

THE AMENDMENT TO ARTICLE IX, SECTION 2.A.1 OF THE NOV. 1986 BY-LAWS - was voted on and approved by the general membership. The by-law shall read as follows:

1. Hull, deck, floor and center strongback: The hull and deck shall be made from molds manufactured from the official MC plugs owned by IMCCSRA. The floor and center strongback shall only be formed in molds taken from molds that have been approved by the Board of Governors. The original hull and deck plugs were manufactured and owned by Melges Boat Works but were gifted to IMCCSRA on July 1, 1985. A new deck plug was manufactured and gifted to IMCCSRA by Melges Boat Works on January 31, 1987 to replace the original plug which was in unusable condition. At the general membership meeting held at Mt. Dora, FL on March 7, 1987, the new deck plug was approved for use without obsolescence of existing deck molds. (NOTE: See SECTION 10: GRANDFATHER CLAUSE covering molds manufactured and used by Johnson Boat Works, White Bear Lake, MN.)

THE BOARD OF GOVERNORS' MEETING - agreed to allow Melges Sails, Inc. to continue producing sails with an experimental window area of 720 square inches in lieu of the specified fixed size of 12" x 60". There will be a vote of the general membership at the Annual Meeting at the National Regatta, Aug. 27-30, 1987 regarding a proposed change in the By-laws to allow this sail. Johnson Boat Works was granted continued approval to produce an experimental boom, with the Technical Committee evaluating it during the 1987 sailing season before submitting the proposal to the general membership for a vote. The IMCCSRA budget was discussed and it was agreed to maintain membership dues at \$15.

THE 1987 BLACK TIE REGATTA - was hosted by Rush Creek Yacht Club at Lake Ray Hubbard, Dallas, Texas, Apr. 9-12. This was the first year that MC's were invited to the all scow event, and 15 MC sailors joined 3 A's, 35 C's and 22 M-20's for a spectacular showing of 75 scows of varying sizes. This traditionally a 'big wind' regatta and this year was no exception! Friday, winds varied from 10-20 knots; Saturday, winds of 15 built to 25, with gusts to 30, with half of the M-20 fleet not finishing the races; and Sunday, the final race was cancelled, as winds kept blowing up to 35 knots. What a sight to see the A's "smoking" out of the harbor, threading their way out between the C's, M-20's and MC's! The guest of honor at the Saturday dinner dance was Buddy Melges, who vividly described his experiences at the America's Cup races in Australia. Regatta trophies for the MC fleet were given to the top three places, and the results were:

POS	NAME	CITY	ST.	BOAT	RACE #1		RACE #2		RACE #3		RACE #4		RACE #5		---TOTAL---	
					Pos	Pnts	Pos	Pnts	Pos	Pnts	Pos	Pnts	Pos	Pnts	Points	Pos
1	Johnson, Skip	White Bear L.	Mn	1069	1	0	1	0	1	0	1	0	0	0	0	1
2	Grinnan, Manning, Jr.	Dallas	Tx	45	2	3	8	14	3	5.7	3	5.7	0	28.4	2	
3	Greene, Dave	Dallas	Tx	544	4	8	3	5.7	4	8	5	10	0	31.7	3	
4	Robison, Bill	Lake Lotawana	Mo	942	5	10	2	3	5	10	6	11.7	0	34.7	4	
5	Maloney, John	Ft. Collins	Co	1057	3	5.7	13	19	7	13	2	3	0	40.7	5	
6	Irving, Eldon	Dallas	Tx	887	9	15	12	18	2	3	4	8	0	44	6	
7	Miller, Curt	Grand Rapids	Mi	832	7	13	4	8	11	17	10	16	0	54	7	
8	Bonham, Wayne	Mesquite	Tx	1544	6	11.7	7	13	8	14	10	16	0	54.7	8	
9	Hattendorf, Jack	Arlington	Tx	217	8	14	10	16	9	15	8	14	0	59	9	
10	Finster, Brian	Dallas	Tx	689	10	16	14	20	6	11.7	7	13	0	60.7	10	
11	Rappeport, Joe	Dallas	Tx	856	12	18	5	10	14	20	10	16	0	64	11	
12	Cohen, Harmon	Dallas	Tx	472	13	19	6	11.7	15	21	10	16	0	67.7	12	
13	Grunt, Nicholas	Arlington	Tx	626	14	20	9	15	12	18	10	16	0	69	13	
14	Mize, Drew	Arlington	Tx	179	16	22	11	17	10	16	10	16	0	71	14	
15	Grubbs, Jerry	Forney	Tx	218	15	21	15	21	13	19	9	15	0	76	15	

1988 is the 25th (Silver) anniversary of the Black Tie Regatta and Rush Creek YC plans a definitely black tie dinner affair (and probably more of their traditional winds); plan on it - April, 1988.