

If I do not hear from the following clubs by January 15, I will assume that none of your members is interested in attending the regatta or in receiving regatta notices:

- | | |
|--------------|-------------|
| Anchor Bay | Toledo |
| Beaconsfield | Oshkosh |
| Bantam Lake | Twin Lakes |
| Holland | Saginaw Bay |

Jane Pegel, Sec.
Skeeter IBC

REGATTA SCHEDULE:

Racing will begin Friday, Feb. 7. Time to be announced. The decision to hold or postpone the regatta will be made not later than 8:00 p.m. (C.S.T.), Wed., Feb. 5. Advance tentative announcements will be sent to fleet correspondents on Feb. 1. I.S.A. annual meeting will be held Feb. 7.

HEADQUARTERS: We have three possible headquarters, see map. Ice conditions will govern the location. Will notify clubs later.

ROUTES:

For those approaching Geneva Lake from the north:
from Madison: take U.S. 14 to Wis. 11. East on 11 to Delavan. pick up Wis. 50, go toward Geneva; pick up Wis. 67, take south to Williams Bay.
from Pewaukee area: 67 south to Williams Bay
For those coming through Chicago, U.S. 12 takes you to Lake Geneva. See map.

PLANES & TRAINS:

Planes may be taken to Milwaukee or Chicago.
Greyhound bus between Milwaukee and Lake Geneva.
Greyhound bus between Chicago and Geneva.
Chicago, Northwestern train between Chicago and Geneva, Williams Bay.
Milwaukee Road train between Chicago and Walworth.

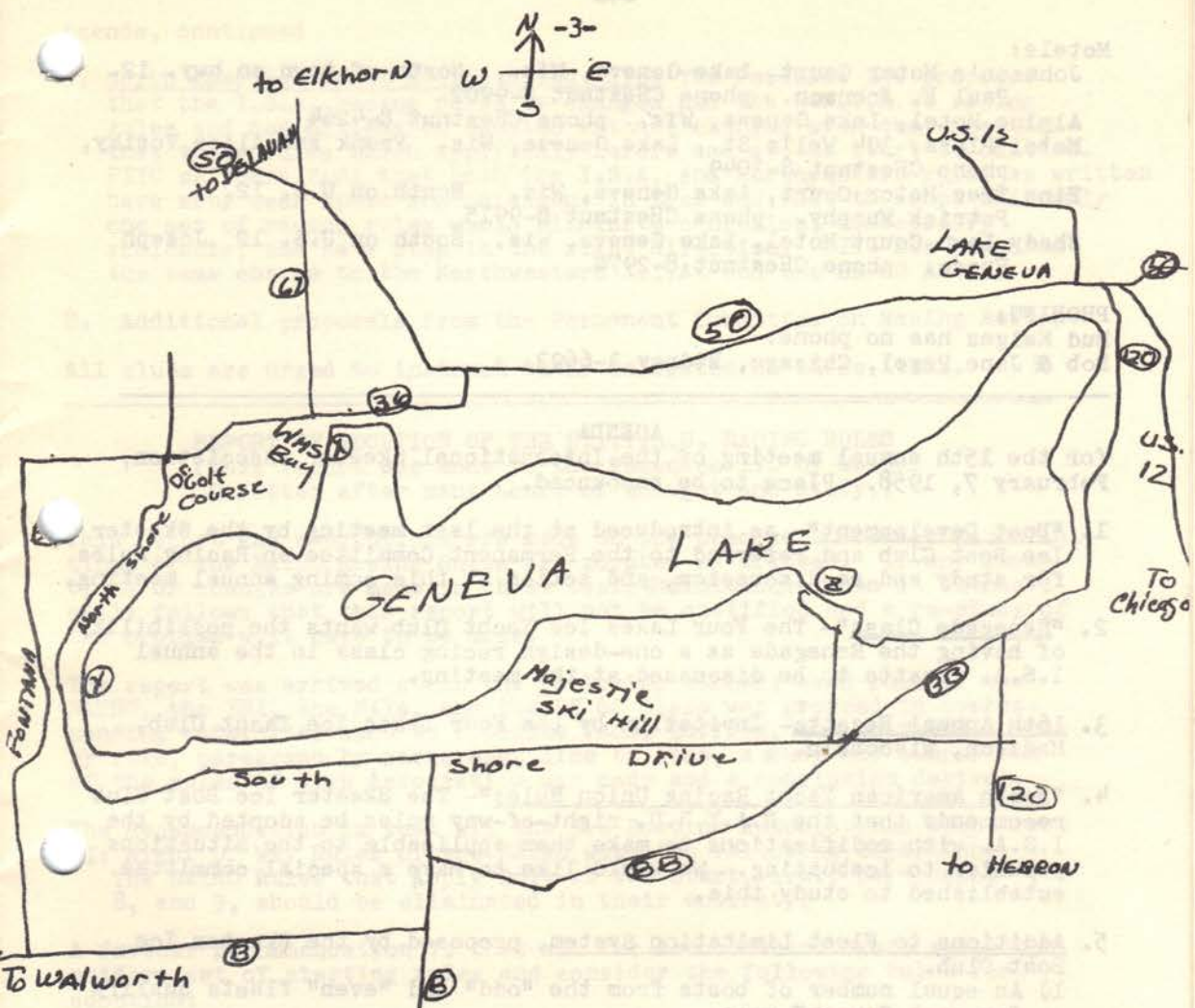
LODGINGS AND RESERVATIONS:

It is requested that all parties use this list and phone or write directly to the motel or hotel desired for reservations. If any difficulty is found then contact our housing committee, Bob Pegel, phone Chicago Longbeach 1-0623.

It is urgently requested that best of co-operation and consideration is shown in making reservations, and that in event of cancellation or postponement of the regatta that all parties will be sure to contact their reservations and so advise. This is extremely important to you and to us in trying to arrange for the best nearby accommodations for you in these regattas.

Hotels:

- Lake Lawn, Delavan Lake, Delavan, Wis. Unlimited facilities. Regatta party will be held here. 6 miles from Geneva Lake. Located on highway 50 between Lake Geneva and Delavan.
- Rose Lane Lodge, Williams Bay, Wis. On the lake in Williams Bay. Very handy if Bay Shore is the headquarters, see map. Ph- Circle
- Hotel Luzern, Lake Geneva, Wis. European plan. phone Chestnut 8-3540
- Hotel Traver, 323 Broad St., Lake Geneva, Wis. European plan. Dining room in connection. phone Chestnut 8-2200



PERSPECTIVE HDQ., DEPENDING UPON
ICE CONDITIONS

- (X) Bay Shore, Williams Bay
- (Y) Beachcombers, FONTANA
- (Z) LAKE GENEVA COUNTRY CLUB

Motels:

Johnson's Motor Court, Lake Geneva, Wis., North of town on hwy. 12.
Paul E. Johnson. phone CHestnut 8-9902
Alpine Motel, Lake Geneva, Wis. phone CHestnut 8-4264
Motel Plaza, 304 Wells St., Lake Geneva, Wis. Frank and Alice Vosiky,
phone CHestnut 8-3049
Pine Tree Motor Court, Lake Geneva, Wis. South on U.S. 12.
Patrick Murphy. phone CHestnut 8-9915
Shady Lawn Court Motel, Lake Geneva, Wis. South on U.S. 12 Joseph
Russo. phone CHestnut 8-2976

PHONING:

Bud Melges has no phone.
Bob & Jane Pegel, Chicago, Rodney 3-6693

AGENDA

for the 15th annual meeting of the International Skeeter Association,
February 7, 1958. Place to be announced.

1. "Boat Development"- as introduced at the last meeting by the Skeeter Ice Boat Club and referred to the Permanent Committee on Racing Rules for study and re-discussion, and action at this coming annual meeting.
2. "Renegade Class"- The Four Lakes Ice Yacht Club wants the possibility of having the Renegade as a one-design racing class in the annual I.S.A. regatta to be discussed at the meeting.
3. 16th Annual Regatta- Invitation by the Four Lakes Ice Yacht Club, Madison, Wisconsin.
4. "North American Yacht Racing Union Rules"- The Skeeter Ice Boat Club recommends that the N.A.Y.R.U. right-of-way rules be adopted by the I.S.A. with modifications to make them applicable to the situations peculiar to iceboating. We would like to have a special committee established to study this.
5. Additions to Fleet Limitation System, proposed by the Skeeter Ice Boat Club.
 - 1) An equal number of boats from the "odd" and "even" fleets qualify for each "upper" race.
 - 2) Only complete sets of races should count toward final points; no part of a set unless all of it is sailed. A set to consist of an "odd", "even", "upper", and "lower" race.
 - 3) A skipper who breaks down in an "odd" race may not enter the "even" race of that set, or vice-versa. A skipper who breaks down in an "upper" race may not enter the "lower" race of that set, or vice-versa.
6. Drawing for Starting and Fleet Positions to be after everyone has registered or at a deadline so that there would be a better chance to get the fleet split in half. Late comers would be placed at the end of the line in alternate fleets. (proposed by the Skeeter IBC)

continued

Agenda, continued

7. North American Yacht Racing Union Rules The Pewaukee IYC proposes that the I.S.A. racing rules be changed and the N.A.Y.R.U. racing rules and definitions be adopted without change, with the exception that those rules which apply only before and at the start be omitted. PIYC skippers feel that both the I.S.A. and Northwestern rules as written have many weak spots and omissions in them and that to adopt uniformly one set of racing rules would eliminate confusion, unnecessary accidents, and be a step in the right direction. PIYC has proposed the same change to the Northwestern I.Y.A. and the DN-60 Assoc.
8. Additional proposals from the Permanent Committee on Racing Rules.

All clubs are urged to instruct their delegates on these items.

REPORT ON ADOPTION OF THE N.A.Y.R.U. RACING RULES
(This report was made to the Pewaukee IYC by Walter
B Ketter after many hours of thought and study.)

This report and conclusions are made on the premise that Part I. Definitions of the NAYRU Racing Rules are adopted as written. If any exceptions or changes are made in these basic definitions, then it automatically follows that this report will not be qualified and a re-study of the problem will have to be made.

The report was arrived at in the following manner; each rule of the NAYRU, the ISA, the NIYA, and the DN 60 Class was grouped in corresponding categories such as Opposite Tack, Luffing, and so forth. Rule by rule, paragraph by paragraph, line by line, a study and comparison of the rules of each Association was made and a conclusion derived.

The Recommendation is that all the Ice Boating Associations adopt Part I: Right Of Way Rules of the NAYRU with the following exception:
The NAYRU Rules that Apply Only at the Start, i.e., paragraphs 7, 8, and 9, should be eliminated in their entirety.

A further recommendation is that all the Associations draft and adopt uniform set of starting rules and consider the following rules for adoption:

The ISA rule that stresses that the rules are to avoid collisions and the yacht which by rule has to keep out of the way must do so and may be disqualified on a breach of any of these rules whether a collision results or not.

The NIYA rule which states: Any yacht that stops on the course after finishing a race, or in such a position as to draw a crowd onto the course and endanger the other yachtsmen, who may be finishing, may be disqualified by a decision of the Race Committee. (Actually more "teeth" are required here--it should state, "shall be disqualified by the Race Committee").

There will always be a lot of loud talk and drawn out arguments by those who don't know but think they do, by the uninformed who have not bothered

continued

to check the facts, by the "die-hards of the old school", and by those who just like to do so. To avoid this time consuming and useless nonsense, there is only one subject that must be studied and discussed. It is the NAYRU Right of Way Rule No. 1. THE OPPOSITE TACK RULE. All the other NAYRU Rules are similar to all our other association rules. The choice of words and phrasing is different but the NAYRU Rules mean the same thing as the ISA, the NIYA, and the DN 60. In almost all cases the NAYRU Rules are clearer, easier to understand and more complete or thorough than their counterparts in the other rule books.

Now to explain the ONE big difference from what we have been doing in the past.

The NAYRU Right of Way Rule No. 1. OPPOSITE TACK RULE says: If two yachts are on opposite tacks, the port tack yacht shall keep clear.

The ISA Rule 21, part d., and NIYA Rule 15, part a. say: A yacht which is sailing free shall keep out of the way of one that is close hauled.

Under the NAYRU Rules a yacht running free on the starboard tack would have rights over a yacht tacking to windward on the port tack.

Under the ISA, NIYA, and DN 60 rules, a yacht on the starboard tack running free would have to keep clear of the boat tacking up wind on the port tack.

In adopting the NAYRU Rules, we will have to adjust our thinking and keep concentrating on the fact PORT YACHT KEEPS CLEAR, at all times. This should not be too hard to do.

Congratulations on a hard job well done, Wally.

I want to give my whole hearted support to the proposed adoption of the NAYRU rules, with the slight changes and additions suggested by Wally Ketter.

As a sailor familiar with the NAYRU rules, I find myself reacting instinctively to situations involving right-of-way and I invariably act according to the NAYRU rules. I think a number of iceboaters find themselves in the same "boat" and would appreciate not having to learn new reactions every winter.

For those who don't sail, it may seem silly. But, as Wally reports, the NAYRU rules are much easier to interpret than are the ones we have in print. Also a copy of the NAYRU rule book is readily available from the Union for those who don't all ready have them for summer sailing and you will find that they are fundamentally very much like our existing rules.

LET'S BACK UP WALLY, VOTE YES!

JWP

ANNOUNCEMENTS FROM THE SECRETARY
Al Sternkopf

"FINAL DUES NOTICE" for this '58 season has been sent out to some 69 members of our 207 member October list, -- just previous to the publication of this issue of "N & V".

If all of these members of the I.S.A. will remit promptly, it looks like a near record year for membership.

We hope those who have overlooked our first dues notice will wish to retain their membership and continue to receive our publication, "N & V", and also qualify themselves for entry in the coming annual regatta at Geneva, Feb. 7, 8, 9, '58.

We wish to clearly impress everyone with the fact that it will be impossible to collect dues and admit "late memberships" during regatta week end. If you intend to retain your membership, and particularly to attend the regatta, qualify yourself by remitting you \$3.50 annual dues to the secretary immediately.

If you no longer care to belong to the I.S.A., it would help us if you would write a note to us to this effect.

We would like to keep you on our membership list and would like you to bring in more new members. Please see what you can do about this in the next few days.

"RULE BOOKS" - are available to every member who has not previously received the current book. Write to the Secretary.

NORTHWESTERN ICE YACHTING ASSOCIATION NEWS

The N.I.Y.A. regatta date is not yet definite. Rumor has it for Jan. 17, 18, 19.

The N.I.Y.A. has a new member club, Nagawicka I.Y.C. Officers as follows: Comm., Wm Kaun; V. Comm., Ed Hoffmann; Sec.-Treas., Bonnie Konitzer; Fleet Capt., John Juenmann; Chief Judge, Carl Konitzer
The majority of their fleet are DN's.

There is also some enthusiasm from another DN 60 fleet at Muskegon that is anxious to know the entry requirements as they wish to go to Gull Lake.

Commodore of the N.I.Y.A., Jerry Scott, R.F.D. 1, Richland, Mich.
Sec.-Treas. of the N.I.Y.A., Gloria Melges, Zenda, Wisconsin

DN 60 ASSOCIATION

The Detroit Ice Yacht Club will be host to the DN International Regatta January 11, 12.

PEWAUKEE HASN'T ALWAYS HELD THE PENNANT

Eddie Rollberg, Fox Lake Ice Yacht Club, brought the Ice Yacht Challenge Pennant of America to the midwest in 1952.

On March 1, 1953, the Pewaukee Ice Yacht Club took possession of the Pennant in a series held on Lake Geneva.

Abbie Brown, Fox Lake IYC and long time Secretary of the I.S.A., was on hand that fateful day and took some pictures. Here they are, with Abbie's own comments.



IYCP of America races; Lake Geneva, Wis., March 1, 1953. Just before start of first race, the two teams. L.T.R.: Frank Trost (22' Mead), Pewaukee; Eddie Rollberg (20' Mead, "Black Magic"), Fox Lake; Wm. Perrigo, (22' Mead "Thunder Jet"), Pewaukee; and Wm. Reier, (21' self-built "Arcturus"), Fox Lake.



Bill Perrigo, in "Thunder Jet", about to cross finish line to win the first of three 20 mile races for the IYCP of America, at Lake Geneva, Wis., March 1, 1953



Before final race; Ed Rollberg kneels as in prayer. At right; Bill Reier massages stomach butterflies.



They're Off! The third and deciding race. Pewaukee won two of the races and now holds the Pennant.



Harry Melges (center) as chief salvage officer, explains to Reier (rt.), who took his misfortune good naturedly, "Your sail came down because mast exploded!" Last race.

5aun17mce

FLEET NEWS

SKEETER BITES

*Season's Greetings
from the Skeeter Club*

The Skeeter Ice Boat Club is busy making arrangements for the I.S.A. regatta. If "Old-Man-Weather" co-operates, we're sure to run a grand series. Art Anderson is going to run the races, with many able assistants. And let me warn you, don't hit any marks he plants in the ice. It can be disasterous (just ask Bill Boehmke).

Chuck Grey from Evanston has purchased Bill Reier's "Arcturus" and has joined our fleet and the I.S.A.

Delavan Lake is frozen and by the time you read this we'll be flying over the ice and enjoying the hospitality of Lake Lawn

ORANGE PEELINGS

Orange Lake Ice Yacht Club
Y-Fleet U.S.A.
MD 32 Box 163
Newburgh, New York

Dear Jane:

Congratulations on the November issue of I.S.A. "News and Views". It was great.

Perhaps a little news from Y-Fleet would be in order.

All the members of the Orange Lake Ice Yacht Club and Y-Fleet especially, are in good spirits, as we've just heard that we are in for a long cold winter.

I suppose most sane people would be quite disheartened with this news.
^{time}
Any/after this week (December 5) we could be on the ice.

Last year Roger Hausch converted his Yankee style boat, called "Good Gosh", to a high rig and what ever else he did we don't know yet, as we were never able to get that close to him to see. He won three cups with it.

Carl Staples is busy designing a new Dacron sail for his Renegade style boat called "Windie III".

Our newest member of Y-Fleet, Charles Brown, jr., is modernizing his Renegade with a high rig.

His father, Charles Brown, sr., who has "Windie II", a Yankee style class "E", just bought a beautiful "A" class stern steerer and has spent most of his spare time getting it all shined up for the coming season.

continued

Orange Lake, continued

William McQuillian seems content to try his Renegade style boat called "Honeybee" again this season. She is a fast boat and Bill has good reason to be content with it as it is.

I built a new hull and runner plank last year by reason of necessity and plan to put a new sail and runners out this year.

We normally have about twenty three boats of all classes on the ice and there are another seventeen, mostly large stern steerers, that occasionally show up if the season permits.

There is ice on all the near-by ponds and the temperature is falling so I had better sign off for now...and get busy with the boat.

Sincerely,

Paul P. Sbraccia
Secretary for Y-Fleet

SAGINAW BAY
from Al Sternkopf
I.S.A. Secretary

The I.S.A., on 29 November, '57, recognized the Saginaw Bay Ice Boat Club as an organized "Fleet" in the I.S.A. and assigned the Fleet letter "G" to this group.

The founding five members of this club are:

John M. Patterson	Bay City, Mich.
Phil Patterson	Bay City, Mich.
Harry Peters	Kawkawlin, Mich.
Albert Daeschlein	Essexville, Mich.
James Quigley	Bay City, Mich.

We understand that this is a growing ice yacht club, with skeeters and also a DN-60 fleet.

Best of Luck, Saginaw Bay Ice Boat Club.

DETROIT NEWS

22415 Raymond
St. Clair Shores
Michigan
November 28, '57

Dear Jane,

Many of the members are busy making repairs and generally getting the boats ready for what we hope will be an early start this winter. There are several boats coming out of moth balls this year, including John Jacob's "Seabiscuit" and Howard Boston's "Cyclone".

The Social season is in full swing and the members will next gather at Chuck and Sally Grants on December 8th for a put luck dinner.

continued

Detroit, continued

Our Gar-Wood Regatta committee has been working very hard and has had four meetings all ready. The regatta is planned to be sailed Friday, Saturday, and Sunday, February 21, 22, and 23. It will, of course, be planned so that there will be no conflict with the I.S.A. or North-western. May I take this opportunity to again invite everyone to join us on this weekend for a real "whing ding" of a time.

Yours truly,

Don Snider
Secretary

FOUR LAKES ICE YACHT CLUB NEWS ITEMS

At the November 7th regular meeting of the Four Lakes IYC, Madison, Wis., the following officers were elected for the 1957-58 season:

Commodore- Jack Murray

Vice Comm.- Tom Krehl

Secretary- Herb Krogman

Treasurer- Charlie Johnson

Board of Directors- Carl Bernard, Bill Mattison, Jack Ripp, Bill Fauerbach, John Bluel, sr.

Race Committee- Andy Flom (chief judge), John Ripp, sr., (asst. chief judge), Dave Rosten (skeeter fleet capt.), Dick Nelson (DN 60 fleet capt.), Jim Payton (large boat fleet capt.)

On the Serious Side

The F.L.I.Y.C. feels that the 90° finish line should be more closely adhered to. The F.L.I.Y.C. is going to run their races following the 90° finish line rule (as close as possible). We also feel that this rule should be adhered to in sanctioned regattas. After all, if it is a rule, let's follow it. If we don't like the rule, let's change it.

The N.I.Y.A. regatta is getting to have a large number of Skeeters and for safety's sake it looks like it is necessary to have a "fleet limitation" system. The F.L.I.Y.C. is all in favor of it when the fleet is over a predescribed number. However, let's remember the fleet limitation is for safety's sake. Let's not penalize any skipper in the system that is adopted. Let's look at it as though all skippers are racing together although they are in two groups.

On the Activity Side

Our 1958 Skeeters have the "Forward Look" (1957 models with an optical illusion paint job with a forward motion). Paint sales up in Madison Oct. and November, '57.

Flash! Bill Mattison building a new boat. All Skeeter skippers have a worried look in Madison.

Our old member but new Skeeter skipper, Paul Krueger (17) has built himself a new Skeeter with a 23' rig.

continued

Four Lakes, continued

Pop Blue1 and his son Jim who "weren't" going to do a thing to their boats this year ended up by fibreglassing and refinishing Jim's Renegade lengthening and refinishing "Pop's" spar and adding a new sail! (This is nothing?)

Tune-up races to start about Dec. 14th for us guys. (Thank Gosh! that we have a few smaller lakes around here.)

About 3 more DN's added to our fleet this year. That makes about 12.

On the Humorous Side

The F.L.I.Y.C. would have more finances if it "weren't" for Charles Johnson, our Treasurer. Everytime he has the gal in the office type up and run off the race results he buys her a box of candy.

(\$2.50 x 16 = \$40.00)

Shortest meeting of F.L.I.Y.C., Dec. 5th, '57. Reason: Charlie Johnson out of town all motions made, seconded, and passed.

Tom Krehl says he found the secret of how to build a Skeeter in less time: (1) a power hand planer and (2) Dave Rosten. Although he hasn't yet figured a way how to get over the argument of what he or Dave should do first or most of.

Best wishes to all for a Happy Holiday.

Yours,

Jack Murray, Commodore

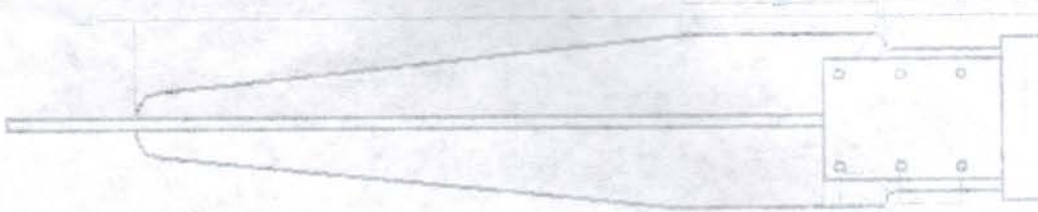
FOX TALES

The efforts of the sly old fox, who submitted the extremely humorous piece on his fellow Fox Lakers for our last issue, were not appreciated by his subjects. Shall we say he lost his "tail" or "tale"?

At any rate, we hope to be hearing from him in the future.

Surely something must happen in places like Holland, Pewaukee (besides rule discussions), Saginaw Bay, Anchor Bay, Bantam Lake, Twin Lakes. Let us in on the fun.

And pictures! I remember some "maniac" standing at the leeward mark with a camera on Sunday at last winter's regatta. Where are some of the results (or was the camera too frightened to work!)



BARGAIN COUNTER

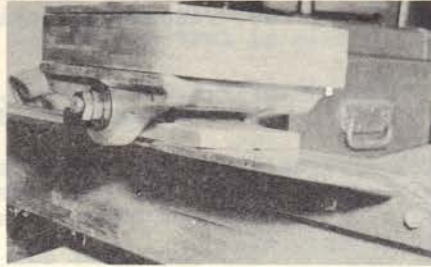
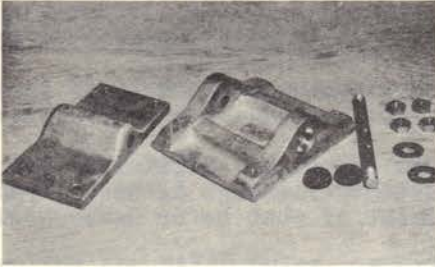
On these pages you will find the cheapest advertising in the world.
A few words on a postcard can make this service yours.

Note: Ads will appear in one issue only unless they are renewed before each deadline date or unless I have been instructed to continue them when they were originally placed.

New Equipment

Tom Krehl
Marine Motor Clinic
Madison, Wisconsin

Makers of custom iceboats, masts, planks, and hardware. We sell the Madison type cast aluminum pillow block chocks (see pictures) with Timken taper roller bearings. Write for prices for your needs.



Clyde Sharpnack
136 Jones Street
Mt. Clemens, Michigan

Ice Yacht Hardware; pulley blocks, track, and misc. fittings; accurately machined, well-proven, thoroughly tested.

Boe-Craft
William Boehmke
533 S. McHenry Ave.
Crystal Lake, Ill.

Custom boats. 22 ft. and 24 ft., single or tandem cockpit, Sitka spruce thruout. Dacron sails, complete, your choice of trim and finish colors, boat cover, dual foot and wheel steering. Slotted extruded tubing for spars, etc. Renegade style gooseneck slides. Improved type mast steps, complete or castings (ball on mast and cup on deck). Write for prices.

Kenneth A. Nelson Co.
4725 N. Damen Ave
Chicago 25, Ill.
tel. LOngbeach 1-0623

New Dacron Sails. I.S.A. championship sails for three years; also making nylon DN-60 sails.

Remi R. DeBlaere
12121 Belmont Ave.
Van Dyke, Michigan

Custom Made DN-60's available in standard and deluxe models, also in kit form.

William Sarns
40240 Moravian Dr.
Mt. Clemens, Michigan

DN-60 Hardware.

Used Equipment

Skeeter: 1 Mead fiber glassed class "E" skeeter; 25 ft. overall; 1 sail; high rig; 17 ft. runner plank; pillow block chocks and new type runners; new boat cover; springboard; price \$1350.00

contact: Stanley Johnson
Williams Bay, Wisconsin

Skeeter: "Slaphappy" for sale; well known 18 ft. Mead with 4 ft. springboard; 16 foot runner plank; high rig; runners

contact: Mrs. Vera Granath
7507 N. Eastlake Terrace
Chicago 26, Illinois

Low rig sail: 1 nylon sail for sale.

contact: Mrs. Vera Granath
7507 N. Eastlake Terrace
Chicago 26, Illinois

Skeeter: 20 ft. Mead; two sets of runners; two sails; in perfect mechanical condition

contact: Carl E. Wilke
832 Elm Ave.
Okauchee, Wisconsin

Renegade sail: 1 Boston nylon Renegade sail with battens; like new; asking \$50.00

contact: George Kiefer
6927 N. Tonty Ave.
Chicago 30, Ill.

Runner plank: 1 Mead runner plank, 13 ft. 6 in. long; asking \$40.00

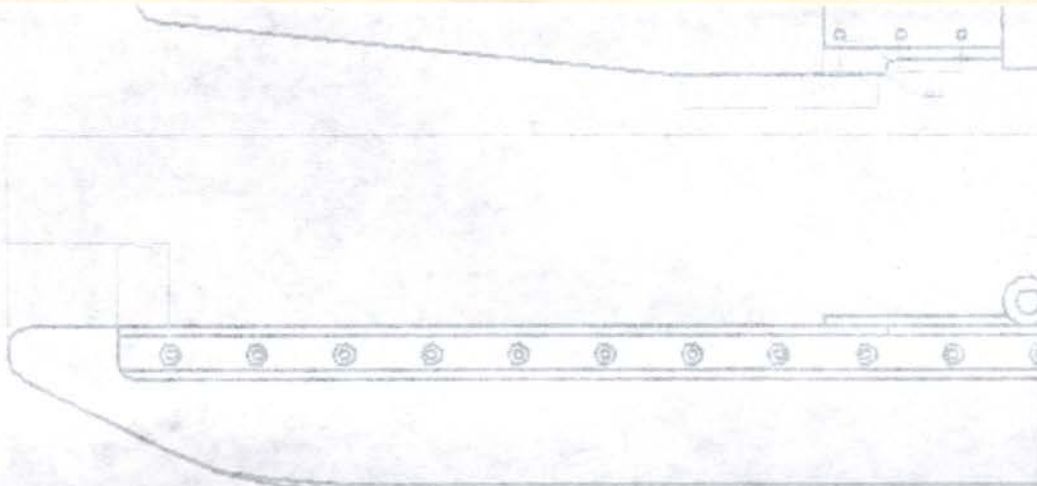
contact: George Kiefer
6927 N. Tonty Ave.
Chicago 30, Ill.

Sail: Championship sail for sale; Orlon, for 20'6" or 21' mast; I.S.A. champ 1955-56; best offer.

contact: Bob Pegel
4725 N. Damen Ave.
Chicago 25, Ill. phone LOngbeach 1-0623

Skeeter: 1 22' 2 place Stamm Class "E" ice boat complete

contact: C. F. Edwards
306 Lake Road
Oconomowoc, Wis.



Mast: 1 22' hollow spruce mast, class "E"

contact: C. F. Edwards
306 Lake Road
Oconomowoc, Wis.

Sails: 1 nylon sail for 22' mast, class "E"; 1 orlon sail for 22' mast, class "E".

contact: C. F. Edwards (see above)

Blades: 1 set of 4" blade runners

contact: C. F. Edwards (see above)

Skeeter: "Flying Victory"---a boat with a potential greater than "Snowgoose". All or any part of my equipment goes with it. Orlon and Dacron sails, sets of battens, 3 sets of runners, covers, boom bag and extra hardware. There is no better boat on the ice today in regards to construction, design and hardware.

A little time and loving care will make this boat sizzling hot, and a winner.

Hull 22 feet, plus springboard. Pillow block chocks, Heat treated runners; 3/8", 1/4", and snow.

Can be purchased for less than you would have to pay out for an untried new one.

contact: Walter P. Ketter
Nashotah, Wisconsin

Sails: 1 low rig (20' Mead) cotton sail, \$25.00. 1 high rig (22' mast) Dacron sail, very good condition; \$100.

contact: Bob Pegel
4725 N. Damen Ave.
Chicago, Ill. phone Longbeach 1-0623

Mead chocks: 1 pair, \$20.00.

contact: Bob Pegel (see above)

Runner plank: 14' runner plank in good condition.

contact Bob Pegel (see above)

Sail: 1 Dacron sail for 22' mast; 2nd in Northwestern regatta, 1957; made by Nelson. Write if interested.

contact: Bill Mattison
Star Photo
924 Williamson
Madison, Wis.

Wanted: Used Renegade sail (original low rig). Dacron preferred.

contact: F. A. Dugan
1 Country Club Rd.
Bellport, New York

Skeeter: Side-by-side skeeter for sale. Mead type 20' hull. Built by Geneva Lake Boat Co. 16' plank, 20½' mast. Price \$800.

contact: Chuck Praeger
4348 Bobolink
Skokie, Ill. ORchard 5-3524

ANNOUNCEMENTS

EVERYONE is invited to put his or her two cents worth on these pages. A couple of days before the deadline for this issue, I thought I had a "dud" on my hands. But then the phone started ringing and the mailman brought heaps. So, if you promise not to frighten me again, I'll try to get another issue to you before regatta time. Let's make

THE DEADLINE for the next issue, January 10. Get me your race results, and pictures.

THANKS!

to the contributors to this issue:

Bob Pegel, Skeeter IBC
Mike Meyer, Pewaukee IYC
Al Sternkopf, ISA Sec.
Wally Ketter, Pewaukee IYC
Gloria Melges, NIYA Sec.
Paul Sbraccia, Orange Lake IYC
Don Snider, Detroit IYC
Jack Murray, Four Lakes, IYC

MAY SANTA BRING YOU LOTS OF HARD ICE!

