

Mercury Class Yacht Racing - Association

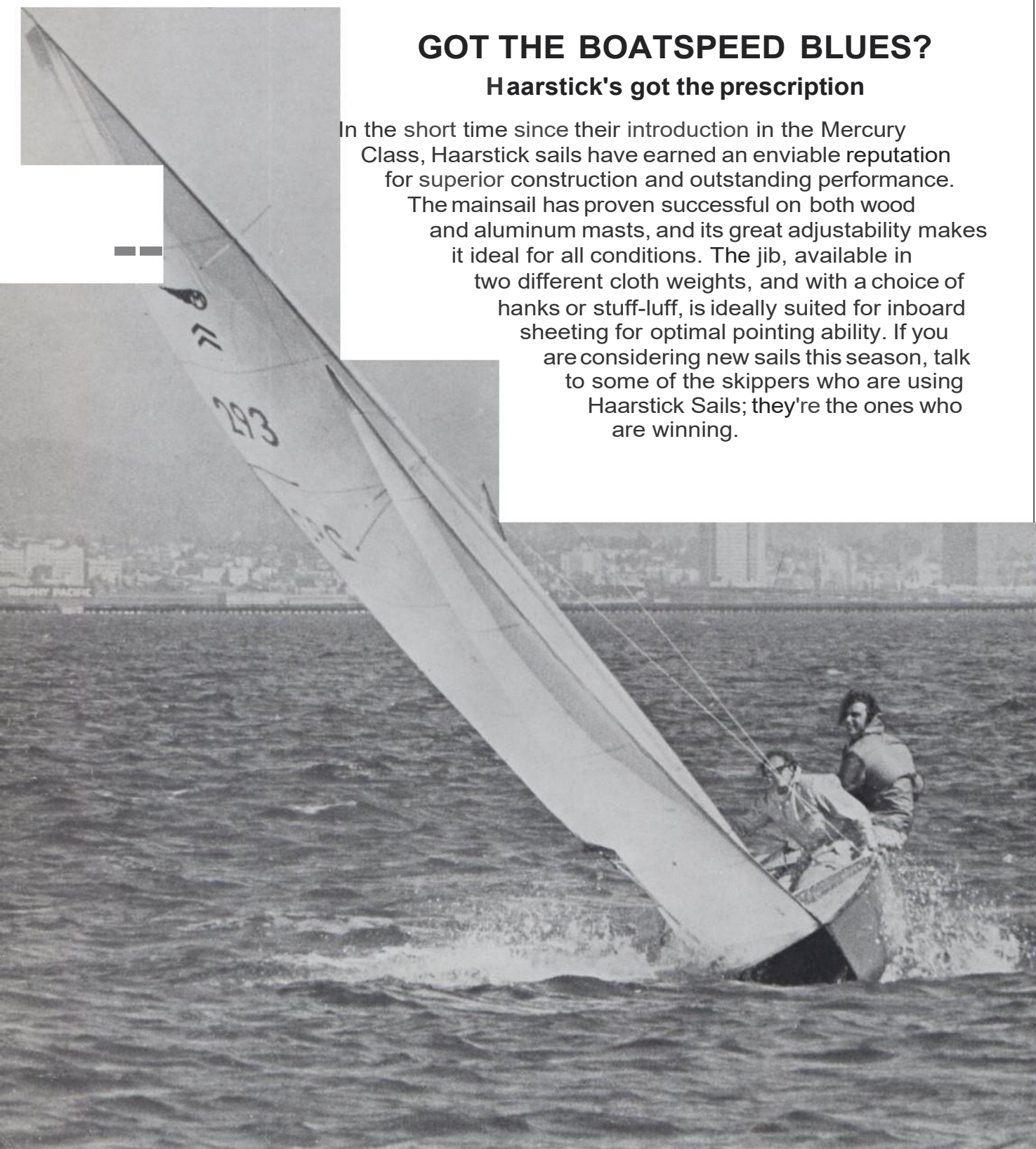


1972 Year Book

GOT THE BOATSPEED BLUES?

Haarstick's got the prescription

In the short time since their introduction in the Mercury Class, Haarstick sails have earned an enviable reputation for superior construction and outstanding performance. The mainsail has proven successful on both wood and aluminum masts, and its great adjustability makes it ideal for all conditions. The jib, available in two different cloth weights, and with a choice of hanks or stuff-luff, is ideally suited for inboard sheeting for optimal pointing ability. If you are considering new sails this season, talk to some of the skippers who are using Haarstick Sails; they're the ones who are winning.



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Mercury Yacht Racing Association



1972 Year Book

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ON OUR COVER

11508 - Tim Condon and Richard Hayes
1971 MCYRA Champions

MCYRA address, dues, plans

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Memberslup.....	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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MERCURY CLASS YACHT RACING ASSN,
MEMBER YACHT CLUB

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J!)onorarp-JLtf JMembers

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jformer *m*((□I□ etftcers

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J, t g t o r p o f t h e M e r c u r y Y a c h t

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 sailboat. There were very few centerboard class. 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 email 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 available 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 and we continue 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 100 boats.

Most of the boats delivered by Ernie Nunes, were sold 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 template and 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 1957 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 1957.

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.

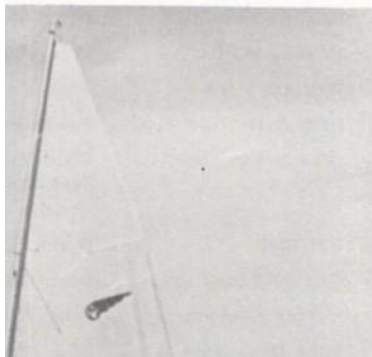
Next, a major fiberglass builder, the W. D. Schock Co., became interested. Schock suggested some changes in construction methods, e.g., the keel would be encased in fiberglass, a plastic "deadwood" would be used and the whole deadwood-keel assembly would be "welded" to a special "box" cast into the hull, (no keel bolts required). The deck would be fiberglass, reinforced with fiberglass, and "welded" to the hull by the use of a sheer flange. Schock's changes would not affect 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 are 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



Below is a "New" Mercury owned and sailed in, the 1971 Championahip Serlu 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).

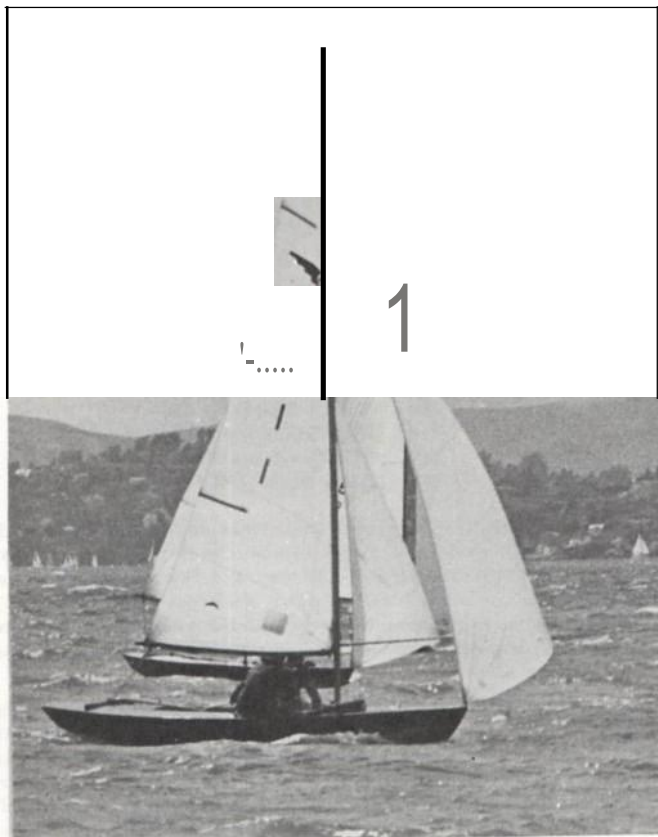
In 1950, the first measurement committee, consisting of Ray Johnson (chairman), George Rosman and Jim Enzensperger, was appointed and at the Balboa Regatta in 1951, the boats were measured for the first time. Considering the fact that most of the boats were 'home built', it was found that they were remarkably 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.



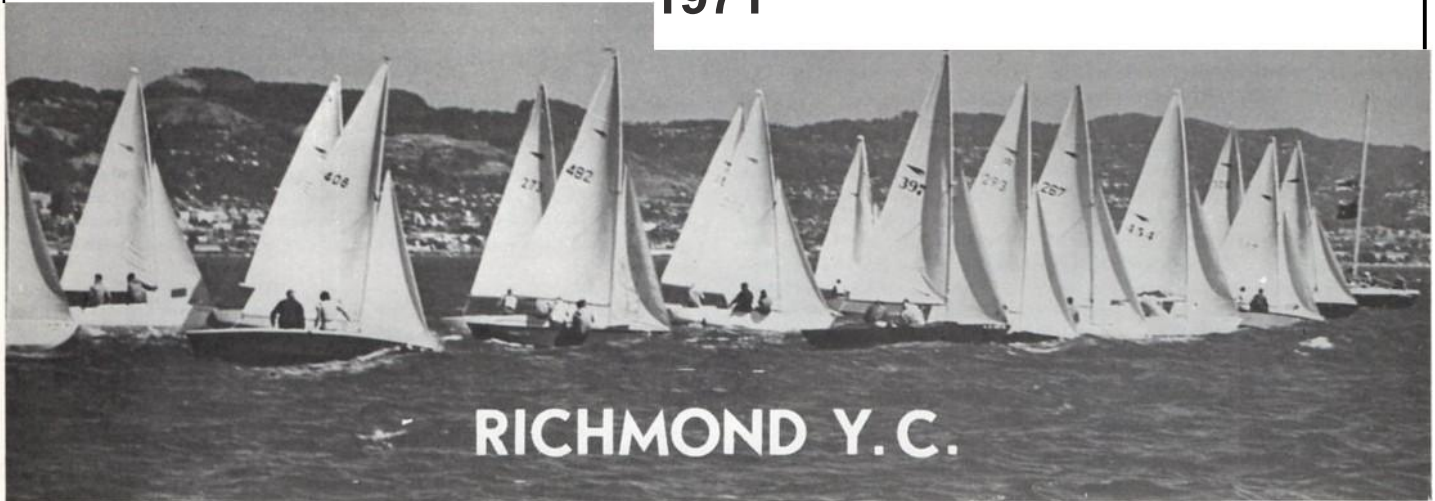
Still an active Mercury in the Stillwater Fleet. This picture was taken at the 1971 Charnplonahlp Series at Richmond, skippered by Pat Bray.



'432 SaiUna at Cabrillo Beach with George Rosman as crew. Picture was taken in 1967 and he reported to be the fastest time Rosman has been in a Mercury.

CHAMPIONSHIP SERIES

1971



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. Norie 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: $\frac{7+8}{2} = 7.5$

7.5s

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. Ashe 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 dis allowed.

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 overstood and was way back at the weather mark. Only his superb sailing got him a

(connnued next page)



The author that put Umland in a winning position Cor 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
	508	"Juggernaut"	Stillwater	Tim Condon	Dick Hayes	3/4	4	3	4	3/4	12 1/2
2	454	"Outasight"	Los Angeles	Austin Lys ight	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 U"	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	II	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	IO	13	59
IO	252	"Bandersnatch"	Monterey	Mark Wilson	Kim McCoy	7 1/2	15	7	DNF	8	63 1/2
II	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	"Bonda 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	II	22	81
17	198	"Long Day"	Sausalito	Steve Mason	Jim Theile	DNF	II	10	17	23	88
18	231	"Faugh A Ballagh"	Peninsula	Al Kirk	Dee Kirk	13	21	IS	DNF	15	90
19	136	"Serendipity"	Santa Barbara	Ed Vernon	Barbara Vernon	18	DNF	16	14	17	91
20	I	"Et 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	IS	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



MCVRA approved

Mercury Sloop Keels

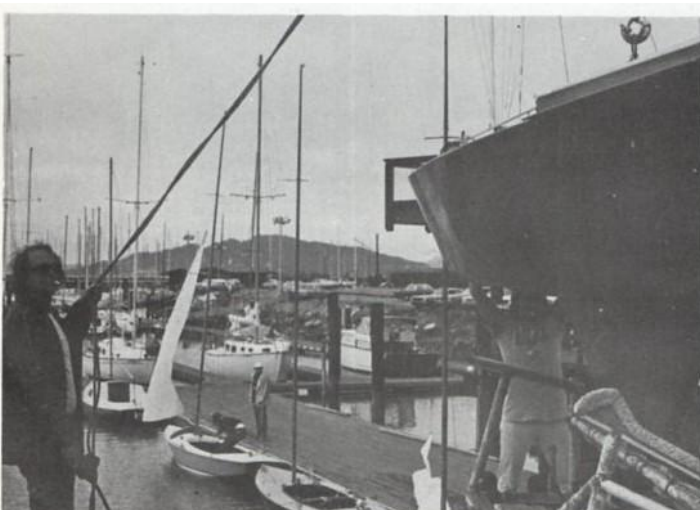
William L. MacDonald

65 Glen Ellen Drive, Ventura, Calif.

WINNERS OF PAST CHAMPIONSHIP SERIES

1947 at Stanislaus
 1948 at Los Angeles
 1949 at Fresno
 1950 at Sausalito
 1951 at Balboa
 1952 at Merced
 1953 at Stillwater
 1954 at San Pedro
 1955 at Richmond
 1956 at Merced
 1957 at Balboa
 1958 at Fresno
 1959 at Sausalito
 1960 at Santa Barbara
 1961 at Coronado
 1962 at Stillwater
 1963 at Los Angeles
 1964 at Fresno
 1965 at Ventura
 1966 at Sausalito (a tie)
 1967 at Peninsula
 1968 at Santa Barbara
 1969 at Stillwater
 1970 at Ventura
 1971 at Richmond

James Wyatt of Fresno
 Bill Jacobs of Los Angeles
 John Hooper of Sausalito
 Henry Mettier of Sausalito
 Rob Gaestel of Merced
 Rob Gaestel of Merced
 Rob Gaestel of Merced
 John Koenig of Sausalito
 Al (Smitty) Smith of Los Angeles
 Rob Gaestel of Merced
 Roy Ashley of Sausalito
 Ed Mills of Los Angeles
 Doug Baird of Stillwater
 Ed Wellington of Coronado
 John Kenick of Coronado
 Doug Baird of Stillwater
 Bill Lannan of Santa Barbara
 Holden S'Ulford of Fresno
 Roger Roessler of Santa Barbara
 4 . . . Paul Bradley of Fresno
 Dick Thompson of Peninsula
 Doug Baird of Fresno
 Doug Baird of Peninsula
 Doug Baird of Peninsula
Roger Roessler of Santa Barbara
 Tim Condon of Stillwater





Upper L - Before therace.

Upper R- Anno.al M
Middle R- Ted Li C.Y.R.A. dinner
Rotman Trophy. I

Lower • 1508 L and IH◄R



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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-day race (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. The races were viewed by many skipper 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 Yoemite



NorCal winner - 1408 Doua Baird

NORCAL RESULTS

Place	Boat No.	Skipper	Fleet
	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	SOS	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	
29	448	Ed Anderson	Peninsula
30	139	Dave Sage	Sausalito
31	20	Rob Gaestel	Fresno
32	467	Ed Holden	Peninsula
33	418	Greg Loscher	Richmond
34	99	Tom Clark	Peninsula
35	35	John Thompson	Sausalito
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 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.

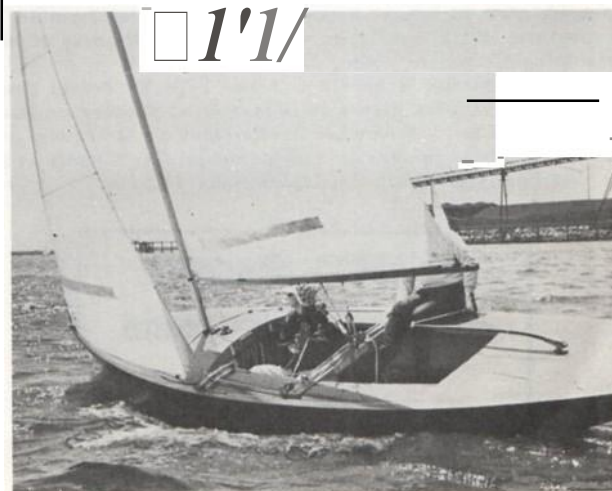
Santa Barbara hosted the fourth race date and again turned out a large fleet of Mercury sailors. It seems as though Roger Roessler and Jack Nerdum made some prior arrangement that allowed Roger to win all three races and Jack to take three seconds.

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 Nerdum 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 Nerdum	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. Trailing 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 Balboa and 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 Hied 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 S 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 barbeque 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 • // IS Lee Pollard

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

Place	Boat No.	Skipper	Fleet
	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 Mettler	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 l'elza	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 g., 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 barbeque 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 Mettler 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 Mehitabel 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 Mettler	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

(continued next page)



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. In the first race, however, Steve Gould with crew Mike Porvaznik 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 newboat. 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

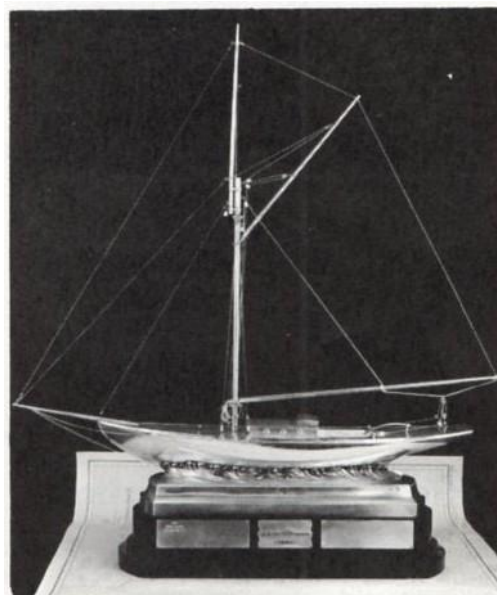
on the downwind leg with positions changing frequently. First at the finish line was Roger with Lindley taking second and Patterson third.

Les Baldwin was on hand after the race to present the beautiful perpetual sailing ship model to GeoTge 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 Cluck

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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 C'nishes of 1-3-3. Leland Pollard finished a close second with Z-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 sent him 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 Vernon 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 at 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 wind 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 a rather 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 way 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 first 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 J.J. 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 the east, set 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 lot 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 18, 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



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. I led 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 slackened, 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 Mettler 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, Mettler 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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JI



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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 haulers 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 115 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. (I hope 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 demand 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
I	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
JO	185	David Morris	Monterey
11	252	Mark Wilson	Monterey
12	288	Tiger Clark	Stillwater
13	S	Kelly Robinson	Monterey
14	408	Doug Baird	Fresno
JS	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 Mettler 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

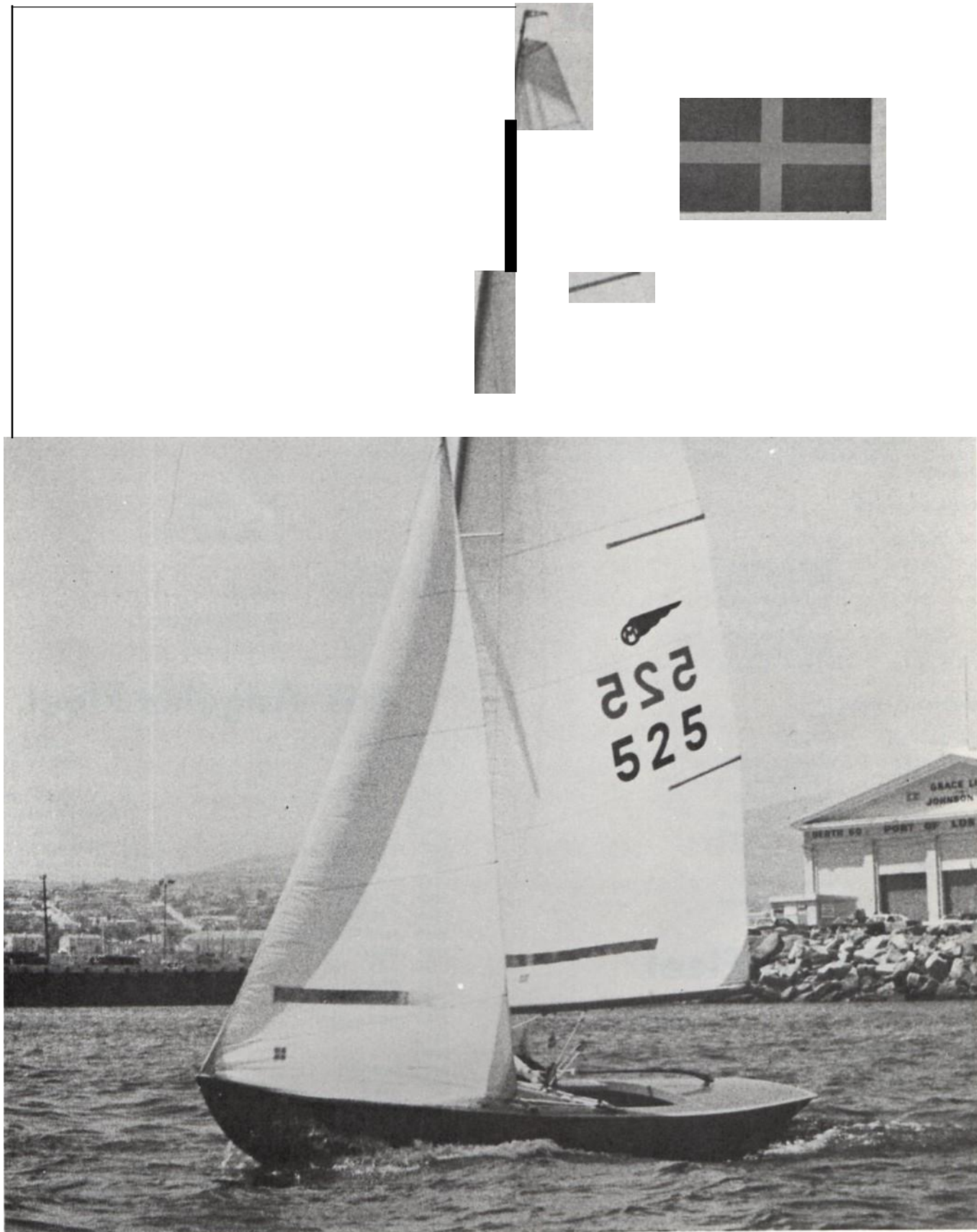
The Stillwater Yacht Club's 1971 Commodore's Invitational was a tremendous success with 32 participating boats. By the start of the first race, which also constituted a NorCal race, the fleet was decreased to 31. Steve Ruttschow (21S) managed to maneuver his boat and trailer under a pine branch in the 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 and the next day Dick Clark with Baird close behind. A first and two seconds easily gave Baird the series win.

Mike Porvaznik hosted a barbeque 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
I	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 Willon	Monterey
8	391	Chips Conlon	Peninsula
9	508	Tim Condon	Stillwater
JO	6	Dick Hayes	Peninsula
10	443	Kent Clark	Stillwater
12	291	Jon Raggett	Stillwater
12	474	Peter Muhs	Stillwater
12	461	Charlie Snorf	Stillwater
JS	267	Lee Gould	Stillwater
16	448	Pat Bray	Stillwater
		Ed Anderson	Peninsula
18	131	Bill Crowder	Peninsula
19	231	Al Kirk	Peninsula
20	463	Tom McCollough	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	SOS	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	Semans 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"	(L) Bill MacDonald
254* "DANCER"	
348• "VAETAN"	
397• "SPLINTERS"	. . Ted Lindley
401• "BLUE OARTER"	.. Dick Krenz
402• "SAUMAR 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 Nortnn
277* no name	Dick Foster
283• LOCHIE	Harvey Van Dusen
319• ONELMA.	Anders Lindhe
360• ALLEGRO	Ralph Arnold
408• FRENZY TOO	Doug Baird
439• THESPOILER	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 O. 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 Curra,1
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• SCUODY	Richard Nix
366• CYGNET	. Bill Power
392• MARVELOUS MARTHA	. Bill g. Anne Doherty
400• DEBUTANTE	A. B. Smith
403• BUZBOM.	. Park Densmore
415• DUET.	Lloyd R. Greeno
432• ONEDESIGN	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)



L.A. FLEET CHAMPIONSHIP

Place	Boat No.	Skipper
	S2.S	George Patterson
2.	484	Austin Lysight
3	41S	Lloyd Greeno
4	400	A. G. Smith
5	403	Park Deruimore
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



Monterey Fleet

Fleet Captain .	Mark Wilson
Fleet Secretary .	. Kenneth Thompson
5• CHANNEL 115	. Kelley Robinson
2.7 REINCARNATION .	(Shirley Converse
39... LA PUNTA ELUSIVA ROJA	• Dave Sparkhul
185• POSEIDON .	Tom Bradley
	Dave Morris
	Kenneth Thompson
200• ADETOROA	•(Sherman Thompson
215• ACHILLES .	Stephen Ruttschow
252• BANDERSNATCH	Mark Wilson
293''' MEHITABEL .	Mike D. Kunkle
300• ORGANIC TITANIC	Tim Cordrey
301• FRENZY.	Tom Brunner
	Dan Lewis
357• YELLOW BANANA	Gordon Lewis
428• LIMA BEAN MACHINE	Mike Porvaznik
443• ARTFUL DODGER	. Chris Gould
470• CONTAGION	Stephen Gould
482• RUFESCENT RHUBARB	Dick Clark
	John Kedzior
	Harvey Kilpatrick

Although only three years old, the Monterey Fleet has already established itseU 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 trailered 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 "cli!f-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 Rreat

*Rex L. Pressey
Harvey V. Kilpatrick*



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"JOLLY ROGUE" BUILDING, MONTEREY MARINA
TELEPHONE (408) 123-1116



**Mercury
Emblems**

TieTacks 2.25

Pins 2.20

OROI RDI

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. Solook 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 Ruttschow
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• SEADEUCE.	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	Rodger 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 cancelation 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 .	. Jc,hn Lawrence
456• RUBBER DUCKY	John T. Umland
505* SLOOPY II.	Leland Pollard
512* SLEEZY 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 Pt:lnce
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 g, Roger Roessler
484* BONNE CHANCE	R. E. Kerr
494* AEOLUS	Cary Phillips
	. 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
	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

Bill Ryon's fiberglass Mercury on display at Santa Barbara Shopping Center boat show.



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-Meres 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.

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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 traileered to Seattle, occasionally a Seattle entry participates in one of the various California Invitationals. 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 ..I. uvita tionals .

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

I* 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. Reardan
461* GOSSIP	Charles Snorf
463* SHORT SALE	Thomas E. McCullough
474* BULLWINKLE	Peter Muhs
504* RICHIE	Jim Dunn
508* JUGGERNAUT	Tim Condon
527 HOB0.	Sebastian Reinhard
53Z* 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. Upuntil 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 southerly* 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		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
	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

MEMBER-AT-LARGE

376* NADA ,
499 no name

. . . Harrie L. Day
Richard G. Peterson

Too Late To Classify

48* JADE	.(LA)	John T. Burch, M.D.
405* NEKO-SAN. ,	.(LA)	Harold Simpson
526 MES!'ENGER II	.(P)	Michael Perata
412* ECHO - - - -	.(V)	Preston Lane

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	66
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.

-John Hall

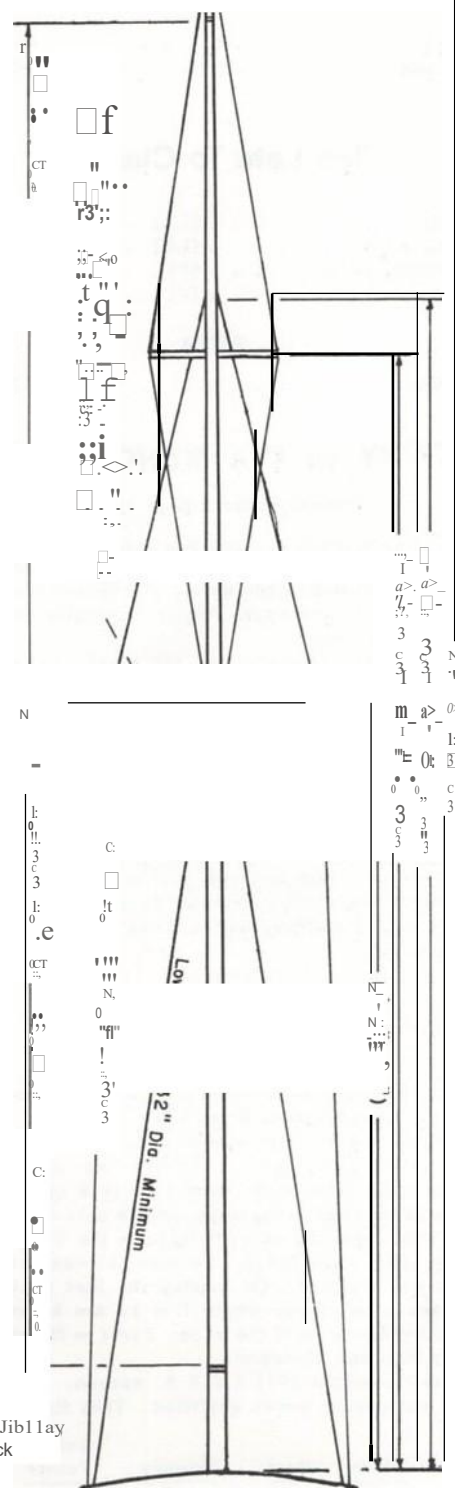
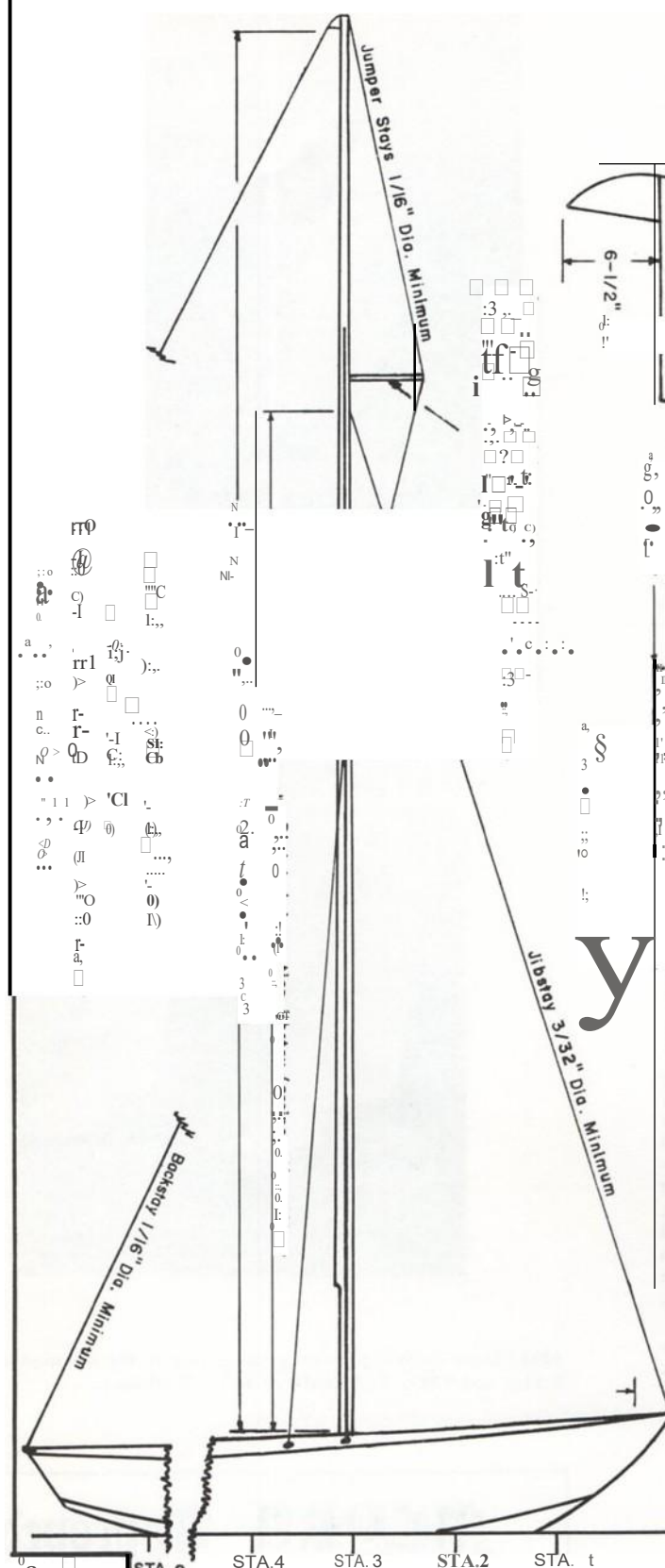


CHANNAL 15, rounding mark in the Thomas K. Perry Cup Series. This is Thomas Perry's old boat now owned by Kelley Robinson a member of the Monterey Fleet.



11293, Steve Gould, present point leader in the Rosman Travel Series and 1397, Ted Lindley, 1971-72 winner.

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NOTES:

(1) Deleted

- (2) Mast may be stepped on keelson or on a block between frames 3 & 4. Block cannot be more than 7-1/2 inches higher than the top face of the keelson.
- (3) Forward edge of mast opening (at deck) cannot be less than 65 inches from station O.
- (4) Upper stay, (thru deck location) 4 inches maximum aft of mast centerline, and 18 inches minimum from side of mast.

- (5) Lower stay, (thru deck location) 8 inches minimum aft of upper stay and 4 inches maximum inboard from shear.
- (6) Length of strut is from face of mast to wire.
- (7) The projection points of the lower and jumper shrouds at intersection with the mast shall not be more than 5 inches above or below the center line of spreader.
- (8) When multiple mast bands are used, the individual bands shall be spaced at least 5 inches from bands in the set. Different and contrasting colors shall be used for each pair of bands.

CONSTITUTION

ARTICLE I. NAME

MERCURY CLASS YACHT RACING ASSOCIATION

ARTICLE II. EMBLEM

The emblem shall be available to the large number of owners, and to maintain the one design features of Mercury Class Yacht.

ARTICLE III. OBJECT

To promote and develop Mercury Class racing under the Uniform Rules governed by the Association, and to maintain the one design features of Mercury Class Yacht.

ARTICLE IV. POLICY

To keep the competition fair, and to maintain the one design features of Mercury Class Yacht in order that Mercury Class may be available to the large number of owners, and to maintain the one design features of Mercury Class Yacht.

ARTICLE V. JURISDICTION

The Association has jurisdiction over all Mercury Class activities. The Class Rules govern all Mercury racing, regardless by whom held. The Constitution, By-Laws, and Rules, are binding upon all members and fleet, and all rules of Mercury Class Yacht must conform to the official plan and specifications.

ARTICLE VI. MEMBERSHIP

Member - In the Association shall be restricted to those who own, sail, or are interested in Mercury Class Yacht. The member shall join through the fleet. In whole or in part, they normally sail, except those persons living where no area exists, may apply for membership directly to the Secretary of the Association. A member can belong to one fleet only. Fleet shall have the right to accept or reject application (or 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 member - of the Association shall be those who are owners, part owners, bona fide charterers of a measured and approved Mercury Class Yacht. A bona fide charterer shall be one who has chartered a measured and approved Mercury Class Yacht (or a period of not less than three months). Only active members may vote, hold office, or be entitled to sail, helmsman in Mercury Class racing.

Section 3. Associate member - shall be those who are interested in promoting 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 Member - shall consist of those having rendered extraordinary service to the Association. They shall be elected by the Executive Committee, and shall have the privilege of an active member in good standing. An honorary member may not vote, hold office, or be entitled to sail, helmsman in Mercury Class racing.

Section 5. Patron Member - 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 provision or by the Law 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 membership in good standing who may suffer the loss of their yacht during the year.

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

ARTICLE VII. ORGANIZATION

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

Any three or more owners of three or more measured Mercury Yacht 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 officer, collect local dues, and so desired, and govern the affairs of the fleet consistent with the Constitution and By-Laws of the Association. The fleet 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 Fleet may be established in area outside the State of California. A bona fide fleet may certify their boat through the Class Meeting but will not be eligible to enter MCYRA racing or vote in MCYRA election. Associate Fleet will receive one-third mailing of all material distributed to the MCYRA membership. Individual member of an associate fleet may at any time acquire full individual membership (as a member of the fleet) 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 Officers:

- (1) The California Coastal Commission above the 37° parallel except Santa Cruz County
- (2) The area known as the Central Valley of California, Santa Cruz County, Monterey County and the central 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 State of Washington, Oregon and the Pacific coastal area of Canada

(as necessary) 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 his right and privilege under its charter. Charter 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 reason.

ARTICLE VIII. OFFICERS Title, • Duties ... Method of Election

Section 1. The Association shall consist of the President, Vice-President, Secretary-Treasurer and District Representative. 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 vote can for the office to which he is nominated shall be elected.

Section 2. The President shall preside at all meetings, a chairman of the Executive Committee, and ex-officio member of all committees other than the race committee. He shall appoint and special committee member, and the Association authorities 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, arrangement of charters, etc., and shall have the duty of the President in the latter's absence. In addition, the Vice-President will be the General Chairman of the MCYRA Championship Series, hit committee to come from the Host Fleet. (25 July '62)

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

- (a) The MCYRA President in conjunction with the Chief Measurer, shall appoint at least two official regional measurers with aid of district of responsibility. This regional 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 minute, or the meeting, record, general information, and correspondence. He shall be in charge of the fund of the Association. He shall receive all dues and fees. He shall disburse money only on the order of the President.

Section 6. District Representative shall initiate 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 President, Vice-President, Measurer, Secretary-Treasurer.

ARTICLE IX. COMMITTEES

Executive Committee - The powers of the Association shall be vested in and exercised by the Executive Committee, consisting of the officers, the District Representative and a representative of each fleet.

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

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

Section 1. Appointed Officers and Committee - The following officers and committees shall be appointed by the officers and serve during the tenure of the appointment and 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 the 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 item of general interest from the fleet or 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 Committee, including a special race committee, may be appointed at any time by the President.

ARTICLE X. EXECUTIVE COMMITTEE MEETINGS

Section 1. The Annual Meetings 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 defined by the President, Nolle 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% of the active vote 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 14 days prior to the meeting. The purpose thereof must be stated in such form as to permit voting by mail and any item on the agenda will be voted on. No other business shall be transacted. (15 April 64)

Section 3. The voting system 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 thif" Executive Committee may be called by order of the President Without the 20 day notice as follow:

- (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 captain and any one (1) officer of the Association.

The purpose and special business to be transacted at this special meeting shall 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 which 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 vote. Membership book closed ten days before the meeting. Proxies must be in writing and submitted to the Secretary. A majority of the vote must prevail. All decisions shall be decided by a majority of the vote.

Section 2. Voting may be done by mail upon order of two of the officers or upon decision of the Executive Committee. The Secretary shall be responsible for the collection of the votes and the counting of the votes.

Section 3. When a ballot is mailed, it shall be mailed in a sealed envelope and returned to the Secretary. The ballot shall be counted on the day 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 fleet and officers
3. Minutes of last meeting and Treasurer's report.
4. Report of officers and committee.
5. Charted ratified and revoked.
6. Unfinished business.
7. New business.
8. Selection of the date and date of next Championship. See 1e1.
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 fleet.

ARTICLE XIV. AMENDMENTS

- Section 1. The Constitution, By-Laws, Rules and Specifications of this Association amended by a two-thirds vote of the Executive Committee
- Section 2. An amendment shall have an indicated effective date (2.5 July 1962)

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 10, issue annual membership card to all members in good standing. \$2.50 out of each membership dues will be used by the Association for promotional purposes. (20 Jan. '72)

Section 3. Allocation of Fleet dues will pay due 10 (\$5.00 per year) (7 Aug. 1966)

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. 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 specification and to the measurement rule as certified by a measurement certificate, has been properly registered, and is owned by a qualified active member or member, recorded at the time in good standing with the Association.

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

- (a) Such member, in good standing, may with a valid reason; apply to the 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 of the series. (15 April 64)
- (b) Non-member, 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 races as a co-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 used in Article 11 of the Specification. (Plans available only from the Class Secretary.)

Section 2. Franchise 10 build hregtas hull shall be issued by the Executive Vice 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 builder 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 keel on both sides of the hull and five - if the boat is made of wood. Franchised fiberglass builder may elect 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 numerical at least 10 inches high on each side of the mainmast
- Section 5. (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 the Mercury Class, except the Nationals, with the approval of the Race Committee or Fleet Captain. (25 Jan. 1969)

Section 2. All boats, will be measured or remeasured under the following conditions: (3 Aug. '66)

Section 3. Boats shall be measured on appointed day, by an official Regional Measurer. The measurement shall be adjudicated by the Measurement Committee, upon appeal, which if it approves the measurement shall issue a measurement certificate. (25 Jan. 1969)

Section 4. All boats with measurement certificate shall be considered legal unless on remeasurement. In dimension are discovered in which case the Measurement Committee may declare them illegal. (25 Jan. 1969)

Section 5. Boats shall be subject to remeasurement upon protest and petition. The protest allowed the bond will be returned to the protesting party and the protesting party shall pay to the measurer and the measurement certificate shall be revoked. (2 Aug. '67)

Section 6. All fiberglass hulls manufactured by Clark Marine (refer Specification, Article V, Section 2) will waive present hull measurement system (refer by Law 1, Article V, Section 1, (a) in lieu of following:

- (a) Weigh bare keel and keel bolt (minimum 610 lbs. maximum - 635 lbs.)
- (b) Weigh entire keel assembly (fiberglass block, keel and deadwood assembly), (minimum 675 lbs. - Maximum - 700 lbs.)
- (c) Weigh entire hull (refer Specification, Article III, Sec. 1, (e)).
- (d) An annual inspection of the mold and measurement of the first hull out of the mold each year by the Class Measurer or his representative.
- (e) Weigh and will be done with a Class owned and maintained scale that is certified by 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. (18 May 1971)

ARTICLE VI. REGULATION

Section 1. No inside or outside 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 participant, in advance. (25 Jan. 1969)

Section 4. The current NAYRV Racina Rule shall govern all fleet and Association

Section 5. Team Racing - In all races not specifically announced as a team race, the act of deliberately and willfully infringing one's own chance, or place of other boats and shall be grounds for disqualification by the race committee and for suspension by the Executive Committee. Covering or lulling provided a yacht is sailed within the right of way rule and in a manner consistent with maintaining of bearing in own standing in the race or point score, shall not be deemed transgression.

Section 6. Purchase of Sails

Section 7. Hauling shall be governed by each fleet.

ARTICLE VII. HONOR AWARDS

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

Section 2. Fleet Champion - shall be entitled to wear on their sail a chevron of approximately 1/20 inch wide with each 1-1/2 inch wide and 6 inches long of the same color as the number. One additional chevron may be added for each subsequent fleet championship won.

Section 3. Limitation - The honor of wearing an award belongs to the winner 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, in a fleet, the best of the 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 Officer, to charter or borrow an eligible boat (see Article 11. By-Laws) to be used in the Championship Series, provided he shall use his own registered number thereon. Application for such an arrangement shall be filed with the Association Officer 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.)

SecUn 11. Trophic - Skippeu, frmt five place and datly finu. Crfw. frlt five place,. The trophic will be the aame lor at le a. t three year before a chanae in dulg. • (ZS July 6Z)

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5 yacht fleet
7 yacht fleet
9 yacht Oet
11 yacht fleet
IJ yacht Oet
I S yacht neet
17 yacht fleet
19 yacht fleet (or more)

may be repr•ented by	2	1kipper1.
may be repr•ented by	J	kipper■.
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may ht: repr•ented by	7	1kipper■.
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may be represented by	9	kipper■.
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Secuo'! Home Fleet - The relponHblhly for arranaIna and pro'IdIng (or the proocr (acIlhCm, entertainment, houIng, etc , shall reIl, ...,th the fIC'tIon whoe watc.l the lcrleIi held. In thu reg.a.rdt mull cooperatc wIth and be guded by the Executive Committee.

! □ • Condition, Governing Race.

- (a) Sh.all be conducted a.a a 5 race aerie* with□throw-out eace. *(31 J,n. :70)
- (b) Held in water a, open a* pouible to m1nimize the advantage of local kno□-ledge relative to headland. ■hoala, obatruchon* etc
- (c.) All cour1el uaed during a Mercury Ch*mp1onsh1p Sc et e * wtl b.. Gold Cup and/or Wndward* Weward, at the dl1rection of the Mercury Race Comm1te□ Chairman. n * (17 Nov 62)

Section 0. Eligibility

- (*) Each applicant shall be required to obtain a measurement form (completed and filed by the regional measurer), which shall accompany each entry application. The form shall contain information 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 National. --(ZS Jan. 1969)
- (0 Not more than two (2) such, of which will be allowed each contestant at the National.

- (a) Sail, shall be measured and hull weiahed prior to the li ut race at the National,
- (b) Skipper (helmsman) must be an active member, C"nroted an th fleet he represents; be a bona fide owner, charterer, or deli gnatel ayduate reprf entative of boat to be sailed by him Evidence of co-ownership or chart must be in writtng.

- (c) h) No chanae* shall bo made in the ■kipper* dunna; the Champlonahlp ;e..
rte*, except in ca.e of lerjou* tline*+ anwhit evt"nt in co.owne har'ina
ina be a part-owner or charterer for at le+ three month* prior to
th* Champlonahlp Serie*. of the bou owned or chartered by the original
lopper, may be +ub,tatuted Changes under this paragraph, an
only be made after approval of the Race CommiUee Afte? luch lub-
tltuon, the original kipper may not act a, crew

- [11] In case of a change in ***kipper*** during the ChampionShip Series, act forth in Section 6, (c), (t), above, the original ***kipper*** designated on the entry form, shall be considered the ***kipper*** in command for the purpose of determining the Allocation on Champion.

- {d) Each yacht shall have on his an acceptable measurement certificate prominently displayed not less than 21 days prior to the first Championship race

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Section 8. Potnll- shall be awarded in each race of the fleet and A** oc i at ion
Championship Series, according to the following:

- (a) First place, J/◀ pounu.
- (b) Each succeed1na boat, a number of pointa equal toh'a place inrace-.
- (c) A boat that doe• not Oni•h a race: o 1hall be 1lvcn poinn equal to the number al uartera in tht race. A boat that does not atart a race, or that ia di•• quified in a race, shall le' g,ven one more point than the number of ■tart• en in that race. •(15 Aprtl 64)
- (d) The po,nu in any race: aha.11 be bated on the number of atarteu in that r.a.ce. A boat d11qu&Uied for an infraction of the rule• occuring alter preparatory tiana1 1hall be, for purpose• of thl aec.Uon. counted•• a atarter.
- (e) A tie ln total pounu 1h.a.11 be broken•• tottow1:
- (i) The boat w1th the moat win• over the other.
- (i) Theboat with the moat 6rsu, 1econda, third,, etc.
- (ii) If the above !a111 to break the tie, a race will be aatled between the tled boat• a 100n &fter the la,t race of the Serie• •• condition, permit. The 1a.U...0U race shall be aailed over the •...me counel aa theCha.mpio1n1hlo Serie.,
- (W)Thetie• between boat• for 2ndthrouah 5th place •hall be decydy by the boat w1th the best place in the la■t race of theSerie1 in which both boat1 finhh. dec. •(1 Dec. '166)

□- General Procedure

- (a) All instructions and regulations not fully described in the Championship Rule 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 Anzac Championship Series shall be submitted to the officer (or approval).

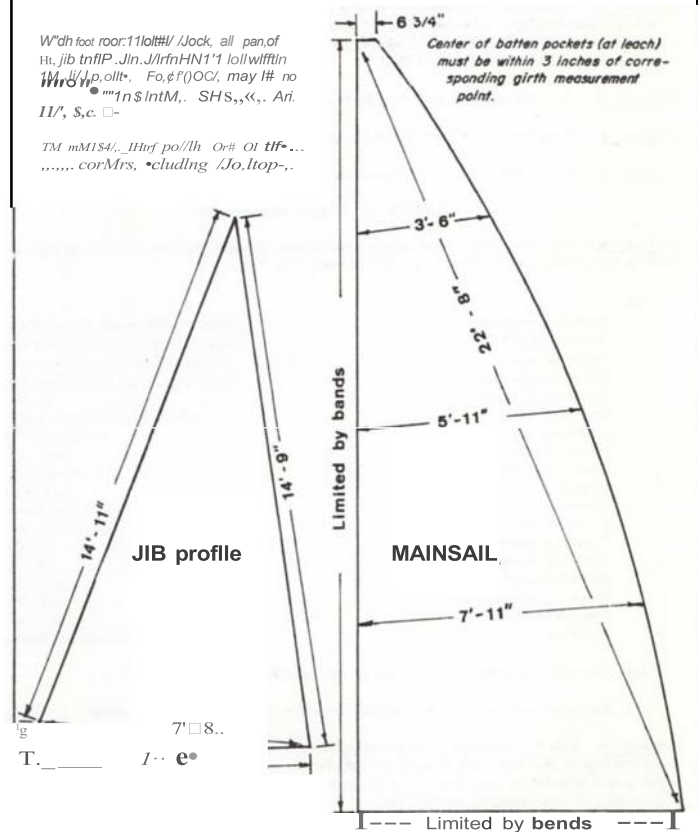
\$ \square - \square \$

- (a) Trophic1 will be purch.amed by the Allocation, the yearly expenditure for this purpose will approximate \$Z7S.00. *29 Jan. '7Z)
- (b) D<let*d (Z9 Jan. '7Z)
- (c) The A+oociation ah.all appropriate approximately \$75.00 per year to purch. au, "Old Falthion Claaea" which will b□give out to partic-ipano at the Championahll; Serie.. *29 Jan. '7Z)

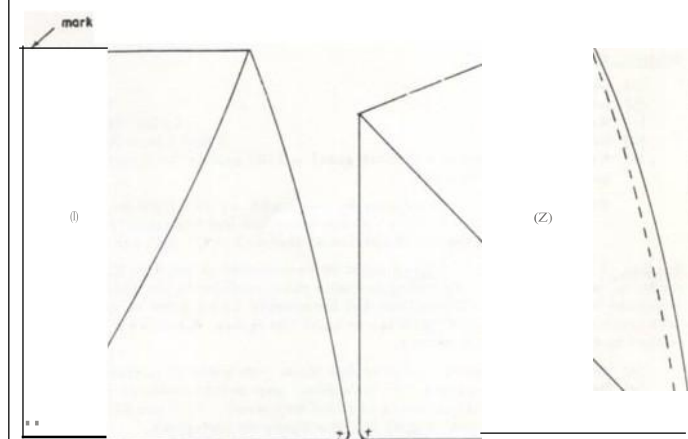
SAIL MEASUREMENT

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Procedure

- (1) Fold ,ail IOthat head *nd ta(k mealurlna point, are toaether - mark mid• point on lufL
- (1) Place head and clew mc&lurlng point• toaether - mark mid•point on leach.
- (1) Pla.ceheadme&luring point on lu((mtdp0Int "mark"- mark upper girth hne at luff.
- (4) Place head mealurlna pontnt on leach mid-potnt "mark" - m&rk□pper girth hne a.tleach.
- (S) Place tack mealurlnl p0Int on luff mid• point "mark• - mark lower ;irth hne at luCl,
- (0) Plau•clew meaaurna point on l...ach mid-point ••mark" - mark lower a•rth hne at leach.
- (7) Measure lirth at three place,. Center of bAuen pockeu mun be within three lnelch of correpapor.dina girth mea,urement pointl at l'ach.

Specifications

ARTICLE I. OBJECTIVES

Section 1. To maintain the legality of any boat built prior to the adoption or change of this specification, provided that it conform to the specification in effect at the time of its measurement. It is accepted, or unless the change expressly states that to apply to such boat. (ZS July 1959)

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

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

To provide for the adoption of new construction practice, 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. | Offshore, Mercury Class Yacht |
| Drawing number 3. | Stem and frame 1 through 5 |
| Drawing number 4. | Frame 6 through 9 and transom |
| Drawing number 5. | Rudder |
| Drawing number 6. | Main 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 boom, |
| 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 drawing 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 Yacht Official design plans. There are tolerances but they are known to the MCYRA Measurer only. Builders close to the specification and plan, as possible.

Section 3. In the case of any variance between the specifications and the design plan 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. Builders close to the specification and plan, as possible.

ARTICLE IV. HULL

Section 1. Dimensions

- (a) Length overall.....18 feet
- (b) Beam.....5 feet 4 inches
- (c) Waterline.....13 feet (approximately)
- (d) Draft.....3 feet 1 inch (approximately)
- (e) Weight - (hull and load) - 1100 pound, minimum, 1250 pound maximum. (1 July 64)
- (i) An underweight yacht may be brought up to weight by adding weight above a plane parallel to the waterline and intersecting a point 4-1/4 inch above the top of keelson at the transom. (1 July 64)

Section 2. Construction - Hull must be constructed of wood or fiberglass. The hull must conform to the specification established by the Technical Committee and the mould used must be certified by the Measurement Committee. Franchise to build fiberglass Mercury Yacht will be held by the Executive Committee,

- (a) Keelson - Hardwood, 1-1/4 inch thick, one piece or laminated.
- (b) Deadwood - Dougal fir, mahogany, port orford cedar or plywood, providing that all internal space is filled with wood. (11 Nov 62)
- (c) Plank - 1/8 inch dougal fir, mahogany or fiberglass.
- (d) Transom - 3/4 inch plywood, 100 lb hardwood or fiberglass.
- (e) Stem - 2 inch hardwood, one piece or laminated.
- (f) Frame - 3/4 inch plywood, per plan or 3/4 inch x 3 inch hardwood with suitable joiner at keelson and chine.

Wood deck must adhere to the following:

- (a) Deck must be planked with dougal fir plywood or hardwood not less than 3/8 inch thick.
- (b) Beam must be wood and not less than 3/4 x 1-1/4 inch throughout.
- (c) Kelson Plank, covering board, and deck covering - optional.
- (d) The deck at the 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) Beam may not be altered to lighten boat.

Deck arrangement

- (a) Open cockpit per plan.
- (b) Cuddy optional 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 or the opening must not be less than 8 inches aft of station 3.

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

deleted (31 Jan. 1970)

Section 7. Mast and mast placement - The mast must be stepped on the keelson, on 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. '64)

Section 8. Lead keel:

- (a) Must be a lead keel. (Z Aug. '67)
- (b) The weight of the keel together with the bolts, weight and nut, shall not exceed 635 pounds.
- (c) Keel cast in any mold owned by the Association or the mold owned and used by Ernest Nune and William L. MacDonald, need not be certified as to weight or measurement. (ZS Jan. 1969)
- (d) The MCYRA drawing file is the official plan for keel and any keel which is acceptable.
- (e) Keel on Mercury Yacht 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 rule or had 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)

Must have a metal jaw, to be fitted and fastened securely to the rudderpost, diameter per plan.

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

Fiberglass covering - Boats made of wood may be covered with fiberglass except that the use must not interfere with the official plan and specification.

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 1-1/2 inches and to the top of mast. ZS feet 6, not less.
- (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 fitted to take all lead bolt rope, and the diameter of the bolt shall not exceed 5/8 inch when wood; thf 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 may 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 set shall be 5 inches between individual bands. (15 April 64)
- (h) The entire mainsail at the time it 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. 61) retroactive, apply 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 to the boom rope. (31 Jan. 1970)
- (b) (c) deleted (Jan. 1969)
- (d) The boom must be fitted to take a bolt rope and the slot 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 feet 1 inch from the after face of the mast at the boom rope. (1 Aug. '66) retroactive to all boats.
- Whisker pole
- (a) No restriction on length.
- (b) When in use it must be held to the mast. (Inboard end)

ARTICLE V. RIGGING

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

Section 2. Jibstay

- (a) The projected intersection of the jibstay with the forward side of the mast at a point not more than 17 feet 5 inches above the deck.
- (b) The projected intersection of the jibstay with the deck shall be at a point not more than 8 inches aft of the forwardmost part of the stem and on the centerline.
- (c) The minimum size of the stay is 3/32 inch diameter,

Upper shroud

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

Section 4. Lower ahroud

- (a) Installed as per plan. Projection of Inteuccion point with mat, shall not be more than 5 inches below center line of spreader. (15 Apr 1964)

- (b) Minimum size, 3/4 inch diameter.

Section 5. Lower ahroud (optional) (forward)

- (a) An auxiliary lower ahroud may be added which anchors to chain plate location. Ad forward of the mast. It shall be fattened to the mast at the same point as the regular ahroud. (Not shown on drawing No. 1, not recommended)

- (b) Minimum size, 1/32 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 or intersection of deck and transom. (15 July 1964)

- (b) Adjustable tension device and/or quick release device to permit halyard in station.

- (c) Minimum size, 1/16 inch diameter.

Turnbuckle

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

- (b) A backstay turnbuckle is optional.

Jumper

- (a) Installed as per plan. Projected intersection point with mast shall not be more than 5 inches above center line of spreader. (15 Apr 1964)

- (b) Minimum size, 1/16 inch diameter.

ARTICLE VJ, SAIL.5

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

- (a) Material: sail shall be of woven material. Sailing 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 (Mainail headboard Sec. 2 (a) excepted.)

- (b) Sail must be dry at the time of measurement.

- (c) A transparent window of nonwoven material may be used in the jib and/or mainail. 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.

Mainail Maximum dimension (1 May 1972)

- (a) The mainail luff and foot shall not be extended beyond the band on the mast and boom defined in Article IV, Section 1, (a) and Section 2, (e).

- (b) The length of the leech shall not be more than 22, 8" from the top of the forward corner or the headboard to the extreme aft corner of the clew excluding the bolt rope. The leech shall be a fair curve over the entire length.

- (c) Roach - The center of the batten pocket must be located within 3 feet of the corresponding three fourth measurement point.

- (i) The one quarter point, 7 feet 11 inches
(ii) The half point, 5 feet 11 inches
(iii) The three quarter point, 3 feet 6 inches

- (d) - The center of the batten pocket must be located within 3 feet of the corresponding three fourth measurement point. Maximum length are:
(i) Top batten 1 foot 10 inches
(ii) Center batten, 2 feet 6 inches
(iii) Lower batten 2 feet 6 inches

- Batten shall have a minimum width of 1/2" and a maximum width of 2".
(e) The mainail may have a headboard made of any material. The maximum headboard width when measured perpendicular to bolt rope and immediately adjacent to the intersection point of the headboard and material of the sail shall not exceed 6 3/4". (See drawing 1.)

- (f) The mainail may have an extra luff and foot from the mast to the boom.

- (g) A loose luff is not permitted.

Section 2. Jib - maximum dimension (1 May 1972)

- (a) The jib measurement profile shall have a luff measurement 179", 177", 92" at 10". (See drawing)

The jib and all part thereof shall when laid flat and with sufficient tension applied simultaneously to the three luff lines to remove all wrinkles along the edge, fall entirely within the profile. In making this measurement the foot roach shall be folded over on a line between the tower edge of the tack and clew from the mast. The overlay shall not exceed 5" at any point measured perpendicular to the above line. "All part thereof" include the roach, the luff and leather work edging the corner of the sail. It does not include the jib sheet, jib luff or thimble at the head of the sail. The tack of the jib shall at all times be fastened aft of the forelay and on the center line of the boat. A forelay is obligatory.

- (b) All jibs must have luff wire. An adjustable luff is acceptable.

- (c) A headboard is not permitted, unless the batten is not permitted.

Section 4. Spinnaker (optional at fleet level) (2 Aug 1967)

- (a) Luff 17 feet 6 inches
(b) Foot 11 feet
(c) Girth 12 feet

- (d) AU dimensions are maximum out to out on all plan. Girth to be measured at a point 8 feet below halyard

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

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

- (1) Spinnaker may be hoisted from any point between jib block and Jumper. However, it is recommended that the spinnaker block be located at the intersection of the Jumper and Mast.

ARTICLE VII, OPTIONAL.5

- (a) Rudder post may be such that the tiller is above or below the deck.

- Section 2. Flotation device, are optional. (Liquid or block flotation recommended)

ARTICLE VIII, REQUIREMENTS

Section 1. Deleted (29 Jan. 1971)

- Section 2. An anchor with a minimum of 30 feet of 3/8 inch diameter line attached to 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.

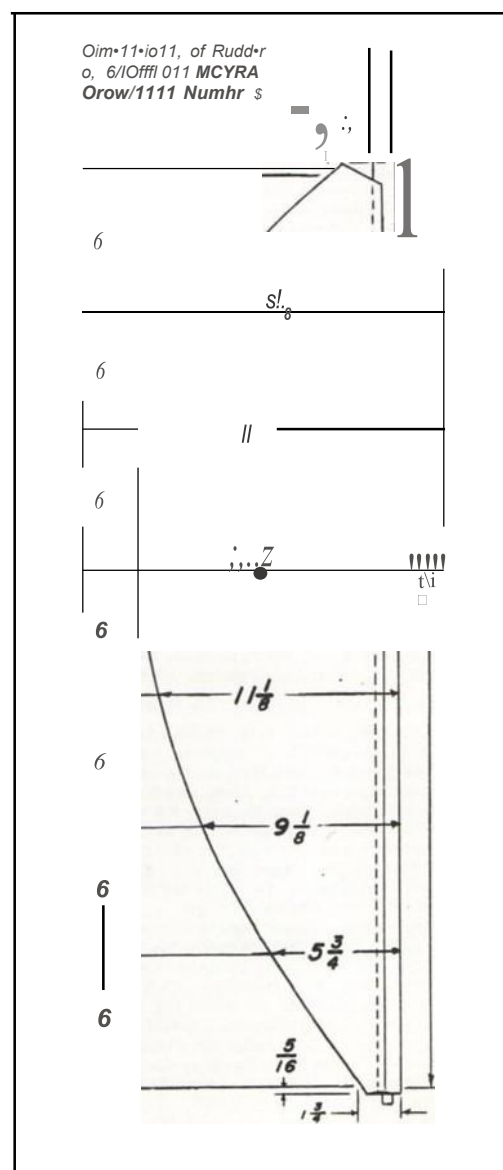
- Section 4. One oar or paddle shall be carried.

- 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 hull device, outside of the cockpit, will be permitted. Exhauster and pump may be used for hull but may not be modified in any way for this purpose. (25 July 1962)

Effective date,



Registry of Mercury Owners

1• P•t Br&y (SW)	IOI• Robert Richter(LA)	201 Svend Ruhn•	301• Tom Brunner (M)	401• Dick Krenz(B)	501• BerMrd Leung
2• Mike Dunham	102• Berne Miller	202 Ge-ne C.ogorno (P)	302• Kempton B. Ha.11	402* Jack L. Herron (B)	S02 Gall Martin
J• Charle• Holton (V)	103 Charles Conran (S)	Z03• YMCAMonterey	303• Robert Crittenden	403• Park Oen,more (LA)	503 Pet•er Saquee
4 Bernfield	104• Loll in lur!	Z04 Ray Hodg,on	304• Joo. Congdon	40• L.a.nee Bo11chart	504• J. Richie Dunn(SW)
5 Kelly Robinson (M)	IOS NoRecord	205• Ed Weltnaton	305 Guy Hardngton	405• Harold Simplon (LA)	SOS• Leland Pollard (R)
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10 R. Weata.r	110• Joe Nevetaki	Z10 R. Smith	310 C. C. Radtk•	410• John Vorbtkoky (R)	510• Frank Hiahtower (HS)
11• Ed Benedict	111• Ralph Buchan	Zit• N. Rian	311• Ed Jacoblen	411 Henry Clup	511• C.R. Plrrung (S)
tZ W. Brown	11Z• Charle• Beirne	212 J. Armitage	11Z Lollit at Sea	412• Pre•ton Lane (V)	SIZ• Blii Worden (R)
13• Sidney Aylward (LA)	113• Keith Bellman	213 No Record	313 Ocorae Dre11	413 Weldon Velie	513 Robert Collier
14 No Record	114•Jack Lanalng	214 NoRecord	314 J. McLeran	414• Jack Hoggard (SB)	514 Bill Avery (LA)
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16 B.J. Moonoy	116• LeRoy Hinkle	216 Dennis Kerby	316• Ralph Clark	416• Paul Fogel (SB)	516 Bill Avery
17 H.£. Cu•hman	117• Oeora• Walker	217 CarlF. Gould (SE)	317 Steve Ulrich	417• Dick Miller (V)	517 F. Farn,worth (R)
18 Loll at Sea	118 Dan Ftammer	7.18 Halllead Ha.rrlon (SE)	318 Leland Stre•pey	418• Gregory Lo1cher (R)	S18 RonStewa.rt
19• A. B. Mltchell	119• Dick Norton (F)	119 M. J. Soldano (SE)	319• Andera Lindhe (F)	419• John F. Lingel	519• Berkeley Ward (P)
Z0• Rob Bacote! (F)	120 Sea Scout•	Z20 L. Nola.nd	1Z0• Corvin Stine (SW)	420 Tom Cove	S20 A. Lauaenheim
Z1 L. Netza	121 Maury FouUnd	121• J. Luca•	321• T. £. Workman	421 Ken Orcutt	SZI Gerald Dillman
ZZ• Dick Thompson (P)	122 Milton Roed	ZZZ Lost at Sea	3ZZ T. L. Sinclair	422• C. £. Gibbon,	SZZ John Stlloo
Z3• P. Inne•	123 Ou.ne Hu•haw	223 Bob Lachow	323• J. H. Nelson	423• Wm. C. Jones	SZJ E. S. Willner (P)
Z4• Herb Vitt (SW)	12• F. N. Prater	224 Schorbera	324• Rlcha.rd Nix (LA)	4Z4• Steve VanSic.klen	SZ4• Paxtoo Davi• (P)
ZS C. Bond	1ZS D. □ McCall	ZZS Norvin R.111:ed	3ZS• Ed. Singer	4ZS• Robert Roth	SZS• Ceo. Patteuon (LA)
26 D. Andeuon	126• E. Nhew&ner	ZZ6 C. T. Pblillp•	JZ6 E. £. Hankin•	426• Und., y Hurd	SZ6 Michael Penta (P)
27 Dave Sparkhul (M)	1Z7• Taylor Anderson	227 L. 1.Avenlino	3Z7• Paul Cutro	427 Je!f(Milie	SZ7 Sebaataal Reinhard (SW)
28• Dick Harvey	128 0. Purnell	Z28 H. Bartholmee	3Z8 U.S. Navy	428• MikePorva□.lk(M)	.528 Henry Eickhoff
Z9• L. A. Carmichael (P)	1Z9 0. Benjamin	ZZ9 John Pugh, Hawaii	3Z9 U.S. N&vy	429• Blii Ryon (SB)	SZ9 J. Paul Kennedy
30 Walter Bird	130• Jac.c.k Kelly	230• Wm. Cheal	330• Jan Belza (SW)	430• A. Marshall	530• Kenneth Koet• (5)
31• Sheldon Solo	131 Bill Crowder (P)	231• At Kirk (P)	331 Louis Cal0Uno	431• BobCollin•	531 D. Cireaory Clever
32 Oerald Martin	132 Philip Norton (SE)	232 Dick Mc Culley	332 Ken Witon,	432• KenWite,emann (LA)	SJZ• Chrh Clark, (SW)
33•P. Rarrar	133• BobSaletta (R)	233 No Record	333 Geo Coleman	433• Leolt Dick Belden (SB)	S33• John S. Hall (R)
34 M.B Riley	134 John Reynold•	234• Bill Mac.dDonald (B)	334 Robert Wilson	434• Jean A. Stovall	534 Steve Muon (S)
35• John Thomaon (S)	135 Bill Sten•on	235 Wm. Berry	33S• Jim Goree	43S Ft•rd/r•.and Haket	
36• Dave Du.nlhee	136• Ed Vernon	236 D. C. Fitch	336 J. W. Cran.ion	43• Emmott Stoker (P)	
37 Clark Bteez.e	(SB) 137• John Curran	237• Jame• Martyn	337• Bart Alford	437• Fl•ed Telche	
38• Robert Blaell	138•l•vln& Ehrlich (LA)	238 Nell Hal•e	338• WeaHover (SB)	438 Fred Ambroae	
39• Tom Bradley (M)	139• David Saac, Jr. (5)	Z39 Bryce Eckleln (SE)	339• Roy A•hley	439• Francis S&m1on (F)	
40• Roy Rerguton (R)	140 John Wiese	Z40 Sam Lake	340• Geo. Yatea (SW)	440 A. Wilder	
41• Judith Cox	141 £d. D. Fruge	241 Deltrudh 1960	341 No Record	441 A. McLean	
42 David Bectone	142 L., C. Paaley	24Z• Don Wythe	34Z• Tod Walker	442• B. Kirk	
	143 Robert Me&d	Z4J C. L. Hamly	343•Gregory Simpoon(S W)	443• Chrh Gould (M)	
43 W. S. Smith	144 H. T. Brown	244 BoyScout•, Moline	344 Petfr Wea.ver	44• Fred J. Clark (F)	
44• Watty W11ton	14S John Burr	145• Robert Bonlack (B)	145• £. Nichols	445• John Perez (B)	
4S• Bruce Butler (F)	146• W. O. Knick	246 Sa.nta Cruz Y.C.	346• R. Ho•vendahl	446• Dana BitUnglley (P)	
46• Leonard King (V)	147• Ted Miranda	247 Pet•er MarUeld	347 C.T. L.e.mbert	447• Tom Spencer	
47• Wm. V. Vogt	148 A. M111:11erachmitt	248 George Parkll:r	148• Bill MacDonald (B)	448• Ed Anderson (P)	
48• John T. Burch (LA)	149• J. Griffon	Z49 Geo. Beckman	349 G. Beck.moi1-n	449• John Lawrence (R)	
49• Don Chapman	150• Robert A. Coit	250 No Record	350• Charle• Schiele	450• John Reardan (SW)	
50• Frank Hurford	IS1• F. Blucher (Pl	Z.S1 T. B. Keefer	JSJ• Wm.Carmic:h•el	451 Cliff Neth	
SI Warren Smith	1S2 Bert•nd Belvedere	252• Mark Willon (Ml	3S2 Ed Rlrrman	45Z No Record	
52• Marte Hart	153 Tom Wiper	253• Ken Wal<.er	353 No Record	453 BobHolt	
53 Ivan Well•	154• Darien Murray	2540 Blii MacDonald (B)	354 Floyd Turnqulot (S)	454• Autin Lyolght (LA)	
54 John Rollon	tSS•Bob Wentworth	25S N.A. Reed	355• Jbh Corce	4S.S• Hamilton Cla.rk (P)	
SS• Daryl Bartel•	156 Junes Caacy	Z56 David Kenny	356 Michael J. >.<urphy (5)	456• John Umland (R)	
S6 A. V Cord	157• S. J. Could (LA)	257• Don Lipp•	357• D & C. Lewlo (M)	457 R. Ferretia	
57• Harold You.na:	158 Spencll:r Clark	258 NoRlll:•tord	358• DWlc&n Abbott (S)	458 John Mc1nt01h	
S8 Walter Page	159 Bob Beardslee	259 W. D. Ca.Twright	359 Don Veit	459• C. R. Rathbone	
59 Robert Leitch	160• Paul Wlenpahl (SB)	Z60• Charle• Roos	360• Ralph Arnold (F)	460 W. Decker	
60 J. A. Crulkohank	161• Phil Friedman	2b1• Richard Stanton	361• Sunk	4&1• Charle• Snort (SW)	
61• Harry Shwn□y	162 Deatroyed	Z62• Clark Jacob,	362• Dave Edward•	462 H. D. Purcell	
6Z• Geo. Alexander (LA)	163• Robert Bebb	263 Lee Bellmead	363• Nick Ruaen	463• Tom McCullough (SW)	
63 Hugo Bru•e	164•Gerald Backer	Z64 Sam Leaok	364 David Le•	464 John Bock (SE)	
64• Phil Holcomb	165• Fred Patricio (SW)	265 Gary £,or	365 Peur Walker	46S• E. P. Webb	
65 E. B. Ha.rrb	166• V. E. Mardoek	Z66 Robert Schnieder	366• Wm. Power (LA)	466• Roaer R11•ler(SB)	
66 K.M. Amlin	167 Peter Par1on•	Z67• LeGrand Gould (SW)	367• Lee Faraola	467• L. £. Holden (P)	
67 W. Alexander	168 Don Hall	Z68• Dan Day (SW)	3680 R. Douglaio !nail•	468• Noel Van Slyke (V)	
68 Sbotman Neeham	169• £. V. Wernzt	Z69 L. E. Roby	369• DonPendleton	469 E. K...nl	
69 J. Waueu	170• Robert W. Pruit	270• John Doyle (LA)	370 John Perrodin	470• Steve Gould (M)	
70 Tom Mccutcheon	171• Carlelon Whhe	Z71• Earl Morri•	371• Jim Luca•	471 Joe Ba1a•co (V)	
71 Bill Carugno	172• Robert Holzhauer	Z7Z• D. W. Wagner	37Z• James Hobart	472• John Stanger	
72 No Record	173 Wm. Bluntzer	273• Don Whd.an (R)	373• Bill £noch	473• L.arry Patterson	
73• C. £. Ha••	174 E.P. Adam•	Z74 Date Porter	374 Howard Dick•on	474• Pet•er Muh• (SW)	
74 Loui9 Heue	175 BarUett Redfield (SE)	Z75 F. Ranoom	37S• Roy L. Knight	475 John Frelbury	
7S Wm.Sten•on	176 P. Winlgan1en	276 V. Sousa	376• Harrie Day(m-a-1)	476 O•Neil	
76 Acapulco. Mex.	177 £.J. Cro•ley	277• Dick Fo1tt•r (F)	377• Mlchaf1 Oewee	477• Jack Nerdwn (V)	
77 Acapulco, Mex.	178 NoRecord	278• BobKorb	378• Loren Lemmons (P)	478• H.M. Gladney	
78 Acapulco, Mex.	179• Ruuell Roberto (SB)	279• Dick Lundord (V)	379 No Rt-cord	479 Bernard J. Mooney {P}	
79 Jim Hopkins	180 Bob Phllllp•	280 No Record	380 NoRecord	480 Schock	
80 Acapulco, Mex,	181 Sunk	281• C. H. Smith	381 NoRecord	481• Mlke O.rton	
81 No Record	1S2• Windy Manley (B)	ZSZ A. M. Hopkin•	38Z• Dick Catlin	48Z• Dick Clark (M)	
82 Cleveland, Ohio	183• Loul• Lippitt (SB)	283• Harvey Van Dusen (F)	383• J. B09da.novich	483• Lambert Johnaon	
83 Cleveland, Oblo	184• Jim Reed	Z84 Milton O•vie	384• Pete Young	48• R. £. Kerr (SB)	
8• Ctevela.nd, Ohio	185• Dave Morris (M)	285• Ken Perifoy	385 Roy Cary	485• Herbert Stockham (HS)	
8S Cleveland, Ohio	186 Dan Dutton	Z86• Ed Lannon (SB)	386• Henry Mettler (S)	486• Lawrence Buhl (HS)	
86 Cleveland, Ohio	187 Carroll Daulton	Z87 Jim Martin (S)	387• Mark Dowley (P)	487• Jean Evereot (HS)	
87 Ed Mundy	188• Jim Satterberg	288• Charlotte Clark {SW}	388• Denni• Calvert	488• Horace Ford	
88 No Record	189 RoyEnglund	Z89 H. E. Preece	389• Ken Peteuon	489• J. A. Curran (HS)	
89 Vern Ha.mmeu	190• Nell Norrh (SB)	Z90• John HoHmlre	390• Mary Mur.rphy	490• W. E. WHU&meon (V)	
90 No Record	191 Tom Regan	Z91• Mark Raggett (SIY)	391• G.J. Conlon (Pl	491 Vic Voit	
91 No Record	19Z W.J. Tait	Z9Z• Steve Floher	39Z• Bill Doherty (LA)	49Z Wm Hodgo	
92• B. Alexander	193 H. T. Albury	Z93• Mike D. Kunkle (M)	393• Rocky Franich	493 Tom Eichner	
93 No Record	194 Rudolph Ozga	Z94 J.M. Latlmer	394• Wm. Hanlon	494• Jim Spencer (SB)	
94 No Record	195• Lee D. Lennoye (Rl	Z9S Jamee Butler	39S• Dave R.o•e	495• Robert Jac1c:,on	
95• Ceo. Loquvam	196 Texu	Z96 R.N. Meader	396• Oliver Wood {SW}	496 Luther Conover (5)	
96 No Record	197• Robert Beckerelt	Z97 Phil Pemberton	397• Ted Lindley (B)	497 Tom Cram (5)	
97 No Record	198• Jame• Keefe (5)	298• John Ftemmlng (R)	398• Milton Mor1an	498 Godfrey Clark	
98• Wet Hen•, Haw, Ji	199 ClrtScoutShlp IZS0	299 J. Carey	399 Harold Olson	499 Dick Peterton (m-a-1)	
99• Tom Clark (P)	Z00• Ken Thompson (1)	J00• Tim Cordrey (M)	400• A. B. Smith (LA)	500 Dick Thompson (P)	
100 Tom Rabyn•					

RACING CALENDAR

REGIONAL EVENTS

Small Yacht Racing Ass'n of S.F. Bay & SoCal Regional Events

April 1	• SoCal Regional	Santa Barbara	SBYC.
April 1b	. 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. 2b	. SoCal Regional	Los Angeles	CBYC
Aug. 2b-27	NorCal Regional Championship - - - - -		
Sept. 9	. SoCal Regional	Santa Barbara	SBYC
Sept. 1b-17	.SYRA	Knox	SFYC
Sept 30	. SoCal Regional	Los Angeles	CBYC
Oct.	.SYRA	St. Francis	StFYC
Oct. IS	. SYRA	(Make-up date)	
Nov. 4	. SoCal Regional	Ventura	VYC

ROSMAN TRAVEL TROPHY

1971-72 Season (remaining regattas)

July 1-2	• . • Sema: ' Nauttca Regatta	. Santa Barbara	SBYC
July 15-1b	• . 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, 28.3
December 2 . Races	48.S
January b . . Races	b&I
February 2. . Races	88.9
March 2 . . . Races	108.11

All Mercury Skippers cordially invited

OTHER MAJOR INVATIONALS

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. 25-2&	. Thanksgiving Day ..	. L.A Harbor . . .	CBYC

R

/1415, Lloyd Greeno, this year •a boat fleet captain and /1252, Mark Wilson, fleet captain of MontereyFleet, next year's host fleet.



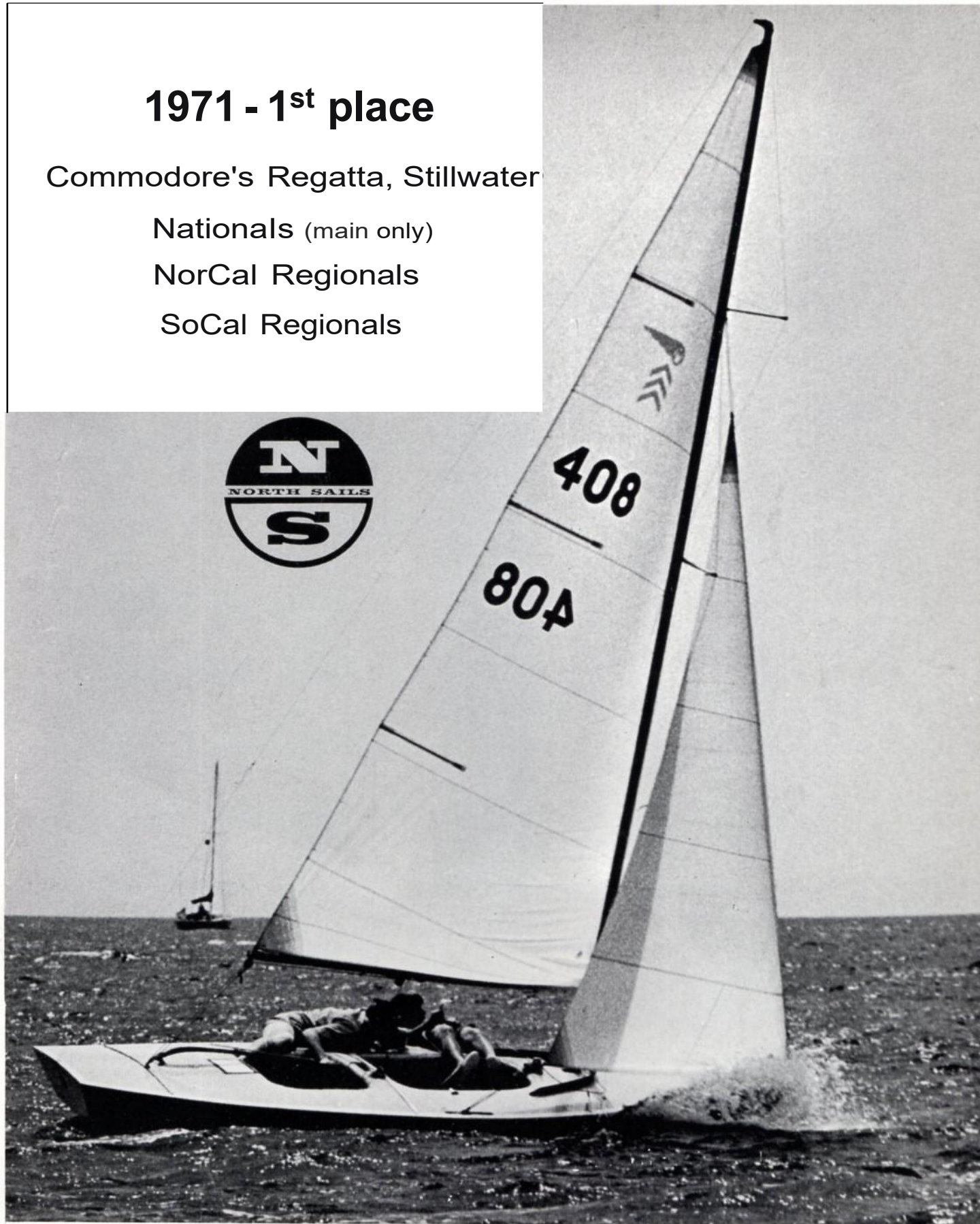
1971 - 1st place

Commodore's Regatta, Stillwater

Nationals (main only)

NorCal Regionals

SoCal Regionals



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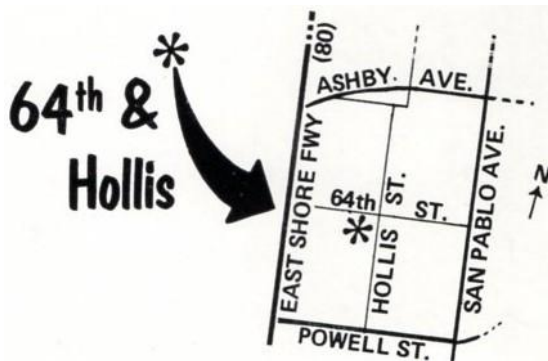
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