

REPORTER

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NEXT ISSUE:

13th Annual Regatta Report with eyewitness descriptions plus many candid and otherwise pictures.





THE COMMODORE COMMENTS:

I am sure you are all aware by now, because of our past communications, of the overwhelming acceptance of the plan to merge the rule making responsibilities of the NCESA and the ILYA. There is no question but this will be an advantage to all of us both in terms of the costs to operate as well as the enhancement of the class management. One of the key factors to the success of this new organization is the selection of responsible directors from each sailing association. When it comes time to choose these directors, each of you must think of the person in terms of his ability to work on class problems and devote the time and energy necessary to carry out programs that we need accomplished.

I have had the opportunity to work with many voluntary organizations, and the most successful of these occur when there is vigorous and dedicated membership on the organization's Board. Managing the Class E Scow association under the dynamic conditions to which we are exposed requires the very best help that you can select. Take these nominations seriously, and make sure the people who accept them are willing to devote the time and energy required. Your officers need the support and help of the directors. Three or four people cannot do the job alone. The old Chinese proverb of "many hands make easy work" certainly applies to these circumstances. I cannot appeal to you more strongly than this to select the right men. We have been blessed in this regard in the very short years the NCESA has existed, but with a change in the procedure for selecting directors, we have to see that this good experience continues.

In closing, I would like to say a few words about our coming championship regatta at Oshkosh, Wisconsin. While good weather will make any regatta successful, I am sure that those of you who have not had the opportunity to stay at the Pioneer Inn and sail on Lake Winnebago will find it a delightful experience. The facilities are ideal for a single class event, and the nonsailing group who attends will appreciate the accommodations and being right where the action is.

Lake Winnebago can have light winds just like any other body of water, but when it blows that lake provides some particularly challenging and exciting conditions. Let's hope that we get plenty of wind, and may the best man win.

Sincerely, Nathaniel Robbins, Jr.

National Class E Scow Association
5023 Wooddale Lane
Edina, Minnesota 55424

Commodore: Nat Robbins, Jr.
Vice Commodore: Hartley Comfort, Sr.
Rear Commodore: Sam Merrick

Directors: Roy Mordaunt, Robert Cole,
Tom Blais, Walter Smedley,
Nat Robbins, H. B. Comfort,
Ted Brennan, Sam Merrick,
Maynard Meyer

NCESA REPORTER STAFF:
Staff Publisher, Editor and Printer's Devil: Ted Brennan

REPORTER appreciation to: The cooperative contributors of this issue. Bud Appel for layout help, type composition, paste-up and printing.

SUPPORT THE NCESA by sending \$15.00 dues to: Sam Merrick, Secretary/Treasurer
401 North Street S.W., Washington, D.C. 20024

JOIN THE NCESA NOW! Support a Great Yachting Association. Become a subscriber to the REPORTER with membership.

MINUTES OF THE BOARD OF DIRECTORS MEETING
January 29, 1971 - New York

The meeting was called to order at 1:30 p.m. Those present were: Commodore Robbins, H. B. Comfort, Ted Brennan, Walter Smedley, Mike Meyer, Bob Cole, Sam Merrick; Absent: Morduant, Blais.

A quorum was therefore present. Also present were a number of other members.

m/s/c That the minutes of the annual meeting be approved Sam Merrick as Secretary-Treasurer summarized the financial condition as weak in view of the fact that its cash position had declined from January 1, 1970 from \$2157.19 to \$1757.18 prior to the payment of approximately \$600.00 for the winter issue of the Reporter. The \$1000.00 deficit was primarily attributable to failure to realize emblem royalties budgeted for 1970. There appeared therefore to be a sound basis for increasing the dues for regular members from \$10 to \$15 in order to compensate for the discontinued royalty program. (This change was already adopted by the Board.)

m/s/c That the Treasurer's Report be approved as follows:

CASH ON HAND

January 1, 1970	2157.19
January 1, 1971	1757.18

INCOME

Annual Dues	
193 Reg.	1930.00
161 Assoc.	800.00

Sail Labels	249.00
Regatta Profit*	440.92

	3419.92

EXPENSES

Graphic Printing	1) 968.00
Comfort Printing	2)
Printing, Postage	2177.95
Lake Geneva, Y. C.	66.56
Adams	54.30
Ted Brennan exp.	284.00
Misc. Bank Charges	15.00
Rear Com's exp.	21.00
Milwaukee Meeting	34.80
Mid-winter Directors Meeting	144.05
Telephone	96.51
Steno	40.00

	\$3902.17

*as per report Robert Pegel. But this figure is diminished by printing expenses totaling \$104.

1) includes \$854 for Reporter.

2) includes \$926 for Reporter but omits winter 70' issue.

Bob Pegel as Chairman of the Regatta Committee re-

ported on the excellent cooperation of the Little Egg Harbor Yacht Club in hosting the 1970 National Regatta. He proposed that Ed Malone be designated Head judge for the 1971 Regatta. He reported receipt of a letter inviting members to sail at a Spring Regatta on April 10, 11 in Columbia, South Carolina.

m/s/c That Ed Malone be appointed Head Judge for the 1971 National Regatta.

It was further agreed that the Regatta Committee should report at the Directors' Spring Meeting on its budget and possible plans for a cash bar cocktail party in lieu of a banquet.

m/s/c That the Columbia Regatta be supported rather than sanctioned.

Mike Meyer as Chairman of the Rules Committee made recommendations for scantling changes as per attached Appendix A.

m/s/c That these recommended changes be adopted and incorporated into the Scantlings.

Sam Merrick presented a tentative budget for 1971 as follows:

INCOME:

200 Regular members @ \$15	\$3000.00
175 Associate members @ \$5	875.00

	\$3875.00

EXPENSES:

Reporter - 3 issues	\$2000.00
Printing & duplicating	
circulars, ballots, forms, etc.	1000.00
Phones	150.00
Directors Meetings	200.00
Miscellaneous	575.00

	\$3875.00

m/s/c That Ed Malone be appointed to be Chief Measurer and Dave Loughran be as Assistant Measurer for Eastern boats.

The Commodore reported receipt of an invitation from Ed Schindler on behalf of Crystal Lake (MICH) to host the 1973 National Regatta.

m/s/c That the 1973 Regatta be held on Crystal Lake subject to a report from the Regatta Committee on suitability.

A most extensive discussion took place regarding the problem of merging NCESA activities with those of ILYA, particularly the hitherto split rule making process. Two members of the ILYA E Fleet Committee, Stu Wells (Chairman) and Brad Robinson took an active role in this discussion and concurred in its result. The Commodore reported on a series of meetings he had engaged in with various ILYA officials and E Scow sailors. He reported that as

a result of these meetings he had asked Stu Wells and Sam Merrick to recommend changes in the Constitution which would incorporate the ILYA five man committee into the NCESA Board of Directors for the year 1971 and to develop a more suitable balance of the various associations involved for the future. The recommended changes were then read, explained and discussed. The Commodore announced that if adopted by the Board, he was prepared to sign a joint letter with Stu Wells to members of the ILYA fleet and members of the NCESA fleet recommending their approval by mail ballot of such changes. The recommended changes are made apart hereof as Appendix B.

m/s/c That the changes (Appendix B) be adopted as amendments to the Constitution.

It was noted that the vote of the Board of Directors was unanimous.

m/s/c That the meeting be adjourned at 4:20 p.m.

NATIONAL CLASS E SLOOP ASSOCIATION
Meeting of the Board of Directors
May 7, 1971 at Milwaukee, Wisconsin

Commodore Robbins called the meeting to order at 3:20 p.m. Those present were: Brennan, Casper, Cleland, Comfort, Merrick, Mayer, Pegel, Robbins, Schindler, and Wells. Those absent were: Allen, Cole, Morduant, and Smedley.

The Commodore officially welcomed the five new members of the Board designated by the ILYA as its E boat committee and made members of the Board, pursuant to the Amendments to the Constitution adopted by mail ballot.

The Commodore pointed out that Article IX, Section 4 of the Constitution provides that, for the duration of 1971, there shall be fourteen members of the Board. However, Section 2 requires a new Board to be nominated and elected. (See also Article V, Section 3.) Therefore, the Commodore asked each Director to take responsibility for developing an appropriate and formal process for the orderly nomination of Directors in the manner prescribed by the Constitution. Thus, it would be appropriate for ILYA skippers to nominate three for two-year terms and two for one-year terms; for WMYA and ECESA skippers to each designate one for a two-year term and one for a one-year term.

A discussion took place regarding details of the 1971 National Regatta at Oshkosh scheduled for September 8, 9, 10, 11. The discussion was led by Bob Pegel, who is Chairman of the Regatta Committee.

A discussion took place on the Reporter with the following points agreed upon:

- *1. The next issue should be in the mail by July 1;
2. There should be a report on the South Carolina Regatta and the New York meeting;
3. There should be an effort made by Ted Brennan to get area correspondents so that fleet news could be incorporated regularly; and

4. Effort should be made to make contact with new fleet activity in Colorado, Ohio, Canada, etc.

(*Ed. Note -- No Way!)

A discussion took place on the need for uniform measurement procedures. It was agreed that standard forms should be developed, but that for the 1971 Regatta, reasonably comprehensive forms recognized as valid by each of the three associations would be accepted. It was agreed that a small subcommittee of the Rules Committee headed by the Chairman would develop proposals.

Discussion took place on the advisability of limiting eligibility of Directors to those not engaged in sailmaking, boat building or equipment supply. It was unanimously agreed not to take action at this time.

m/s/c That Rules Committee should consist of the following members: Mike Meyer (Chairman), Stuart Wells, Ed Schindler, Brad Robinson, Irvin Spear, Ed O'Malley, Wallace Cleland.

m/s/c That Nominating Committee shall consist of Walter Smedley (Chairman), Ted Brennan, Mike Meyer.

m/s/c That vacancies on the Judicial Committee be filled so that the Committee consists of the following:

Runyon Colie, Chairman	- expires December 31, 1971
James McGowan	- expires December 31, 1971
*Peter Barrett	- expires December 31, 1971
Edwin O'Malley	- expires December 31, 1972
*Jim Klauser	- expires December 31, 1972
John Hunt	- expires December 31, 1973
*Michael Huck	- expires December 31, 1973

*new members

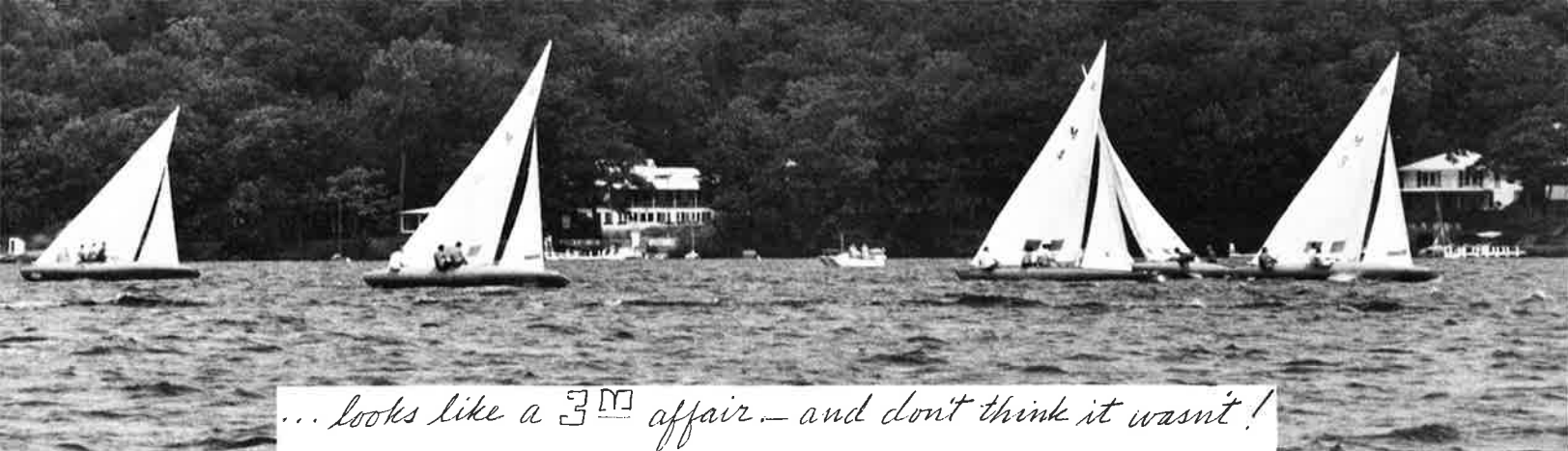
After discussion, it was m/s/c that a committee of Nat Robbins, Stu Wells, and Moe Cleland seek to work out details of further cooperation and economy of operations with the ILYA.

m/s/c That a new "rule book" be published upon completion of Scantling changes shortly to be submitted for mail ballot approval.

m/s/c That the following be approved as judges for the National Regatta: Larry Town, Art Best, John Hunt and Eric Isakson, with the addition of an "easterner" when determined.

Discussion occurred on the feasibility of Crystal Lake for the 1973 Regatta. It was the consensus of those present that it would be a suitable location on condition that a hoist or derrick be available.

The meeting adjourned at 6:15 p.m.



... looks like a 3rd affair — and don't think it wasn't!

ILYA E INVITATIONAL REGATTA

LAKE GENEVA, WISCONSIN -- JULY 9, 10, 11, 1971

As a result of (a) knowing that the E Invitational always occurs in early July; (b) subscribing to and reading a prior issue of "Scow Slants" or; (c) having access to the Lake Geneva YC Year Book's summer schedule, thirty-two bright-eyed E Scows (and crews) convened at Lake Geneva to compete for the regatta hardware.

To observe that the vandals from the north and near-north raped and ravaged this tranquil and isolated Southern Wisconsin lake would be an understatement of the first order, although third-place finisher, Bill Emory of Cedar Lake, probably wouldn't accuse crewman, Bud Melges, of holding the boat back.

Minnetonka's Bill Allen and Brad Robinson finished 1-2 and had several sensational duels with Brad ultimately succumbing to Allen's overall boat speed. A candidate for the Regatta's "hard-luck" trophy is Skip Johnson (White Bear) who had the misfortune of colliding with Coleman Norris, which is a bad thing to do.

Individual race winners can't be posted here at this early date as the records are not available, but all five races were completed as scheduled and the wind conditions varied from a frustrating whisper on Friday morning to the afternoon's modest, but shifty air. Saturday produced puffy, good winds and water conditions ranging from Chris-Craft wake Force Two to Chris-Craft wake Force Seven. Sunday produced an incredibly beautiful day for scow sailing -- Strong (20-30 Knots), rather steady, easterly winds, extremely clear sky and hardly any Chris-Craft wakes.

imported local beer. Saturday night at the YC consisted of the vintage sailors hanging on the ropes from fatigue induced by that afternoon's marathon race in strong, puffy air. (This course was reminiscent of an unbelievably long and cruel windward-leeward course set at Geneva a few years back for the same regatta).

All in all, there was a thorough range and mix of wind and water conditions; the rain held off; nobody broke up any gear and most contestants will remember the truly gorgeous Sunday morning chute runs long after the Saturday power boat waves have quieted.



— weighing in heavy at Geneva

POSITION	BOAT NO.	SKIPPER	TOTAL POINTS
1	M-5	Bill Allen	11.7
2	M-11	Robinson	42
3	A-11	W. Emory	42.7
4	V-18	Will Perrigo	45.7
5	M-14	Gordie Bowers	60
6	W-30	Skip Johnson	63.4
7	A-77	Bill Butz	67.7
8	V-3	Coleman Norris	74.7
9	A-5	W. Tews	89.7
10	V-97	R. Norton	92
11	W-67	R. Zak	94
12	V-30	M. Kotovic/B. Conley	98
13	V-99	W. Perrigo	98
14	M-51	Chute	103
15	H-14	Bill Mattison	105

On the Friday social side, those with strong digestive systems enjoyed an outdoor, upper deck barbeque at the LGYC featuring free charcoal, beer-basted bratwurst and



13th Annual NCESA Regatta

SEPTEMBER 9, 10, 11, 1971

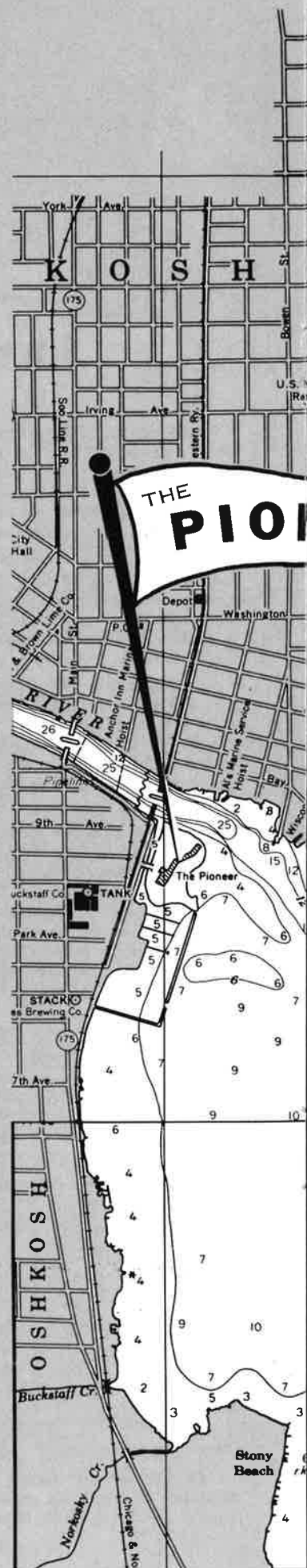
REGATTA CHECK-OFF LIST

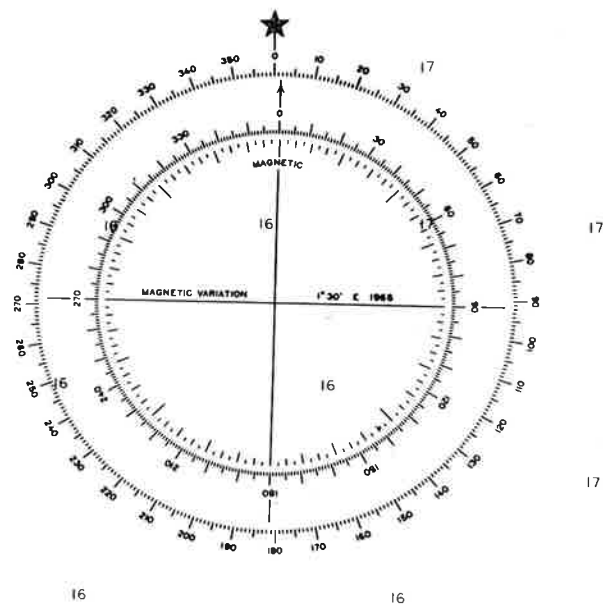
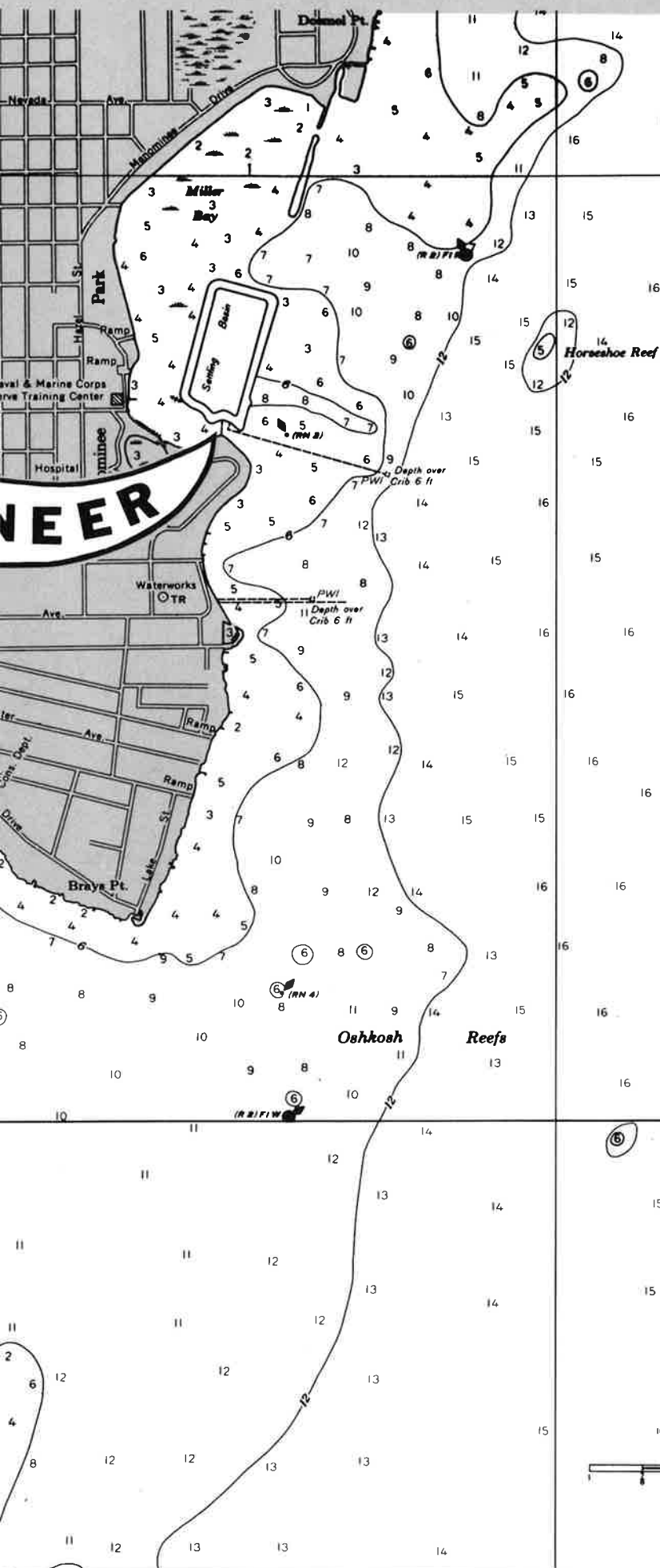
1. Each skipper must be a regular member of NCEA.
2. Crew members must be regular or associate members of NCEA.
3. Advance entry, with entry fee, will be helpful. It will speed your launching and save you \$5.00 if it is in prior to September 1st.
4. Anchor not required, but it would be helpful, especially at noon.
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment at Oshkosh, will be considered as having been measured for this event. Bring your boat measurement certificate.
6. All boats that have not participated in one of these Championship Regattas will be measured at this NCEA Regatta. If you use a sail not used at one of the Championship Regattas, this will have to be measured. (If, however, a boat or sail has been officially measured, but did not compete in an area Championship Regatta, this measurement will be accepted).
7. The NCEA emblem must be displayed on both sides of the mainsail.
8. Make a final check through the NCEA rules to ascertain that you are complying with all (each and every) rules. This is only a partial check list to assist you. There are more equally important rules to be met.

ACCOMMODATIONS

The Pioneer, with mooring facilities, will be Regatta Headquarters.

There are many other top accommodations available nearby in the Oshkosh area.





- JUDGES -

Ed Malone, Head Judge
Oshkosh

John Hunt, Minnetonka

Eric Isakson, Neenah

Art Best, Cedar Lake

~~Bill Harjes, Barnegat Bay~~

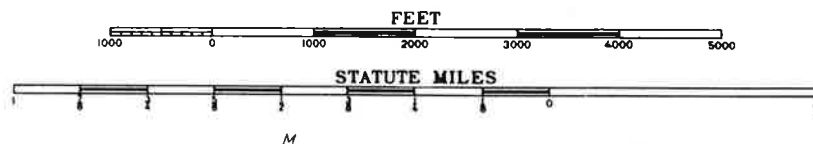
Gordon Towsey, Muskegon

Alanson Towne, Chataqua

LAKE WINNEBAGO

SCALE 1:20,000

SOUNDINGS IN FEET



OFFICIAL NOTICE NCESA CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY
SEPTEMBER 9, 10 and 11

OSHKOSH YACHT CLUB
OSHKOSH, WISCONSIN
(Headquarters at the Pioneer)

RULES

All races are under the jurisdiction of the National Class E Scow Association and will be managed in accordance with the By-Laws, Articles VII, VIII, and IX. All yachts competing in this event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the National Class E Scow Association in its current rules, or as officially modified.

PROGRAM (All times shown are Central Daylight Saving)

Registration, weighing, launching --

Wednesday, September 10 - 1:00 p.m. to 7:00 p.m.

Thursday, September 11 - 8:00 a.m. to 9:00 a.m.

Skipper's Meeting --

Thursday, September 11 - 9:00 a.m.

First Race --

Thursday, September 11 - 11:00 a.m. Warning Signal

ENTRIES

Entries should be filed on the enclosed entry blank and mailed to the Oshkosh Yacht Club, Oshkosh, Wis. 54901. You may enter at the time of the regatta, but advance registration will speed the launching of your boat. Only registered boats will be weighed and launched.

Your entry should be accompanied by a check for \$30.00, on or before September 1st, made payable to the NCEA. The late fee will be \$35.00.

ELIGIBILITY

A yacht is eligible and considered as a class E scow only if it conforms to all measurement rules, has been

properly registered and owned and is skippered by a regular member with regular or associate members as crew, all members to be in good standing at the time.

PRIZES

There are keeper trophies for places one through ten in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Jr. Trophy to the winning crew.

HOUSING

Make reservations directly with a motel or hotel of your choice. Find motel list in the REPORTER. It is recommended that you make reservations early.

REGATTA SOCIAL CALENDAR

Thursday Evening	--	NCESA Membership Meeting
Friday Evening	--	Cocktail & Dinner under joint sponsorship of Oshkosh YC & NCEA (\$6.50 per person)
Saturday Afternoon	--	Trophy Presentation & Exodus

- PHOTO CREDITS -

COVER - GUS LARSON
EASTER REGATTA REPORT - ARTHUR SIMONS' BROTHER
ILYA INVITATIONAL REPORT - REPORTER STAFF PHOTO

Did You Know?

Bud Appel has put together an L. P. Record entitled, "How To Sail", to be released in early fall under the Recreational Recordings, Ltd. label. It, along with a booklet containing a glossary of sailing terms, diagrammatic drawings of the various points of sailing and a nomenclature of a sailboat drawing are directed strictly towards the beginning sailor. It covers every basic element from

actually rigging the boat to sailing maneuvers and safety afloat.

The \$8.95 L. P. record or \$9.95 Cassette, both complete with supplement booklet, are being offered now at a pre-release price of \$6.95 for the L. P. record or \$7.95 for the Cassette Tape. If you're interested, send your order to Recreational Recordings, Ltd., Box 562, Lake Geneva, Wisconsin 53147. (WIS. RESIDENTS ADD 4 PERCENT SALES TAX)



5th Annual Easter E Scow Regatta

The 5th Annual Easter E-Scow Regatta was held at Lake Murray near Columbia, South Carolina, on April 9, 10 and 11, 1971. It was sailed over a 10 mile Olympic triangle course. The weather on Friday, April 9 was good winds from 12 to 20 miles per hour out of the southwest. The local sailors from the South Carolina area could not even scratch in the first 5 finishes due to the superiority of the East and Midwest guests. However, on Saturday in slightly milder conditions with winds out of the west, the standings were juggled around with the southern sailors making appearances in the first five positions.

In the final race Easter morning, conditions were light out of the southwest. Bud Melges still undaunted by any condition made a clean sweep.

The weather for the entire three days was beautiful and sunny with temperatures in the 80's and all the northern and midwestern sailors returned home with the effects of the beneficial rays.

FINAL RESULTS

PLACE		TOTAL POINTS
1	Bud Melges	0
2	Clifford Campbell	41.1
3	Irvin Spear	46.1
4	Edwin O'Malley	49.7
5	Henry Bossett	50
6	David D'Alcorn	53.7
7	Paul Wickland	65
8	Arthur Simons	69.7
9	Richard Turner	72.7
10	Jack Helms	72.7



Regatta Report

BUD MELGES REPORTS ON THE
SOUTH CAROLINA EASTER REGATTA

John Spark, Tom Szymanski, and I hooked "Teal" to the trailer hitch at four-thirty on Thursday afternoon and started for Columbia. Our timing was good, arriving at Lake Murray one hour prior to race time. We got our sails measured, the boat checked, launched, and readied for the first race which was postponed only a half hour.

The series started out with southern hospitality being extended in the form of many hands to help us rig, get our boat checked, launched, and readied for the race. Our first impression of Lake Murray was one of amazement to find a beautiful lake loaded with "E" boats in Columbia, South Carolina. The first race had light, shifting winds with not too good a first weather leg --- in fact there wasn't really a beat in the whole race; but it allowed us to finish quickly to have lunch, settle back, and wait for a steadying wind and a fine afternoon race. The morning's course was no fault of the judges as right after the start a big haul came in which caused the reachy, reachy.

Friday evening we had a lovely party with cocktails and Southern barbeque. The friendliness of all of the Columbia people made a deep impression on my crew and all who attended. I can only say that those of you who have missed this Regatta in the past have missed one of the very fine times. There was some of the finest and steadiest light air sailing that I've enjoyed, and some keen competition from people within the National "E" organization. The competition came from Chautauqua Lake; Keuka Lake; Barnegat Bay, New Jersey; Clear Lake, Iowa; the Crystal Lake boys were on hand as well as the Muskegon people. I think we had a very good cross-section representation and we hope that next year more Inland people will program their Easter vacation for Columbia to get an early spring and a jump on

their competition back home in the North.

Saturday dawned light and both races were sailed in winds from six to nine miles an hour, steady from the southwest. The lead switched hands many times throughout the race to make it an interesting one and a chance to thoroughly test your boat speed with the aforementioned people. Saturday will go down in my memory book as the first time that I have sailed in an Inland lake light air race and did not have my crew jumping from side to side like monkeys to keep the rail wet and the boat on an even, steady heel and course. This is definitely a first --- I've sailed on the ocean and the Great Lakes and have yet to find as steady an air as we experienced. I'm sure that the Lake Murray boys ordered it in special for the snow bunnies of the North. Saturday evening was again a most hospitable one with a fine cocktail party (which we are now beginning to excel at) and fine food. Some way or the other, the Barnegat Bay troops were looking after the crew of "Teal" in very good fashion and we certainly appreciate their friendliness and bartending assistance.

Sunday morning dawned very flat. It was questionable whether or not we were going to get a race in, when some breeze filtered in out of the favored southwesternly direction. We started again in very light air which progressed to about seven to eight miles an hour at tops, decreasing during the race to almost nothing but then filling back in in order to allow us to finish in fairly good time. We were lucky enough to place first in all races and in so doing experienced good speed on the wind, but if any one thing had to be pointed out for the reason for our success, it should be the great spinnaker reaching ability of our Lincoln Foster sail.

The main competition came from Cliff Campbell, Irv Spear sailing Ed Halloran's boat, and Ed O'Malley. Dave D'Alcorn and Paul Wickland were always near the front, Dave using a wood spar. Otherwise all of the top places were taken up with aluminum sticks.



Editor of NCESA Reporter

Gentlemen:

I want to congratulate Brad Robinson on his suggestion that the E fleet purchase 200 extrusions for spars to lower cost, standardize and obtain a domestic source. If the Government should decide to devalue our currency (not an impossibility) we will be very glad to have a domestic source.

I also support Stu Wells' ideas on one design of rudder, transoms, etc.

It seems to me that we are making desirable progress towards one design in everything but the single most critical factor determining boat speed - sail shape.

I have read of one class which at one time controlled sail shape by having all sails built by one sailmaker and a limitation on how often you could buy a sail. Would it be possible, with our present day stabilized cloth and stable mylar pattern material, to establish a one design sail shape which would greatly standardize the most important factor in boat speed?

Wouldn't it be possible for the existing sailmakers to still compete in the market on the basis of quality of workmanship and price?

With aluminum spars, we are supposed to obtain optimum sail performance over a wider wind speed. So why not standardize on a medium cut main and jib replaced not more frequently than every X number of years.

This approach would make boat speed more equal and provide a sizeable reduction in cost.

W. C. Morgan
St. Louis Yacht Club
"S-11"

"Whose Who" in E Scows?

By Walter Smedley

Have you ever wondered which of our sailors has the best record over an extended period of time? Is it Bud Melges, Brad Robinson, or Gordon Lindemann, who have each won the championship twice? Or maybe there is a perennial bridesmaid who has sailed consistently better than the champions?

Here is a list of NCESA Champions and where they won:

1970	Little Egg Harbor	Bill Allen, Minnetonka
1969	Lake Geneva	Bud Melges, Lake Geneva
1968	Muskegon	Brad Robinson, Minnetonka
1967	Chautauqua	Brad Robinson, Minnetonka
1966	Minnetonka	Runnie Colie, Mantoloking
1965	Little Egg Harbor	Bud Melges, Lake Geneva
1964	Muskegon	Bill Grunow, Lake Geneva
1963	Chautauqua	Gordy Lindemann, Pine
1962	Lake Geneva	Gordy Lindemann, Pine
1961	Little Egg Harbor	Nat Robbins, Minnetonka
1960	White Lake	Gordy Lindemann, Pine
1959	Chautauqua	Mike Meyer, Pewaukee

Records of these regattas are at hand for the last ten years back to 1961. (Incidentally, if anyone has the records for 1960 and 1959, they would be much appreciated -- Ed.). Assigning 10 points for a win, 9 for second, and so on down the line to 1 point for 10th place, we can get a measure of the overall excellence of our good sailors.

Here's what the scoreboard looks like:

	Total Points	No. Series
Mike Meyer, Pewaukee	57	9
Runnie Colie, Mantoloking	50	8
The Pegels, Lake Geneva	46	7
Nat Robbins, Minnetonka	39	7
Bud Melges, Lake Geneva	35	4
Bill Allen, Minnetonka	29	4
Brad Robinson, Minnetonka	27	4

Out of the ten years, Mike has missed the top ten only once, at Little Egg Harbor in 1961, when he lost his mast in the first of two back-to-back races and thus had to suffer two DNF's. Runnie has sailed in all ten series, but would prefer to forget Geneva in 1969 and Chautauqua in 1963. Nat Robbins missed the '63 Chautauqua altogether, and missed the cut in '62 and '68. The Pegels have sailed in every series except the three at Little Egg with perhaps the most consistent record. One wonders how they would have liked that Thursday Southerly!

Others who have placed in the top ten more than once are Bruce Wathen 21, the Bowers brothers 20, Gordy Lindemann 20 (not counting his win in '60), Cliff Campbell 18, John "bilgeboard" Sangmeister 13, Ed O'Malley 13, Ed Thiele 12, Klemm Harvey 10, Jim Rosenheimer, Dick Turner and Stu Wells each 9 and Sam Merrick 7.

If we count only the last five years, Mike is still on top with 30, then Bill Allen 29, the Pegels 28, Colie 26 and Robinson 23.

We wondered whether the NCESA was missing any of the hot sailors from the ILYA. A similar score card for their past eleven years looks like this:

	Points (since 1960)	No. Series	Points (since 1966)	No. Series
Stu Wells	59	7	28	3
Nat Robbins	59	8	25	3
Mike Meyer	51	8	22	3
The Pegels	46	8	29	4
Bud Melges	39	4	--	0
Gordy Lindemann	29	4	--	0
Brad Robinson	27	4	19	2
Bowers Brothers	25	4	25	4
Terry Lentz	24	4	19	3
Ed Thiele	26	4	11	2
Bill Bentsen	22	4	--	0
Bill Allen	21	3	21	3

Others who appeared more than once were: Skip Johnson 16, Terry Bischoff and Ed Smith 15 each, Roy Mordaunt 13, Jim Klauser 12. ILYA Champions were Bud Melges (3 times), Stu Wells (twice), Dan Bowers, Bill Allen, Brad Robinson, Mike Meyer, Nat Robbins and Gordy Lindemann.

So you see, it's the same great bunch. They really know what they are doing and how to sail an E-Scow. If you get ahead of them, you know you are sailing well or that they have goofed somewhere.



--- and still at the head of the Class!

(This "putting the numbers together" article by Walter is just one more bit of evidence of his boundless devotion to the class and association. If an analysis were ever made, based on individual contribution and enthusiasm from 1960 to 1970, there could be little doubt as to who would top that list. Ed.)

Ed. Note: Long-time Championship E Scow sailor, Sam Merrick, has recently been campaigning Solings with a vengeance -- Witness his winning the recent Bermuda Soling Regatta against many Olympic hopefuls. The Reporter thought that an analytical look at the two boats would be of special interest to those E Scow sailors who have never experienced racing and handling a high-performance keel boat of comparable size. Parrying wits in Washington's legal labor circles especially qualifies Sam to articulate his conclusions and the Reporter is indeed grateful for the following:

SOLING vs E SCOW

A Comparison . . . By Sam Merrick

The Editor wants a piece comparing our beloved E Scow to a Soling --- and what he asks for, he should get. He labors hard to make The Reporter a publication of quality.

Apples and oranges make difficult comparisons and so do these two, quite dissimilar racine machines. A Soling is a foot shorter, weighs a little more than twice as much, rides a trailer high enough to see under through the rear view mirror and has a forward deck with no room for sun bathing. It has the same size mast and only half a boom. It costs at least 50% more than an E but probably depreciates more slowly.

Racing either of these boats takes lots of talent and practice - not only because of the first class competition, but because the attainment of boat speed is not at all a matter of hoisting sails and steering - instead, a host of variable, complex and inter-related inputs have to be coordinated and acted upon.

The Soling has a high aspect (ie: adjustment sensitive) mainsail with plenty of control for mast bending - not only how much but where. A mechanical advantage of 10 to 1 or better on a permanent back stay and a wide range of permitted shroud locations on the deck are the principle controls. Thus what the sailmaker does to a mainsail is of less importance to the Soling than an E Scow. After sailing a Soling for 10 months, I found myself a near-prisoner of the sailmaker on the E boat simply because so few "tools" were available to change the shape of the E mainsail beyond what the sailmaker had built into the sail.

Mainsail shape, then, can be altered radically by the skipper's wish; and what he does with that mainsail is probably the most key factor in making a Soling go fast to windward. How much bend, how much mainsheet tension, how much cunningham, with what kind of traveler adjustment must be "right" for the existing wind and sea conditions. The eye must be highly developed for ascertaining the amount of leech tension, place of camber, amount of twist and an inch or two on one of the controls make all the difference.

That long, narrow main takes lots of loving before yeilding her secrets. Parenthetically one main is probably all that is needed through the entire wind range of 0 through 40 and this is probably a good argument for allowing more latitude in shroud and stay placement for the E boat.

Jibs on the two boats are nearly identical in size and just as critical. (The sailmakers' ability to make a good jib must be the best.) The seven degree trim angle is normal if the jib is well made and correctly trimmed. The E Scow jib is set with a little more over lap than on the Soling - so that

the Soling can be fitted with a self-tacker that is an eye-popper if you haven't seen one. Imagine tacking without touching jib sheets and with perfect assurance that the attained perfect trim of one tack is automatically carried over to the new tack! Lest some ingenious character decides on a self-tacker for an E - let him not forget that a keel boat does not need the safety valve of a fast jib-slackening to parry shifting gusts - and that self-tackers are sluggish creatures.

Spinnaker experience when the wind is free is transferable between the two boats, but not on reaches. The Soling full size spinnaker is about two thirds the size of the E boat's and while a wide variety of sails is permitted, the class rules permit the use of only two in a race. The Soling carries a chute profitably with the apparent wind forward of abeam and this presents a whole new experience as soon as the wind gets above 15. It must be understood that the Soling is underpowered and that while an E boat is developing its full speed with the apparent wind aft of abeam, the Soling is a dull thing with twice the weight, half the sail area and many times the wetted surface --- so up goes the excitement. As the wind increases, the Soling comes to life and planes. But, it also can get ornery, for it has a vile tendency to broach-absent the right treatment for the gusts. (Bear off slightly just before it hits --- care in handling wave troughs.) Broaching is an utterly helpless condition with water filling the cockpit - no steerage way and rig akimbo. Easing the vang is the cure, but the experience is humiliating and ruinous to one's position in a race.

Hiking is important for both boats and even more so for the Soling which must be sailed as flat as possible like a dinghy. Crews on a Soling assume an especially undignified position with their ankles in the straps, calves on deck, thighs down the freeboard and bottoms (the crews', that is) more or less gently buffeted by the waves. This position is maintained thanks to suitable handles and lots of muscle. Ideally, crew members should weigh 200 lbs. and be placid enough to put up with their lot indefinitely. For certain, crewing on a Soling is considerably less rewarding than the active and sophisticated teamwork required on an E.

What of the thrills and satisfactions? The Soling is at her best when slogging to windward in winds over 20 and as high as 35-40. The power and sheer perfection of her design is an aesthetic delight. She stays good down to the 8-10 range, but does not convey the sense of easy power of the E boat in the 10-20 range. The E boat wins easily on the reaches and runs with her immediate responses to slight changes in wind speed and course direction. Planning on a Soling needs wind power and even then is not accomplished with the kind of reckless freedom of the E boat.