



IMCCSRA

3017 Wallace Dr.  
Shreveport, La.  
71109



TO:

Dan J. Grady, III  
6027 Fox Chase Trail  
Shreveport, La. 71109

\*\*\*\*\*  
November, 1971 INTERNATIONAL MC CLASS SAILBOAT RACING ASSOCIATION  
\*\*\*\*\*

\*\*\*\*\*  
U. S. NATIONALS AT SYC  
\*\*\*\*\*

\*\*\*\*\*  
Protzeller Wins  
\*\*\*\*\*

Fleet # 1, located at the Shreveport Yacht Club on Cross Lake at Shreveport, Louisiana, hosted the First Annual U.S. National Championship Regatta sponsored by the IMCCSRA on October 9, 10 and 11, 1971. Harry Protzeller (MC # 10) emerged victoriously in the three day-seven race event.

Three of the races were sailed over courses of two triangles and a windward leg to port, two were on courses of one triangle and a windward-leeward-windward to port, and two were over courses of two triangles and a windward to starboard.

Winds for the seven races ranged from brief spells of near zero velocity up to 25 knots. Average winds the first day were around 8 to 12 knots with speeds to 25 knots the second day. The final two races were sailed in medium to light air with some dead spots. The finish of the last race found all boats grouped just off the finish line, searching for a puff to put them across. A real mad scramble for the line developed when a gentle zephyr finally arose.

During the races, four yachts fell victim to malicious winds, thoroughly wetting skipper and sail. Three of these were quickly righted without aid, and continued in the races. The fourth, mud dripping from the masthead, limped shoreward during the second race after suffering the assistance of nearby friendlies aboard power vessels.

Two of the participants lost steerage during races due to breakage of rudder pintles, but one returned to the races after hasty repairs.

(continued)

\*\*\*\*\*  
Scoring System Disfavored  
\*\*\*\*\*

Following the U. S. Nationals, the Rules Committee took a hard look at our present scoring system, and found that it is not as good as we had first thought. The present system makes it very difficult to keep track of the race-to-race position of individual boats by the other skippers. It was almost impossible to determine who you needed to beat and how many boats you had to beat him by in order to advance in the standings. Even the victors felt that the first three boats across the line were given a disproportionate advantage, and that the heavy burden placed upon early race losers could tend to weaken their desire to stay in the regatta. For these reasons, the Rules Committee will propose that the Board of Governors recommend a change in the scoring system to a system that gives 3/4 point to first place, 2 to second, 3 to third, etc.

As long as this amendment will be sent to the membership anyway, the Committee felt that this was a good

(continued)

\*\*\*\*\*  
NATIONAL CHAMPION RIGHTS BOAT UNAIDED  
\*\*\*\*\*

\*\*\*\*\*  
Protzeller exposes secret  
\*\*\*\*\*

Newly crowned U. S. Champion, Harry Protzeller, finally joined those of us who are on a first name basis with catfish lurking on the bottom of the lake. Cruising the starting line, preparing for the start of the fifth race during the U. S. Nationals, Harry found his mainsheet suddenly jammed. At the precise moment he leaned forward to free the errant line, a sudden gust caught him off guard, and Harry found

(continued)

# AMENDMENTS (continued)

time to take care of a few other items that need correction.

During the retyping of the draft of the Constitution, the provisions for determining the Officers of the Board of Governors were apparently left out.

It is proposed that a new Paragraph H be added to Article IX, stating that the Governors Elect shall elect the Commodore, after which the Commodore shall appoint a Vice Commodore, a Secretary and a Treasurer.

Article XX also needs an addition to correct an omission. Paragraph A, which lists the equipment of the boat, does not contain the Cunningham Haul fitting in the mainsail. Subparagraph 21 will be added to correct this error.

Article X provides that standing committees shall have no less than 5 members and shall have an additional member selected from the Board of Governors. Six man committees are not presently needed. The rule will be amended to reduce the required number to three, one of whom shall be a member of the Board. Under this provision, a larger committee could be appointed if the need arises.

Along with the amendment to Par. K of Article XXV (Scoring), Par. L (Course length) is in need of a change. As presently stated, that rules prohibits shortening of a course to less than 4.5 miles. This is alright when a non-triangular course is set, or when a triangular course with leg lengths of more or less than one mile is set. However, when a triangular course is set with leg lengths of one mile, shortening under the present rule means a finish half way down the reaching leg instead of at the windward mark. On such a course, four legs should be deemed sufficient, thus giving a windward finish. Under other conditions, the 4.5 mile minimum would still control, and the Race Committee would have discretion to set the line.

Under our present Article XXV, an amendment to the Constitution which relates to the characteristics of the boat becomes effective automatically 60 days after mailing of ballots unless

10% of the membership registers negative votes within that time. This was set up in order to expedite passage of these amendments when the Board had recommended the changes. However, no procedure was established to override the 10% negative vote even though the general membership as a whole favored the change. This will be corrected by providing that after defeat of such an amendment by 10% negative vote, the amendment may be resubmitted for vote upon the call of 45% of the membership. It will then require 85% affirmative vote to override its previous defeat.

Ballots will be mailed shortly for vote upon these amendments. Members are asked to mark and return their ballots as soon as possible. Only the amendment regarding the Cunningham Haul can become effective without affirmative votes. A 2/3 majority voting in the affirmative is needed to pass the others.

## NATIONALS (continued)

Protzeller took first overall with three first and four second place finishes. The final scorecards were as follows: PROTZELLER (#10) 1,2,2,1,2,1,2--1st; GIBSON (#5) DNF,1,1,3,6,2,3--2nd; SORENSON (#25) 2,3,3,5, DNF,5,1--3rd; HUDSON (#13) 3,5,6,8,4,4,4--4th; GEORGE (#3) 4,7,7,2,3,DNS, DNS--5th; SAYE (#4) 7,10,5,7,5,3,5--6th; HAGNER (#2) 8,8,4,4,1,DNS, DNS--7th; FOSTER (#6) 6,4,9,6,6,DNF,DNS,DNS--8th; GRADY (#8) 9,DNF,10,9,7,6,6--9th; HOOD (#31) 11,11,8,10,8,7,7--10th; HUTSON (#26) 5,6,DNS,DNS,DNS,DNS,DNS--11th; HOLLIDAY (#30) 10,9,DNS,DNS,DNS, DNS,DNS--12th.

Gibson and Foster took DNF's because of broken tillers. Grady's DNF came when his mast stuck in the mud. Foster, unable to make repairs to his tiller, was forced to take DNS for the last two races. Holliday and Hutson were unable to make the last two races, and dropped out of the regatta following the second race. Hagner was unable to attend the Monday races. George sailed the final races from the Poop Deck at SYC.

A cocktail party, hosted by the IMCC-

# NATIONALS (continued)

SRA following Saturday's races, and a covered dish dinner, hosted by the ladies of Fleet # 1, were well received and thoroughly enjoyed. They may have accounted for some slow starters in Sunday's first race, however.

Following presentation of trophies, the Board of Governors determined that the Sportsmanship Award for this year's regatta would go to ERWIN SAYE. A plaque is to be presented to Erwin at a special meeting of the Board to be held on Nov. 6, 1971. The plaque is bronze anodized aluminum on walnut, and bears the following inscription:

IMCCSRA

To promote the sport and  
sportsmanship  
yacht racing  
1971

ERWIN SAYE

## MELGES TO FURNISH PERMANENT TROPHY

### Delivery Expected in Near Future

Bud Melges has recently sent word that Melges Boat Works, Inc. is having a permanent rotating trophy prepared for the U. S. National Champion. Latest word indicates that this trophy will contain a half-model of the MC Scow.

No exact delivery date has been given, but it appears that Bud has now decided upon a design for the trophy. He had earlier indicated that the trophy could be expected sometime early in 1972.

The trophy would be awarded, in accordance with provisions of the Constitution, on a rotating basis. The name of the winner will be inscribed on the trophy each year, and the trophy will remain in the possession of the winner during his year of reign as U. S. Champion. It is to be returned to the Association prior to the next U. S. National Championship Regatta.

### IMCCSRA SEARCHES FOR OLD MC SCOWS

#### Conversion is Possible

The Association is presently attempting to locate owners of MC Scows built prior to 1970. These boats have wooden spars, a 22' mainsail, and a transom mounted traveler. Melges Boat Works, Inc. has certified that the hulls of these boats are the same as the hulls of the present MC Scow, and that these older models can be refitted to meet present specifications

by replacing the old spars and sail, and installing the center horse traveler. The only significant difference then will be an absence of the forward bulkhead. Provided that minimum weight requirements are met by these boats after conversion, there appears to be no reason not to allow these boats to be recognized by the Association, and their owners will be accepted for membership.

Anyone knowing owners of these older models should put them in touch with Secretary Dan Grady, 201 Caddo Parish Court House, Shreveport, Louisiana 71101.

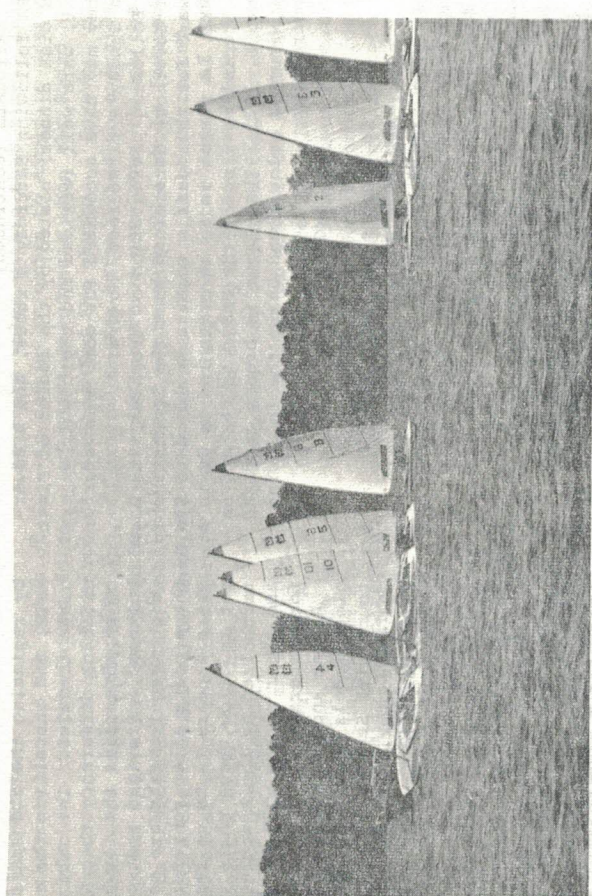
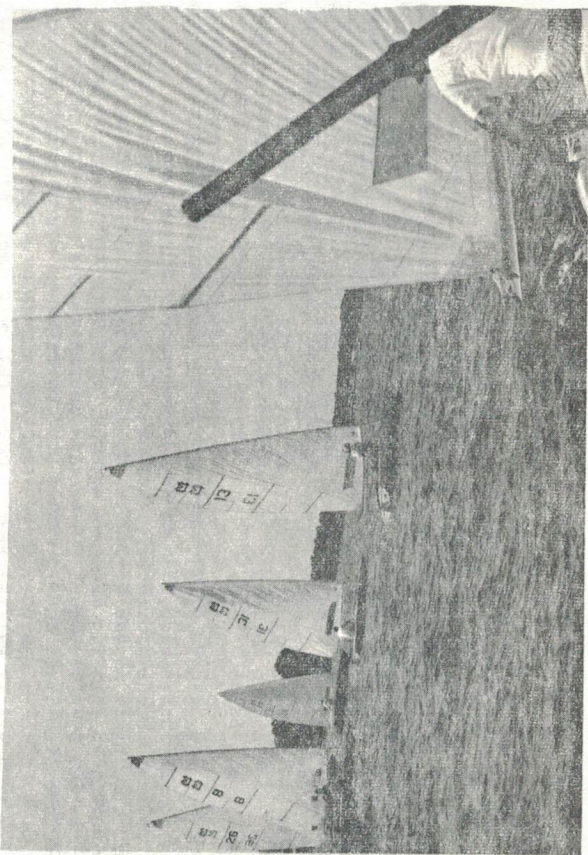
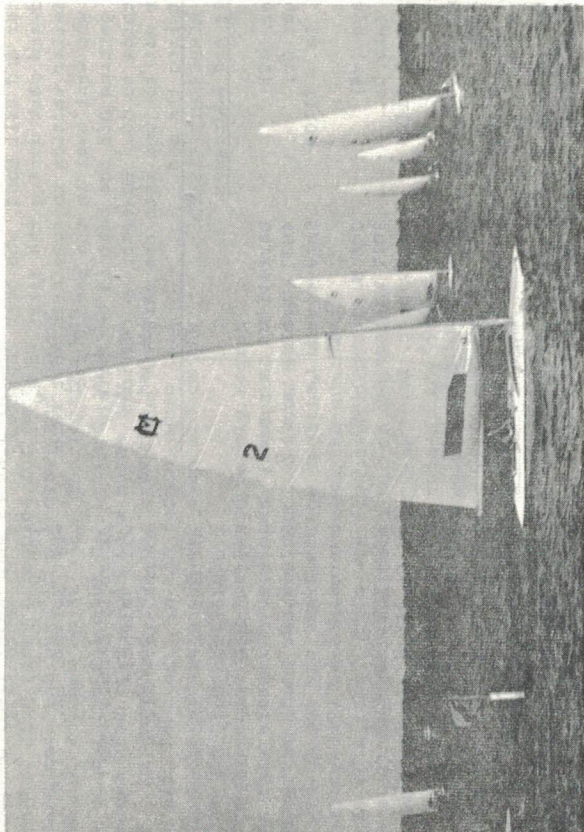
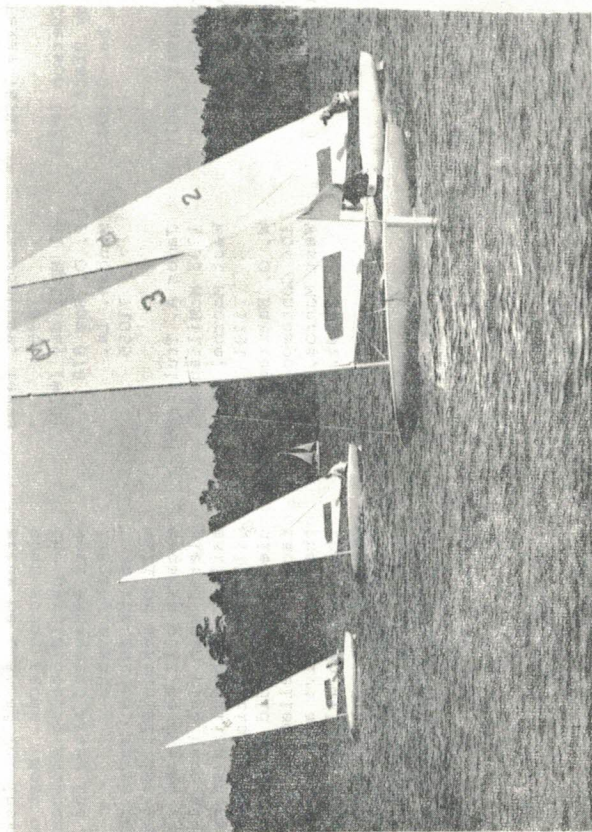
One such conversion has already been made. Hill Bermont, Program Director of WGRV at the Univ. of Ga. at Athens, has completed the conversion of his old MC (#119), and has the beginnings of a new fleet. His last communication indicated a five boat fleet is about to apply for Charter at DIYRC in the Athens-Atlanta area.

### RIGHTING BOAT (continued)

himself overboard in the middle of the starting line with mere seconds remaining before the firing of the five minute warning gun.

So swift was Harry's reaction that his wife and son, acting as official photographers aboard a nearby stake boat, failed to record the capsize on film.

Asked later how he managed the feat, he explained that the first thing to do is to get off the boat. Going immediately to the bottom of the boat, Harry climbed on the lower bilge board, grabbed the traveler horse and main-sheet at the upper side, and bounced the boat upright. He kept his feet close in to the hull on the board to avoid bending it.



## RIGHTING BOAT (continued)

Bill Hagner and Bill Hood, who both capsized at the windward mark during the first race, employed similar tactics to remain in that race. Dan Grady, who went over in the second race, notes that getting off the boat is definitely the first thing to do. However, he cautions the skipper not to jump into the sail--it pushes the mast into the mud.

## CURRENT MEMBERSHIP LISTED

## Names and Addresses

FLEET # 1  
 W. J. Hagner (#2)  
 2943 Risinger Dr.  
 Shreveport, La. 71109  
 Erwin W. Saye (#4)  
 540 Spring Lake Dr.  
 Shreveport, La. 71106  
 Wm. C. Simmons (#7)  
 4410 Line Ave.  
 Shreveport, La. 71106  
 Dan J. Grady III (#8)  
 6027 Fox Chase Trail  
 Shreveport, La. 71109  
 Harry W. Protzeller (#10)  
 3328 Sandra Dr.  
 Shreveport, La. 71109  
 Roland Bodenheim (#26)  
 Box 2149  
 Longview, Texas 76501  
 Robert H. Everson (#29)  
 2719 Beazley Place  
 Shreveport, La. 71104  
 FLEET # 2  
 Edward M. Foster (#6)  
 4000 Deborah Dr.  
 Monroe, La. 71201  
 Wm. A. J. Lewis (#11)  
 6 Westwood Dr.  
 Ruston, La. 71291  
 Darrell E. George (#3)  
 4833 Camelia Lane  
 Shreveport, La. 71105  
 Joe H. Gibson (#5)  
 3017 Wallace Dr.  
 Shreveport, La. 71109  
 Bryan C. Simmons (#7)  
 643 Dudley Dr.  
 Shreveport, La. 71106  
 Frank W. Ireland (#8)  
 7020 S. Lakeshore  
 Shreveport, La. 71109  
 Morley A. Hudson (#13)  
 819 Kings Hwy.  
 Shreveport, La. 71104  
 Salley B. Hutson (#26)  
 904 Hackberry  
 Nacodoches, Texas 75961  
 Al Holliday (#30)  
 P. O. Box 878  
 Minden, La. 71055  
 James A. Truly (#9)  
 1703 McMillan Rd.  
 West Monroe, La. 71291  
 W. G. Beauregard (#12)  
 104 Contempo St.  
 West Monroe, La. 71291

E. E. Keaton (#23)

108 Dupont Dr.  
 West Monroe, La. 71291

James L. Dennis (#24)

2120 Valencia  
 Monroe, La. 71201

Richard M. W. Sorensen (#25)

c/o Glenwood Hospital  
 West Monroe, La. 71291

William W. Hood, Jr. (#31)

Box 4210  
 Monroe, La. 71201

## NON-FLEET MEMBERS

M. L. "Spud" Jones (#1)

735 Linden St.  
 Charlotte, Mich. 48813

Herbert Krugman (#20)

425 Riverside Dr.  
 New York, N. Y. 10025

Oliver Mann (#33)

1958 Grande Ave.  
 Cedar Rapids, Iowa 52403

## REGATTA COMMITTEE RECOMMENDS

## FEWER RACES

Following the U. S. National Regatta, the Regatta Committee recommended that future regattas be planned for less than seven races. Most of the participating skippers were exhausted after the lengthy event.

In the future, seven races will be scheduled, but the regatta will be deemed completed when five have been sailed. Scheduling seven will give additional scheduled time should an early race be cancelled, but if the first five are sailed, the last two will be cancelled.

The rescheduling of seven races, with plans to sail all seven, resulted in the

## FEWER RACES (continued)

loss of several participants who had earlier announced their intentions to sail in the regatta. The races scheduled for Monday caused some entrants to withdraw, and caused some not to show up at all. The regatta was set up for the Columbus Day weekend, with the thought that this would be a three day week end. It developed that not everyone had Monday off, however. In the future, when this may be the situation, we may even reduce the scheduled races to five.

The Committee and the Board deeply regret that this situation developed. However, had the participants who could not sail on Monday showed up for the start of the regatta, the Committee may well have reduced the number of races this year. This was discussed prior to the start of the first race, but no one seemed to want it done this way this year.

Any suggestions concerning this or any other phase of the regatta will be welcomed by the Committee. All possible steps will be taken to insure maximum participation next year.

## PHOTOGRAPHS OF REGATTA ACTION

Bruce Protzeller Takes Pix