird with a third and a first, and Leland Pollard with a first and a fourth got off to an early series lead over their twenty-three competitors.

The next two races were scheduled on May 30 at Stillwater. Thirty boats turned out, but again heavy weather forced the cancellation of one of the races. The one race which was held was won by Baird, followed by Dick Clark and Chips Conlon. Most of the skippers remained for the weekend to compete in the Stillwater Commodore's Invitational Regatta.

On the following weekend the Regionals moved to Lake Yosemite in Merced for a three-race day (in order to make up one of the previously cancelled races). The Fresno fleet provided plenty of beer and good company, and it proved to be a very memorable day of racing. At the start of the first race, most of the skippers were watching Rob Gaestel show them the way around his lake, and failed to notice Mark Wilson, a relative newcomer, sail through the fleet and win the race. Baird took the second race, and Dick Clark won the third.

On June 19 the Richmond fleet sponsored three races at the Encinal Yacht Club on the Alameda Estuary. Brisk winds and short courses made for an exciting day of racing. Baird won two more races, putting himself almost out of reach in first place. The third race was won by Paxton Davis.

The Richmond fleet sponsored the next installment of the series as well, this time in their home waters off Richmond Y.C. on July 31. These races were viewed by many skippers as an important tune-up event for the upcoming Nationals. The Gould brothers, who hadn't made any of the Regional races thus far, were both out. Chris got off to a remarkable lead in the first race, but had failed to remember a course sheet. This cost him the race when he rounded the weather mark with a substantial lead and then set off in the wrong direction downwind. Chris salvaged a second behind the consistent Baird. The winds in this race were a steady 15-20 knots; they lightened somewhat for the second race, which turned out to be one of the most exciting for the leaders, Steve Gould, Dick Clark and Pax Davis. They finished in that order after an extremely close battle all the way around the two lap course.

The Monterey fleet, in conjunction with the Monterey Peninsula Y.C., hosted the next race day, which was well attended and sailed under ideal weather conditions. Tim Condon, making his first appearance in the Regionals, showed up with Dick Hayes crewing for him and won both races. The potential of this combination was not fully realized until the Nationals a few weeks later. Following Condon in the first race were Clark and Davis, and in the second race Steve Gould and Baird.

At this point Baird and crew Jim DeRemer had already won the series on the basis of their best ten out of thirteen races. Doug had six firsts, two seconds and two thirds to make him undisputed Northern California Champion. The other top positions were still undecided with Dick Clark and Pax Davis in a close battle for second place. Mark Wilson and Flemming Blucher were still within reach, but a little further back.

The series was concluded on September 18 with three races held at the Palo Alto Yacht Club. Steve Gould and ever-smiling crew John Kedzior won all three races, and Baird remained in the top of the fleet even though his position was not threatened. That evening all participants were invited to the home of the Flemming Bluchers for the annual Regionals party.

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Melita served a delicious chicken dinner; there were trophies for the winners and an unending supply of beer for everyone. The final tally showed an even fifty boats participating, and it was a most memorable series for all those involved.

The first five were as follows:

1. 408 Doug Baird Jim DeRemer (Fresno)
2. 482 Dick Clark Mike Porvaznik (Monterey)
3. 524 Paxton Davis Paxton Davis Jr. (Peninsula)
4. 252 Mark Wilson Kim McCoy (Monterey)
5. 151 Flemming Blucher Tina Blucher (Peninsula)

--Dick Clark



Lake Yosemite



NorCal winner - #408 Doug Baird

NORCAL RESULTS

Place	Boat No.	Skipper	Fleet
1	408	Doug Baird	Fresno
2	482	Dick Clark	Monterey
3	524	Pax Davis	Peninsula
4	252	Mark Wilson	Monterey
5	151	Flemming Blucher	Peninsula
6	6	Dick Hayes	Peninsula
7	308	John Hall	Richmond
8	391	Chips Conlon	Peninsula
9	387	Mark Dowley	Richmond
10	195	Lee Lennoye	Richmond
11	231	Al Kirk	Peninsula
12	293	Steve Gould	Monterey
13	512	Bill Worden	Richmond
14	505	Lee Pollard	Richmond
15	198	Steve Mason	Sausalito
16	215	Steve Ruttschow	Monterey
17	133	Bob Saletta	Richmond
18	530	Ken Keefe	Sausalito
19	358	Duncan Abbott	Sausalito
20	273	Don Whelan	Richmond
21	474	Peter Muhs	Stillwater
22	509	Vaughn Ball	Peninsula
23	508	Tim Condon	Stillwater
24	267	Chris Gould	Monterey
25	523	Gene Wilner	Peninsula
26	455	Hamilton Clark	Peninsula
27	376	Harrie Day	Sausalito
28	23	Dick Gaestel	Peninsula
29	448	Ed Anderson	Sausalito
30	139	Dave Sage	Fresno
31	20	Rob Gaestel	Peninsula
32	467	Ed Holden	Richmond
33	418	Greg Loscher	Peninsula
34	99	Tom Clark	Sausalito
35	35	John Thompson	Peninsula
36	519	Berkeley Ward	Peninsula
37	22	Dick Thompson	Peninsula
38	1	Pat Bray	Stillwater
39	532	Chris Clark	Stillwater
40	131	Bill Crowder	Peninsula
41	185	Dave Morris	Monterey
42	456	John Umland	Richmond
43	291	Mark Raggett	Stillwater
44	461	Charles Snorf	Stillwater
45	27	Shirley Converse	Monterey
46	443	Kent Clark	Stillwater
47	200	Ken Thompson	Monterey
48	268	Dan Day	Stillwater
49	504	Jim Dunn	Stillwater
50	382	Dick Catlin	Stillwater



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SoCal

The 1971 Southern California Regional Championship Series was a most successful one, particularly in terms of bringing out boats that hadn't been seen in a number of years. The Santa Barbara fleet, under the direction of Bill Ryon, was largely responsible for getting forgotten boats out of storage spots.

The Regionals consisted of six race dates of three races each, starting in May and finishing in November. Each skipper threw out five races, so everyone had a chance even if forced to miss a weekend.

The first series was held at Santa Barbara. Taking time out from school, Bill Lannan came through with a first and two seconds, taking the lead in the opening series.

The second race date was at Balboa. Although the turnout was light, competition was keen and the participating sailors enjoyed an excellent weekend of racing. Bill MacDonald managed to come out on top in this series.

The third race date was at Cabrillo Beach. Hurricane Gulch was acting up as usual, and by the time the second race was over only one boat was still intact and ready to race (Lloyd Greeno, of course, with his famous telephone pole mast). The balance of the fleet had broken down or dropped out.

Santa Barbara hosted the fourth race date and again turned out a large fleet of Mercury sailors. It seems as though Roger Roessler and Jack Nerdrum made some prior arrangement that allowed Roger to win all three races and Jack to take three seconds.

The Regionals returned to Cabrillo Beach for the fifth race date. Again, a race was cancelled due to extreme weather. George Patterson captured the two races which were completed with his newly completed "Tilt."

The last race date was at Ventura with another great turnout. The races were held primarily inside the harbor, producing many exciting moments with so many boats trying to round marks at the same time. Jack Nerdrum made use of his local knowledge and won this series.

The over-all winner of the series, by a healthy margin, was A.B. Smith of Los Angeles. Although not winning any of the individual regattas, Smitty sailed consistently at the top and outlasted his closest competitors in "Debutante."

Place	Boat No.	Skipper	Fleet
1	400	A.B. Smith	Los Angeles
2	466	Roger Roessler	Santa Barbara
3	348	Bill MacDonald	Balboa
4	338	Bill Ryon	Santa Barbara
5	477	Jack Nerdrum	Ventura
6	397	Ted Lindley	Balboa
7	415	Lloyd Greeno	Los Angeles
8	454	Austin Lysight	Los Angeles
9	412	Preston Lane	Ventura
10	525	George Patterson	Los Angeles
11	414	Jack Hoggard	Santa Barbara
12	490	Warren Williamson	Ventura
13	324	Richard Nix	Los Angeles
14	286	Bill Lannan	Santa Barbara
15	417	Dick Miller	Ventura
16	471	Joe Balasco	Ventura
17	13	S. Herman	
18	46		
19	392	Bill Doherty	Los Angeles
20	484	Wes Hover	Santa Barbara
21	160	Paul Wienpahl	Santa Barbara
22	157	Stedman Gould	Los Angeles



Travel Trophy Series



ROSMAN TRAVEL TROPHY

A heavy schedule of racing in many localities throughout the year is perhaps one of the strongest attractions of the Mercury class. Many Mercury owners, in addition to their regular fleet racing, actively trail their boats to a wide variety of invitational regattas and other events. Trailering gives these sailors a chance to sharpen their skills in less familiar waters against the very best competition. The invitational events also provide an enjoyable opportunity for Mercury sailors from different areas to meet with one another, share stories, and exchange ideas.

The rapid rise in popularity of trailering in the fifties and early sixties led our present Chief Measurer, George Rosman, to conceive of the Travel Trophy, to be awarded to the Mercury skipper compiling the best record in invitational regattas. As originally established, the Travel Trophy Series included one regatta sponsored by each fleet in the MCYRA. The winner was the skipper compiling the best average in any three regattas. The first Travel Trophy was awarded in 1963 to Holden Sanford of Fresno.

Recently the Travel Trophy Series was modified by limiting the event to five designated regattas. It was felt that this would foster greater head to head competition among the leading contenders. The scoring system was altered at the same time to encourage participation in all of the regattas. Different regattas are designated as Travel Trophy events on alternate years so that each fleet may sponsor a Travel Trophy regatta.

In the current season the series consists of the Labor Day Regatta at Stillwater, the Sausalito Homecoming Regatta, the Midwinters at Cabrillo Beach, the Semana Nautica Regatta at Santa Barbara, and the High Sierra Regatta on Huntington Lake. With three regattas completed and two left to go as the Yearbook goes to press, Steve Gould holds a comfortable, but not insurmountable, lead over a closely bunched group of boats scrambling for second place.

The tentative schedule for the 1972-73 Travel Trophy Series starts with the Fiesta de la Marina at Ventura on Labor Day, followed by a November invitational at Monterey, the Millerton Regatta in March, the Memorial Day Regatta at Balford finally the Santa Cruz Invitational in June.

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1971 LABOR DAY REGATTA PEBBLE BEACH

FIRST PLACE
BILL WORDEN and LELAND POLLARD

Labor Day

The twenty-second annual Stillwater Labor Day Regatta was, as usual, a tremendous success. Under the direction of Regatta Chairman Oliver Wood and Commodore Peter Muhs the series could have been flawless had the weatherman cooperated.

On Saturday too many anxious skippers boarded the "Ergenstrasse" for the famous "Tour de course" which had to be called short when the bucket brigade was unable to keep up with the water being taken aboard through the outboard well. Following the "Tour de course" was the traditional tune-up race where anything goes as far as modifications to the rigs. Colorful staysails and spinnakers made for a beautiful sight on Carmel Bay on that hot summer day, although lack of wind prevented almost half the fleet from finishing. Pax Davis managed to drift around the course slightly faster than the rest of the fleet to win the tune-up race.

By the time people started to arrive at Matt and Mimi Jenkins' 20th annual cocktail party, the balmy summer weather had been displaced by thick fog, and the spectacular view of fifty Mercuries resting at anchor was not to be enjoyed that evening. The party, of course, was as beautifully done as ever, and was highlighted by the presentation of a tremendous loving cup to Matt and Mimi Jenkins for twenty years of gracious hospitality.

Sunday morning the fog still hung heavy, and lack of wind caused an hour postponement of the first race. A few skippers had little faith in the wind filling in and remained on the dock while others rigged their boats and headed for the starting area. When the southerly finally came up these pessimistic skippers found themselves unable to get to the starting line on time. At the sound of the gun the fleet headed toward Point Lobos, and the race turned out to be a good one. Lee Pollard's Sloopy II led the fleet around the course followed by Doug Baird's Frenzy Too and Paxton Davis' Carrier.

Race number two, also scheduled for that day was postponed until Monday after 5 general recalls when the giant fleet continually tried to jump the gun. After the fifth recall the wind had again died and the fog returned.

Sunday evening the Stillwater Yacht Club provided a hamburger barbecue with lots of beer and live music by the pool at the Beach Club.

On Monday a fresh breeze and beautiful sunshine made for some great racing. In spite of Pollard falling overboard, Lee Pollard and Bill Worden were able to capture another first, this time followed by Chris Gould with his sailmaker crew Steve Haarstick. Chris Clark sailing his new boat was third and Austin Lysight fourth. The final race also held under ideal conditions was won by Chris Gould with Doug Baird second and Steve Gould third.

Trophy winners were: 1st Lee Pollard, 2nd Doug Baird, 3rd Chris Gould, 4th Steve Gould, and 5th Tim Condon. Lee Pollard was also presented with the (C. Paxton Davis) man overboard trophy, and, of course, glasses were given to all participants. Labor Day remains THE Regatta.



Labor Day winner - #505 Lee Pollard

LABOR DAY REGATTA-Sept. 4-6, 1971 - STILLWATER

Place	Boat No.	Skipper	Fleet
1	505	Lee Pollard and Bill Worden	Richmond
2	408	Doug Baird	Fresno
3	267	Chris Gould	Monterey
4	293	Steve Gould	Monterey
5	508	Tim Condon	Stillwater
6	340	Van Yates	Stillwater
7	524	Pax Davis	Peninsula
8	482	Dick Clark	Monterey
9	386	Hank Mettier	Sausalito
10	391	Chips Conlon	Peninsula
11	348	Bill MacDonald	Balboa
12	151	Flemming Blucher	Peninsula
13	428	John Grether	Ventura
14	6	Dick Hayes	Peninsula
15	215	Tim Cordrey	Monterey
16	396	Oliver Wood	Stillwater
17	252	Mark Wilson	Monterey
18	463	Tom McCullough	Stillwater
19	337	Bart Alford	Member at large
20	532	Chris Clark	Stillwater
21	454	Austin Lysight	Los Angeles
22	456	John Umland	Richmond
23	198	Steve Mason	Sausalito
24	504	Jim Dunn	Stillwater
25	268	Dan Day	Stillwater
26	231	Al Kirk	Peninsula
27	400	A. B. Smith	Los Angeles
28	455	Hamilton Clark	Peninsula
29	357	Dan Lewis	Monterey
30	474	Peter Muhs	Stillwater
31	308	John Hall	Richmond
32	5	Lee Gould	Stillwater
33	291	Mark Raggett	Stillwater
34	1	Pat Bray	Stillwater
35	320	Corvin Stine	Stillwater
36	461	Charles Snorf	Stillwater
37	195	Dick Gregg	Richmond
38	288	Tiger Clark	Stillwater
39	443	Holden Sanford	Fresno
40	273	Don Whelan	Richmond

Place	Boat No.	Skipper	Fleet
41	301	Tom Brunner	Monterey
42	330	Jan Belza	Stillwater
43	27	Shirley Converse	Monterey
44	32	Gerry Martin	Stillwater
45	185	Dave Morris	Monterey
46	298	John Flemming	Richmond
47	530	Ken Keefe	Sausalito
48	410	John Verbitsky	Richmond

Homecoming

October 23 & 24, 1971

As one of the oldest Mercury Invitationals, the Sausalito Fleet's Homecoming Regatta is filled with tradition. Each fall Mercuries from all over the state arrive to compete on Richardson Bay, the waters for which the Mercury was designed over thirty years ago.

In 1971 there were 21 entries from eight fleets, and the competition was of the highest caliber. Tim Condon proudly hoisted his recently earned gold emblem for the first time on Saturday morning but had it come tumbling down along with the mast on the way to the starting line. Five time Nationals winner Doug Baird was also present, but a foul put "Frenzy Too" out of contention.

The first race got started in a brisk San Francisco Bay breeze. Ted Lindley led at the first weather mark followed by Lee Pollard and Doug Baird. On the reach, however, a little luffing duel took Dick Clark and Steve Gould into a favorable current, much to their surprise, and they found themselves getting to the mark first. Clark eventually went on to win the race followed by Baird and Gould. The second race proved to be a close battle for the lead between Dick Clark, Chris Gould, and Steve Gould--ending up in that order.

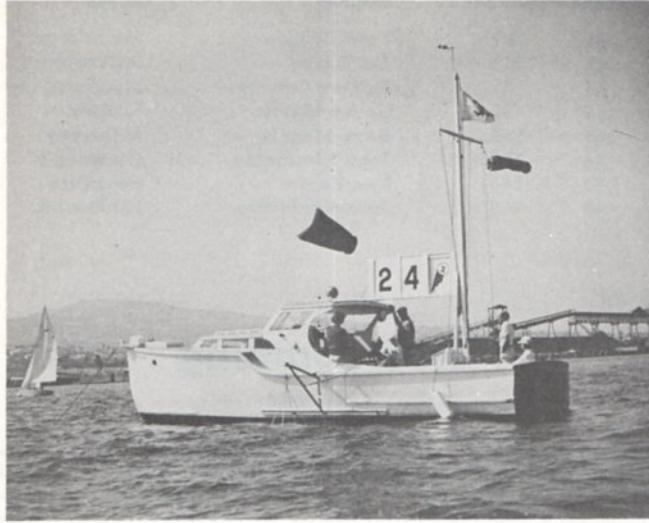
Following Saturday's races free beer was served at the hoist area prior to cocktails and a steak barbecue at Sausalito Yacht Club. Excellent entertainment was provided in the form of the "Frisco Kidd" and his famous magician's act and an outstanding rock band. In keeping with the Sausalito fleet's tradition of fine hospitality, following the Yacht Club party Fleet Captain Henry Mettier invited the group to his home. There the party continued until not too many hours before the start of the third race. This possibly contributed to the disastrous eighth taken by Saturday's leader in the final race.

Sunday's race was sailed in lighter airs which Mehitable found to her liking. Steve Gould and John Kedzior sailed off to a decisive victory. Second was taken by Steve Mason, sailing his new boat for the first time, followed by Ted Lindley and John Grether.

Beautiful trophies were presented to the top five in the series, and Ted Lindley became a winner of the C. Paxton Davis man-overboard trophy during the regatta.

HOMECOMING REGATTA-Oct. 23-24, 1971 - SAUSALITO

Place	Boat No.	Skipper	Fleet
1	293	Steve Gould	Monterey
2	482	Dick Clark	Monterey
3	397	Ted Lindley	Balboa
4	524	Paxton Davis	Peninsula
5	534	Steve Mason	Sausalito
6	386	Henry Mettier	Sausalito
7	348	Bill MacDonald	Balboa
8	428	John Grether	Ventura
9	443	Chris Gould	Monterey
10	358	Duncan Abbott	Sausalito
11	533	John Hall	Richmond
12	387	Mark Dowley	Richmond
13	376	Harrie Day	Sausalito
14	408	Doug Baird	Fresno
15	456	John Umland	Richmond
16	267	Lee Gould	Stillwater
17	530	Ken Keefe	Sausalito
18	139	David Sage	Sausalito
19	505	Leland Pollard	Richmond
20	231	Al Kirk	Peninsula
21	508	Tim Condon	Stillwater



Committee boat - Cabrillo Beach Y.C.

Mid-Winter Regatta

The 1972 Cabrillo Beach Midwinter Regatta featured good racing, a great party, and a truly outstanding practical joke. Sixteen boats were entered, including four from Northern California, and the fleet was heavily loaded with many of the top sailors in the class. The first major regatta since the Race of Champions in October, many skippers arrived in Los Angeles anxious to get off to a good start in the '72 season and to accumulate points in the important Rosman Travel Trophy Series.

Saturday's races were sailed under overcast skies with steady winds of at least fifteen knots, gusting at times to perhaps twenty. At the start the fleet jammed up at the favored weather end and flopped quickly to port after the gun to look for the port tack header inshore. Jack Nerdrum and Austin Lysight were able to get onto the port tack first, but Steve Gould, a little further offshore, came out ahead when they reached the lay line, and rounded the weather mark first. Lysight got by Nerdrum off the wind, but was unable to catch Gould in the short (once around triangle) course.

The second race again found the fleet bunching at the weather end of the line and flopping to port quickly after the start. Nerdrum, with Doug Baird crewing, made another perfect start at the flag and was the first to tack, this time closely pursued by Chris Gould and crew Chet Cordrey. As in the first race, however, Steve Gould with crew Mike Povaznik mini-hiking the whole leg, gradually worked into the lead and went on to win again, followed by Nerdrum, Tim Condon, and Chris Gould.

The Los Angeles fleet hosted a really excellent party that evening at the home of the John Doyles. Cocktails and steaks were in plentiful supply, and both were consumed in great quantities.

On Sunday a thick fog enveloped the Los Angeles Harbor, forcing cancellation of the final race. That left Gould in first, Nerdrum second, Lysight and Condon tied for third, and Paxton Davis fifth. Lysight was awarded the third place on the basis of his second in the first race.

The series was highlighted by a furious duel between George Patterson and Tim Condon, who didn't say a lot to each other during the weekend but certainly seemed to pay close attention to each other's activities on the race course. It seems that Tim's secretary received a message a few days before the regatta from a Mr. Patterson, suggesting that Tim was over the

hill as a competitive skipper and would receive a severe drubbing should he show up in Los Angeles to race. And George's secretary apparently received a phone call from a Mr. Condon about the same time, requesting that she inform her boss that he was anything but a competent sailor, and he would be taught a painful and humiliating lesson by the new National Champion if he dared put his boat in the water that weekend. Not unpredictably, therefore, Condon and Patterson stayed glued to each other throughout the races on Saturday. Not until Sunday afternoon did they find out that they had each received a message--through their secretaries--and that the caller had really been none other than Doug Baird!

Place	Boat No.	Skipper	Fleet
1	293	Steve Gould	Monterey
2	477	Jack Nerdrum	Ventura
3	454	Austin Lysight	Los Angeles
4	508	Tim Condon	Stillwater
5	524	Paxton Davis	Peninsula
6	525	George Patterson	Los Angeles
7	400	A. B. Smith	Los Angeles
8	403	Park Densmore	Los Angeles
8	415	Lloyd Greeno	Los Angeles
8	466	Roger Roessler	Santa Barbara
11	397	Ted Lindley	Balboa
11	267	Chris Gould	Monterey
13	338	William Ryon	Santa Barbara
14		I. Collins	
15	157	J. Gould	Los Angeles
16	428	John Grether	Ventura
16	324	Richard Nix	Los Angeles

FIRST TWELVE IN CURRENT ROSMAN TRAVEL TROPHY STANDINGS

BOAT	SKIPPER	PLACES	POINTS
293	Steve Gould	4 - 1 - 1	20
505	Leland Pollard	1 - 19 - S	10
508	Tim Condon	5 - 21 - 4	9
524	Paxton Davis	7 - 4 - 5	9
267	Chris Gould	3 - 9 - 11	9
408	Doug Baird	2 - 14 - S	8
482	Dick Clark	8 - 2 - S	8
454	Austin Lysight	21 - S - 3	7
397	Ted Lindley	S - 3 - 11	7
477	Jack Nerdrum	S - S - 2	6
428	John Grether	13 - 8 - 16	6
530	Steve Mason	23 - 5 - S	5

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Race of Champions

For the ninth consecutive year, an elite fleet comprised of past and present fleet and National Champions gathered in Santa Barbara to compete for the Lester G. Baldwin "Race of Champions" Trophy. This year the entry roster included fifteen of the top sailors in the class, perhaps a record for this series. Of the 15, four had the honor of wearing a golden Mercury wing on their sail, designating past winners of the National Championship. They were: A. B. Smith of Los Angeles, our 1955 champion; Bill Lannon of Santa Barbara, 1963 winner; Holden Sanford of Fresno, who won in 1964; and two-time winner in 1965 and 1970, Roger Roessler of Santa Barbara. Roger is to be commended on the outstanding job he did as chairman of this series.

As the group eagerly rigged their boats and prepared them for launching, quite a stir was created when George and Margaret Patterson of the L.A. fleet drove in with their brand new "Tilt." Immediately all conversation and activity centered around this new "machine" which had first been launched just a week before. #525 had already begun an impressive winning streak by taking several first places at the fleet level, which Austin Lysight had found most disturbing.

Under a rain of ashes from the raging Montecito fire the first race got started on schedule at 1300. As the fleet beat up the kelp beds in light to medium breezes, Patterson worked his way through the fleet and by the time he reached the weather mark had established a lead that looked unbeatable. As the rest of the fleet rounded the mark, some chose to run down on the starboard tack while others jibed over onto port to cover Patterson. On the downwind leg most of the fleet jibed numerous times in hopes of picking up a fresh breeze and reducing Patterson's remarkable lead. "Tilt," however, sailed steadily downwind then back to the finish line slightly increasing her lead. Lysight followed with a second, and Roessler was third.

The second race for Patterson was probably a monotonous repeat of the first. Again he worked away from the fleet on the first weather leg and sailed on to victory. He had never lost a race in his new boat. For the rest of the fleet this race proved to be exciting as well as frustrating. As the breeze lightened and became more variable, positions were constantly changing, downwind as well as to windward. On the downwind leg many of the stragglers caught up with the leaders; and for some, the leeward mark rounding became a nightmare. Preston Lane, Dick Clark and Austin Lysight all rounded together in a tight overlap situation which caused all three boats to lose way and leave the mark much wider than intended. As the boats sat Smitty and Ted Lindley rounded behind and continued to sail a hundred yards to windward while the original three were still drifting within three boat-lengths of the mark. Even after Clark and Lysight finally got going Shady Lane waited in the hole until the entire fleet had rounded and sailed away. Following Patterson at the finish line was Jack Nerdrum and again in third, Roger Roessler.

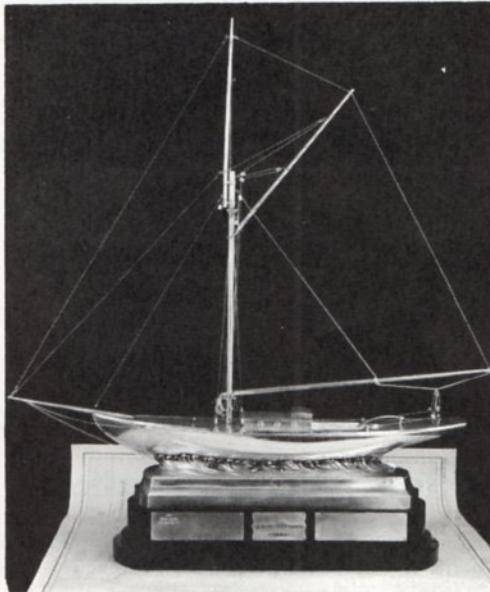
Sunday's final race got started, in thick fog and smoke, in the midst of a fleet of handicap racers starting on their time allowances. The start had to be postponed at one point when the race committee couldn't see the other end of the starting line. Eventually the fleet got going, and Roger and Florence Roessler finally put it together and established a considerable lead by the weather mark. Lysight and crew, Richard Nix, got their wish and were able to have a real boat-for-boat battle with their fleet rival George Patterson. Again, the fleet jibed back and forth

on the downwind leg with positions changing frequently. First at the finish line was Roger with Lindley taking second and Patterson third.

Les Baldwin was on hand after the race to present the beautiful perpetual sailing ship model to George and Margaret Patterson. The series was again a most exciting one and is becoming bigger and better each year. Competition in next season's fleet championships should be more intensive than ever as more skippers acquire a desire to qualify for this prestigious event.

1. Tilt	George Patterson	LA
2. Blue Mist II	Roger Roessler	SB
3. Outasight	Austin Lysight	LA
4. Rufescent Rhubarb	Dick Clark	M
5. Radiant	Jack Nerdrum	V
6. Splinters	Ted Lindley	B
7. Shady	Preston Lane	V
8. Debutante	A. B. Smith	LA
9. Black Jack	Jack Hoggard	SB
10. Orion	Bill Ryon	SB
11. Vaetan	Bill MacDonald	B
12. Ancient Pelican	Chuck Holton	V
13. ---	Holden Sanford	F
14. Umbriago	Bill Lannan	SB
15. Leslie	Dick Miller	V

--Dick Clark



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Semana Nautical

Semana Nautica was sailed under Santa Barbara's usual sunny skies and warm winds. Twenty boats gathered to try their talent against the shifty winds and mazes of kelp which make Santa Barbara such a challenging place to sail. Consistency paid off for Austin Lysight, who captured first place with finishes of 1-3-3. Leland Pollard finished a close second with 2-1-5. Jack Nerdrum, after a disastrous 11th in the first race, came back with a second and a first to take third place. He had misread local instructions in the first race, which send boats outside a large body of kelp. Chris Gould might well have finished among the top boats had he not fouled out of the second race.

It appeared throughout the series that the winning boats upwind were the ones who could keep getting inshore to the lifts and then extricate themselves from the kelp patches successfully. Downwind, boatspeed was the name of the game, and neither side of the course seemed to be favored. Winds were light and moderate, getting up to about fifteen knots on Saturday afternoon.

The Ed Vernons put on a fun cocktail and dinner party on Saturday night at their home, and the Santa Barbara Fleet did a great job of putting on this regatta. One of the great aspects of Semana Nautica is the myriad of different classes participating and making the marina bustle with the plethora of nifty little boats.

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High Sierra Regatta

Each year the Fresno Yacht Club hosts the popular High Sierra Regatta on Huntington Lake. The Mercury is one of the original classes in the event which now has over ten classes racing on two weekends. In addition, the Mercury is always one of the largest classes as Huntington is usually one of the highlights of the Mercury sailors' season.

In 1971 the week prior to the series saw numerous thunderstorms in the Sierras which brought high winds and plenty of rain. On Friday some of the early arrivals had an informal tune-up race which was abandoned due to strong winds and rain.

The first race Saturday began in a drifter, and the Mercuries quickly ghosted through the Day Sailer Fleet. It was fun for most Mercury sailors to sail past former Mercury owner Jim deRemer just after the start while Jim was doing a 360° in a Santana 22. To nobody's great surprise when the wind came up, Roger and Florence Roessler had established quite a substantial lead. At the finish line they were followed by Dale Knopf and Chris Gould.

Saturday's second race was postponed until Sunday when another thunderstorm blew over. That evening Mercury sailors were entertained by Fresno Y.C. Commodore and Mercury sailor, Dick Norton, at his cabin.

Sunday's races were held in the ideal conditions we all go to Huntington for--bright sunshine and a ten-knot wind blowing right down the lake. Mark Dowley showed the fleet the way around the course with apparent ease. Pax Davis and Ted Lindley came in a ways behind. The third and final heat was won by Austin Lysight, with Jack Nerdrum second and Francis Sanson third.

While the crowd waited after the series to see Ted Lindley accept his 1st place trophy, an error was discovered by the race committee which gave Roger Roessler his 6th victory in the High Sierra Regatta out of nine attempts. Lindley followed by 1/4 point. Austin Lysight was third, Pax Davis fourth, and Jack Nerdrum fifth.

ST. FRANCIS SPRING INVITATIONAL-March 11-12, 1972, S.F.

The St. Francis Yacht Club San Francisco Spring Invitational was enjoyed by twelve Mercury skippers and crews who experienced light to medium winds, a strong ebb tide, and on Sunday some heavy fog. The regatta was run off in expert fashion by the host club, which sports one of the most powerful bull horns I have ever heard. Two races were sailed on Saturday and two on Sunday. The wind delayed the start on Saturday, but soon all were off to a good start except 505 Lee Pollard who was just fooling about and was late to start. The strong ebb dictated an immediate tack onto port and out into the current. Judging when to tack back in the light air and strong current proved to be an important tactic. First to round the weather mark were 443 Steve Gould followed by 387, yours truly, Mark Dowley. The fleet headed into shore and out of the current. Going up the city front, 534 Pax Davis, with superior sailing (or was it local knowledge) moved into second place. After the leeward mark the first three positions remained unchanged, but 534 Steve Mason moved up to take fourth place with 456 John Umland fifth.

In the second race the lead boats at the weather mark were again Gould, Dowley, Davis, and Hall. Gould and Dowley elected after rounding to go out into the current and subsequently regretted doing so as at the leeward mark Davis, who stayed in to shore, had the lead closely followed by Pollard, who made a fine recovery from an early start. At the finish 443 and 505 moved ahead of the local expert 524, and they were followed home by 387 and Hall in 533.

Sunday's wind was stronger earlier but was accompanied by fog. The race committee sent the fleet to Harding rock on an interesting, very broad reach which was really a run. To offset the almost four-knot current one had to sail on a heading about 60° high of the mark. Davis did a fine job of leading the fleet through the fog and finding the mark. John Hall in 533 did a particularly fine job of judging this mark and sailing the next leg where he made up a loss of ground (or water) on 524. Davis won the race followed by Hall; Dowley, who fouled Pollard on the finish line; and Gould.

The last race, also in fog, saw much the same skippers in much the same places. Ken Keefe in 530 came through with a sound third place behind Davis and Pollard; he was followed by Gould and Hall. In the final analysis, it was Davis with 6 1/2, Gould 10 1/2, Pollard 15, Hall 18, and Umland 23. It was good to see Dana Billingsley 446 and John Flemming 298 out again. Also seen was J. Keefe in 198. A champagne reception, hosted by the St. Francis Y.C., was enjoyed by all after the racing.

Place	Boat No.	Skipper	Fleet
1	524	Paxton Davis	Peninsula
2	443	Steve Gould	Monterey
3	505	Leland Pollard	Richmond
4	533	John Hall	Richmond
5	387	Mark Dowley	Richmond
6	456	John Umland	Richmond
7	530	Ken Keefe	Sausalito
8	534	Steve Mason	Sausalito
9	198	J. Keefe	Sausalito
10	446	Dana Billingsley	Peninsula
11	298	John Flemming	Richmond
12	151	Flemming Blucher	Peninsula



(continued next page)

S.Y.R.A.

The Small Yacht Racing Association (S.Y.R.A.) was organized in 1957 to promote the best in small yacht racing in San Francisco Bay. Races are scheduled one per day, limited to twelve one-design classes of fixed keel design, and sailed in the open waters of San Francisco Bay off Richmond, Belvedere, Sausalito and San Francisco. The Mercury, one of the founding classes of the Association, has remained one of the active classes over the years.

It would be fair to state that any skipper interested in a thorough test of his boat, seamanship, racing skills, knowledge of Bay currents, persistence, etc., could not find a better opportunity than sailing the twelve S.Y.R.A. races offered each season. A wide variety of sailing conditions from drifters to gear busters, but mostly good sailing plus excellent race management, should be expected in the series. Experienced S.Y.R.A. sailors recommend a careful pre-season inspection of all equipment. Any gear in doubtful condition should be promptly repaired or replaced to insure against break-downs.

The 1971 Season saw 17 hopeful Mercury owners registered to compete in the twelve races scheduled between April 10 and September 26. The best ten out of the twelve events would determine the season's champion. Registered to sail in the series were eight boats from the Richmond fleet, six from Sausalito, and three from the Peninsula.

The first race of the 1971 season was sailed at the St. Francis Yacht Club on the San Francisco "City Front" with fair weather, winds of 10-20 knots, and a 6.3 mile course. Eleven Mercuries made the start, staying closely bunched on the beat up to Crissy Field Buoy. The final outcome of the race was determined on the run to Blossom Rock when the leaders on the first beat headed for Alcatraz hoping to ride a flood current. Leland Pollard 505 had studied his current charts and sailed down the beach closely followed by Al Kirk 231. Being indecisive, I sailed down the middle. An early ebb had created a reverse current on the beach which became all too apparent as we neared the leeward mark. Several favorable tacks on the beat back allowed me to pass Al to finish second behind Pollard. The rest of the fleet followed Al, lead by Pax Davis in 524 with Harrie Day 376 close behind.

Twelve Mercuries started the second race on the Richmond North Bay course in light winds. As the ebb current picked up, the wind slacked, leaving scores of boats short of the mark and gradually drifting towards Angel Island. A few skippers worked their boats slowly, patiently through the fleet until they drifted past the mark and were on their way in a favorable current. Pax Davis 524 was the first to get around the mark, and he went on to win the race. The other good drifters followed in this order: Leland Pollard 505, Henry Mettier 386, Harrie Day 376, and John Thomson 35.

Jumping ahead to the sixth race sponsored by the Corinthian Yacht Club, seven Mercuries started at Knox Buoy in a sail rattling twenty knot wind. As the wind continued to rise, foam blew off the top of a mean chop and water broke over the boats on each wave. Before reaching the Yellow Bluff mark one of my floorboards pulled out of the screws from water sloshing around in the bilge. On the reach to Harding Rock, water continued to break into the boat almost as fast as we could bail. On the run back, between surfing off waves, we counted Mercuries and could only find four boats left. Dick Thompson 22 withdrew on the second beat, probably for lack of foul weather gear. My crew Bill Kimley and I talked over dropping out but decided that our new aluminum mast and boom should outlast Pollard's wooden spars. We sailed and bailed on. The survivors were Pollard, Hall, and Thomson, in that order.

The next two races were held in Richardson Bay in those light conditions familiar to so many Mercury skippers. After a poor start in the seventh race, I took a chance and sailed a different course from the fleet. A fresh wind favored my position, and I rounded the second mark ahead of the fleet and held that position to the finish. Close behind were Pollard 505, Worden 512, Day 376, Mettier 386, and six other boats.

Two weeks later in similar conditions Duncan Abbott 358 showed nine other skippers that he could find the way too by winning the eighth race of the series. Pollard found Steve Mason the hard way, hiding behind his sails while on a port tack. That's enough to wreck your day! Following Duncan were Day, Worden, Hall, and Thomson.

The ninth race was held on the Richmond North Bay course on August 1st. We were able to test our new remote control bilge pump. We needed it! It was blowing hard enough to make it difficult to judge the effect of the currents. On the



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first leg of this race Bill Worden 512 tacked over to port with the intention of taking my stern. A wave forced him too close and our jumpers locked. As the boats pulled free Bill's mast tip broke off and my jumpers looked like a pair of antlers. We decided to sail on, take it easy and keep watching the mast. Going around the big waves must be faster than going through them. I sailed so carefully I got home first. Pax Davis 524 was close behind and enjoying the bailers in his new boat. He was followed by Al Kirk 231, John Thomson, and the rest.

The tenth race was held back at Knox Buoy with seven starters under sunny skies and periodically gusty winds. Steve Mason 198, followed by John Thomson 35, proved they knew the currents best by taking a commanding lead on the beat to Yellow Bluff and eventually crossing the finish line well in the lead. Hall and Lee Lannoye 195 limped across some time later, both having suffered gear failures of one sort or another, and there were several DNF's. It was still a clear, sunny day, smile. (Note to the fair sex: I had the pleasure and good support of a female crew in forty percent of the season's races, including the at times gusty race #10. From their comments, they enjoyed the excitement and found the physical demands well within their abilities.)

Thomas K. Perry

On the fifth of November 1971 Mrs. Thomas K. Perry of the Monterey Y.C. hosted a kick-off party at the Y.C. designating the start of the first annual Perry Memorial Winter Series. The party was a great success and, as the evening wore on, it became very apparent that everyone was really "up" for a good competitive series.

The next morning, all expectations were met as 23 enthusiastic skippers clashed in the beautiful weather so common to Monterey in the fall. It soon became very obvious that competition was the name of this series with none of the positions ever apparent until the final race was completed. With skippers like Steve and Chris Gould, Paxton Davis, Tim Condon, Doug Baird, Chris Clark, John Grether, and Tim Cordrey all mixing up the top positions in the individual races, the leads gained in the standings were very marginal, and with two throw-outs in the ten race series, no one was hurt if they couldn't make one of the race dates. And so it was, that towards the end of the series, leaders had emerged, but anything could still happen.

Steve and Chris Gould were indulging in a great sibling battle while Tim Condon moved frightfully close. Paxton Davis was by no means out of it, and just behind him was Chris Clark and John Grether in a virtual tie. After a very competitive winter, the last two races on March 5 were truly building into a climactic end to a wonderful series. Steve Gould fought frantically and managed to hold his lead against his brother Chris. Tim Condon came on very strong and moved into a dead tie with Chris, winning the second place position on a coin toss with Chris. Paxton Davis held his fourth place slot while Chris Clark barely edged by John Grether in the last leg of the final race to win the fifth place trophy.

Following the final race was an informal dinner and trophy presentation. Mrs. Perry was there to present the trophies she had graciously donated, and thanked all who participated and helped make the series a success. All who stayed for the dinner enjoyed a delightful evening relishing their moments in the series and looking hopefully towards next year's Perry Cup.

It was a great success in every way, and truly a great tribute to Tom Perry, who was involved in the Mercury so long himself. The Monterey fleet is proud to honor Tom Perry in such a successful series and looks forward to an even better series next winter.

Place	Boat No.	Skipper	Fleet
1	293	Steve Gould	Monterey
2	508	Tim Condon	Stillwater
3	267	Chris Gould	Monterey
4	524	Paxton Davis	Peninsula
5	532	Chris Clark	Stillwater
6	428	John Grether	Ventura
7	300	Tim Cordrey	Monterey
8	482	Mike Porvaznik	Monterey
9	456	John Umland	Richmond
10	185	David Morris	Monterey
11	252	Mark Wilson	Monterey
12	288	Tiger Clark	Stillwater
13	5	Kelly Robinson	Monterey
14	408	Doug Baird	Fresno
15	268	Danny Day	Stillwater
16	39	Tom Bradley	Fresno
17	320	Corvin Stine	Stillwater
18	463	Tom McCollough	Stillwater
19	455	Hamilton Clark	Peninsula
20	396	Oliver Wood	Stillwater
21	386	Henry Mettier Jr.	Sausalito
22	200	Ken Thompson	Monterey
23	215	Stephen Ruttschow	Monterey
24	301	Tom Brunner	Monterey
25	27	Dave Sparkuhl	Monterey



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1971 COMMODORE'S REGATTA

The Stillwater Yacht Club's 1971 Commodore's Invitational was a tremendous success with 32 participating boats. By the start of the first race, which also constituted a NorCal race, the fleet was decreased to 31. Steve Ruttschow (215) managed to maneuver his boat and trailer under a pine branch in the parking lot and unstepped his mast in two pieces.

The first race, sailed in rough 25 knot winds, saw two more masts come down. Doug Baird sailed Frenzy Too to victory in this heat. The second and third races, held on Monday (Memorial Day), were sailed in more moderate conditions. The fleet stayed remarkably close together in the second race and chaos erupted at the first leeward mark. Doug Baird and Dick Clark arrived neck and neck, both calling for room. Doug insisted the mark was to be left to port, while Dick was under the impression a starboard rounding would be proper. Too late to check course sheets, the two leaders rounded to port and seconds later realized they had been incorrect. While the two tried to unwind and make a proper rounding the entire fleet arrived screaming and colliding. Baird and Clark managed to get through without committing any fouls but ended up well back in the fleet. Mark Dowley went on to win the race by a considerable margin. Doug managed to work back up to second on the next lap. The third race was sailed over the same course and was won by Dick Clark with Baird close behind. A first and two seconds easily gave Baird the series win.

Mike Porvaznik hosted a barbecue on Saturday evening for the early arrivers, and the Stillwater Yacht Club held a beach party on Sunday evening, plus the exciting racing made the weekend quite enjoyable for all who attended.

Place	Boat No.	Skipper	Fleet
1	408	Doug Baird	Fresno
2	387	Mark Dowley	Richmond
3	482	Dick Clark	Monterey
4	524	Paxton Davis	Peninsula
5	512	Bill Worden	Richmond
6	22	Dick Thompson	Peninsula
7	252	Mark Wilson	Monterey
8	391	Chips Conlon	Peninsula
9	508	Tim Condon	Stillwater
10	6	Dick Hayes	Peninsula
10	443	Kent Clark	Stillwater
12	291	Jon Raggett	Stillwater
12	474	Peter Muhs	Stillwater
12	461	Charlie Snorf	Stillwater
15	267	Lee Gould	Stillwater
16	1	Pat Bray	Stillwater
17	448	Ed Anderson	Peninsula
18	131	Bill Crowder	Peninsula
19	231	Al Kirk	Peninsula
20	463	Tom McCullough	Stillwater
21	396	Oliver Wood	Stillwater
22	382	Dick Catlin	Stillwater
23	530	Ken Keefe	Sausalito
24	32	Gerry Martin	Stillwater
25	195	Lee Lennoye	Richmond
26	151	Flemming Blucher	Peninsula
27	268	Dan Day	Stillwater
28	308	John Hall	Richmond
29	505	Lee Pollard	Richmond
30	133	Bob Saletta	Peninsula
31	198	Steve Mason	Sausalito
32	215	Steve Ruttschow	Monterey



1971	Race of Champions	1st	2nd	3rd
1971	High Sierra Regatta	1st	2nd	3rd
1971	Balboa Memorial Day	1st	2nd	3rd
1971	L.A. Fleet Championship	1st	2nd	3rd
1971	MCYRA Nationals	2nd		
1971	Rosman Travel Trophy	1st		
1971	Semana Nautica	1st		

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Fleet Directory

Balboa Fleet

Fleet Captain	Bill MacDonald
Fleet Secretary	Windy Manley
182* "ARGONAUT"	Windy Manley
245* "MAR'N'ME+2"	Robert A. Bonsack
234* "FRAOCH EILEAN"	
254* "DANCER"	((L)) Bill MacDonald
348* "VAETAN"	
397* "SPLINTERS"	Ted Lindley
401* "BLUE DARTER"	Dick Krenz
402* "SALIMAR III"	Jack L. Herron
445* "TWO SUM"	John Perez
---	((L)) Chet Wheeler

The Balboa Fleet, racing actively inside and outside at Newport Harbor, is one of the oldest in the Association. In addition to hosting several SoCal dates, the Balboa Fleet host the Annual Easter Regatta and Memorial Day Invitationals. In 1971 the Easter Regatta was won by George Patterson and the Memorial Day Series by Austin Lysight. Balboa Fleet Champion was Bill MacDonald.

EASTER REGATTA

Place	Boat No.	Skipper
1	215	George Patterson
2	403	Park Densmore
3	348	Bill MacDonald
4	400	A. B. Smith
5	415	Lloyd Greeno
6	401	Dick Krenz
7	245	Robert Bonsack

MEMORIAL DAY REGATTA

Place	Boat No.	Skipper
1	454	Austin Lysight
2	397	Ted Lindley
3	415	Lloyd Greeno
4	403	Park Densmore
5	348	Bill MacDonald
6	400	A. B. Smith
7	401	Dick Krenz
8	324	Richard Nix
9	13	Sidney Aylward
10	157	S. J. Gould

Fresno Fleet

Fleet Captain	Ralph Arnold
Fleet Secretary	Shannon Christain
20* RHYTHUM	Rob Gaestel
45* SIREN	Bruce Butler
115* EREWHON	Shannon Christain
119* TOBY GONE	Dick Norton
277* no name	Dick Foster
283* LOCHIE	Harvey Van Dusen
319* ONELMA	Anders Lindhe
360* ALLEGRO	Ralph Arnold
408* FRENZY TOO	Doug Baird
439* THE SPOILER	Francis Samson
444* C-LARK	Fred Clark
--- ((L))	Ray Johnson
--- ((L))	Holden Sanford



Harbor Springs Fleet

Fleet Captain	Herbert Stockham
485* FITTIN'S	Herbert Stockham
486* no name	Lawrence D. Buhl, Jr.
487* OB	Jean I. Everest
489* CHELSEA CHICK	Mrs. Jean A. Curran, Jr.
510* DRAGON	Frank J. Hightower
511* no name	Gilbert R. Pirrung

The Harbor Springs Mercury Fleet is one of the newer fleets in the Association, having received its charter in 1968. Along with the Seattle Fleet, it shares the distinction of being one of the only active fleets outside California. Harbor Springs has an extremely active summer schedule of races for both juniors and seniors. It is hoped that Harbor Springs will be represented at some of the major California Regattas in 1972.

HARBOR SPRINGS FLEET CHAMPIONSHIP

Regular Series

Place	Boat No.	Skipper
1	485	Rudy Seigel
2	489	Peter Curran
3	486	Larry Buhl, III

Open Age Series

Place	Boat No.	Skipper
1	485	Herb Stockham
2	489	Peter Curran
3	511	Tim Pirrung

Los Angeles Fleet

Fleet Captain	Lloyd Greeno
Fleet Secretary	Park Densmore
13* RUBAIYAT	Sidney Aylward
62* GRINCH	George V. Alexander
138* GRANADA	Harold Ehrlich
157* FINALLY	Stedman Jay Gould
165* LOLLIPOP	Fred Patricio
270* LITTLE BIT	John T. Doyle
324* SCUDDY	Richard Nix
366* CYGNET	Bill Power
392* MARVELOUS MARTHA	Bill & Anne Doherty
400* DEBUTANTE	A. B. Smith
403* BUZ BOM	Park Densmore
415* DUET	Lloyd R. Greeno
432* ONE DESIGN	Ken Wiesemann
454* OUTA-SITE	Austin Lysight
514)	
515)	
516) PUHIO III	Bill Avery
525 TILT	George Patterson
--- ((L))	George Rosman

The Los Angeles Fleet, sailing principally under the burgee of the Cabrillo Beach Yacht Club, has consistently been one of the largest and most active of the MCYRA fleets. Members of the L.A. Fleet enjoy an active racing season consisting of a spring and fall series which, combined, determines the fleet championship. In addition, other weekend regattas are held throughout the year. L.A. Fleet participation in the various invitationals and the SoCal Regional series is always good. The L.A. Fleet hosts two major invitationals of its own each year. The Thanksgiving Regatta will be held November 25 and 26 this year, and the popular SCYA Midwinter Regatta will be held February 17 and 18, 1973.

This year the L.A. Fleet will host the MCYRA National Championships July 28, 29, 30. Extensive plans have already been made for the series, and we can expect a "first class" Nationals in 1972.

(continued next page)

Monterey Fleet

Place	Boat No.	Skipper
1	525	George Patterson
2	454	Austin Lysight
3	415	Lloyd Greeno
4	400	A. G. Smith
5	403	Park Densmore
6	324	Richard Nix
7	157	Stedman Gould
8	392	Bill Doherty

THANKSGIVING REGATTA 1971

Place	Boat No.	Skipper	Points
1	525	George Patterson	3 1/2
2	454	Austin Lysight	4 3/4
3	400	A. B. Smith	12
4	403	Park Densmore	14
5	397	Ted Lindley	15
6	415	Lloyd Greeno	17
7	392	Bill Doherty	17
8	157	J. Gould	24



Fleet Captain	Mark Wilson
Fleet Secretary	Kenneth Thompson
5* CHANNEL #5	Kelley Robinson
27 REINCARNATION	Shirley Converse
39* LA PUNTA ELUSIVA ROJA	Dave Sparkhul
185* POSEIDON	Tom Bradley
200* ADETOROA	Dave Morris
215* ACHILLES	Kenneth Thompson
252* BANDERSNATCH	Sherman Thompson
293* MEHITABEL	Stephen Ruttschow
300* ORGANIC TITANIC	Mark Wilson
301* FRENZY	Mike D. Kunkle
357* YELLOW BANANA	Tim Cordrey
428* LIMA BEAN MACHINE	Dan Lewis
443* ARTFUL DODGER	Gordon Lewis
470* CONTAGION	Chris Gould
482* RUFESCENT RHUBARB	Dick Clark
---	Stephen Gould
---	John Kedzior
---	Harvey Kilpatrick

Although only three years old, the Monterey Fleet has already established itself as one of the most active and competitive Mercury fleets. Monterey boats were seen at most all of the major regattas, as many fleet members trailerd extensively. 1971 also saw a lot of sailing at home with many highly competitive races.

The season started with a five-race tuneup on the last weekend of March. A good turn-out and a relaxed seminar-like atmosphere made the weekend a great beginning for the season.

Racing began in earnest the beginning of April with the ten-race spring series. Dick Clark, Mark Wilson, and John Kedzior, placing in that order, can all testify to the success of the series.

Monterey's twelve-race championship series was held throughout the summer months. This turned out to be a real "cliff-hanger" with Dick Clark and Mark Wilson tied for first place going into the last day, but Dick came through victorious, claiming the Fleet Championship, followed by Mark, Chris Gould, and Stephen Ruttschow.

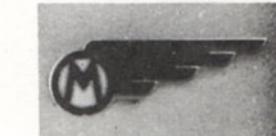
As a climax to the 1971 season, the Monterey Fleet initiated its own invitational series--the Perry Cup--a ten-race fall and winter series originated by Mrs. Thomas K. Perry in memory of her late husband Tom. It was a perfect ending to the year, with a highly competitive 25-boat fleet blessed with great



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MCYRA Secretary



sailing weather. Steve Gould fought hard for his first in this series, narrowly edging out Tim Condon and Chris Gould who had to toss a coin to break their tie for second and third, which Tim won. Following them were Paxton Davis in fourth, Chris Clark in fifth, and the other twenty skippers not far behind.

All in all, 1971 was a great season for Monterey, and 1972 is shaping up better still. You'll see and hear a lot about Monterey boats this year as it's proud of having many fine skippers. So look out, Mercury class -- Monterey is here!

MONTEREY FLEET CHAMPIONSHIP

Place	Boat No.	Skipper
1	482	Dick Clark
2	252	Mark Wilson
3	267	Chris Gould
4	215	Steve Ruttenschow
5	293	Steve Gould
6	185	Dave Morris
7	5	Kelly Robinson
8	27	Shirley Converse
9	200	Ken Thompson
10	357	Dan Lewis

Peninsula Fleet

Fleet Captain Richard J. Hayes
 Fleet Secretary Eugene S. Willner

6*	IMP	Richard J. Hayes
22*	WITCH	Richard E. Thompson
29*	WIDGET	Larry Carmichael
99*	RED FOX	Thomas S. Clark
131*	CANTATA	Bill Crowder
151*	BABS	Flemming Blucher
164*	no name	Gerald Backer
202	no name	Gene Cogorno
231*	FAUGH A BALLAGH	Alfred A. Kirk
378*	SEA DEUCE	Loren M. Lemmons
391*	SUNDANCER	Gerald J. Conlon
436*	CAJUN	Emmett Stoker
446*	MISS CONDUCT	Dana Billingsley
448*	TAIO	Edward R. Anderson
455*	MAKAI	Hamilton J. Clark
467*	MYSTERY	L. Ed Holden
479	APPLEJACK	Bernard J. Mooney
509*	no name	Vaughn Ball
519*	AMALGAMATION	Berkeley E. Ward
523	no name	Eugene S. Willner
524*	CARRIER	Paxton Davis Jr.
526	DOVE	Roger N. Dorsey

As has been the practice for several previous years, the Peninsula Mercury Fleet scheduled a spring seminar to acquaint new members with the basics of Mercury boat preparation and tactics. The seminar was to be followed by races in which the experienced skippers would crew for the novice skippers. However, high winds prevented the racing and a classroom presentation by Dick Thompson was substituted. Dick was in rare form, and the session was only brought to a close when no more chalk could be found.

More than twenty skippers were disappointed as high winds forced cancellation of our first regional at Lake Merced. But once again Dick Thompson stepped into the breach and presented an excellent practical demonstration of boat rigging and sail trimming which kept all present fascinated until the free-beer ran out.

This past season we initiated a new program of midweek evening racing. For six weeks each Thursday evening two races were held followed by a pot luck dinner and lively fellowship at the Sequoia Yacht Club. Cocktail glasses were awarded for each night's winners with the races counting towards eligibility in the Nationals at Richmond. Dick Hayes was the series winner with Paxton Davis close on his heels.

The Peninsula Fleet was privileged to organize, with cooperation of the Palo Alto Yacht Club, the final regional event. With conditions absolutely perfect, Steve Gould displayed exceptional form to win three straight races. Steve deserves particular recognition as it was his first sail at Palo Alto. This event was followed by a trophy dinner at the home of Flemming Blucher in Redwood City. Flemming's better half, Melita, did a tremendous job of preparing the food and organizing the entire affair. as festivities continued through the early morning hours.

The season was brought to a close by a Christmas party held at the home of Tom Clark. Ceilia Clark did her usual magnificent job in the food department, and at a truly gala affair fleet champion Paxton Davis and runner-up Dick Hayes were honored.

PENINSULA FLEET CHAMPIONSHIP

Place	Boat No.	Skipper
1	524	Paxton Davis
2	6	Dick Hayes
3	151	Flemming Blucher
4	391	Chips Conlon
5	231	Al Kirk
6	455	Hamilton Clark
7	523	Gene Wilner
8	22	Dick Thompson
9	448	Ed Anderson
10	509	Vaughn Ball
11	467	Ed Holden
12	519	Berkeley Ward
13	99	Tom Clark
14	131	Bill Crowder

Richmond Fleet

Fleet Captain	John Umland
40* no name	Roy Ferguson
133* no name	Bob Saletta
195* AVINA	Lee Lannoye
273* BONDO BABY	Don Whelan
298* YMMIT	John Flemming
308* FLOOD-TIDE	John Hall
387* DEIRDRE	Mark Dowley
410* no name	John Verbitsky
418* no name	Gregory Loscher
449* no name	John Lawrence
456* RUBBER DUCKY	John T. Umland
505* SLOOPY II	Leland Pollard
512* SLEEEZY TOO	Bill Worden
517 no name	Ferris Farnsworth
533* no name	John Hall

An addition to the growing list of perpetual trophies is the C. Paxton Davis Perpetual Man-Overboard Trophy. This trophy was donated by the Richmond Fleet September 6, 1971 to commemorate Paxton Davis' abandonment of his unsinkable fiberglass Mercury during the Memorial Day Regatta at Stillwater Cove.

Recipients include:

Leland Pollard September 6, 1971 Stillwater
Ted Lindley October 23, 1971 Sausalito

The Richmond Fleet sponsors an annual picnic to Angel Island. The boats leave from Richmond Yacht Club and sail over to the island for a day of fun and food. This event is normally during the second weekend in October.

RICHMOND FLEET CHAMPIONSHIP 1971

Place	Boat No.	Skipper
1	505	Leland Pollard
2	308	John Hall
3	512	Bill Worden
4	387	Mark Dowley
5	195	Lee Lannoye
6	133	Bob Saletta
6	273	Don Whelan

Santa Barbara Fleet

Fleet Captain	William H. Ryon
Fleet Secretary	Florence Roessler
136* SERENDIPITY	Ed Vernon
160* MYTH	Paul Wienpahl
179* BLUE CHIP	Russell Roberts
183* MISTRAL	Dr. Louis Lippitt
190* CHIEF	(Neil Norris Joe Ashley Evert Prince
286* UMBRIAGO	(Ed Lannan
338* ORION	Wes Hover
414* BLACK JACK	Jack Hoggard
416* no name	Paul Fogel
429* IMPULSE	William H. Ryon
433* RISKY	Richard Belden
466* BLUE MIST	Florence & Roger Roessler
484* BONNE CHANCE	R. E. Kerr Cary Phillips
494* AEOLUS	Jim Spencer

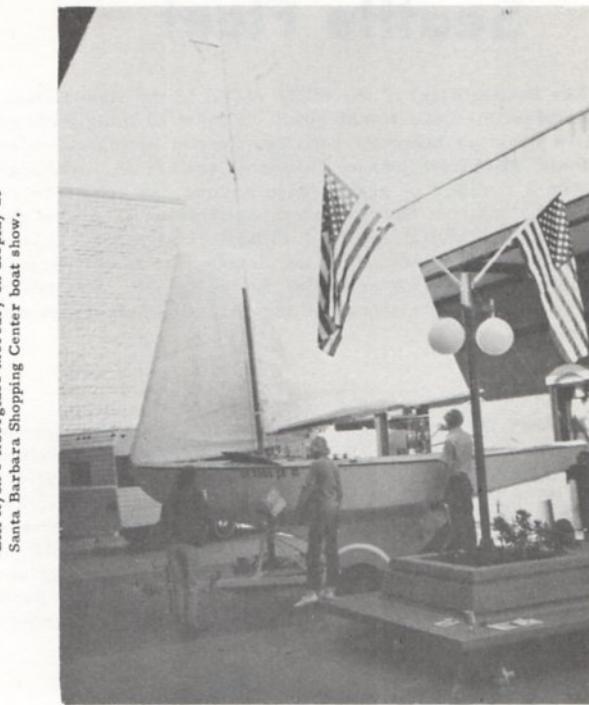
The Santa Barbara Mercury Fleet has grown in the past year, from ten boats to fourteen boats. This increase is bringing favorable publicity to our fleet. Our racing schedule is a full one for we race under the auspices of two yacht clubs, the Santa Barbara Yacht Club and the Santa Barbara Sailing Club.

Thirty-two races are scheduled on our calendar, including Regionals and team racing. Santa Barbara Mercury Fleet sponsors two invitational Regattas: Semana Nautica July 1 and 2 and Race of Champions October 7 and 8.

--Bill Ryon

SANTA BARBARA FLEET CHAMPION SERIES 1971

Place	Boat No.	Skipper	Points
1	429	Bill Ryon	22 3/4
2	414	Jack Hoggard	23 3/4
3	136	Ed Vernon	26
4	466	Roger Roessler	38 1/2
5	416	Paul Fogel	42
6	338	Wes Hover	43
7	160	Paul Wienpahl	49



Sausalito Fleet

Fleet Captain	Stephen J. Mason
Fleet Secretary	Duncan H. Abbott

35* BUSHY TAIL	John A. Thomson
103 no name	Charles Conrad
139* FLAMINGO	David Sage, Jr.
198* LORD JIM	James Keefe
287 no name	Jim Martin
354 no name	Floyd Turnquist
356 GYPSY	Michael J. Murphy
358* NJORD	Duncan H. Abbott
386* DURA MATER	Henry Mettier
470* SPECULATOR	David J. Crockett
496 no name	Luther W. Conover III
497 no name	Tom Gram
530* MESSENGER	Kenneth Keefe
534 WHITE HEATHER	Stephen J. Mason
-- ((L))	Ernie Nunes

1971 was a year of refreshed enthusiasm and activity for the Sausalito Fleet under the leadership of Henry Mettier as Fleet Captain.

In addition to hosting a highly successful NorCal and the popular Homecoming Regatta, Sausalito also was the host fleet for the first annual St. Francis Invitational. All three invitational events were well attended by visiting boats.

The Sausalito Fleet had more boats participate in the SYRA series than any other Mercury fleet. Sausalito was also well represented in other invitationals and regionals throughout the year. Most boats turned out for the fleet's championship series, which was won by John Thomson sailing "Bushy Tail" (#35).

Sausalito members have worked hard to promote class growth and activity on San Francisco Bay. There are two new Super-Mercs in the fleet. Great interest in the Mercury has been expressed by members of the major bay area yacht clubs. It looks as though 1972 will be a period of remarkable growth for the Sausalito Fleet.

(continued next page)

SAUSALITO FLEET CHAMPIONSHIP

Place	Boat No.	Skipper
1	35	John Thomson
2	376	Harrie Day
3	386	Henry Mettier
4	198	Steve Mason
5	358	Duncan Abbott
6	139	Dave Sage
7	530	Ken Keefe

Seattle Fleet

The Seattle Fleet is one of the oldest in the Association, sailing on beautiful Lake Washington. In spite of being isolated from the heart of Mercury activity, Seattle members enjoy racing their Mercuries just as California sailors do. Although it has been a number of years since anyone has trailered to Seattle, occasionally a Seattle entry participates in one of the various California Invitations. It is hoped that with increased communication and enthusiasm, the Seattle Fleet will become more involved in MCYRA activities in the future. We indeed hope to see some Seattle entries in the 1972 Championships and Invitations.

SEATTLE FLEET

132	SARAMY II	Mr. / Mrs. Peter Parsons
132	SARAMY II	Mr. / Mrs. Philip Norton
175	PONACEA III	Mr. / Mrs. Bartlett Redfield
217	WAIKOLA	Mr. Carl Gould
218	CINNABAR	Mr. / Mrs. Halstead Harrison
219	CAMILI	Mr. / Mrs. Michael Soldano
239	S. BRINDLE	Mr. / Mrs. Bryce Ecklein
464	JOMAR	Mr. / Mrs. John Bock
	SCHRONER	Ms. Wendeline Bolomey

Stillwater Fleet

Fleet Captain Chris Clark
Fleet Secretary Mark Raggett

1*	EL PRIMERO	Pat Bray
24*	ALBATROS	Herb Vitt
32	BODKIN	Gerald Martin
68	no name	Mike Monroe
267*	LURCH	LeGrand Gould
268*	BLUE GOOSE	Dan Day
288*	PIPER	Charlotte Clark
291*	HOPE II	Mark Raggett
320*	SALTY	Corvin Stine
330*	SPOOK	Jan Belza
340*	DOLPHIN	George V. Yates
343*	CINNABAR	Greg Simpson
396*	GUSTO	Oliver Wood
450*	HERMES	John B. Reardon
461*	GOSSIP	Charles Snorf
463*	SHORT SALE	Thomas E. McCullough
474*	BULLWINKLE	Peter Muhs
504*	RICHIE	Jim Dunn
508*	JUGGERNAUT	Tim Condon
527	HOBO	Sebastian Reinhard
532*	PANIC	Chris Clark
---	((L))	Fred Dodd

The Stillwater Fleet had a most successful season in 1971. In addition to Tim Condon bringing the Nationals Trophy home to the Stillwater trophy case, local and trailer activity was also good.

The Stillwater season traditionally starts in May with the Haldorn Regatta. This five race series is named in honor of Stuart Haldorn who founded the Stillwater Fleet by purchasing several Mercury kits in 1948. This year the Haldorn was won by veteran Mercury skipper Kent Clark. The last three races of the series also constituted the annual Commodore's Invitational which was won by Doug Baird.

Beginning in June, Stillwater typically holds the first half of its Fleet Championship Series coupled with its five-race elimination series for the Nationals. Then in July the Matt Jenkins Regatta is held. The Jenkins Regatta was won this year by Chris Clark sailing his new "Panic."

The Championship Series was resumed in August and proved to be one of the most exciting in years. Up until the final race day of this 10 race series, there were at least six boats with a chance at the championship. Final results were as follows: 1st Ollie Wood, 2nd Danny Day, 3rd Chris Clark, 4th Mark Raggett, and 5th Tiger Clark.

Due to the threat of early storms which bring strong southerlys in the fall, the Stillwater season must come to a close in early October. The three-race S.F.B. Morse Regatta traditionally ends the season at Stillwater. This year the series was won by Chris Clark.

Under the conscientious leadership of Commodore Peter Muhs, the Stillwater Yacht Club prospered in 1971 and is looking forward to an excellent season in 1972 with Tim Condon as Commodore.

CHAMPIONSHIP SERIES - STILLWATER

Place	Boat No.	Skipper	Place	Boat No.	Skipper
1	396	O. Wood	9	443	K. Clark
2	268	D. Day	10	463	T. McCullough
3	532	C. Clark	11	32	G. Martin
4	291	M. Raggett	12	330	J. Belza
5	288	L. Clark	13	461	C. Snorf
6	474	P. Muhs	14	508	T. Condon
7	504	J. Dunn	15	320	C. Stine
8	1	P. Bray	16	267	L. Gould

Ventura Fleet

Fleet Captain Joe Balasco
Fleet Secretary (To be elected)

3*	ANCIENT PELICAN	Charles K. Holton
46*	no name	Leonard King
279*	KARI-WUN	Richard R. Lunsford
417*	LELU	Richard L. Miller
468*	AZURE MESSENGER	Noel E. Van Slyke
471	MIGHTY MISS	Joe Balasco
477*	RADIANT	Jack Nerdrum
490*	LE BLOND	Warren Williamson

With installation of new slips, dredging of the harbor entrance, and completion of the breakwater, activity at the Ventura Marina should pick up in 1972.

A boon to the Ventura Fleet will be the small boat hoist being erected by the Ventura Yacht Club.

The highlights of the year for the Ventura Fleet will be the two events it is again hosting this year, namely, the Labor Day Invitational on September 2 and 3 and the Regionals on November 2.

Fleet champion last year was Jack Nerdrum (477) with Preston Lane (412) and Dick Miller (417) taking second and third, respectively.

--Joe Balasco

FLEET CHAMPIONSHIP RESULTS - VENTURA

Place	Boat No.	Skipper
1	477	Jack Nerdrum
2	412	Preston Lane
3	417	Dick Miller
4	3	Chuck Holton
5	471	Joe Balasco
6	468	Noel Van Slyke
7	46	Leonard King
8	490	Warren Williamson

(continued next page)

MEMBER - AT - LARGE

376* NADA Harrie L. Day
499 no name Richard G. Peterson

Too Late To Classify

48* JADE (LA) . . . John T. Burch, M.D.
405* NEKO-SAN (LA) . . . Harold Simpson
526 MESSENGER II (P) . . . Michael Perata
412* ECHO (V) Preston Lane

Seattle

Fleet Captain Bryce Ecklein

HISTORY of the MERCURY YACHT

(continued from page 4)

rapidly growing number of boats has confirmed their superiority in both performance and price. The obvious maintenance-saving advantages of aluminum need not be elaborated here, other than to point out that the new spars require virtually no work besides an occasional cleaning.

The Mercury's reputation as the most active small keel class on the West Coast is due in large part to a policy of continuous updating and improvement combined with a zealous effort to ensure that older boats are not rendered obsolete. This has been achieved by imposing strict controls on the shape and weight of new hulls, while at the same time encouraging innovation and improvement in construction materials and techniques (subject, of course, to class supervision). The changes in hull construction and the acceptance of aluminum spars in 1970 are a reflection of this policy. Due in large part to this continual updating, the Mercury has always appealed to a wide range of active, competitive racing sailors, and it will no doubt continue to do so in the future.

SYRA

(continued from page 19)

The last two races were sponsored by San Francisco Yacht Club on a weekend at Knox Buoy. Wind and weather were very pleasant, and even the currents were manageable. In the first race the wind was light on the first beat and the fleet split over the currents. The boats that did not tack early for the Sausalito shore had a slight advantage until a hole developed. I got out of the hole, beat the early tackers to the Yellow Bluff mark, and held the lead to the finish. Thomson 35 was second, followed by Mettier and Pollard. On Sunday the last race was held in good weather with steady winds five to ten knots. The fleet stayed together for most of the race. First to finish was Pollard, followed by Hall and Thomson.

That closed the 1971 S.Y.R.A. season. Of the seventeen Mercuries competing, seven qualified. They finished as follows:

Place	Boat	Skipper	Total Points
1	308	Hall	25 1/4
2	505	Pollard	37
3	35	Thomson	47
4	376	Day	56
5	386	Mettier	61
6	512	Worden	65
7	198	Mason	79 3/4

(The closeness in final points shows the importance of finishing every race.)

The annual Trophy Dinner Dance was held in early November at the St. Francis Yacht Club. Champagne flowed as well as trophies. S.Y.R.A. gives fine silver trophies to the season's winners and daily first trophies to others who win a race during the series. In addition, each sponsoring yacht club awards daily race trophies based on the number of daily starters in the class. Mercury skippers hauled in about thirty trophies plus participation glasses. Why not make some of these trophies yours in 1972? See you at the starting line.



CHANNAL #5, rounding mark in the Thomas K. Perry Cup Series. This is Thomas Perry's old boat now owned by Kelley Robinson a member of the Monterey Fleet.



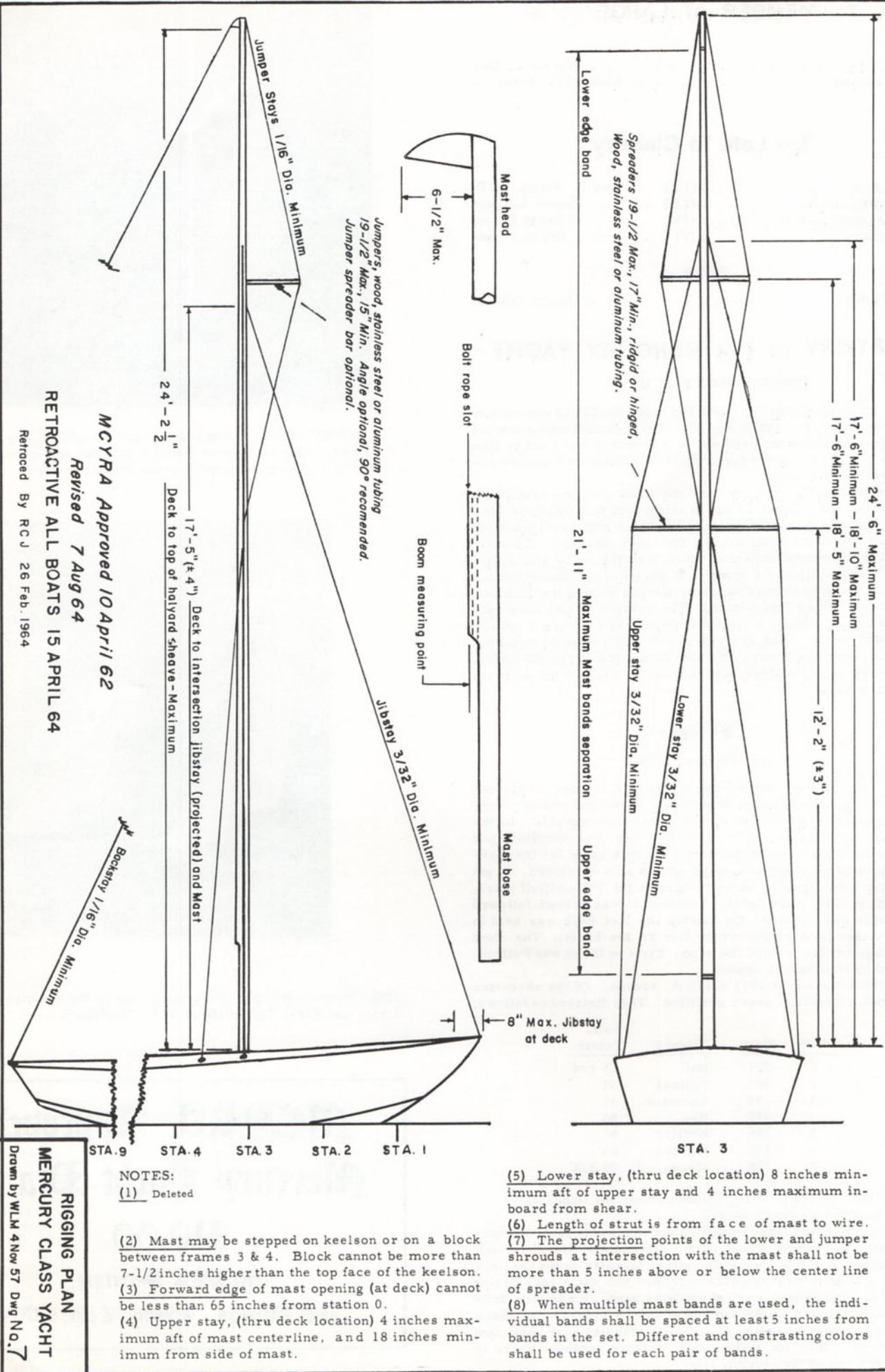
#293, Steve Gould, present point leader in the Rosman Travel Series and #397, Ted Lindley, 1971-72 winner.

MCYRA Approved Mercury Yacht Plans

\$10.00

MCYRA Secretary,

4661 Wishon, Fresno, Calif. 93704



CONSTITUTION

ARTICLE I. NAME

MERCURY CLASS YACHT RACING ASSOCIATION

ARTICLE II. EMBLEM

The emblem shall be a flying "M" as shown on the official sail plan.

ARTICLE III. OBJECT

To promote and develop Mercury Class racing under uniform rules governed by the Association, and to maintain the one design features of Mercury Class Yachts.

ARTICLE IV. POLICY

To keep the cost of construction, sails, and Association dues at minimum in order that Mercury Yachts may be available to the largest number of owners, and to maintain a strictly one design class in those factors that effect the sailing qualities.

ARTICLE V. JURISDICTION

The Association has jurisdiction over all Mercury Class activities. The Class Rules govern all Mercury races, regardless by whom held. The Constitution, By-Laws and Rules are binding upon all members and fleets, and all registered Mercury Class Yachts must conform to the official plans and specifications.

ARTICLE VI. MEMBERSHIP

Section 1. Membership in this Association shall be restricted to those who own, sail, or are interested in Mercury Class Yachts. The members shall join through the fleets in whose waters they normally sail, except those persons situated where no organized fleet exists, may apply for membership directly to the Secretary of the Association. A member can belong to one fleet only. Fleets shall have the right to accept or reject applicants for membership. A rejected applicant may apply for Association membership to the executive committee through the Association Secretary. His application will be considered at the next regular meeting of the executive committee or at a special meeting, should one be called.

Section 2. Active members of the Association shall be those who are owners, part owners, or bona fide charterers of a measured and approved Mercury Class Yachts. A bona fide charterer shall be one who has chartered a measured and approved Mercury Class Yacht for a period of not less than three months. Only active members may vote, hold offices, or be entitled to sail as helmsman in Mercury Class races.

Section 3. Associate members shall be those who are interested in promoting the welfare of the Mercury Class Yacht Racing Association, but are not entitled to active membership as above defined.

Associate members are not entitled to the right to vote. They may substitute for the skipper at the tiller in an emergency or in a race with the approval of the race committee in case of unavoidable absence of the regular skipper.

Section 4. Honorary Members shall consist of those having rendered extraordinary service to the Association. They shall be elected by the Executive Committee, and shall have the privileges of an active member in good standing. An honorary member pays no dues, fees or other assessments.

Section 5. Patron Members - Persons interested in the welfare of the Mercury Class, who are desirous of making a contribution of at least \$7.50 per year to its Activity and growth. *(29 Jan. '72)

Section 6. Dues shall be fixed by the provisions of the by-Laws and must be paid before a member can be in good standing.

Section 7. Active membership shall be retained until the end of the calendar year by active members in good standing who may suffer the loss of their yachts during the year.

Section 8. A member may be expelled for adequate reasons, by a two-thirds vote of the Executive Committee. A member is automatically dropped from the membership list for failure to pay the dues as required by Art. I of the By-Laws.

ARTICLE VII. ORGANIZATION

Section 1. The Association shall consist of individual members who shall belong to fleets, which shall be under the jurisdiction of the Executive Committee.

Section 2. Any three or more owners of three or more measured Mercury Yachts on whose home waters no fleet exists, may be granted a fleet charter upon application to the Vice-President. Each fleet may elect its own officers, collect local dues, if so desired, and govern the affairs of the fleet consistent with the Constitution and By-Laws of the Association. The fleets shall elect officers by December 31st of each year and these officers shall take office at the same time as the new Association officer in January. *(31 Jan. 1970)

Section 3. Associate Fleets may be established in areas outside the State of California. Members of Associate Fleets may certify their boats through the Class Measurer but will not be eligible to enter MCYRA regattas or vote in MCYRA elections. Associate Fleets will receive one (1) mailing of all material distributed to the MCYRA membership. Individual members of an associate fleet may at anytime acquire full individual membership, (as a member-at-large) by paying the regular Association dues. An Associate fleet may assume active status at any time providing there are at least three certified boats in the fleet and the regular dues are paid. *(7 Aug. '63)

Section 4. MCYRA Districts:

- (1) The California Coastal Counties above the 37° parallel except Santa Cruz County.
- (2) The area known as the Central Valleys of California, Santa Cruz County, Monterey County and the eastern part of the State above the 37° parallel.
- (3) The Coastal Counties below Monterey County and above Los Angeles County.
- (4) Los Angeles, Orange and San Diego Counties plus the eastern part of the State south of the 37° parallel.
- (5) The States of Washington, Oregon and the Pacific coast area of Canada

(a) "New districts shall be established by the Executive Committee.

Section 5. Each fleet shall be required to file an annual report of its activities and a complete roster of fleet officers and members with the Secretary of the Association during the month of January of each year in order to renew its rights and privileges under its charter. Charters may be revoked at the annual meeting by the Executive Committee for failure to maintain in good standing the minimum of three boats necessary for a new fleet, or for other adequate reasons.

ARTICLE VIII. OFFICERS Titles - Duties - Method of Election

Section 1. The officers of the Association shall consist of the President, Vice-President, Measurer, Secretary-Treasurer and District Representatives. They shall be elected at the annual meeting of the Executive Committee. Voting shall be by ballot and the candidate receiving a majority of the votes cast for the office to which he is nominated shall be elected.

Section 2. The President shall preside at all meetings, shall be chairman of the Executive Committee, and ex-officio member of all committees other than the race committee. He shall appoint all special committee members, and shall authorize the payment of all bills.

Section 3. The Vice-President shall have charge of promotional activities such as the development of the class, organization of new fleets, granting charters, etc., and shall have the duties of the President in the latter's absence. In addition, the Vice-President will be the General Chairman of the MCYRA Championship Series, his committee to come from the Host Fleet. *(25 July 62)

Section 4. The Measurer shall receive and approve or reject, measurement certificates in accordance with the tolerances established by the Executive Committee and shall maintain a file of the measurement certificates for each measured boat. He shall answer all correspondence relative to measurements, building materials, new methods of construction, etc.

- (a) The MCYRA President in conjunction with the Chief Measurer, shall appoint at least two official regional measurers with assigned district of responsibility. This personal shall constitute the MCYRA measurement committee.

Section 5. The Secretary-Treasurer shall be in charge of all the secretarial work of the Association. He shall be responsible for the minutes of the meetings, records, general information, and correspondence. He shall be in charge of the funds of the Association. He shall receive all dues and fees. He shall disburse money only on the order of the President.

Section 6. District Representatives shall assist in organizing new fleets, promote the MCYRA and make semi-annual and annual reports to the President on the activities in their districts. *(7 Aug 63)

Section 7. The new officers of the Association shall take office immediately after the close of business of the Annual Meeting held each January, and shall serve until the installation of new officers. *(25 Jan. 1969)

Section 8. Not more than two of the following officers may be elected from the same fleet: President, Vice-President, Measurer, Secretary-Treasurer.

ARTICLE IX. COMMITTEES

Section 1. Executive Committee - The powers of the Association shall be vested in and exercised by the Executive Committee, consisting of the officers, the last Past President and a representative of each fleet.

Section 2. Technical Committee - Shall investigate new construction methods and other technological developments, and shall make recommendations where necessary for improving and updating the measurement system. Specifications and tolerances.

- (a) The Committee shall consist of five members elected by the Executive Committee, plus the Chief Measurer. The elected members shall serve for terms of three years, but their terms of office shall be spaced such that at least one new member is elected each year.
- (b) The Committee shall review all proposed Specification changes and report its findings to the Executive Committee.
- (c) The Committee shall have final authority to interpret the Specifications.
- (d) The Chairman of the Technical Committee shall be elected annually by the Technical Committee members. *(29 Jan. '72)

Section 3. Appointed Officers and Committees - The following officers and committees shall be appointed by the officers and serve during the tenure of the appointing officers.

(a) Mercury Class Race Committee (MCRC) - The Mercury Class Race Committee shall consist of a chairman and not less than two additional members. No member of the committee may be a contestant. Membership in this committee need not be limited to an Association member. The MCRC shall supervise and conduct the Championship Series in accordance with the Rules Governing the Mercury Championship Series. The membership of this committee can only be changed during a Championship Series, by a two-thirds vote of the Executive Committee.

(b) Director of Publicity - The Director of Publicity shall be appointed by the President and shall receive the items of general interest from the fleets for magazine and newspaper publication. He shall be responsible for the publication of the Yearbook and such other bulletins as the Executive Committee may direct. The Director of Publicity may appoint such other assistants as he deems necessary.

(c) Special Officers or Committees - including special race committees, may be appointed at any time by the President.

ARTICLE X. EXECUTIVE COMMITTEE MEETINGS

Section 1. The Annual Meeting of this Association shall be held on the last Saturday of the month of January of each year. The meeting will be called at the location of the Secretary-Treasurer's home if possible or at such other suitable location as defined by the President. Notice and Agenda of the Annual Meeting will be mailed to all members of the Executive Committee at least 20 days prior to the meeting. Any items not on the agenda cannot be discussed or voted on without at least 50% affirmative votes of those present. *(25 Jan. 1969)

Section 2. Notice and agenda of special meetings will be mailed to members of the Executive Committee at least 20 days prior to the meeting. The purpose thereof must be stated in such form as to permit voting by mail and only items on the agenda will be voted on. No other business shall be transacted. *(15 April 64)

Section 3. The voting strength for the Annual Meeting of each year shall be based on the paid membership for the preceding year. *(25 Jan. 1969)

Section 4. A special meeting of the Executive Committee may be called by order of the President without the 20 days notice as follows:

- (a) The President and with the agreement of any three (3) officers of the Association.
- (b) A petition signed by at least 50% of the fleet captains and any one (1) officer of the Association.

The purpose and specific business to be transacted at this special meeting must be in written form and available to the Executive Committee. No other business may be discussed or transacted during the special meeting. *(25 Jan. 1969)

ARTICLE XI. VOTING

Section 1. Each member of the Executive Committee shall be entitled to cast one vote. Each fleet representative shall be entitled to cast one additional vote for each Mercury Yacht enrolled in said fleet, but no fleet representative shall cast more than 25% of the votes cast. Membership books close ten days before the meeting. Proxies must be in writing and submitted to the Secretary. A majority of the votes present shall decide all questions not otherwise stipulated.

Section 2. Voting may be done by mail upon order of two of the officers or upon demand in writing by 25% of the fleets and that 50% of the fleets must vote to constitute a quorum.

Section 4. When balloting by mail, a simple sample ballot shall be mailed ten (10) days prior to the official ballot. Mail ballots must be voted and returned within 20 days from the date on the ballot in order to be counted. *(15 April 64)

ARTICLE XII ORDER OF BUSINESS

1. Call to order.
2. Roll call of fleets and officers.
3. Minutes of last meeting and Treasurer's report.
4. Reports of officers and committees.
5. Charters ratified and revoked.
6. Unfinished business.
7. New business.
8. Selection of site and date of next Championship Series.
9. Election of officers for the following year.
10. Adjournment.

ARTICLE XIII. QUORUM

A quorum shall be six members or proxy holders, representing at least 50% of the fleets.

ARTICLE XIV. AMENDMENTS

Section 1. The Constitution, By-Laws, Rules and Specifications of this Association can only be amended by a two-thirds vote of the Executive Committee.

Section 2. An amendment shall have an indicated effective date. *(25 July 1962)

BY-LAWS

ARTICLE I. DUES

Section 1. There shall be an Initiation fee of \$5.00 for each active member, payable to the Association upon his acceptance as a member. Associate members shall pay the initiation fee when converting to active membership, except boat owning associate members shall pay initiation fee upon joining the Association. (29 Jan. '72)

Section 2. The annual Association dues shall be \$7.50 for active and boat owning Associate members, and \$5.00 for Associate members, payable to the Association April 1, and upon payment of annual dues, the Secretary-Treasurer shall, before April 30, issue annual membership cards to all members in good standing. \$2.50 out of each member's dues will be used by the Association for promotional purposes. *(29 Jan. '72)

Section 3. Associate Fleets will pay dues of \$5.00 per year. *(7 Aug. 1963)

Section 4. Fleet dues are optional, and, if any, are to be kept by the fleet.

Section 5. Members whose dues are in arrears for ten (10) days, will be automatically dropped from the membership rolls.

Section 6. In order to race, a member's current annual dues must be paid.

ARTICLE II. ELIGIBLE BOATS & SKIPPERS

Section 1. A boat is eligible and considered in the Mercury Class only if it conforms to the specifications and to the measurement rules as certified by a class measurement certificate, has been properly registered, and is owned by a qualified active member or members, recorded at the time as in good standing with the Association.

Section 2. Races other than the Mercury Championship Series, must be skippered or co-skipped by active members of the MCYRA. Evidence of co-ownership or charter must be in writing.

(a) Such members, in good standing, may with a valid reason; apply to an officer of the MCYRA, or to the Fleet Captain of the host fleet, for permission to borrow a boat to compete in a particular race or series. *(15 April 64)

(b) Non-members of the MCYRA, may be granted permission; by the Fleet Captain of the host fleet, to borrow a boat and to compete in a particular race or series as a guest skipper. This privilege shall be limited to four races per year. *(15 April 64)

ARTICLE III. PLANS & FRANCHISES

Section 1. The Official Mercury Class Plans, are the plans listed in Article II of the Class Specifications. (Plans available only from the Class Secretary.)

Section 2. Franchises to build fiberglass hulls shall be issued by the Executive Committee, who shall also set the franchise fee.

ARTICLE IV. YACHT'S NUMBER

Section 1. The official number shall be assigned by the Secretary of the MCYRA.

Section 2. Franchised fiberglass builders shall pay a fee of \$10.00 per number.

All other applicants must join the MCYRA for one year in order to obtain a number.

Section 3. The number must be carved or burnt into (or be permanently affixed to) the keelson between frames four and five - if the boat is made of wood. Franchised fiberglass builders may select a more convenient location for the boat number, as long as it is installed permanently and is readily visible.

Section 4. All yachts must carry the Mercury emblem and assigned number in numerals at least 10 inches high on each side of the mainsail.

*(15 April 64) all of Article IV.

ARTICLE V. MEASUREMENTS & CERTIFICATES

Section 1. All boats which have applied for measurement shall be eligible to enter any race of the Mercury Class, except the Nationals with the approval of the Race Committee or Fleet Captain. *(25 Jan. 1969)

(a) All boats will be measured or remeasured under the system used at that time. *(3 Aug. '66)

Section 2. Boats shall be measured on appointed days by an official Regional Measurer. These measurements shall be adjudicated by the Measurement Committee as soon as possible, which if it approves the measurements shall issue a measurement certificate. *(25 Jan. 1969)

Section 3. All boats with measurement certificates shall be considered legal unless, on remeasurement, significant differences in dimensions are discovered in which case the Measurement Committee may declare them illegal. *(25 Jan. 1969)

Section 4. Boats shall be subject to remeasurement upon protest and posting a \$2 cash bond, if the protest is disallowed the bond will be paid to the measurer, if the protest is allowed the bond will be returned to the protesting party and the protested party shall pay \$2 to the measurer and the measurement certificate shall be revoked. *(2 Aug. '67)

Section 5. All fiberglass hulls manufactured by Clark Marine (refer Specifications, Article III, Section 2) will waive present hull measurement system (refer by-Laws, Article V., Section 1, (a) in lieu of following:

- (a) Weigh bare keel and keel bolts (minimum - 610 lbs. maximum - 635 lbs.)
- (b) Weigh entire keel assembly (fiberglass sock, keel and deadwood assembly), (minimum 675 lbs. - Maximum - 700 lbs.)
- (c) Weigh entire hull (refer Specifications, Article III, Sec. 1, (e)).
- (d) An annual inspection of the molds and measurement of the first hull out of the mold each year by the Class Measurer or his representative.
- (e) Weighing will be done with a Class owned and maintained scale that is certified a minimum of once a year by a government agency. Scale to be used only by Class Measurer or his representative who will maintain possession of scale. *(28 May 1971)

ARTICLE VI. REGULATIONS

Section 1. Ballast - No inside or shifting ballast shall be allowed.

Section 2. Equipment - The following equipment must be carried in all races.

- (a) Two life preservers.
- (b) An anchor between 4-1/2 and 30 pounds, with at least 50 feet of 3/8 inch (minimum) diameter line attached.
- (c) A serviceable paddle or oar.
- (d) Adequate means of bailing.

Section 3. Crew - A yacht shall be raced with a crew of no more than two persons. Additional crew under thirteen years shall be permitted. (This does not apply to the Nationals which require no more or less than two people in boat.) At local option, this rule may be changed by notifying participants in advance. *(25 Jan. 1969)

Section 4. The current NAYRU Racing Rules shall govern all fleet and Association races.

Section 5. Team Racing - In all races not specifically announced as team races, the act of deliberately and willfully sacrificing one's own chances or place of others, is barred and shall be grounds for disqualification by the race committee and for suspension by the Executive Committee. Covering or luffing provided a yacht is sailed within the right of way rules and in a manner consistent with maintaining or bettering its own standing in the race or point score, shall not be deemed team racing tactics.

Section 6. Purchase of Sails

Section 7. Haulouts shall be governed by each fleet.

ARTICLE VII. HONOR AWARDS

Section 1. Association Champion - The winner of the Mercury Championship Series shall be entitled to wear the class emblem in gold on his sail with a small numeral denoting the year that the Championship was won.

Section 2. Fleet Champions shall be entitled to wear on their sail a chevron of approximately 120 deg. with each leg 1-1/2 inches wide and 6 inches long of the same color as the numbers. One additional chevron may be added for each subsequent fleet championship won.

Section 3. Limitations - The honor of wearing an award belongs to the winning skipper and cannot be transferred to another person.

Rules Governing the Mercury Championship Series

Section 1. Purpose - To determine annually the championship of the entire Mercury Class by bringing together, insofar as possible, the best skippers from every fleet.

Section 2. Entries

- (a) Each fleet shall conduct an elimination series prior to the Mercury Championship Series of not less than 5 (five) races. *(1 Dec. '67)
- (b) A fleet representative, to be eligible for the MCYRA Championship Series, must have completed at least 3 (three) races in his fleet's elimination series.
- (c) A fleet representative may arrange, with the approval of the Association Officers, to charter or borrow an eligible boat (see Article II, By-Laws) to be used in the Championship Series, provided he shall use his sails with registered number thereon. Application for such an arrangement shall be filed with the Association Officers prior to the expiration of the time limit for naming entries.
- (d) An entry fee of \$15.00 payable to the Host Fleet must be included with each entry. *(29 Jan. '72)

- (e) Fleets shall be limited to the number of entrants as follows:
- | | |
|------------------------------------|------------------------------------|
| 3 yacht fleet | may be represented by 2 skippers. |
| 5 yacht fleet | may be represented by 3 skippers. |
| 7 yacht fleet | may be represented by 4 skippers. |
| 9 yacht fleet | may be represented by 5 skippers. |
| 11 yacht fleet | may be represented by 6 skippers. |
| 13 yacht fleet | may be represented by 7 skippers. |
| 15 yacht fleet | may be represented by 8 skippers. |
| 17 yacht fleet | may be represented by 9 skippers. |
| 19 yacht fleet (or more) | may be represented by 10 skippers. |

Section 3. Championship Series bids for the subsequent year will be received by the Executive Committee at the annual meeting in January. The final vote will be taken at a special Executive Committee meeting to be held at the Championship Series of the current year. *(31 Jan. 1970)

Section 4. Home Fleet — The responsibility for arranging and providing for the proper facilities, entertainment, housing, etc., shall rest with the fleet on whose water the series is held. In this regard it must cooperate with and be guided by the Executive Committee.

Section 5. Conditions Governing Race.

- (a) Shall be conducted as a 5 race series with no throw-out race. *(31 Jan. '70)
- (b) Held in water as open as possible to minimize the advantage of local knowledge relative to headlands, shoals, obstructions, etc.
- (c) All courses used during a Mercury Championship Series will be Gold Cup and/or Windward-Leeward, at the discretion of the Mercury Race Committee Chairman. *(17 Nov. 62)

Section 6. Eligibility

- (a) Each skipper is responsible to obtain a measurement form (completed and signed by the regional measurer), which shall accompany each entry application. This form shall contain items to be measured as established by the MCYRA measurement committee. This form shall be mailed to the general membership at least four (4) months prior to the Nationals. *(25 Jan. 1969)
- (i) Not more than two (2) suits of sails will be allowed each contestant at the Nationals.
- (ii) Sails shall be measured and hulls weighed prior to the first race at the Nationals.
- (b) Skipper (helmsman) must be an active member; enrolled in the fleet he represents; be a bona fide owner, charterer, or designated syndicate representative of boat to be sailed by him. Evidence of co-ownership or charter must be in writing.
- (c) (i) No changes shall be made in the skippers during the Championship Series, except in case of serious illness, in which event a co-owner, having been a part-owner or charterer for at least three months prior to the Championship Series, of the boat owned or chartered by the original skipper, may be substituted. Changes under this paragraph can only be made after approval of the Race Committee. After such substitution, the original skipper may not act as crew.
- (ii) In case of a change in skippers during the Championship Series as set forth in Section 6, (c), (i), above, the original skipper designated on the entry form, shall be considered the skipper in command for the purpose of determining the Association Champion.
- (d) Each yacht shall have on file an acceptable measurement certificate post-marked not less than 21 days prior to the first Championship race.

Section 7. Official notice — of hearings, decisions, rulings, change in procedure, and instructions shall be served upon all parties by posting on bulletin board at headquarters daily during the series. By due notice, time and place of races may be varied because of conflicting conditions. Responsibility of being at headquarters and seeing notices at given hours, rests with contestants and sub-officials.

Section 8. Points — shall be awarded in each race of the fleet and Association Championship Series according to the following:

- (a) First place, 3/4 points.
- (b) Each succeeding boat, a number of points equal to its place in race.
- (c) A boat that does not finish a race shall be given points equal to the number of starters in that race. A boat that does not start a race, or that is disqualified in a race, shall be given one more point than the number of starters in that race. *(15 April 64)
- (d) The points in any race shall be based on the number of starters in that race. A boat disqualified for an infraction of the rules occurring after preparatory signal shall be, for purposes of this section, counted as a starter.
- (e) A tie in total points shall be broken as follows:
 - (i) The boat with the most wins over the other.
 - (ii) The boat with the most firsts, seconds, thirds, etc.
 - (iii) If the above fails to break the tie, a race will be sailed between the tied boats as soon after the last race of the Series as conditions permit. The sail-off race shall be sailed over the same courses as the Championship Series.
 - (iv) The ties between boats for 2nd through 5th place shall be decided by the boat with the best place in the last race of the Series in which both boats finished. *(1 Dec. '66)

Section 9. General Procedure

- (a) All instructions and regulations not fully described in the Championship Rules shall be published in the race circular.
- (b) The MCRC shall have supervision of the general conduct of the Series. All other details and questions in connection with the holding of the Association Championship Series, shall be submitted to the officers for approval.

Section 10. Finances

- (a) Trophies will be purchased by the Association, the yearly expenditure for this purpose will approximate \$275.00. *(29 Jan. '72)
- (b) Deleted (29 Jan. '72)
- (c) The Association shall appropriate approximately \$75.00 per year to purchase, "Old Fashion Classes" which will be given out to participants at the Championship Series. *(29 Jan. '72)

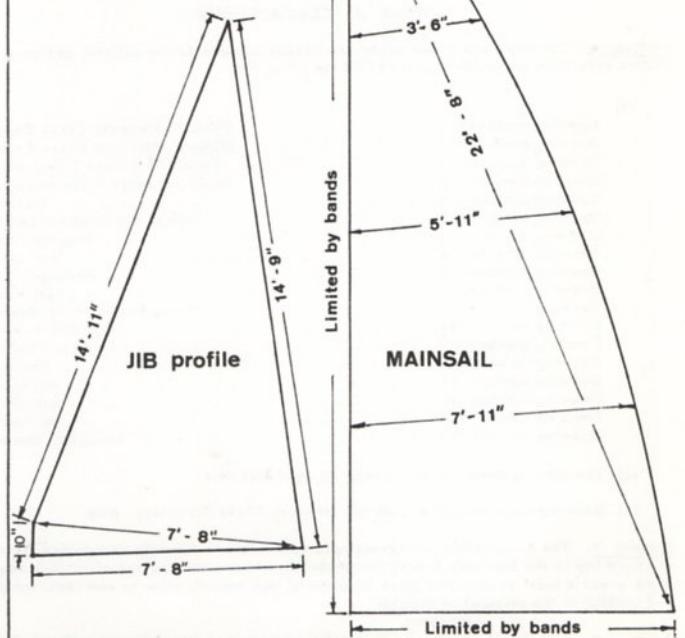
Section 11. Trophies — Skippers, first five places and daily firsts. Crew, first five places. The trophies will be the same for at least three years before a change in design. *(25 July 62)

* effective date of item

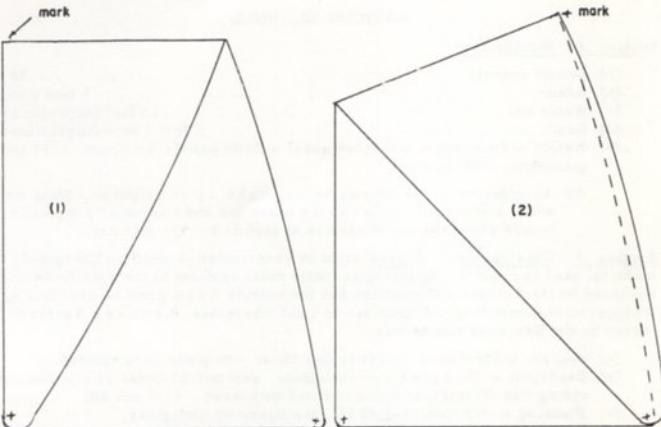
SAIL MEASUREMENT

With foot roach folded back, all parts of the jib must simultaneously fall within the jib profile. Foot roach may be no more than 5 inches. See Specs. Art. II, Sec. 3.

The measurement points are at the extreme corners, excluding bolt ropes.



Locating Girth Measuring Points



Procedure

- (1) Fold sail so that head and tack measuring points are together — mark mid-point on luff.
- (2) Place head and clew measuring points together — mark mid-point on leach.
- (3) Place head measuring point on luff mid-point "mark" — mark upper girth line at luff.
- (4) Place head measuring point on leach mid-point "mark" — mark upper girth line at leach.
- (5) Place tack measuring point on luff mid-point "mark" — mark lower girth line at luff.
- (6) Place clew measuring point on leach mid-point "mark" — mark lower girth line at leach.
- (7) Measure girth at three places. Center of batten pockets must be within three inches of corresponding girth measurement points at leach.

Specifications

ARTICLE I. OBJECTIVES

Section 1. To maintain the legality of any boat built prior to the adoption or changes of this specification, provided that it conforms to the specifications in effect at the time of its measurements being accepted, or unless the change expressly states it is to apply to such boats. *(25 July 1959)

Section 2. To maintain the one-design characteristics of the Mercury Class Yacht.

Section 3. To permit construction of the yacht by professional or amateur builders.

Section 4. To provide for the adoption of new construction practices and materials.

ARTICLE II. CERTIFICATION

Section 1. The drawings listed below are hereby adopted as the official design and by this reference are made a part of this specification.

(a)	Drawing number 1	Profile, Mercury Class Yacht
	Drawing number 2	Offsets, Mercury Class Yacht
	Drawing number 3	Stem and frames 1 through 5
	Drawing number 4	Frames 6 through 9 and transom
	Drawing number 5	Rudder
	Drawing number 6	Mast and mast hardware
	Drawing number 7	Rigging Plan
	Drawing number 8	not used
	Drawing number 9	Arrangement
	Drawing number 10	Sail Plan
	Drawing number 11	Boom and boom hardware
	Drawing number 12	Optional booms
	Drawing number 13	Keel Profile
	Drawing number 14	Trailer
	Drawing number 15	not used
	Drawing number 16	not used
	Drawing number 17	not used
	Drawing number 18	Assembly details

(b) The official drawings will carry the approval date.

(c) Drawings are available from the Mercury Class Secretary, only.

Section 2. The Association's measurement certificate is the only recognized proof of eligibility to the Mercury Class. Infringement of the following specifications subjects a yacht built or modified after adoption of this specification to remeasurement and voiding of the original certificate.

Section 3. In the case of any variance between these specifications and the design plans of the Mercury Class, these specifications shall be supreme.

Section 4. The Mercury Class Yacht shall hereafter be built as stated in these specifications and the Mercury Class Yacht Official design plans. There are tolerances but they are known to the MCYRA Measurer only. Build as close to the specifications and plans as possible.

ARTICLE III. HULL

Section 1. Dimensions

(a)	Length overall	18 feet
(b)	Beam	5 feet 4 inches
(c)	Water line	13 feet (approximately)
(d)	Draft	3 feet 1 inch (approximately)
(e)	Weight - (less spars and loose gear) -	1100 pounds minimum, 1250 pounds maximum. *(1 July 64)

(i) An under weight yacht may be brought up to weight by adding weight above a plane parallel to the waterline and intersecting a point 4-1/4 inches above the top of keelson at station 5. *(1 July 64)

Section 2. Construction - Hulls must be constructed of wood or fiberglass. The material used in constructing fiberglass hulls must conform to the specifications established by the Technical Committee and the moulds used must be certified by the Measurement Committee. Franchises to build fiberglass Mercury Yachts will be issued by the Executive Committee.

(a)	Keelson - Hardwood, 1-1/4 inches thick. one piece or laminated.
(b)	Deadwood - Douglas fir, mahogany, port orford cedar or plywood, providing that all internal space is filled with wood. *(17 nov 62)
(c)	Planking - 3/8 inch douglas fir, mahogany or fiberglass.
(d)	Transom - 3/4 inch plywood, solid hardwood or fiberglass.
(e)	Stem - 2 inch hardwood, one piece or laminated.
(f)	Frames - 3/4 inch plywood as per plan or 3/4 inch x 3 inch hardwood with suitable joiners at keelson and chine.

Section 3. Wood decks must adhere to the following:

(a)	Deck must be planked with douglas fir plywood or hardwood not less than 3/8 inch thick.
(b)	Beams must be wood and not less than 3/4 x 1-3/4 in. throughout.
(c)	King Plank, covering board, and deck covering - optional.
(d)	The deck at its narrowest point opposite the cockpit, shall not be less than 12 inches or more than 15 inches.
(e)	The crown of the deck at the mast partner shall be per plan.
(f)	Beams may not be altered to lighten boat.

Section 4. Deck arrangement

(a)	Open cockpit per plan.
(b)	Cuddy optional as per plan.
(c)	Dimensions and shape of cockpit are controlled as follows; the aftermost extremity of the opening must be not less than 5-1/2 inches forward of station 8. The forwardmost extremity of the opening must not be less than 8 inches aft of station 3.

Section 5. Hull and deckfastenings - The use of aluminum and magnesium is prohibited.

Section 6. Hardware - deleted *(31 Jan. 1970)

Section 7. Mast step and mast placement - The mast must be stepped on the keelson or on a block, no part of which may be more than 7-1/2 inches above the upper face of the keelson. The mast may not be forward of 65 inches, measured on the deck from the foremost part of the stem. (Stem fitting not included.) *(25 Jan. '69)

Section 8. Lead keel:

- (a) Must be a lead casting. (2 Aug. '67)
- (b) The weight of the keel together with the bolts, washers and nuts shall not exceed 635 pounds.
- (c) Keels cast in any mold owned by the Association or the molds owned and used by Ernest Nunes and William L. MacDonald, need not be certified as to weight or measurement. *(25 Jan. 1969)
- (d) The MCYRA drawing #13 is the official plan for keels and any keel which measures according to this plan and is within the weight restriction, shall be acceptable. (2 Aug. '67)
- (e) Keels on Mercury Yachts which otherwise measure, may at the discretion of the Chief Measurer and three officers of the MCYRA, be exempt from weight measurement if previously installed and the owner had no knowledge of the MCYRA rules or has no proof of purchase. *(15 April '67)
- (f) The Keel may be physically measured by the method established, and approved by the Chief Measurer and any three MCYRA Officers. *(15 April '67)

Section 9. The tiller is to have a metal jaw, to be fitted and fastened securely to the rudderpost, diameter as per plan.

Section 10. Rudder and rudderpost shall be as per plan.

Section 11. Fiberglass covering - Boats made of wood may be covered with fiberglass except that its use must not interfere with the official plans and specifications.

Section 12. Fillets between hull and deadwood shall not exceed 1/4 inch radius.

ARTICLE IV. SPARS

Section 1. Mast

- (a) Mast and rigging as per plan.
- (b) The height from the deck to the top of the main halyard sheave may not exceed 24 feet 2-1/2 inches and to the top of mast, 24 feet 6 inches.
- (c) The mast must be of solid wood, or tubular aluminum. *(31 Jan. 1970)
- (d) There shall be no revolving mast.
- (e) The mast must be slotted to take a sail bolt rope, and the diameter of the slot shall not exceed 5/8 inch when wood is the material.
- (f) There shall be no mechanical devices for moving the mast and/or mast partner.
- (g) The mast shall have from one to three pair of painted horizontal bands, not less than 1/2 inch wide. In each set of bands, the distance between the top edge of the lower band and the bottom edge of the upper band, shall not exceed 21 feet 11 inches. When multiple bands are used, different colors shall be used for each pair of bands, contrasting from the color of other bands in the set and in all cases from the color of the mast. The same sequence of colors used in the lower set will be repeated in the upper set.
- (i) The minimum spacing in the sets shall be 5 inches between individual bands. *(15 April 64)
- (h) The entire mainsail at all times must be between the lower edge of one of the upper mast bands and the upper edge of the corresponding lower mast band.
- (i) The masthead board must not extend more than 6-1/2 inches aft of the after face of the mast measured perpendicular to the mast. *(1 Jan. 63) retroactive, applies to all boats.

Section 2. Boom

- (a) Boom as per plan - must be made of wood or aluminum and shall not extend more than 9 feet 5 inches from the after face of the mast at the bolt rope slot. *(31 Jan. 1970)
- (b) & (c) deleted *(Jan. 1969)
- (d) The boom must be slotted to take a bolt rope and the slot is not to exceed 5/8 inch.
- (e) The boom shall have a 1/2 inch band painted on both sides, the forward face of which shall not be more than 9 foot 1 inch from the after face of the mast at the bolt rope slot. *(3 Aug. '66) retroactive all boats.

Section 3. Whisker pole

- (a) No restriction on length.
- (b) When in use it must be held to the mast. (Inboard end)

ARTICLE V. RIGGING

Section 1. The rigging shall be as depicted on Rigging Plan, Mercury Class Yacht, drawn by W. L. MacDonald, 4 nov. 1957 and numbered drawing number 7, as revised 7 Aug. 1963. *(15 April 64, retroactive to all boats.)

Section 2. Jib stay

- (a) The projected intersection of the jib stay with the forward side of the mast at a point not more than 17 feet 5 inches (* 4 inches) above the deck.
- (b) The projected intersection of the jib stay with the deck shall be at a point no more than 8 inches aft of the forward most part of the stem and on the centerline.
- (c) The minimum size of the jib stay is 3/32 inch diameter.

Section 3. Upper shroud

- (a) Installed as per plan.
- (b) Minimum size 3/32 inch diameter.

Section 4. Lower shroud

- (a) Installed as per plan. Projection of intersection point with mast, shall not be more than 5 inches below center line of spreaders. *(15 April 1964)
- (b) Minimum size, 3/32 inch diameter.

Section 5. Lower shroud (optional) (forward)

- (a) An auxiliary lowershroud may be added which attaches to a chain plate located forward of the mast. It shall be fastened to the mast at the same point as the regular shroud. (Not shown on drawing No. 7, not recommended)
- (b) Minimum size, 3/32 inch diameter.

Section 6. Backstay

- (a) The permanent backstay shall attach to the mast head and the after face of backstay shall not be more than 1 inch aft of intersection of deck and transom. *(15 July '64)
- (b) Adjustable tension devices and/or quick release device is a permissible installation.
- (c) Minimum size, 1/16 inch diameter.

Section 7. Turnbuckles

- (a) The shroud turnbuckles shall attach to fixed chain plates either above or below the deck and the method of fastening to the hull is optional within the limits of Article III. and Drawing No. 7.
- (b) A backstay turnbuckle is optional.

Section 8. Jumpers

- (a) Installed as per plan. Projected intersection point with mast shall not be more than 5 inches above center line of spreaders. *(15 April 1964)
- (b) Minimum size, 1/16 inch diameter.

ARTICLE VI. SAILS

Section 1. Only mainsail and jib allowed - General requirements. *(May 1972)

- (a) Material: sails shall be of woven material. Stiffening material if used in the head, tack and clew corners must be of the same kind and weight as that used in the body of the sail (Mainsail headboard Sec. 2 (f) is excepted.)
- (b) Sails must be dry at the time of measurement.
- (c) A transparent window of nonwoven material may be used in the jib and/or mainsail if desired. The window must be placed in the lower third of the sail. The maximum size of the window must be less than 5 square feet.
- (d) Sail control - All approved sails shall have a serial number inscribed in the box of an emblem stamped on the port clew of each sail. The first two digits of the serial number will be the last two digits of the year in which the sail was built, followed by a dash, then the boat sail number.

Section 2. Mainsail Maximum dimensions. *(17 May '72)

- (a) The mainsail luff and foot shall not be extended beyond the bands on the mast and boom defined in Article IV, Section. 1, (g) and Section 2, (e).
- (b) The length of the leech shall not be more than 22' 8" from the topmost forward corner of the headboard to the extreme aft corner of the clew excluding the bolt rope. The leech shall be a fair curve over its entire length.
- (c) Roach - luff to leech maximum measurements.
 - (i) The one quarter point. 7 feet 11 inches
 - (ii) The half sail point. 5 feet 11 inches
 - (iii) The three quarter point. 3 feet 6 inches
- (d) Battens - The centers of the batten pockets must be located within 3 feet of the corresponding three girth measurement points. Maximum lengths are:
 - (i) Top batten 1 foot 10 inches
 - (ii) Center batten 2 feet 6 inches
 - (iii) Lower batten 2 feet 2 inchesBattens shall have a minimum width of 1/2" and a maximum width of 2".
- (e) The mainsail may have a headboard made of any material. The maximum headboard width when measured perpendicular to bolt rope and immediately aft of it to the intersection point of the headboard and material of the sail shall not exceed 6 3/4". (See drawing.)
- (f) The mainsail may have an extra luff and foot grommet for tension adjustment.
- (g) A loose footed mainsail is not permitted.

Section 3. Jib - maximum dimensions. *(17 May '72)

- (a) The jib measurement profile shall have sides measuring 179", 177", 92" & 10". (See drawing) The jib and all parts thereof, shall when laid flat and with sufficient tension applied simultaneously to the three sides to just remove all wrinkles along the edges, fall entirely within the profile. In making this measurement the foot roach shall be folded over on a line between the lower edges of the tack and clew grommets. This overlay shall not exceed 5" at any point measured perpendicular to the above line. "All parts thereof" - includes grommets, cringles and leather work edging the corners of the sail. It does not include Jib sheets, jib luff wire or thimble at the head of the sail. The tack of the jib shall at all times be fastened aft of the forestay and on the center line of the boat. A forestay is obligatory.
- (b) All jibs must have luff wires. An adjustable fuff is acceptable.
- (c) A headboard is not permitted, likewise battens are not permitted.

Section 4. Spinnaker - (optional at fleet level) (2 Aug. '67)

- (a) Luff 17 feet 6 inches
- (b) Foot 11 feet
- (c) Girth 12 feet
- (d) All dimensions are maximum out to out on sail plan. Girth to be measured at a point 8 feet below hoist.

(e) Tension during measurement shall be just enough to remove wrinkles.

(f) Spinnaker pole to be a maximum of 7 feet.

(g) Spinnaker may be hoisted from any point between jib block and jumpers. However, it is recommended that the spinnaker block be located at the intersection of the jumpers and mast.

ARTICLE VII. OPTIONALS

Section 1. Rudder post may be such that the tiller is above or below the deck.

Section 2. Flotation devices are optional. (Liquid or block styrofoam recommended.)

ARTICLE VIII. REQUIREMENTS

Section 1. Deleted (29 Jan. '72)

Section 2. An anchor with a minimum of 50 feet of 3/8 inch diameter line attached, shall be carried. The anchor may not weigh less than 4-1/2 pounds nor more than 30 pounds.

Section 3. Each boat shall have a life preserver or buoyant cushion for each person aboard.

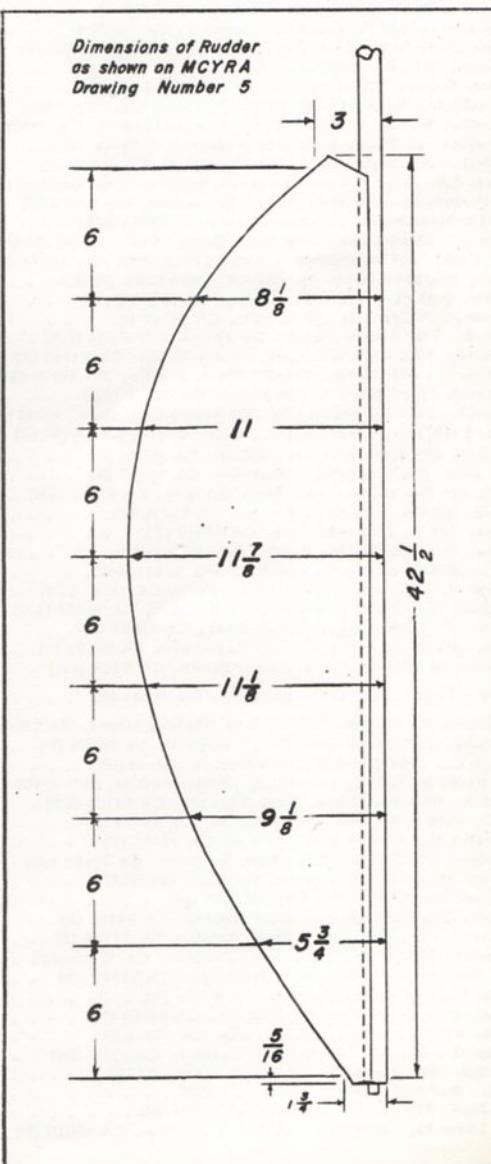
Section 4. One oar or paddle shall be carried.

Section 5. A signal horn or whistle shall be carried by each boat.

Section 6. Each boat shall carry a workable bilge pump or bailing can.

Section 7. No mechanical hiking device, outside of the cockpit, will be permitted. Existing stays and spars may be used for hiking but may not be modified in any way for this purpose. *(25 July 1962)

* Effective date



Association Members

Abbott, Duncan H., 5 Bigelow Ave., Mill Valley, CA 94941 (S)	358	Lennoye, Lee D., 206 Lee St., Oakland, CA 94610 (R)	195
Alexander, Geo., 1126 - 24th St., Santa Monica, CA 90403 (LA)	62	Lewis, Gordon	357
Anderson, Ed., 431 Guadalupe, Los Altos, CA 94022 (P)	448	Lewis, Dan	357
Arnold, Ralph L., 310 Vassar, Fresno, CA 93704 (F)	360	Lindhe, Anders, 685 W. Escalon, Fresno, CA 94704 (F)	319
Ashley, Joe, 611 Ardmore Dr., Goleta, CA 93017 (SB) (co)	190	Lindley, Ted, 3932 Jewell St. #N304, San Diego, CA 92109 (B)	397
Aylward, Sidney, 1604 Margate Rd., Palos Verdes Est., CA 90274 (LA)	13	Lippitt, Dr. Louis, 696 Raymond Ave., Santa Maria, CA 93454 (SB)	183
Avery, W. C., AMPAC Maint. Co. APO, SF, CA 96346 (LA)	514	Loscher, Gregory, 805 Coventry Rd., Kensington, CA 94577 (R)	418
	515	Lunsford, Richard R., 132 Emma, Ventura, CA 93003 (V)	279
	516	Lysight, Austin, 3702 Jasmine Ave., Los Angeles, CA 90034 (LA)	454
Baird, Doug, 694 W. Morris, Fresno, CA 93704 (F)	408	MacDonald, Bill, 65 Glen Ellen Dr., Ventura, CA 93003 (B)	234
Balasco, Joe G., 95 Teloma Dr., Ventura, CA 93003 (V)	471		254
Ball, Vaughn, 2 San Benito, Atherton, CA 94025 (P)	509	Manley, Windy, 3889 Wayne Ct., Riverside, CA 92504 (B)	182
Billingsley, Dana S., 1263 Mildred Ave, San Jose, CA 95125 (P)	446	Martin, Gerard, MD, 1075 Marchetta Lane, Pebble Beach, CA 93953 (SW)	32
Blucher, Flemming, 551 Hillside Rd., Redwood City, CA 94062 (P)	151	Martin, Jim, 401 Scenic Ave., San Anselmo, CA 94960 (S)	287
Belden, Leo,	433	Ma'son, Steve, Box 473, Tiburon, CA 94920 (S)	534
Belden, Richard,	433	McCullough, Tom, 2942 BirdRock Rd., Pebble Beach, CA 93953 (SW)	463
Belza, Jan, Box 25, Pebble Beach, CA 93953 (SW)	330	Mettier, Henry, Jr., 330 Beach Rd., Belvedere, CA 94920 (S)	386
Bock, John O., 11455 N.E. 124th, Kirkland, WN 98033 (SE)	464	Miller, Richard L., 416 Mara, Ventura, CA 93003 (V)	417
Bonsack, Robert A., 19251 Beckwith Terr., Irvine, CA 92664 (B)	245	Mooney, Bernard J., 19 Shasta Ct., So. San Francisco, CA 94080 (P)	479
Bradley, Tom, 4881 Wishon, Fresno, CA 93704 (M)	39	Morris, David, E. Garzas Rd., Carmel Valley, CA 93924 (M)	185
Bray, Pat, Box 282, Pebble Beach, CA 93953 (SW)	1	Muhs, Peter L., Box 732, Pebble Beach, CA 93953 (SW)	474
Brunner, Tom, 1304 Funston Ave., Pacific Grove, CA 93950 (M)	301	Murphy, Micheal J., 280A Corte Madera Ave., Corte Madera, CA (S)	356
Buhl, Lawrence D., Jr., 2 Tracy Bldg., Goose Pte Farms, Mich. 48236 (HS)	486	Nerdrum, Jack, 1248 Via Cielito, Ventura, CA 93003 (C)	477
Burch, John T., MD, 1360 W. 6th St., San Pedro, CA 90732 (LA)	48	Nix, Richard W., 6248 Hope St., Simi Valley, CA 93063 (LA)	324
Butler, Bruce K., 1462 W. San Jose, Fresno, CA 93705 (F)	45	Norris, Neil J., 514 Foxen Dr., Santa Barbara, CA 93105 (SB) (co)	190
Carmichael, Larry, 2372 Heritage Dr., San Jose, CA 95124 (P)	29	Norton, Dick, 787 W. Stuart, Fresno, CA 93704 (F)	119
Christian, Shannon, 4866 E. San Gabriel, Fresno, CA 93726 (F)	115	Norton, Philip, 4023 - 2nd Ave. N.E., Seattle, Wn. 98105 (SE) (co)	132
Clark, Charlotte E., Box 41, Pebble Beach, CA 93953 (SW)	288	Nunes, Ernest, Box 263, Monte Rio, CA 95462 (L)	--
Clark, Chris, Box 41 Pebble Beach, CA 93953 (SW)	532	Parsons, Peter, 2025 E. Newton, Seattle, Wn. 98102 (SE) (co)	132
Clark, Dick, Box 71, Pebble Beach, CA 93953 (M)	482	Patricio, Fred, 808 W. 30th St., San Pedro, CA 90731 (LA)	165
Clark, Fred J., 2835 Forist Lane, Merced, CA 95340 (F)	444	Patterson, George C., 1611 W. 256th St., Harbor City, CA 90710 (LA)	525
Clark, Kent W., Box AK, Carmel, CA 93921 (patron)	--	Perata, Michael, 2124 Gordon Ave., Menlo Park, CA 94025 (P)	526
Clark, Hamilton, 20120 Seagull Way, Saratoga, CA 95070 (P)	455	Perez, John, 33271 Marina Vista Dr., Dana Point, CA 92629 (B)	445
Clark, Tom, 16240 Ridgecrest Ave., Monte Sereno, CA 95030 (P)	99	Peterson, Richard G., Project Wildbore Unit #4, APO N.Y. 90108 (m-a-1)	499
Cogorno, Gene, 2415 Riconada Dr., San Jose, CA 95125 (P)	202	Phillips, Gary, 2021 Garden St., Santa Barbara, CA 93105 (SB) (co)	484
Condon, Tim, Garzas Rd., Carmel Valley, CA 93924 (SW)	508	Pirring, G. R., Aragon Farms, Bainbridge, Georgia 31717 (HS)	511
Conlon, Gerald J., 361 Northumberland, Redwood City, CA 94061 (P)	391	Pollard, Leland, Jr., 3219 Alameda Ave., Oakland, CA 94601 (R)	505
Conover, Luther W., III, 325 Robin Dr., Corte Madera, CA 94925 (S)	496	Porvaznik, Mike, General Delivery, Carmel, CA 93921 (M)	428
Conrad, Charles, 19 Pixley #4, Corte Madera, CA 94926 (S)	103	Power, Wm. B., 26721 Basswood Ave., Palos Verdes Est., CA 90274 (LA)	366
Crowder, Bill, 7765 Huntridge Lane, Cupertino, CA 95014 (P)	131	Prince, Evert, 1375 Virginia Rd., Santa Barbara, CA 93103 (SB) (co)	286
Curran, Mrs. J.A., Jr., 57 Chester Square, London, S.W. England (HS)	489	Raggett, Mark, Box 187, Pebble Beach, CA 93953 (SW)	291
Davis, C. Paxton, Jr., 29 Swart Lane, San Carlos, CA 94070 (P)	524	Reardon, J. B., MD, 800 Columbia Way, Sacramento, CA 95825 (SW)	450
Day Dan, 1130 Mestres Dr., Pebble Beach, CA 93953 (SW)	268	Redfield, Bartlett, 5106 45th N.E., Seattle, WN 98105 (SE)	175
Day, Harrie L., 23406 Candlewood Way, Canoga Park, CA 91304 (m-a-1)	376	Reinhard, Sebastian E., P.O. Box 1510, Monterey, CA 93940 (SW)	527
Densmore, Park, 3645 Via Palomino, Palos Verdes Est., CA 90274 (LA)	403	Roberts, Russell, 135 Arroqui Rd., Santa Barbara, CA 93103 (SB)	179
Dodd, Fred, Box 2051 Pebble Beach, CA 93953 (SW) (L)	--	Robinson, Kelley, 701 Fernwood, Monterey, CA 93940 (M)	5
Doherty, Bill, P.O. Box 1767, San Pedro, CA 90733 (LA)	392	Roessler, Florence	466
Dowley, Mark, 333 Byron St., Palo Alto, CA 94301 (R)	387	Rossmann, George	466
Doyle, John T., 1915 Redondela Dr., San Pedro, CA 90732 (LA)	270	Rossmann, George, 4062 - 9th Ave., Los Angeles, CA 90008 (L)	--
Dunn, J. Ritchie, 1042 Marchetta Lane, Pebble Beach, CA 93953 (SW)	504	Ruttschow, Steve, 6915 Tustin Rd., Salinas, CA 93901 (M)	215
Ecklein, Bryce A., 2429 Monta Vista Pl. West, Seattle, WN 98199 (SE)	239	Ryon, William, 770 Ladera Lane, Santa Barbara, CA 93103 (SB)	429
Ehrlich, Harold, 27603 Brandia, San Pedro, CA 90732 (LA)	138	Sage, David, Jr., 2031 Baker St., San Francisco, CA 94115 (S)	139
Everest, Jean I., 1604 Dorchester Dr., Oklahoma City, Okla. 73120 (HS)	487	Saletta, Robert A., 7124 Manila St., El Cerrito, CA 94530 (R)	133
Farnsworth, Ferris A., Greenway Dr., Walnut Creek, CA 94596 (R)	517	Samson, Francis, 717 Estes, Corcoran, CA 93212 (F) (co)	439
Ferguson, Roy, 815 Maralesta Dr., Pinole, CA 94564 (R)	40	Sanford, Holden, 925 N. Fulton, Fresno, CA 93728 (L)	--
Flemming, John, 836 Spruce St., Berkeley, CA 94707 (R)	298	Simpson, Gregory, Box 364, Pebble Beach, CA 93953 (SW)	343
Fogel, Paul, 684 San Marino Dr., Santa Barbara, CA 93111 (SB)	416	Simpson, Harold, 1359 - 26th St., San Pedro, CA 90732 (LA)	405
Foster, Dick, 3719 N. Chestnut, Fresno, CA 93726 (F)	277	Soldano, Michael, 9521 Sandpoint Way, Seattle, WN 98115 (SE)	219
Gaestel, Rob, 610 E. 21st, Merced, CA 95340 (F)	20	Smith, A. B., 966 - 25th St., San Pedro, CA 90731 (LA)	400
Gould, Chris, Box 982, Pebble Beach, CA 93953 (M)	443	Snorf, Charles R., MD, 25782 Hatton Rd., Carmel, CA 93921 (SW)	461
Gould, Carl, 3808 McGilvra St., Seattle, Wn. 98102 (SE)	217	Sparkhul, Dave, 101 Ford Rd., Carmel Valley, CA 93924 (M)	27
Gould, LeGrand, 379 Lennox Ave., Menlo Park, CA 94025 (SW)	267	Spencer, James, 626 Meigs Rd., Santa Barbara, CA 93109 (SB)	494
Gould, Stedman Jay, 14614 Cerecita Dr., Whittier, CA 90604 (LA)	157	Stine, Corvin F., Jr., DDS, Box 5753, Carmel, CA 93921 (SW)	320
Gould, Steve, 379 Lennox Ave., Menlo Park, CA 94025 (M)	470	Stockham, Herbert, Jr., Box 10326, Birmingham, Alabama 35202 (HS)	485
Gram, Tom, 300 Montgomery St., San Francisco, CA 94104 (S)	497	Stoker, Emmett, 323 Torino Dr. #1, San Carlos, CA 94070 (P)	436
Greene, Lloyd, 365 Santiago Ave., Long Beach, CA 90814 (LA)	415	Thompson, Dick, 2000 Stockbridge, Redwood City, CA 94061 (P)	22
Hall, John S., 1526 LeRoy Ave., Berkeley, CA 94708 (R)	533	Thompson, Kenneth	200
Harrison, Halstead, 4045 W. Mercer Way, Mercer Island, Wn 98040 (SE)	218	Thompson, Sherman	200
Hayes, Richard, 2293 Middletown Dr., Campbell, CA 95008 (P)	6	Thomson, John A., 266 Hillside Ave., Mill Valley, CA 94941 (S)	35
Herron, Jack L., 1164 Adair St., San Marino, CA 91108	402	Turnquist, Floyd, 1333 Gough St. #6N, San Francisco, CA 94109 (S)	354
Hightower, Frank J., 800 Hightower Bldg., Oklahoma City, Okla. 73100 (HS)	510	Umland, John, 1322 Sherman St., Alameda, CA 94501 (R)	456
Hoggard, Jack, 4014 Pal A Lane, Santa Barbara, CA 93105 (SB)	414	Van Dusen, Harvey A., 5678 N. Millbrook, Fresno, CA 93726 (F)	283
Holden, Ed., 1578 Graff Ave., San Leandro, CA 94577 (P)	467	Van Slyke, Noel E., 423 E. Clara St., Port Hueneme, CA 93041 (V)	468
Holton, Charles K., 5574 Hunter, Ventura, CA 93003 (V)	3	Verbitsky, John L., 767 Ruly Rd., Livermore, CA 94550 (R)	410
Hover, Wesley, 439 Consuelo Dr., Santa Barbara, CA 93105 (SB)	338	Vernon Ed., 729 Woodland Dr., Santa Barbara, CA 93103 (SB)	136
Johnson, Ray, 4661 Wishon, Fresno, CA 93704 (F) (L)	--	Vitt, K. H., Box 3169, Carmel, CA 93921 (SW)	24
Kedzior, John, Rt. 3, Box 586, Carmel, CA (M)	--	Ward, Berkeley E., 2312 Cipriani Blvd., Belmont, CA 94002 (P)	519
Keefe, James, 173 Pixley Ave., Corte Madera, CA 94925 (S)	198	Wheeler, Chet, 2083 Pepper Dr., Altadena, CA 91001 (L)	--
Keefe, Kenneth, 129 Birch Ave., Corte Madera, CA 94925 (S)	530	Wienpahl, Paul, 1489 Tunnel Rd., Santa Barbara, CA 93105 (SB)	160
Kerr, Raymond, 2020 Garden St., Santa Barbara, CA 93105 (SB)	484	Whelan, Don, 1021 Holly St., Alameda, CA 94501 (R)	273
Kilpatrick, Harvey, P.O. Box 1876, Monterey, CA 93940 (M)	--	Wiesemann, Ken, 2405 Elm Ave., Manhattan Beach, CA 90266 (LA)	432
King, Leonard, 340 Wesley, Ventura, CA 93003 (V)	46	Williamson, Warren, 20050 S. Mt. Rd., Santa Paula, CA 93060 (V)	490
Kirk, Alfred, 2515 Poppy Dr., Burlingame, CA 94010 (P)	231	Willner, E.S., 124 Tyler Court, Santa Clara, CA 95051 (P)	523
Krenz, Dick, 436 Cambridge Dr., Arcadia, CA 91006 (B)	401	Wilson, Mark, 3219 Susan Ave., Marina, CA 93933 (M)	252
Kunkle, Mike D., 25380 Telarana Way, Carmel, CA 93921 (M)	293	Wood, Oliver E., 25227 Hatton Rd., Carmel, CA 93921 (SW)	396
Lane, Preston, 5503 Hunter St., Ventura, CA 93003 (V)	412	Worden, William, 1315 Regent St., Alameda, CA 94501 (R)	512
Lannan, Ed., Box 908, Santa Barbara, CA (SB)	286	Yates, George V., Box N-1, Carmel, CA 93921 (SW)	340
Lawrence, John, 279 Rheem, Marago, CA 94556 (R)	449		
Leemmons, Loren M., 7854 Festival Dr., Cupertino, CA 95014 (P)	378		

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(HS)	Harbor Springs	(R)	Richmond	(V)	Ventura

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4 Berenfield	104* Lost in surf	204 Ray Hodgson	304* Joe Congdon	404 Lance Bosschart	504* J. Richie Dunn (SW)
5* Kelly Robinson (M)	105 No Record	205* Ed Wellington	305 Guy Harrington	405* Harold Simpson (LA)	505* Leland Pollard (R)
6* Dick Hayes (P)	106 J. Baker	206 H. Richards	306 Wrecked by auto	406 B. Swanson	506* Norman Hixon
7 Schlosser	107* Dick Tarr	207 Ernst Rohde	307* Dick Murphy	407 Willard Schipper	507 James Schmuck
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9 G. Scheimer	109 Stanley Bell	209 G. Morse	309 F. C. Benner	409* Robert Battles	509* Vaughn Ball (P)
10 R. Westar	110* Joe Nevetski	210 R. Smith	310 G. C. Radtke	410* John Verbitsky (R)	510* Frank Hightower (HS)
11* Ed Benedict	111* Ralph Buchan	211* N. Rian	311* Ed Jacobsen	411 Henry Clup	511* G. R. Purrung (HS)
12 W. Brown	112* Charles Beirne	212 J. Armitage	312 Lost at Sea	412* Preston Lane (V)	512* Bill Worden (R)
13* Sidney Aylward (LA)	113* Keith Bellman	213 No Record	313 Georges Bress	413 Weldon Velle	513 Robert Collier
14 No Record	114* Jack Lansing	214 No Record	314 J. McLeran	414* Jack Hoggard (SB)	514 Bill Avery (LA)
15 No Record	115* Shannon Christian (F)	215* S. Kuttachow (M)	315* Frank Stevenson	415* Lloyd Greeno (LA)	515 Bill Avery
16 B.J. Mooney	116* LeRoy Hinkle	216 Dennis Kerby	316* Ralph Clark	416* Paul Fogel (SB)	516 Bill Avery
17 H. E. Cushman	117 George Walker	217 Carl F. Gould (SE)	317 Steve Ulrich	417* Dick Miller (V)	517 F. Farnsworth (R)
18 Lost at Sea	118 Dan Flammer	218 Halstead Harrison (SE)	318 Leland Streepey	418* Gregory Loscher (R)	518 Ron Stewart
19* A. B. Mitchell	119* Dick Norton (F)	219 M. J. Soldano (SE)	319* Anders Lindhe (F)	419* John F. Lingel	519* Berkeley Ward (P)
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21 L. Netza	121 Maury Forslind	221* J. Lucas	321* T. E. Workman	421 Ken Orcutt	521 Gerald Dilman
22* Dick Thompson (P)	122 Milton Roed	222 Lost at Sea	322 T. L. Sinclair	422* C. E. Gibbons	522 John Stiles
23* P. Innes	123 Duane Hushaw	223 Bob Lachow	323* J. H. Nelson	423* Wm. C. Jones	523 E. S. Willner (P)
24* Herb Vitt (SW)	124 F. N. Prater	224 Schorberg	324* Richard Nix (LA)	424* Steve Van Sicklen	524* Paxton Davis (P)
25 G. Bond	125 D. G. McCall	225 Norvin Reed	325* Ed. Singer	425* Robert Roth	525* Geo. Patterson (LA)
26 D. Anderson	126* E. Nisewaner	226 G. T. Phillips	326 E. E. Hankins	426* Lindsey Hurd	526 Michael Perata (P)
27 Dave Sparkhul (M)	127* Taylor Anderson	227 L. Levenson	327 Paul Castro	427 Jeff Miles	527 Sebastian Reinhard (SW)
28* Dick Harvey	128 D. Purnell	228 H. Bartholomew	328 U.S. Navy	428* Mike Porvaznik (M)	528 Henry Eickhoff
29* L. A. Carmichael (P)	129 O. Benjamin	229 John Pugh, Hawaii	329 U.S. Navy	429* Bill Ryan (SB)	529 J. Paul Kennedy
30 Walter Bird	130* Jack Kelly	230* Wm. Cheal	330* Jan Belza (SW)	430* A. Marshall	530* Kenneth Keeffe (S)
31* Sheldon Solo	131 Bill Crowder (P)	231* Al Kirk (P)	331 Louis Casolino	431* Bob Collins	531 D. Gregory Clever
32 Gerald Martin	132 Philip Norton (SE)	232 Dick McCulley	332* Ken Wilson	432* Ken Wiesemann (LA)	532* Chris Clark (SW)
33* P. Rarrar	133* Bob Saletta (R)	233 No Record	333 Geo Coleman	433* Leo & Dick Belden (SB)	533* John S. Hall (R)
34 M. B Riley	134 John Reynolds	234* Bill MacDonald (B)	334 Robert Wilson	434* Jean A. Stovall	534 Steve Mason (S)
35* John Thomson (S)	135 Bill Stenson	235 Wm. Berry	335* Jim Goree	435 Ferdinand Haket	
36* Dave Dunshee	136* Ed Vernon (SB)	236 D. C. Fitch	336 J. W. Cranston	436* Emmett Stoker (P)	
37 Clark Breeze	137* John Curran	237* James Martyn	337* Bart Alford	437* Fred Tesche	
38* Robert Bissell	138* Irving Ehrlich (LA)	238 Neil Hare	338* Wes Hover (SB)	438 Fred Ambrose	
39* Tom Bradley (M)	139* David Sage, Jr. (S)	239 Bryce Ecklein (SE)	339* Roy Ashley	439* Francis Samson (F)	
40* Roy Rerguson (R)	140 John Wiese	240 Sam Lake	340* Geo. Yates (SW)	440 A. Wilder	
41* Judith Cox	141 Ed. D. Fruge	241 Destroyed 1960	341 No Record	441 A. McLean	
42 David Bectone	142 L. C. Pasley	242* Don Wythe	342* Tod Walker	442* B. Kirk	
43 W. S. Smith	143 Robert Mead	243 C. L. Hamly	343* Gregory Simpson (SW)	443* Chris Gould (M)	
44* Wally Wilson	144 H. T. Brown	244 Boy Scouts, Moline	344 Peter Weaver	444* Fred J. Clark (F)	
45* Bruce Butler (F)	145 John Burr	245* Robert Bonsack (B)	345* E. Nichols	445* John Perez (B)	
46* Leonard King (V)	146* W. D. Knick	246 Santa Cruz Y. C.	346* R. Hofvendahl	446* Dana Billingsley (P)	
47* Wm. V. Vogt	147* Ted Miranda	247 Peter Marfield	347 G. T. Lambert	447* Tom Spenser	
48* John T. Burch (LA)	148 A. Messerschmitt	248 George Parker	348* Bill MacDonald (B)	448* Ed Anderson (P)	
49* Don Chapman	149* J. Griffen	249 Geo. Beckman	349 G. Beckman	449* John Lawrence (R)	
50* Frank Hurford	150* Robert A. Coit	250 No Record	350* Charles Schiele	450* John Reardon (SW)	
51 Warren Smith	151* F. Blucher (P)	251 T. B. Keefer	351* Wm. Carmichael	451 Cliff Neth	
52* Marie Hart	152 Bertrand Belvedere	252* Mark Wilson (M)	352 Ed Rfirman	452 No Record	
53 Ivan Wells	153 Tom Wiper	253* Ken Walker	353 No Record	453 Bob Holt	
54 John Rosson	154* Darien Murray	254* Bill MacDonald (B)	354 Floyd Turnquist (S)	454* Austin Lysight (LA)	
55* Daryl Bartels	155* Bob Wentworth	255 N. A. Reed	355* Jim Coree	455* Hamilton Clark (P)	
56 A. V Cord	156 James Casey	256 David Kenny	356 Michael J. Murphy (S)	456* John Umland (R)	
57* Harold Young	157* S. J. Gould (LA)	257* Don Lipps	357* D & G. Lewis (M)	457 R. Ferretta	
58 Walter Page	158 Spencer Clark	258 No Record	358* Duncan Abbott (S)	458 John McIntosh	
59 Robert Leitch	159 Bob Beardslee	259 W. D. Cartwright	359 Don Vest	459* C. R. Rathbone	
60 J. A. Cruikshank	160* Paul Wienpahl (SB)	260* Charles Roos	360* Ralph Arnold (F)	460 W. Decker	
61* Harry Sumway	161* Phil Friedman	261* Richard Stanton	361* Sunk	461* Charles Snort (SW)	
62* Geo. Alexander (LA)	162 Destroyed	262* Clark Jacobs	362* Dave Edwards	462 H. D. Purcell	
63 Hugo Bruse	163* Robert Bebb	263 Lee Bellmead	363* Nick Rugen	463* Tom McCullough (SW)	
64* Phil Holcomb	164* Gerald Backer	264 Sam Leask	364* David Lee	464 John Bock (SE)	
65 E. B. Harris	165* Fred Patricio (SW)	265 Gary Esor	365 Peter Walker	465* E. P. Webb	
66 K. M. Amlin	166* V. E. Mardock	266 Robert Schneider	366* Wm. Power (LA)	466* Roger Roessler (SB)	
67 W. Alexander	167 Peter Parsons	267* LeGrand Gould (SW)	367* Lee Faraola	467* L. E. Holden (P)	
68 Sherman Neeham	168 Don Hall	268* Dan Day (SW)	368* R. Douglas Inglis	468* Noel Van Slyke (V)	
69 J. Watters	169* E. V. Werntz	269 L. E. Roby	369* Don Pendleton	469 E. Kami	
70 Tom McCutcheon	170* Robert W. Pruitt	270* John Doyle (LA)	370 John Perrodin	470* Steve Gould (M)	
71 Bill Carugno	171* Carleton White	271* Earl Morris	371* Jim Lucas	471 Joe Balasco (V)	
72 No Record	172* Robert Holzhauer	272* D. W. Wagner	372* James Hobart	472* John Stanger	
73* C. E. Hass	173 Wm. Bluntzer	273* Don Whelan (R)	373* Bill Enoch	473* Larry Patterson	
74 Louis Hesse	174 E. P. Adams	274 Dale Porter	374 Howard Dickson	474* Peter Muhs (SW)	
75 Wm. Stenson	175 Bartlett Redfield (SE)	275 F. Ransom	375* Roy L. Knight	475 John Freibury	
76 Acapulco, Mex.	176 P. Winsgansen	276 V. Sousa	376* Harrie Day (m-a-1)	476 O'Neil	
77 Acapulco, Mex.	177 E. J. Crosley	277* Dick Foster (F)	377* Michael Dewees	477* Jack Nerdrum (V)	
78 Acapulco, Mex.	178 No Record	278* Bob Korb	378* Loren Lemmons (P)	478* H. M. Gladney	
79 Jim Hopkins	179* Russell Roberts (SB)	279* Dick Lunsford (V)	379 No Record	479 Bernard J. Mooney (P)	
80 Acapulco, Mex.	180 Bob Phillips	280 No Record	380 No Record	480 Schock	
81 No Record	181 Sunk	281* C. H. Smith	381 No Record	481* Mike Orton	
82 Cleveland, Ohio	182* Windy Manley (B)	282 A. M. Hopkins	382* Dick Catlin	482* Dick Clark (M)	
83 Cleveland, Ohio	183* Louis Lippitt (SB)	283* Harvey Van Dusen (F)	383* J. Bogdanovich	483* Lambert Johnson	
84 Cleveland, Ohio	184* Jim Reed	284 Milton Davis	384* Pete Young	484* R. E. Kerr (SB)	
85 Cleveland, Ohio	185* Dave Morris (M)	285* Ken Perifoy	385 Roy Cary	485* Herbert Stockham (HS)	
86 Cleveland, Ohio	186 Dan Dutton	286* Ed Lannom (SB)	386* Henry Mettier (S)	486* Lawrence Buhl (HS)	
87 Ed Mundy	187 Carroll Daulton	287 Jim Martin (S)	387* Mark Dowley (P)	487* Jean Everest (HS)	
88 No Record	188* Jim Satterberg	288* Charlotte Clark (SW)	388* Dennis Calvert	488* Horace Ford	
89 Vern Hammers	189 Roy Englund	289 H. E. Preece	389* Ken Peterson	489* J. A. Curran (HS)	
90 No Record	190* Neil Norris (SB)	290* John Hoffmire	390* Mary Murphy	490* W. E. Williamson (V)	
91 No Record	191 Tom Regan	291* Mark Raggett (SW)	391* G. J. Conlon (P)	491 Vic Voit	
92* B. Alexander	192 W. J. Tait	292* Steve Fisher	392* Bill Doherty (LA)	492 Wm Hodge	
93 No Record	193 H. T. Asbury	293* Mike D. Kunkle (M)	393* Rocky Franich	493 Tom Eichner	
94 No Record	194 Rudolph Ozga	294 J. M. Latimer	394* Wm. Hanson	494* Jim Spencer (SB)	
95* Geo. Loquvam	195* Lee D. Lennoye (R)	295 James Butler	395* Dave Rose	495* Robert Jackson	
96 No Record	196 Texas	296 R. N. Meader	396* Oliver Wood (SW)	496 Luther Conover (S)	
97 No Record	197* Robert Beckerest	297 Phil Pemberton	397* Ted Lindley (B)	497 Tom Gram (S)	
98* Wet Hens, Hawaii	198* James Keefe (S)	298* John Flemming (R)	398* Milton Morgan	498 Geoffrey Clark	
99* Tom Clark (P)	199 Girl Scout Ship 1250	299 J. Carey	399 Harold Olson	499 Dick Peterson (m-a-1)	
100 Tom Rabyns	200* Ken Thompson (M)	300* Tim Cordrey (M)	400* A. B. Smith (LA)	500 Dick Thompson (P)	

RACING CALENDAR

REGIONAL EVENTS

Small Yacht Racing Ass'n of S.F. Bay & SoCal Regional Events			
April 1	SoCal Regional	Santa Barbara	SBYC
April 16	SYRA	Richardson Bay	SYC
May 14	SYRA	Knox	SFYC
May 27-28	SYRA	Ballena Bay	BBYC
June 10	SoCal Regional	Balboa	BYC
June 10-11	SYRA	St. Francis	StFYC
June 18	SYRA	Knox	CYC
July 30	SYRA	To be announced.	---
Aug. 20	SYRA	Richmond	RYC
Aug. 26	SoCal Regional	Los Angeles	CBYC
Aug. 26-27	NorCal Regional Championship		---
Sept. 9	SoCal Regional	Santa Barbara	SBYC
Sept. 16-17	SYRA	Knox	SFYC
Sept. 30	SoCal Regional	Los Angeles	CBYC
Oct. 1	SYRA	St. Francis	StFYC
Oct. 15	SYRA	(Make-up date)	---
Nov. 4	SoCal Regional	Ventura	VYC



ROSMAN TRAVEL TROPHY

1971-72 Season (remaining regattas)

July 1-2	Semana Nautica Regatta	Santa Barbara	SBYC
July 15-16	High Sierra Regatta	Huntington Lake	FYC

1972-73 Season (tentative)

Sept. 2-3	Fiesta de la Marina	Ventura	VYC
Nov. 4-5	Monterey Invitational	Monterey	MPYC
Mar. ? '73	Millerton Regatta	Millerton Lake	FYC
May ? '73	Balboa Memorial Day	Newport Harbor	BYC
June ? '73	Miss California Regatta	Santa Cruz	SCYC

THOMAS K. PERRY CUP

Memorial Winter Series Monterey Peninsula Yacht Club

November 4-5 Races	I, 2&3
December 2 Races	4&5
January 6 Races	6&7
February 2 Races	8&9
March 2 Races	10&11

All Mercury Skippers cordially invited

OTHER MAJOR INVITATIONALS

1972

May 27-28	Balboa Memorial Day	Newport Harbor	BYC
May 28-29	Commodores Regatta	Stillwater Cove	SYC
June 3-4	Lake Yosemite Regatta	Merced	Pen. Fleet
June 10-11	Miss California Regatta	Santa Cruz	SCYC
July 28-29-30	MCYRA Nationals	L.A. Harbor	CBYC
Sept. 2-3-4	Labor Day Regatta	Stillwater	SYC
Oct. 7-8	Race of Champions	Santa Barbara	SBYC
Oct. 28-29	Homecoming Regatta	Sausalito	SYC
Nov. 25-26	Thanksgiving Day	L.A Harbor	CBYC

R

#415, Lloyd Greeno, this year's host fleet captain and #252, Mark Wilson, fleet captain of Monterey Fleet, next year's host fleet.

1971 - 1st place

Commodore's Regatta, Stillwater

Nationals (main only)

NorCal Regionals

SoCal Regionals



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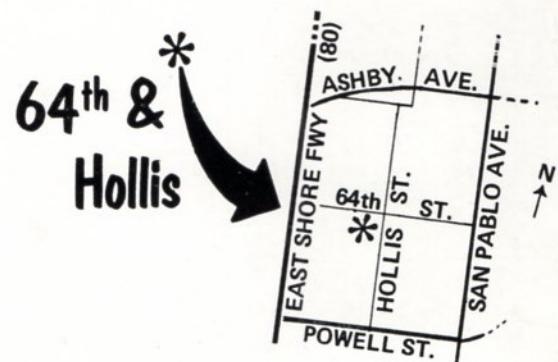
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