

1989



**INTERNATIONAL
110 YEARBOOK**

OFFICIAL PUBLICATION OF THE
INTERNATIONAL 110 CLASS
YACHT RACING ASSOCIATION

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President Jack Slattery
(Richie Allen photo)

President's Message

Soon another sailing season will be upon us. Those with fiber glass boats will be pulling out the feather dusters while those of us with woodies know we have a more serious task at hand. Like Wile E. Coyote, in his quest to get the roadrunner, many wooden boat owners will soon be pulling out their ACME industrial strength wooden 110 refinishing kit. A great thing about 110 racing is that, in the end, we will all end up going about the same speed. PAST!!!

Please read this yearbook carefully. It is the culmination, the piece de resistance, the crowning glory of many years of hard work by Class Historian and Yearbook Editor, Herb Dreher. It is the true collector's edition of 110 yearbooks. Because of Herb's committment and generosity, all 110ers, those new to the class and those of us that have been around awhile, can have a true appreciation for what 110s and 110 racing is all about and what it all has been about for over 50 years. We are fortunate to have inherited this legacy. Let's work hard to make the next 50 years even better!!

Very truly yours,


Jack Slattery
110 #545
"FLASH"

P.S.- Many thanks to D.D. Dreher for her tireless help in helping Herb prepare this and many past yearbooks.



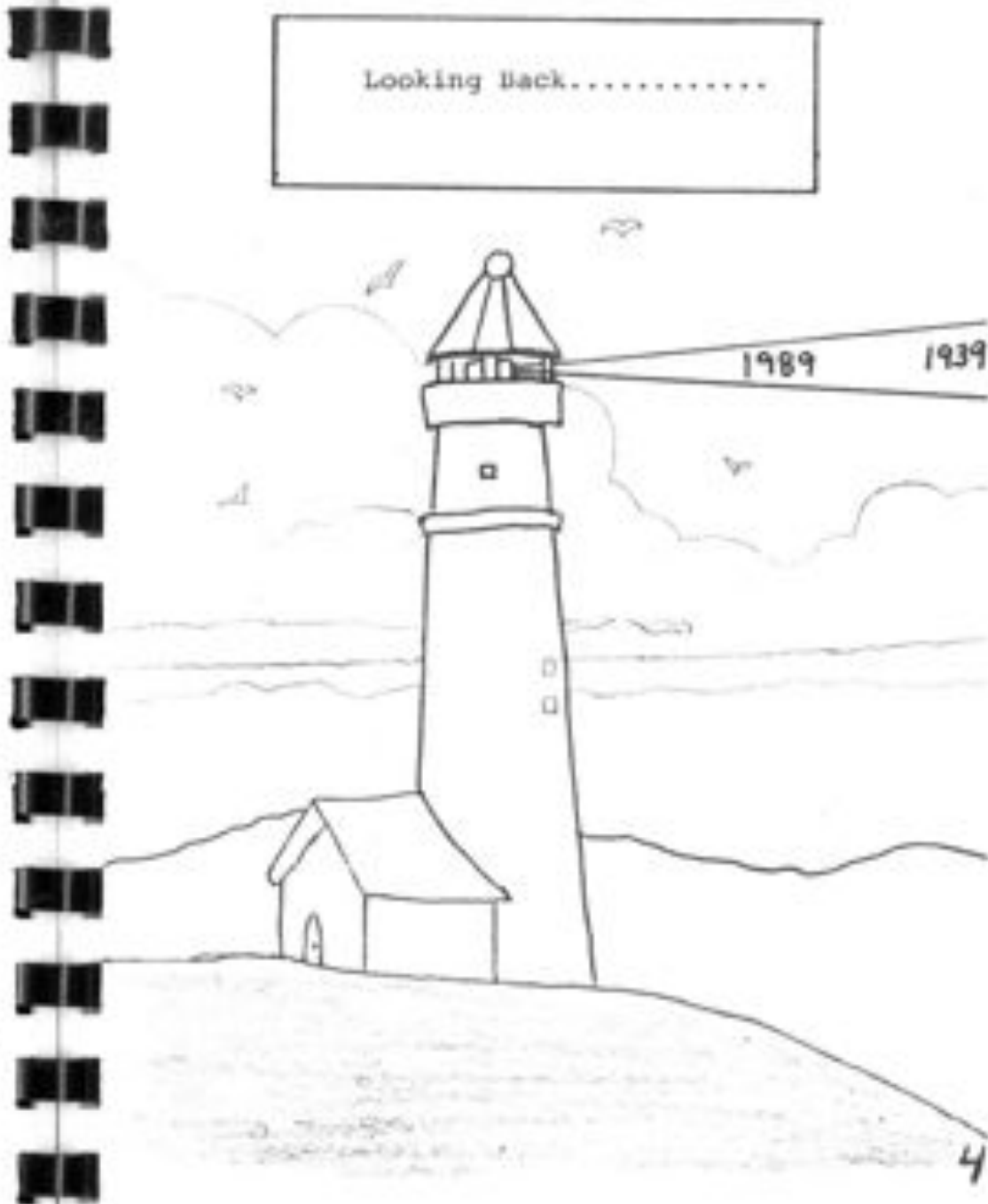
Editor's Comments

As I was working on the yearbook, the fact that this is our fiftieth year really started to haunt me. There is probably no other class that can boast of, or produce records of a past history as deep and thorough as the 110 Class. On the information wanted page, there are a few trophies that I need information on. What else do you know of that should go into our yearbook?

Being the Class Historian, I am interested in obtaining old yearbooks, Bridge Decks, newsletters, Tech Tips, programs, sales brochures, and anything else that could go into the 110 archives. Any donations to the archives are greatly appreciated.

Herb Dreher #734
197 Pond Street
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Looking Back.....



BEGINNINGS OF THE 110
by R. T. Fisher

As I recall, it was the fall of 1939. In a two-car private garage, Bob Pierce and the writer, together with two quite junior employees, were building marine speedometers and taffrail logs under the name Fisher-Pierce Company. Further down the same street in Duxbury lived Ray Hunt in the house where he'd grown up. We were casual friends and he showed us an experimental construction in plywood sailboats he had made himself.

As I recall, it was 3' wide, 16' long, double-ended with a wooden lead-ballasted keel and scary as hell, though exciting.

He had some well-formed notions which I cannot recall to the point of justice about really exhilarating sailing performance, safety, and the fin keels. I think he'd made a previous centerboarder, as a matter of fact. With some of his friends, he decided to pursue the development commercially and he engaged the personnel of the Fisher-Pierce Company, looking forward as they were to a somewhat lean winter season, to come down and build four 23' prototypes in his barn.

Active development took place. Masts were made with solid airplane wire rigging, anodized aluminum tangs, and as I recall, a luff rope groove instead of a sail track. I can remember the development of the ungainly looking but terribly effective straight-across spray deflector which, like most marine developments I have assisted, was tried out with ice and snow on deck. This device was typical of Hunt's thinking...completely aware of everything traditional, such as the graceful V-pointed cockpit coaming, but fully able to see limitation and fallacy...in a heeled attitude the weather side of a V'd coaming deflects oncoming water upward and right into the face of the crew.

I don't recall the actual fate of the four prototypes except that there dawned a day on which the Fisher-Pierce Company learned to its short-lived regret that the 110 project had been taken to the George Lawley Shipyard in Neponset, there to receive the benefit of a more full-scale and sophisticated development program.

In the fullness of time, the Fisher-Pierce Company moved to occupy quarters rented, from Lawley's, and the writer in another lean winter period undertook to devote half his time or more as sales manager for 110s.

A little known fact from all-110-200 History



HISTORY OF THE 110 CLASS

1939

In August of 1939, a long, slim, double-ended racing craft of highly unorthodox appearance slipped across the crowded starting line of Marblehead Race Week and quietly beat the times of every class racing with the single exception of the International One Designs. On her mainsail she bore the numerals "110".

The success of the 110 was no accident. Designer C. Raymond Hunt, of Boston, working with George Lawley and Sons of Neponset, MA, had put in two years of patient experimentation with similar craft ranging in size from 16 to over 35 feet in length, before he sailed that first 110 to victory. His aim had been to design an inexpensive but fast boat which would be seaworthy, easily handled, and fun to race. He knew he had a good idea, but not even he could have foreseen just how good an idea it was. Interest in the new craft spread far and wide almost overnight.

1940

By the start of the 1940 season, there were 110 fleets at Marblehead, Detroit, Chicago, and in Long Island Sound. Owners of the new boats were enthusiastic. They were, moreover, determined to set up a rigidly one-design class. There must be no "backyard building", no "gadgeteering". Accordingly, the National 110 Class Yacht Racing Association was organized during the winter of 1940-41, and in January 1941, the Class Constitution and By-Laws were formally adopted.

1941

The first official championships of the Class were sailed at Grosse Pointe, MI, in August of 1941, and during the series the first annual meeting was held. At that meeting, the Class restrictions were tightened up still further.

The Class continued to grow throughout 1941. Boats were shipped to Canada, Bermuda, the Canal Zone, Mexico; new fleets were formed in Maine, Michigan, on the Great Lakes, and all around Boston. When the bombs fell on Pearl Harbor that December day in 1941, there were four 110s just across the island at Honolulu. The bombs luckily did no damage to any one of the four --- but they put an effective stop to all Class building. At the time, there were about 200 boats in existence, and some 19 fleets had been organized.

1942-1945

Although for the next four years the number of boats on the 110 roster remained the same, the reputation of the Class showed an amazing growth. Everywhere a 110 was sailed, her consistently fine performance won her the respect of all racing skippers. Initial doubts as to the durability of her thin plywood hull disappeared. The boats stood up well, requiring a minimum of care. The strict rules of the Class appealed to everyone interested in one-design racing. Little by little, a healthy group of would-be 110'ers materialized. A six-year-old boat was selling for more than twice the original cost by the war's end.

During the 1943 season, boats began showing up with their flat cross beam (1" x 6") removed and in its place was our modern-looking bridgedeck. The governing board felt that this provided comfort and ease of handling rather than a speed improvement, so the change was allowed.

1946

Building was resumed in 1946, with licensed builders appointed for the Eastern United States, the West Coast, England, and Canada. With the future of the Class assured, and interest overseas growing rapidly, the name

of the governing body was formally changed at the annual meeting that year to the International 110 Class Yacht Racing Association. The class office of Publicity Director was established, honoring Mrs. Florence Van Wyck for her efforts in obtaining numerous articles in magazines and newspapers.

In 1946, also, the Class Championships, last held four years previously at Marblehead, were resumed. Marblehead, home of defending champion Frank Scully, waived its rights to hold the series, and the bid of the Western Long Island Sound Fleet was accepted.

Roger Willcox, representing the Massachusetts Institute of Technology fleet won the 1946 Championships, becoming the first international champion of the class. Up to this year, only one national trophy was presented. The Getler-Strickland Bowl was given to the series champion. Starting this year, the runner-up will be presented with the Corinthian Company perpetual trophy.

1947

The championship series moved back to New England waters with M.I.T. the host fleet. Because M.I.T. sailed on the Charles River, the championship series was sailed at Marblehead, MA, using the facilities of the Eastern Yacht Club.

During the intervening winter, the Class Officers and members of the Governing Committee had drawn up a plan for succession in office which called for the automatic elevation of the Vice-President to the Presidency.

At the same meeting, the official representatives of the various fleets voted overwhelmingly against a proposal put by the Western Long

Island Sound Fleet to permit the installation of jumper struts if desired. It was the consensus of the meeting that nothing whatsoever must be done which would in any way permit the Class to deviate from its established policy of keeping the 110 a one-design boat.

Provisions for Associate and Honorary members were established. Dues were raised from \$3.00 to \$5.00 per year. Four districts were established with only District I having a championship regatta this year. The Emery Trophy, presented to the winner of the New England 110 Championships, which was sailed during Marblehead Race Week, was made emblematic of the district champion. William Burke of Hull became the first District I Champion.

Just south of Boston, MA, 18 110s participated in the first Quincy Bay Race Week, being sailed on Quincy Bay.

1948

Since a Class policy established at the 1947 annual meeting forbade the holding of the International Championship in any one district two years in succession, the 1948 series had to be held outside of New England, despite the fact that Roger Willcox, again representing M.I.T., had successfully and decisively defended his title. The Wilmette, San Diego, and the Waikiki Fleets all put in bids for the series, and the invitation of Wilmette was accepted.

At the 1948 annual meeting, held at Wilmette during the Championships, Martin Cassell was honored for his seven years of service with an honorary life membership in the Class, and was presented with a Seth Thomas ship's bell clock, the gift of all the fleets in the Class. William Emery also was voted in as an honorary member, as was Jack Wood.

With the large class growth came technical problems. A Technical Committee was formed and H.T. Martin of the Wilmette fleet was elected chairman.

The third national perpetual trophy, the Gold Cup, was donated by Cape Cod Shipbuilders.

Publicity Director, Mrs. Florence Van Wyck, published the first class yearbook covering the year 1947. It was 8 1/2 x 11" in size and had 50 pages. The yearbook had pictures, reports from all 24 fleets, and the much-needed section we now call our handbook. The yearbook did much to soothe the pains of a growing association.

The District I Championship drew the incredible turnout of 59 boats representing eight fleets with the furthest fleet being from Narragansett Bay. Because of the large number of entries, the first three races of Marblehead Race Week were used as eliminations to qualify the top flight for the championship. The championship fleet used the last three races of race week for determining a district champion. Russell Mattern, Jr. of the Boston fleet was the winner.

The first official District II Championship series was sailed at Ocean City, NJ. The first two races were sailed in the bay due to bad weather out in the ocean. Jack LaFort from the Ocean City fleet was the winner. Tampa Bay Fleet #24 did not attend because of the closeness of their fleet scores. Their fleet champion is determined over 52 weekends.

The first official Championship series of District III was sailed at Gull Lake, MI. Martin Cassell of the Wilmette fleet won the brand new trophy.

District IV held its first official championship series at San Francisco over the Labor Day weekend. Jimmy Van Dyke, of the San Francisco fleet, won by 1/4 of a point.

1949

The 1949 season marked the end of the first decade of the class. That long, slim, double-ended racing craft which had caused such a stir at Marblehead ten years before was no longer a novelty, but a familiar sight in racing waters from Maine to Argentina, from Marblehead to the Phillipine Islands. Almost every boat in the Class was being raced. There were 25 chartered fleets, ranging in size from four boats to 48, all of them turning in unequalled records for season-long activity. We also had three unchartered fleets: Mere Point, Maine, with 21 boats; Lake Arrowhead, CA, with six boats; and Kechi Lagoon Naval Station, Honolulu, with three boats. The Class had been closely organized, completely solvent, and proud of its reputation for good sportsmanship at all times. Best of all, the 110 had remained a one-design boat: every proposal for deviation from the original design had been vehemently turned down by the members of the Class, and only boats built by officially licensed builders carried the 110 insignia. Boat #1 (which, incidentally won the 1948 championship of the Hull Bay Fleet!) was exactly like Boat #503, exhibited by Hagerty Company at the 1949 Motor Boat Show in New York. That made for good racing!

Beginning this year, the regulation allowing last year's champion to defend his national title while not being charged as an entrant from his fleet was changed to include that each District Champion may enter the national championships not charged to his fleet.

The yearbook, (8 1/2 x 11"), published again by Publicity Director Mrs. Florence Van Wyck, grew in size to 69 pages.

1950

For ten years one of the East's most popular classes, the 110, took on a new importance in Western waters during 1950. The new builder in Vancouver, B.C., was in production; the Championships were held in Western waters for the first time; and the President and Secretary of the Class were elected from that district. Evidence, too, of Western might was the fact that San Franciscans, Les and Don Harlander, became the 1950 Class Champions.

Harry Herbert, past 110 skipper and the 1946-47 President, was honored with a life membership. Two more fleets were chartered, building the number of 110 fleets across the country up to 29.

As of January 1 of this year, a newly-shaped spinnaker with broader shoulders was allowed. The new dimensions as we now know them, were inserted into the sail regulations.

1951

A slow and hard year was experienced by the Class; with renewed defensive activity, etc., both skippers and suppliers were hit.

Finding new builders was the hardest task, with all members of the board giving it their attention.

Florence Van Wyck, former publicity director, was made an honorary member, a much deserved accolade.

Under sail regulations, a change was made from allowing buying one set of sails per boat per year to two sets of sails for the first year of the boat and one set each year thereafter. Under Rules and Regulations governing the International Championships, Article IV

Entries, was changed from one entry for the first seven boats, two entries for eight or more boats; to now read one entry for each group of six boats or fraction thereof. The Governing Committee, which consists of the four Class Officers: President, Vice-President, Secretary, and Treasurer, and four members elected at random, will now be made up of the four Class Officers and one member from each of the four districts. The four district members being called District Governors.

There were two class changes voted in for the 1952 season. The first allows a whisker pole for holding out the #3 jib. The other allows for one hiking strap running athwartships. (It was usually installed for use by the crew.)

1952

The class, feeling that more changes were not in the best interest of one-design racing, made no attempts to pass anything new. A technical ruling allowed the covering of hulls with glass cloth. The thought being that it made an easier maintained hull, rather than faster.

At the 1952 annual meeting, the new class officers were given the feeling that the class wanted no more changes next year.

1953

The year was uneventful in the subject of class changes. At the awards banquet for the International Championships, our fourth national perpetual trophy, the Lon Price Trophy, was presented.

Fleet #2, W.L.I.S., hosted the first Atlantic Coast Championships. This new series hoped to bring all the hot skippers from the East Coast together, and settle some bragging

rights on who was the East Coast's hottest fleet. Dave Smalley of W.L.I.S., Fleet #2, was the winner. The regatta was a complete success, and has grown in importance to be ranked second behind the International Championships.

1954

Home building was allowed, due to the efforts over the past year of our national officers and technical chairman, Gus Martin. Gus formulated the plans and building instructions for the home builder, thereby strengthening the class.

With the boom in home building and kits being sold by Graves Yacht Yard, fleets had to appoint someone as measurer to insure that the home-built boat was within all dimensions before a registration number could be issued, a problem not had with a class-licensed builder.

1955

Because of dissatisfaction with the method of determining the sites for the International Championships, a system of rotation was put to the vote of the membership and was passed. Starting in 1956, the races will rotate among Districts I, III, II, and IV. With this system, a fleet can plan on being a host one year in advance. Voted down by the class membership was fore and aft hiking straps and a tiller extension.

The Atlantic Coast Championship drew 33 starters in its third year of existence.

To bring together the hot skippers of the Michigan fleets from Cull Lake #6, Macatawa Bay #7, and Saginaw Bay #36, the Michigan Championship Series was started.

With no yearbook being printed in 1954, the 1955 yearbook combined the two years.

1956

Spinnakers will not be required to display their sail numbers only on one side. Fore and aft hiking straps and a tiller extension (maximum length 15") were passed for the 1957 season.

The Atlantic Coast Championship this year grew to 59 starters.

1957

The class continued to grow slowly. A minimum dimension of 7/8" was put on rudder thickness and was the only class rule change. Fleet #24, Tampa, FL, held the first annual mid-winter championship series in March. Northern skippers unable to get their snow-bound boats to Tampa, brought their own sails and were loaned boats from the host fleet. Michael Mainella of Narragansett Bay, RI, using his #510 sails won the event. Second was Nancy Blair of Edgartown, MA, and third was Bill Mossgrove of Saginaw Bay, MI. Fleet #2, W.L.I.S., grew to be the nation's largest fleet with 62 boats.

Gus Martin was voted honorary life membership at the annual meeting.

1958

This year, for the first time, the Atlantic Coast Champion will be awarded a silver chevron and have automatic entrance to the International Championships not charged against his home fleet. The delay in awarding the automatic qualifying was that Districts III and IV felt that this was an extra boat that the east coast could send to the nationals. The M-1 form was introduced at the International Championships for the first time.

The class' fifth perpetual trophy, the Lawrence Conover Memorial Trophy, was presented to the winner of the first race.

1959

Again this year, with keen competition, skippers were looking for even a small advantage. Rules were not being broken, but it was becoming necessary to define them in more detail. Sails were being made stretching all the tolerances, forcing the new rule on mast bands to go into effect for the 1960 season.

At the annual meeting in August, Edward Fay, Jr. was voted honorary lifetime membership.

1960

A window in the main and jib were allowed this year for the first time. Everyone now wondered how they got along without them.

At the annual meeting, J.L. Myers was voted honorary lifetime membership, and a resolution later passed by the class membership allowed for internal halyards for 1961.

1961

Continued problems with sailmakers using part of the 4" stretch allowance on jibs to make them bigger brought about a rule change reducing the stretch allowance to 1". Resolutions passed by the class for the 1962 season were: dues raised from \$5.00 to \$8.00, and no more than two spinnakers were allowed to be carried on a boat at any sanctioned regatta.

1962

The body of the Governing Committee was changed to include the Technical Committee Chairman and Publicity Director. At the annual meeting, two resolutions passed subject to class vote. (1) That a 900 lb. minimum weight be established, and (2) that the host fleet for the

national regatta be allowed five boats plus one for each six or part of on the remaining boats in the fleet. It was designed to be an incentive to get fleets to bid on the now enormous task of hosting a national regatta.

At the awards banquet three new trophies; 3rd, 4th, and 5th overall were presented; third place being the Alexander Lamport Memorial.

1963

The year 1963 was the largest one-year new boat registration since the late 1940's. Resolutions voted in at the 1962 annual meeting were passed and accepted for the 1963 season. The spinnaker tube was used at the local fleet level and by year's end, voted legal for 1964. At the annual meeting, Lon Price was voted honorary status.

Two new trophies were presented at the awards banquet. The Corinthian Trophy, now retired, was replaced by the San Francisco Bay Perpetual Trophy. The Lani Trophy, honoring Al Frost, Jr., was presented to the winner of the fourth race.

1964

President Don McClave, in his message to the class, points out a strong need for the class to look into a possibility of aluminum masts. Almost every boat sailing in the nationals had a spinnaker tube with some boats already rigged with the continuous spinnaker halyard.

At the annual meeting held at the New Bedford Yacht Club during the nationals, it was resolved that the governing committee investigate the feasibility, cost, desirability, and practicality of (1) fiberglass construction of 110s, (2) the use of a trapeze, and (3) the use of aluminum masts and booms. This report

to be ready for consideration at next year's annual meeting. Beginning with this annual meeting, a 2nd Vice-President was added to the National Class Officers roster.

1965

With a stronger racing group controlling the class, it was voted to remove the restriction on the length of the tiller extension, allow a main halyard lock on the top of the mast, and legalize the use of a traveler.

For the first time, the International Championships being hosted by the Sheridan Shores Yacht Club and the Wilmette fleet will be dry-sailed. Flaired keels showed up at the Nationals, and some boats had removed the bridgedeck and installed consoles or barney posts.

At the 1965 annual meeting, Albert Peloquin was voted honorary status. A throw-out race starting next year was voted down. The stronger racing group again controlled the annual meeting and passed, subject to class vote, the following resolutions:

1. Main and jib halyard locks with location optional be allowed on the mast.
2. Splash boards be given a minimum dimension and be included on the M-1 form.
3. That a paragraph governing the Atlantic Coast Championships be added to the handbook, and a silver chevron be given to the champion.
4. Backstays will now be optional.
5. The mast step cup location be reduced from a maximum 9" to 6" back from the coaming.
6. A tune-up, and,
7. A sixth race be added for the 1966 Nationals.

1966

Because of the need to keep the membership better and more promptly informed, a quarterly publication called BRIDGEDECK came into existence. The first issue, winter (January) 1966, informed the class of the proposed resolutions voted on at the 1965 annual meeting, and asked the question whether to authorize Schock to proceed with the building of fiberglass boats. The spring (April) 1966 issue would have all comments and letters sent in by class members and a ballot for voting. Because the summer (July) issue of BRIDGEDECK would be published too late for most skippers to make the changes for that season, a special newsletter was mailed. All proposals except for #7 passed. The vote authorizing Schock to proceed was almost unanimous. It was also voted to raise the \$8.00 dues to \$10.00 for 1967. The Schock mold was measured early summer and the prototype boat was sailed in August. A new era had arrived.

The only new gimmick showing up at the nationals was Bob Peck's boat rigged with under-the-deck spinnaker leads.

At the 1966 annual meeting, money was appropriated for buying a scale. Mary Hogan, Bill Mossgrove, Jean Malthanen, and William Shult were voted honorary status. It was also discussed that the one new resolution allowing all class officers entrance to the nationals not charged against their home fleet be published in the fall (October) BRIDGEDECK. The winter (January) 1967 issue would have the pro's and con's letters and ballot. The spring (April) 1967 BRIDGEDECK would have the results in time for the 1967 season. The BRIDGEDECK was now the perfect way for class communications to reach everybody in the membership.

The yearbook was printed this year, but beginning in 1967, only the BRIDGEDECK would be printed.

1967

The aluminum Proctor mast was to arrive in San Diego in March. Jean Malthaner would rig it, sail it in San Diego, and then ship it to San Francisco. From there it was to be tested in Chicago, New York, at the Atlantic Championships and back to San Diego for the nationals and discussion at the annual meeting. The mast arrived December 10th, thus making the testing delayed until next year.

By the end of summer, barber haulers were showing up. (Did you know that barber haulers were originated by a pair of west coast Lightning sailors, the Barber brothers?)

At the awards banquet, the Albert P. Peloquin Trophy was presented for the first time.

1968

Effective January 1, 1968, all new sails must have a royalty patch sewn on by the sailmaker. The \$2.00 per patch fee was to go into the National Treasury.

Jib roller furling was installed on many of the boats showing up for the Nationals in Narragansett Bay. For the first time, the championship series was scored on the low point system. Up to now, the high point system was used. At the annual meeting, four resolutions passed (now subject to class vote):

1. Use of a trapeze be permitted.
2. No more than two suits of sails be allowed to be measured in at the nationals.
3. A sixth race be added, now allowing for a throwout.
4. The Olympic Course be permitted.

Thomas Roddy, an avid promoter of the 110, was voted honorary status.

1969

The four resolutions proposed at the 1968 annual meeting were now legal for 1969. Another resolution allowing all past national champions to go to the nationals not charged as an entrant from their home fleet also passed.

In February, Bob Peck's mold was measured and accepted. The class now had a west coast and east coast glass boat builder. Bob's company, Sail Fast, had used a proven fast hull, #385, for their mold. During the summer, boat #714 was sailed with satisfying results. By early fall, Sail Fast was in production.

Because stretching the tolerances on keel and rudder lateral area was becoming excessive, the maximum lateral dimensions were published in the BRIDGEDECK and would be enforced on the M-1 form.

The Elle Trophy (the added race trophy) was now established adding a sixth race to the national championships, thus allowing for a throwout.

A new national class office was created, Governor-at-Large. The past class president would automatically fill this position. The idea being the past class president could be of help to a new group of officers.

Our national champion, Mike Cuddy, was only home in Narragansett, RI from his win in Holland, MI for two weeks when he packed up and went back to Chicago to sail his 110, #510, in Yachting's One-of-a-King Regatta. Crewing for him was another Rhode Island skipper, #112, Andy Craig. They won the keel-boat division, beating the favorite, the Etchell 22.

A very impressive four-page sales brochure promoting the 110 was printed by the class and distributed to any potential buyers.

1970

After a year of testing, and a year of hassle, the Proctor section "B" aluminum mast was now legal. Jean Malthaner was now testing an Ericson aluminum spar, John Koopsman was testing an aluminum section made by Sea Horse. Bob Peck is also looking for an acceptable section.

Passed by class vote and to go into effect for this year's nationals was an addition to our tie-breaking rule. The wording being, who beat who the most.

Jess Mossgrove and Doug MacDonald were voted honorary status at the annual meeting. A rule change allowing the boom to be made of any material beginning in 1971 was submitted to the class for vote. Required flotation was discussed with the intent of having the technical committee look into the hows and whys of it.

1971

With the aluminum boom now legal, and the overall length longer to accommodate outhaul fittings, a painted band around the boom is required to control the maximum length of the foot. Barber haulers after being used for a couple of years, were now officially legal.

At the annual meeting, Bob Peck was voted honorary status and two proposals were to be submitted to the class membership for vote. Adjustable backstays, and starting in 1972, for the next three years, the Nationals would be an open regatta with no need to qualify. It was thought that this would help attendance in the not-so-populated districts. Hull, who was to host the 1972 Nationals, asked that it be delayed for a year, feeling that an open regatta would bring too many boats for them

to accommodate in a first-class manner. Unable to be put to a class vote soon enough, the Governing Board postponed the open regatta for another year.

1972

The class has now legalized an aluminum mast section from two more manufacturers, Alspar and Sea Horse. With three sources, availability is no longer a problem. Passed by class vote, effective in time for the 1972 Nationals, were two proposals: first, all honorary members have entrance to the Nationals regatta not charged as an entrant from their home fleet; and secondly, add to the paragraph in our handbook under tie-breaking, when who beat who the most does not work, use the throwout race, and if still unbreakable, hold a sail-off match race. The attendance (46 boats) at the Nationals in Hull was double from the past few years, a sign that the class was growing stronger again. The Hull Nationals were so successful that they will always be used as a comparison gauge.

1973

New jib and mainsails this year will be allowed two additional windows in each, not to exceed 100 square inches per window. At the annual meeting, three resolutions, later passed by the class, would be in effect beginning in 1974. Flotation would be required. The class now sails under the 720 rule, and the Association's four districts would now be changed to three. At the awards banquet, a new trophy, the Saginaw Bay Fleet #36 Perpetual Trophy, was presented to the winner of the third race. By now having a trophy for each race, the Gold Cup could be sailed when the conditions best suited that type of course.

1974

With skippers being conscientious about underwater foil shapes, new rudders were showing

up on many boats. Maximum and minimum thickness, and the rudder post location were published in BRIDGEDECK with a warning that no illegal rudder would be allowed to be used in a sanctioned regatta. The minimum weight was raised to compensate for the added weight of the now-required flotation.

The Michigan Challenge Cup Trophy was dusted off and a new series, The Triple Crown, was started. The winner was determined by nine races; three at Holland, three at Bay City, and three at Gull Lake. An orange chevron was awarded with the trophy.

1975

With Sail Fast continuing to manufacture fiberglass boats, the class growth continues. Wood boats are gaining in value. A sad lesson learned this year was the shipping of class trophies uninsured. Four trophies were lost during shipment from the east to the west coast.

Mr. Edward O'Neil, Jr., a dedicated 110 promoter from the Boston area, was voted honorary status at the annual meeting held in Seattle, the site of this year's nationals.

1976

With the continued growth, the need for additional aluminum mast sections was filled with the acceptance of the Foc Mast. John Fox produced a tapered Kenyon mast, and Bob Peck was using a Zephyr "D" section on his new boats.

1977

Fleet #16 in Hawaii made a mold from a virgin Schock hull after having it shipped from the States. Their wood hulls were becoming too difficult to maintain and glass was the only way to insure that the fleet would survive.

There were two resolutions passed at the annual meeting, and both were expected to pass by class vote: (1) Air bags could be used for flotation, and (2) Dues would be raised from \$10.00 to \$20.00 in 1978.

Because of the lack of input for the BRIDGEDECK in 1976, it would be discontinued in 1977, and the format of a yearbook and newsletters returned.

1978

Whoever would have thought that a gasoline shortage would affect a sailboat? This year it did. San Diego's Fleet #13 was to be the host for this year's national championship. With most of the boats coming from the east coast, the gas shortage made planning for a cross-country trip a scary adventure. Unable to make firm plans and commitments necessary for a successful championship regatta, Fleet #13 regrettably cancelled the series.

1979

The fortieth anniversary of the 110 could be celebrated in only one way. The birthplace of the 110, Marblehead, would host the 1979 National Championships. Because of Marblehead's busy racing schedule, the Nationals would be a four-day regatta for the first time. Sunday, the tune-up race; with Monday, Tuesday, and Wednesday having two races per day. It was a memorable regatta and everybody went home with a fantastic souvenir program.

1980

This year will be remembered as the year the class replaced its lost national class trophies. Thanks to the generous donation from Fleet #12, New London, Ct, the tune-up, third, and fourth overall were replaced.

Fleet #14, Hull, MA, replaced the Gold Cup, and family and friends of William S. Tripp replaced the fifth overall trophy.

1981

The class continued with the same enthusiasm as the past couple of years with large turnouts for the major regattas.

At the annual meeting held at the Boston Harbor Yacht Club during the week of the nationals, the following proposals passed and would now go before the class for vote:

1. The use of mylar be allowed in the construction of sails.
2. A fore and aft bulkhead at the cockpit ends would allow the use of only half the required positive flotation.
3. Wooden boats could be built without the use of fasteners.
4. Under sail regulations, remove the paragraph allowing for stretch allowance on the jib.

At the awards banquet, a trophy purchased by the class to replace the Saginaw Bay Fleet #36 Perpetual Trophy, lost in 1975, was presented to the winner of the third race. With this new trophy, the C. Raymond Hunt Memorial Trophy, the class has replaced every lost trophy.

After not printing a yearbook in 1979 and 1980, a small yearbook was printed.

The use of Mylar sail material was voted down at the annual meeting and would not go to class vote.

1982

The resolution allowing mylar sails was voted down, but the other three resolutions passed and were now in effect. Also voted in, effective January 1, 1983, new sails showing

up at a sanctioned regatta that do not have the royalty patch sewn on by the sailmaker will be stamped by the class. This will solve the problem the class has had with royalty patches over the years.

1983

With the Nationals being held on the east coast where the majority of boats are registered, fierce competition meant that many rules had to be broken down to a fine line interpretation. Hull Fleet #14 had a large and very successful nationals. At the annual meeting, Ray Hunt and Herb Dreher were voted honorary membership. Presented for the first time at the awards banquet was the Herb Dreher Sportsman of the Year award. The class also dedicated the third race perpetual trophy as the C. Raymond Hunt Memorial Trophy.

The following rule changes were voted in by the class membership:

1. Mast pushers and pullers are allowed, but no portion of the device may extend more than three inches above the deck level.
2. The width of the keel web may not exceed 1 1/2". The width of the keel bulb may not exceed 3 1/2".
3. The deadline for dues payment shall be July 1 of each year. Dues postmarked or hand-delivered after that date will be \$25.00 .

1984

The year was one of small growth. There was a great article about the 110 written. It was in #25 Spring 1984 Nautical Quarterly. The article had great pictures and generated a good number of phone calls to the class officers. At the annual meeting in Bay City, it was voted to name the national perpetual trophy for third place overall as the Albert P. Peloquin Trophy to honor Al for his thirty

years in the class with many of them as a Class Officer. The two proposals for proper starting and corresponding sail numbers were both passed.

1985

The February 1985 issue of Yacht Racing and Cruising had a great article on the 110. The New England Championship was separated from the hustle and rush of Marblehead Race Week and sailed by itself on a weekend. The number of participants more than doubled over past years. With no 12-meters sailing in Newport, RI this year, the 110 class filled the void nicely by having a very successful Nationals there, hosted by Fleet #54.

A ruling from the Technical Committee allows stringers to be added fore and aft between existing bottom frames. This egg-crate effect will keep your old bottom or new bottom from getting a wave effect between the frames. The ruling was based on the fact that you are adding something to your hull and not altering the original structure.

The Technical Committee put some minimum dimensions on keel bulbs to ensure that there would be no undersize keels.

After 15 years, the fall regatta sailed on Lake Quannapowitt in Wakefield, MA, finally got a perpetual trophy and an official name, The Chaos Cup. On this lake you can sail close-hauled with the jib on port and the main on starboard. You sit there becalmed while boats pass you on your port and starboard only 20 feet away! It's affectionately considered as the fun regatta bringing to a close another season of sailing. The New England weather at this time of year will let you sail in anything from short pants and a t-shirt to wool hats and gloves, from a drifter to snow squalls. Everybody should experience the Chaos Cup.

1986

Proposed at the 1985 annual meeting and voted legal in January of 1986, mylar sails started showing up at the spring regattas. The sails did not make winners. Each sail performed well in only the wind it was cut for, but without being able to change the shape with a Cunningham or outhaul, they failed to perform up to expectations. By the end of the summer mylar sails were no longer being used.

A new tune-up race trophy was presented at the national championship awards banquet. The trophy is named after Edward J. O'Neil, Jr..

A revised 110 Handbook was printed with all the new rule changes incorporated into it.

1987

Because USYRU now has a fair starting rule, the rule for fair starting (Article #9, rule 2A) in our Handbook was repealed by class vote. Bob Peck, owner of Sail Fast, started building another hull mold hoping to start up his glass boat building program again.

At the annual meeting, it was agreed to put the question of using 9mm plywood on 110 hulls to class vote.

1988

The use of 9mm plywood on 110 hulls is now legal. Rick Kraai, #266, has taken on the task of having a glass boat built by a local Holland, MI, boatyard. If everything goes satisfactorily, he will market the boat. The annual meeting was one of the most vocal in years with many proposals going to class vote.

1989

It was appropriate that the national championship be held on the same waters that the 110 first appeared, Marblehead, MA. One of

the week's evening functions was a 110 class reunion. The turnout was great, with class champions from the 40's, 50's and 60's; past skippers, crews and friends in attendance. The 110 class was a welcomed addition to Marblehead Race Week's 100th anniversary.

four proposals passed class vote:

1. to create the position of class historian;
2. a simple means of measuring the genoa jib;
3. reword the section on the crossbeam in the 110 Handbook; and,
4. raise class dues from \$20.00 to \$30.00 .

Past Officers of the Class

PRESIDENT:

1940-41	Horace Sould	Marblehead
1941-46	Jean Meseritz	Detroit
1946-48	Harry Herbert	W.L.I.S.
1948-49	Richard H. Lough	San Diego
1949-50	Edward C. Pay, Jr.	Ocean City
1950-52	Lon Price	Richmond
1952-53	R. Jack LePort	Ocean City
1953-54	Steve P. Chadwick, Jr.	Seattle
1954-56	H.T. Martin	Montrose Harbor
1956-57	Robert Klein	Richmond
1957-58	D.F. MacNaught	Hingham
1958-59	Dr. Robert H. West	Wilmette
1959-61	Francis E. Charles	Hull
1961-62	Albert A. Prost, Jr.	San Diego
1962-63	Burdette H. O'Connor	E.L.I.S.
1963-64	Donald McClave	Lake Massabesic
1964-66	Jean Malthaner	San Diego
1966-67	William Owens, Jr.	Marblehead
1967-68	Alan R. Johnston	Wilmette
1968-69	Robert Peck	Narragansett
1969-71	Jack Wallace	Gull Lake
1971-73	Douglas MacDonald	San Francisco
1973-75	Herbert A. Dreher	Hull
1975-77	Albert P. Peloquin	Saginaw
1977-78	Clifford Burton	San Diego
1978-79	Paul Holleran	Boston
1979-81	Herbert A. Dreher	Boston
1981-83	Willis Vander Berg	Macatawa
1983-84	Richard Kilfoyle	Hull
1984-86	Rick Kraai	Macatawa
1986-87	Albert P. Peloquin	Bay City
1987-89	Linda Epstein	Hull
1989-	Jack Slattery	Marblehead

1st VICE-PRESIDENT:

1940-46	Willard Emery	Marblehead
1946-47	Dana Jones	Los Angeles
1947-48	Richard Lough	San Diego
1948-49	Edward C. Fay, Jr.	Ocean City
1949-50	Lon Price	San Francisco
1950-51	Richard Partridge	Hull
1951-52	J. Jack LePort	Ocean City
1952-53	Steve F. Chadwick, Jr.	Seattle
1954-56	Robert Klein	Richmond
1956-57	William A. Stone	Gull Lake
1957-58	Dr. Robert H. West	Wilmette
1958-59	Francis E. Charles	Hull
1959-60	Robert Mann	Coronado
1960-61	Albert A. Frost, Jr.	San Diego
1961-62	Burdett H. O'Connor	E.L.I.S.
1962-63	Donald McClave	Indian Harbor
1963-64	Jean Malthaner	San Diego
1964-66	William W. Owens, Jr.	Marblehead
1966-67	Alan R. Johnston	Wilmette
1967-68	Robert Peck	Narragansett
1968-69	J. Terry Ryan	San Francisco
1969-72	Robert Doepker	Saginaw
1972-74	William Mueller	Eastchester
1974-76	John Koopman	Marblehead
1976-77	Clifford Burton	San Diego
1977-78	Paul Holleran	Boston
1978-80	Ann Charles	Hull
1980-81	William Higgins	Boston
1981-85	Jack Driscoll	Boston
1985-86	Chris Henry, Jr.	Detroit
1986-87	Brad White	Marblehead
1987-	Fran Charles, Jr.	Hull

2nd VICE-PRESIDENT:

1964-66	Mary Hogan	Marblehead
1966-67	Robert Peck	Narragansett
1967-68	J. Terry Ryan	San Diego
1968-69	Jack Wallace	Gull Lake
1969-70	William Durgin	Narragansett
1970-71	Jane Moffatt	San Francisco
1971-72	William Mueller	Eastchester
1972-73	Michael Bilafer	San Francisco
1973-75	Alan Huntsman	Ocean City
1975-76	Clifford Burton	San Diego
1976-77	Paul Holleran	Boston
1977-78	Ann Charles	Hull
1978-79	John Donnelly	Macatawa
1979-80	Jack Driscoll	Boston
1980-81	Willis Vander Berg	Macatawa
1981-83	Martin Billett	Narragansett
1983-84	Rick Kraai	Macatawa
1984-85	Chris Henry, Jr.	Detroit
1985-86	Linda Epstein	Hull
1986-87	Fran Charles, Jr.	Hull
1987-89	Jack Slattery	Marblehead
1989-	Joe Berkley	Hull

TECHNICAL COMMITTEE CHAIRMAN:

1948-59	H.T. Martin	Montrose Harbor
1959-63	Dan Sanborn	
1963-65	Lon Price	
1965-71	Douglas MacDonald	San Francisco
1971-75	John Koopman	Marblehead
1975-76	David Ashton	
1976-77	Jack Slattery	Hull
1977-78	Platt Johnson	Edgartown
1978-79	Jack Slattery	Hull
1979-83	Richard Kilfoyle	Hull
1983-84	Jeff Adam	
1984-89	Willis Vander Berg	Macatawa
1989-	Russell Robinson	Kingham

SECRETARY/TREASURER:

1940-41 Willard Emery Harblehead
 1941-49 Martin L. Cassell, Jr. Wilmette

SECRETARY:

1949-50 James K. Tyson Wilmette
 1950-53 William Boyd Seattle
 1953-54 Richard O. Gilbert Seattle
 1954-57 D.P. MacNaught Hingham
 1957-67 Albert P. Peloquin Saginaw

TREASURER:

1949-50 Richard W. Partridge Hull
 1950-52 Melvin E. Guthrie Montrose Harbor
 1952-53 H.T. Martin Montrose Harbor
 1953-54 Frank Felton Ocean City
 1954-57 Jess Mossgrove Saginaw
 1957-67 William Mossgrove Mullett Lake

SECRETARY/TREASURER:

1967-75 Albert P. Peloquin Saginaw
 1975-77 Thomas Nolan Quannapowitt
 1977-80 Chris Henry, Jr. Detroit
 1980-83 Albert P. Peloquin Saginaw
 1983-84 Liz Murphy Hingham
 1984-85 Jeff Adam Newport
 1985-87 Linda Epstein Hull
 1987- James Stone Macatawa

PUBLICITY DIRECTOR:

1947-51 Mrs. Florence Van Wyck
 1951-55 Mrs. Robert Klein
 1955-60 Mrs. Nora Beamish
 1960-62 J. Terry Ryan
 1962-64 Albert A. Frost, Jr.
 1964-65 Mrs. Donald McClave
 1965-68 Thomas D. Roddy
 1968-69 T. Jefferson Straub III
 Douglas MacDonald
 1969-70 Douglas MacDonald
 William Webb
 1970-74 William Webb
 1974-77 Peter Hallock
 1977-79 Rick Kraai
 1979-81 Jack Driscoll
 1981-89 Herbert A. Dreher
 1989- Bob Adam

YEARBOOK EDITOR:

1948-49 Mrs. Florence Van Wyck
 1950-60 Edward C. Fay, Jr.
 (none printed in 1954)
 1961 Francis E. Charles
 1962 Donald R. McClave
 1963 William S. Phillips II
 1964 Theodore D. Wark
 1965 Roy Kraus
 1966 Thomas D. Roddy
 1977 Peter Hallock
 1978 Rick Kraai
 1981-84 Herbert A. Dreher
 1989- Herbert A. Dreher

CLASS HISTORIAN:

1989- Herbert A. Dreher

110 Fleets

Chartered	Fleet #	Location
1940	#1	Marblehead, MA
1940	2	W.L.I.S., Larchmont, NY
1940	3	Detroit, MI
1940	4	Wilmette Harbor, IL
1941	5	M.I.T., Cambridge, MA
1941	6	Gull Lake, MI
1941	7	Macatawa Bay, Holland, MI
1941	8	Los Angeles, CA
1941	9	Cohasset, MA
1941	10	Ocean City, NJ
1941	11	Sue Island, Baltimore, MD
1941	12	E.L.I.S., New London, CT
1941	13	San Diego, CA
1941	14	Hull Bay, Hull, MA
1941	15	Lake Onondaga, Syracuse, NY
1941	16	Kaneohe, Hawaiian Islands
1941	17	Boston Bay, Boston, MA
1941	18	S.F. Bay, San Francisco, CA
1941	19	Lake Washington, Seattle, WA
1947	20	Chapoquoit, W. Palmouth, MA
1947	21	Beverly, MA
1947	22	Manchester Y.C., Manchester, MA
1947	23	Narragansett Bay, RI
1947	24	Tampa Bay, FL
1948	25	Newport Harbor, CA
1949	26	Richmond, CA
1950	27	Mallets Bay, Lake Champlain, Burlington, VT
1950	28	Montrose Harbor, Chicago, IL
1951	29	Hingham, MA
1951	30	Coronado, CA
1951	31	Monroe Boat Club, Monroe, MI
1952	32	Central Valley, CA
1953	33	Mission Bay, LaJolla, CA
1954	34	Edgartown Y.C., Martha's Vineyard, MA
1954	35	Lake Massabesic, Manchester, NH
1954	36	Saginaw Bay, Bay City, MI

Chartered	Fleet #	Location
1955	#37	Indian Harbor Y.C., Greenwich, CT
1955	38	Beverly Y.C., Marion, MA
1956	39	New Bedford Y.C., S. Dartmouth, MA
1957	40	Massapoag Lake, Sharon, MA
1957	41	Scituate Harbor Y.C., Scituate, MA
1958	42	Mullett Lake, Topinabee, MI
1959	43	Eastchester Bay, City Island, NY
1959	44	Lake Quannapowitt, Wakefield, MA
1959	45	Manila Bay, Philippines
1959	46	Alexander Lake, Dayville, CT
1965	47	Northport Bay, Long Island Sound, NY
1966	48	Burnham Park Harbor, Chicago, IL
1966	49	Gloucester, MA
1967	50	Chattanooga, TN
1967	51	Washington, DC
1971	52	Quincy Bay, Quincy, MA
1974	53	Wessagussett, Weymouth, MA
1985	54	Newport, RI

Who and When

George Lawley & Sons	Boston, MA
Cape Cod Shipbuilders	Cape Cod, MA
Hagerty Company	Cohasset, MA
Jesiek Bros.	Holland, MA
Corinthian Company	Long Beach, CA
Driscoll Bros.	California
Graves Yacht Yard	Marblehead, MA
Pleasure Craft Marine	Tacoma, WA
Phillipines Fleet Indust.	Phillipines
Medina Yacht Yard	England
Perkins Boat & Mfg. Co.	California
W. Richardson & Co., Ltd.	England
Easem Boat Works	California
W.D. Schock Company	California
Sail Fast	Rhode Island

Boat #	Builder	Year
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Boat #	Builder	Year
#1-133	George Lawley & Sons	1939-1941
134-175	George Lawley & Sons	1945
176-200	Not issued	
201-206	George Lawley & Sons	1945
207	Cape Cod Shipbuilders	1945
208-209	George Lawley & Sons	1945
210-299	Hagerty Company	1946
300-325	Jesiek Bros.	1946
326-375	Corinthian Company	1946
376-405	Hagerty Company	1947
406-425	Hagerty Company	1947
426-433	Corinthian Company	1947
434	Driscoll Bros.	1947
435-445	Corinthian Company	1947
446	Driscoll Bros.	1947
447-450	Corinthian Company	1947
451	Driscoll Bros.	1947
452-456	Corinthian Company	1947
457-504	Hagerty Company	1947
505-515	Hagerty Company	1949
516-525	Hagerty Company	1950-1951
526-529	Hagerty Company	1952
530	Graves Yacht Yard	1953
531-534	Pleasure Craft Marine	1954
535	First home built	1954
536-538	Graves Yacht Yard	1954
539	Home built from Graves kit	1954
540-550	Graves Yacht Yard	1954
551-554	Phillipines Fleet Industries	1954
555	Home built	1954
556-564	Graves Yacht Yard	1955
565	Home built from Graves kit	1955
566-576	Graves Yacht Yard	1955

Boat #	Builder	Year
#577-584	Phillipines Fleet Industries	1955
585	Home built from Graves kit	1955
586-588	Graves Yacht Yard	1955
589-590	Home built from Graves kit	1955
591-593	Graves Yacht Yard	1955
594-596	Graves Yacht Yard	1956
597-598	Home built from Graves kit	1956
599	Phillipines Fleet Industries	1956
600	Home built from Graves kit	1956
601	Home built	1956
602-613	Graves Yacht Yard	1956
614-618	Graves Yacht Yard	1957
619-620	Medina Yacht Yard	1957
621	Home built	1957
622-623	Graves Yacht Yard	1958
624-625	Jesiek Bros.	1958
626-632	Graves Yacht Yard	1958
633	Pleasure Craft Marine	1959
634	Graves Yacht Yard	1959
635-636	Jesiek Bros.	1959
637	Graves Yacht Yard	1959

Boat #	Builder	Year
#638	Phillipines Fleet Industries	1959
639	Graves Yacht Yard	1959
640	Jesiek Bros.	1960
641-642	Home built	1960
643-646	Graves Yacht Yard	1960
647-649	Graves Yacht Yard	1961
650	Jesiek Bros.	1961
651	Graves Yacht Yard	1961
652	Home built	1961
653	Home built from Graves kit	1961
654	Pleasure Craft Marine	1961
655	Home built from Graves kit	1961
656	Home built	1961
657	Home built	1962
658	Graves Yacht Yard	1962
659	Home Built	1962
660	Graves Yacht Yard	1962
661	Graves Yacht Yard	1963
662	Home built	1963
663	Home built from Graves kit	1963
664	Home built	1963

Boat #	Builder	Year
#665	Jesiek Bros.	1963
666	Home built	1963
667-672	Graves Yacht Yard	1963
673-675	Home built	1963
676-677	Graves Yacht Yard	1963
678	Home built	1964
679	Perkins Boat & Mfg. Co.	1964
680	W. Richardson & Co., Ltd.	1964
681	Home built	1964
682	Graves Yacht Yard	1965
683	Easem Boat Works	1965
684	Perkins Boat & Mfg. Co.	1965
685-692	W.D. Schock Company	1967
693-700	W.D. Schock Company	1968
701	Easem Boat Works	1968
702-704	Home built	1968
705	Jesiek Bros.-built in 60's, sold in	1973
706	Home built	1968
707	W.D. Schock Company	1968
708	Home built	1968
709-710	W.D. Schock Company	1968

Boat #	Builder	Year
#711-713	Home built	1969
714-715	Sail Fast	1969
716	Home built	1970
717-720	Sail Fast	1970
721	Home built	1970
722	Home built from Graves hull- stored since 1960's	
723-724	Sail Fast	
725	Home built	
726	Sail Fast	1974
727	Home built	1974
728-730	Sail Fast	1974
731	Jesiek Bros. - stored since 1960's, sold in 1974	
732	W.D. Schock Co. - built hull only, stored since late 1960's. Used to make Hawaiian mold in 1974 and then completed and registered in 1975.	
733-741	Sail Fast	1975-1976
742	Sail Fast	1989

Past Host Fleets of the
International Championships

Year	Location	Fleet
1941	Grosse Point Y.C. Lake St. Clair, MI	#3 Detroit
1942	Corinthian Y.C. Marblehead, MA	#1 Marblehead
1943-45	No Championships because of war	
1946	Larchmont Y.C. Larchmont, NY	#2 W.L.I.S.
1947	Eastern Y.C. Marblehead, MA	#5 M.I.T.
1948	Sheridan Shores Y.C. Lake Michigan	#4 Wilmette
1949	American Y.C. Rye, NY	#2 W.L.I.S.
1950	Richmond Y.C. S.F. Bay, CA	#26 Richmond
1951	Sue Island Y.C. Baltimore, MD	#11 Sue Island
1952	Gull Lake Y.C. Gull Lake, MI	#6 Gull Lake
1953	San Diego Y.C. San Diego, CA	#13 San Diego
1954	Richmond Y.C. S.F. Bay, CA	#18 San Francisco
1955	Ocean City Y.C. Ocean City, NJ	#10 Ocean City

Year	Location	Fleet
1956	Hingham Y.C. Hingham Bay, MA	#29 and #14 Hingham and Hull
1957	Sheridan Shores Y.C. Lake Michigan	#4 Wilmette
1958	Larchmont Y.C. Larchmont, NY	#2 W.L.I.S.
1959	San Diego Y.C. San Diego, CA	#13 San Diego
1960	Corinthian Y.C. Marblehead, MA	#1 Marblehead
1961	Bay City Y.C. Saginaw Bay, MI	#36 Saginaw Bay
1962	Indian Harbor Y.C. Greenwich, CT	#37 Indian Harbor
1963	Corinthian Y.C. S.P. Bay, CA	#18 and #26 San Francisco
1964	New Bedford Y.C. S. Dartmouth, MA	#39 New Bedford
1965	Sheridan Shores Y.C. Lake Michigan	#4 Wilmette
1966	Northport Y.C. Northport Bay, NY	#47 Northport
1967	San Diego Y.C. San Diego, CA	#13 San Diego
1968	Bristol Y.C. Narragansett Bay, RI	#23 Narragansett Bay, RI
1969	Macatawa Bay Y.C. Holland, MI	#7 Macatawa Bay

Year	Location	Fleet	Year	Location	Fleet
1970	City Island Y.C. and Morris Y.C., Eastchester Bay, NY	#43 Eastchester Bay	1984	Bay City Y.C. Saginaw Bay, MI	#36 Saginaw Bay
1971	Richmond Y.C. S.F. Bay, CA	#18 San Francisco	1985	Fort Adams Sailing Assoc. Newport, RI	#54 Newport, RI
1972	Hull Y.C. Hull Bay, MA	#14 Hull Bay	1986	Falmouth Y.C. Falmouth, MA	combined fleet District I
1973	Bay City Y.C. Saginaw Bay, MI	#36 Saginaw Bay	1987	Macatawa Bay Y.C. Holland, MI	#7 Macatawa Bay
1974	Ocean City Y.C. Ocean City, NJ	#10 Ocean City	1988	Hingham Y.C. and Hull Y.C.	#29 Hingham #14 Hull
1975	Corinthian Y.C. and Seattle Y.C., Seattle, WA	#19 Lake Washington	1989	Corinthian Y.C. Marblehead, MA	#1 Marblehead
1976	Edgartown Y.C. Martha's Vineyard, MA	#34 Edgartown			
1977	Macatawa Bay Y.C. Holland, MI	#7 Macatawa Bay			
1978	None held				
1979	Fleet Y.C. Marblehead, MA	#1 Marblehead			
1980	Bay City Y.C. Saginaw Bay, MI	#36 Saginaw Bay			
1981	Boston Harbor Y.C. Boston, MA	#17 Boston Bay			
1982	Macatawa Bay Y.C. Holland, MI	#7 Macatawa Bay			
1983	Hull Y.C. Hull, MA	#14 Hull Bay			

How our newsletters changed appearance over the years



INTERNATIONAL IIO CLASS
YACHT RACING ASSOCIATION
NEWSLETTER.....October, 1954

Secretary: D. F. MacNaught
733 Main Street,
Bingham, Mass.

CHADWICK'S "WILD FLAG" WINS '54 INTERNATIONALS



THE INTERNATIONAL IIO CLASS
YACHT RACING ASSOCIATION
NEWSLETTER

POB New York

475 Broadway St., Yonkers, Calif.

Vol. 1 No. 1

VOL III NO 1 - Editor: Nora Beamish, 417 Webster Avenue, New Rochelle, New York

INTERNATIONAL IIO CLASS Y.R.A.



NOVEMBER 1956
NEWSLETTER

MARSHALL MAC NAUGHTY
BYM CLERMONT

INTERNATIONAL IIO CLASS



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NEWSLETTER
FEBRUARY 1957

VOL II NO 2

INTERNATIONAL IIO CLASS
YACHT RACING ASSOCIATION

NEWSLETTER

INTERNATIONALS
POSTPONED ONE WEEK
AUGUST 15-22

JUNE 1959

VOL III NO 7

INTERNATIONAL IIO CLASS
YACHT RACING ASSOCIATION

NEWSLETTER

JANUARY 1959

VOL III NO 9

INTERNATIONAL IIO CLASS
YACHT RACING
ASSOCIATION

NEWSLETTER

FEBRUARY 1961

FROST WINS SAN DIEGO INTERNATIONALS

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THE INTERNATIONAL 110 CLASS
YACHT RACING ASSOCIATION

NEWSLETTER 1961

THE INTERNATIONAL 110 CLASS
YACHT RACING ASSOCIATION



Vol. V

March 1963

110 SECOND IN ONE-OF-A-KIND

Despite a DSEF and a four-minute late start the International 110 entry in YACHTING's One-of-a-Kind race turned in one of the most sensational performances of the regatta by taking second behind the Star Class entrant.

Out
of
the

BRIDGE-DECK



Official quarterly publication of the International 110 Class Yacht Racing Association
America's Second Largest Keelboat Racing Class

Spring '66

BRIDGE-DECK

Official Publication of the 110 Class

FALL 1970

OUT OF THE

BRIDGE-DECK

OFFICIAL PUBLICATION OF THE 110 CLASS

Fall 1971

BRIDGE-DECK

OFFICIAL PUBLICATION OF THE 110 CLASS

SUMMER 1975



THE INTERNATIONAL 110 CLASS
YACHT RACING ASSOCIATION

Planning Times-Quarterly Newsletter

Publisher & Editor: Chris Honey (313 & 747)

Assistant: Ken Anderson

Fall 1979

Honorary Members

Probably most of our present members do not realize that we have a roster of lifetime members. See the handbook for the regulations concerning honorary membership.

During the existence of the Class, we have voted in 21 honorary members. I would like to present the roster of such members with all the information that I can find about them. In alphabetical order they are:

MARTIN L. CASSELL

Voted honorary membership at annual meeting in 1948. Sailed #33 Danio and #1111 Petrel. Was class member from 1940 to 1949, and Class Secretary-Treasurer 1941-49. He sailed with Fleet #4, Wilmette, IL. Present address is Barrington, IL.

HERBERT A. DREHER

Voted honorary membership by the governing committee during the week of the Nationals in Hull, MA in 1983. Sailed #98, Other Woman, with Hull Fleet #14 until 1980, and is presently sailing #734, Other Woman, with Boston Fleet #17. Was District I Governor 1972, Class President 1973-75, and 1979-81. Publicity and Yearbook Director 1981-1984. This year finds Herb the Yearbook Editor and Class Historian. In 1983, a new national perpetual trophy was presented ... The Herb Dreher Sportsman of the Year Award. Present address is Natick, MA.

WILLARD EMERY

Voted honorary membership at the annual meeting in 1948. Sailed boat #15, Slip. Class Secretary-treasurer 1940-41. Class Vice-President 1941-46. He sailed with Fleet #1, Marblehead, MA. Present status unknown.

EDWARD C. FAY, JR.

Voted honorary membership at the annual meeting in 1960. Sailed boat #265, Prelude. Class President 1949-50. Yearbook Editor from 1950-60. He sailed with Fleet #10, Ocean City, NJ. Deceased in 1982.

HARRY HERBERT

Voted honorary membership at the annual meeting in 1950. Sailed boat #36, Hurricane and #68, Hobby. Class President 1946-48. Although not a boat owner, he paid dues in 1959, 67, 68, 69, 70, 72, 82 and 1983.

He sailed with Fleet #2, Western Long Island Sound. Present address is New Rochelle, NY.

MARY HOGAN

Voted honorary membership at the annual meeting in 1966. Sailed boat #66. Often called Mother of the Marblehead Fleet #1. Was still sailing a larger boat as of summer of 1982. Present status unknown.

C. RAYMOND HUNT

Voted honorary membership at the annual meeting in 1983. After designing and then campaigning the first 110 in 1939, Ray became an active member of Fleet #1, Marblehead, MA. He was Class Technical Advisor until 1950, but he and his family continued to sail boat #75, Bojo and #108, Penguin, until 1956. Deceased in 1979.

DOUGLAS MACDONALD

Voted honorary membership at annual meeting in 1970. Sailed boat #679, Sorcerer. Member of Wilmette Fleet #4 and then San Francisco #18. Held posts of Class Technical Chairman 1968-70, Class President 1971-72. Doug won the International Championships in Hull Bay in 1972. Present address is Point Richmond, CA.

JEAN MALTHANER

Voted honorary membership at annual meeting 1966. Sailed boat #657, Honeybear. Class President 1964-66. At-large Technical Committee member 1969-71. Sailed with Fleet #13, San Diego. Designed and helped on the production of the first fiberglass boats. Still lives in San Diego.

H.T. MARTIN (Gus)

Voted honorary membership at annual meeting 1957. Sailed boat #301, Sea Puss. Member of Fleet #28, Montrose Harbor, Chicago, IL. Class Treasurer 1953, Class President 1954-55. Gus formulated the plans and building instructions for the home builder. Now living in Osorey, FL.

JESS MOSSGROVE

Voted honorary membership at the annual meeting in 1970. Class Treasurer 1954-57. In 1984, at age 92, Jess was still sailing #132, Tracey Ann, at Mullett Lake, Fleet #42. He continued sailing until 1985. He lived in York, PA in the winter. Jess passed away in 1989.

WILLIAM MOSSGROVE

Voted honorary membership at the annual meeting in 1966. Sailed boat #247, Duchess, with Fleet #36, Bay City and Fleet #42, Mullett Lake. Class Treasurer 1957-66. Deceased in 1974.

J.L. MYERS

Voted honorary membership at the annual meeting in 1961. From 1953-62, he sailed boat #336, Keep Distance, with the San Diego Fleet #13 and #555, Keep Distance, with the

Phillipine Fleet #45. Deceased in 1966.

EDWARD J. O'NEIL, JR.

Voted honorary membership at the annual meeting in 1975. As far as research of the files shows, he never owned at 110, but always aided the class. His children sailed 110s for many years. Ed was chairman for the 1972 Nationals regatta at Hull Bay, MA. Was a member of the race committee at Boston Harbor Nationals in 1981, and Hull Nationals in 1983. Paid national dues during years of 1974, 75, 81, 82 and 1983.

He is presently active with the Boston Bay 110 fleets, and still serves on the Hull Yacht Club Senior Race Committee. Present address is Belmont, MA.

BOB PECK

Voted honorary membership at the annual meeting 1971. Still active in racing with the Narragansett Bay, RI Fleet #23. He owns the famous (infamous) #590 Ascend II. Bob took over the building of fiberglass 110s when Schock defaulted. Has held many class officer positions ... Governor District I 1966, 2nd Vice-President 1967, 1st Vice-President 1968, and President 1969. Present address Rumford, RI.

ALBERT P. PELOQUIN

Voted honorary membership at the annual meeting in 1965. Sails boat #110, Dusty. This boat number has caused Al many problems with the race committees during the years. Al joined the class in 1954. Was Class Secretary from 1957-74 and 1981-83. Class President 1975-76. Sails with Fleet #36, Bay City, MI. Present address is Bay City, MI.

LON PRICE

Voted honorary membership at the annual meeting in 1963. Sailed #343, Shadow, with the San Francisco Fleet #18. Was Class President 1950-52. Lon is presently sailing a large ocean racer. Present address is San Francisco, CA.

THOMAS BODDY

Voted honorary membership at the annual meeting 1968. Sailed boat #549, Dolphin, with the Wilmette Fleet #4, Chicago, IL. Newsletter editor 1966-68 and avid promoter of the class. Present address unknown.

WILLIAM F. SCHULT

Voted honorary membership at the annual meeting 1966. Sailed #444, Flying Wing, with San Diego Fleet #13 from 1951-64. Bill was an aeronautical engineer. Deceased in 1982.

FLORENCE VAN WYCK

Voted honorary membership at the annual meeting 1951. Sailed #129, Lady Jim, with Fleet #2, Western Long Island Sound. She was the Newsletter editor for many years when the class was just beginning. Present address is unknown.

WALTER WOOD

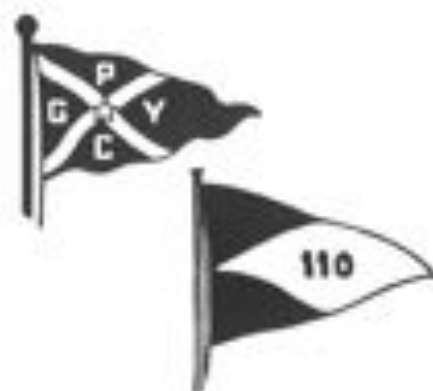
Voted honorary membership at the annual meeting 1948. Sailed #62, Ford, and #135, Morss. Was Class Advisor for many years and started the M.I.T. Fleet #5. Taught sailing at the San Diego Yacht Club in later years. Deceased 1982.

**CONSTITUTION
and BY-LAWS**
with **RULES** and **REGULATIONS**
OF THE
**NATIONAL 110 CLASS
YACHT RACING
ASSOCIATION**



Adopted January 16, 1941

revised U.I. 1, 1946



First National 110 Class Championship

held under the auspices of the

Grosse Pointe Yacht Club

and the

Detroit 110 Association

AUGUST 23rd and 24th, 1941

GROSSE POINTE SHORES

MICHIGAN



THE NATIONAL 110 CLASS YACHT RACING ASSOCIATION

FIRST NATIONAL CHAMPIONSHIPS AND
ANNUAL MEETING, DETROIT, AUGUST,
1941

The First National Championship races of the National 110 Class Yacht Racing Association were held under the auspices of the Grosse Pointe Yacht Club, Detroit, Michigan, on August 23 and 24. George D'Nap, of the Marblehead Fleet, carried the prize by an impressive margin. Second and third places went to W4-West Fresh water fleets, being taken respectively by Martin Caswell, of the Chicago Yacht Club and Jack Weaslie, of the West Fleet. Among those outstanding were such well known sailors as British Consul, nationally known and outstanding snow skipper, who has turned to the 110's and carried the colors of the M.I.T. Fleet.

Five races were sailed in two days on Lake St. Clair in light variable winds. Competition, with three entries from Detroit, three from Marblehead, three from Chicago, and one each from M.I.T., and Western Long Island Sound, was keen. Inter-clubnet was excellent. As winner of the Championship, the Marblehead Fleet will be host in 1942. Tentative dates are set for August 20, 21, and 22, and so many fleets have pledged entries that a record fleet is expected.

The third annual meeting was held on the evening of August 23, at the Grosse Pointe Yacht Club, there being present representatives of the Southern Lake Michigan 110 Association, Detroit 110 Association, Marblehead Fleet, M.I.T. Fleet, and Western Long Island Sound 110 Association.

The following officers were elected for the coming year:

President	Jean F. Weaslie of Detroit
Vice President	Willard Henry of Boston
Secretary-Treasurer	Martin L. Caswell, Jr., of Chicago
Governing Committee	(Raymond West of Dubuque (Walter C. Wood of Cambridge (Harold Strong of Detroit (E. C. Herbert of New Rochelle

A revision of Rule 12 and the rules and specifications regarding the measurement of sails was placed in the hands of the Governing Committee for immediate action.

The 110 Class is showing unparalleled growth and activity. The Class is established in all the major yachting centers and, in fact, in many localities is becoming the dominant class, there being three fleets of over twenty boats. An imposing array of trophies is already established in local, sectional and the National races. Spread your enthusiasm and have more boats racing next year.

If this is incorrectly addressed, notify the Secretary—and, urge the Treasurer to those for who have not paid 1941 dues, "\$1.00, please."

Martin L. Caswell, Jr.,
Secretary-Treasurer
Room 3025 La Salle Street Station
Chicago, Illinois

1941 National Championships
Grosse Pointe Y.C. Aug. 23-24, 1941

#1 George O'Day	#10 Vincenes	Marblehead
2 Martin Cassell, Jr.	#111 Petrel	Wilmette, IL
3 Jean F. Mesritz	#17 Dota	Detroit, MI
4 Gil Pingree	#82 Half Pint	Detroit, MI
5 Britton Chance	#135 Patsy	MIT, Camb. M.
6 Fred Scully, Jr.	#106 Auk	Marblehead
7 Hunt R. Schlagel	#300 Scout	Wilmette, IL
8 Willard Emery	#15 Slip	Marblehead
9 Edgar L. Goelz	#44 Omar	Wilmette, IL
10 T. Young & E. McPhee	#91 Osprey	Detroit, MI
11 H. G. Herbert	#68	W.L.I.S., NY

scored in total high point system

While I was compiling the information on this regatta, a strange thought came to mind. Nowadays east coast 110ers say, "Let's go to the Nationals in Michigan", and we just jump into our cars and drive there. But think about this --- new cars were not as common in 1941 as now. Tow cars used could have been a six-year-old Dodge (1935), a four-year-old Plymouth 1937, a two-year-old Chevrolet (1939). If you were rich maybe you had a big Pontiac or Buick. I can't picture 110ers owning a Packard or Cadillac in 1941. If you towed with a Ford older than 1939, you didn't even have hydraulic brakes. They were mechanical brakes consisting of steel rods running from the brake pedal to the wheels. Nowadays, we leave early in the morning and get there around 10PM., traveling on modern highways. In 1941, with no modern highways, I suspect that they would have allowed two days for traveling. One extra day for breakdowns if you owned a Ford. As a sailor who has traveled to many regattas and with a trouble-free trailer, I salute those east coast 110ers that attended our first Nationals.



Course No. 1—Triangular	9 Nautical Miles
Course No. 2	6 Statute Miles
Course No. 3	3 Statute Miles

ALL COURSES WILL BE MARKED BY ORANGE FLAGS WITH BLACK NUMBERS

Our first National Championship race course circular. The races were held just outside Detroit, MI on Lake St. Clair. (Aug. 22-24, 1941)



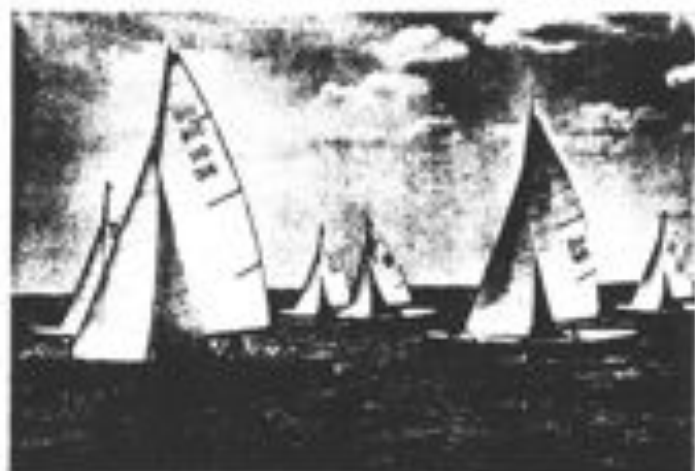
1955 International 110 Championships
Ocean City, NJ

1st. Glit Shields	#249	Iris	W.L.I.S.
Malcolm MacNaught	482	Black Cow	Hingham
Dave Smalley	510	Colleen	W.L.I.S.
Seth Corwin	512	Wow	W.L.I.S.
Francis Charles	291	Jester	Hull
Bill Stuenkel	402	Snowdee	Ocean City
Peter Beamish	65	Ditto	W.L.I.S.
George Brazill	495	Sabre	W.L.I.S.
Ginny Cummins	267	Windy Gin	Ocean City
Bob Klein	349	Ugh	Richmond
Bill Schult	444	Flying Wing	San Diego
Don VanLare	443	Neptune's Needle	Macatawa Bay
John Isbister	233	Spunky	W.L.I.S.
Gordon Rule	445	Pun	Richmond
Dick Holmes	216	Velita	Montrose
Bill Stone	499	Mamu	Gull Lake
Bob Jones	253	Here 'Tis	Hingham
Fat O'Neal	7	Shillelagh	W.L.I.S.
Jack LeFort	274	Fiji	Ocean City
George Wilson	257	Orion	W.L.I.S.
Lee Kellerhouse	334	Sea Shadow	San Diego
Bob Mann	360	Robin Too	Coronado
Dave Preston	501	Presto	Gull Lake
Bob West	479	Westerly	Wilmette
J.L. Myers	555	Keep Distance	Manila

scored in high point system



1961
WORLD
CHAMPIONSHIP
INTERNATIONAL 110 REGATTA



AUGUST 18-25, 1961
Bay City, Michigan

BAY CITY YACHT CLUB
Eaton Township, Michigan
MI 49830

SAGINAW BAY YACHT CLUB
Eatonville, Michigan
TW 23805

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SAGINAW BAY FLEET NO. 36
INTERNATIONAL 110s

All Inquiries To: ROBERT A. WAGER, REGATTA CHAIRMAN . . . MI 48311 or MI 48312 . . . or to Yacht Clubs

1961 International 110 Championships
Bay City, MI

1.	Albert Frost	#364	Lani
2.	Andrew Kostanecki	574	Climax
3.	Morris Landon	442	Lark
4.	Dan Sanborn	372	Tsunanmi
5.	Bob O'Connor	239	Rambler
6.	Mike West	479	Westerly
7.	Fran Charles	291	Jester.
8.	Hank Enos/Don McClave	542	Derboten
9.	Phil Acker	352	Temptress
10.	Bob Peck	590	Ascend II
11.	Dayton Carr	312	Tiki
12.	Bob Monro	495	:
13.	Albert Peloquin	110	Dusty
14.	William O'Connor	4	Hoya
15.	Richard Walsh	396	Sneekus
16.	James Atkins	408	Judy
17.	Bob Maier	522	Ghost III
18.	Stanley Hayes	602	Court-Li
19.	Bob Doepker	494	Sylph
20.	Ricky Prince	243	Vinco
21.	Bill Hodgson	506	Mai Kai
22.	Bill Mossgrove	247	The Dutchess
23.	Jack Mahar	146	Pulver
24.	Willard Reed	142	Folly
25.	Dave Piper	652	Proteus
26.	Jack MacNeil	281	Dug-On
27.	Tim Trump	85	Minx
28.	Adrian Espinosa	389	Tail-Spin

scored in high point system

INTERNATIONAL "110" CLASS CHAMPIONSHIPS

1964



1964 INTERNATIONAL 110 CHAMPIONSHIPS South Dartmouth, MA

1st Dave Curtis	\$496
Bob Peck	590
Bob Munro	495
Don McClave	546
Damon Cummings	667
Rich Allen	214
Norm Cressy	229
Phil & Tom McMann	585
Mike Mainella	510
Bob O'Conner	239
Steve Gladding	665
Al Peloquin	110
Rich Coakley	224
Bob Maier	522
Brian Wertheimer	368
Bill Packer	233
Andy Coutu	53
Bill Owens	405
Bob Doepker	494
Doug MacDonald	679
Dave Daw	245
Bill Schult	444
Paul Lawton	602
Alan Johnston	508
Sue Gustafson	646
Bruce Nourjian	545
James Pascalides	548
Polly Hogan	603
Deb Field	406
Dan Strohmeier	217
Don Slattery	207
Dewey Dubovy	291
Robert Rogers	653
Paul Giusti	463
John King	569
J. Rich Scioto	573
Dave Piper	662
Charles Davis	396
Rick Reinhard	326
Dick Kaseler	550
Sam Wakeman	644
Tony Giuliano	201
Norbert Guba	277
Crawford Reed	129
Adrian Espinosa	389

1st Terry Ryan	#635
Charles Rogers	366
Al Frost	662
Doug MacDonald	679
Bob Peck	590
Jean Malthaner	657
Bill Owens	405
Don Warner	700
Dan Sanborn	372
Alan Johnston	508
Al Peloquin	110
Ted Ward	418
Andrew Craig	112
Richie Allen	214
Ed Moffatt	343
Dick Allen	666
Dave Ward	352
Dwight Shaw	664
Gifford Russell	675
Pat Walker	625
Tom Roddy	549
Jay Vincent	642
Pat Wallace	116
Norris Brock	268
Vlad Kobal	607
Russell Klein	349
Bob Mann	360
Mike Mainella	510
Mike Cuddy	430
Mary Hogan	603

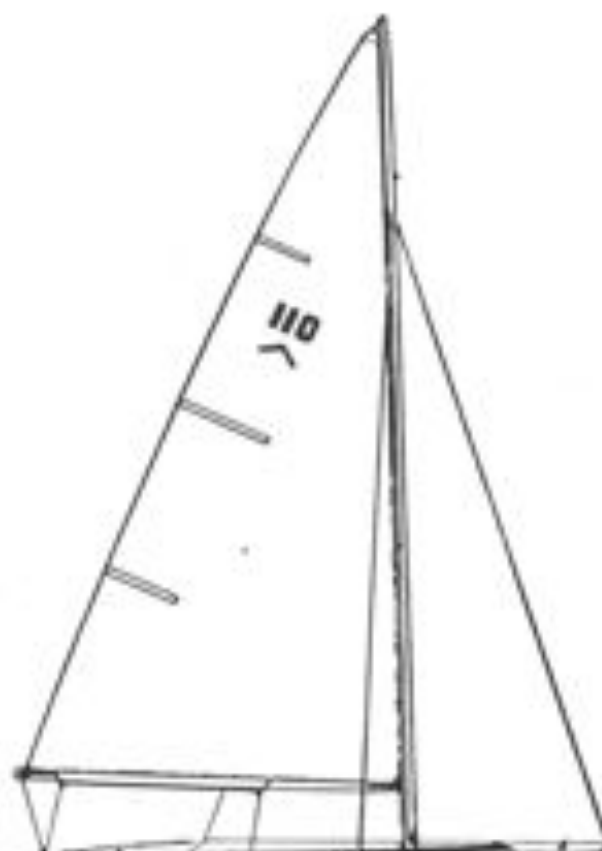
110 CLASS

INTERNATIONAL CHAMPIONSHIPS

1967 SAN DIEGO, CALIFORNIA

1972 INTERNATIONAL 110 CHAMPIONSHIPS

Hull Bay, MA



INTERNATIONAL 110 CLASS CHAMPIONSHIP

AUGUST 12-18

★ ★ ★ 1972 ★ ★ ★

Hull Yacht Club MASSACHUSETTS Fleet #14

NATIONAL COMMITTEE

Douglas MacDonald, President Robert Douglas, 1st Vice President
 William Mueller, 2nd Vice President Albert Peloquin, Secretary-Treasurer
 William Webb, Publicity Director

	Skipper/Crew	Boat #	Fleet #
1st	MacDonald/Williams	679	18
	New/Russell	675	18
	Vincent/Burchell	725	18
	Klopper/Sinclair	259	43
	Craig/Lockwood	112	23
	Sadler/Ranhsner	65	43
	Peloquin/Weber	110	36
	Peck/Barnard	717	23
	Kaan/Kaan	699	23
	Johnson/Begien	240	34
	Holleran/Holleran	505	17
	Ault/Ault	727	36
	Wheeler/Child	145	23
	Hallock/Ashton	62	23
	Smith/Weaver	81	7
	O'Connor/O'Connor	102	1
	Drice/Caudet	245	23
	Koopman/Giuffrida	715	1
	LeFort/Martin	614	10
	Kilfoyle/Verry	4	14
	Sligh/Briant	474	7
	DuBovy/Lealie	291	17
	Frost/Scherer	662	13
	Kenerson/Kenerson	496	14
	Kaul/Houghton	596	1
	Hersey/Hersey	54	1
	LeBlanc/Hayes	135	41
	Hardenbergh/Harjen	510	49
	Craig/Craig	271	34
	Cucchiolo/David	9	1
	Dreher/Manning	98	14
	Stewart/Cummings	396	14
	Charles/Tispaus	719	14
	Niles/Parker	623	14
	Webb/Webb	300	36
	Reed/Reed	692	44
	Walsh/Walsh	665	17
	Naugh/Osestreich	411	44
	Guild/Poscoe	207	14
	Leggat/Hills	107	9
	LeBeau/Trommer	590	12
	Pike/Howe	529	52
	Laffan/Egan	524	17
	Jerome/Slattery	563	14
	Higgonson/MacCauly	616	9
	Mueller/Rielly	414	41



1979 INTERNATIONAL 110 CHAMPIONSHIPS

Marblehead, MA

Skipper/Crew	Boat #	Fleet #
1st Mark O'Connor/Bob O'Connor	736	1
Jack Slattery/Kurt Fleming	545	14
Rich Kilfoyle/Jim Kilfoyle	4	14
Will Craig/Bob Slattery	271	14
Tim Foley/Frank Hansen	739	17
Jay Mosher/Tom Walker	548	23
Ann Charles/Brian Kenerson	719	14
John Weeks/Everett Bramhall	730	34
Rick Kraai/Joe Hayge	266	
Ted & Jamie Hardenbergh	602	1
Paul Duffy/Jody Fitzgerald	649	17
John & Betsy Koopman	715	1
David Robinson/Mark Gibbs	671	27
Peter Hallock/Robert Dubue	62	23
Joe Feeney/Paul Feeney	9	17
Herb Dreher/Wendy Dreher	98	14
Rick Dreher/Ed Driscoll	608	14
Tap Stephenson/Frank Morse	515	1
Mountain Man/Walker	747	
Bon Pletsch/Richard Casey	8	27
Tim Burchell/Joseph Manning	238	17
Ken Anderson/Matt Ferguson	550	1
Tom & Linda Hardenbergh	510	1
Bob Peck/Darryl Peck	590	23
Marty Billett/Eric Cessy	738	23
Jon Rittenberg/Linda Epstein	385	14
Richard Knaab/Jamie Brown	647	27
Jon Smith/Mego Sledge	684	1
Steve & Scott Smithwick	717	1
Jeff Adam/Bob Adam	143	1



1982 INTERNATIONAL 110 CHAMPIONSHIPS
Macatawa Bay, MI

- | | | |
|-----|------|--|
| 1st | #545 | Jack Slattery/Kurt Fleming
Jumpin Jack Flash |
| | #266 | Rick Kraai/Shelly Swaney
Kraai's Baby |
| | #213 | Bill VanderBerg/Tom Budde
Double Trouble |
| | #515 | Tap Stephenson/Todd Stephenson
Presto Changeo |
| | #734 | Herb Dreher/Wendy Dreher
Other Woman |
| | #110 | Al Peloquin/Dawn Satek
Dusty |
| | #143 | Jeff Adam/Bob Adam
Blue Chips |
| | #695 | Scott Andre/Kim Eickel
Mind Bender |
| | #737 | John Donnelly/Dave Sligh
Orient Express |
| | #300 | Bob Price/Larry Boer |
| | #747 | Chris Henry/Greg Bednark
Mountain |
| | #727 | Buzz Miller/Gary Eaton
Miller Time |
| | # 81 | Tom Sligh/Matt Mullin
Breaking Wind |
| | #116 | Roger Woltman/Jamie Stuursma |
| | #705 | Joe Huyge |
| | #212 | Doc Gilbert/Stuart Fox
Steam |

SEPTEMBER, 1940

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- Unmatched Seaworthiness and Comfort
- Unprecedented Low Price
- National Racing Class

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Hull and Spars, completely rigged

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\$540 With sails masted, plus large genoa jib, storm jib, and parachute spinnaker

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1955

Your Best Value
in Sailing Pleasure



An **INTERNATIONAL 110**

by **JESIEK BROS. SHIPYARD**
MACATAWA BAY • HOLLAND, MICH.

1958 \$1185.00, complete, less sails.
Promotion special - purchase trailer
with boat for \$200.00



Order now—and take delivery of a Schock fiberglass 110
at the 1967 Nationals in San Diego.

We welcome you to visit our plant facilities and inspect an
International 110 under construction.

WHAT BUILDERS
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Write us for prices and our dealer nearest you.

INTERNATIONAL 110 SPECIFICATIONS

LOA	- 26'
SWL	- 18' 2"
Beam	- 8' 2"
Fin keel	- 500 lbs
Weight	- 900 lbs maximum
Sail area	- 157 sq ft main & genoa
	- 200 sq ft spinnaker



INTERNATIONAL 110 CLASS YACHT RACING ASSOCIATION

Office of Records and Publicity

4748 Sanrock Drive, La Mesa, California

*****NEWSLETTER*****MAY, 1969*****

TO ALL HANDS

OPEN BUILDING

AFTER MANY YEARS of trying to cope with the handicap inherent in limited building, the 110 Class has embraced the spirit and concept on which this country was established, and subsequent to much discussion and work by the officers of the Class, and approval by vote of the membership, **UNLIMITED OPEN BUILDING** is now the policy of the 110 Class.

H. T. MARTIN, 110 Class Technical Director, has during the past two years developed excellent working drawings from the original plans of the 110 designer, C. Raymond Hunt.

It is beautiful work! What Gus Martin refers to as the "Drawings" are actually:

- Drawing #1001. PROFILE OF INTERNATIONAL 110 CLASS YACHT,
- Drawing #1002. BULL LINES THWART and BRIDGE DECK,
- Drawing #1003. BULL SECTIONS and DETAILS,
- Drawing #1004. CONSTRUCTION PLAN,
- Drawing #1005. MAST BOOM SPINNAKER POLE - DETAILS,
- Drawing #1006. MEASURE'S SHEET,
- Drawing #1007. ASSEMBLY JOG,
- Sheets A, B, C, D. FRAME LAYOUTS - FULL SIZE

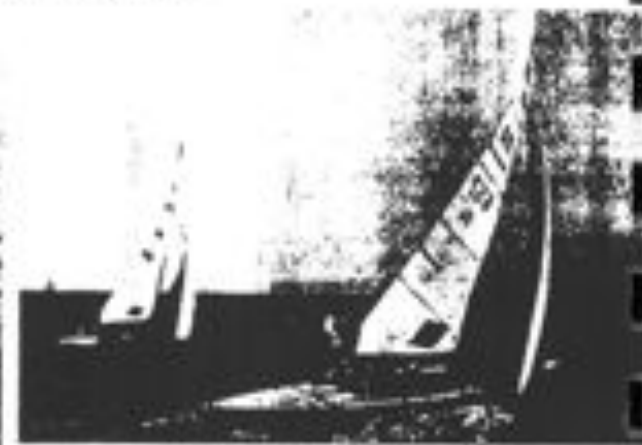
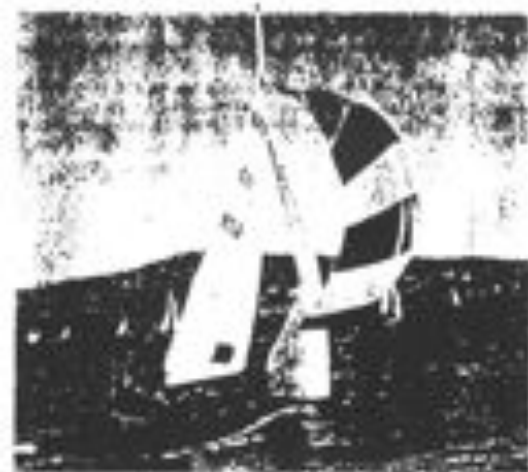
And what Gus refers to as the "Instruction Pamphlet" is an elaborately detailed and complete 27 page **BOOK OF INSTRUCTIONS FOR HOME BUILDING** explaining how to read and use the "Drawings", how to handle the materials, and exactly how to go about building a 110, even if you never have used tools before. This Instruction Book, together with the Drawings, will make possible successful open building of International 110's.

IT IS IMPORTANT for all members of the 110 Class to know that you are the ones who are going to pass the word. There is no budget for advertising. So look for prospects and advise them of our new **OPEN BUILDING** policy. This is a logical method of extending this information as it is always to present owners that new prospects go to inquire of the Class.

THE COMPLETE SET of Drawings and the Instruction Book cost \$7.50. They are available from:

H. T. MARTIN, Treasurer
3382 Park Place, Evanston, Illinois

and their purpose is to enable all those interested in building 110s to build them, to **PASS THE WORD!**



For New fiberglass 110's, write:

W. D. SCHOCK, Co.

3902 Greenville Rd.

Santa Ana, Calif.

SAIL-FAST, Inc.

Fairfield, Ca.

Barrington, Ill.

Information is available from our bulletin,
or write the Executive Secretary:

Albert P. Hildebrand
505 S. Grand
Bay City, Michigan 49706

TECHNICAL TIPS

GETTING A 110 TO WINDWARD FAST

by
Al Frost, Jr.

The purpose of this article is only to help you improve your sailing performance to windward. Errors in fact and expression, plagiarism, and unjustified emphasis of my pet ideas are all readily admitted.

Boat Handling

To review fundamentals, it seems to me there are only four variables. They are: 1) Where you set your jib, 2) Where you set your main, 3) What you do with the tiller and 4) Where you carry your weight.

Taking these one at a time, let's start with the jib. Of course, you will want to keep the boat headed so the jib is just about, but not quite luffing. In a chop it will luff slightly as the bow falls, filling again as it raises.

Now, presuming the leeward stay is taut, which of course it isn't, the distance out to the foot of the jib would be as much as 3" in a drifter, 1/2" in 5 knots of wind, zero in 10 knots, 1/2" inside in 13 knots. Then sea conditions become a factor. If glassy, the jib can continue to come in as you drive the boat very high and holding it flat, almost planing to windward. If sloppy, you will have to ease off to zero or 1" off to get through the chop.

Further on the jib subject, constantly changing wind velocity means setting and resetting the jib. The sheet is just like a spring and always does the wrong thing. When the wind lightens, the tension of the sheet pulls it in just as the time it should go out. It requires the crew's constant attention.

Now, items 2, 3, and 4, the mainsail, tiller handling, and weight are all just a balancing act to aid the jib in doing its job of lugging you to windward. By the angle of heel and the set of the main you try to keep just a little weather helm, about 1 oz. at the end of the tiller which is held in the tips of the fingers. In a drifter, the main will seem unduly flat but with a full sail and the mast standing straight there should be some draft. As the wind increases to five knots the main can go out. As the wind further increases and the jib is trimmed in, the main can come in. Then, when you have more wind than you can handle, the main has to ease again. With the tiller in one hand and the main sheet in the other, you do a balancing act paying no attention to the set of the mainsail but keeping the braking action of the rudder to a minimum and the angle of heel constant.

To keep from being knocked down, let the mainsheet out about 12" when a puff first hits and then, as the boat rounds up slightly, pull it right back in. If the crew can pull the jib back into position at the same time, that will also help to squeeze out a few extra inches to windward.

Going on to item 3, tiller handling, there are some special points to consider. Since part of a 110's rudder is ahead of the post, the pressure on the tiller is much less than the drag being exerted on the water. Never push to the tiller over further than 45 degrees and not that far in light weather. Obviously, in light weather and flat seas wouldn't saw back and forth on the tiller needlessly. Thus, in choppy seas let your hand follow the natural movements of the tiller inserting only that gentle pressure needed to overcome the small weather helm you are getting from the main. Have no "play" in the tiller. If people say they do better with some, it is only because the rudder is then free to follow its natural movements much of the time which would be better than having it held firm, but this also means they are putting in all the corrections during a small part of each wave cycle which is not as good as a lesser continuous correction.

Now, if this was all there was to tiller handling to windward, you could sail without looking at the water which is not the case much of the time. With any appreciable wave action, the bow is pushed around usually below but sometimes above course. You have to insert a simultaneous correction. When and how much can only be known by practice, but you have to learn because with its small sails the 110 abhors being luffed or sailed too full. If a cross chop is knocking the bow around badly, ease the jib to as much as 1" off the stay, let the boat heel more, and try to drive through it.

Going on to item 4, where to carry your weight, the experts say the skipper and crew should sit close together amidships. In a drifter, spare no discomfort in getting your weight as far as possible to leeward, thus holding some shape in the drooping sails and diminishing the highly objectionable lee helm. As the wind increases the angle of heel becomes a factor in keeping a slight weather helm. If you have too much weather helm, try to hold the boat flatter. If you can't, then the main has to go out, or the jib in, or both.

Special Subjects

When the wind is puffy but steady in direction, I recommend that a 110 be steered on a straight course. When coming into a flat spot, the mast head fly and luffing jib indicate you should head down but by coasting straight and easing the jib you are in a position to take off on the next puff without using up valuable forward speed changing direction.

When coming about, I suggest you leave the jib about 1" further off the leeward stay than it was on the other tack and let the mainsheet out about 8" just before tacking. You can't help but swing below your eventual course on the other tack so having the sails out a bit helps you pick up speed quicker and get something for the distance to windward you lose by being below course. Hold a course a little off the wind until the boat is moving at least as fast as it was on the other tack. A little faster is even better in my opinion because as you point up your sails lose power but will sustain a tiny bit more speed than the same power would generate.

Never intentionally sail a 110 below course without letting out the jib.

Tuning

A. The jib.

Presuming you are as new to sailing a 110 as I am to writing about it, let's review some measurements.

1) Forward edge of roasting to pin on jibstay = 57-1/2" plus 1-1/2" tolerance. Advice: Use the tolerance. If your boat measures more than 1/4" under 57", it will pay you to move the fitting.

2) Forward edge of coaming to forward face of mast -

Advice: Use the tolerance. If your boat measures less than $1/8"$ plus $1"$, move the mast step back.

3) Bottom of mast to a point where a projection of the jibstay would intersect the forward face of the mast - $17\ 1/2"$ plus $1"$. Advice: Try to be within $1"$ of this measurement.

Now, with the fore triangle opened up all possible, hang the jib so the foot is about $1-1/2"$ off the deck. Sometimes it's a little trouble to get small fittings and secure the cloth so it can slide down the haly wire, but it can be well worth it. Your sail maker can help.

The jib will now drape all over the splash board in an unseamanlike fashion but the advantages are: 1) reduced air flow under the foot, 2) reduced weather helm and 3) the sheets lead to a wider point in the boat. You are not shortening the life of the jib because it wears out first where it slats around the mast anyway.

Steve Ogilvy in his book, "Successful Yacht Racing" makes the point that no one can tell a good from a bad sail except by performance. I somewhat concur and offer the hooking leech of some 110 jibs as an example. They look terrible, but I have seldom seen a boat with a fluttering jib leech beat a boat with a tight one to windward. If yours flutters, have it tightened up tight away.

The jib sheet block should be placed so that the jib falls evenly up and down the haly wire. Usually leading straight off the diagonal does this.

B. The mainsail.

There doesn't seem to be anything special to say about the mainsail except that it helps to have a big one and that it and the jib should be folded after each race to keep bag wrinkles to a minimum. Sometimes ironing helps but if you decide to try this, practice on a small piece of identical sail cloth to find out how hot you can get it before it starts to melt. Before ironing wash the sail with a mild detergent and scrub brush to remove all the salt which would otherwise build up a sticky deposit on the iron, thus making for slow going and trouble with the women folk. My new sails seem to be made of a material that cannot be ironed, but the set we used in 1959 and '60 were ironed no less than 10 times and it never failed to improve their performance for the next race or two.

C. The hull.

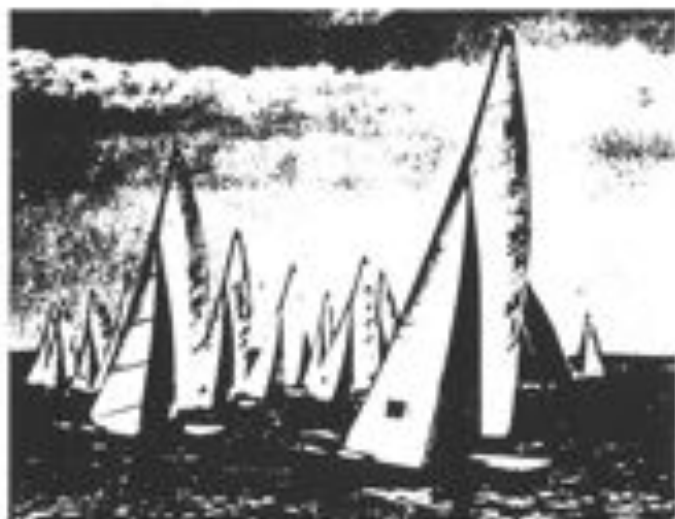
The smoothness of your hull has less effect to windward than any other point of sail, so if you're holding your own on the reaches and runs, don't waste a lot of fun, sailing time in slaving over a paint job. The seemingly inevitable dips between the ribs near the keel don't seem to make any difference and while boats in good shape do better generally than others, I think it is other factors, not smoothness of the bottom, that makes the difference.

There is one thing that is worth taking time out for even in the middle of the season and that is getting a sharp trailing edge on the keel. On the web this is easily done with an auto body grinder. You need only taper the last $2-3/8"$ to get a 6 to 1 closing slope considered adequate. If the hull doesn't come to a point, it can be pulled to one, presuming this can be done within the $30-1/2"$ length shown on the plans. The theory is that by eliminating the small eddy at the trailing edge of the keel it keeps it from seeding the larger eddy associated with stalling out. If keel grinding seems at odds with our own design principles, please don't trust me solely of me. It was going on years before I joined the fleet in 1957. Tapering the rudder is just a few minutes work with a $1"$ belt sander.

Closing Remarks

Now, if you've tried all this and have been sailing quite a long time without success, you should take a critical look at your sails. If they are over three years old and not performing, you probably need new ones.

Good sailing! Good luck!



TECHNICAL TIPS

CLOSE REACHING IN A 110

by
Albert P. Tolopin

First of all we will define a close reaching course as that from sheets just barely started from the close hauled position, up to the point where the spinnaker would be hoisted to advantage. With modern spinnakers this is a very narrow angle, with the angle widening as the wind velocity increases.

As we go off the wind from a close hauled course, then the factors of a smooth bottom, proper angle of heel and fore and aft trim become increasingly important. With a smooth bottom, the boat level fore and aft and held quite flat, the 110 will reach its maximum speed.

As no wind is steady in velocity or direction, a knowledge of the apparent wind is very important. The sails should be fairly full, well vanged down and the jib held whenever possible. As ordinarily we do not plane when close reaching, I believe that the straight line course between the marks is the best course to hold. Changes in wind velocity and direction are parried by extremely close attention to sail trim. We usually trim the main just a little harder than the luffing point but the jib should be kept at the breaking point. In light winds both crew and skipper will keep the boat in proper trim by shifting weight as needed, the tiller will be used as little as possible. A mast head fly is indispensable in noting wind shifts.

In heavier gusty winds we do not fall down in heavier puffs and go up in the light spots, but rather take advantage of the heavy puffs by slacking sheets sometimes even past the luffing point just as the gust hits and then as the boat picks up speed dressing in again quickly to maintain the speed just acquired. If the sails are not slacked as the gust hits, the boat will tend to round up unless the tiller is held hard over, with a consequent loss in speed, both from the sudden change in course and the dragging rudder. It is extremely important in a 110 to realize that the jib must be slacked as well as the main in these puffs. With the center of effort located more aft by the large boom, the 110 will round up in a heavy puff just from the effect of a jib not slacked, even though the whole main is luffing.

If the straight line course to the next mark brings the fly nearly across the boat it may pay to go high of the course for a while so that the spinnaker can be used while dropping down for the mark, however, this may only hold true if the wind velocity is such that the boat will plane with the added drive of the spinnaker. Also if there are boats ahead that you are overtaking, it is usually better to drop down at first and then reach up through their wind shadows rather than to try and go above them, as they will usually go up with you, and we find it extremely hard to break through to windward. If the wind is quite far ahead on the straight line course, then you should not drop down at all, as if the wind shifts farther ahead, you will end up tacking for the mark.

In extremely heavy winds, when hiking will not keep the boat at a reasonable angle of heel, then the main will have to be luffed as necessary. Excessive heeling on a close reaching course must be avoided at all costs.

All in all, the most important consideration on this course is constant attention to sail trim, which demands extreme concentration and anticipation of shifts and puffs.

If the wind in the gusts seems to fair so that the wind is across the boat then it will pay not only to slack sheets in these gusts, but to fall down as well in an attempt to plane. If you can plane in the gusts, then of course you will have to average the course by coming well up in the flat spots. The distance gained while planing will more than make up for the distance you fall off course. Sometimes when the boat goes off on a plane, you may be able to get back on the straight line course with the boat still planing, even though you have the sails dressed in fairly tight. You must realize also that the minute the boat starts to plane, that the apparent wind will go well ahead, demanding that the sails be trimmed in to compensate.

As with anything else, all this takes practice under varied conditions, so get out at every opportunity for practice, especially when there are other boats out against which to gauge your progress.



TECHNICAL TIPS

NOTES ON SAILING DOWN WIND IN A 110

by
Morris F. "Brick" London

What do you do to get the most out of your boat when sailing before the wind? I was asked to write out some of my thoughts on this subject for the use of newcomers to sailing and/or newcomers to the 110 class. I wish to limit this to a discussion of running before the wind as opposed to reaching, and to further comment that what follows has by no means been proven to be particularly outstanding advice; however, I believe this to be a good basis upon which to build technique and shorten the time required to get a boat into top contention.

First let's discuss the sails, mast and rigging; then how to sail the boat. A boom vang is basic and should be set up firmly. Try to remember to do this before rounding the weather mark. The main should be baggy and loose with all tensions on the foot and hull relaxed. Raise the goose-neck and loosen everything except the boom vang. In very light air even the vang should not be too tight. The jib can be lowered, furled or left up. I have not been able to observe any definite speed advantage for any of these three alternatives. In very light air or when the wind swings around to more of a reach the jib may interfere slightly with the spinnaker and make it more difficult to keep full. If you think this is occurring consider lowering or furling the jib; however, remember that all that crew activity on the fore deck distracts you and slows the boat. On normal windward leeward courses I leave the jib up and unfurled.

There are many good instructions on how to fly the spinnaker and they all seem to boil down to keeping the sail flying as high and as full as the wind will carry it, raise or lower the pole to keep the bottom of the sail horizontal or nearly so, keep trimming the pole as far to windward as possible so as to get the maximum sail area across the wind. These adjustments are not the most important, however, so do not create a major crisis, rock the boat, or shake all the wind out of your sails making these minor adjustments. Just take it easy and make your changes calmly and with a minimum of moving around in the boat. But the basic thing about flying a spinnaker is to prevent its collapse. Do anything and everything necessary to accomplish this. Quick jerks on the sheet or guy are sometimes necessary. Concentrate, keep alert, and keep the sail full, try to anticipate the sudden collapse tendency and correct early. This is opposed to the continual easing of the sheet to try to let the kite out and up; but that is what your run should consist of - a continual easing of the sheet and then a quick pull when the luff begins to curl. I have a feeling the boat goes a little better if you let both stays forward, but watch your mast. This can develop too much compression and buckling stress if the wind gets much over 12 miles per hour. I have a much

better mental attitude using dacron rather than nylon sheets to reduce elasticity, elementary physical laws notwithstanding. The size of these sheets should be as small and light as possible but dictated by the toughness of your crew's hands.

Now as to sailing the boat, or helmsmanship; I think it important to keep in mind how much of a slowing effect the rudder of a 110 has; therefore steer as little as possible. Watch the main carefully for any chance to trim the sheet in a sudden wind shift. Tacking downwind, that is keeping the wind slightly on the quarter seems to be good tactics especially in light conditions. However, in calm waters when the boat is steady sailing slightly by the lee is not the serious mistake it has been represented to be. I have seen some great speed generated with the wind sliding off the main into the spinnaker set with the pole well aft of abeam and the sheet well eased. I think that you lose when the wind keeps shifting across the stern from windward to leeward and back again. This is what should be avoided by altering course slightly to windward even though you sail slightly away from the mark.

Aftership position of crew weight does not seem to be very important, nor does fore and aft position in calm waters. In a sea or chop try to get in a position where the boat surfs as much as possible. This is usually slightly forward. In heavier seas try to surf, but avoid burying the bow by moving aft or turning off out of the wave (about 30° is usually enough).

But I have saved the most important of all to the last. The above material is more or less common knowledge. I would weigh it at about 40% of the speed you get out of your boat in racing. By far the most important part of sailing faster than your competition down wind is the concentration and effort applied by you and your crew. Watch the spinnaker! Watch the masthead fly! Watch your main! Watch for that wind shift to windward where you can pull in your main, trim the spinnaker sheet and ease the guy, and sail right past your less observant opponent. The boat is very sensitive to the trim of the main when the wind shifts around toward the beam. Trim in that main and catch the drive from each shift. They don't come too often, so be alert. Watch for every wave and try to surf on every one. Don't let a chance slip by. Keep the spinnaker out and up and play it continually. Have your main all the way out but be ready to trim it when the wind hauls. Sit quietly in the boat but be ready to move forward when a wave comes. All this takes much effort and concentration. The more of this you apply the better you will do. You can always rest and relax going to windward. (October issue of "Yachting" contains an article by Moffat reflecting many of these same sentiments. It came out after I wrote this though, I swear.)

I hope this will help a little toward more enjoyment of a sport which to me has been most enjoyable and rewarding.



GETLER STRICKLAND BOWL

National and International Champions

The GETLER-STRICKLAND BOWL, perpetual, was presented and donated by Charles Getler and S.A. Strickland of Grosse Pointe, MI, in August of 1941 after the termination of the first official National Championships then conducted at Grosse Pointe. The bowl is presented to the Class Champion upon the completion of the International Championships.

National:

1941	George D. O'Day #10 Vincimus	Marblehead
1942	Frank Scully #106 Auk	Marblehead

1943- No Championships held
1945 because of war

International:

1946	Roger Willcox #135 Morss	M.I.T.
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1947	Roger Willcox #135 Morss	M.I.T.
1948	Donald W. Scholle #6 Ten To One	W.L.I.S.
1949	Warner Willcox #225 Interim	W.L.I.S.
1950	Les and Don Harlander #344 Hot Breath	San Francisco
1951	Larry Conover, Jr. #503 Revenoc, Jr.	W.L.I.S.
1952	Bob Mann #360 Robin Too	San Diego
1953	Les Harlander #344 Hot Breath	San Francisco
1954	Stephen Chadwick, Jr. #424 Wild Flag	Lake Washington
1955	Glit Shields #249 Iris	W.L.I.S.
1956	Malcolm MacNaught #600 Black Cow II	Hingham
1957	Malcolm MacNaught #600 Black Cow II	Hingham
1958	Seth Corwin #512 Rosie	W.L.I.S.
1959	Al Frost, Jr. #364 Lani	San Diego
1960	Al Frost, Jr. #364 Lani	San Diego
1961	Al Frost, Jr. #364 Lani	San Diego

1962	Al Frost, Jr. #364 Lani	San Diego	1977	Platt Johnson #240 Elendil	Edgartown
1963	Gordon Nash #331 Javelin	Richmond	1978	No Championships held	
1964	Dave Curtis #496 Black Magic	Marblehead	1979	Mark O'Connor #736 Dingo	Marblehead
1965	Ron Dougherty #446 Kanaka	San Diego	1980	Jack Driscoll #740 Cracker Jack	Boston Bay
1966	Chuck Rudinsky #175 Zephyr	Boston Bay	1981	Jack Slattery #545 Jumpin Jack Flash	Hull
1967	Terry Ryan #635 Snake Pit	San Diego	1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1968	Dave Curtis #145 Yellow Submarine	Marblehead	1983	Rick Kraai #266 Kraai's Baby	Macatawa
1969	Mike Cuddy #510 Colleen	Narragansett Bay	1984	Steve Clancy #4 Jolly Giant	Hull
1970	Mark O'Connor #102 Dingo	Marblehead	1985	Brad White #245 Malihini	Marblehead
1971	Nate Russell #675 Endeavor	San Francisco	1986	Dru Sour #736 Smurfette	Marblehead
1972	Doug MacDonald #679 Sorcerer	San Francisco	1987	Dru Slattery #545 I.T.Y.W.B.T. Stern	Marblehead
1973	Platt Johnson #240 Elendil	Edgartown	1988	Bill Higgins #720 Rachel	Boston
1974	Mike Butler #662 Nalani	San Diego	1989	Dru Slattery #545 Flash	Marblehead
1975	Chris Waddell #33 Get Lost	San Diego			
1976	Jay Mosher #548 Cookie Monster	Narragansett			



ALBERT P. PELOQUIN PERPETUAL INT 110 CHAMPION CREW

Donated by Fleet #13 and Jean Malthaner, this trophy is awarded to the often unrecognized member of the team. Al Peloquin is to the 110 Class as a crew is to his/her skipper.

Crew

1967 Bob Eschwege
1968 Ken Bassett
1969 Len Upham, Jr.
1970 Bob O'Connor
1971 Gordon Nash, Jr.
1972 Russ Williams
1973 Dennis Dixon
1974 Jim Frost
1975 Scott Kindred
1976 John Elliott
1977 Dennis Dixon
1978 No Championships held
1979 Bob O'Connor
1980 Jim Kilfoyle
1981 Kurt Fleming
1982 Kurt Fleming
1983 Shelly Swaney

Skipper

#635 Terry Ryan
145 Dave Curtis
510 Mike Cuddy
102 Mark O'Connor
675 Nate Russell
679 Doug MacDonald
240 Platt Johnson
662 Michael Butler
33 Chris Waddell
548 Jay Mosher
240 Platt Johnson
736 Mark O'Connor
740 Jack Driscoll
545 Jack Slattery
545 Jack Slattery
266 Rick Kraai

Crew

1984 Jim Kilfoyle
1985 Bob Slattery
1986 Jack Slattery
1987 Jack Slattery
1988 Bill Donald
1989 Jack Slattery

Skipper

#4 Steve Clancy
245 Brad White
736 Dru Sour
545 Dru Slattery
720 Bill Higgins
545 Dru Slattery



CORINTHIAN
COMPANY
TROPHY

The CORINTHIAN COMPANY TROPHY which is presented to the Class Runner-up upon the conclusion of the International Championship Series, was presented and donated by Ernest Meiser, Jr. of Los Angeles, CA, who was then racing "Vamoose II", #429, out of Fleet #8 located at Long Beach Harbor. The presentation and inauguration of this trophy was during the first International Championships sailed at Larchmont, NY, which were conducted during August of 1946.

During the 1963 Internationals on San Francisco Bay, this trophy was retired and a new perpetual trophy was donated to the Class through the generosity of Fleets #18 and #26. The Corinthian Company Trophy is permanently displayed at the Corinthian Yacht Club, Tiburon, on San Francisco Bay.

1946	Frank Scully #106 Auk	Marblehead
1947	William Burke, Jr. #250 Typhoon	Hull

1948	John Marvin #136 Schell	M.I.T.
1949	Jim Tyson	Wilmette
1950	Dick Partridge #482 Black Cow	Hull
1951	Leigh Quinn #524 My Tern	Hull
1952	Gordy Rule #445 Fun	Richmond
1953	Dick Lough #338 Caprice	San Diego
1954	Red Tompkins #342 Useless	San Francisco
1955	Malcolm MacNaught #482 Black Cow	Hingham
1956	Leigh Quinn #524 My Tern	Hull
1957	Leigh Quinn #524 My Tern	Hull
1958	Shawhan Fox #543 Naughty Lady	Indian Harbor
1959	Dan Sanborn #372 Tsunami	San Diego
1960	Phil Acker #352 Temptress	San Diego
1961	Andrew Kostanecki #574 Climax	Indian Harbor
1962	Michael West #479 Westerly	Wilmette



SAN FRANCISCO BAY PERPETUAL TROPHY

This beautiful new trophy was presented to the International 110 Association by Fleets #18 and #26 at the time of the 1963 championships at San Francisco, CA. It replaces the now-retired Corinthian Company Trophy.

1963	Dick Allen #666 Kathleen	San Diego
1964	Bob Peck #590 Ascend II	Narragansett
1965	Bob Peck #590 Ascend II	Narragansett
1966	Charles Rogers #366 Arrow	San Diego
1967	Charles Rogers #366 Arrow	San Diego

1968	Larry Brown #486 Stoked	Narragansett
1969	Bob Peck #590 Ascend II	Narragansett
1970	Al Peloquin #110 Dusty	Saginaw Bay
1971	Doug MacDonald #679 Sorcerer	San Francisco
1972	Sherry New #675 Endeavor	San Francisco
1973	Pat Vincent #725 Sleeper	San Francisco
1974	Bill Durgin #385 Fantasy	Narragansett
1975	Pat Vincent #385 Sleeper	San Francisco
1976	Paul Holleran #733 Mello Yello	Boston
1977	Fran Charles, Jr. #675 Endeavor	Hull
1978	No Championships held	
1979	Jack Slattery #545 Jumpin Jack Flash	Hull
1980	Willis Vander Berg #213 Double Trouble	Macatava
1981	Rick Kraai #266 Kraai's Baby	Macatava
1982	Rick Kraai #266 Kraai's Baby	Macatava

1983	Jack Slattery #545 Jumpin Jack Flash	Hull
1984	Alan Bonzelaar #695 Mind Bender	Macatawa
1985	Thomas Craig #271 Wild Thing	Hull
1986	Thomas Craig #271 Wild Thing	Hull
1987	Jeff Adam #687 Sugar Magnolia	Newport
1988	Jack Slattery #545 Flash	Marblehead
1989	Bob Adam #631 All Tangled up in Blue	Connecticut

ALEXANDER
LAMPOR
TROPHY



This trophy was donated by Mr. Sol Lamport who operates the Lamport Sail Fabric business. It is presented to the overall third place winner in the International Championships and is a perpetual prize.

1962	Bob Monro #495 :	Eastchester Bay
1963	Terry Ryan #362 Blue Pin	San Diego
1964	Bob Monro #495 :	Eastchester Bay
1965	Alan Johnston #508 Acey Ducey	Wilmette
1966	Al Frost, Jr. #662 NuLani	San Diego
1967	Al Frost, Jr. #662 NuLani	San Diego
1968	Doug MacDonald #679 Sorcerer	Wilmette

1969	John Koopman #715 Ook Van Lotje Getikt	Marblehead
1970	Peter Hallock #62 Ford	Narragansett
1971	Tom Frost #662 NuLani	San Diego
1972	Pat Vincent #725 Sleeper	San Francisco
1973	Andy Craig #112 Bandit	Narragansett
1974	Rich Kilfoyle #4 Jolly Giant	Hull
1975	John Koopman #715 Ook Van Lotje Getikt	Marblehead
1976	Andy Craig #112 Bandit	Narragansett
1977	Jack Driscoll #740 J.D. on the Rocks	Boston
1978	No Championships held	
1979	Rich Kilfoyle #4 Jolly Giant	Hull



**3rd Place
Overall**

**ALBERT P. PELOQUIN
PERPETUAL TROPHY**

This trophy replaces the Alexander Lamport Memorial Trophy lost in shipping in 1975. It is awarded to the third place overall skipper.

1980	John Donnelly #737 Orient Express	Macatawa
1981	Paul Holleran #733 Mello Yello	Boston
1982	Willis Vander Berg #213 Double Trouble	Macatawa
1983	Steven Clancy #4 Jolly Giant	Hull
1984	Albert Peloquin #110 Dusty	Bay City
1985	Steven Clancy #4 Jolly Giant	Hull
1986	Russell Robinson #675 Magic Bus	Hingham

1987	Thomas Craig #271 Wild Thing	Hull
1988	Fran Charles, Jr. #692 The Cure	Hull
1989	Joe Berkley #632 Retread	Hull

4th Place Overall

1962	Bob Peck #590 Ascend II	Narragansett
1963	Grant Willson #601 Roulette	San Francisco
1964	Don McClave #546 Tango	Manchester
1965	Charlie Rogers #366 Arrow	San Diego
1966	Bob Peck #590 Ascend II	Narragansett
1967	Doug MacDonald #679 Sorcerer	Wilmette
1968	Blair Fletcher #691 Geriatric Express	Ocean City
1969	Doug MacDonald #679 Sorcerer	Wilmette
1970	Andy Craig #112 Bandit	Narragansett
1971	Pat Vincent #725 Sleeper	San Francisco
1972	Peter Klopfer #259 Exorcist	Eastchester
1973	Bob Peck #216 Velita	Narragansett
1974	Jay Mosher #548 Cookie Monster	Narragansett

1975	Al Peloquin #110 Dusty	Saginaw
1976	Bill Higgins #720 Rachel	Boston
1977	Jack Slattery #545 Jumpin Jack Flash	Hull
1978	No Championships held	
1979	Wilfred Craig #271 Wild Thing	Hull



4th Place Overall

This trophy replaces the original trophy lost during shipping in 1975.

1980	Paul Holleran #733 Mello Yello	Boston
1981	Jack Driscoll #740 Cracker Jack	Boston
1982	Tap Stephenson III #515 Presto Changeo	Marblehead

1983	Dru Sour #736 Jalapena	Hull
1984	Rick Kraai #266 Kraai's Baby	Macatawa
1985	Bill Higgins #720 Rachel	Boston
1986	Joe Berkley #291 Jester	Hull
1987	Bill Higgins #720 Rachel	Boston
1988	Bob Adam #631 U.S. Blues	Marblehead
1989	Bob Slattery #515 Which Way Did He Go	Hull

5th Place Overall

A large oval silver tray lost during shipping in 1975.

1962	Andrew Kostanecki #574 Clinax	Greenwich
1963	Dan Sanborn #372 Tsunami	San Diego
1964	Damon Cummings #667 Zwerfer	Gloucester
1965	Richie Allen #214 Rigadoom	Narragansett
1966	Alan Johnston #508 Acey Ducey	Wilmette
1967	Bob Peck #590 Ascend II	Narragansett
1968	Mike Cuddy #260 Liddle Devil	Narragansett
1969	Greg White #243	Macatawa
1970	Bob Peck #597	Narragansett
1971	Russ Williams #448	San Francisco
1972	Andy Craig #112 Bandit	Narragansett
1973	John Koopman #715 Ock Van Lotje Getikt	Marblehead

1974	Platt Johnson #240 Elendil	Edgartown
1975	Mike Bilafer #701 Rhombus	San Francisco
1976	Platt Johnson #240 Elendil	Edgartown
1977	Paul Holleran #733 Mello Yello	Boston
1978	No Championships held	
1979	Tim Foley #739 Kool Breeze	Boston



**WILLIAM S. TRIPP
MEMORIAL TROPHY**

Presented each year to the overall fifth place winner in the International 110 Championships. Bill Tripp was a very popular sailor on Lake Michigan. The trophy was donated by family and friends.

1980	Rick Kraai #266 Kraai's Baby	Macatawa
1981	Bill Higgins #720 Rachel	Boston
1982	Herb Dreher #734 Other Woman	Boston
1983	Bradford J. White #245 Malihini	Hull
1984	Bradford J. White #245 Malihini	Hull

1985	Fran Charles, Jr. #240 Orgasmatron	Hull
1986	Tim Foley #28 Kool Breeze	Boston
1987	Alan Bonzelaar #695 Mind Bender	Macatawa
1988	Jeff Adam #687 Sugar Magnolia	Newport
1989	Thomas Craig #271 Wild Thing	Hull



**PERSEVERANCE
TROPHY**

Presented each year to the skipper who finished all the races, but ends up with the highest score. Donated by Fleet #36.

1973	Marlene Melhose #80 Spitzer	Saginaw
1974	Grant Wesner #3 Caboose	Ocean City
1975	Peter Cahan #358	Seattle
1976	Carleton Erdman #564	Edgartown
1977	Bob Peck #717 Ascend II	Narragansett
1978	No Championships held	
1979	Jon Rittenburg #726	Hull

1980	Chris Henry, Jr. #747 Mountain	Detroit
1981	Wendy Dreher #608 Lime Ricky	Boston
1982	Joe Huyge #705	Macatawa
1983	William Laidlaw #608 Orcist	Marblehead
1984	Greg Bednark #508	Detroit
1985	Chris Henry, Jr. #747 Mountain	Detroit
1986	Linda Epstein #405 Amnesia	Hull
1987	J.D. Stone #709 Big Chill	Macatawa
1988	Martin Billett #738 Impulse	Narragansett
1989	Jeff Binder #506	Hull

TUNE UP RACE

Presented each year to the winner of the tune-up race of the International 110 Championships. This original trophy, a mounted horse shoe, was lost in the mid 1970's.

1966	Bob Peck #590 Ascend II	Narragansett
1967	Terry Ryan #635 Snake Pit	San Diego
1968	John Huff #597	Wilmette
1969	Mike Cuddy #510 Colleen	Narragansett
1970	Curtis Kaan #699 Donya	Narragansett
1971	James Theile #153 Clea	San Francisco
1972	Mark O'Connor #102 Dingo	Marblehead
1973	Race cancelled - ran past time limit	
1974	Platt Johnson #240 Elendil	Edgartown
1975	Pat Vincent #725 Sleeper	San Francisco
1976		
1977	Jack Slattery #545 Jumpin Jack Flash	Hull

- 1978 No Championships held
1979 Cancelled because of storm



TUNE UP RACE

The trophy is a 14" diameter silverplated tray of Chippendale design.

1980	Paul Holleran #733 Mello Yello	Boston
1981	Paul Holleran #733 Mello Yello	Boston
1982	Rick Kraai #266 Kraai's Baby	Macatawa
1983	Not sailed - lack of wind	
1984	Albert Peloquin #110 Dusty	Bay City
1985	Thomas Craig #271 Wild Thing	Hull



**EDWARD J. O' NEIL Jr.
TUNE UP RACE TROPHY**

The trophy was donated by Fleet #14 honoring the senior member of the Hull Yacht Club Race Committee who has been a lifelong supporter of the 110 in the Boston area.

1986	Thomas Craig #271 Wild Thing	Hull
1987	Bill Higgins #720 Rachel	Boston
1988	Bill Higgins #720 Rachel	Boston
1989	Dru Slattery #545 Flash	Marblehead



**LAWRENCE CONOVER
MEMORIAL TROPHY**

The LAWRENCE CONOVER MEMORIAL TROPHY, perpetual, which is presented to the winner of the first race of the International 110 Class Championships, was donated by the Western Long Island Sound friends and shipmates in memory of one of the most outstanding and respected yachtsmen in the New York District. The award was formally presented following the termination of the 1958 International Championships by his sister, Mrs. Gagney, and brother, Harvey.

To many presently active 110ers of many years ago, a trophy in his memory is not essential, for his 110 contribution, enthusiasm, sportsmanship and competition will never be completely forgotten. He is perhaps one of the few yachtsmen who have won so many races, but never succeeded in obtaining all the goals he desired or was capable of accomplishing, due to one unfortunate race or mechanical breakdown.

His first contact with the 110 was probably in the vicinity of 1945-46, when the Conovers

purchased #101 and christened it the Revonoc Jr. and proceeded to race under the charter of the then powerful Fleet #2, located at Larchmont, New York.

A short time later, Larry discovered the technique that makes the 110 move and finished third in the season's Fleet Championship series of 1947. Being a large fleet, he qualified to represent the fleet in the International Championships of that year, but discovered the competition a bit tougher than that of his fleet and consequently finished ninth overall.

The preceeding year, 1948, Larry purchased a new 110, the infamous #503, also named the Revonoc Jr. . The first test for the new member of the Conover family proved extremely successful during the Larchmont Race Week where he finished with top honors. As he had the past year, he competed in the International Championships conducted at Wilmette, Il., where he finished 14th primarily because of strange waters.

For the next two years, he maintained his top racing form and in 1950, finished the Manhasset Bay Race Week with first place and third place in the Fleet Championship Series.

The following year, Larry discovered that racing wasn't all winning and proved that when he entered the Internationals at Baltimore, Maryland, and with consistent placing, finished the series with the highest honors, thus taking home the Getler-Strickland Bowl as the International 110 Champion.

Being permitted to defend his title won the previous year, he began his defense with three consecutive firsts, but became a victim of a disqualification. However, he did manage to salvage a sixth place over-all in spite of the mishap. This appeared to be just one of

those off years for Larry, for he also fouled out of one race in the District Championships after winning two out of the three, missed the Fleet Championship by one race, because of a great deal of traveling to enter other major events and lost a mast during the One-of-a-Kind Race Regatta while representing the Class.

Deciding that he had accomplished all there was to gain in the 110, Larry sold his famous Revonoc Jr. and graduated to his father's yawl named Revonoc which had competed in practically all the major sailing events to be known, including the Bermuda Race.

Years later, after being very successful in ocean racing, tragedy struck the Conovers while cruising off Key West in the Revonoc. While on this cruise, they encountered a vicious storm and from all reports, became swamped and perished without a trace.

1958	Seth Corwin #512 Rosie	W.L.I.S.
1959	Dan Sanborn #372 Tsunami	San Diego
1960	Bob Klein #349 Ugh	San Francisco
1961	Al Frost, Jr. #364 Lani	San Diego
1962	Bob Peck #590 Ascend II	Narragansett
1963	Gordon Nash #331 Javelin	Richmond
1964	Bill Owens #405 Winston	Marblehead

1965	Jean Malthaner #657 Honey Bear	San Diego
1966	Bill Owens #405 Winston	Marblehead
1967	Charles Rogers #366 Arrow	San Diego
1968	Doug MacDonald #679 Sorcerer	Wilmette
1969	Ray Munson #213 Julie Too	Macatawa
1970	Mark O'Connor #102 Dingo	Marblehead
1971	Nate Russell #675 Endeavor	San Francisco
1972	Sherie New #675 Endeavor	San Francisco
1973	John Koopman #715 Ook Van Lotje Getikt	Marblehead
1974	Andy Craig #112 Bandit	Narragansett
1975	Pat Vincent #725 Sleeper	San Francisco
1976	Jack Slattery #545 Jumpin Jack Flash	Hull
1977	Jack Slattery #545 Jumpin Jack Flash	Hull
1978	No Championships held	
1979	Mark O'Connor #736 Dingo	Marblehead

1980	Paul Holleran #733 Mello Yello	Boston
1981	Paul Holleran #733 Mello Yello	Boston
1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1983	Bill Higgins #720 Rachel	Boston
1984	Alan Bonzelaar #695 Mind Bender	Macatawa
1985	Brad White #245 Malahini	Marblehead
1986	Dru Sour #736 Smurfette	Marblehead
1987	Dru Slattery #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Bill Higgins #720 Rachel	Boston
1989	Fran Charles, Jr. #692 The Cure	Hull





GRAVES PLAQUE

Donated by Graves Yacht Yard, Marblehead, MA, to be presented each year to the winner of the second race of the International Championships.

1960	William O'Connor #4 Hoya	Hull
1961	Dayton Carr #312 Tiki	Mullett Lake
1962	Michael West #479 Westerly	Wilmette
1963	Gordon Nash #331 Javelin	Richmond
1964	David A. Curtis #496 Black Magic	Marblehead

1965	Dick Allen #666 Kathleen	San Diego
1966	Norman Cressy #229 Norman's Woe	Marblehead
1967	Terry Ryan #635 Snakepit	San Diego
1968	David A. Curtis #145 Yellow Submarine	Marblehead
1969	Mike Cuddy #510 Colleen	Narragansett
1970	Mark O'Connor #102 Dingo	Marblehead
1971	Doug MacDonald #679 Sorcerer	Richmond
1972	Pat Vincent #725 Sleeper	San Francisco
1973	Doug MacDonald #679 Sorcerer	San Francisco
1974	Jay Mosher #548 Cookie Monster	Narragansett
1975	John Koopman #715 Ook Van Kotje Getikt	Marblehead
1976	Jay Mosher #548 Cookie Monster	Narragansett
1977	Jack Slattery #545 Jumpin Jack Flash	Hull
1978	No Championships held	
1979	Jack Slattery #545 Jumpin Jack Flash	Hull

1980	Jack Driscoll #740 Cracker Jack	Boston
1981	Jack Slattery #545 Jumpin Jack Flash	Hull
1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1983	Bill Vander Berg #213 Double Trouble	Macatawa
1984	Albert Peloquin #110 Dusty	Bay City
1985	Steven Clancy #4 Jolly Giant	Hull
1986	Dru Sour #736 Smurfette	Marblehead
1987	Dru Slattery #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Jack Slattery #545 Flash	Marblehead
1989	Dru Slattery #545 Flash	Marblehead

SAGINAW BAY FLEET 36 PERPETUAL TROPHY

With this newest trophy, we now had one for each race. It allowed the Gold Cup Race to be sailed when conditions favored this type of course. It was donated by Fleet #36 and was perpetual. It was presented each year to the winner of the third race of the International Championships. This trophy was lost in 1975 during shipping.

1973	Doug MacDonald #679 Sorcerer	Richmond
1974	Rich Kilfoyle #4 Jolly Giant	Hull
1975	John Koopman #715 Ook Van Lotje Getikt	Marblehead
1976	Jack Slattery #545 Jumpin Jack Flash	Hull
1977	Platt Johnson #240 Elendil	Edgartown
1978	No championships held	
1979	Mark O'Connor #736 Dingo	Marblehead
1980	Paul Holleran #733 Hello Yello	Boston



C. RAYMOND HUNT MEMORIAL TROPHY

This perpetual trophy is presented to the winner of the third race at the International Championships. Donated by the International 110 Yacht Racing Association to honor the man that started it all. Thanks, Ray.

1981	Jack Slattery #545 Jumpin Jack Flash	Hull
1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1983	Fran Charles, Jr. #240 Orgasmitron	Hull
1984	Steve Clancy #4 Jolly Giant	Hull

1985	Bill Higgins #720 Rachel	Boston
1986	Dru Sour #736 Smurfette	Marblehead
1987	Dru Slattery #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Fran Charles, Jr. #692 The Cure	Hull
1989	Dru Slattery #545 Flash	Marblehead



LANI TROPHY

The Lani Trophy was donated by Fleets #18 and #26 of San Francisco Bay. The trophy honors the extraordinary four-time win by Al Frost, Jr. of the 110 National Championship.

The trophy is presented to the winner of the fourth race of the International Championships. It was designed and carved by Jay Vincent of the San Francisco fleet.

1963	Dick Allen #666 Kathleen	San Diego
1964	Mike Mainella #510 Colleen	Narragansett
1965	Bob Peck #590 Ascend II	Narragansett
1966	Charles Rogers #366 Arrow	San Diego
1967	Bob Peck #590 Ascend II	Narragansett
1968	Dave Curtis #145 Yellow Submarine	Marblehead

1969	Mike Cuddy #510 Colleen	Narragansett
1970	Al Peloquin #110 Dusty	Saginaw
1971	Nate Russell #675 Endeavor	San Francisco
1972	Sherry New #675 Endeavor	San Francisco
1973	Platt Johnson #240 Elendil	Edgartown
1974	Mike Butler #662 NuLani	San Diego
1975	Chris Waddell #33 Get Lost	San Diego
1976	John Koopman #715 Ook Van Lotje Gejikt	Marblehead
1977	Ken Puleston #635	San Diego
1978	No Championships held	
1979	Mark O'Connor #736 Dingo	Marblehead
1980	Willis Vander Berg #213 Double Trouble	Macatawa
1981	Jack Slattery #545 Jumpin Jack Flash	Hull
1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1983	Bradford J. White #245 Malihini	Hull

1984	Steve Clancy #4 Jolly Giant	Hull
1985	Tom Craig #271 Wild Thing	Hull
1986	Tom Craig #271 Wild Thing	Hull
1987	Jeff Adam #687 Sugar Magnolia	Newport
1988	Tom Craig #271 Wild Thing	Hull
1989	Dru Slattery #545 Flash	Marblehead



LON PRICE TROPHY

The LON PRICE TROPHY, perpetual, is awarded to the winner of the last race (now the fifth race) of the International Championships. This award was presented by Longueville H. Price, who once sailed the "Shadow" recognized by the numerals "343" out of the San Francisco Fleet #18 during the years 1947-52. Lon and the presently active Bob Klein, were among the first organizers of the fleet, which started with a fleet roster totaling four boats during the year 1947. By the conclusion of the season, seven additional boats were obtained, primarily due to the promotional program set up by the organizers.

Being one of the organizers and mainstays as he was, the fleet designated him as fleet secretary and he did such a creditable job, they re-elected him for another term. By the conclusion of that second year, the fleet had boosted its total to fifteen boats with such

additions as the Harlander Bros., Ed Tompkins, Jay Vincent and Gordy Rule.

Upon his resignation as fleet secretary, the Association then saw its opportunity to utilize Lon's abilities and proceeded to title him District IV Governor.

Two years later, because of his enthusiasm and participation in the 110 affairs as both a sailor and Governor, he was nominated and voted in as Vice-President of the 110 Association. Once again he showed his qualities of leadership and consequently was elected as President the following year.

Because of his many contributions, he was asked to serve an additional year as head of the organization and after twisting his arm, he accepted. At the end of his term of office, not only did he have his fill of 110 affairs, he sold his boat and was placed on the retired list.

1953	Harlander Bros. #344 Hot Breath	San Francisco
1954	Steve Chadwick #424 Wild Flag	Lake Washington
1955	Malcolm MacNaught #482 Black Cow	Hingham
1956	Leigh Quinn #524 My Tern	Hull
1957	Leigh Quinn #524 My Tern	Hull
1958	Seth Corwin #512 Rosie	W.L.I.S.
1959	Dan Sanborn #372 Tsunami	San Diego

1960	Francis Charles #291 Jester	Hull
1961	Andrew Kostanecki #574 Climax	Indian Harbor
1962	Al Frost, Jr. #364 Lani	San Diego
1963	Dick Allen #666 Kathleen	San Diego
1964	Norman Cressy #229 Norman's Woe	Marblehead
1965	Mike Mainella #510 Colleen	Narragansett
1966	Chuck Rudinsky #175 Zephyr	Boston
1967	Dick Allen #666 Kathleen	San Diego
1968	Bob Peck #590 Ascend II	Narragansett
1969	John Huff #597	Wilmette
1970	Dick Brice #245 Malihini	Narragansett
1971	Nate Russell #675 Endeavor	San Francisco
1972	Doug MacDonald #679 Sorcerer	San Francisco
1973	Alan Huntsman #380 Centaur	Ocean City
1974	Ron Kilburn #723 Mirage	Narragansett

1975	Pat Vincent #725 Sleeper	San Francisco
1976	Paul Holleran #733 Mello Yello	Boston
1977	Platt Johnson #240 Elendil	Edgartown
1978	No Championships held	
1979	Tim Foley #739 Slapshot	Boston
1980	Willis Vander Berg #213 Double Trouble	Macatawa
1981	Rich Kilfoyle #4 Jolly Giant	Hull
1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1983	Rick Kraai #266 Kraai's Baby	Macatawa
1984	Billy Higgins, Jr. #720 Rachel	Boston
1985	Tap Stephenson #515 Presto Changeo	Marblehead
1986	Dru Sour #736 Smurfette	Marblehead
1987	Dru Slattery #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Will Vander Berg #213 Double Trouble	Macatawa
1989	Tom Craig #271 Wild Thing	Hull



ELLE TROPHY

Presented each year to the winner of the added sixth race of the International 110 Class Championship. Named after Alan Johnston's wife, it is a half-model of former Class President Alan Johnston's fiberglass boat, #689, donated by Doug MacDonald.

1969	Mike Cuddy #510 Colleen	Narragansett
1970	Peter Klopfer #258 Exorcist	Eastchester
1971	Doug MacDonald #679 Sorcerer	Richmond
1972	Doug MacDonald #679 Sorcerer	Richmond
1973	Bob Peck #216 Velita	Narragansett

1974	Bill Durgin #385 Fantasy	Narragansett
1975	Chris Maddell #33 Get Lost	San Diego
1976	Jay Mosher #548 Cookie Monster	Narragansett
1977	Platt Johnson #240 Elendil	Edgartown
1978	No Championships held	
1979	Jack Slattery #545 Jumpin Jack Flash	Hull
1980	Paul Holleran #733 Mello Yello	Boston
1981	Rick Kraai #266 Kraai's Baby	Macatawa
1982	Rick Kraai #266 Kraai's Baby	Macatawa
1983	Herb Dreher #734 Other Woman	Boston
1984	Albert Peloquin #110 Dusty	Bay City
1985	Brad White #245 Malihini	Marblehead
1986	Russell Robinson #671 Magic Bus	Hingham
1987	Bill Higgins #720 Rachel	Boston
1988	Rick Kraai #266 Kraai's Baby	Macatawa
1989	Not held	



THE
GOLD
CUP

The GOLD CUP, perpetual, for the winner of the race with the Gold Cup Course during the International Championship, was donated and presented in 1948 by the Cape Cod Shipbuilding Company of Wareham, Massachusetts.

1948	John Marvin #136 Schell	M.I.T.
1949	Leigh Quinn #524 My Tern	Hull
1950	Dick Partridge #482 Black Cow	Hull
1951	Francis Charles #291 Jester	Hull
1952	Larry Conover #503 Revonoc Jr.	W.L.I.S.
1953	Bob Mann #360 Robin Too	San Diego

1954	Dan Sanborn #372 Tsunami	San Diego
1955	Malcolm MacNaught #600 Black Cow II	Hingham
1956	Francis Charles #291 Jester	Hull
1957	Leigh Quinn #524 My Tern	Hull
1958	Shawhan Fox #543 Naughty Lady	Indian Harbor
1959	Al Frost, Jr. #364 Lani	San Diego
1960	Bob O'Connor #239 Rambler	E.L.I.S.
1961	Dan Sanborn #372 Tsunami	San Diego
1962	Al Frost, Jr. #364 Lani	San Diego
1963	Terry Ryan #362 Blue Fin	San Francisco
1964	Bob O'Connor #239 Rambler	Marblehead
1965	Charles Rogers #366 Arrow	San Diego
1966	Al Frost, Jr. #662 NuLani	San Diego
1967	Terry Ryan #635 Snake Pit	San Diego
1968	Blair Fletcher #691 Geriatric Express	Ocean City

1969	Mike Cuddy #510 Colleen	Narragansett
1970	Al Peloquin #110 Dusty	Saginaw
1971	Nate Russell #675 Endeavor	San Francisco
1972	Pat Vincent #725 Sleeper	San Francisco
1973	Platt Johnson #240 Elendil	Edgartown
1974	Rich Kilfoyle #4 Jolly Giant	Hull
1975	Pat Vincent #725 Sleeper	San Francisco
1976	Jack Slattery #545 Jumpin Jack Flash	Hull
1977	Jack Slattery #545 Jumpin Jack Flash	Hull
1978	No Championships held	
1979	Mark O'Connor #736 Dingo	Marblehead



**The GOLD CUP
FRANCIS E. CHARLES Sr.
MEMORIAL TROPHY**

This trophy replaced the original Gold Cup Trophy that was lost in 1975 during shipping. Fran Charles was a very active sailor locally and nationally. He held many District and National class offices. The trophy was donated by Fleet #14, Hull Bay. It is awarded jointly with the trophy for that particular race.

1980	Rick Kraai #266 Kraai's Baby	Macatava
1981	Jack Slattery #545 Jumpin Jack Flash	Hull
1982	Jack Slattery #545 Jumpin Jack Flash	Hull

1983	Brad White #245 Malihini	Hull
1984	Steve Clancy #4 Jolly Giant	Hull
1985	Bill Higgins #720 Rachel	Boston
1986	Thomas Craig #271 Wild Thing	Hull
1987	Dru Slattery #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Thomas Craig #271 Wild Thing	Hull
1989	Dru Slattery #545 Flash	Marblehead



HERB DREHER

SPORTSMAN OF THE YEAR AWARD

In 1983, to honor Herb for his many years of enthusiasm and class devotion, a new national class perpetual trophy was awarded for the first time.

Herb bought boat #98, Other Woman, in 1967. By 1968, he was already sailing all the major regattas. While District I Governor, he was regatta chairman for the 1972 Nationals at Hull, MA. His national exposure prompted the nominating committee to bypass the two less active Vice Presidents and Herb became Class President in 1973 and continued through 1975.

Asked again by the Class, he served as the President from 1979-1981. After leaving the President's office, he became Publicity Director and started to republish our Class Yearbook which had not been printed since 1978. In 1980, Herb divorced boat #98 for the Other Woman, #734. He sailed with the Hull fleet until 1980, and is presently sailing with the Boston Bay fleet. His ultimate goal is to put the 110 class on wheels.

1983	Herb Dreher #734 Other Woman	Boston
1984	Greg Bednark #508	
1985	Tap Stephenson #515 Presto Changeo	Marblehead
1986	Tom Craig #271 Wild Thing	Hull
1987	Bill Higgins #720 Rachel	Boston
1988	Will Vander Berg #213 Double Trouble	Macatawa
1989	Ann Craig #665 T.Rex	Hull



110 ATLANTIC COAST CHAMPIONSHIP

1953	Dave Smalley #510 Colleen	W.L.I.S.
1954	Robert Fisher #509 Pickle	W.L.I.S.
1955	Dave Smalley #510 Colleen	W.L.I.S.
1956	Malcolm MacNaught #600 Black Cow II	Hingham
1957	Leigh Quinn #524 My Tern	Hull
1958	Bill Saltonstall #561 Pan	Marion
1959	Bob O'Connor #239 Rambler	New London

1960	Pat O'Neil #521 Aegir	W.L.I.S.
1961	Bob O'Connor #239 Rambler	New London
1962	John Van Dusen #411 Doogie's Dugout	W.L.I.S.
1963	Bob O'Connor #239 Rambler	New London
1964	Bob Monroe #495 :	Eastchester
1965	Richie Allen #214 Rigadoon	Narragansett
1966	Mike Cuddy #260 LeiLani	Narragansett
1967	Bob Peck #590 Ascend II	Narragansett
1968	Dewey Dubovy #291 Turmoil	Boston
1969	Blair Fletcher #691 Geriatric Express	Ocean City
1970	Curtis Kaan #699 Donya	Narragansett
1971	Bill Schill #663 Miss Cellaneous	Ocean City
1972	Curtis Kaan #699 Donya	Narragansett
1973	Peter Klopfer #259 Exorcist	Eastchester
1974	John Koopman #715 Ook Van Lotje Getikt	Marblehead

1975	Paul Holleran #733 Mello Yello	Boston
1976	Paul Holleran #733 Mello Yello	Boston
1977	Paul Holleran #733 Mello Yello	Boston
1978	held in South Boston	
1979	Jack Slattery #545 Jumpin Jack Flash	Hull
1980	Jack Slattery #545 Jumpin Jack Flash	Hull
1981	Rich Kilfoyle #4 Jolly Giant	Hull
1982	Ted Hardenbergh #602 Guahir	Marblehead
1983	Jack Slattery #545 Jumpin Jack Flash	Hull
1984	Cindy Douglas #687 Future Schock	Marblehead
1985	Brad White #245 Malihini	Marblehead
1986	Dru Sour #736 Smarfette	Marblehead
1987	The Slatterys #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Bill Higgins, Jr. #720 Rachel	Boston
1989	The Slatterys #545 Flash	Marblehead



**FRANCIS E. CHARLES
District I Championship**

Donated by Boston Bay Fleet #17.

1962	B.H. O'Connor #239 Rambler	Marblehead
1963	B.H. O'Connor #239 Rambler	Marblehead
1964	Norman Cressy #229 Norman's Woe	Marblehead
1965	Norman Cressy #229 Norman's Woe	Marblehead
1966	Dewey Dubovy #291 Turmoil	Boston
1967	Dewey Dubovy #291 Turmoil	Boston

1968	Bob Peck #590 Ascend II	Narragansett	1983	Jack Slattery #545 Jumpin Jack Flash	Hull
1969	Peter Warren #21	Marblehead	1984	Ted Hardenbergh #602 Red All Over	Marblehead
1970	Kenneth Cormier #411 Moby Grape	Marblehead	1985	Dolphin Bros. #675 Frigate	Bingham
1971	Peter Hallock #62 Ford	Narragansett	1986	Dru Sour #736 Smurfette	Marblehead
1972	Dewey Dubovy #291 Turmoil	Boston	1987	Jeff Adam #687 Magnolia	Newport
1973	Rich Kilfoyle #4 Jolly Giant	Hull	1988	Bill Higgins #720 Rachel	Boston
1974	Bill Durgin #385 Fantasy	Narragansett	1989	Tom Craig #271 Wild Thing	Hull
1975	Bill Durgin #385 Fantasy	Narragansett			
1976	Fran Charles, Jr. #675 Endeavor	Hull			
1977	Paul Holleran #733 Mello Yello	Boston			
1978	Jack Slattery #545 Jumpin Jack Flash	Hull			
1979	Paul Holleran #733 Mello Yello	Boston			
1980	Bill Higgins #720 Rachel	Boston			
1981	Rich Kilfoyle #4 Jolly Giant	Hull			
1982	Rich Kilfoyle #4 Jolly Giant	Hull			



DISTRICT II CHAMPION

Donated by Bob & Mary Maier
Bay City, MI

1965	Douglas MacDonald #679 Sorcerer	Wilmette
1966	Albert Peloquin #110 Dusty	Saginaw
1967	Albert Peloquin #110 Dusty	Saginaw
1968	Douglas MacDonald #679 Sorcerer	Wilmette
1969	Ray Munson #213 Julie Too	Macatawa
1970	Albert Peloquin #110 Dusty	Saginaw
1971	Albert Peloquin #110 Dusty	Saginaw

1972	Scott Smith #81 Pill Pusher	Macatawa
1973	Albert Peloquin #110 Dusty	Saginaw
1974	Albert Peloquin #110 Dusty	Saginaw
1975	Albert Peloquin #110 Dusty	Saginaw
1976	Will Vander Berg #213 Double Trouble	Macatawa
1977	Rick Kraai #266 Kraai's Baby	Macatawa
1978	Rick Kraai #266 Kraai's Baby	Macatawa
1979	John Donnelly #737 Orient Express	Macatawa
1980	John Donnelly #737 Orient Express	Macatawa
1981	Albert Peloquin #110 Dusty	Saginaw
1982	Rick Kraai #266 Kraai's Baby	Macatawa
1983	Rick Kraai #266 Kraai's Baby	Macatawa
1984	Rick Kraai #266 Kraai's Baby	Macatawa
1985	Alan Bonzelaar #695 Mind Bender	Macatawa
1986	Alan Bonzelaar #695 Mind Bender	Macatawa

1987	Alan Bonzelaar #695 Mind Bender	Macatawa
1988	Alan Bonzelaar #695 Mind Bender	Macatawa
1989	Alan Bonzelaar #695 Mind Bender	Macatawa



WILLARD EMERY TROPHY

Presented each year to the winner of the New England 110 Championship. It is a three-race series sailed as part of Marblehead Race Week.

1941	George O'Day	Vincemus
1942	George O'Day	Vincemus
1943	Clinton McKim	Mons Meg II
1944	Bradley P. Noyes	Hapi
1945	Ellen Lane Connolly	Bubble On
1946	John Marvin	Aero

For the following years, records show that the Willard Emery Trophy was presented to the District I Champion. The Districts replaced the New England Championship, but was still sailed as part of Marblehead Race Week.

1947	William C. Burke, Jr.	Typhoon
1948	Russell H. Mattern, Jr.	Burny Bee
1949	Richard W. Partridge, Jr.	Black Cow
1950	John J. McNamara, Jr.	Dondick
1951	Leigh Quinn	My Tern
1952	John & Richard McNamara	Dondick
1953	Ross E. Sherbrooke	Fury

1954	Robert & Stanley Nichols	Ripper
1955	Francis E. Charles	Jester
1956	Francis E. Charles	Jester
1957		
1958	Quentin Walsh	Raven III
1959	Francis E. Charles	Jester
1960	William O'Connor	Hoya
1961	William O'Connor	Hoya

With the Francis E. Charles Trophy now becoming the official District I Championship Trophy, the Emery Trophy was returned to the New England 110 Championships.

1962	Unable to find records of winners	
1976		
1977	Jack Slattery	Jumpin Jack Flash
1978		
1979	Mark O'Connor	Dingo
1980	Chris Maxon	Blockhead
1981	Mark O'Connor	Dingo
1982	Jack Slattery	Jumpin Jack Flash
1983	Steve Clancy	Jolly Giant
1984	Steve Clancy	Jolly Giant
1985	Brad White	#245 Malihini
1986	Jeff Adam	#687 Feats Don't Fail Me Now
1987	? part of Lipton Cup	
1988	Bob Adam	#631 U.S. Blues
1989	The Slatterys	#545 Flash



BOSTON BAY 110 CHALLENGE CUP

Donated by members of the Wollaston Yacht Club, Wollaston, MA.

1949	Richard W. Partridge, Jr.	Hull #482 Black Cow
1950	Richard W. Partridge, Jr.	Hull #482 Black Cow
1951	Leigh Quinn	Hull #524 My Tern
1952	Leigh Quinn	Hull #524 My Tern
1953	Leigh Quinn	Hull #524 My Tern
1954	Malcolm MacNaught	Hingham #600 Black Cow II

1955	Leigh Quinn #524 My Tern	Hull	1970	Kenerson Bros. #496 White Tornado	Hull
1956	Malcolm MacNaught #600 Black Cow II	Hingham	1971	Bob Peck #590 Ascend II	Narragansett
1957	Malcolm MacNaught #600 Black Cow II	Hingham	1972	Bill Kaul #596	Marblehead
1958	Leigh Quinn #524 My Tern	Hull	1973	William Durgin #385 Fantasy	Narragansett
1959	Francis E. Charles #291 Jester	Hull	1974	William Durgin #385 Fantasy	Narragansett
1960	Francis E. Charles #291 Jester	Hull	1975	Jay Mosher #548 Cookie Monster	Narragansett
1961	Art Mersereau #9 Vagabond	Beverly	1976	Paul Holleran #733 Mello Yello	Boston
1962	Bob O'Connor #239 Rambler	Marblehead	1977	Paul Holleran #733 Mello Yello	Boston
1963	McMann Bros. #585 Slo Poke	Boston	1978		
1964	Norman Cressy #229 Norman's Woe	Marblehead	1979		
1965	William O'Connor #26 Dear John	Hull	1980		
1966	Robbie Doyle #620 De Bait	Marblehead	1981		
1967	Robbie Doyle #620 De Bait	Marblehead	1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1968	Winner unknown		1983	Steven Clancy #4 Jolly Giant	Hull
1969	Rich Kilfoyle #4 Jolly Giant	Hull	1984	Cindy Douglas #687 Future Scheck	Marblehead
			1985	Bill Higgins #720 Rachel	Boston

1986	Ann Charles #665 T. Rex	Hull
1987	Steven Burns #739 Madness	Boston
1988	Bill Higgins #720 Rachel	Boston
1989	Herb Dreher #734 Other Woman	Boston



JAMES P. LEE PERPETUAL TROPHY

Donated by South Boston Yacht Club, this trophy honors Mr. James P. Lee who was the biggest promoter of sailing in South Boston Yacht Club. A perennial Race Committee Chairman, Mr. Lee passed away in 1984.

1968	Ed Sweeney #517 Roadster II	Hull
1969	Dewey Duboy #291 Turmoil	Boston
1970	Dewey Duboy #291 Turmoil	Boston

1971	Rich Kilfoyle #4 Jolly Giant	Hull
1972	Paul Holleran #505 Olley Ollem	Boston
1973	Fran Charles, Jr. #719 Begonia	Hull
1974	Barry Callow #505 Hello Yello	Boston
1975	Fran Charles, Jr. #719 Begonia	Hull
1976	Fran Charles, Jr. #675 Endeavor	Hull
1977	Paul Holleran #733 Hello Yello	Boston
1978	Paul Holleran #733 Hello Yello	Boston
1979	Paul Holleran #733 Hello Yello	Boston
1980	Paul Holleran #733 Hello Yello	Boston
1981	Bill Higgins #720 Rachel	Boston
1982	Bill Higgins #720 Rachel	Boston
1983	Bill Higgins #720 Rachel	Boston
1984	Bill Higgins #720 Rachel	Boston
1985	Brad White #245 Malihini	Marblehead

1986	Bill Higgins, Jr. #729 Ruthless	Boston
1987	Jeff Adam #687 Sugar Magnolia	Newport
1988	Jeff Adam #687 Sugar Magnolia	Newport
1989	Bill Higgins #720 Rachel	Boston



HULL BAY LABOR DAY SERIES

1947	William C. Burke, Jr.
1948	Richard W. Partridge, Jr.
1949	Richard W. Partridge, Jr.
1950	Thomas J. Kennedy
1951	Leigh Quinn
1952	Robert Rittenburg
1953	Robert Rittenburg
1954	Francis Charles
1955	Francis Charles
1956	William H. O'Connor
1957	Robert Rittenburg
1958	Francis Charles
1959	Francis Charles
1960	Francis Charles
1961	Francis Charles
1962	Donald Slattery
1963	Donald Slattery
1964	Donald Slattery
1965	Frank Lewenberg
1966	Ed Sweeney
1967	Ed Sweeney
1968	Ed Sweeney



DONALD J. SLATTERY MEMORIAL TROPHY

Donated by Fleet #14 in memory of Don Slattery, who was a very active 110er locally and nationally. The Slattery Regatta is a Labor Day weekend series sailed in Hull that has grown in size and popularity.

1969	Richard Kilfoyle #4 Jolly Giant	Hull
1970	Richard Kilfoyle #4 Jolly Giant	Hull
1971	Richard Kilfoyle #4 Jolly Giant	Hull

1972	Richard Kilfoyle #4 Jolly Giant	Hull
1973	Richard Kilfoyle #4 Jolly Giant	Hull
1974	Francis Charles, Jr. #719 Begonia	Hull
1975	Paul Holleran #733 Mello Yello	Boston
1976	Tim Foley #739 Slap Shot	Boston
1977	Paul Holleran #733 Mello Yello	Boston
1978	Jack Slattery #545 Jumpin Jack Flash	Hull
1979	Jack Driscoll #740 Cracker Jack	Boston
1980	Kilfoyle Bros. #4 Jolly Giant	Hull
1981	Kilfoyle Bros. #4 Jolly Giant	Hull
1982	Jack Slattery #545 Jumpin Jack Flash	Hull
1983	Jack Slattery #545 Jumpin Jack Flash	Hull
1984	Jack Slattery #545 Jumpin Jack Flash	Hull
1985	Fran Charles, Jr. #240 Orgasmatron	Hull
1986	Dru Sour #736 Smurfette	Marblehead

1987	The Slatterys #545 I.T.Y.W.B.T. Stern	Marblehead
1988	Brad White #245 Malihini	Marblehead
1989	The Slatterys #545 Flash	Marblehead



CHAOS CUP TROPHY

As I Remember the Beginning
by Herb Dreher

In 1970, the skippers from Lake Quannapowitt, Wakefield, MA, put a challenge to the salt water sailors to come and try sailing on an inland lake. A weekend in early October was chosen because, by then, the ocean was too cold for sailing. I was the only ocean boat to take the challenge. John Kenerson from Hull was my crew. My boat drew a lot of attention in the parking lot before launching because it had all the new go-fasts. Even the modern trailer got comments. I noticed

that the Quannapowitt boats had removed their splashboards in order for the jib to lay flat on the deck. Going into the last race, there was no clear cut regatta winner yet. We were running down the lake about 100 yards behind the leader when John noticed a day sailer coming at us with his spinnaker up. The lead 110 got his spinnaker blown back into his mast while we panicked to get ours down. Passing the tangled-up leader and going on to win the race gave us overall first place. I can remember during haulout and breaking down the boat, John and I were just bursting with pride that we had lived up to the advanced billing as the hot shots from the ocean. Inside we were both wondering whether we should come back next year and probably spoil what was now our moment of glory.

A perpetual trophy was first presented in 1985 and the regatta became known as the Chaos Cup. Looking through old Bridgedecks and yearbooks, I came up with these past winners:

1970	#98	Herb Dreher
1971		
1972		
1973		Barry Ramsell
1974	#715	John Koopman
1975		
1976		
1977		
1978		
1979		
1980		
1981	#736	Dru Sour
1982	#545	Jack Slattery
1983	#545	Jack Slattery
1984	#687	Cindy Douglas
		perpetual trophy in place
1985	#240	Fran Charles, Jr.
1986	#245	Brad White
1987	#545	The Slatterys
1988	#631	Bob Adam
1989	#545	The Slatterys



CRESSY SAILS

16 Lewis Avenue · Marblehead, MA 01945

617-618-4715

Dear 110 Sailor:

Here's a brief update on how the class' biggest sailmaker did last season and what developments we've made over the past few months.

Once again Cressy Sail's customers had a great season as exhibited by victories in the District I, Marblehead Race Week, Atlantics, New Englands, Challenge Cup, Slattery Trophy, Quannapowitt and the National Championships.

The new mainsail we've designed is substantially flatter than those mainsails we built in the last seventies and early eighties. This sail has proven to out perform our older models in virtually every condition and we feel confident it will provide the edge in boat speed you're looking for. The genoa and spinnaker have also been slightly modified. The cloth we are using in all of these sails has never been faster.

Please don't think for a minute that because our sails did so well the last few seasons that we're going to rest on our laurels. There isn't a sailmaker in the country that will be putting as much effort into building fast 110 sails than Cressy Sails.

Sailmaker to the 110 Class since 1961,

Norman E. Cressy

MICHIGAN CHAMPIONSHIP

1955 at Gull Lake

Bill Stone	#499	Mamu	(M)
Peter Sears	266	Revenge Too	(M)
John/Judy Keagle	388	My-Oh-My	(G)

1956 at Bay City

Bob/Judy Maier	522	Ghost III	(S)
John/Judy Keagle	388	My-Oh-My	(G)
Phil/Sarah Young	116	Topsy	(G)

1957

1958 at Holland

John Beeman	443	Neptune's Needle	(M)
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1959 at Gull Lake

Bob/Judy Maier	522	Ghost III	(S)
Willard Reed	142	Folly	(S)
Al Peloquin	110	Dusty	(S)

1960 at Mullett Lake

Bob/Judy Maier	522	Ghost III	(S)
John Keagle	388	My-Oh-My	(S)
Peter Sears	266	Revenge Too	(M)

1961

Al Peloquin	110	Dusty	(S)
John Keagle	388	My-Oh-My	(G)
Bob/Judy Maier	522	Ghost III	(S)

1962 at Bay City

Willard/Denise Reed	142	Folly	(S)
Bob/Judy Maier	522	Ghost III	(S)
Al Peloquin	110	Dusty	(S)

M-Macatawa

G-Gull Lake

S-Saginaw Bay



MICHIGAN CHALLENGE TROPHY

The History of the
Michigan Fleet Challenge Trophy

by Bill Vander Berg

The trophy started in 1971, as the Lake Michigan Fleet Challenge, when a skipper (who I don't remember his name) from Wilmette and myself talked over the phone about a challenge between Fleet #7, Holland, and Fleet #4 from Wilmette. Five skippers and their crews from Holland journeyed to Wilmette. In a two-race series, Fleet #7 won the trophy. With a 2nd, 3rd, 4th, 5th, and 6th place in the first race and a 1st, 2nd, 3rd, 4th, and 5th in the second race. Unfortunately, Wilmette's fleet was never in good enough traveling condition to come to Holland and challenge us for the trophy. The original skippers were Bob Sligh (#474); Scott Smith (#81); Al Bonzelaar (#696);

Bill Vander Berg (#213); and Jim LaBarge (#243). The race as a Lake Michigan Challenge was never repeated. In 1974, the number of boats necessary to compete was reduced to three and the challenge was issued to Gull Lake, Fleet #6; Holland, Fleet #7; and Saginaw Bay, Fleet #36. It was now called the Triple Crown (see Class History 1974). Saginaw Bay, Fleet #36, won the trophy. Boats and skippers were Rick Ault #727; Bill Webb #300; and Dr. David Melhouse #80.

I think they repeated the win in 1975, but there is no plate on the trophy and I'm not sure. In 1976, Macatawa Bay went to Saginaw Bay and recovered the trophy. Bill Vander Berg, #213; John Donnelly, #737; Dale Kardux, #522; Rick Kraai, #266; Al Bonzelaar, #696. In 1977, Fleet #7 won again: Rick Kraai, #266; Al Bonzelaar, #696; Bill Vander Berg, #213; Dale Kardux, #522; John Donnelly, #737; Buzz Miller, #727; and Rob Price, #300.

There was no challenge issued after that, and in 1981, it was decided to change the name of the trophy to "The Michigan All-Regatta Challenge". The low score for the District Championship and the Invitational was Rick Kraai, #266.

There was no Invitational in Holland in 1982 as the great amount of activity surrounding the Nationals kept everyone busy.

The 1983 Invitational was held in Bay City; also sailed in extremely light air. The first race started with most of us staying on starboard tack. The boats that went out into the lake, Chris Henry and Al Bonzelaar, soon found themselves with a tremendous lead. Rick being the first to tack from starboard managed to regain the lead just before the finish of the race. First race, Rick, Al Bonzelaar, and

Al Peloquin. The second race Rick, Al Bonzelaar, and Bill Vander Berg in a little duel with Rick taking the lead from Bill when Al Bonzelaar sailed into a hole. When approaching the finish line, Rick sailed into a hole and we managed to pass him. Second race was Bill Vander Berg, Rick Kraai, and Al Bonzelaar. I really don't remember the last race, but the finish was Rick Kraai, Bill Vander Berg, and Al Bonzelaar. This easily gave Rick overall winner of the Districts and the Great Lakes Challenge.

110 TRAILERS

The best money can buy
Complete or finish them yourself

Herbert Dreher
197 Pond Street,
Natick, MA. 01760

CELEBRATE 100 YEARS OF RACING IN MARBLEHEAD



AND 50 YEARS OF FUN IN THE 110

1989 110 NATIONALS

50TH ANNIVERSARY

AND

MARBLEHEAD RACE WEEK'S
100TH ANNIVERSARY

JULY 26 - 30TH

NOTICE OF REGATTA

Fleet #1 and the Corinthian Yacht Club of Marblehead, Massachusetts are pleased to be hosts of the 1989 National Championship Regatta. The Regatta is open to all International 110 Association Members, having dues paid for the 1989 season, and having properly entered this Regatta as prescribed herein. The races will be sailed on the open waters of Massachusetts Bay in Circle II Area. The Regatta will be wet sailed. Moorings will be provided by the Corinthian Yacht Club. Some rafting of boats may be necessary. All times shall be Eastern Daylight Time.

Minutes of Annual Meeting

Held at Corinthian Yacht Club, Marblehead, MA
July 19, 1989

Meeting called to order by President Linda
Epstein, #405, at 8:41pm.

Roll call of fleets:

Fleet #1 Jack Slattery #545
Fleet #7 Rick Kraai #266
Fleet #10 Ray Theriault #617
Fleet #14 Will Craig #271
Fleet #17 Ken Corbett #714
Fleet #23 Robert Peck #590 (not present)
Fleet #29 Russell Robinson #671
Fleet #36 Dawn Satek #508
Fleet #44 Dick Phillips #263
Fleet #54 Jeff Adam #687

Minutes of 1988 Annual Meeting were read by
President Epstein. Motion to accept by Rick
Kraai, second Bill VanderBerg.

Report by President Epstein on efforts by
Fran Charles as member of Massachusetts Sail-
ing Association in promoting 110 and one-
design sailing. Charles was given a round of
applause in appreciation.

Treasurer's report was read by Rick Kraai.
Motion to approve by Herb Dreher, second by
Al Peloquin.

Under new business, Rick Kraai gave a report
on the progress of his underwriting the con-
struction of new fiberglass 110s. Discussion
followed on various technical points.

Russell Robinson made a motion that the new
Board of Governors hold a meeting during the
1989 Championship Regatta to formulate

proposals for Class vote on clarifying measure-
ments of sails and hulls. Motion to accept
was made and seconded.

Nominations of Officers:

The nominating committee of Bill VanderBerg,
Linda Epstein and Tom Craig presented the
following slate:

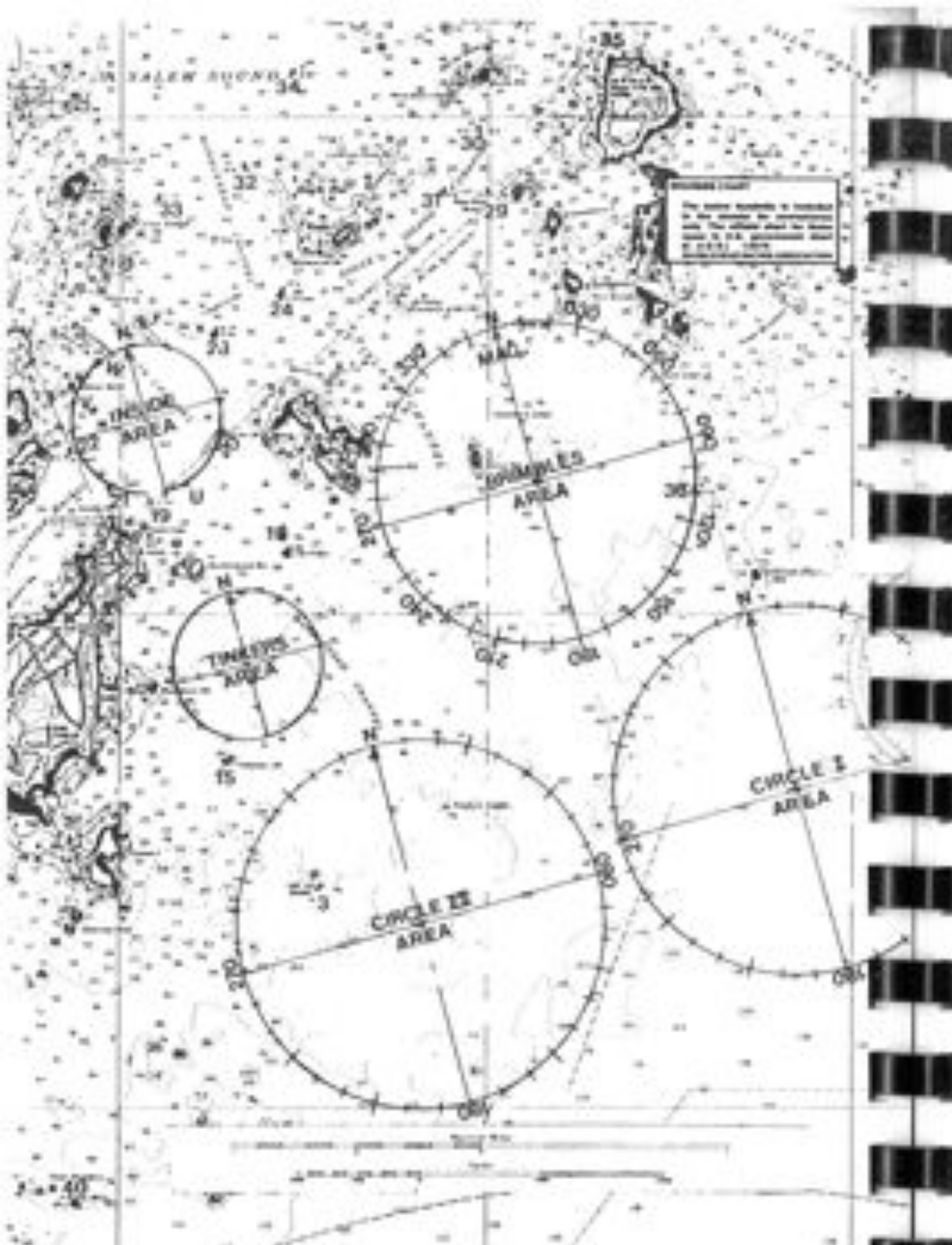
President	Jack Slattery
First Vice-President	Fran Charles, Jr.
Second Vice-President	Joe Berkeley
District I Governor	Ann Craig
District II Governor	Bill VanderBerg
District III Governor	Allan Phillips
Secretary/Treasurer	James Stone
Publicity Director	Herb Dreher
Tech. Committee Chair	Russell Robinson
Governor at Large	Linda Epstein

Nomination from the floor by Russell Robinson
nominating Bob Adam as Publicity Director.
Motion to accept the nomination by Rick Kraai,
second by Dru Slattery. At this point, Herb
Dreher declined his nomination. Motion to
accept the slate as amended and close nomi-
nations was made by Rick Kraai, second by Ray
Theriault.

Rick Kraai presented the bid of Holland Fleet
#7 to host the 1990 Nationals at the Macatawa
Bay Yacht Club in conjunction with the S-2
7.9's Nationals. The bid was accepted unani-
mously.

There being no further business, the meeting
was adjourned.

Albert P. Peloquin #110
Acting Secretary



1989 110 Nationals
Marblehead, MA
July 26-30

#545	Jack and Dru Slattery Flash	2-3/4-3/4-3/4-7	11 1/2
631	Bob Adam/Ted Keenen All Tangled up in Blue	4-10-3-4-2	23
515	Bob Slattery/Bill Cotter Which Way Did He Go	11-7-12-2-4	36
271	Tom and Will Craig Wild Thing	8-4-4-20-3/4	36 3/4
665	Ann Craig/Rick Kraai T-Rex	13-3-6-3-12	37
692	Fran Charles/Steve Clancy The Cure	3/4-2-11- 15-16	44 3/4
733	Paul Holleran Mello Yello	14-15-8-5-6	48
213	Bill VanderBerg/Tim Kardux Double Trouble	5-13-16- 13-3	50
671	Russell Robinson Magic Bus	12-12-7-7-18	56
720	Bill Higgins, Jr./Bill Donald Rachel	7-16-5- 16-14	58
714	Ken Corbett/Jack Driscoll Tenacious	6-8-9-18-21	62
734	Herb Dreher/Steve Dreher Other Woman	16-5-15-21- 10	67
687	Jeff Adam/Dave Wolsard Sugar Magnolia	9-6-20-10-22	67
715	John Koopman/Fritz Koopman Ook Van Lotje Getikt	15-9-17- 19-11	71

Our 50th International Championship race course circular. The races were held at Marblehead, MA on July 26-30, 1989. They were raced in circle II.

#729	Steve Dutcher/Paul Klump No Control	10-17-18- 11-17	73
675	Marco Constant	DSQ-14-14-8-13	77
405	Linda Epstein/Dan Epstein Inscenia	18-19-13- 14-15	79
98	Wendy Nee/Scott Nolan/ Rick Dreher Man Not Found	17-27-21-9-8	82
617	Ray Theriault/Erik Hostvedt Magic	22-23- 10-12-DNS	92
590	Bob Peck/Elle Schnabel Ascend II	23-22-24- 23-9	101
723	Al Spitzak/Bill Spitzak Monstro	24-24-22- 17-19	106
699	John Blewett/Paul Chapmanit	21-18-19- 25-23	106
110	Al Peloquin/Dawn Satek Dusty	20-21-23-22- 20	106
506	Jeff Binder/John McGrath	19-20-25- 24-24	112
291	Ed Karl/Dick Phillips Jester	25-27-27-26- 25	130

IN 1979 THE FIRST 110 SAILED IN MARBLEHEAD AND IT ONLY SEEMED APPROPRIATE THAT THE FIFTIETH ANNIVERSARY OF THE CLASS RETURN TO MARBLEHEAD TO SHOW OUR STUFF. WE PROVED TO THE RACING COMMUNITY THAT WE HAVE THE NUMBERS AND CLASS STRENGTH THAT NO OTHER RACING YACHT FROM DAYS PAST COULD MATCH.

THE FIFTIETH ANNIVERSARY NATIONALS HELD JULY 26 - 30, 1989 HAD AN IMPRESSIVE TURN OUT WITH 26 TEAMS FROM 10 DIFFERENT FLEETS AND OUR VERY IMPORTANT SPECTATOR GROUP OF HUSBANDS, WIVES, CHILDREN AND TEAM JACK AND LAURA MCCARTHY FROM OCEAN CITY, NEW JERSEY. NOT ONLY DID WE HAVE SUPERB RACING WITH WINDS FROM ALL DIRECTIONS AND ALL STRENGTHS BUT SOCIAL EVENTS FROM KEG PARTIES TO BLUE BLAZER SIT DOWN DINNERS AND OF COURSE OUR SUNSET SERENADE STARRING BOB PECK AND HIS BAG PIPES.

IN CONJUNCTION WITH OUR FIFTIETH ANNIVERSARY, MARBLEHEAD RACE WEEK CELEBRATED ITS CENTENNIAL YEAR. BEFORE THE RACING AND COMPETITORS ARRIVED THE 110 CLASS HAD AN EXHIBIT AT ABBOT HALL IN MARBLEHEAD DISPLAYING PAST AND PRESENT ARTICLES, PICTURES AND TROPHIES. THE MARBLEHEAD REPORTER HAD A RACE WEEK EDITION WITH A FEATURE ON THE 110 CLASS AND AN AD TAKEN OUT BY THE CLASS TELLING OF THE EVENTS TO COME. AS USUAL THE 110ERS STIRRED UP EXCITEMENT NOT ONLY WITH THE PARTICIPANTS BUT WITH A WHOLE COMMUNITY OF SAILORS WHO MORE LIKELY THAN NOT HAVE A 110 STORY TO TELL.

WE KICKED OFF THE REGATTA WITH AN OLD-TIMERS COCKTAIL PARTY. WE SENT INVITATIONS BY MAIL AND PASSED THE WORD AROUND BY MOUTH. WE HAD A FANTASTIC TURN-OUT WITH 30 PLUS OLD-TIMERS AND THEIR SPOUSES. WE HAD SIX PREVIOUS NATIONAL CHAMPIONS, SCULLY, HIGGINS, KRAAL, CLANCY, SLATTERY AND SLATTERY. ALSO SALUTED WAS AL PELOQUIN FOR HIS LONGEVITY AND DEVOTION TO THE CLASS. BEST OF ALL EVERYONE THOUGHT IT WAS A WONDERFUL IDEA AND HAPPY TO SEE THEIR BELOVED 110 FLEET STILL OUT THERE COMPETING.

BOB PECK WAS THE HIT OF THE DINNER DANCE AT EASTERN Y.C. ON FRIDAY NIGHT WHEN HE OPENED THE EVENING CEREMONIES WITH HIS GREAT BAGPIPE PLAYING AT SUNSET. NOT ONLY DID THE 110ERS ENJOY THIS FRIENDLY SOUND BUT ALL THE COMPETITORS AT RACE WEEK GOT A TASTE OF WHAT THEY WERE MISSING. THE 110ERS LET IT BE KNOWN THEY WERE STILL AROUND AND THRIVING.

ON SATURDAY WE HAD OUR ANNUAL MEETING AND KEG PARTY. SINCE ONE OF THE REASONS THE 110 CLASS IS STILL AROUND IS DUE TO OUR

PARTIES IT MUST BE KNOWN THE BEER LASTED MUCH LONGER THAN THE LAST 100ER. THAT NIGHT WE HEARD ABOUT THE NEW CLASS BUILDERS AND THAT RICK KRAAI PLANNED TO HAVE A NEW BOAT BY THE NEXT NATIONALS. HE ALSO PUT A BID IN FOR THE 1990 NATIONALS THAT WAS OVERWHELMINGLY ACCEPTED.

FINALLY THE REGATTA WAS OVER THE WINNERS AND LOSERS HAD ESTABLISHED THEIR PLACES AND EVERYONE GATHERED AT THE EASTERN FOR A GREAT DINNER OF CHATEAUBRIAND AND APPLE PIE. THAT EVENING ALL THE RACES WERE ONCE AGAIN REHEARSED IN PEOPLE'S MINDS, WHAT IF THIS, WHAT IF THAT. THERE WAS NOT A SINGLE PERSON NOT LOOKING FORWARD TO NEXT YEARS NATIONALS.

AS FAR AS THE RACING WAS CONCERNED THERE WERE A LOT OF SURPRISES. MARBLEHEAD LIVED UP TO ITS REPUTATION OF LIGHT AND FICKLE WIND, BUT DID SURPRISE US WITH A SQUALL AND SOME TRAPEZE WEATHER.

RACE #1

THE SEA BREEZE WAS LIGHT ABOUT 5 - 8 KNOTS THE BREEZE WAS STEADY WHICH WAY SHOULD WE GO. MARBLEHEAD KNOWLEDGE IS GO RIGHT IN THE MORNING AND BY 1 O'CLOCK START WATCHING THE LEFT OR IS IT THE OTHER WAY AROUND? JACK AND I GOT A GOOD START AND WENT RIGHT WITH MOST OF THE FLEET. THE BOATS THAT WENT RIGHT FIRST SEEMED TO HAVE A REAL NICE AHEAD AND TO LEEWARD POSITION UNTIL WE GOT 200 YARDS FROM THE MARK, WHEN FRAN AND STEVE CAME BARRELLING IN FROM THE LEFT. THEY WERE ABLE TO TACK IN AHEAD AND TO LEEWARD. NEXT CAME THE BOATS TO OUR RIGHT AND WE WERE STUCK IN THE MIDDLE ROUNDING IN SIXTH PLACE. THE LEADERS INCLUDING FRAN WENT HIGH ENOUGH THAT WE WERE ABLE TO SAIL LOW AND GET AN INSIDE OVER LAP TO ROUND SECOND. FRAN HAD MAINTAINED A BIG DOWNWIND LEAD AND WAS ABLE TO COVER US WITHOUT AFFECTING OUR BREEZE AND WE COVERED THE BOATS BEHIND US MAINTAINING SECOND PLACE.

RACE #2

THIS WAS THE ONLY RACE SAILED ON FRIDAY BECAUSE OF AN UNEXPECTED SQUALL THAT CAME WHIPPING THROUGH MARBLEHEAD HARBOR. LONG AFTER THE COMPETITORS WERE IN THE RACE COMMITTEE WAS CHASING RUSSELL ROBINSON AND CREW AROUND TRYING TO GET THEM TO COME IN FROM THE WIND AND RAIN, THEY WERE HAVING A BLAST PLANNING AROUND THE HARBOR. AS FOR THE RACE IT DIDN'T SEEM TO MATTER WHICH WAY YOU WENT UP THE FIRST BEAT THIS RACE AS JACK AND I WENT HARD RIGHT AND THE OTHER TOP

BOATS OF FRAN/STEVE, ANN/RICK, TOM/WILL, HERR/STEVE WENT LEFT. FRAN AND STEVE ROUNDED THE MARK FIRST CLOSELY FOLLOWED BY THE OTHERS. ON THE NEXT TWO REACHES AND WINDWARD BEAT FRAN AND STEVE HELD THEIR LEAD WITH THE REST OF US CHANGING POSITIONS WITH EACH TACK AND WIND SHIFT. ON THE DOWN WIND LEG JACK AND I MADE OUR MOVE WE PLAYED EACH SHIFT FOR WHAT IT WAS WORTH. FRAN AND ANN WERE FIGHTING ON THE RIGHT SIDE AS WE WENT JUST ENOUGH TO THE LEFT TO EDGE THEM OUT AROUND THE LEEWARD MARK AND COVER ON THE BEAT TO THE FINISH.

RACE #3

WE WENT OUT TO THE STARTING LINE KNOWING THIS WAS THE DAY AND THE RACE TO BREAK AWAY FROM THE PACK AND TO END OUR TIE WITH FRAN AND STEVE; IT WAS NOW OR NEVER. THE WIND WAS BLOWING 8 - 12 KNOTS OUT OF THE NORTHWEST AND WE WERE TRAPEZING; NOT FULL OUT BUT ON THE WIRE. THE START SOUNDED AND THE PACK WAS AT THE PIN FIGHTING FOR A GOOD START, WE WERE IN THE MIDDLE OF THE LINE ALL BY OURSELVES MOVING AT A NICE CLIP. WE TACKED BACK TO THE LEFT THINKING THAT WE COULD CROSS THE FLEET BUT THE BREEZE HAD SHIFTED LEFT AND WE WERE IN ABOUT 6TH PLACE. JOE BERKELEY AND DAVE MCGRATH, BOB ADAM AND TED KEENAN, TOM AND WILL CRAIG AND BILL HIGGINS JR AND BILL DONALD WERE AHEAD OF US BUT IN STRIKING RANGE. WE DECIDED TO PLAY THE SHIFTS AND STAY TO THE LEFT WHENEVER POSSIBLE. WE ROUNDED THE WINDWARD MARK IN THIRD PLACE JUST BEHIND BOB AND TED. OUR DOWNWIND SPEED WAS GOOD AND AT THE LEEWARD MARK WE WERE ON THE LEADERS TAIL. JOE BERKELEY ROUNDED FIRST FOLLOWED BY BOB AND THEN US. WE WERE THE FIRST BOAT TO TACK TO THE LEFT. BOB TRIED TO COME WITH US BUT JOE WAS COVERING HIM AND THEY GOT INTO A TACKING DUEL THAT GOT THEM TO OUR RIGHT GIVING US THE ADVANTAGE OF THE LEFT. AT THE FINISH LINE WE APPROACHED ON PORT WHILE JOE FOLLOWED BY BOB APPROACHED ON STARBOARD. JOE TACKED INTO LEEWARD OF US BUT THE BREEZE WAS A LITTLE STIFFER ON THE LEFT AND WE CROSSED THE FINISH AHEAD BY HALF A BOAT LENGTH.

RACE #4

THE WIND WAS LIGHT 5 - 8 KNOTS, OUT OF THE NORTHWEST. JACK AND I GOT A TERRIBLE START. THE LEADERS WENT RIGHT, FRAN SEEMED TO BE WINNING ON THE RIGHT WHEN HE TRIED TO COME BACK LEFT TO COVER US. THE WIND WAS GOING RIGHT BUT A NEW BREEZE WAS FILLING FROM THE LEFT. FRAN WAS NOT ABLE TO CROSS BETWEEN THE TWO BREEZES AND WAS STUCK IN A HOLE. WHEN THE LEFT BREEZE TOOK OVER MOST OF THE FLEET ALREADY HAD ROUNDED THE WINDWARD MARK AND GONE LOW. WE WERE LUCKY TO GET A LITTLE BIT OF THE NEW LEFT BREEZE ROUNDED THE MARK IN ABOUT 20TH AND

REMAINED IN THE NEW BREEZE LEFT OF ALL THE COMPETITORS TO PASS 3-4 BOATS ON THAT LEG. WE ROUNDED THE HBE MARK AND SAILED HIGH AND FAST AND WERE ABLE TO BEAR OFF TO THE LEEWARD MARK ONCE THE BREEZE FILLED IN. BY NOW WE WERE IN 8-10 PLACE AND FEELING GOOD. WE WENT LEFT ON THE NEXT BEAT MORE LEFT THAN THE LEADERS AND PLAYED THE SHIFTS. ONCE AGAIN A BIG LEFTER CAME IN AND WE WERE IN THE LEAD. THE BOATS THAT HAD GONE RIGHT HAD DIED. THE DOWNWIND LEG WAS TRICKY THE BREEZE WAS FILLING IN FROM BEHIND AND ALL THE BOATS ON OUR LINE WERE MERGING INTO ONE BIG PACK. WE ROUNDED THE LEEWARD MARK IN A JAM WITH 10 OTHER 110'S AND 10 OTHER BOATS FROM OTHER CLASSES. WE ROUNDED JUST INSIDE AND COVERED MIDDLE LEFT TO THE FINISH. BOB SLATTERY WITH ANN CRAIG ON HIS HEELS FINISHED SECOND AND THIRD RESPECTIVELY.

RACE #5

THE LAST RACE WE DRIFTED TO THE RACING AREA AND WAITED. JUST AS WE WERE ABOUT TO GIVE UP THE SEA BREEZE FILLED IN AND THE RACE COMMITTEE STARTED THE SEQUENCE. JACK NOTICED THE RING DING THAT HOLDS THE MAST UP HAD FALLEN INTO THE DECK TRIANGLE AND WITH 15 MINUTES TO GO HE VERY AGILELY WENT TO THE TOP OF THE MAST. ONCE THAT WAS DONE WE BOTH KNEW THAT WE HAD WON THE REGATTA ALL WE HAD TO DO WAS FINISH 17TH OR BETTER. (JOE BERKLEY WE GIVE LESSONS ON CLIMBING UP THE MAST.) FOUR BOATS HAD A CHANCE AT SECOND; BOB ADAM WITH 21 POINTS, JOE BERKELLY 22, ANN CRAIG 25 AND FRAN CHARLES 28 34. THE RACE WAS WON BY THE CRAIG BROTHERS THAT USED THIS SCORE TO BRING THEM TO 5TH OVERALL, BOB ADAM FINISHED SECOND IN THE RACE SECURING SECOND PLACE OVERALL; BOB SLATTERY FINISHED 4TH JUST BEATING THE CRAIG BROTHER OUT FOR 4TH PLACE OVERALL AND JOE BERKELEY FINISHED 5TH AND TAKING 3RD PLACE IN OVERALL REGATTA HONORS. BILL VANDENBERG WITH TIM KARDUX AND WENDY NEE WITH BROTHER RICK DREHER HAD THEIR BEST RACE OF THE REGATTA WITH A THIRD AND 8TH RESPECTIVELY.

1989 James P. Lee Trophy Hosted by Fleet #17 & S. Boston Y.C.

- | | | | |
|-----|------|---------------------------|--------------|
| 1. | #720 | Bill Higgins/Bill Donald | BHYC |
| 2. | #692 | Fran Charles/Chris Clancy | Hull |
| 3. | #631 | Bob Adam/Ted Keenan | New Haven |
| 4. | #729 | Paul Klumph/Steve Dutcher | BHYC |
| 5. | #687 | Jeff Adam/Dave Woisard | Newport |
| 6. | #665 | Ann Craig/Tom Craig | Hull |
| 7. | #632 | Joe Berkley/Dave McGrath | Hull |
| 8. | #734 | Herb Dreher/Steve Dreher | BHYC |
| 9. | #699 | John Blewett/Paul Chapman | Newport |
| 10. | #714 | Ken Corbett/Billy Higgins | BHYC |
| 11. | #590 | Bob Peck | Narragansett |
| 12. | #723 | Al Spitzak | Quannapowitt |
| 13. | #738 | Martin Billett | Narragansett |

Hosted by South Boston Yacht Club on June 24 and 25. Lots of sunshine combined with fresh 15-25 knot easterlies for the season opener. Event chairmen Butch MacCormack and Bill Donald did a fantastic job with over 10 mile courses and a barbecue after both days of racing at the club. The defending national champion cleared everyone's decks.

Fran Charles, Jr. #692

1989 Boston Bay Challenge Cup
Hosted by Fleet #14 and Hull Yacht Club

#1.	Herb and Steve Dreher #734 Other Woman	BHYC
2.	Paul Holleran/Cheryl Houston #733 Mello Yello	BHYC
3.	Bill Higgins/Bill Higgins, Jr. #720 Rachel	BHYC
4.	Ann Craig #665 T.Rex	Hull
5.	Paul Klump #729 No Control	BHYC
6.	Joe Berkley #632 Retread	Hull
7.	Tom and Will Craig #271 Wild Thing	Hull
8.	Bill Hicks #714	BHYC
T9.	Linda Epstein #405	Hull
T9.	Rick Dreher #98	BHYC
11.	Fran Charles, Jr. #692	Hull
12.	Al Spitzak #723	Quannapowitt
13.	Ed Karl #291	Hull
14.	Mike Blanchard #525	BHYC
15.	Miles Houston #644	Hull

1989 Boston Bay Challenge Cup
Hosted by Fleet #14 and Hull Yacht Club

With the late morning high tide on Saturday, sixteen boats were launched and ready to race. All that was needed was wind. About 1:00pm, a light easterly sea breeze came in. The course was a twice around triangle with a windward finish. The shifting easterly breeze made the windward legs tricky with the lead constantly changing. The incoming tide was very strong at the time of finish. The boats that went left got hurt. Going right, I picked up a couple of boats giving me a fourth place finish. The second race started immediately in a slightly stronger easterly breeze than the first race because the sea breeze always dies in the late afternoon. The course was a twice around triangle with a windward leeward. The same shifting easterly breeze caused the lead to again shift with every tack. What worked the first time around didn't work the second time around. On the last windward leg, the wind started to lighten leaving holes. I rounded the windward mark somewhere around the middle of the fleet. The lead group of boats went down the middle of the bay straight towards the finish. I went to the right side of the bay and it looked like I was going to sail around the stalled main fleet. Ann Craig #665 was behind me rounding the windward mark and went to the left side of the bay. She got becalmed behind Bumpkin Island and sat there. A new light south-easterly breeze came in with Ann getting it first. She sailed around the stalled fleet and headed for the finish line. The main fleet got the new air before me and started moving. I had enough of a lead that I was still just in front of them when I got the breeze. Ann, with the wind first, just nosed me out, with the fleet finishing after me.

Sunday's race was delayed until after lunch when the easterly sea breeze came in. It was oscillating about thirty degrees just like on Saturday. The tide would not be high enough to haul boats until dinner time, so the Race Committee gave us a twice around triangle with a leeward finish totaling 12 miles. I was first at the windward and jib mark, but dropped to second at the leeward mark. About half way up to the windward mark, the second time around, I got a good lift while Joe Berkley #632 got caught in the header. We crossed tacks and I had the lead. The fleet behind us was scattered all over the bay with each skipper hoping he had chosen the right play for what was going to happen next wind shift. My thought was to stay on top of Joe because he was the only really close boat. The rest of the way to the windward mark I could do no wrong while Joe made a couple of bad tacks. The wind did not make any major shifts so the rest of the fleet did not gain anything. When I rounded the windward mark, I looked downwind and saw Joe Berkley about a half mile away with the main fleet behind him. I was doing a horizon job on everybody. On the downwind leg to the finish, the wind was dying. I moved out from behind Bumpkin Island to get the wind until it died. I was still a half mile ahead of Joe. I thought I was better off in the middle of the bay rather than sitting next to Bumpkin like Joe. Everybody sat waiting for the new breeze. Joe got it first and took off on the same course that Ann Craig had used on Saturday to nose me out. It looked like Joe and I were going to come together at the finish line nose to nose. We did, but I was windward boat when I jibed the spinnaker and sat on top of him. He could not sail through me to leeward, giving me the win with Joe having about a half of a boat overlap on me.

Herb Dreher #734



Sept. 9-10, 1989

The Boston Bay 110 Challenge Cup Trophy takes two people to carry it. It is a beautiful trophy, and the 110 Association would like to thank Bill Higgins (#720) for his financial generosity in restoring the Challenge Cup and the District I Championship Trophy.

1989 District I Championships

#271	Craig Bros. 3/4 3/4 3	4 1/2
632	Joe Berkeley Dave McGrath 2 6 3/4	8 3/4
720	Bill Higgins, Jr. Bill Donald 6 3 4	13
728	Paul Klump Steve Dutcher 7 4 2	13
734	Herb Dreher Mike Blanchard 3 7 5	15
739	Bill Hicks Ken Corbett 4 5 6	15
687	Bob/Jeff Adam Dave Worsard 8 2 11	21
590	Bob Peck Russ Parker 5 10 9	24
738	Martin Billett Joanne Roser 9 11 7	27
699	John Blewett Paul Chapman 11 8 8	27
569	Rick Maurice 10 9 10	29



District I Championships, Cranston, RI





District I Championships, Cranston, RI



District I Championships, Cranston, RI



1989 Chaos Cup
October 7-8

Hosted by Quannapowitt Yacht Club and Fleet #44,
Wakefield, MA

Dig blasts reeked havoc on the fleet of 16
racers as they zigged and zagged the 1/3 mile
by 1 mile infamous Wakefield lake. The
classic fall event tested the flotation in a
couple of boats as gusts ripped through at
20-30 knots. Auto tacks and out of control
planing were commonplace as the newly crowned
national champions, Dru and Jack Slattery,
eked out a 4 3/4 point victory over local
hotshots Bob and Jeff Adam.
The hospitality of the locals was overflowing
as 8 races were completed in addition to a
spectacular feed on Saturday and Sunday.

Fran Charles, Jr. #692



Gusting wind on Lake Quannapowitt.



Lake Quannapowitt - a glass boat without the
proper amount of flotation.



Mark rounding between gusts

1989 Lake Quannapowitt Regatta
Hosted by Fleet #44 and the Q.Y.C.

#545	Jack and Dru Slattery 3/4-2-3-2-2-3/4- 1 -3	11 1/2
687	Bob Adam 3-3/4-3/4-3/4- 1 -3/4-4	14
671	Russell Robinson 7-3-2-4-3- 1 -7-3/4	26 3/4
675	M. Constant 4- DNF -5-8-4-4-5-2	32
632	Joe Berkley 5-7-7-6- 1 -2-3-5	35
644	Peter Houston 6-5-8-3-6-7-10- DNF	45
405	Linda Epstein DNF- DNF -6-11-7-3-6-6	56
734	Herb Dreher 10-8-9- 10 -5-9-9-8	58
98	Rick Dreher 8-6-10-7-8-11- 1/2 -11	61
699	John Blewett 9-10- 11 -9-11-10-11-9	71
707	D. Giles 11-9-11-12-12- 1/3 -8-10	73
720	Bill Higgins, Jr. 2-4-3-DNF-DNS-DNS-DNS- DNF	80
723	Al Spitzak 12- DNF -12-DNF-13-12-13-12	89
729	Paul Klumph DNF-DNS-15-5-DNF-DNS-DNS- DNF	131
263	S/B Braese DNS-DNS-DNS-DNS-DNS-DNS-DNS-DNS	



Doyle 110 Sails have everything you need to go faster. Order your new suit now and get the early season go-fasts.

Mainsail: Viewing window, tapered battens, numbers, suitcase or tube bag.

Genoa: Viewing window, zipper luff, tube bag.

Crosscut Spinnaker: Numbers, go-fast color stripe.

Elliptical loading. Built-in shape that gives you an advantage of incredible proportions.

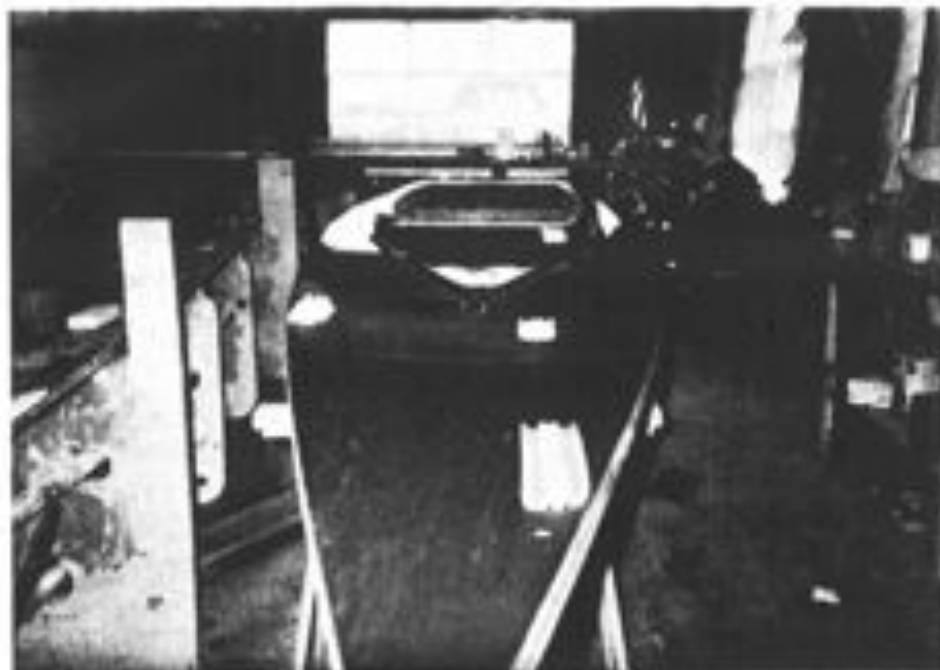
1989 DOYLE 110 RESULTS

- National Championship - 1st
- Marblehead Raceweek - 1st
- Atlantic Coast Championship - 1st
- Volvo Newport Regatta - 1st
- New England Championship - 1st
- Slattery Trophy - 1st
- Quannapowitt Regatta - 1st

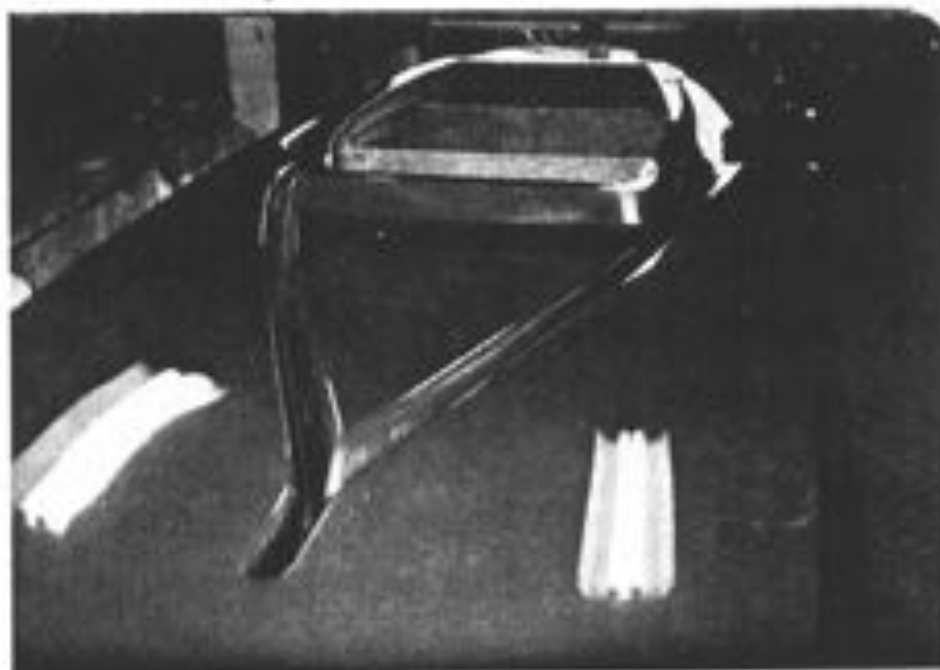


Call Jack Slattery in Marblehead: 617-639-1490.

Westease Yacht Services in Macatawa, MI has completed construction on a new 110 mold. It will have an insert--style deck, which will eliminate any seams on the sides.



The deck mold photos show the coamings as being molded into the deck. The polished finish shows the reflection of the ceiling fluorescent lights.



Back around 1974, I bought my first 110; #545. Back then, I realized, like I do today, that in order to be competitive my boat had to be as good as anybody's. It was not until July of 1976 that I finally launched the boat. It was beautiful! I had done everything state-of-the-art on a shoestring budget.

The boat was fiberglassed all around, it had a new Ericson Spar, new sails, a new Durgin rudder, had all new Harken blocks and clam cleats, and was finished off with new teak combings. Mountain Man (Chris Henry) and I had some successes in those early years. The boat was truly competitive. Of course, time was marching on. Technology was changing, my understanding of the 110 was improving, and Mountain Man was moving.

It was around 1980 that I made three major changes which really shot #545 forward. I took on a lighter crew, (sorry Mountain Man, hello Kurt Fleming), fixed the spreader positions so they no longer swung, and put a new keel on the boat designed by Naval architect Jim Taylor. In 1981 and 1982, Kurt and I took the National Championships.

Our knowledge of the nuances of the 110 rig, our ability to throw the boat around like a dinghy, and the lift provided by our new underwater foils really gave us an edge. At the same time other people in the class were improving their programs in other ways. One of the best was Rick Kraai, who came to the 1983 Nationals with crew Shelley Swaney, and really showed us how to sail the boat in light air. Rick's boat was near minimum weight or at it, his crew weight was below 300 lbs. combined, and his rigging (particularly his ultra light Kevlar spinnaker sheets), all blended into a great light air

combination. It was the last time Kurt was to sail Ol' #545, and one of the last times for me for that matter. The boat was no longer optimum. Time and technology had taken its toll. After another season or two of local racing, I retired #545 to the barn and started racing my wife's (then girlfriend) #736 Smurfette. Dru and I weigh around 300 lbs. together which was considerably lighter than Kurt and I. I found the new boat to be considerably livelier with this new crew weight. Dru and I decided that she would skipper in medium and heavy air, and I would skipper in the light stuff. The combination worked out well and with our good Peck glass boat, we captured the 1986 Nationals.

In the meantime, let's get back to the Star of this article...poor Ol' #545. She's 30 years old this year as well as the owner. Little to my knowledge, #545 was not going to just sit idly by and let me race on some other yacht. It had gone and made an arrangement with the 110 God, Bob Peck, to be reborn. After #545 got Bob and I together, we decided on a major refit. #545 was going to be state-of-the-art once again.

In the Autumn of 1985 Bob went to work. The beautiful keel and rudder were gently put to the side, eager to do battle at some future date. The deck and bottom were ripped off, never to see 110 action again. With the deck and bottom came all that heavy fiberglass that had been so state-of-the-art back in 1976. Glass weight in particular is useless on the deck. Some tired old frames were replaced as well as all of the cockpit gussets. Really, the only thing that remained intact were the glassed sides, ruber post, and the stem. If it weren't for time

and money, their future would have been seriously in question as well. The boat went back together with African perishable plywood (Okoume Gaboon) and was epoxied inside and out. The deck and interior were left natural, and the sides and bottom painted white. The faithful keel and rudder were pulled out of the barn and put back on their trusty mount. All of the running rigging was replaced. I went from clam cleats to Servo Cam cleats (some people like Harken cleats, but I find the Servo's to be more dependable with less care). The Ericson mast went up with some new rigging, with particular attention paid to the spreaders and bracket. (Proctor makes two 110 masts now; the Epsilon and the Gamma).

Besides all of the weight we took out in rebuilding the boat, I found some more areas to weight reduce when rigging the boat. For the furler, I took out the board that went across under the bow and bolted wires out to each chine. I mounted Harken ratchet check blocks on the deck on each side for the jib sheet. They used to be mounted on 1" teak blocks...not anymore. Now they are mounted directly on the deck. At the mast partners, I took off the magic box ram and tackle set up and replaced it with a simple wire, half-yard lock, and plastic handle system which can be found on most 470's. There are some other areas I found to get rid of undesired weight, but can't remember all of them.

Dru and I happily launched the new bionic #545 late in July and raced our first legal (up to weight) regatta at this year's Nationals in Holland, MI. We can not say enough about the new #545. She used to weigh 945 lbs., she now weighs 865 lbs. plus lead. Her bottom used to resemble the rolling hills of Oklahoma. It now resembles the perfectly fair, flat water of Hull Bay that

we can so well remember back in the 1983 Nationals. All three of us (the new #545, Dru, and I) are ecstatic about plying the 110 waters together again.

Here is a list of things that could really help your 110 Program. Items are not necessarily listed in order of importance.

1.) Sails and Underwater foils:

I like to replace sails every two years. Since the jib receives particular abuse, it may be wise to replace it every year and a half. The class has three sailmakers: Cressy, Doyle, and North. Last year Dru and I used a Doyle main and spinnaker, and a Cressy jib.

The keel and rudder are just about as important as the sails. For the keel I am sure a template can be made up to fair yours properly. I can help you find a Naval architect that would put one together for your fleet. Will Craig currently has the Durgin rudder mold, although I hear it is not in good shape. Bob Peck will again be in business building glass boats and he will have a new rudder that should be investigated as well.

2.) Rig:

A good aluminum spar is a necessity. The Proctor Epsilon and Gamma are both excellent. The Epsilon is better for light weights. Ericson is still in business in Mill Valley, Ca.. I am pleased with the performance mine has provided. Your spreader should be fixed so that when the shrouds are pulled all the way back on the shroud tracks, the mast should slightly invert (bend the wrong way). This is done without the sails on. Spreader length should vary from 14" to 18" in length. The longer the shrouds, the more

mast control you have in a breeze. For light weight crews, I recommend shorter spreaders (14-15"). On #545 our spreaders are approximately 14½" long. Next year we hope to increase them to 16". A mast partner is a must to control side to side bend down low. Bob Peck will be manufacturing them this winter. Additionally, a mast straightener of one design or another should be used to control fore and aft bend.

3.) Hull and Rigging:

The hull should be fair and should not carry extra baggage. When fairing the hull, pay particular attention to the bottom. If your boat is overweight, see what you can realistically toss away. Remember, the class has tolerances and rules so you can not do things like drill out the frames. Long ago, I found the bridgedeck to be a nuisance and removed it (before 1976), saving considerable weight and adding a lot of space to the cockpit. Instead of mounting my control lines on the bridgedeck, I have placed them dually on the port and starboard coamings. On each side I have shroud car, Cunningham, vang, barber haulers, traveler, and backstay adjustments. The main sheet can be set up conveniently on a Barney post although 545's is on the floor to again save weight. For the spinnaker system, I use a continuous Kevlar halyard, take down line, and continuous sheets. You will find these systems common to several Hingham Bay-Boston Bay boats. I use a cloth hatch cover (mine is waterproof Mylar) that wraps over the sides. It is lightweight and water tight. #545 has three bailers, two small ones on the sides of the bottom, and one large one in the aft end of the keel fairing. One in the middle would suffice, but sometimes out in the Atlantic Ocean or on Lake Michigan, three have been handy. One thing not mentioned

was the keel fairing. 545's is just fore and aft. There is no fairing out to the sides. This fairing does the job. It provides a smoother run along the bottom and again saves weight.

4.) Crew:

I told you these were not necessarily listed in order of importance. The crew is one third of everything. Find a crew or crews if you can't get a steady that you can work with. Luckily, the 110 seems to sail well with varying crew weight; it is not overly crew sensitive. To give you some guideline, total crew weight should be somewhere between 290 lbs. and 340 lbs.. I think outside that range you can take a handicap in extreme conditions.

If you follow all of these guidelines, you will be 2/3's of the way there. Now the skipper.....

On Boat Repair

I gather my reputation for playing tag with rocks, and the collision and subsequent repair at the Newport Nationals in 1985 has given me some ideas on how to repair damage incurred at regattas. First, I want to list a supply of tools and materials that are potentially very valuable. Then I'll describe application of the materials and quick finish work.

Tools and Materials:

sabre saw with several replacement blades
extension cord --- 100' is usually needed
rasp, or other rough file
screwdriver
hammer
measuring tape
mixing pot
polyester resin --- NOT epoxy
hardener
autobody putty/catalyst
several grades of sandpaper
(36 grit-400 should suffice)
sureform
putty knife or squeegee
fiberglass cloth or matt
duct tape
some plywood

The scenario: Just after the start of a tune up race at a National Championship you tack onto port then back onto starboard. You've got all the rights in the world but visibility is poor and you get "T-boned" amidships. You exchange a few words with the offender then call out for damage reports. The port watch informs you that extensive damage has been inflicted to your port topside, upper chine,

and deck, and suggests abandonment. The life boats are readied but upon further investigation, after the fire has been extinguished, you decide not to jump ship but to merely quit the race and head for a neutral friendly port in which repair work can be completed. The ship is dry docked, repair work completed, and with adrenalin pumping, the regatta is won.

The point I'm trying to make here is that what could have broken my crew's and my spirits, didn't. While sailing in, my initial reaction was...I wonder if I'll get my entry fee returned. Then I began to really want to win the regatta despite the damage. While sailing to the dock I did a thorough examination of the damage. It was fairly extensive and would require a lot of repair, and my biggest problem was repair supplies. The return trip to the dock turned into a race against time. We had to get into the dock before the lumber yards would close. Little did we know that Rhode Island had a state holiday. Ha Ha Ha. Not another obstacle, merely an incentive. I had to really work hard at not becoming negative.

When we got to the dock, I was grateful for my lifting rings. The deck would not have held if I only had a bar, and since then I have gone with a set of wide lifting straps so now I can get my boat out of the water no matter what. Every minute counted.

To make the repair, I had to figure out exactly how much damage was done. The hardest part was repairing the upper chine which is a very important part of the hull as it provides a great deal of stiffness, furthermore, where to get wood to make the repair. I ended up using a piece of 2x4 and some plywood, held together by screws and polyester resin.

Then I faired over the damage with autobody putty. The following is a sequential description of what I did.

1. Cut away broken splintered wood and fiberglass as neatly as possible, i.e., use 45 or 90 degree corners, and straight cuts as opposed to zig-zag. The neater you take something apart, the easier it is to put back together.
2. Clean work area, remove loose glues, screws, etc. .
3. Cut and piece together replacement pieces.
4. Fit, reshape, fit.
5. Cut backing piece larger than hole in topside, screw into place.
6. Fit replacement piece into hole in topside, fit replacement piece for deck --- screw and glue down. Use polyester resin. **I repeat polyester resin because unlike stronger epoxy, you can speed up the hardening time of poly. It may not be as strong but it will hold for the duration of the regatta. Time is of the essence.
7. Apply glass and resin to help seal the wound.
8. Do rough sanding.
9. Apply second coat resin only.
10. Sand with 100 grit but only to take out the high spots.
11. Apply autobody putty. This becomes workable in about 5-10 minutes and sands out beautifully. Remove only high spots.

12. With squeegee, fill in additional low spots with autobody putty.

13. Sand fair with 400 grit.

14. Win regatta.

On keels...

If you hit rocks and damage the leading edge of your keel, the quickest, easiest way to repair it is with autobody putty. Remember, the repair only has to last as long as the regatta. If it lasts longer, great, otherwise be prepared to fix it properly with resin and glass matt when you have time.

The biggest points I can make here are: If in a collision, don't spend time lamenting or thinking about revenge. The only way to win regattas is to make your boat go as absolutely fast as possible in the right direction. If I had worried about getting revenge, my priorities would have been all wrong. Collisions happen and I just happened to be on the wrong end. I will say that I have never been so pumped up for a regatta, and part of that was directly due to repairing the damage I suffered.

Make a note of the materials and tools I suggest you take to a regatta. They are all easy to get, don't take up much space, and can be invaluable. The right tools for the right job. I cannot emphasize enough polyester resin. (As a matter of fact, I still owe Anne Craig some resin). Epoxy takes too long to harden.

I hope this gives a little insight into quick repairs. Have a good season.

Brad White #245

Replacing Coamings
International 110

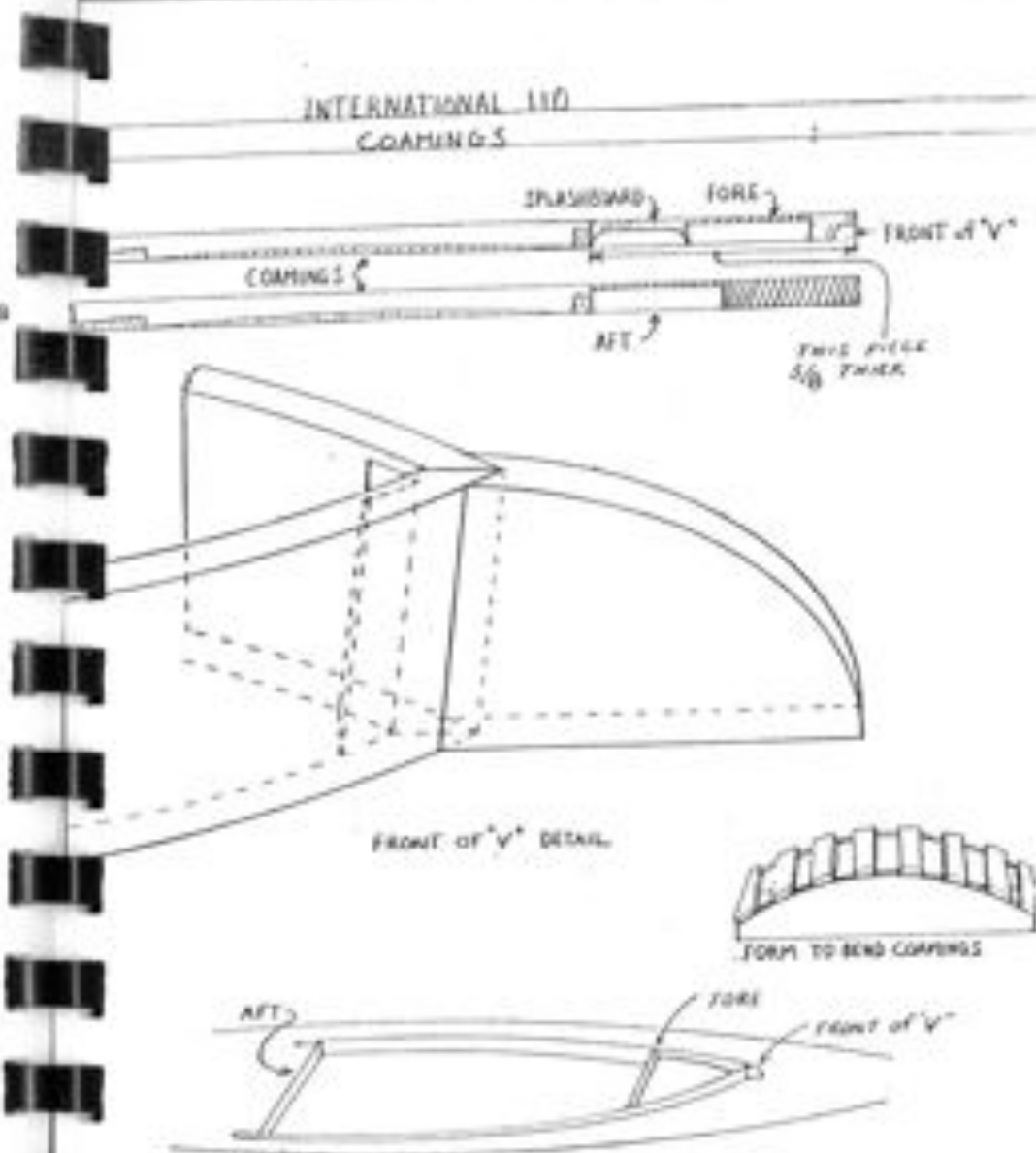
One of the most attractive improvements you can make to your old 110 is a beautiful set of coamings. Nothing spruces up the appearance of any boat more than some nicely finished bright work. The coamings on many boats have suffered from years of racing, showing the scars of a cleat or block moved to a more efficient location seasons ago, or the neglect of a skipper more interested in racing than varnishing.

One word of caution before you start --- coamings are a difficult project, requiring some skillful woodworking, and they won't make your boat go any faster!

Tools: (a few good hand tools are required before you begin:)

Tri square
Bevel square (adjustable square)
Dovetail saw (a fine toothed backsaw)
Chisel
Knife (to make lines, a knife makes a finer line than a pencil)
Clamps (5 or more)
Drill
Plug cutter (if you want to bung your screws)

Materials: You will need two 1" x 8" x 16' long planks of mahogany. This will provide enough material for the two sides, the front and rear pieces and the splashboard. Have one plank planed on a thickness planer to 5/8" thick. Cut off 5' to use for the splashboard and front coaming. You will want these pieces thicker than the minimum 1/2" required in the rules because they are both stressed pieces during heavy weather. Plane the remaining 11' of the plank to 1/2" as well as the other 16' plank. Teak can be



substituted for mahogany if desired.

Rules: The new coamings should be built according to the rules of the 110 Handbook. Rule II-7 states "The coamings shall be of size and shape shown in the plans. The Vee portion forward of the mast is required. The three inch height above the deck may be reduced abaft the main shrouds but in no place shall the top be less than 1" above the deck". I, in fact, measured several 110s and found the coamings 4" above the deck at the shrouds and 1" where the crew and skipper sit. This makes for a graceful appearance.

Fitting the coamings: If you have your old coamings, you are fortunate to have a template. If you don't have the old coamings to copy then it is well worth it to make a template out of rigid material such a 1/4" plywood. The template should be used to rough out the plans oversized. They still need to be carefully fit.

Before you trace your template on the planks, it is recommended to pre-bend the planks. Otherwise, the boards could crack at the front of the cockpit when you force them into place. Soak the wood in water for a few days, then bend the wood over a form. Only the front four feet are bent sharp enough to need to be pre-bent. To build a form, take two four foot long boards and cut an arc that is slightly greater than the curve of the cockpit. Connect the boards with cross ties in a ladder arrangement (see sketch). Clamp the coaming planks onto the form and let dry in place. This will take a couple of days. When you release the planks, they will spring back a bit.

The pre-bent planks can now be cut out. Trace the template and cut out the coamings. Leave plenty of stock in all dimensions, especially

an inch or two on the front. You should find that the top edge of the coaming is nearly straight. Most of the tapering is done along the bottom edge.

First fit the coamings lengthwise inside the cockpit. Fit by trial and error, shaving a little more off each end. Be careful to check the length with the coaming well clamped in place with many clamps, otherwise when you sock down tight with the fastenings, it will be too short, as the added curve uses up some of the length.

Next, scribe and fit the coamings to the deck. The forward Vee sits on top of the deck and will be fastened from underneath later. Again, this is a trim and fit operation, shaving a little bit with the block plane and chisel until you are satisfied. The trailing ends also sit on top of the deck to the rear of the cockpit. They have to be fit in conjunction with the forward Vee to keep the height and angles correct. Clamp the front of the coamings together, but do not make the front joint yet.

Once the coamings are scribed and fit to the deck, fit the cross members at the front and rear of the cockpit. Remember to use the 5/8" thick piece at the front. Again, this is a cut and fit operation.

Now the front of the Vee. This compound angle is tricky to cut. Pull each coaming into the desired position and mark the pieces to indicate the cut line by transferring the centerline of the boat onto the coaming with a square. Cut the angle with dovetail saw. Final fitting can be done with the block plane. Blocks must be fit in front and rear of this joint to complete the job.

Fastenings: The coamings can be fastened with exposed flat head screws and bunged. The

coamings are screwed to the carlings, the piece behind the coaming. The carlings should be in good shape, as should the deck frames and gussets. These pieces sometimes take a beating when the boat has been launched and hauled using a lifting beam rather than slings or cables. Screws should be 7/8" long, #10 stainless on 6" centers near the front and 12" on centers on the aft half of the cockpit.

Finish: Mahogany should be always finished with a paste wood filler to fill the open grain of the wood. An oil finish or spar varnish should then be applied. Mathews Oil provides a durable, good looking finish that stands up well to rough treatment. It is easy to apply, and easy to touch up a scratch or ding.

Tom Craig #271

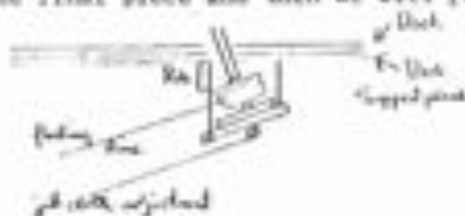
INSTALLING A JIB FURLER SYSTEM

The jib furler system that I installed this past season on 110 #240, the U'Iron, implements a number of specific objectives.

1. Use of stock marine hardware with a minimum amount of custom machine shop work.
2. Adjustable jib cloth tension led back to the cockpit.
3. Ability to furl upwind under load and downwind with a slack headstay.
4. Maintain a very large gap beneath the assembly and ensure the widest possible channel for the spinaker to pass.
5. Positively unbreakable in every way. The jib cloth wire can not have any friction or it will certainly wear and break at the worst possible time.

To begin, let's take a look at the final piece and then we will go into detail on each component.

Side View



Top View



Top Detail

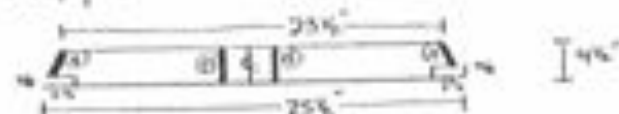
Use 1/4" TopSwivel



Dimensions of wood cross beam and support pieces —

Before cutting the pieces to size for your new furler, read up on the use of your drill and drill - check your own dimensions. Of course, you should paint epoxy on all wood surfaces before assembling.

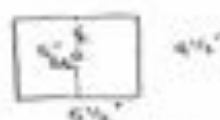
Cross beam - 5" plywood



Note - Note for ribs on aft side covers 25" x 1/2"

Back-up in Center - 5" plywood

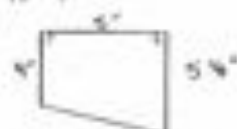
Mount on bottom of furler, and install backing for 1/2 inch. End of backing on line of stress of hole for jib attachment.



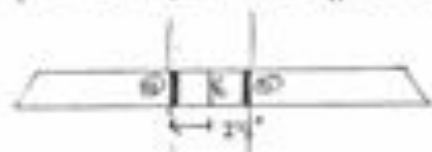
(A) Supports to fit under on chine piece - 2" x 4 1/2" piece (1+6)



(B) Supports to fit under deck under support plank



Please note that the outside edges of the (B) support pieces cannot be more than 2 1/2" from Q or you will be off the edge of the deck support plank.



Now you can screw everything together and see if it fits. When it does, unscrew the wood support pieces from the crossbeam sink and put a dab of epoxy along all interfaces. Reassemble and put it up in the boat.

I screwed down through the deck and into center support plank and into the "B" support pieces. At the chine, I wedged a piece of wood against the bottom of the boat in order to hold it up in place while the epoxy set.

Cut the hole in your deck fairly elongated fore + aft to better accept different mast rake without the furler binding up. 2.5-3 inches ought to do the trick.

Finally, I suggest using 5/32" braided prestretch line for the furler drum. If you use a stretchy line it will be more difficult to furl the jib with alot of tension on the headstay. Conversely, kevlar core line is a killer on your hands. The best of both worlds would be kevlar leading back to prestretch.

Respectfully submitted,

Fran

Fran Charles #260
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"Retread"

In the fall of 1988, a group of 110ers from Hull brought 110 #632 from the Hull Yacht Club parking lot to my residence, a half mile away. We got it down the hill, into the backyard, and blocked it up off the lawn with the keel removed, bottom up. There was an instinctive urge from the group to rip off the fiberglass to see what was underneath. This was accomplished in 20 minutes!

The next day, my brother Tom and I started picking at the screws in the bottom. The surfacing compound was dry and came out easily. One picked, one removed the philips head Everdures, and the single sheet of marine fir was off in a couple of hours. With the bottom off, however, it became apparent that there was extensive reframing to be done. Most, if not all of the bottom edges of the frames were punk. One entire station in the stern was rotted, and most of the gussets were delaminated. We rolled the boat, on edge, on pipes, into my cellar, so that work could be done during the winter. I stripped everything from the frames, but left the sides so the boat would not distort.

The arc of the bottom frames, by the plans, is a 12' 8" radius. I made a giant compass from a 2' x 3' with 3" drywall screws, at the ends and scratched the arc onto a piece of 1/2" plexiglass. Using a plexiglass batten as a guide, and my router (with a ball-bearing bit), I cut along the curve. In this way, I made a template that was more accurate than the lines in the plans, and with this template and the router, I made all new bottom frames. White oak was used for the keel and central frames; Douglas fir was used in the ends. New gussets were made from scraps of marine mahogany plywood.

I worked one station at a time, starting from the bow and moving aft, replacing all the gussets, bottom frames, and any other rotted frames. I stripped all the old side and deck frames to bare wood with a disk sander and then epoxy-coated, glued, and screwed everything back together. All the bottom frames had to be beveled to accept the fore and aft arc of the bottom and 3/8" x 3/4" x 20' stringers were let into the bottom frames. I divided the length of each frame into five equal parts, using a calculator and engineer's scale, and marked them on top. Five inches from each point, I made another mark. This is the distance from the edge of my router base to its center. I clamped one of the stringers to the frames at this new set of points to use as a guide in routing out the notches. Keeping the router base tight to the batten, and square on the top of the beveled frames, I cut all the 3/4" deep notches for the first stringer, in a single pass down the length of the boat. I used a 3/8" spiral straight bit (sold through Woodcraft Supply, Woburn, MA, for about \$10.00). My stringers came from 20' redwood board. However, square edge fir flooring comes in 20' lengths, as well, and is stronger and cheaper. Finally, the stringers were glued in and notched (with sandpaper wrapped around a piece of pipe) for water passage.

Now, I was ready for the bottom. We ordered 24' sheets of 9mm Okume plywood because of its light weight and good finishing characteristics. It was ordered from Harbor Sales in Baltimore, MD. However, Okume is considered non-durable and must be completely coated with epoxy resin. Marine fir, marine mahogany, and Uille (7 ply) are all stronger and more durable, but heavier.

I used the old bottom as a pattern for the new bottom, and cut it out with a circular

saw about 3/4" oversize. We placed the new bottom on the framework, temporarily screwed it in place at the middle of frames 4 and 10, through a pine board, hand fitted it to the chine with a block plane. I opted to use the "no fastener" amendment and rely completely on glue. I used Allied Resin's E-152 (slow curing) epoxy glue. This glue takes about an hour to begin to set, and sets enough in 8-10 hours to hold. It is prefilled with microballoons and cabosil, so there is nothing to add to it, and is easily mixed 2:1 resin to hardener.

The problem of getting the bottom down in a compound curve, without screws, was solved by making a rack to apply even clamp pressure all around the edge of the plywood, at the chines. I bought a straight, clear, 24', 2' x 6' and had it ripped exactly in half, at an angle slightly greater than the angle at which the sides meet the bottom (approx. 82 1/2 degrees). I temporarily screwed these two pieces around the perimeter of the old bottom and fitted the ends together. Five scrap boards were screwed across the top at equal intervals to keep the 24 footers separate when removed from the old bottom. (This may seem like a lot of work, but so is driving and filling a couple of hundred screws. The same rack can be used to clamp down the deck). Glue was applied with disposable cake decorators; one bead on the stringers with a #5 round tip, and one bead on the frames and chines, with a wide ribbon tip. All the glue was on in 20 minutes, with two people working. The new bottom was carefully placed on the frame work; the four screws were driven through the pine board for registration; the rack was placed on top, lined up around the edge, and 14 pipe clamps were used to pull the edges of the bottom to the chine. The rack distributed the clamp pressure evenly, and the beveled edge pushed

down at the outer edges of the plywood. I did use too much glue and there was a lot of time spent cleaning up the inside of the boat and making fillets of excess glue along the chines and frames. I would recommend pre-coating and sanding the inside of the bottom before it is put on. I didn't, and it was a lot of work, especially with the stringers there. But, the bottom was glued and down in one half hour. Coating was done with Allied Resin's 707 coating resin. Two coats were put on, without sanding between coats, at a five hour interval. (Shurline Co. makes small plastic disposable rollers, which work well, along with a small bristle brush for coating the small, tight areas inside the boat. They also make a "wallpaper smoother", consisting of a 12" x 2" pad-painter surface glued to a styrofoam handle. This tool is excellent for "flow-coating" large areas. It acts as a spreader and brush in one, and is disposable so there is nothing to clean up). I used four cups of resin for the first coat on the bottom, and two cups for the second coat.

There are a couple of things I learned from all of this. The first is that before you tear your boat apart, realize that there is usually more work to be done than simply replacing plywood. Not usually occurs in places you can't see. Replacing two or three frames is not a lot of work, but an extensive rebuild, as I have undertaken, is probably not worth it, and building a new boat would make more sense. Secondly, when putting a new bottom on a boat, be well-organized and prepared before you start gluing. Four people are needed to place the bottom on the frame-work, but two can do all the other work if you are well-organized and use a slow-setting adhesive.

Will Craig #271

110 Trailers

A trailer is now a necessary accessory for your 110. Part of the enjoyment of racing a 110 is the many away regattas. In building a trailer, it does not cost that much more to build a trailer capable of traveling across the country than one that will just get you around town. Even if you plan to travel only locally, you eventually get hooked and start traveling to every regatta possible.

The following are ideas that I think make for a good trailer: a dropped axle lowers the center of gravity of weight and allows easy removal of the boat off the trailer under some low hoists. A wide frame will give more stability on the corners. Because the trailer is towed at car speed, the tires should be as good, or better, than the ones on the car. Sixteen hundred pounds whipping around behind you can be a scary experience. Your trailer should carry a spare tire for that time when no service is available. Fenders will stop the gravel and dirt from being thrown up against the bottom of the boat. Don't sneak around at night. Light up the trailer well. You are only protecting your investment. The safety chains should each have a breaking point of the load being towed. A small skid is nice to have under the hitch so as to keep the hitch out of the dirt when not in use. I prefer the hull supports running across the hull under a frame, as compared to the supports running fore and aft. The long fore and aft supports do not allow you to hoist your boat off the trailer to the side or allow easy access for cleaning the bottom or working on the keel.

Herb Dreher #734

INFORMATION WANTED

- Information to fill any blank spots in this yearbook:
 - Perseverance Trophy 1976
 - Atlantic Coast Trophy 1978
 - District II Champ 1989
 - New Englands 1987
 - Boston Bay Challenge Cup 1968, 1978, 1979, 1980, 1981
- Who donated the Atlantic Coast Championship Trophy?
- Picture/Information on original District II Championship Trophy?
- Picture/Information on District IV Championship Trophy?
- Picture/Information on Michigan Championship Trophy (1955-1962)?
- Picture/Information on Tampa Bay Trophy?
- Picture/Information on original 4th place overall trophy?
- Picture/Information on original 5th place overall trophy?
- Picture/Information on the original Tune-Up Race Trophy?
- Picture of Fleet #36 Perpetual Trophy?
- Pictures and information on any out-of-the-mainstream trophies?

WANTED

1950 yearbook.

Thanks,



Herb Dreher #734
Class Historian

Regatta photos by
Wendy Nee
Cathy Songin

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