

NCESA

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REPORTER

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The Commodore Comments:

Greetings to all E Scow Sailors from the Commodore!

In our country Spring seems right around the corner, though I suspect that we have a few storms and maybe some snow flurries before we're ready to get out and sail again in 1974.

The Rules Committee has been active in some minor changes, and I want to thank each of you who have expressed your vote by returning your ballot so promptly. It is this kind of action that makes NCESA a truly democratic organization where each of us sailors has the opportunity to express our opinions as to just what the National Association is doing.

There is also a new mast available in this country that has been approved, which should help the supply of this all important ingredient in E Scow sailing. We hope to have a little bit more information on this new supplier in this issue of the Reporter.

What the future holds for E Scow traveling from one regatta to another or from one lake to another depends a great deal, of course, upon the gasoline supply, which at this time is an unknown factor.

The interchange and exchange of ideas and racing skills by attending as many of the regional regattas is a great thing for E sailing. The regattas held in the East, I'm sure would

welcome any of the midwest sailors, so if there is the possibility that you might be in one of these parts of the country at the time of one of these regattas, try to get your E boat there. The same thing is true of the Michigan regattas and I'm sure the same thing is true of the Inland regattas.

The NCESA Royalty Tag will be noticed on all new sails coming from your sailmaker in 1974. This is an additional means of revenue to help support particularly the dissemination of more important how to sail our E Boats. We feel certain that every sailor is glad to make this contribution to help support the National Association.

The NCESA Board of Directors will meet at the Red Carpet Inn in Milwaukee at 1:00 p.m. on April 5, 1974 to take some action on pending matters. The most important decision will be the place for the 1974 National Regatta. Further information on this will be forthcoming after that decision is made. The directors are considering an invitation from Lake Minnetonka in Minneapolis and Green Lake in southern Wisconsin. Decisions will be made based upon many factors, one of which, of course, will be our ability to get as many E Boats as possible to this regatta. All interested members are invited to attend the directors meetings and to voice their opinions concerning E Scow sailing.

Hartley B. Comfort

YACHT DESTRUCTION

The Melges Boat Works and many of their customers suffered a cruel loss when two storage sheds at Zenda burst into flames at about 10:15 p.m. Saturday, March 30th, 1974. Between 70 and 80 boats were totally destroyed, including approximately 30 E's ... nine of which were new '74's waiting pickup. To sailing people this, in a way, is comparable to fire sweeping through a stable of thoroughbred horses. Authorities state that the two, simultaneous fires were set by an arsonist.

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Some Thoughts on Competitive Steering & Crewing

By
Bill and Dick Allen

HARE'S (I-4) 1973 REGATTA RECORD

- 2nd -- EASTER REGATTA, SOUTH CAROLINA
- 1st -- NAGAWICKA SPRING TUNE-UP REGATTA
- 1st -- ILYA INVITATIONAL REGATTA, ST. LOUIS
- 1st -- TORCH LAKE, MICHIGAN REGATTA
- 1st -- ILYA CHAMPIONSHIP REGATTA, OSHKOSH
- 1st -- NCESA CHAMPIONSHIP REGATTA, CRYSTAL LAKE
- 1st -- BLUE CHIP REGATTA, PEWAUKEE
- 1st -- LAKE GENEVA 1973 SERIES



BILL ALLEN



DICK ALLEN



RON FRANKEL

EDITOR'S NOTE -

I-4'S 1973 RACING RECORD CAPS A STRING OF MANY REGATTA VICTORIES BY BILL ALLEN AND HIS BROTHERS DICK "ROOT", HAROLD AND BOB OVER THE PAST EIGHT OR SO YEARS SAILING OUT OF LAKE MINNETONKA, MINN. DICK HAS BEEN BILL'S ACE CREW FOR THE PAST FOUR YEARS AND STARTED SAILING WITH HIM IN 1962. THE OTHER BROTHERS ARE CURRENTLY PROVIDING SOME OF THE TOP COMPETITION WITH BOATS OF THEIR OWN.

FOLLOWING THE SUCCESSFUL 1972 OLYMPIC SOLING GOLD MEDAL EFFORT WITH BUD MELGES AND BILL BENTSEN, BILL ALLEN HOOKED UP WITH THE MELGES SAIL COMPANY BRINGING DICK WITH HIM AND CAMPAIGNED "HARE" I-4 AT LAKE GENEVA. RON FRANKEL CAME ON AS THIRD CREW HAVING HAD PREVIOUS EXPERIENCE IN E'S, A'S AND M-20'S. DURING THE LOCAL SEASON, I-4 SPREAD

THE WORD TO NUMEROUS CUB SAILORS WHEN A 4TH WAS REQUIRED, WHILE FOR REGATTAS THEY MANAGED TO SNARE EXPERIENCED AND ATTRACTIVE GIRLS TO HANDLE THE BACKSTAYS AND KEEP ORDER IN THE COCKPIT.

IN THE LAST ISSUE WE SAID WE WOULD TACKLE AN ARTICLE POKING INTO I-4'S OVERALL SEASON, WITH THE AID OF A TAPE RECORDER AND THE COOPERATION OF BILL AND DICK ALLEN, IN SEPARATE SESSIONS. WE HAVE ASSEMBLED THE FOLLOWING ARTICLE ABOUT 'LIFE ABOARD HARE'. RONNIE FRANKEL WAS OUT OF THE AREA AT THIS TIME BUT MAYBE WE CAN GET A POST SCRIPT OR REBUTTAL FROM HIM IN A SUBSEQUENT ISSUE.

WE WOULD LIKE TO EMPHASIZE THAT THE RECORDED SESSIONS WERE HELD SEPARATELY AND NO ORGANIZED OUTLINE WAS FOLLOWED. THERE ARE SOME SEQUENCES WHEN IT APPEARS AS IF A CHRONOLOGICAL SCRIPT WAS USED, BUT IT REALLY AIN'T SO ...

(BILL): After the '72 Blue Chip regatta, we used our '70 hull as a point of departure to develop the 1973 design ... taking off sets from it etc. The '70-'72 hulls were especially good in heavy air, and we were aiming for improved performance in light to medium air and especially for down wind work. The configuration changes are all pretty subtle ... how far forward do you carry the flat run ... contouring of the bilge sections etc. (Buddy was responsible for these decisions.) I think you have to sail the Megles hull flatter than the Johnson and of course, they steer differently from each other due to the rudder design ... Melges rudder posts are vertical with angled rudders, whereas the Johnson posts are angled thru the deck. You can bring the Johnson to a halt by raising up the tillers. "HARE" (I-4) was no. 3 off the production line and was basically a stock boat, the only

difference was a two position vang set up for the crew.

(DICK): I-4 had the vang adjustable from four places on the boat and we still tipped over twice because we couldn't get to it. I was pinned under the boom one time and Ronnie was hanging over the side ... when that boom hits the water, you're thru. I've been thinking we ought to install a "panic-button" station back by the skipper since he is the one who knows when we're getting in trouble and is in a position to do something about it ... he can always let go of the main and flip off a cam release. We always try to sail maximum all the time ... vang full on ... taking chances at the reaching marks and that gets you in trouble once in a while.

CONTINUED NEXT PAGE

(BILL): We did some sail testing in early April and then took the boat to South Carolina for the Easter Regatta. I did a lot of the rigging myself, so I know what it is capable of. Before we go to a regatta, I look the boat over and when we get there I put the boat in the water, sail the races, put it away and stop thinking about it for a while. Once we find the right settings for the jib leads I never change them ... ever. With the new jib clue board, we'll probably wind up using one hole position all the time once we feel we have the right one. On the Soling we did change it when it started blowing ... you're trimming the fullness out of the bottom because you're pulling it back straighter and you don't have quite as much tension on the leach, so you're letting the top fall off a little to relieve some of the power up high where you don't need it. On an E boat, when the wind is blowing, the top of the main is gone ... you do the same thing with the jib. This was more pronounced with the wood stick when any time you sailed in air over 18 you were badly overpowered. We had so much mast that just the way it bent into the slot you couldn't point as high. We used fuller sails to get power and they were much harder to handle. I can remember struggling like hell. At South Carolina we had our first sail with our new crew, Ronnie Frankel. The regatta was a light air series and this gave us the chance to work out together under easy conditions. We had good boat speed and tried out various spinnakers ... Murphy Nye, Foster little reacher etc. Not many people were using the little spinnaker which (I think) started with Peter Barrett at the '72 National at Keuka and also at the '72 Blue Chip when Dennis Conner (Star class Mystery Guest) sailed Peter's boat and was dynamite with a little Soling chute ... finishing 3rd overall. Dennis would be tanked ... we'd get on our first reach with big chutes, jibe and then try to get our reachers going and he'd sail down wind with the little chute, jibe and sail off for the bottom mark going from 15th to 2nd or 3rd.

(DICK): Peter Barrett had the little spinnaker at Keuka in '72 and was very fast in the light stuff, reaching all over the place commenting that he was "the most sociable boat on the course".

(BILL): We got a lot of static about our DNS at South Carolina but the truth is I read the Sailing Instructions, which I rarely ever do, and they called for an 11:00 a.m. start. We were up and ready at 9:00 a.m. ... made three stops at drug stores trying to find some sunburn lotion and arrived at 10:00 to find everybody out on the course and our boat all alone with it's cover on. We got a wild tow out, started 20 minutes late ... sailed thru the fleet and got within about one hundred yards of Sam Merrick and Buddy, thanks mostly to the little chute. (Ed. note: On the other tape Dick bears out Bill's version of the DNS and claimed nobody read the bulletin board. HO! HO!)

(BILL): The Spring Tune-Up at Nagawicka got about 12-15 boats ... Danny Bowers was fast. We were leading the 2nd race and couldn't get the chute off until about one hundred yards past the mark. The sleeve on the halyard got caught on the inside edge of the mast base. Had the same problem at South Carolina and I had to climb up the mast to get the chute off. (Ed. note: When asked why he was elected to climb, Bill said it must be a carry-over from when he was quite small and climbed the mast on a reach leg while crewing for Danny

Bowers during a Sears Cup regatta. Bill quit playing football in the 9th grade because he was the smallest guy on the team ... but has since managed to get up to 230 during the Olympics in anticipation of heavy air but prefers to stay at just over 200 lbs.)

(DICK): We were a little rusty at Nagawicka in getting our spinnakers up and down.)

(BILL): The ILYA Invitational at St. Louis was not a test due to almost no air at all. The 1st race was a shooting match ... depending on what side of the course you were on. Crew work between Root and Ronnie had really jelled by this time and the spinnaker work was great. The second race was a repeat of the first. We found some air with the big chute on a shortened course and that was the regatta.

(BILL): I sailed with my brother Bob at the Inter-Lake regatta at White Bear and this is when I finally developed confidence in our new sails. In one race we were about 12th around the top mark. We put up the little one and passed two or three big-chute boats ... jibed while the fleet was taking the big ones off and flew into 1st or 2nd place. At the Torch Lake (Western Michigan) regatta most of the boats hadn't seen the little chute and only about three of us there had one.

(DICK): On one occasion we were 15th at the top mark ... put the little chute on and ... Whoosh! We had a hundred yard lead at the bottom mark.

(BILL): There's not much variety in the design of the little chute. I have a picture of ours that shows the top one-third perfectly flat and with the edges hooked ... and nice and full below. A nice thing about the sail is you can sail straight down wind in any kind of air. At the Blue Chip (Pewaukee) when the wind was very light and streaky, with everyone on the low side trying to find anything, you would not dream of putting up the big one ... Stue Wells found a streak with the little chute and that was the end of that race. At the same regatta, in very heavy air, we found ourselves 1st at the top mark, set the little chute for the reach leg (that was really dead down wind the length of the lake), followed by a jibe for a short reach leg to the next mark. Buddy rounded behind us flying his big spinnaker and you could have tied a string between the two boats for the entire length of the lake ... this in extremely heavy air.

(DICK): Masts were blowing right off the boats. My brother Bob lost his straight down wind with the big chute up I'll probably wouldn't have happened with the little one. The big difference with the little one in heavy air is it's easier to manoeuvre ... easier and much faster to jibe. Also, it's a little easier to fly and doesn't tip you up quite as much in big puffs, the smaller foot helps. We got Buddy a couple of times because of the speed of jibing.

(BILL): At the ILYA Championships at Oshkosh we had great speed. I make every effort possible to keep myself in good boat position on the course ... I don't always get fancy starts and try to play it safe ... stay away from other people as much as possible and be extra careful on the starting line. Buddy always gets good to fine starts (see photo next page).

(DICK): Last time we fouled was four years ago at the



"WE SEE WHAT YOU MEAN"

Nationals ... just barely ticked a boom. We're conservative on the starting line ... so many people panic on the line and just don't get right up there -- they're afraid of it. I don't think we jumped the gun once last year but we stayed as close as possible without being over. Bill likes to avoid the ends at crowded lines. Good starters, however, are going to get into trouble once in a while. Geneva starts are pretty casual compared to Minnetonka, where every one is really up there working you over as if it was an inland or national regatta and I think we were hurting a little this year at regattas because of this difference.

(BILL): The first Oshkosh race had good breeze, the 2nd was light and shifty ... when we had our worst race. We tipped over in two heavy-air races. We had beautiful speed in the 1st of these, got off the line okay but Ed Chute, with Gordy Bowers aboard, got off a little better ... kept moving and even though they overstood a little, were able to reach down on us to get to the top mark ahead of us. Both of us set small chutes and we discovered not more than halfway down that there was no way we were going to make the reaching mark with the chute up. I don't remember if Ronnie or I spotted it but we were the first to take down ... got the boat under control and reached off to the mark while they were still floundering, and got ourselves a nice lead. We came around the top mark the second time and had a lead of 100-150 yards ... started down wind, got a nice spinnaker set and got every thing under control. About two hundred yards down the run we decided to heel the boat to weather, as the boat has always seemed easier to control when you do that and you can go out of a wave either way when the nose dives under. But ... we got too cocky or something and when the bow went under a wave, the stern came right up out of the water with the spinnaker still flying. The boat came around as the bow came out of the wave and the spinnaker pulled us right over. There was nothing I could do as the rudders were completely out of the water.

(DICK): I was late and should have eased the chute earlier so maybe Bill could have pulled it off a little bit, but the vang was on and the boom in the water spun the boat right around.

(BILL): To get the boat up was a real panic. Everytime I've tipped over I've been on the low board instantly. The second time we tipped over we were reaching and I've always thought if you tip over on a reach with the boat going fast, the mast dives into the water with the boat spinning around it

and there's no way you are going to save it. As in the first race we had been behind Ed Chute and I think Bradley ... had a good weather leg and got a nice lead at the top mark ... and then, I guess, just got really hoggish. Everybody was getting ready to put everything up at the offset -- I'm the only one on the high side ... everyone else doing something in the boat ... the boom vang is on and all of a sudden I'm helpless when the boom starts dragging in the water ... but Ronnie came right over and joined me on the low board. Root danced along on the boom and went around ... Cindy Sawyer came around and I dragged her up out of the water and up we came. Being on the low board gets your weight below the center of gravity, giving you a turning leverage, whereas weight on the high board simply pushes the hull deeper into the water. I think my brother Bobby was the toughest competition and except for fouling out in the second race, sailed a beautiful regatta. He probably would have finished 2nd overall if he hadn't turtled in the 4th race. Some guys were fast but we got to them with consistent speed and better crew work, I can't say enough for the guys in front of me. Root has been sailing with me forever ... have picture of us in a cub boat in 1958. I always have had faith in this crew ... confidence in Ronnie because he had sailed enough on his own and as crew to have the experience plus a real gung ho attitude. I've never had a happier boat. One of the things that took Ronnie time to get used to was when I tack I don't usually announce it ... I just tack. I'll push it over and say "let's go" and the crew has to do it. To me, in the kind of winds we're sailing in, if you decide to do something, you do it. You don't hold on for someone to get back in the boat ... you tack ... they mumble but it's a real tribute to them.

(DICK): At the beginning, Ronnie didn't understand a lot of the setting up technique of the boat but he caught on fast. Like most people, he hadn't gotten into a lot of the subtleties that are involved which we have learned by working with and for various sailmakers. Ronnie holds jib, sets the pole and I take care of the middle and fly the spinnakers. We use a fourth mainly for weight but we like to have experienced people who like to hike out, tend the backstays and are willing to stay pretty quiet ... like Cindy Sawyer, Heidy Huck and others who sailed with us this year. I had held jib and handled the spinnaker work for years but that is a rat race on a boat. I'd have to push the 3rd crew back off the jib after coming around and I'd have to give him the jib about a hundred yards from the top and it just wasn't smooth. So we decided to change and let me handle the middle of the boat, fly the spinnakers and be right there to clean up the mess. Ronnie and I make trim adjustments automatically. When a puff comes in ... pull down on the cunningham, let the rear traveller out a little bit ... fool around with a couple of cranks on the jib ... we try to keep fairly quiet and just keep that concentration. As soon as you start talking and looking around, you find yourself up on the wind and you're not letting the traveller out in time when a puff hits ... that's when the timing is really crucial. I make all the adjustments except for the jib. When we hoist the chute, Billy pulls the guy around so it flies right away. All I have to do is grab the sheet, trim it and it's full. Ronnie handles the pole. It's a really nice technique ... really works. It gets your spinnaker flying at least five seconds faster than the guy who isn't doing it that way. Most people just pull it out and pull the guy around and then trim in the sheet. With Bill pulling in the guy as the spinnaker is being hoisted, it's going to pop right out in front

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and won't get tangled ... but if you just pull it right up and the corners can get around each other, when you trim it, you might get a figure eight ... but if you pull the corner first, the whole guy corner opens up. Often in light to medium air we pull the guy to about the forestay before we even hoist.

Some people think the E has gotten too complicated, but you get this in almost every sport and a lot of people don't take the time to understand many of the changes. As far as I'm concerned, all the refinements just make the boat so much more enjoyable and easier to sail ... and the more stuff there is for the crew to do makes for much more exciting racing. Both Billy and Fraser Beer agree that the E is much more demanding of the crew than the Soling with its self-tending jib and the skipper's doing all the trim adjustments. Soling crew hangs out or flops over to the other side and just grinds it out ... go off to the lay line on one tack, slop again and grind it out to the mark. (Ed. note: Sam Merrick's previous Reporter article comparing the Soling with the E-scow pretty much agrees.)

(BILL): Basically, I sail my own boat race and while there is rarely much conversation about what I should be doing, I have a tendency to ask (in order to get an opinion) every once in a while if we should go back to cover the other side of the course or stay with the people over here ... but generally all decisions are mine and if I'm wrong, it's my fault and if I'm right, it's my fault.

(DICK): We will call Bill's attention to situations if we can spot them but Billy usually has seen it and has sized up the situation simultaneously and has final say. It's hard to beat Bill to a judgement on anything ... it comes to his mind at least as quickly as to any one else on the boat. I continue to learn from him in every race. He steers the boat in the right direction down wind ... knows when the chute is not quite right, keeps the boat going and this can pick up the crew psychologically. Down wind is where crew ability shows up. Better skippers gain more off the wind. Crew work on reaches is most critical. You have to have been doing the tough work yourself. I sailed with Billy for three or four years as a fourth and there was a lot of stuff I didn't understand that I got yelled at about ... but as soon as I got more involved, handling the spinnaker myself ... well, then it began to fall together. We spent a lot of time setting the boat up right and figuring out procedures. It is so important to do things the right way and at the right time in tight spots like jibes and busy roundings. You can lose a hundred yards with a bad rounding. The crew must anticipate what the skipper may do with the helm.

(BILL): So much of our success at times was on the reaches. Root flies the spinnaker exactly the way I want it flown, so I don't have to worry about it and can look around, which is so important, to size up puffs, shifts, where the competition is etc. One of our biggest assets was crew work on reaches and straight down wind. I think we had a superior spinnaker and I've always been able to sail fast downwind. I guess I learned that from Stu Wells ... grew up crewing for him. Stu was really the first one who insisted on keeping the boat well-heeled off the wind ... dragging the boom in the water all the time. Another thing that separated us from a lot of people was our use of the boom vang. This was so apparent at Torch Lake that Fraser, who was there as a spectator, commented that you could always tell our new boats because they came around the top mark at the beginning of the reach with their booms way down ... sails set up and looking good,

while the rest of the guys would come around not paying any attention to the mainsail, which on an E is enormous and has so much power ... and we were getting the maximum out of it. This no longer gets us any advantage because everybody is playing it this way now ... you've got to!



"... NOT PAYING ANY ATTENTION TO THE MAINSAIL."

Sailing at regattas on inland lakes is always unpredictable. You hardly ever know what shore to sail to, although at Pewaukee you know you have to get to one or the other, (doesn't usually matter which one) but you can't sail up the middle. It's been my philosophy (a lot of which I got from Buddy) to sail with the guys you've got to beat. If four of them are going one way and one guy is going the other, you have got to stay with the four because whether you round the top mark from 12th to 15th, if they are the birds you have to beat, then they are the ones you have to sail with ... and are probably the ones who are going to know just as much as you, if not more ... about where to be.

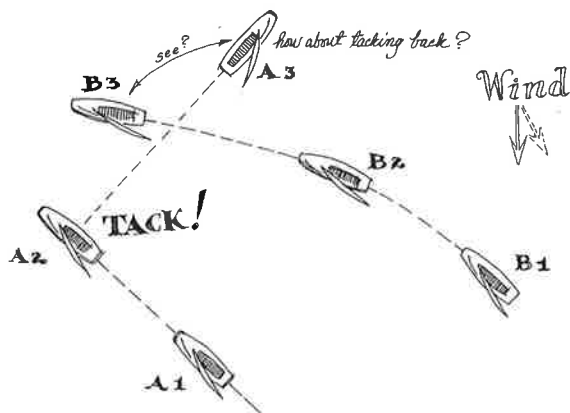
(DICK): Sometimes it can be fun sailing from the back of the fleet if you happen to get fouled or buried at the start. You have to head for clear air, sail the shifts and as you start getting thru the fleet course position becomes more and more important and the front runners become increasingly tough to get thru.

(BILL): At the Crystal Nationals, coming off the starting line the wind would phase incredibly to one side ... you would see someone coming off the south shore sailing 15 degrees higher than anyone else in a big line of wind and looking like they were 3 miles ahead. Sam wound up winning a race that way. He got the air and was able to carry it all the way across to the other side of the lake. In the third race, which we ended up winning, after we got off the starting line, Nat was the one up there in a beautiful shift. When we tacked underneath him he was two hundred yards straight to weather of us. What we did was to tack out of there knowing, or hoping at least, that the wind would come back, because it always did. It would phase for maybe ten minutes on one side and then come back for ten minutes on the other side and you would get a nice shift off the shore ... and then you'd get back into the middle and it would phase back to the other side. What we were trying to do was to get the best of both of these by sailing up the middle. I don't by any means advocate sailing up the middle of the course, but we had no choice at the time because we were simply in that position. What we did was end up tacking below the boats up there, waiting for the wind to come back and when it did, doing the same thing again and closing our distance. When it got headed, they did

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the same thing, they tacked underneath us. At that particular time it phased in long enough from the right side of the course for us to actually be ahead of him, after he had been two hundred yards ahead at one point. The point is knowing when to tack under somebody and not take your licks and knowing when to come back when it's going to do you the most good.

It's been pounded into my head for a long time that when sailing the inland lakes' shifting winds, you've got to take advantage of the shifts and play for course position. If a guy's ahead of you, try to pick up 20-30 yards or 2-3 boat lengths at a time. If you get a little shift or see the guy above you begin to fall down a little to you, tack! so you cross behind him ... you're still gaining distance by it. When you're behind, the idea is to gain a little distance all the time, rather than trying to be a hog and going to the corner and hoping to get a big shift off the shore. I rate your chances from the corner at about 1 to 10 and these aren't very good odds in sail boat racing when you sail 5 to 6 races in the series. You have got to say "O.K., I've gotta take my lumps ... let's salvage what we can."



Say you come around the leeward mark and the guy ahead of you is sailing off on port ... you tack, and being the first one to go, you'll find usually whoever's ahead of you will start tacking with you. As you start sailing off on your starboard tack now ... maybe you'll get headed and you'll see everybody ahead of you start to ... maybe you won't even get headed, but when you see these people coming down on a different slant ... instead of holding on for another one or two hundred yards ... TACK ... get back to them and as soon as they start to get up on their fresh angles then go back again ... at that particular point you have picked up 20-30 yards and if you have a hundred yards to go, you've only got to do it four more times. I don't see this done often enough. In a scow you can afford to tack ... in a Soling you can't, it comes to a stop. Our E boats will slow down but they get under way again so fast you don't lose the distance.



"SOME OF THESE BIRDS LOOK KINDA' STREAKY-LIKE"

Some people would rather be a boat length behind than a boat length ahead. I've sailed with and against lots of the good guys and know what their capabilities are and what they can do. I love to be right behind Bradley the last time up because I know he will spend so much time looking at me that he might make a mistake. Some of the guys are so good, like Nat, if they get ahead of you, you're going to pay hell getting him because he's got so much experience and he's sailed against you and the others so much, he knows what to do ... he knows even if he's slower than you how to stay ahead and that's a great asset.

(DICK): A bad tack can just kill you. At the Blue Chip Stue is rolling along right with us...decided to tack off and we never saw him again. We were making good, clean tacks ... at the right time ... losing nothing and avoiding the trap of "it's got to be there .. let's go just a little further".

(BILL): In any event, it all comes back to the crew. For example at South Carolina when Ronnie first met Root, sailed the regatta with us, and after Root had left, Ronnie came over and said "Are you sure you want me to sail with you on that boat? ... because you guys do everything right and I feel I sort of sit there and might klutz things up for you." ... and this coming from Ronnie! I told him he had to remember that Root and I have been sailing together since 1962 and so he'd better be damn good.

(DICK): I know what Billy wants and he knows what to expect from me and helps me a lot ... steers the boat to compensate for chute problems or wierd puffs ... some people train their crews mechanically and never give them an insight as to the purpose or theory of what they're doing, or why.

(BILL): Dick sailed a race with Bradley at the Inter-Lake this year and Brad couldn't believe that a guy could do everything that Dick did on the boat ... and it was Brad's best race of the series ... THAT'S CREW!

IF STEALING ISN'T YOUR BAG,
GO STRAIGHT WITH BOWERS

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Two Firsts at S.C. Easter Regatta

- BILL ALLEN & CO. MAINTAIN WINNING STREAK
- A NCESA SANCTIONED REGATTA STREAKED (OFFICIALLY) FOR FIRST TIME

Going to press, we learned that Bill Allen, Lake Geneva, nailed Peter Barrett, Pewaukee at the finish line in the last race to keep his Regatta consecutive winning streak alive. Ken Kornoelje of Michigan was third.

According to reliable sources, the streaking event was announced beforehand to occur at a precise time during the Trophy Presentation but apparently the Streak team got buck fever and jumped the gun by a considerable margin. Large, floppy reaching hats were flown during their finish leg.

Thirty eight boats attended and winds were excellent. Other top finishers were: Cliff Campbell of Jew Jersey, Bob and Jane Pegel of Lake Geneva and Dick Turner, Chataqua.



Invitation

We at Cowan Lake, Ohio, invite all E-scow sailors to our first annual CLSA Spring Regatta to be held May 11 and 12. Registration fee will be \$20, and five trophies will be awarded. Please register in advance and let us know if you are coming. Thank you.

Saturday, May 4: Registration	8:00 - 10:00 a.m.
Skippers meeting	10:00 a.m.
1st Race	11:00 a.m.

2nd Race	3:00 p.m.
Dinner & Dancing (Kings Island Inn)	8:00 p.m.

Sunday, May 5: Skippers meeting	9:30 a.m.
3rd Race	10:30 a.m.
Trophies	1:00 p.m.

Lodging at Kings Island Inn or camping on club site.
Coming South I-75, exit in Dayton on Route 35 to Xenia. In Xenia, follow Route 68 through Willmington to Cowan Lake. If coming from any other direction, write for directions to: Tom Klaban, 3501 Concerto Drive, Cincinnati, OH 45241.

A black and white photograph of a boat being worked on in a workshop. The boat is a small, sleek racing boat, possibly an E-scow, and is being worked on by two people. The workshop is filled with various tools and equipment. Overlaid on the right side of the image is the text "A Good Start to a Better Finish!".

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1974 REGATTA SCHEDULE

At the present time, E Scow regattas scheduled for 1974 are as follows:

8th Annual Easter E Scow Regatta, Columbia Sailing Club, Columbia, South Carolina - April 12-14

Spring Tune-Up Regatta, Lake Nagawicka, Wis. May 11, 12

1st Annual Spring Regatta, Cowan Lake, Ohio, May 11, 12

Western Michigan Annual E Invitational Regatta, July 20 and 21, 1974 - Crystal Lake Yacht Club, Crystal Lake, Michigan.

Barnegat Bay Yacht Racing Association Invitational E Regatta on August 3 and 4

Eastern Class E Scow Association Annual Regatta, August 7, 8 and 9

Little Egg Harbor Yacht Club Invitational E Regatta, Little Egg Harbor, New Jersey on August 17 and 18

E Invitational - Mendota on July 12-14

E Championship, Geneva on August 18-21


NCESA Championship, Green Lake, Wis., September 6,7,8

Blue Chip - Pewaukee, September



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SAM MERRICK

VS

Rule 67

Gregg Bemis to whom sailboat racing owes an enormous debt is embarked on a campaign for the promotion of IYRU (and NAYRU) Rule 67. One by one, magazines have printed nearly identical articles by the aforementioned Bemis. So the time has come, I think, for equal time for negative comment.

Rule 67 disqualifies both boats which have been involved in a collision unless one of them files a proper protest. The thrust of the Bemis argument is:

1. That those who have written unkindly about 67 seem to condone rule infringements - even such clearcut ones like hitting starboard tack boats.
2. That although contact infringements may not be as serious as many non-contact ones, nevertheless since all contacts have to be infringements of some sort (granted) we might as well get after these if the sport is to be properly policed.
3. That since the rules have long permitted third party protests without a protest flag before Rule 67 was adopted (with this provision), there is no reason for believing that this invitation to self-appointed policemen should cause concern.
4. That the danger of 67 being inequitable is diminished when the race committee concludes that there has been "minor contact" which was "unavoidable" (67.3) -- intended, Bemis says, to apply to a crush of boats rounding a mark in no wind.
5. That while 67 may not be a deterrent to infringements, it should be a deterrent to infringers who ignore their obligations to retire.

Before discussing the Bemis thesis, a little perspective seems in order: the sport has, these many years relied, for law and order primarily on the honor of the contestants -- on the code that the infringer acknowledge his miscue by withdrawal; and secondarily, on the protest hearing.

It has thus been self-policing not because honor was part of being a gentleman and all yachtsmen are gentlemen (although some of this turn-of-the-century yachting morality continues to serve), but because there is essentially, no substitute.

For one thing there is already a serious shortage of qualified protest committee personnel so it is unrealistic to expect to recruit the large number of observers which would be needed for comprehensive umpiring that paying spectators of other sports assure. So that avenue for policing is not available. Then there is the weakness of the protest procedure which must apply rules that are necessarily and inevitably complex. Factual reconstruction is nearly always an educated guess gleaned from conflicting accounts. For example how can any committee conclude with any certainty whether a windward boat responded (or had enough time to respond) to another establishing an overlap to leeward, or whether a tack is completed in time to permit another to alter course? It is no wonder that most of us

view the protest procedure as unreliable and productive of unpredictable justice, and often an embittering experience for all concerned. Nor is it a wonder that persons who often file protests (even if they are right) are not esteemed, and that the best regattas by common acclaim are those with the least resort to litigation.

No better statement of what seems the correct approach to protests is available than that made by our just recently crowned Soling World Champion, Paul Elvstrom, in his book Elvstrom Speaks on Yacht Racing (1969 - Quadrangle Books and Yacht Racing).

"It is not necessary to put in a protest in the case of a genuine accident. That's my feeling and I myself never protest unless some other boat is too rude, or makes the mistake twice or a boat really breaks the rules on purpose. But most boats break the rules because the skippers are nervous or they calculate wrongly - an error of judgement - and you can yourself normally see the reason for the breaking of the rule. So I would say that nobody should protest unless the other has done something deliberately.

Protests can spoil the comradeship. If I make a mistake I prefer to leave the course."

and again
"Of course, in most protests, probably nearly all, there is an argument on the facts of the situation because people get different pictures of what has happened. In a lot of cases they argue that the other is lying, but it is not always so. Some people are clearer than others when they explain a situation, but maybe they are guessing how the situation really was and they are sometimes guessing wrong because they hope it happened like they say it did. Then the other man thinks that he is lying but maybe he is not really lying so we ought not to be too critical of each other when explaining a situation. They have got to try and remember, and always keep in the back of their minds that it is so difficult to remember an exact situation when you are not expecting it is going to happen. You can't remember the exact position of the boats."

How very much Rule 67 is a turn in another direction. Together with the new Appendix 5 (in the Rule Book), it proceeds on the assumption that more protests are in order and that incidents involving contact (as defined) should always be protested if not by the parties to the collision then by third parties or by race committee members who, if they watch carefully will observe the event taking place on the race course. The logical next step is to extend the concept of apparent infringements occurring in the absence of contact. If this should happen, a regatta will have to allot more days to litigation than sailing!

From the viewpoint of the typical helmsman in the typical incident, the other fellow appears wrong but what has happened (from his perspective, compared to Bemis') is nothing more than a passing issue -- whether some harmless contact occurred or was avoided by an alteration of course. It isn't

important because the rights lost: 1) made little difference in the race position, 2) caused no serious damage, 3) were not part of a calculated tactic based upon a right-of-way rule, 4) might never be protected anyway (because of the weakness of the protest decision process), or 5) are not worth developing a reputation for filing protests.

On the other hand a protest is likely to be filed if the infringement is clear, damage is severe, the race position is seriously affected or (most importantly) the offender failed to respond to a tactical position to which he has a clear duty. We would have to add one additional circumstance producing protests which does no honor to the protester - that is when his ego, having been battered by adversity, strikes out in righteous indignation.

In sum, the overwhelming practice and sentiment in the sailboat racing world is that the less protests the better - this despite concern over the lawlessness which sometimes occurs and too often is ignored by those who appear (at least to others) at fault.

Now to answer Gregg Bemis' arguments:

1. The problem with which Rule 67 is a rather capricious effort to grapple is how to get those who know they have misbehaved to acknowledge their fault and take their penalty. Rule 67 seems to have been adopted as though rules were being broken knowingly and then penalties ignored. But as Elvstrom has suggested, infringements occur because skippers get into unforeseen predicaments, because they misjudge distance, because they are uncertain about the rules or because their perceptions are distorted (quite uncontrollably) in their own favor.

Quite unequivocally any helmsman who infringes a racing rule and who knows it should drop out. Perhaps if this is the major problem that Bemis conceives it to be (which I don't) it would be helpful to have NAYRU promote the printing of Rule 33 so that every skipper might receive a copy upon entering a regatta.

2. It is true enough that contacts (whether avoidable or minor) by definition are infringements of the racing rules: simply put, the burdened yacht failed to keep clear, whereas situations involving an altered course may not be infringements. Having said this, nothing follows for reasons I hope I have made clear: who is wrong, how to find out, the likelihood of a correct decision, time wasted and bitterness engendered - all lie ahead. Bemis recognizes the extreme difficulty in "pinpointing fault" in mass crushes with little wind, but he must be in a rarified atmosphere indeed if he fails to recognize extreme difficulty in pinpointing fault across the board. But apart from such considerations, contact infringements are but a small fraction of the sum of infringements occurring on the race course. Most helmsmen, having a high regard for the beauty of their vessel and the undesirability of getting entangled in delays avoid collisions rather than assert their rights by colliding. To attempt, therefore, reform by nibbling at the edge is unsound in any league whether it be the tip of an iceberg or treating symptoms rather than the disease.

3. As Bemis says, the rules have long sanctioned a third party protest, but the privilege to exercise such a right has been singularly neglected. To restate and refurbish the privilege in a brand new rule is not merely to repeat what has been before, but to encourage its use. Upon my word, who wants that?

4. The safety valve given to race committees to ignore their obligation to disqualify non protesting but colliding sailboats where the collision is "minor" and "unavoidable" is nothing short of an invitation to most committees to apply their own unpredictable notions of justice. It seems to me Bemis with his long experience handling appeal cases would know this. The sport already is afflicted with decisions more related to the personalities and forensic abilities of the hearing participants than it should tolerate.

5. To expect Rule 67 to encourage rule infringers to drop out may be justified in those situations, (I think they are rare) where the infringer knows or strongly suspects he's wrong but continues anyway. But a rule which accomplishes so little good and encourages so much mischief is undesirable. The experience of the Barnegat Bay Y.R.A. in its 1973 season is illustrative. For 10 or so regatta days taking place in June, July and early August, Rule 67 might never have existed. Come the final races in late August, lightning struck when observers in patrol boats started reporting collisions for which protests did not get filed. As a result season standings were disrupted and much indignation fomented. At its first post-season meeting, BBYRA voted to jettison 67 as being a massive cause of trouble. It can be reported that a similar suspension of 67 has been adopted by other widely scattered groups such as The Inland Lake Y.A., National Class E Scow Association, and The Severn Sailing Association.

It is the hope of this writer that we can dispose of Rule 67 as soon as possible.

Sincerely,
Sam Merrick



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We decided to use the highest quality, most modern boat building materials . . . fiberglass and Airex foam. The hull and deck are built in sandwich construction with a layer of 3/8" foam and two skins of fiberglass. Together this forms a construction that is stiffer and stronger than wood and still more bouyant. Airex is a Swiss product that has been used as a core material for fiberglass boats since the mid-fifties. Airex is the only plastic foam made specifically for boat building.

We were fortunate in that we were able to hire the foreman of both the day and night shift from our old supplier. With Bob and Ed's experience in fiberglass and some sound advice from Tom Johannsen, manager of Chemacryl Plastics, we have learned some interesting things. We can offer: an absolutely unsinkable boat with built-in flotation, that is not added later, but built inherently into the hull. A boat which will never increase in weight due to water absorption and is built of foam that will not crumble, break down, deteriorate, nor break away from the glass skins once we obtain the bond. A boat that at the same weight is stiffer than wood.

At this date we are producing our class "M" and class "C" scows using the sandwich construction with Airex. We have learned we can regulate the flexibility and weight of the boat by varying the weight and layers of mat and cloth.

The properties of the Airex core and techniques of construction provided us an extremely rigid "M" scow. When we applied the same methods to the class "C" we achieved the same results - a very stiff hull with the same qualities of buoyancy, good bond, and durability. With this knowledge and faith, not only in our ability, but in the materials themselves, it is our intent to produce a limited number of fiberglass "E's" for this coming season and full production for 1975.

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