

Mercury 2018

Mercury Class Yacht Racing Association Yearbook



**Monterey Bay
National Championship Regatta**

2018 Regatta Schedule

Date	Regatta	Location	Club
Feb. 17-18	*L.A. Midwinters	San Pedro	CBYC
March 3	NorCal Series 1 SoCal Series 1	Alameda San Pedro	Encinal YC LAYC
April 7	Carmiggelt Trophy/NorCal Series 2 SoCal Series 2	Alameda San Pedro	Encinal YC LAYC
May 12	NorCal Series 3 SoCal Series 3	Alameda San Pedro	Encinal YC LAYC
May 5-6	*ROC/SB Spring Regatta	Santa Barbara	SBSC
May 27-28	Memorial Day Regatta	Long Beach	ABYC
June 2	Final of NorCal Series SoCal Series 4	Alameda San Pedro	Encinal YC LAYC
July 7	*Hart Nunes Regatta	Belvedere	SFYC
July 28-29	*High Sierra Regatta	Huntington Lk.	HLBC
Aug. 16-19	National Championship	San Pedro	LAYC
Sept. 1-2	*Labor Day Regatta	Stillwater Cove	SCYC
Sept. 22	*Joe Logan Regatta	San Francisco	STFYC
Sept. 29-30	*Pacific Coast Championship	San Pedro	LAYC
Oct. 20	Homecoming	Sausalito	SYC
Nov. 3	Pt. Fermin Inverted Start	San Pedro	CBYC
Nov. 3-4	*Monterey Invit, Perry Cup #1	Monterey Bay	MPYC
Nov. 10-11	*Fall One Design Regatta	San Pedro	CBYC
Nov. 17-18	Turkey Day Regatta	Alamitos Bay	ABYC
Dec. 1	Perry Cup #2	Monterey Bay	MPYC
Jan. 5,'19	Perry Cup #3	Monterey Bay	MPYC
Feb.2,'19	Perry Cup #4 Series Final	Monterey Bay	MPYC

**Indicates M.C.Y.R.A George Rosman Travel Trophy*

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Mercury Class Yacht Racing Association (MCYRA)

Web: www.mercury-sail.com

Facebook: Mercury-Sailboat-Designed-By-Nunes-Brothers

Webmaster: info@mercury-sail.com

Class Mailing Address:

[REDACTED] San Francisco, CA, 94127
C/O Jim Bradley, Secretary-Treasurer

2018 Officers

President
Park Densmore Jr
[REDACTED]

Vice President
Jack McAleer
[REDACTED]

Chief Measurer
David West
[REDACTED]

Secretary-Treasurer
Jim Bradley
[REDACTED]

District Representative #1
San Francisco Bay
John Hansen [REDACTED]

District Representative #2
Monterey-Fresno
Peter Baldwin [REDACTED]

District Representative #3 Southern
California
Tom Priest [REDACTED]

Yearbook Editor: Pax Davis
Webmaster: GT Koldjeski

Honorary Life Members

Lynn Densmore
Park Densmore
Paxton Davis
Roger Roessler
Phyllis Baird
Robert Hu
Dick Clark
Kelly Robinson

Deceased

Ernie Nunes
Fred Dodd
Bill MacDonald
Holden Sanford
Chet Wheeler
George Rosman
Mimi Jenkins
Harvey Kilpatrick
Ray Johnson
Charles Jacobson

2018 Flagship



Numerical Listing of Mercury Class Boats

Hull Number	Owner
1	Bunn
2	Whiteley
6	Hansen
22	Keefer
23	Fisher
31	Walker
49	Thompson
62	Alexander
99	James
112	Wright
113	Bellman
128	Raichle
129	Isaacson
178	Cooke
179	Nichols
217	Boat Center
219	Boat Center
228	Buehler
230	M Beltzer
267	Bryan
271	Morris
279	Lundsford
288	Taylor
290	Hart
292	Chaney
293	Marlow
296	Lease/Lyons
319	Wilhelm
320	Nurcanyan
340	Pastick
373	Cooke
378	Godtfredsen
385	Kennel
397	William
405	Bowe
408	Messano
409	Onorato
412	Petterson
416	D Morris
419	Fogel
427	Miles
428	Grether
429	West
430	Ryan
431	Worden
432	Worden
439	Kovach
444	Marks
451	Call
454	Lysight
455	Wasti/Zellmer
459	McAleer
461	Mueller
463	Simmons
464	Law
466	Whelan
467	Bergeron/Kim
468	Priest
470	Cordrey
471	Easom
472	Burch
473	Gorman
474	Barton
475	Clark
477	Burns
478	Columbo
481	Buckingham
484	Rienhart

485	Thompson
488	Fuller
490	Boat Center
498	Pare
499	Patton
502	Berkshire
504	Burns
505	McCormack
507	Johnson
508	Baird
509	Houfnagle
511	Wohlfahrt
517	Arnett
523	Mayo
524	Chandler
525	Byers
526	Stork
528	Sanford
529	C Davis
530	Piltch
532	Whiteley
534	Whiteley
535	McClish
537	Ravizza
538	Schroeder
539	Winkel
541	Kilpatrick
542	E Conn
543	R Smith
544	Goodman
545	
546	Wooden
547	T. Miller
548	D Bacci
550	W. Smith/Bricker
551	T. Miller
552	C. Gould
553	J. Bradley
554	S. Kraft
556	Hensleit
557	Goodman
558	Laughton
559	Reiners
560	P. Bradley
562	J Hansen
563	Mowry
565	Hines
567	Wenzel
568	Pierce
569	Lanzafame
570	Dair
571	McCormack
572	Densmore
573	Orton
574	O'Connor
575	K. McCarthy
576	Trela
577	Chargin
578	G. Smith
579	D Morris
580	P Davis
581	Goodman
582	Baldwin
583	Koldjeski
584	Maring



CONSTITUTION

ARTICLE I. NAME MERCURY CLASS YACHT RACING ASSOCIATION

ARTICLE II. EMBLEM

The emblem shall be flying M as shown on the official sail plan.

ARTICLE III. OBJECT

To promote and develop Mercury Class racing under uniform rules governed by the Association, and to maintain the one design features of Mercury Class Yachts and encourage a role in Ocean Stewardship. (21 Jan 2012)

ARTICLE IV. POLICY

To keep the cost of construction, sails and Association dues at minimum in order that Mercury Yachts may be available to the largest numbers of owners, and to maintain a strictly one design class in those factors that effect the sailing qualities.

ARTICLE V. JURISDICTION

The Association has jurisdiction over all Mercury Class activities. The Class Rules as published on the MCYRA website govern all Mercury races, regardless by whom held. The Constitution, By-Laws and Rules are binding upon all members and fleets, and all registered Mercury Class Yachts must conform to the official plans and specifications.

ARTICLE VI. MEMBERSHIP

Section 1. Membership in this Association shall be restricted to those who own, sail, or are interested in the Mercury Class Yacht. The members shall join through the fleet in whose waters they normally sail, except those persons situated where no organized fleet exists, may apply for membership directly to the Secretary of the Association. A member can belong to one fleet only. Fleets shall have the right to accept or reject applicants for membership. A rejected applicant may apply for Association membership to the executive committee through the Association Secretary. His application will be considered at the next regular meeting of the executive committee or at a special meeting, should one be called.

Section 2. Active members of the Association shall be those who are owners, part owners, or bona fide charterers of a measured and approved Mercury Class Yacht. A bona fide charterer shall be one who has chartered a measured and approved Mercury Class Yacht (24 Jan 2015). Only active members may vote, hold offices, or be entitled to sail as helmsman in Mercury Class races.

Section 3. Associate members shall be those who are interested in promoting the welfare of the Mercury Class Yacht Racing Association, but are not entitled to active membership as above defined. Associate members are not entitled to the right to vote. They may substitute for the skipper at the tiller in an emergency or in a race with the approval of the race committee in case of unavoidable absence of the regular skipper.

Section 4. Honorary members shall consist of those having rendered extraordinary service to the Association. They shall be elected by the Executive Committee, and shall have the privileges of an active member in good standing. An honorary member pays no dues, fees or other assessments.

Section 5. Founder members shall include those persons interested in the welfare of the Mercury Class who are desirous of making a contribution of \$25.00 per year to its activity and growth. (28 Jan 1995)

Section 6. Dues shall be fixed by the provisions of the By-Laws and must be paid before a member can be in good standing.

Section 7. Active membership shall be retained until the end of the calendar year by active members in good standing who may suffer the loss of their yachts during the year.

Section 8. A member may be expelled for adequate reasons, by a two-thirds vote of the Executive Committee. (24 Jan 1998)

ARTICLE VII. ORGANIZATION

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

Section 2. Any three or more owners of three or more measured Mercury Yachts on whose home waters no fleet exists, may be granted a fleet charter upon application to the Vice-President. Each fleet may elect its own officers, collect local dues, if so desired, and govern the affairs of the fleet consistent with the Constitution and By-Laws of the Association. The fleets shall elect officers by December 31st of each year and these officers shall take office at the same time as the new Association officers in January. (31 Jan 1970)

Section 3. (17 Aug 1963) Deleted (24 Jan 1998)

Section 4. MCYRA Districts

(1) The California Coastal Counties above the 37 degree parallel except Santa Cruz County.

(2) The area known as the Central Valleys of California, Santa Cruz County, Monterey County and the eastern part of the State above the 37 degree parallel.

(3) The Coastal Counties below Monterey County and above Los Angeles County.

(4) Los Angeles, Orange and San Diego Counties plus the eastern part of the State south of the 37 degree parallel.

(5) The States of Washington, Oregon and the Pacific coast area of Canada.

(6) New districts shall be established by the Executive Committee.

Section 5. Each fleet shall be required to file an annual report of its activities and a complete roster of fleet officers and members with the Secretary of the Association during the month of January of each year in order to renew its rights and privileges under its charter. Charters may be revoked at the annual meeting by the Executive Committee for failure to maintain in good standing the minimum of three boats necessary for a new fleet, or for other adequate reasons.

ARTICLE VIII. OFFICERS

Titles-Duties-Method of Election

Section 1. The officers of the Association shall consist of the President, Vice-President, Chief Measurer, Secretary -Treasurer and District Representatives. They shall be elected at the annual meeting of the Executive Committee. Voting shall be by ballot and the candidate receiving a majority of the votes cast for the office to which he is nominated shall be elected.

Section 2. The President shall preside at all meetings, shall be chairman of the Executive Committee, and ex-officio member of all committees other than the race committee. He shall appoint all special committee members, and shall authorize the payment of all bills.

Section 3. The Vice-President shall have charge of promotional activities such as the development of the class, organization of new fleets, granting charters, etc., and shall have the duties of the President in the latter's absence. In addition, the Vice-President will be the General Chairman of the MCYRA Championship Series, his committee to come from the host fleet. (25 Jul 1962)

Section 4. The Chief Measurer shall receive and approve or reject measurement certificates in accordance with the tolerances established by the Executive Committee and shall maintain a file of the measurement certificates for each measured boat. He shall answer all correspondence relative to measurements, building materials, new methods of construction, etc. (a) The MCYRA President in conjunction with the Chief Measurer, shall appoint at least two official regional measurers with assigned district of responsibility. These personnel shall constitute the MCYRA measurement committee.

Section 5. The Secretary-Treasurer shall be in charge of all the secretarial work of the

Association. He shall be responsible for the minutes of the meetings, records, general information, and correspondence. He shall be in charge of the funds of the Association. He shall receive all dues and fees. He shall disburse money only on the order of the President.

Section 6. District Representatives shall assist in organizing new fleets, promote the MCYRA and make semi-annual and annual reports to the President on the activities in their districts. (7 Aug 1963)

Section 7. The new officers of the Association shall take office immediately after the close of business of the Annual Meeting held each January, and shall serve until the installation of new officers. (25 Jan 1969)

Section 8. Not more than two of the following officers may be elected from the same fleet: President, Vice-President, Measurer, Secretary-Treasurer.

ARTICLE IX. COMMITTEES

Section 1. Executive Committee - The powers of the association shall be vested in and exercised by the Executive Committee, consisting of the officers, the last past President and the Fleet Captain of each fleet.

Section 2. Technical Committee - In advisory capacity to the Executive Committee Shall investigate new construction methods and other technological developments, and make recommendations. (24 Jan 1998)

(a) The Committee shall consist of three members appointed by and include the Chief Measurer. (24 Jan 1998)

(b) The Committee shall review all proposed Specification changes and report its findings to the Executive Committee.

(c) The Committee shall have final authority to interpret the specifications. (d) Deleted (24 Jan 1998)

Section 3. Appointed Officers and Committees -The following officers and committees shall be appointed by the officers and serve during the tenure of the appointing officers.

(a) Deleted (24 Jan 1998)

(b) Deleted (24 Jan 1998)

(c) The Mold Committee shall supervise the construction, maintenance and use of all molds used to build Mercury Class Yachts whether owned by the Association or the builder. (31 Jan 1976)

(d) Special Officers or Committees may be appointed by the President as necessary. (24 Jan 1998)

Section 4. Scheduling Committee - shall schedule MCYRA sponsored regattas.

(a) The committee shall consist of the District Representatives and the Vice-President and shall be chaired by the Vice-President.

(b) It shall be the responsibility of the committee to prepare, after discussing with the appropriate fleet representatives who have obtained approval of local yacht clubs, the regatta schedule for the coming year. (24 Jan 1998)

(c) The committee shall present a preliminary schedule to the fleet captains by December 1st. The final schedule shall be presented at the Annual meeting. (26 Jan 1980)

ARTICLE X. EXECUTIVE COMMITTEE MEETINGS

Section 1. The Annual Meeting of this Association shall be held each year. The meeting will be held at a suitable location as established by the President. Notice and Agenda of the Annual Meeting will be mailed to all members of the Executive Committee at least 20 days prior to the meeting. Any items not on the agenda cannot be discussed or voted on without at least 50% affirmative votes of those present. (30 Jan 1993) (24 Jan 1998)

Section 2. Notice and agenda of special meetings will be mailed to members of the Executive Committee at least 20 days prior to the meeting. The purpose thereof must be stated in such form as to permit voting by mail and only items on the agenda will be voted on. No other business shall be transacted. (15 Apr 1964)

Section 3. The voting strength for the Annual Meeting of each year shall be based on the paid membership for the preceding year. (25 Jan 1969)

Section 4. A special meeting of the Executive Committee may be called by order of the President without 20 days notice as follows:

- (a) The President and with the agreement of any three (3) officers of the Association.
- (b) A petition signed by at least 50% of the fleet captains and any one (1) officer of the Association. The purpose and specific business to be transacted at this special meeting must be in written form and available to the Executive Committee. No other business may be discussed or transacted during the special meeting. (25 Jan 1969)

ARTICLE XI. VOTING

Section 1. Each member of the Executive Committee shall be entitled to cast one vote. Each fleet captain shall be entitled to cast one additional vote for each Mercury Yacht enrolled in said fleet, but no fleet captain shall cast more than 25% of the votes cast. Membership books close ten days before the meeting. Proxies must be in writing and submitted to the Secretary. A majority of the votes present shall decide all questions not otherwise stipulated.

Section 2. Voting may be done by mail upon order of two of the officers or upon demand in writing by 25% of the fleets and that 50% of the fleets must vote to constitute a quorum.

Section 3. Mail ballots must be voted and returned within 20 days from the date on the ballot in order to be counted. (27 Jan 1973)

ARTICLE XII. ORDER OF BUSINESS

1. Call to order
2. Roll call of fleets and officers
3. Minutes of last meeting and Treasurer's report
4. Reports of officers and committees.
5. Charters ratified and revoked.
6. Unfinished business
7. New business
8. Selection of site and date of next Championship Series.
9. Election of officers for the following year.
10. Adjournment. A quorum shall be six members or proxy holders, representing at least 50% of the fleets.

ARTICLE XIV. AMENDMENTS

Section 1. The Constitution, By-Laws, Rules and Specifications of this Association can only be amended by a two-thirds vote of the Executive Committee.

Section 2. An amendment shall have an indicated effective date. (25 Jul 1962)

BYLAWS

ARTICLE I. DUES

Section 1. There shall be an Initiation fee of \$5.00 for each individual member, payable to the Association upon his acceptance as a member. Associate members shall pay the initiation fee when converting to active membership, (29 Jan 1972) (24 Jan 1998) (15 Dec 2001)

Section 2. The annual Association dues shall be \$40.00 for active and boat owning associate members, and \$10.00 for associate members payable to the Association March

1. (29 Jan 1994) (24 Jan 1998) (15 Dec 2001)

Section 3. Deleted (7 Aug 1963) (24 Jan 1998)

Section 4. Fleet dues are optional, and, if any, are to be kept by the fleet.

Section 5. Deleted (24 Jan 1998)

Section 6. In order to race, a member's current annual dues must be paid.

ARTICLE II. ELIGIBLE BOATS & SKIPPERS

Section 1. A boat is eligible and considered in the Mercury Class only if it conforms to the specifications and to the measurement rules as certified by a class measurement certificate, has been properly registered, and is owned by a qualified active member or members, recorded at the time as in good standing with the Association.

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

(a) Such members, in good standing, may with a valid reason; apply to an officer of the MCYRA, or to the fleet captain of the host fleet, for permission to borrow a boat to compete in a particular race or series. (15 Apr 1964)

(b) Non-members of the MCYRA may be granted permission by the fleet captain of the host fleet to borrow a boat and to compete in a particular race or series as a guest skipper. This privilege shall be limited to four races per year. (15 Apr 1964)

ARTICLE III. PLANS & FRANCHISES

Section 1. The official Mercury Class plans, are the plans listed in Article II of the class Specifications. Plans available on the web page. (21 Jan 2006)

Section 2. Franchises to build fiberglass hulls shall be issued by the Executive Committee, who shall also set the franchise fee. The franchise fee shall be \$100.00 per boat and the builder is to charge an additional fee of \$100.00 for supplying layup instructions. (28 Jan 1978)

ARTICLE IV. YACHT'S NUMBER

Section 1. The official number shall be assigned by the Secretary of the MCYRA.

Section 2. Franchised fiberglass builders shall pay a fee of \$10.00 per number. All other applicants must join the MCYRA for one year in order to obtain a number.

Section 3. The number must be carved or burnt into (or be permanently affixed to) the keelson between frames four and five - if the boat is made of wood. Franchised fiberglass builders may select a more convenient location for the boat number, as long as it is installed permanently and is readily visible.

Section 4. All yachts must carry the Mercury emblem and assigned number in numerals at least 10 inches high on each side of the mainsail (15 Apr 1964)

ARTICLE V. MEASUREMENTS & CERTIFICATES

Section 1. All boats which have applied for measurement shall be eligible to enter any race of the Mercury Class, except the National with the approval of the race committee or fleet captain. (25 Jan 1969)

(a) All boats will be measured or re-measured under the system used at the time. (3 Aug 1966)

Section 2. Boats shall be measured on appointed days by an official regional measurer. These measurements shall be adjudicated by the measurement committee as soon as possible, which if it approves the measurements shall issue a measurement certificate. (25 Jan 1969)

Section 3. All boats with measurement certificates shall be considered legal unless, on re-measurement, significant differences in dimensions are rediscovered in which case the measurement committee may declare them illegal. (25 Jan 1969)

Section 4. Boats shall be subject to re-measurement upon protest and posting a \$10.00 cash bond, if the protest is disallowed the bond will be paid to the measurer, if the protest is allowed the bond will be returned to the protesting party and the protested party shall pay \$10.00 to the measurer and the measurement certificate shall be revoked.

Section 5. All fiberglass hulls manufactured by the franchised builder, (refer Specifications Article III, Section 2), will waive present hull measurement system, (refer By-Laws, Article

V, Section 1, (a)) in lieu of following: (31 Jan 1976)

(a) Weigh bare keel and keel bolts (minimum - 610 lbs., maximum - 635 lbs.)

(b) Weigh the entire keel assembly (fiberglass sock, keel and deadwood assembly) to be minimum 675 lbs., - maximum 700 lbs. Weight to be recorded and submitted by builder. (Jan 1983)

(c) Weigh entire hull (refer Specifications, Article III, Section 1, (e).)

(d) Weighing will be done with a class owned and maintained scale that is certified a minimum of once a year by a government agency. Scale to be used only by Class Measurer or his representative who will maintain possession of scale. (4 Dec 1988, prior subsection (d) deleted).

ARTICLE VI. REGULATIONS

Section 1. Deleted (24 Jan 1998)

Section 2. Deleted (24 Jan 1998)

Section 3. Crew - a yacht shall be raced with a crew of no more than two persons.

Additional crew under thirteen years shall be permitted. (This does not apply to the Nationals which require no more or less than two people in boat). At local option, this rule may be changed by notifying participants in advance. (25 Jan 1969)

Section 4. The current USSA racing rules shall govern all fleet and Association races. (24 Jan 1998)

(a) Alternative Penalties: RRS 44.1, is changed so that if an incident occurs outside the zone, the penalty shall be one turn instead of two turns. (January 2009)

(b) RRS 25 and 41 are amended to allow for on-the-water communications, including time to start and OCS, between the Race Committee and racing boats via VHF radio (24 Jan 2004).

(c) RRS 62 is changed to state that neither failure of the Race Committee to communicate the sail numbers of recalled boats in a timely manner. nor failure of a recalled boat to receive or hear transmitted information, will be grounds for redress. (24 Jan 2004)

Section 5. Deleted (24 Jan 1998)

Section 6. Haul outs shall be governed by each fleet.

ARTICLE VII. HONOR AWARDS

Section 1. Association champion - the winner of the Mercury Championship Series shall be entitled to wear the class emblem in gold on his sail with small numerals denoting the year that the championship was won.

Section 2. Fleet Champions shall be entitled to wear on their sail a chevron of approximately 120 degrees with each leg 1-1/2 inches wide and 6 inches long of the same color as the numbers. One additional chevron may be added for each subsequent fleet championship won.

Section 3. Limitations - the honor of wearing an award belongs to the winning skipper and cannot be transferred to another person.

ARTICLE VIII. RULES GOVERNING SILVER FLEET ELIGIBILITY

Section 1. All MCYRA members are eligible to compete in Silver fleet events except:

(a) Any skipper finishing in the top third (rounded to the next lowest) of the National Championship.

(b) Deleted (24 Jan 1998)

(c) Any skipper finishing in the top three of any MCYRA sponsored open event.

Section 2. Any Silver fleet skipper who qualifies for both an Gold & Silver place award, will be awarded both awards.

Section 3. Nothing in these guidelines shall disqualify a skipper from competing in Gold fleet.

Section 4. Rules governing Silver fleet sailing in local fleet races are left to the discretion of the local fleet.

- Section 5. Local Silver fleet status shall have no bearing on MCYRA Silver-fleet status.
- Section 6. Unless the Silver fleet has a separate start Silver fleet race finishes shall not be scored independently from other competitors.
- Section 7. Competitors must claim their Silver fleet status prior to the beginning of any Silver fleet event in order to be ranked in the Silver fleet for that event.
- Section 8. Deleted (24 Jan 1998)
- Section 9. Any Silver fleet skipper who has not lost Silver fleet eligibility in the previous five (5) years regains eligibility. (Feb 1982)

RULES GOVERNING THE MERCURY CHAMPIONSHIP SERIES

- Section 1. Purpose: To determine annually the champion of the entire Mercury Class (24 Jan 1998)
- Section 2. Entries: The Championship Series shall be open to any skipper who is an active member, and has returned to the home fleet a written entry to said Championship Series prior to the start of the series. (Dec 1985) (24 Jan 1998)
- Section 3. Championship Series bids for the current year will be received and voted upon by the Executive Committee at the annual meeting in January. (31 Jan 1970) (24 Jan 1998)
- Section 4. Home Fleet - the responsibility for arranging and providing for the proper facilities, entertainment, housing, etc., shall rest with the fleet on whose waters the series is held. In this regard it must cooperate with and be guided by the Executive Committee.
- Section 5. Conditions Governing Race
- (a) Shall be conducted as a 5 race series with no throw-out race. No champion shall be declared in a series with less than three races completed (27 Jan. 1996)
- (b) Deleted (27 Jan 1996)
- (c) Deleted (24 Jan 1998)
- (d) Deleted (12 May 1990) (24 Jan 1998)
- Section 6. Eligibility
- (a) Each year prior to the Nationals a notice will be sent to the membership stating items to be measured as established by the measurement committee. These items shall be checked at the Nationals during the time of weigh in and sail measurement. (26 Jan 1980)
- (i) Not more than two (2) suits of sails will be allowed each contestant at the nationals.
- (ii) Sails shall be measured and hulls weighed prior to the first race. Sails previously measured at a championship and unchanged need not be re-measured. All sails so measured shall be marked in a distinctive fashion, and only measured and marked sails may be used. (4 Dec 1988)
- (b) Skipper (helmsman) must be an active member, enrolled in the fleet he or she represents, be a bona fide owner, charterer, or designated syndicate representative of boat to be sailed by this person. Evidence of co-ownership or charter must be in writing. (24 Jan 1998)
- (c)(i) No changes shall be made in the skippers during the championship series, except in case of serious illness, in which event a co-owner, having been a part-owner or charterer (24 Jan 2015) prior to the championship series, of the boat owned or chartered by the original skipper, may be substituted. Changes under this paragraph can only be made after approval of the Race Committee. After such substitution, the original skipper may not act as crew.
- (ii) In case of a change in skippers during the championship series as set forth in Section 6, (c),(i), above, the original skipper designated on the entry form, shall be considered the skipper in command for the purpose of determining the Association Champion.
- (d) Each yacht shall have on file an acceptable measurement certificate prior to the first Championship race. (24 Jan 1998)
- Section 7. Deleted (24 Jan 1998)
- Section 8. Deleted (24 Jan 1998)
- Section 9. General Procedure

(a) Deleted (24 Jan 1998)

(b) The MCYRA shall have supervision of the general conduct of the series. All other details and questions in connection with the holding of the Association Championship Series, shall be submitted to the officers for approval.

Section 10. Finances

(a) The association will disperse \$500 to the host fleet to be used at their discretion.

(1983) (25 Jan 2014)

Section 11. Deleted (24 Jan 1998) - Effective date of item. Note: For the purpose of these rules the terms Championship Series and Nationals refer to the same series.

MEASUREMENT

ARTICLE I. OBJECTIVES

Section 1. To maintain the legality of any boat built prior to the adoption or changes of this specification, provided that it conforms to the specifications in effect at the time of its measurements being accepted, or unless the change expressly states it is to apply to such boats. (25 Jul 1959)

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

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

Section 4. To provide for the adoption of new construction practices and materials.

ARTICLE II. CERTIFICATION

Section 1. The drawings listed below are hereby adopted as the official design and by this reference are made a part of this specification.

(a) Drawing # 1 Profile, Mercury Class Yacht

Drawing # 2 Offsets, Mercury Class Yacht

Drawing # 3 Stem and frames 1 through 5

Drawing # 4 Frames 6 through 9 and transom

Drawing # 5 Rudder

Drawing # 6 Mast and mast hardware

Drawing # 7 Rigging Plan

Drawing # 8 Not Used

Drawing # 9 Arrangement

Drawing #10 Sail Plan

Drawing #11 Boom and boom hardware

Drawing #12 Optional booms

Drawing #13 Keel Profile

Drawing #14 Trailer

Drawing #15 Not Used

Drawing #16 Not Used

Drawing #17 Not Used

Drawing #18 Assembly details

(b) The official drawings will carry the approval date.

(c) Drawings are available from the Mercury Class Secretary only.

Section 2. The Association's measurement certificate is the only recognized proof of eligibility to the Mercury Class. Infringement of the following specifications subjects a yacht built or modified after adoption of this specification to re-measurement and voiding of the original certificate.

Section 3. In the case of any variance between these specifications and the design plans of the Mercury Class, these specifications shall be supreme.

Section 4. The Mercury Class Yacht shall hereafter be built as stated in these specifications and the Mercury Class Yacht official design plans. There are tolerances but they are known to the MCYRA Measurer only. Build as close to the specifications and plans as possible.

Section 5. Alterations may not be made to the shape of the hull or keel of a fiberglass or a measured Mercury. (26 Jan 2013)

ARTICLE III. HULL

Section 1. Dimensions

- (a) Length: Overall 18 feet
- (b) Beam 5 feet 4 inches
- (c) Water Line: 13 feet (approximately)
- (d) Draft: 3 feet 1 inch (approximately)
- (e) Weight: (less spars & loose gear) 1,100 lbs. min. (1 Jul 1964)
- (f) An under weight yacht may be brought up to weight by adding weight above a plane parallel to the waterline and intersecting a point 4-1/4 inches above the top of keelson at station 5. (1 Jul 1964)

Section 2. Construction

- Hulls must be constructed of wood or fiberglass. The material used in constructing fiberglass hulls must conform to the specifications established by the Technical Committee and the molds used must be certified by the Measurement Committee. Franchises to build fiberglass Mercury Yachts will be issued by the Executive Committee.
- (a) Keelson - Hardwood, 1-1/4 thick one piece or laminated.
 - (b) Deadwood - Douglas fir, mahogany, Port Orford cedar or plywood, providing that all internal space is filled with wood. (17 Nov 1962)
 - (c) Planking - 3/8 Douglas fir, mahogany or fiberglass.
 - (d) Transom - 3/4 plywood, solid hardwood or fiberglass.
 - (e) Stem - 2 hardwood, one piece or laminated.
 - (f) Frames - 3/4 plywood as per plan or 3/4 x 3 hardwood with suitable joiners at keelson and chine.

Section 3. Wood decks must adhere to the following:

- (a) Deck must be planked with Douglas fir plywood or hardwood not less than 3/8 thick.
- (b) Beams must be wood and not less than 3/4 x 1-3/4 inch throughout.
- (c) King Plank, covering board, and deck covering - optional.
- (d) The deck at it's narrowest point opposite the cockpit, shall not be less than 12 inches or more than 15 inches.
- (e) The crown of the deck at the mast partner shall be per plan.
- (f) Beams may not be altered to lighten boat.

Section 4. Deck arrangement

- (a) Open cockpit per plan.
- (b) Cuddy optional as per plan.
- (c) Dimensions and shape of cockpit are controlled as follows; the aftermost extremity of the opening must be not less than 5-1/2 inches forward of station 8. The forward most extremity of the opening must not be less than 8 inches aft of station 3.
- (d) The maximum overhang of deck or splash board at sheer shall not exceed the Schock overhang at any comparable location. *(28 Jan. 1978)

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

Section 6. Hardware - deleted. (31 Jan 1970)

Section 7. Mast Step, Mast Placement and Mast Movement

- (There are three elements that control the aforementioned items; mast step height, forward most position of the mast step and from which point the mast is allowed to pivot. Each element has an absolute value and the procedure for obtaining each is described further below. For this section, all measurements are from the stem, excluding the stem fitting. The mast must be stepped on the keelson or on a base, no part of which may be more than 7-1/2 inches above the upper face of the keelson or, in a boat without a keelson, the equivalent of the keelson location. The mast at the deck may not be forward of 63 inches from the stem. Refer to Subsection 7 (b). (28 Jan 1995) (22 Jan 2005)
- (a) Mast Base Location - The mast at all times be stepped aft of the vertical perpendicular from a point measured 65-3/4 inches from the stem. Refer to subsection 7(c). (28 Jan 1995) (24 Jan 1998) (22 Jan 2005)

- (b) Mast Movement- The mast base may be allowed to move fore and aft, but not more than 2-3/4 inches. However, if the measurement of the mast, at the deck, is less than 65 inches, the mast base may not be moved at all. (30 Jan 1993) (22 Jan 2005)
- (c) Mast Base Location Measurement Procedure- The vertical perpendicular described in subsection 7(a) is measured perpendicular to the deck, along the centerline. Thus, extending a carpenter's square laid along the centerline of the bridge deck downward to the mast step from a point 65-3/4 inches aft of the bow defines the forward most position of the mast at its base. However this procedure assumes the deck is unaltered from its original shape, which must be either consistent with plan or from an approved mold. To the degree this procedure conflicts with Subsection 7(a), Subsection 7(a) shall be controlling. (22 Jan 2005)
- (d) Mast Step Measurement Procedure - For a Boat without a keelson, the equivalent location is determined by laying a 3/4 inch high by 4 inches wide board in the athwartship center of the boat as close to the mast step as possible and measuring vertically from its upper face to the upper most portion of the mast step. If in so doing the board is high centered, the amount of the high center shall be deducted from the measurement. To the degree this procedure conflicts with Section 7, the intent of Section 7 shall be controlling. (22 Jan 2005)

Section 8. Lead keel:

- (a) Must be a lead casting. (2 Aug 1967)
- (b) The weight of the keel together with the bolts, washers and nuts shall not exceed 635 pounds.
- (c) Keels cast in any mold owned by the Association or certified builder, need not be certified as to weight or measurement. (25 Jan 1969)
- (d) The MCYRA drawing #13 is the official plan for keels and any keel which measures to this plan and is within the weight restriction, shall be acceptable.
- (e) Keels on Mercury Yachts which otherwise measure, may at the discretion of the Chief Measurer and three officers of the MCYRA, be exempt from weight measurement if previously installed and the owner had no knowledge of the MCYRA rules or has no proof of purchase (15 Apr 1967)
- (f) The keel may be physically measured by the method established, and approved by the Chief Measurer and any three MCYRA officers. (15 Apr 1967)

Section 9. The tiller is to have a metal jaw, to be fitted and fastened securely to the rudder post, diameter as per plan.

Section 10. Rudder and rudder post shall be as per plan.

Section 11. Fiberglass covering - Boats made of wood may be covered with fiberglass except that its use must not interfere with the official plans and specifications.

Section 12. Fillets between hull and deadwood shall not exceed 1/4 inch radius.

ARTICLE IV. SPARS

Section 1. Mast

- (a) Mast and rigging as per plan.
- (b) The height from the deck to the top of the mast shall not exceed 24 feet 6 inches. (21 Jan 06)
- (c) The mast must be of solid wood or aluminum. (31 Jan 1970)
- (d) There shall be no revolving mast.
- (e) The mast must be slotted to take a sail bolt rope, and the diameter of the slot shall not exceed 5/8 inch when wood is the material.
- (f) Deleted. (27 Jan 1979)
- (g) The mast shall have from one to three pair of painted horizontal bands not less than 1/2 inch wide. In each set of bands, the distance between the top edge of the lower band and the bottom edge of the upper band, shall not exceed 21 feet 11 inches. When multiple bands are used, different colors shall be used for each pair of bands, contrasting from the color of other bands in the set and in all cases from the color of the mast. The same

sequence of colors used in the lower set will be repeated in the upper set.

The measurement from the deck to the bottom of the top band shall not exceed 24'1 (21 Jan 2006)

(h) The entire mainsail at all times must be between the lower edge of one of the upper mast bands and the upper edge of the corresponding lower mast band.

(i) The minimum spacing in the sets shall be 5 inches between individual bands. The backstay intersection on the masthead crane must not extend more than 6 1/2 inches aft of the after face of the mast, measured perpendicular to the mast. (1 Jan 1963) (Jan 2009) Retroactive, applies to all boats.

Section 2. Boom

(a) Boom as per plan - must be made of wood or aluminum and shall not extend more than 9 feet 5 inches from the after face of the mast at the bolt rope slot. (31 Jan 1970)

(b) & (c) Deleted. (Jan 1969)

(d) Deleted (Jan 2010).

(e) The boom shall have a 1/2 inch band painted on both sides, the forward face of which shall not be more than 9 foot 1 inch from the after face of the mast at the bolt rope slot. (3 Aug 1966) Retroactive, applies to all boats.

Section 3. Whisker pole

(a) No restriction on length.

(b) When in use it must be held to the mast. (Inboard end)

ARTICLE V. RIGGING

Section 1. The rigging shall be as depicted on Rigging Plan, Mercury Class Yacht, drawn by W. L. MacDonald, 4 Nov. 1957 and numbered drawing number 7, as revised 7 August 1963. (15 Apr 1964) Retroactive, applies to all boats.

Section 2. Jib stay

(a) The projected intersection of the jib stay with the forward side of the mast at a point not more than 17 feet 5 inches (+ or - 4 inches) above the deck.

(b) The projected intersection of the jib stay with the deck shall be at a point no more than 8 inches aft of the forward most part of the stem and on the centerline.

(c) The minimum size of the jib stay is 3/32 inch diameter.

Section 3. Upper shroud

(a) Installed as per plan.

(b) Adjustable tension device (other than a turnbuckle or other tension device not readily adjustable under way) and/or quick release device is not a permissible installation (4 Dec 1988) Retroactive. Applies to all boats.

(c) Minimum size 3/32 inch diameter.

Section 4. Lower shroud

(a) Installed as per plan. Projection of intersection point with mast, shall not be more than 5 inches below centerline of spreader. (15 Apr 1964)

(b) Adjustable tensions device and/or quick release device is a permissible installation. The intersection point of the shroud with deck, projected or actual, must not be further aft than 87 from station 0. If the intersection point is variable then no additional quick release mechanisms are allowed (4 Dec 1988) (Jan 2009) Retroactive. Applies to all boats.

(c) Minimum size, 3/32 inch diameter.

Section 5. Lower shroud (optional) (forward)

(a) An auxiliary lower shroud may be added which attaches to a chain plate located forward of the mast. It shall be fastened to the mast at the same point as the regular shroud. (Not shown on drawing No. 7, not recommended)

(b) Minimum size, 3/32 inch diameter.

Section 6. Backstay

(a) The permanent backstay shall attach to the mast head and the after face of backstay shall not be more than 1 inch aft of intersection of deck and transom. (15 Jul 1964)

(b) Adjustable tension devices and/or quick release device is a permissible installation.

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

Section 7. Chain plates - The shrouds shall attach to fixed chain plates either above or below the deck and the method of fastening to the hull is optional within the limits of Article III, and Drawing No. 7. (Jan 1979)

Section 8. Jumpers

(a) Installed as per plan. Projected intersection point with mast shall not be more than 16 inches above centerline of spreaders. (4 Dec 1988)

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

(c) Jumpers are optional. (Sep 1986)

(d) Maximum separation 90 degrees. Masts prior to 1-25-97 allows an addition 20 degrees. (Jan 1997)

ARTICLE VI. SAILS

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

(a) Material: Sails shall be of woven material including head, tack and clew patches. (Jan 2010).

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

(c) Transparent window(s) of nonwoven material may be used in the jib and/or mainsail. The max. area of the window(s) must be less than 10 square feet in the jib and 15 square feet in the mainsail. Window material may extend into the patches. For sails completed by the sailmaker after April 1, 2010 the portion in the patch shall be included in the maximum area calculation. (Jan 2010)

(d) Sail control - all approved sails shall have a serial number inscribed in the box of an emblem stamped on the port clew of each sail. The first two digits of the serial number will be the last two digits of the year in which the sail was built, followed by a dash, then the boat sail number.

Section 2. Mainsail Maximum dimensions. (17 May 1972)

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

(b) The length of the leech shall not be more than 22 feet 8 inches from the topmost forward corner of the headboard to the extreme left corner of the clew excluding the bolt rope. The leech shall be a fair curve over its entire length.

(c) Roach-luff to leech maximum measurements.

(i) Deleted (Nov 2004)

(ii) The half sail point 5 feet 10 inches

(iii) The three quarter point 3 feet 5 inches

(d) Battens - The centers of the batten pockets must be located within 3 inches of the corresponding three girth measurement points. Maximum lengths of the batten pockets measured from the leach to the forward edge of the pocket material:

(i) Top pocket 25.5 inches

(ii) Center pocket 37.5 inches

(iii) Lower pocket 37.5 inches

Battens shall have a minimum width of 1/2 inch and a maximum width of 2 inches.

(e) The mainsail may have a headboard made of any material. The maximum headboard width when measured perpendicular to bolt rope and immediately aft of it to the intersection point of the headboard and material of the sail shall not exceed 6-3/4 inches. (See drawing.)

(f) The mainsail may have an extra luff and foot grommet for tension adjustment.

(g) A loose footed mainsail is permitted with foot roach not to exceed seven inches. The clew shall be attached to the boom independent of the outhaul. (30 Jan 1993)

Section 3. Jib -maximum dimensions. (Jan 1979)

(a) For sails completed by the sailmaker after April 1, 2010, the jib luff, foot and leach shall have sides measuring no more than 188", 92" & 177" respectively (see drawing). These measurements shall be taken between the projected points of the head, tack and clew.

The jib and all parts thereof (except the foot roach) shall, when laid flat with sufficient tension applied simultaneously to the three sides to remove all wrinkles along the edges, fall entirely within the profile. The foot roach, shall be measured from the projected points of the tack and clew, with the cloth laying as flat as possible. It shall not exceed 5 inches. "All Parts thereof" - includes grommets, cringles and leather work edging the corners of the sail. It does not include jib sheets, jib luff wire or thimble at the head of the sail. The tack of the jib shall at all times be fastened aft of the forestay and on the center line of the boat. A forestay is obligatory. (Jan 2010)

(b) An adjustable luff is acceptable. (28 Jan 1978)

(c) A headboard is not permitted, likewise battens are not permitted.

(d) All jibs built after Aug. 24, 1978 shall be able to be hoisted and lowered without disconnecting forestay.

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

(a) Luff 17 feet 6 inches

(b) Foot 11 feet

(c) Girth 12 feet

(d) All dimensions are maximum out to out on sail plan. Girth to be measured at a point 8 feet below hoist.

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

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

(g) Spinnaker may be hoisted from any point between jib block and jumper, however, it is recommended that the spinnaker block be located at the intersection of the jumpers and mast.

ARTICLE VII. OPTIONALS

Section 1. Rudder post may be such that the tiller is above or below the deck.

Section 2. Flotation devices are optional.

Section 3. Deck-stepped masts are allowed as follows:

a. The forward face of the mast at the base may not be forward of 65-3/4" from the stem, excluding the stem fitting.

b. The forward face of the mast at a point 5' above the deck must not be less than 82-7/8" from the stem when the mast is at its forward-most position with the backstay and all other aft-loading running rigging maximally eased.

c. A mast strut must be installed into the boat's normal mast step. Installation must be in such a fashion as to avoid the strut jumping the step. It may be of any material but care must be taken to ensure it is of sufficient strength to carry the loads it will experience under sail.

d. For a boat with a deck-stepped mast, unless the strut is readily removable, the boat will be weighed with the strut in the boat.

ARTICLE VIII. REQUIREMENTS

Section 1. Ballast - no inside or shifting ballast shall be allowed. (24 Jan 1998)

Section 2. An anchor with a minimum of 100 feet of 1/4 inch diameter nylon or dacron line attached, shall be carried. The anchor may not weigh less than 4 pounds not more than 30 pounds. (30 Jan 1993)

Section 3. Each boat shall have a personal flotation device for each person aboard and one USCG throwable buoyant cushion or life ring. (25 Jan 1997)

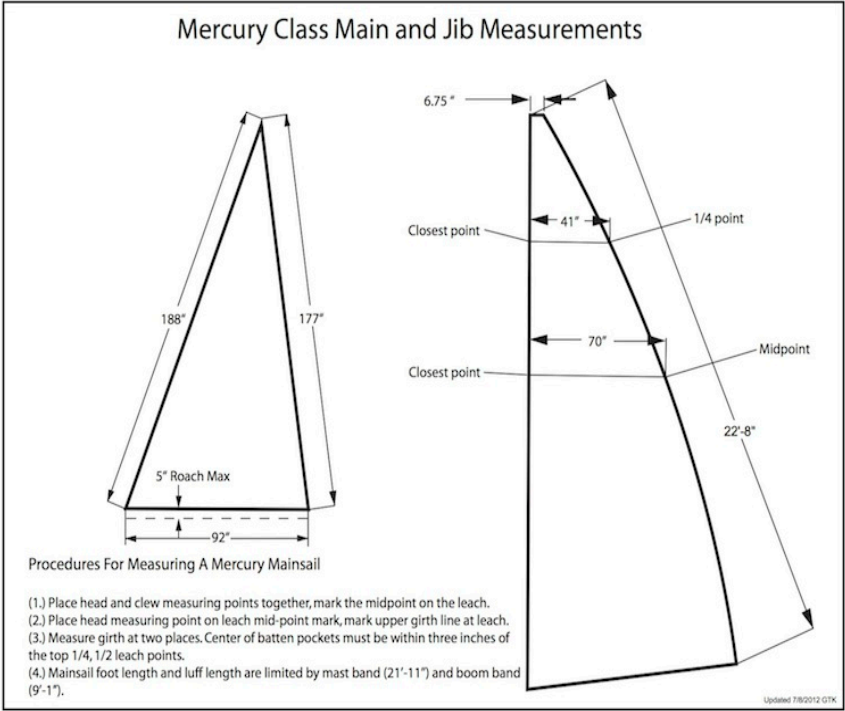
Section 4. One oar or paddle shall be carried.

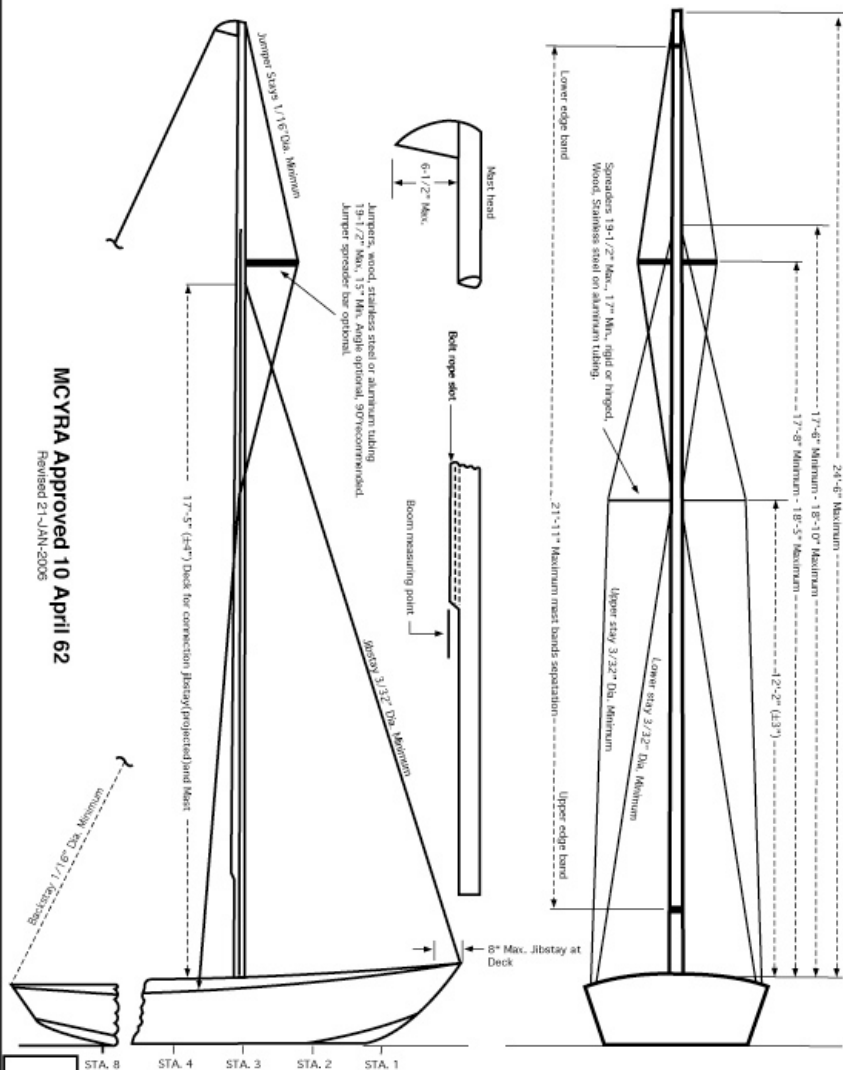
Section 5. A signal horn or whistle shall be carried by each boat.

Section 6. Each boat shall carry a workable manual bilge pump or bailing can, an additional electric bilge pump is allowed. (Jan 2010)

Section 7. No mechanical hiking device, outside of the cockpit will be permitted. Existing stays and spars may be used for hiking but may not be modified in any way for this purpose. (25 July 1962)

Section 8. No electronic equipment is allowed, except a timer, speedometer and a digital compass that is an entirely self contained unit solely to provide direction and tacking prompts. (Jan 2010) Logging technology which stores information for post-race review is allowed. (Jan 2017)





MCVRA Approved 10 April 62

Revised 21-JAN-2005

NOTES:

- (1) Deleted
- (2) Mast may be stepped on keelson or on a block between frames 3 & 4. Block cannot be more than 7-1/2 inches higher than the top face of the keelson.
- (3) Forward edge of mast opening (at deck) cannot be less than 63" from station 0.
- (4) Upper stay (thru deck location) 4 inches maximum aft of mast centerline, and 18 inches minimum from side of mast.

- (5) Lower stay (thru deck location) no less than 18 inches off centerline of deck.
- (6) Length of strut is from face of mast to wire.
- (7) The projection points of the lower and jumper shrouds at intersection with the mast shall not be more than 5 inches above or below their center line of spreader.
- (8) When multiple mast bands are used, the individual bands shall be spaced at least 5 inches from bands in the set. Different and contrasting colors shall be used for each set of bands.

RIGGING PLAN
MERCHANT CLASS VACHT
NO. 1000
HULL NO. 1000
HULL NO. 1000

GUIDELINES FOR MERCURY RACE COMMITTEES:

This document is to help the PRO to make decisions on the water that are compatible with the wishes of the Mercury Fleet. These are only suggestions for running the races.

1. It is the intention of the class to give the PRO, as soon as possible before the days racing, the name of the racing fleet member who will be the fleet representative on the water for questions concerning the racing for this regatta.
2. The MCYRA Rules allow for VHF radios to be used on the water. The PRO has the advantage of communicating with the fleet on the water. As a fleet we welcome information such as delay of starts, OCS boats, end of race day, etc.
3. The MCYRA Rules change RRS 44.1 so that if an incident occurs outside the zone the penalty shall be one-turn instead of two-turns,
4. The fleet requests arbitration prior to any protest hearings, and if a regatta does not provide for arbitration, someone from the fleet will be selected to be the arbitrator.
5. The MCYRA requests:
 - a. Windward-leeward courses.
 - b. First windward legs as close to one mile as possible with an offset mark to be approximately six boat-lengths or less from the weather mark.
 - c. Gate marks when possible for leeward marks.
 - d. Subsequent races to begin as soon as possible after the last boat finishes the previous race previous race.
 - e. No starts when the wind speed is above the following: 20 knots, or puffs above 21 knots, in flat water or protected areas. 16 knots, or puffs above 18 knots in adverse sea and current conditions, or ocean.

As you can see, these are suggestions that the PRO may, and sometimes should, based on conditions, override. These guidelines are not provided to inhibit the PRO decisions, but for fleet-building for our class.

Please contact Hal McCormack with any questions about this document. Also, to assist us in improving our fleet racing, we would appreciate receiving constructive feedback from PRO's and Race Committee personnel. After the regatta, please take a few minutes to send us any feedback. Hal McCormack's contact is norcal.compass@verizon.net or 415-892-7177



2017 National Championship Regatta

26 Mercs entered the 2017 championship regatta at the Monterey Peninsula YC. Forecast was for and 8-10 knot breezes. The courses were to be windward leeward with some finishes on the wind and some downwind.

The first race was course 1, windward, gate, windward and downwind finish. Dave Morris with Jared January took off like a bolt of lightning and led the entire race until the last leg where David West with Chris Krueger passed him to go on to win the race and the Ray Johnson Perpetual Trophy. Mac Kilpatrick with Steve Jeppeson also got by Morris to place second. Morris got third, followed by Chris Rabb with Kenny Dair. Fifth place was won by Marc and Liz Chandler.

Next race was windward leeward, twice around. The sea was building a pretty serious chop, mainly having an effect on the port tack. The fastest way to the weather mark was to go left to get the smoother water and a better wind. Paul Cayard with Ken Maring had to work to get by John Ravizza with Randy Hecht. Cayard won the Park and Lynn Densmore Perpetual Trophy. Ravizza was second, followed by Jim and Kathy Bradley in the third. Pat and Brendan Bradley were fourth, followed by Rabb.

Race three was once around windward leeward, upwind finish. Coming off the starting line there was a more southerly shift. Kilpatrick took this port tack and saw seas that were lower on the course. He tacked on a nice lift back setting him up to place first and win the Jenkins Perpetual Trophy. Raab was second, Cayard in third. Jack McAleer with Brenden Selvig was fourth with John Hansen with Tony Basso in fifth. After the first day of racing, Rabb leads with 11 points. Kilpatrick was tied with Cayard with 14, West 17 and Jim Bradley 18.

Day two offered a fresh 12 knot north-westerly in the sun. The race started with a small chop with more at the weatherly mark. The same course was set up. Race four was the beginning of a day of determination for Pat Bradley. The course was a windward, leeward, windward, finishing downwind. Bradley controlled the race winning the Holden Sanford Perpetual Trophy. Ravizza was second, followed by Jim Bradley, Hansen fourth and West. Several boat breakdowns creating dropouts. The breeze began to show some southerly type shifts with the leading boats recognizing the shifts.

Race five there was no holding Pat back, he and Brendan won the last time the Nationals were held in Monterey. They won the last race which put them in a tie with Raab. Pat won the tie breaker and also won the John Koenig Perpetual Trophy. West was second, Rabb was third and Hansen fourth. Lyn Hines with Dave Bacci, sailing their first Nationals in their newly purchased Merc placed fifth.

Congratulations to Pat Bradley, who won the tie breaker for the Championship. However this was not his first tie for the big win. 1966 was his first Nationals win and it was a tie with Dick Thompson. This was an unbreakable tie by the racing rules at the time and both men were given credit. Chris Raab was second in the tie breaker. David West was one point back placing third. John Ravizza, racing his recently purchased Merc won the fourth place. Jim Bradley was fifth in the final total. Jim and Kathy Bradley won the Jack and Jill Championship. Lyn Hines took the Silver Championship. Class President Park Densmore was second in the Silver group. John Mowry, back after many years, placed third in this group.

Many thanks to Debbie and David Morris for organizing the event. Jerry Stratton was excellent conducting the races and organizing his race committee which included past Merc National Champ, Mike Pokabla. Desk registration was done by Bobbette Bradley and Judy Clark. Many thanks to the Monterey Peninsula YC for sponsoring the event!

Sail #	Skipper Crew	R1	R2	R3	R4	R5	Total	Finish
560	Pat Bradley Brendan Bradley	6	4	11	1	1	23	Gold - 1
570	Chris Raab Kenny Dair	4	5	2	9	3	23	Gold - 2
429	Dave West Chris Krueger	1	9	7	5	2	24	Gold - 3
537	John Ravizza Randy Hecht	11	2	9	2	6	30	Gold - 4
553	Jim Bradley Kathy Bradley	7	3	8	3	12	33	Gold - 5
562	John Hansen Tony Basso	16	7	5	4	4	36	
541	Mac Kilpatrick Steve Jeppesen	2	11	1	8	16	38	
459	Jack McAleer Brenden Selvig	9	12	4	6	13	44	
416	David Morris Jared January	3	6	12	14	21	56	
565	Lyn Hines Dave Bacci	17	13	10	13	5	58	Silver -1
569	Chris Lanzafame Robert Lanzafame	20	8	14	7	11	60	
584	Paul Cayard Ken Maring	10	1	3	24	24	62	
542	Eric Conn Tracy Conn	13	10	23	10	10	66	
572	Park Densmore Walter Smith	12	18	15	16	7	68	Silver - 2
524	Mark Chandler Liz Chandler	5	14	17	17	17	70	
508	Doug Baird Kate Conway	14	24	13	15	9	75	
554	Steve Kraft Michael Kraft	22	17	18	12	8	77	
431	Bill Worden Katie Worden	18	15	6	19	21	79	
468	Tom Preist Damon Guizot	8	19	19	18	20	84	
563	John Mowry Jacob Paoletti	15	22	21	11	15	84	Silver-3
580	Pax Davis Aaron Lee	19	16	16	20	14	85	
538	Mitch Schroeder Bernice Galvez	25	21	20	21	18	105	
582	Drake Baldwin Peter Baldwin	21	20	22	23	21	107	
529	Chris Davis Bob Scholl	23	23	24	22	19	111	
574	Bill O'Connor Chris Edgington	24	24	25	24	21	118	

2018 National Championship Regatta

Los Angeles Yacht Club

August 17-19, 2018

San Pedro, California



The Mercury Class will consider their role in ocean stewardship while planning and participating in Mercury Class events and promote practices that align with stewardship goal, such as, but not limited to, those listed in the Clean Regatta Program established by Sailors for the Sea. In addition, the Mercury Class will establish a relationship and

affiliation with Sailors for the Sea as an example for other sailing organizations and yacht clubs to follow.

Clean Regattas Pledge

We pledge our commitment to clean waters and shores by participating in Sailors for the Sea's Clean Regatta program. We vow to fulfill, and encourage other to fulfill, the goals and requirements of Clean Regattas as set forth by Sailors for the Sea, and to work to protect and restore our waters for the use and enjoyment of current and future generations.

