



ROYAL PALM YACHT CLUB

Adjoining Edison Home

2360 W. FIRST STREET • 334-2176

FORT MYERS, FLORIDA 33901

January 8, 1973

Dear MC-er:

The Royal Palm Yacht Club and the International MC Class Sailboat Racing Association invite you to come to sunny south Florida for some of the finest inland sailing on the mile wide Caloosahatchee River. We are holding the MC Class Midwinter Regatta on February 23, 24, and 25.

Registration, weigh-in and a tuneup race are scheduled for Friday afternoon. There will be a nominal registration fee, and someone will be on hand to accept your 1973 Association dues (\$5.00). Those who can't make it on Friday can register Saturday morning.

Two races, sailed back to back, will begin the regatta on Saturday morning, then, after a break for lunch at the club, two more will be sailed in the afternoon. Don't forget the suntan lotion!

A social hour will precede the Regatta dinner served at the Club Saturday evening. There will be an orchestra for dancing, if you are not too exhausted from the full day of sailing. Men should wear jackets (a club rule).

Two more races will be sailed Sunday morning. If six races are completed, one throwout will be made for final scoring. Trophies will be awarded immediately after lunch.

Skippers will be required to have their MCs up to the class minimum weight of 440 pounds (fully rigged, less sail). Bill Freytag recommends plumbers lead, bolted to the bulkhead, to bring light boats up to class weight.

The R.P.Y.C. has two electric hoists and a ramp for launching, a good harbor, three beautiful dining rooms and a bar for your convenience and pleasure. Fort Myers has many fine motels, and the Holiday Inn, Ramada Inn and Travel Lodge are within walking distance of the Club. Reservations are suggested. Campers will find the KOA and Holiday Inn camp grounds are only a 15 minute drive from the Club, out toward Fort Myers Beach.

Harry Melges, Sr., the designer of the MC and a long time member of the R.P.Y.C. will be on hand to set the marks for the Regatta, and Bill Freytag of the Melges Boat Works also plans to be here.

Phyllis Strobel, Captain of Fleet 3, writes that four or five MC-ers from the Atlanta area are making plans to come, and Orlando's Fleet 4 will be here in full force. So, let us hear from those of you in Texas, Louisiana, Michigan, the Midwest and New York. We would greatly appreciate a reply, indicating your intent to come, or your best wishes, if you cannot make it this time.

Looking forward to sailing with all of you in February.

Ray Fauquet
1865 Monte Vista *Ray*
Fort Myers, Florida 33901
Phone 813-332-1074

*Hope you are one that can come.
Early returns are quite promising*

ERNEST WOLFMAN, ARCHITECT & ASSOCIATES, INC.
3203 Lawton Rd., Suite 245
Orlando, Florida 32803

January 23, 1973

Ray Fauquet
1865 Monte Vista
Fort Myers, Fla. 33901

Royal Palm Yacht Club
2360 W. First Street
Fort Myers, Fla. 33901

Dear Ray:

May I thank you and the Royal Palm Yacht Club for the mid-winter MC Class Regatta. Your efforts are greatly appreciated by the Orlando MC-ers. Having participated in these events, we are well aware of the time and effort you have expended in this endeavor. We look forward to a very lovely and enjoyable weekend with you all.

We can state that all of our fleet with the possible exception of one boat will be there for the regatta.

There is one fly in the ointment, so to speak, that we would like to call to your - and the yacht club's attention. Your letter indicates that all boats will have to meet minimum class weight of 440 lbs (all up, except sails). Our fleet measurer has weighed all boats and we have found they vary from 390 lbs to 398 lbs (all up, except sails). This means that between 40 to 50 lbs will have to be added for this particular regatta.

We are not sure whether you are aware that there is an on-going question as to the class minimum weight. This problem apparently occurred due to the fire at the Melges Yard which interrupted construction of boats, and apparently all boats manufactured after the fire are considerably less in weight than those prior to the fire. This weight question has been in debate for over a year now, without satisfactory conclusion.

It is our impression the heavy boats are in minority. We therefore suspect that the overwhelming majority of boats arriving in Fort Myers will be light weight and as the addition

page two

January 23, 1973
Ray Fauquet
Royal Palm Yacht Club

of 40 to 50 lbs of lead to a fibreglass hull may cause hull problems (i.e. plastic flow, bubbles, etc.), a minimum weight closer to the actual weights of the majority of the boats arriving would provide better sailing and safer conditions. A weight that sets in our minds that would not penalize the heavier boats would be 420 lbs.

The normal variation in crew weights is such that in a boat of 420 lbs, the variation of 10, 15 or even 20 lbs in hull weight, would make very little, if any, difference in the yacht's performance.

Fleet 4 would prefer a prompt ruling for the 420 lbs weight for this regatta. We understand that this could cause considerable problems for yourself and the yacht club. Therefore, we request that you hold open the minimum weight until after the weighin, at which time complete data will be available to make a valid decision.

Very truly yours,

John Sewell, Fleet Captain

Ernest Wolfman, Fleet Member
Board of Governors

January 24, 1973

Harry W. Protzeller
Commodore, IMCCSRA
Dyna-Plastics Inc.
3205 Forge Road
Shreveport, Louisiana 71109

Dear Harry:

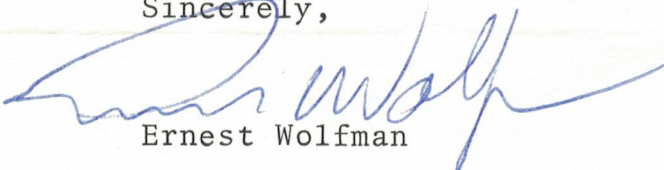
Enclosed you will find a letter from John and myself
pertaining to the February Regatta in Fort Myers. It
pertains to boat weights.

If the greater part of the boats are light weight, we
prefer to go with a minimum weight closer to the actual
weight of the boats rather than add 40 to 50 lbs.

This weight problem, though it occurred through no fault
of the Class is of major importance. Our fleet would
like to get this item finalized out. If it is necessary
to bring the boats to the 440 lbs weight finally, I
suspect that a great deal of experimentation will take
place among the various skippers in finding their best
place for the additional weight.

Give the problem some thought and let's see if we can
get some meaningful discussion developed on this item.

Sincerely,


Ernest Wolfman

Enclosure

January 26, 1973

Mr. Ray Fauquet
1865 Monte Vista
Fort Meyers, Florida 33901

Dear Mr. Fauquet:

As you know the racing weight of the MC has been a matter of discussion and controversy for some time. The current minimum weight of 440 pounds presents numerous problems when heavy lead weights are added to boats weighing only 390-400 pounds in order to comply with MC racing rules.

The reduction of the minimum weight to 420 pounds has been thought by many to be a more suitable figure. In order to evaluate this latter weight it has been suggested that the Fort Meyers regatta scheduled for February 23-25, 1973 be conducted using 420 pounds as a minimum weight for experimental purposes. You are, therefore, authorized to conduct this regatta using 420 pounds as the minimum weight and still consider it a sanctioned event.

Please keep records as to the amount of lead weight that was added to each boat, the finishing places and any comments or remarks that would be pertinent.

Sincerely,

Harry W. Protzeller
Commodore, IMCCSRA

HWP/m

cc: Ernest Wolfman



February 12, 1973

Mr. Ray Faugatt
1865 Monte Vista
Fort Myers, Florida 33901

Dear Ray,

I just figured out how I could combine a business trip with pleasure (which I have been working on for some time) and am happy to say that I will attend your regatta. My wife and I will arrive Fort Myers about Friday noon.

I am really looking forward to meeting you and sailing with all the good people down there. See you soon!

Sincerely,

Harry W. Protzeller

S unday, Jan. 14

1973

Dear Dan,

I have been meaning to write this letter for a couple weeks. Ray Fauquet called me a couple weeks ago from Ft. Myers about the Midwinters and whether non-IMCCSRA members could participate. I said that if it was an Association-sanctioned function each participant would have to be a member. He asked me to see if someone (possibly me) could sell memberships down there at the Regatta. Is this possible and if so, could you or Harry have the cards sent to me to hand out when they pay? Perhaps ^{Ernie} ~~Mr.~~ Wolfman could take charge of this, since he is the Treasurer, or was. Are the Members of the new Board organized yet? If so, let me know and I will forward the Secretarial material.

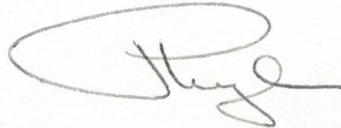
As of last night, four of our Fleet are presently planning to go-- Willi Lenkeit, Pete Smith (new, #60), and Hill Bermont and I plan to get a double trailer and go down together. It is 600 miles and about like the trip to Shreveport except it is all Expressway, I understand. No Vicksburg bridge ! What a disappointment.

This has been a hectic week here in Atlanta as I am sure you have heard. Even today there are still power lines being repaired. I moved out of my 'totalled' electric apartment on Mon. and back in on Fri. PM. A bit disruptive to the routine schedule, but I guess things like this are necessary to make one appreciate his situation.

I should possibly have sent this to Harry. If so, will you please pass it on?

I am looking forward to seeing you and your family in Atlanta next summer. Happy New Year !

Best wishes to SYC friends,



P.S. Nat'l dues are to be collected this month, right? Sent to Treasurer?

January 17, 1973

Ms. Phyllis Strobel
3162-H Briarcliff Road, N.E.
Atlanta, Georgia 30329

Dear Phyl:

I am passing your letter of the 14th on to Harry this evening.

You are correct in stating that only members may participate in sanctioned events. However, I think that the decision to sell memberships at the regatta is properly Harry's decision. I see no objection to it, but he would have to sign the cards in advance and let someone down there fill in the names unless he makes it to the regatta himself.

Actually, by the time of the regatta, all memberships should be current, at least as to those who were members in 1972. Dues are payable this month. Of course, there may be some people in that area who have recently acquired boats and have not yet joined, but there is sufficient time for them to apply for membership before the regatta. Since Ray Fauquet will need some idea of the number to expect for the regatta, I think that advance application for membership is the better method.

I am glad to hear that four from Fleet # 3 will be going to the regatta. Good luck to all of you. I do not think that I will be able to attend since we have criminal jury trial scheduled during the week prior to the regatta, and I would have to take off Thursday and Friday of that week in order to attend. If I can get all of my "customers" to plead guilty prior to that week, I may show up anyhow.

Did you ever send out official notice of the results of the election?

It is my understanding from Harry that he has appointed Bryan Simmons to succeed you in the office of Secretary.

About this summer--Hill was supposed to let me know when y'all would be having a regatta out there. I can take my vacation any time during July or August.

Yours truly,

Dan J. Grady III

*Holiday Inn
2064 W. 1st
Hwy 80.*

February 9, 1973

Mr. Ray Fauguet
1865 Monte Vista
Fort Meyers, Florida 33901

Dear Ray,

From all I can learn your Regatta is growing by leaps and bounds and you should have a real fine affair.

You are correct that since this is a sanctioned regatta only owners who are association members are eligible. Our rules specify that to be eligible the participant must be an owner and is not eligible simply by paying the \$5.00 membership dues. I think your suggestion is the only way to handle it and that is to let them sail as guests and not receive trophies. This always presents a hazard however in the event they should foul a bonafide registered skipper.

Good sailing.

Sincerely,

Harry W. Protzeller
Commodore, IMCCSRA

HWP/m

Dyna - PLASTICS, INC.

3328 SANDRA DRIVE
SHREVEPORT, LOUISIANA 71109

January 26, 1973

Mr. Ray Fauquet
1865 Monte Vista
Fort Meyers, Florida 33901

Dear Mr. Fauquet:

As you know the racing weight of the MC has been a matter of discussion and controversy for some time. The current minimum weight of 440 pounds presents numerous problems when heavy lead weights are added to boats weighing only 390-400 pounds in order to comply with MC racing rules.

The reduction of the minimum weight to 420 pounds has been thought by many to be a more suitable figure. In order to evaluate this latter weight it has been suggested that the Fort Meyers regatta scheduled for February 23-25, 1973 be conducted using 420 pounds as a minimum weight for experimental purposes. You are, therefore, authorized to conduct this regatta using 420 pounds as the minimum weight and still consider it a sanctioned event.

Please keep records as to the amount of lead weight that was added to each boat, the finishing places and any comments or remarks that would be pertinent.

Sincerely,

Harry W. Protzeller
Commodore, IMCCSRA

HWP/m

cc: Ernest Wolfman

Lacks like we
will have 12-15
boats.

(OVER)

Better Products from Advanced Ideas

Harry:

We will sail the regatta
at 420#. Please notify those
who are coming.

We will charge a
\$500 registration fee
to help pay for trophies.

The M-20 sailors all stayed
at the Ramada Inn, which is
closest to the club and were
well satisfied.

Ray Fauquet
1/31/73

One other point: There probably will be two MC boats here without owner skippers & we would like for our commodore to sail one & someone else the other.

As I read the MC sailing instructions only owners ~~and~~ who are association members are eligible.

any ideas on how to handle this? Now about letting them sail as guests but not be eligible for trophies?

Or could they pay \$5⁰⁰ membership & be eligible?

Your ideas would be appreciated

Ray