



I. S. A. NEWS AND VIEWS

..... a publication of the International Skeeter Association

1957	April	Issue No. 1
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I. S. A. Officers:

President:	Robert V. Cave (Fox Lake Ice Yacht Club)	Wayne, Ill.
Vice President:	Harry C. Melges, Jr. (Skeeter Ice Boat Club)	Zenda, Wis.
Sec. - Treas.:	Albert E. Sternkopf (Pewaukee Ice Yacht Club)	Nashotah, Wis.
Commodore:	Harry C. Melges, Jr. (Skeeter Ice Boat Club)	Zenda, Wis.

ISA REGATTA REPORT
(by Al Sternkopf)

The regatta, 1957, was finally held on Pewaukee Lake the weekend of Feb. 15, 16, 17, ---- with some 47 or 48 entries. For the first time since Art Siebke's last race, we were more than pleased to have with us some Easterners, H. K. Salmon, Jr., of Ledgewood, N.J., Hank Fullerton, Westfield, N.F., Jim Finch, Rockaway, N.J. We hope that these skippers from the Eastern ISA enjoyed themselves and will again sail with us next season at the annual ISA on Lake Geneva.

Fleet limitation, as adopted last season, was employed for the first time in the ISA--and we think with much success. The majority of the comments from all skippers, officials, and everyone interested were certainly very favorable toward this system. As you know, the need for limited fleets has become very imminent, as most of our courses are too small for a large fleet to safely sail on. By splitting this year's entry list, two "heats" were sailed, an "odd fleet", and an "even fleet", these determined by a draw upon registration. Then the top half of each of these were sailed in an "upper fleet", and the bottom half in a "lower fleet". Points were awarded on the total entry list. Everyone who wished to, came to the regatta, sailed against everyone else, and as often as everyone else, Yet, the racing was far keener, with less confusion, and--most everyone thinks with most accurate championships and ratings established, under the greatest practical competition.

There undoubtedly will be some further suggestions for improving fleet limitation,--and they certainly will be very welcome, for this first try most likely pointed out some room, in spots, for greater polishing.

The Pewaukee Ice Yacht Club is to be congratulated on the efficient manner in which they handled this series, for the weather and conditions were not of the best, yet all of these races were run smoothly.

Bud Melges, Skeeter Ice Boat Club of Williams Bay, sailing Don Krause's I-51, won four firsts and a second for a total of 159 points to capture, for his second time, the ISA championship.

Following, with 149 pts., was Frank Trost (V-80), of Pewaukee Ice Yacht Club; Jack Ripp (M-149), with 147 pts., of Four Lakes IYC. Old-timer Jack Vilas finally followed through on his threat to get out of the wheelchair and show us a thing or two. And he surely did, finishing 4th in I-180 for the Skeeter IBC.

In 5th position, Chuckie Kotovic PIYC; in 6th, Tom Norris, PIYC; in 7th, Chuck Smith of Anchor Bay IYC; in 8th, Bill Mattison, of Four Lakes; in 9th, Tom Gunderson of Skeeter IBC; and in 10th, Chuck Edwards, PIYC.

FINAL RESULTS

No.	skipper	finishes	pts.	place
I-51	Bud Melges	1 1 1 1 2	159	1
V-80	Frank Trost	5 5 2 3 1	149	2
M-149	Jack Ripp	1 2 1 9 5	147	3
I-180	Jack Vilas	4 3 2 5 7	144	4
V-50	Chuck Kotovic	3 11 3 4 1	143	5
V-2	Tom Norris	2 6 3 10 4	140	6
A-78	Chuck Smith	8 4 6 13 6	128	7
M-134	Bill Mattison	11 15 4 2 8	125	8
I-186	Tom Gunderson	3 9 8 11 12	122	9
V-11	Chuck Edwards	7 13 7 8 9	121	10
M-124	John (Pa) Bluel	5 22 6 7 10	115	11
V-10	Wally Schwarting	6 7 10 21 7	114	12
M-160	Dave Rosten	4 10 9 15 14	113	13
V-83	Al Sternkopf	10 19 12 6 5	110	14
M-99	Charlie Johnson	10 14 5 17 8	109	15
M-153	Tom Krehl	6 16 7 12 15	106	16
V-212	Ed Weschler	7 8 10 18 DNF	100	17
I-117	Bob Pegel	14 1 4 1 2	98	18
F-16	Bill Boehmke	8 12 18 2 15	89	19
V-77	Mike Meyer	15 3 8 19 9	87	20
R-1	Elmer Millenbach	9 18 11 20 DNS	84	21
V-104	Hal Warshauer	9 21 5 DNF 3	83	22
H-63	George Smith	2 17 16 6 DNS	80	23
V-30	George Shellgell	18 2 9 16 19	77	24
V-45	Charlie Kotovic	15 9 14 4 11	67	25
V-101	Bob Zwicky	19 12 11 14 20	65	26
M-207	Herb Krogman	12 20 15 14 DNF	61	27
IOU	Bill Perrigo	DNF 4 22 8 3	59	28
I-38	Stan Johnson	12 7 14 7 DNF	56	29
L-32	H.K. Salmon, Jr.	20 10 17 5 12	56	30
I-39	George Kiefer	17 8 16 10 14	55	31
E-204	Hank Fullerton	13 13 13 17 10	54	32
I-110	Bill Parks	DNS DNS 15 3 6	48	33
I-117	Syl Beers	16 6 19 9 DNF	48	34
V-8	Wally Ketter	11 23 21 DNF DNS	43	35
V-20	John Flanagan	21 16 17 11 13	42	36
R-3	Maury Declerq	18 DNF 12 DNF 4	41	37
F-40	Bob Cave	17 14 21 12 16	40	38
V-66	Roger Herbst	20 18 19 16 11	38	39
V-95	Jerry Ronke	13 17 18 13 DNF	37	40
I-9	LaMar Lundberg	20 18 19 16 11	36	41
M-161	Bill Ward	19 5 DNS DNS 17	30	42
LD-92	Jim Finch	16 11 DNF 18 DNS	28	43
M-135	John L. Bluel	DNF 20 13 DISQ 13	26	44
V-69	Art Jark	DNF 19 20 20 DNF	15	45
V-116	Jean Zwicky	22 DNF DNF 19 DNF	11	46
LADIES				
I-117	Jane Pegel	1	2	1
V-116	Jean Zwicky	2	1	2

Headquarters for the regatta, Scherer's at Edgewood on Pewaukee Lake, threw open its doors on Thursday, and I'm not sure if they've closed them yet! There may still be a few strays under the tables. Luncheons were served each day and, of course, the bar saw more racing than the ice. Saturday evening a buffet roast beef, a cocktail party by host club PIYC, and--dancing to George Schellgell's 32 piece orchestra--ah, now that was an evening, for sure! We think Pewaukee's DeForest Ingersoll was by far the most outstanding dancer of the evening. As to socialbe drinkers, it is just too difficult to decide this championship. It was close.

All in all, the regatta was a great success. Everyone had a good time. We think that we are getting closer to establishing a precedent for regattas in which a fine program can be achieved within a budget that every club can successfully employ. With the recommendations on trophy expenditures as brought out in the annual meeting, plus the \$2.00 entry fee, and a minimum of host club entertaining expenses, the pattern for staging an annual regatta begins to look very sensible.

Ice conditions for this regatta at Pewaukee were absolutely perfect--greeting the Thursday afternoon arrivals with clear, fast ice. -----and then it came, -- the snow,-- heavy, wet, large flakes! Oh, what a winter wonderland--what with visibility about 10 feet.

Well, Pewaukee tried. They tried real hard. They scheduled and re-scheduled. This one looked perfect--until Thursday evening.

MINUTES 14th ANNUAL MEETING

The 14th Annual International Skeeter Association business meeting was called to order by President Chuck Edwards at 11:45 A.M., January 25, 1957, in the basement of Scherer's Restaurant at Pewaukee Lake, Wisconsin.

Cmdr. Roger Herbst called for an amendment to Sect. 3, Article 10 (page 18) Official Rules Book. His amendment to read, "Each skipper has privilege of sailing 3 races in a single fleet regatta or minimum of 4 races in split fleet regatta."

Motion seconded by Bud Melges and carried by 2/3rds vote.

Bud Melges proposed a motion to include in the Official Rules Book the following rule: "Host club to inform all I.S.A. member clubs 7 days prior to regatta of their intent to hold the regatta on a certain date."

Motion seconded by Bob Pegel and passed unanimously.

Cmdr. Herbst made a motion to postpone the ISA Regatta and re-schedule at a future date.

Motion seconded by Chris Smith and unanimously passed.

Chris Smith of Anchor Bay IYC made motion to notify ISA member clubs by 12:00 noon Wednesday of their decision to hold or postpone a regatta.

Motion seconded by Chuck Smith and unanimously passed.

Bud Melges of SIBC made the motion to table the 14th Annual ISA business meeting until the official ISA Regatta could be held.

Motion seconded by Cmdr. Roger Herbst and unanimously passed.

Respectfully submitted,

Robert V. Cave
Secretary-Treasurer

(Minutes continued from 1-25-57 meeting)

The 14th Annual International Skeeter Association business meeting was again called to order, taking up the Association business where it left off January 25, 1957.

Meeting called to order by President Chuck Edwards at 9:00 p.m., February 15, 1957, basement of Scherer's Restaurant.

Roll of Fleet Delegates

A	6 votes	Anchor Bay, Mich. IYC
B	0	Beaconsfield, Quebec
C	6	Bantam Lake, Conn. IYC
D	19	Detroit IYC
E	11	Hudson Highlands, N.J.
F	21	Fox Lake, Ill. IYC
H	3	Holland, Mich.
I	31	Skeeter IBC, Lake Geneva, Wis.
L	10	Twin Lakes, N.J.
M	16	Four Lakes IYC, Madison, Wis.
O	0	Toledo, Ohio
T	4	Toronto, Ontario
U	1	Oshkosh, Wis.
V	36	Pewaukee, Wis. IYC
Y	6	Orange Lake IYC, Newburgh, N.Y.
(M)	1	

Total eligible votes, 172 Total votes represented, 166

Quorum established as more than 50% of the fleets were represented.
Number of votes needed for a majority 2/3rds: 110

Minutes of 13th Annual Meeting read. Move to accept as read by
Mike Meyer, seconded by Chuck Smith.

Financial report given as follows:

		FINANCIAL REPORT	
		(2-1-56 to 7-1-56)	(7-1-56 to 2-1-57)
RECEIPTS			
Bank Balance 2-1-56		\$1715.04	
Dues & cash on hand		4.50	
		2.50	
			\$1722.04
DISBURSEMENTS			
Toronto IYC (regatta expense)	\$182.00		
Printing of minutes	19.05		
Printing Rules Book	175.00		
Jo Soden services (Rules Book)	50.00	426.05	
Bank Balance 7-1-56			\$1295.99
RECEIPTS			
Bank Balance 7-1-56	\$1295.99		
Dues Deposited	598.50		
			\$1894.49
DISBURSEMENTS			
Stellar Printing Co.			
(stationery, membership cards)	\$46.25		
Railway Express freight charge	10.05		
Morrow Letter Service Co.			
(dues mailing, NEWS & VIEWS printing, mailing for 3 issues, regatta notices)	320.85	377.15	
Bank Balance 2-1-57			\$1517.34

Move to accept report as read by Meyer, seconded by C. Smith.

Membership report as made by the secretary is as follows:

Paid up members 2-10-57	172
Delinquent members	18
New members	16
Armed Services	1
Disenrollment requests	2

Trophy Committee Chairman Frank Trost made the following report
on his committee's actions and findings during the past year:
They recommend 3 trophies be awarded for 1st place upper fleet,
3 trophies be awarded for 2nd place upper fleet, a 1st place trophy
only to be awarded for winner of womens' races.

Mike Meyer of PIYC moves ISA trophies be purchased by the ISA
Governing Committee instead of the host club to the regatta.

Motion seconded by Elmer Millenbach and passed by 2/3 majority
vote. SIBC dissenting vote.

Robert Pegel of SIBC moves that 3 of the 4 trophies allocated to the womens' division be instead allocated to the lower fleet race winners.

Motion seconded by Meyer and unanimously passed.

Mike Meyer announces his PERMANENT RULES COMMITTEE has no report to make at this time.

Meyer of PIYC makes motion for appointment of COMMITTEE ON BOAT DEVELOPMENT to study possible one design of restricted class in lieu of present two seater class.

Motion seconded by Bob Pegel and passed by 2/3 majority vote.

Lake Geneva was awarded the 1958 regatta, Skeeter IBC to be host.

The report of the nominating committee (Syl Beers, John Flanagan, and Jack Ripp) was given by John Flanagan:
President: Don Krause
Vice-President: Bob Cave
Sec-Treasurer: Al Sternkopf

Don Krause did not choose to accept nomination for presidency so Cave placed in nomination by Meyer and seconded by Millenbach. Unanimously passed.

Melges nominated for Vice President by Bob Pegel. Seconded by Jane Pegel.

Jane Pegel nominated to be editor of NEWS&VIEWS by Sternkopf and seconded by Cave.

Motion for adjournment by Pegel at 10:45 p.m.

Motion seconded by Meyer.

Meeting adjourned at 10:45 p.m. February 15, 1957.

Respectfully submitted,

Robert V. Cave
Secretary-Treasurer

ALSO: at the meeting.....
DIYC proposed rule change referred to permanent rules committee.
SIBC proposed yacht limitations rejected.
The finish will now be taken at the base of the mast.
Concerning lining up masts at start, rejected.
..... editor

COMMITTEE ON BOAT DEVELOPMENT
(by Bob Cave)

A committee on the development of a feasible and acceptable plan for standardizing, or limiting, the present runaway design craze that seems to be sweeping over iceboating in the middlewest, was formed during the International regatta at Pewaukee.

ISA President Bob Cave was appointed chairman of this committee and he chose the following staff to assist him in this difficult and touchy problem: Al Sternkopf of Pewaukee IYC to be Vice-chairman, Tom Gunderson of Skeeter IBC, Bill Mattison of Four Lakes IYC, and Geo. Smith of Holland, Mich. IYC to serve as members.

It was the chairman's idea to use any spare time available during the regatta to hold small discussion groups about these problems, with the thought in mind that perhaps someone would come up with an idea we could all sink our collective teeth into.

Elmer Millenbach, who has had more experience with the one-design problem in iceboats than any of us, came up with the idea of a one-design sail plan--that is, limitations on luff, boom and leech. He also advocated a definite ballast limitation. Now we all know ballast is a very tricky proposition. Fox Lake uses lead (no wonder they don't move); Madison use ice (greased, at that); and Pewaukee uses cheese (that Zwicky is into everything).

Bud Melges had the idea of limiting spar height only and taking one sail to a regatta. We can hear Pegel groaning now. And where would that leave Perrigo? We understand he has them out of tissue paper now so he can throw them away easier.

Cave came thru with the brilliant idea of bringing only one set of runners and one sail to the regatta. With his runners, and the way he sharpens them, that's all he should bring.

The problem is a serious one, though, and threatens, so many of us believe, the very sport itself. What is the best possible solution? Or is a "solution", as such, necessary? We think so. Others do not. Some want one thing and others something else. Our committee function is to define the problem, offer a solution, and let you members make the final decision.

Please send your comments, suggestions, objections to Bob Cave, Wayne, Illinois. And remember, now is the time to do it. We would like to have something definite to discuss by next regatta time.

PEWAUKEE KEEPS PENNANT
(from Roger Herbst)

The Pewaukee Ice Yacht Club successfully defended the Ice Yacht Challenge Pennant of America, Saturday and Sunday, March 2 and 3, 1957.

The first race started at 12:10 p.m. Saturday, March 2. It was sailed on hard clear ice in a 20 to 25 mph wind blowing out of the northwest. The temperature was 16 degrees F. Seven boats started, Fox Lake entering only one yacht in the strong wind. The course was .85 miles between marks and the yachts sailed 12 laps for a total distance of 20.4 miles. The time of the first race was 41 minutes, 53 seconds.

The second race was started at 3:00 p.m. Saturday. Ice was hard and clear and wind was blowing 15 mph out of the northwest. The same course was sailed as the first race. Seven yachts started. The time of the race was 40 minutes and 57 seconds.

The third race was started at 11:00 a.m. Sunday. The ice was hard and clear and the wind was 5 to 8 mph out of the west. The course markers were 1.25 miles apart and the yachts sailed nine laps for a total distance of 22.5 miles. Eight yachts started and finished. The time of the race was 1 hour, 8 minutes, and 8 seconds.

The contest was sailed under almost perfect ice conditions and skippers were inspiring in their efforts. Except for the first race, which Trost had well under control at all times, the races were hotly contested as you can see from the results.

Yacht Club	1st race	pts.	2nd race	pts.	3rd race	pts.	tot. pts.	final
Pewaukee IYC								
V-80 Trost	1	1	3	3	2	x	5	1
V-50 Kotovic	5	x	5	x	1	1	5	1
Skeeter IBC								
I-51 Melges, Vilas	2	2	1	1	4	3	6	2
I-38 Johnson, Pegel	DNF	x	7	x	DNF	x	6	2
Four Lakes IYC								
M-149 Ripp	4	4	2	2	5	4	10	4
M-134 Mattison	DNF	x	4	x	6	x	10	4
Fox Lake IYC								
F-16 Rollberg	3	3	6	4	3	2	9	3
F-40	DNS	x	DNS	x	DNF	x	9	3

Anchor Bay and Detroit challenged, but could not come.

NORTHWESTERN ICE YACHTING ASSOCIATION REGATTA
 February 1, 2, 3, 1957
 Four Lakes Ice Yacht Club, Madison, Wis.
 (from Gloria Melges)

No.	skipper	Class "E"			final
		1st	2nd	3rd	
M-149	Ripp	1	5	8	1
M-134	Mattison	10	7	1	2
V-104	Warshauer	4	19	2	3
V-80	Trost	2	10	11	4
I-51	Melges	5	4	7	5
V-11	Edwards	18	8	3	6
IOU	Perrigo	3	2	-	7
I-38	Johnson, S.	8	12	6	8
V-10	Schwarting	11	27	4	9
I-117	Pegel	16	1	-	10
M-207	Krogman	28	3	20	11
V-8	Ketter	9	6	24	12
M-160	Rosten, D.	6	15	10	13
M-444	Sawin	7	25	14	14
F-16	Boehmke	17	30	9	15
I-39	Kiefer	25	13	12	16
M-153	Krehl	13	22	21	17
V-83	Sternkopf	27	11	27	18
H-64	Chris Smith	23	9	-	19
M-124	J. Bluel, jr.	15	18	26	20
V-50	Kotovic, jr.	-	-	5	21
M-161	Ward	26	26	13	22
V-2	Norris	12	26	13	22
F-40	Cave	20	23	18	24
M-124	J. Bluel, sr.	14	17	-	25
M-14	Simon	22	34	15	26
V-75	Tinus	32	24	17	27
V-101	R. Zwicky	21	21	22	28
M-206	Brockel	33	31	16	29
H-63	Geo. Smith	29	16	-	30
V-66	Herbst	38	14	-	31
M-16	J. Rosten	30	35	19	32
M-99	Chas. Johnson	24	29	29	33
A-78	Chas. Smith	19	32	-	34
V-77	Meyer	31	20	-	35
V-212	Weschler	34	28	28	36
V-116	J. Zwicky	37	-	23	37
V-301	Harry	35	33	-	38
I-17	Liechty	36	36	-	39
Y-1	Miller	41	37	-	40
D-21	Snider	39	38	-	41
GL-54	Black	42	39	-	42
R-107	Lampe	40	40	-	43
Class DN-60					
150	Boston	1	1	1	1
216	Sarns	2	3	2	2
305	Jane Pegel	3	2	4	3
333	DeBlaere	4	4	3	4
421	Jones	5	5	7	5
264	R. Frank	7	9	5	6
175	Kowitz	8	6	11	7
226	Burdick	6	7	-	8
265	B. Frank	14	8	8	9
142	H. Zwicky	10	11	9	10
279	Lorenz	9	10	12	11
359	Nelson	18	-	6	12
315	Cleven	11	12	10	13
295	Slauson	12	13	15	14
59	Guetzkow	13	-	13	15
259	Bennett	15	14	-	16
144	DeVike	17	15	-	17
278	R. Zwicky	6	-	16	18
294	Lonneke	19	-	14	19

The 1958 NIYA regatta will be at Gull Lake, Mich. The Renegades will sail as a separate class.

MORE ON BOAT DEVELOPMENT
(from Al Sternkopf)

"Boat Development", for lack of a more appropriate heading, became the most discussed topic of the week-end here at Pewaukee during the regatta. This seems to have become an issue and much time was spent on various ideas on this, both in the annual meeting and during the week-end and in special committee discussion.

For background on this,--a few taller-than-tall rigs, rakier than ever, boats larger than ever, have appeared here at this year's ISA and at the Northwestern held at Madison a few weeks ago. Many skippers feel that further development of some of these newer rigs, in this latest era of re-design, could possibly "obsolete" present boats. Right at the moment, there are only about three of these newer boats that could so threaten. A few commented that the constitution of the ISA calls for the promotion of ice yachting and so intends it to be within "average" means, but not necessarily "one-design." As this discussion went on, the annual meeting reviewed the proposal of the Skeeter Ice Boat Club for a limitation on the mast length of 22' 6", cutting edge dimension (main runners edge to edge) of 18' 0", and a "runner base" (pivot point of steering runner to pivot point of main runner) of 26' 0". This proposal was introduced with the hope of pinning down, somewhere, with no hardship on any boats, except two or three of the very newest ones, a limitation to prevent a host of unnecessary spending on the parts of skippers to "stay in the game" with the feeling that they will still have a chance.

If this proposal of the SIBC were to be adopted, we know of only one boat actually that would fall outside of these dimensions, so there really would be very little hardship and the idea that the great majority of boats now used can remain on equal footing is the thought that many want to push.

Last year, the Renegade group petitioned for a separate class, as a one-design class, but later withdrew. Since then, the Northwestern Ice Yachting Assoc., at it's last annual meeting at Madison--a few weeks ago, has adopted a strict one-design Renegade class and will conduct their next regatta with this class, as they now do with the one-design DN-60 class. Particularly for the Northwestern, many of us think this is a very good move.

Certainly the Northwestern needs a shot in the arm. The DN-60 class has given it that. The Renegade class will do a great deal, and maybe we poor class "E" skeeter skippers will still be able to enjoy these NIYA regattas too. (Frankly, as some of the old-timers in the Northwestern feel that we skeeter racers have sort of disintegrated the NIYA, maybe they will seek to hold a part of their program separately and have the more competitive classes in one group and then run that one-entry "C" class, the three-entry "D" class, the one-entry "B" class, and the two-entry "A" class in a separate meeting.) At any rate, to crowd all these non-competitive classes into a crowded week-end for the benefit of the press and still hold competition for DN-60's, Renegades, and class "E" skeeters, will become a problem that I am very skeptical about.

As a lesson to witness, the ISA certainly would like to avoid becoming a condition of little competition. I believe that it intends the best of competition, not a few stragglers of an out-classed, outpriced yesteryear. On this point, particularly, it seems that there certainly has been agreement by former presidents Bill Parks, Chuck Edwards, and several other prominent skippers of longer experience within the ISA.

I don't know of any skipper racing in the ISA who cares to pay his way to a non-competitive winner, by being able to spend more money or more time or more effort than an amateur normally would just to win a trophy. I don't think we have any particularly trophy-happy skippers. In fact, the two or three girls still interested in racing have each expressed the opinion that we discontinue the Ladies' events in the ISA, (wait, I haven't.... editor.) until there is evidence of further interest and enough

to sustain actual competition. They feel that merely running off a race or two for this event just to award the trophy which we happen to have is a waste of valuable time, especially now with our fleet limitation. This matter of the Ladies event will be taken up very shortly.

However, all of this comment by skippers in the ISA indicated that their main interest is competitive racing, with equipment that has a good chance of remaining competitive. Economically, this seems to mean some sort of limitation, in addition to the 75 sq. ft. sail area rule we now have.

The adoption of a strict one-design class, such as the Renegade, as desirable as it may be to all of us, appears to be impractical and most likely impossible because of the major portion of the ISA fleet falling outside of that design. With this investment, a complete and immediate conversion to a one-design class, such as the Renegade, is more wishful thinking than anything else--to the majority.

However, there have been other, more possible suggestions for holding the line, and still permitting all of that ingenuity, invention, and effort that many skippers enjoy in constantly improving their boats.

The Skeeter Ice Boat Club proposal is one that certainly is not at all unreasonable, if you stop to thoroughly analyze it and compare its dimensions suggestions with those in your fleet.

Also, there has been a suggestion to limit ISA regatta entries to only one sail. Another suggestion, that regatta entries be limited to only one set of runners. All of these have merit and would move toward the mark that has now become an issue.

President Bob Cave is thoroughly anxious to have everyone consider this, now, and see what can actually be done about it. If the feeling is strong, it is possible to do something about this before the next regatta time. (We also find that it can be legal!) The next issue of this ISA "News and Views" will probably contain more on these issues. You, in your own fleets, are urged to go over these points now, while the iceboating season is just closing. Write to Pres. Bob Cave. If this is an issue, lets get on with it.

FROM TORONTO

Bongard & Company
25 Adelaide St., West
Toronto, Ontario
15 March, 1957

Dear Jane:

Our fleet has been split up this year. Part at the Royal Hamilton Yacht Club and the rest at Lake Simcoe at my summer place. We have about twelve boats made up of Skeeters, Renegades and DN-60's and are glad to hear Renegades have been given rating by the NIYA.

We have sailed on Lake Simcoe on April 15 and it looks that way again this year with two feet of hard ice out there. It is forty miles north of Toronto.

I have called the Canadian Open for March 30-31--first race Saturday at 11 a.m. (six races if possible). Point system only. Ties to be resailed or coin flip. Any boat eligible.

Regards,

Harvey

AN EDITORIAL ON
THE "HOT" SUBJECT OF THE MOMENT

Why do some people want to put restrictions of various types on the Skeeter class? I believe that they want to make it as inexpensive as possible to have competitive equipment.

But is it necessary, under the present 75 sq. ft. sail rule, to have unnecessarily expensive equipment in order to win? One glance at the final results of this year's ISA regatta will give you the answer: no!

Both quality and quantity make equipment expensive. Everyone must admit that quality in a plank, mast, springboard, sail, and runners is important in a winner. If the parts don't work together, you must re-invest (in time and money) to get what you want. If you find the right combination, the fellow without it is a pushover and, no matter if the class is one-design or not, finding the right combination is a necessary evil that can't be circumvented. The expense in this kind of quality can not be gotten away from no matter what restrictions are made on the class. There is another kind of quality. That involves making the boat pretty. Chrome plating, smooth fiberglass and blond finishes are expenses that do not make a winner so their cost should be disregarded when evaluating the racing quality of equipment. When you do this, the price of iceboating becomes much more reasonable. Getting back to the regatta results, let me point out that only three boats in the first ten are fancy jobs. And the champion used but one set of runners and one sail all season. So why legislate against quantity when it is quality--an uncontrollable thing--that makes a winner.

I must admit that the skipper with "quantity" in equipment has the best chance of finding "quality." But it is impossible to now, after the development that has already taken place, put a limit on the "quantity" a skipper may have. Most of us already have a big investment in "quantity" with only a few having "quality." Allowing only one sail, set of runners, etc. at a regatta won't cut the cost when a skipper may spend the rest of the season experimenting with all his equipment and buying more in order to find the "one" combination that goes. And you can't keep him from trying the combinations he already owns.

Everyone admits that a one-design platform is out of the question. So how can some suggest a one-design sail plan? Not only would that involve the expense of sail recutting, but also the expense of re-designing your platform so it would work with the sail--and platforms are more expensive and work than are sails.

In my opinion, and that of many others, what with the many variables involved in iceboating, the only way to cut expense is to not have a pretty boat and to put a limit as to ultimate size of platform so that at least a hull can be valuable from year to year because nothing else is no matter how one-design it is unless you hit that lucky combination.

NEWS FROM THE ANCHOR BAY ICE YACHT CLUB

Sec. M. Declercq
c/o Tru-Form Die & Tool
3268 Bellevue
Detroit 7, Michigan

Dear Jane,

During the week of 3-11, 70°+ temperatures climaxed by high winds blew out our ice. Inland lakes such as Cass Lake also broke up, and with no cold weather in the offing, I guess we have had it for this year.

We have had only twelve club races this year and, reviewing the standings, we find Chuck Smith, 'Juke' Van De Velde and Art Bentler, in the order named, are the leaders. Chuck Smith won the

(continued)

(Anchor Bay, continued)

'Cock-O-Walk' Trophy and Elmer Millenbach the Guinness Trophy.

Anchor Bay sponsored the Renegade regatta which was again won by Elmer Millenbach. Second and third were Frank Wing and our Commodore 'Juke' Van De Velde, respectively.

Incidentally, there was a lengthy discussion at the Renegade meeting about 'opening up' the design restrictions some, to permit a little individuality, also about permitting experimenting with the rig. A committee was authorized to 'feel the pulse' of the situation and propose class limitations.

Just heard the Canadian Open is scheduled for 3-30 week-end at Lake Simco. Practically all of us are planning to go.

Your's very truly,
Maury Declercq, Sec.

SOME EASTERN NEWS
HUDSON HIGHLANDS ICEBOAT CLUB
Orange Lake, Newburgh, New York

1331 Taft Road
West Englewood, N.J.
21 March 1957

Dear Jane:

The first day of spring and an appropriate time to write "finis" to the 1956-57 iceboating season for Hudson Highlands Iceboat Club ("E" Fleet).

Weatherwise we had some tough luck this year but that didn't keep the die-hard sailors from trekking out to the lake almost every weekend since New Year's Day to pursue ye olde sport.

Our new location at Orange Lake, and club headquarters in the form of a cozy log cabin, proved to be an iceboater's shangri-la. Everyone agreed that this new set-up afforded us a great deal of freedom with a maximum of privacy. The lake is easy to reach via parkways and thruways which made our long-distance traveling a "treat instead of a treatment".

Beside the customary pleasure sailing we were able to run races for the famous Interstate Ice Yacht Challenge Pennant. Ray Ruge sailing "Charette" out-distanced Ken Wiker in "Frosty II" who had held the pennant for 3 years. Immediately afterwards Ray successfully defended the pennant against Bill Schmitz sailing "Puppchen". So, Ray is ready for challenges, come next season.

Ken Wiker has been threatening to make his own sail for years. This was the year he produced and came up with a beautiful dacron sail under the label "WIKERWINDS". He anxiously looks forward to competition with this sail next winter.

We missed the cheery fellowship of our very popular and loyal member Jim Finch during the last half of the season. Jim has been hospitalized and underwent surgery, but we hear he is "on the mend". We're sure you will join with all of us in wishing him a speedy and complete recovery.

Guess that about tells the story of the Hudson Highlanders. Will write you again when the ice hardens and the winter winds beckon.

Sincerely,

Mrs. Kenneth Wiker
Secretary-Treasurer

FOX "TALES"
(from Ed Rollberg)

Here are some notes from the Fox Lake Ice Yacht Club.

Officers for the past season were:

- Commodore- Carl Schilling
- Vice Commodore- Ed Voss
- Sec.-Treas.- Ed Rollberg

Winners, Sunday series:

- 1- Bill Boehmke, "Blitzen"
- 2- Ed Voss, "Flying Dutchman"
- 3- Ed Rollberg, "Black Magic"

Winners, Saturday series:

- 1- Ed Voss, "Flying Dutchman"
- 2- Ed Rollberg, "Black Magic"
- 3- Ray Dodge

Trophy winners:

- Commodore Hall Trophy- Dick Boehmke, "Blitzen"
- Waltonian Trophy- Ed Rollberg, "Black Magic"
- Hollenbeck Trophy- Ed Voss, "Flying Dutchman"
- Commodore Lindstedt Trophy- Bill Boehmke, "Blitzen"

The Commodore Lindstedt Trophy is a new trophy just donated to the club by Olive Lindstedt.

SKEETER BITES

The Skeeter Ice Boat Club is proud to hold, for the third straight year, the iceboat championship of the world. Bud Melges and Jane Pegel once again proved the superiority of our fleet as they took the ISA championships at Pewaukee. These two will be happy to defend next year on their own ice as the ISA regatta is held on Lake Geneva.

SIBC officers, who will be on hand to greet you next winter, are:

- Commodore: Bud Melges
- Vice Commodore: Bill Parks
- Rear Commodore: Bob Pegel
- Secretary: Jane Pegel
- Treasurer: Bill Reier
- Skeeter Fleet Captain: Stan Johnson
- DN-60 Fleet Captain: Bob Jones

1956-57 season winners were:

Skeeter Sunday Championship series

- 1- Bud Melges
- 2- Bob Pegel
- 3- Stan Johnson

Skeeter Saturday Series

- 1- Bob Pegel
- 2- Bud Melges
- 3- George Kieffer

Skeeter trophy winners were:

- Bud Melges- Mr. & Mrs. A. F. Gartz, Jr., Season's Championship, Mau Bros Trophy, Commodore's Trophy, Vilas Trophy
- Bob Pegel- Ernst C. Schmidt Trophy, Williams Bay Trophy
- Steve Mestan- Ferris Trophy

DN-60 Sunday Championship Series

- 1- Jane Pegel
- 2- Bob Jones
- 3- Larry Stevens

DN-60 Saturday Series

- 1- Jane Pegel
- 2- Bob Jones
- 3- Larry Stevens

1957 SEASON WINNERS, PEWAUKEE ICE YACHT CLUB

Saturday Series

- Champion- Frank Trost
- 2nd place- Wally Schwarting
- 3rd place- Tom Norris

Sunday Series

- Champion- Tom Norris
- 2nd place- Wally Schwarting
- 3rd place- Chas. Kotovic, Sr.

(Taken from PIYC awards dinner program, since I have not heard from a PIYC member regarding their fleet news.)

BARGAIN COUNTER

On these pages you will find the cheapest advertising in the world, by the world's greatest cheapSKATES. A few words on a postcard can make this service yours.

NOTE: Time and energy force me to announce that only those ads that reach me by the deadline date will appear here. No ads will be renewed unless I am informed to do so.

Ice Boat for Sale - Renegade, Boston nylon sail, check wired, stamped with ISA - boat cover - all in excellent condition. Built by Bill Mattison. Picture of it is in "Lakeland Yachting" magazine, November 5, 1956 issue on page 44, (sail no. 8) showing race on Pewaukee Lake.

I am in service and will sell for \$425.00

call ALpine 6-8827, residence; or CHerry 4-6221, office; or write:
Ted H. Field
6606 S. Thornton Avenue
Madison, Wisconsin

Iceboat for sale: 22' tandem Mead, new hollow Boehmke runner plank; new Boehmke 11" wide, 23' spar with diamond stays; one Murphy-Nye dacron sail; one set hard ice runners, one set snow runners; covers for hull and sail. This boat is presently owned by Bert Wallschlaeger and is priced to sell quickly at \$1200.00

Phone Pewaukee 5200 or write to
Bert Wallschlaeger,
2270 Auer Park
Pewaukee, Wisconsin

Iceboat for sale: 22' hull with spring front end; built to take spring board--just remove false bottom, all holders in place; 16' plank; pillow block chocks and runners; 19' mast; sails

contact T. R. Jones
Indian Hills
Fontana, Wisconsin

Iceboat Equipment for Sale:

one set cast iron wide flange blade runners made by Mead; priced very cheaply to sell

contact Bob Cave,
Wayne, Illinois

one cotton sail made by Joys for Mead 20' priced very cheaply to sell

contact Bob Cave
Wayne, Illinois

Iceboat for sale: Renegade boat with 20 ft. mast; less runners; \$600.00.

contact: LaMar Lundberg
1424 Cass St.
Joliet, Ill.

Championship sail for sale: Orlon sail for 20'6" or 21' mast; ISA champ 1955-56

phone Longbeach 1-0623 or write to
Bob Pegel
4725 N. Damen Ave.
Chicago 25, Ill

IMPORTANT ANNOUNCEMENTS

The DEADLINE for the next issue of the "News and Views" : OCTOBER 30

Fleet SECRETARIES, please register with Jane Pegel before January, 1958 so you can receive notices concerning the ISA regatta.

EVERYONE is invited to put his or her two cents worth on these pages. Just meet the deadline, October 30.

REMEMBER to renew your ads before the deadline, October 30.

Keep your editor informed. Let me know what you did over the summer. Rebuild your boat? Golf? Sail? Stinkpot? Rest? Sharpen runners? Get married? More children?

May I take the opportunity to thank the following for furnishing material for this issue.

Al Sternkopf, Pewaukee IYC & ISA Sec.-Treas.

Bob Cave, Fox Lake IYC & ISA President

Roger Herbst, Pewaukee IYC

Gloria Melges, Skeeter IBC & NIYA Secretary

Harvey Bongard, Toronto IYC

Maury Declercq, Anchor Bay IYC

Betty Wiker, Hudson Highlands IC

Ed Rollberg, Fox Lake IYC

Syl Beers, Skeeter IBC

From now on, if any are available, we will print **BLACK AND WHITE PICTURES!** PLEASE SEND ME SOME!

Any news that reached me after April 1 (deadline for this issue) will appear in the next issue; **DEADLINE OCTOBER 30.**

HAVE A NICE SUMMER!