



**NCESA**

SUMMER 1973

Vol. 9 No. 2

## **REPORTER**

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PHOTO COURTESY OF JACK COOPER - CRYSTAL LAKE - JULY 1972





The annual meeting during our championship regatta at Crystal Lake this September will, for all practical purposes, end my two terms as commodore of the National Class E Scow Association. The changing of the guard which we will see will be good for all of us.

The last four years have been very gratifying, but they have also been arduous. Nevertheless, I look back at them with some degree of satisfaction. However, I know that it could not have been done without a considerable amount of help from many of you, but specifically, I am indebted to the wisdom and time that both Hartley Comfort and Sam Merrick have injected into my activities. I am particularly appreciative of the enormous efforts that Stu Wells has put into the job of chairman of the Rules Committee. This is an exceedingly time consuming job, and yet, it is one of the most important. Of course, the ground-work for his task was well laid by Mike Meyer who held the chairmanship before him. Walter Smedley has also been the kind of person I could always call upon when there was a job that needed to be done, and his enthusiasm for our great class of boats has been contagious for all of us. Likewise, Bob Pegel, as chairman of the Race Committee has coordinated and helped successfully plan the judging for all championship regattas during the last few years; a very important mission. Finally, Ted Brennan has continued to serve all of us in his role as chairman of the Publications Committee, in which, he has almost single-handedly turned out every E Scow Reporter since the first issue some ten years ago.

I do not mean to single out just a few individuals because many have done a considerable amount of work on committees and on the Board of Directors during these past years. All of this help has been directed toward a few very significant accomplishments: We have adopted the aluminum mast and it is now almost universally used. I think that the E Scow is better for the change. It has been brought up to date and its performance significantly improved. While it is hard to see in these times of rising costs, I am convinced that it has allowed the builders to help keep costs below what they would be if we were still using Sitka spruce, hand constructed to our particular mast configuration. By virtue of the consensus of the members, our rules have evolved to a more strict one design. This does not mean that improvements are impossible, but it does mean that a person's equipment is not likely to be out designed in a very short period of time. Along these lines, it may not be very far into the future until we see successful fiberglass E's. One of the most significant steps forward is the autonomous responsibility we now have for the scantling rules. Each of the member sailing organizations have recognized the NCESA as being capable of handling this job, and the net result is an orderly procedure for the management of the class and its rules. This is a very democratic procedure in which each regular member has the chance to express himself when a change is proposed. Finally, we have started on a Yearbook format which includes the history of the class and the records of certain events which will be the springboard for future material in the Yearbook such as pictures, etc.

I think the future looks bright; however, there are some areas that I would like to see us all work on harder. We have to encourage young sailors to become involved. I see the nucleus of this happening in our area, but it must be done throughout the country. We must work harder on our publicity. This is an exceedingly difficult task considering the size of our fleet as it compares with other major sailing classes, but with enough work, enough coordination, and enough persistence, I am sure the job can be done. Arthur Simons has gotten this started, and I hope that we can improve upon this start. I also call upon all of you to consider the fact that the class needs all the management help it can get. Please step forward to volunteer to help out on committees, as committee chairmen, as officers, and directors. Without this management help we cannot continue to improve the success of the organization and the class. Lastly, I feel we could do an even better job of working with our major associations, the ILYA, ECESA, and WMYA. I would like to see, sometime in the future, an arrangement in which one membership would cover our organization along with affiliation with these three associations. There are many problems to such a vision but since our objectives are similar--promoting the interest in sailing, I cannot see why such an amalgamation should not be accomplished.

In closing, I would like to extend my thanks to all of you for your support, and I am looking forward to helping the class in any way I can.

Sincerely,  
Nathaniel Robbins, Jr.



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

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REPORTER appreciation to: The cooperative contributors of this issue.  
Bud Appel for layout help and composition.

SUPPORT THE NCESA by sending \$15.00 dues to: Sam Merrick,  
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JOIN THE NCESA NOW! Support a Great Yachting Association. Become a subscriber to the REPORTER with membership.

## *Some Background Commentary on CRYSTAL LAKE*

By Ed Schindler

In 1957 I was introduced to "C" scow sailing at Lake Beulah in Wisconsin. I found this sport the most interesting of any I had participated thus far in life.

In the fall of 1958, American Motors Corporation closed the plant that I was working in and I was offered a job in Evart, Michigan. I wanted to continue sailing and spent the winter talking to skiing friends about scow sailing in Michigan. I was informed that there was a yacht club on Crystal Lake where "C" scows were raced. In the spring of 1959 I drove to Crystal Lake, not knowing anyone from the lake, I finally spotted a "C" scow and introduced myself to its owner. Within a few hours I met several yacht club members and was invited to get a boat and join the club.

I had never seen a lake as beautiful as Crystal. The water was as clear as that drawn from the tap and the entire 27 miles of shoreline is one continuous sandy beach. The lake had no seaweed, lily pads, nor islands. The water was so clear that you could see the bottom in 25 feet of water, and according to geographic maps, 1/3 of the lake is 175 feet deep.

The yacht club was located at the western end of the lake which jets out into Lake Michigan and was surrounded by wooded hills ranging from 100 to 400 feet in height. These hills peaked at anywhere from 1/4 to 1 mile from the lake shoreline. I fell in love with the lake, got a "C" scow, and joined the club.

In 1965 the first "E" scow racing was sponsored by the yacht club. I joined the fleet in 1967. In my opinion, Crystal Lake is one of the most ideal lakes for "E" scow racing. In my 14 years of sailing this lake I have observed that due to the lake's relationship to Lake Michigan, it almost always has wind. The lake has enough area to allow an ideal olympic course to be set no matter which way the wind blows.

There have been many more races cancelled due to excessive winds than have been called because the race was not completed within the time limit. I can only recall five races that were not completed within the time limit. In two cases, the fleet captain called a 13-mile course.

Boats that have had the misfortune of capsizing have either gone turtle or have had their spar rest on the hard sand bottom near the shoreline. Boat owners have never incurred damage to their aluminum spar because of capsizing at Crystal. When sailing this lake particular attention should be paid to the hill formations around the lake. These hills have a direct bearing on wind direction and velocity. You will usually notice that the hills become a more predominate factor in effecting wind velocity and direction as you sail within 1/2 mile of the shoreline.

Have you ever been bothered by large spectator boats while racing? You shouldn't be bothered at Crystal because there is no way for large boats to enter the lake from Lake Michigan.

Back in the 18th century when logging was the main industry around the lake, the loggers cut a slot in a hill allowing Crystal Lake water to enter Lake Michigan so they would have a way to float their logs to the mill. This lowered the entire lake level by about 10 feet. Today the lake level is maintained by a spillway. Since all of the water entering the lake is from springs and there is no industry to create industrial waste, the lake has remained very clean. Lake dwellers are aware that they themselves can ruin this beautiful lake and have taken steps to insure that pollutants are not allowed to enter it.

The yacht club has never scheduled any races in September so sailing the Nationals at Crystal Lake this year will be a new experience for the Crystal Lake Yacht Club members, as well as the guests. In late August and early September, on cool clear calm evenings, thermo rises will develop over Lake Michigan and draw cool air off the Michigan shoreline which will create an east wind. Usually by 9:00 the land warms up gentle breezes start coming in off Lake Michigan and continue to build throughout the day. If frontal activity is affecting the weather, thermal activity will not be a controlling factor.

In anticipation of the 1973 "E" National Regatta, the Crystal Lake Yacht Club members have gone all out. The club house has been doubled in size, a new boat ramp and crane have been installed, flood lights have been added and hospitality hats have been put on.

Present plans are to dry sail this regatta. Because of limited dock facilities it is mandatory that each "E" boat owner provide his own mooring for use between races. Mooring should include approximately 40 ft. tackle.

In September temperature highs can reach low 80's or the low 60's, so bring along clothing for both types of weather.

If you plan to spend some extra time before or after the Regatta in the area and enjoy golf, I would recommend the Crystal Downs Country Club which overlooks Crystal Lake and Lake Michigan. It is truly a spectacular course. If you are inclined to sport fishing, I would suggest a charter boat from Frankfort, or bring your own gear and try your luck at Coho Salmon fishing or lake trout which will be at the height of the season along the Michigan shoreline near Crystal Lake during the Regatta time. Scuba diver enthusiasts would enjoy exploring for old sunken boats in the bottom of Lake Michigan. For the sightseers, a walk along Lake Michigan's shoreline would be most interesting. Due to the high water on Lake Michigan, erosion is causing an entire forest to tumble into the lake. Some owners have had to move their cottage and others are building their own breakwater. A hike over the sand dunes between Crystal Lake and Lake Michigan can also be very enjoyable, or take a drive north on M-22 and visit Sleeping Bear Sand Dune National Park.



Ed Schindler furnished this spectacular evidence of good, strong winds on Crystal Lake as well as some of the power capability of an E Scow. Note crew of five. (Reproduced from color photo).

  
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- \* Does Traveler go to Weather? (It should)
- \* Normal Crew Weight

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# the WINDS of CRYSTAL

By Walker E. Wynkoop

There is an old Indian legend that Crystal Lake was known to the Potawatomis as White Cap Lake; and well it might have been, for one of the outstanding characteristics of this lovely deep blue lake is that it is often laced with sparkling white caps. When the white caps are afoot, the sailing is breathtaking for the seas do not run that high. One of the famous pictures hanging on the Yacht Club wall records Billy Webb salom skiing behind Bob Wynkoop's E boat, Blackjack, on an afternoon when the white caps had kept most of the racing fleet snug in their hoists.

So, if normal conditions set in, you will have plenty of wind to race in during the Big Regatta. The prevailing wind is from the SW to WSW, usually quite steady in all velocities from 10 - 25. The prevailing wind will place the weather mark along the SW shore of the lake and often favors weather legs sailed south of the rhumb line and tends to encourage long starboard tacks out of the gate. This wind seldom hauls westerly but will sometimes back slightly southerly during a race. The south shore hills do not create problems except very close to shore (where you should never be with an olympic course). If the prevailing wind sets in below 10, it can be quite steady and has a tendency to fade out around 4 p.m. If a light SW - WSW wind begins to have holes in it, they can be very tricky, and more than one skipper has cursed at his foredeck man as boats go by both to port and starboard, and the foredeck man quietly toys with the idea of skippercide. Such holes are usually a harbinger of a new wind which can come in fresh from the SW - WSW or from the north. They can also signal the beginning of a complete fade out.

The second most prevelant wind is from the north and is usually accompanied by sparkling clear, cool days. The north wind usually sets in around 15 - 20. The weather mark will be in the north corner of the lake, and the hills there play havoc with the direction and velocity. I've spent a lifetime trying to detect a pattern -- but there just ain't any as you get close to

the mark (we'll all be equal). Coming out of the gate, it is usually best not to get too far from the rhumb line, but skippers have done well sailing most of the way to the north shore (never to close) or all the way to the west shore (the latter usually in lighter northerlies where a lift may occur on the shore leg). Crystal's most violent sudden storms (squalls) come out of the north and can ride in over a wind from any direction but are most commonly preceded by a light East - SE wind or a light north wind.

The north squalls give a rather short warning since the squall line is hidden behind the hills until it bursts over the Country Club gap and whistles down over the lake scattering loose brush, hats, sailfish, C boats and E boats before it. I remember one of these turning a C boat over at its mooring and righting it again all in the wink of an eye. Or another where the E fleet was spinnaker reaching across the lake in a light SE breeze with their spinnakers hiding the view to the north. One of the north rattlers got half way to the fleet before the first chute began to come down. Bill Webb never did see it before the 180 degree shift blast took him over to "weather" spinnaker and all, and the whole fleet was scattered. However, these are of short duration, if you survive, and are usually followed by a brisk north wind.

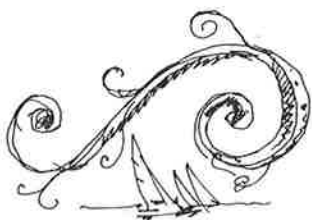
What we call the Easterlies and Westerlies are really ESE and NW wind and are rather rare and usually very unstable. If they are medium to light, they will almost always be shifty, with the shifts indicating the direction that the new wind will come from. An exception is a full-blown Easterly which is stable as hell at about 20 - 25, with seas running high and savage and rain in the offing.

But for the most part Crystal will have beautiful SW - WSW breezes with royal blue water strewn with lovely white caps. The water in Crystal is clear and the racing should be superb in early September.

The CLYC has scheduled a Labor Day Regatta on Saturday, Sunday and Monday, September 1, 2, and 3, that is open to all comers. The first race will be at 2 p.m., Saturday, with two on Sunday and two on Monday. There will be one throw-out allowed, so you can fully participate by starting Sunday morning, if you need Saturday for travel. It will be a warm-up for the Nationals which start on Thursday. Plan now to spend a week sailing on lovely Crystal.

## INVITATIONAL

E Sailors! Come Early and Take Advantage of  
THE JIM HUGHES MEMORIAL LABOR DAY REGATTA  
At  
CRYSTAL LAKE, SEPTEMBER 1, 2, 3, 1973  
1 Race Saturday - 2 Races Sunday - 2 Races Monday  
( 1 Throw-Out ! )



# 15th. ANNUAL NATIONAL

SEPTEMBER 6, 7, 8, 1973 - CRYSTAL LAKE



## REGATTA SOCIAL CALENDAR

THURSDAY ----- Morning: Hot Breakfast at Yacht Club  
Noon: Box Lunch at Yacht Club  
Evening: Informal Beach Party. Bring your own barbeque goodies. Bon fires will be provided.

\* ANNUAL NCESA MEMBERSHIP MEETING: Time and Place to be announced at registration.

FRIDAY ----- Morning: Hot Breakfast at Yacht Club  
Noon: Box Lunch at Yacht Club  
Evening: Commodores Ball. Dinner and Dancing - Crystal Mountain Lodge

SATURDAY ----- Morning: Hot Breakfast at Yacht Club  
Noon: Box Lunch at Yacht Club - Trophy Awards

Note: There will be a nominal charge for breakfasts and box lunches, tickets to be procured at registration time, along with reservations for Commodore's Ball.



### CRYSTAL LAKE AREA ACCOMMODATIONS (See map opposite page for approx. location)

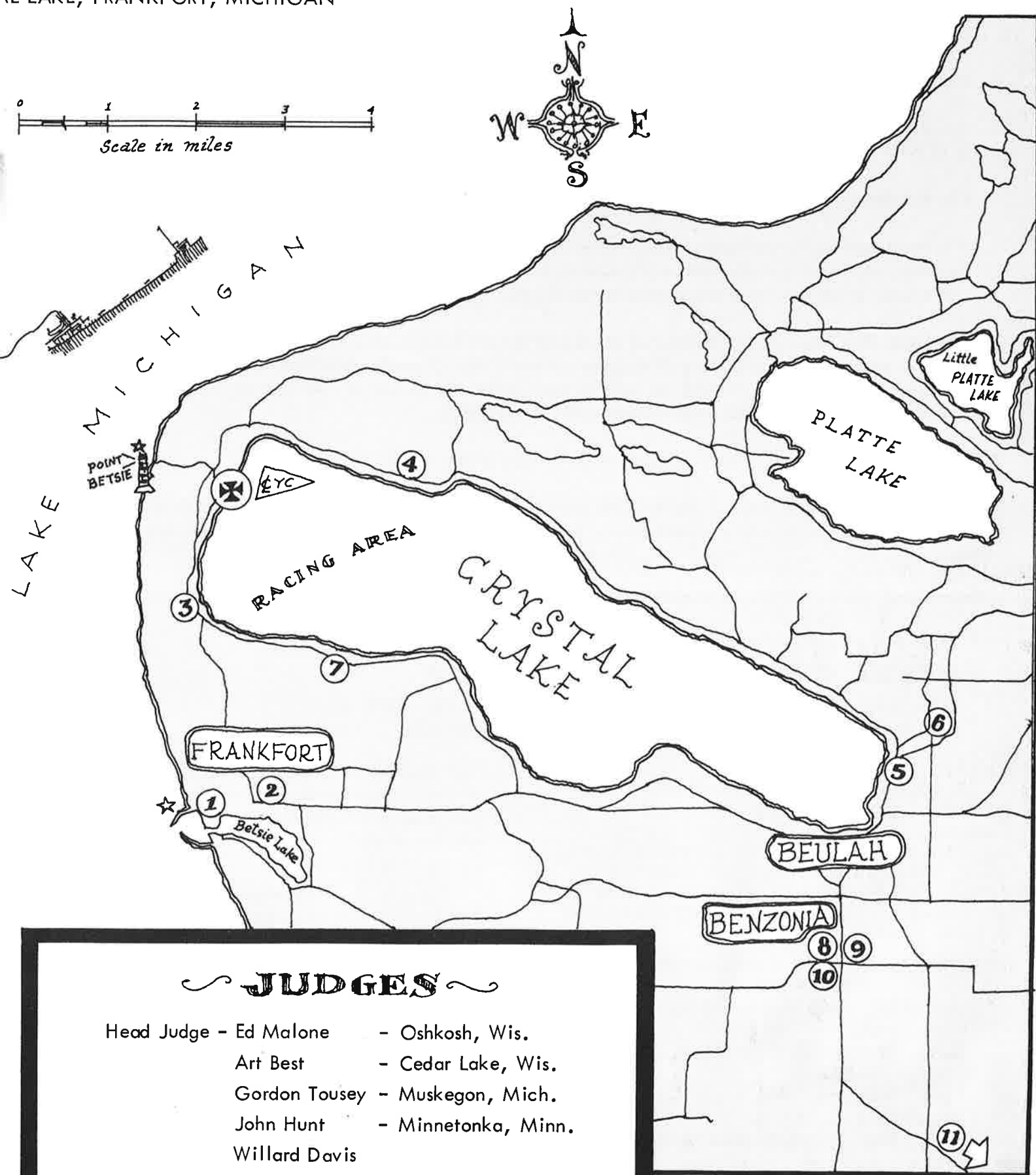
1. Sou'Wester Motel, Frankfort (616)352-2151  
(Double Room \$18 & \$20 + \$2 add. person)
2. Marshall's Motel, Frankfort (616)352-3211
3. Three Pines Resort, Frankfort (616)352-2211
4. Chimney Corners Resort, Frankfort (616)352-7522  
(Efficiency units upon request)
5. Honeymoon Inn Motel, Beulah (616)882-5522  
(Double Room \$14 + \$1 add. person)
6. Scenic Hill Motel, Beulah (616)882-7754
7. Coldbrook Inn Resort, Frankfort (616)352-2197
8. Four K's Motel, Benzonia (616)882-5675
9. Rosier's Motel, Benzonia (616)882-4891
10. Windward Motel, Benzonia (616)882-4491
11. \*Crystal Mountain Lodge, Thompsonville  
(616)378-2000

(Double Room \$14 + \$4 add. person)

\*Commodore's Ball will be held here Friday night.

# VAL E SCOW REGATTA

AL LAKE, FRANKFORT, MICHIGAN



# 15th Annual NCESA Regatta

## REGATTA CHECK-OFF LIST

1. Each skipper must be a regular member of NCESA.
2. Crew members must be regular or associate members of NCESA.
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. You are urged to bring anchor and 40 ft. tackle for noon mooring. Boats will be brought ashore at night.
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment at Keuka, 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 NCESA 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 NCESA emblem must be displayed on both sides of the mainsail.
8. Make a final check through the NCESA 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.

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### OFFICIAL NOTICE

### NCESA CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY -- SEPTEMBER 6, 7, 8, 1973  
CRYSTAL LAKE YACHT CLUB -- FRANKFORT, MICHIGAN

#### 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 NCESA in its current rules, or as officially modified.

#### PROGRAM (All times shown, Central Daylight Saving Time)

Registration, weighing, launching --

Wed., Sept. 5 - 1 PM to 7 PM

Thur., Sept. 6 - 8 AM to 9 AM

Skippers' Meeting --

Thur., Sept. 6 - 9 AM

First Race --

Thur., Sept. 6 - 11 AM Warning Signal

#### ENTRIES

Entries should be filed on the enclosed entry blank and mailed to Sam Merrick.

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.

#### 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 1 thru 10 in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Trophy, to the winning crew.

#### HOUSING

Make reservations directly with a motel or a hotel of your choice (see list in Reporter). It is recommended you make reservations early.



*Some impromptu thoughts while closing out this issue: (Your editor Ted B.)*

1. We can't help wondering whether this racing-class publication serves a purpose other than occasionally posting some class information. Rather than wondering 'out loud,' we should poll the editors of other class magazines to get a cross-section of their self-appraisal. Since this didn't occur to us in time, we'll speculate.
2. We suspect that most classes have distinct personalities shaped by the physical characteristics and economics of the boat itself—geographic and numerical distribution as well as age. The publication formats vary widely and we wonder if this is a reflection of the class in general, or of the officers and editors. Contents are similar but emphasis is all over the lot—some are almost exclusively concerned with local fleet results, others are in the throes of developmental changes, and the international classes seem to be pre-occupied keeping track of their membership and posting the logistics and (sometimes) gossip concerning their large, international sailing events.
3. Response and participation of class readership is interesting. Some are editor's monologues while others have broad and lively correspondence and contributed articles. We are sure that from time to time, all editors have trouble assembling sufficient material. Recently the 110 Class publication "The Bridge Deck" met this problem in direct fashion by sending out a bulletin with necessary regatta information with a note that this was in lieu of the expected issue since sufficient material to pull an issue together had not been received.
4. So where do we fit in the pattern—if there is one? E-Scow class history must be distinctly different from other racing classes because of its long-standing splintered affiliations—[Eastern, Michigan and ILYA] With the formation of the NCESA in the 1950's, a publication of some sort was probably important as a communication center while the founding directors struggled with political and regional infighting. Perhaps the most significant contribution of the Reporter was its serving as a showcase for the aluminum spar's development program, its test trials and, finally, acceptance. Membership participation was rather active and opinionated during those years. Currently, we feel the Reporter is being published in a vacuum that is increasing in negative pressure. Contributors are largely the same faithful group who have filled each issue since the beginning.
5. The Reporter's existence boils down to "what do you want and do you want it?" A quick analysis reveals that in the (approx) 28 issues published, we have offered some 20 "How-to" specific articles written by acknowledged experts, covering the spectrum of E racing. Also, we have had excellent "local knowledge" prior to every Annual Regatta, followed by detailed articles by the top finishers as to how they did it. When appropriate, we have borrowed from other class publications—and have even tried fiction! Based on sparse but available opinion, we have avoided "local fleet" weekly results, membership and boat whereabouts, local, social gossip as to who cooked pies for the Friday night costume Party, and until the last issue—advertising.
6. In these musings, there is no intent to solicit criticism or compliment—the concern is whether the Reporter, in its existing form, has served its purpose and whether it might be timely (and certainly more economical) to simply issue bulletins concerning necessary information. If, at a future date a void shows up for the lack of a publication, someone will axiomatically fill it with something—hopefully the younger members who are never heard from.



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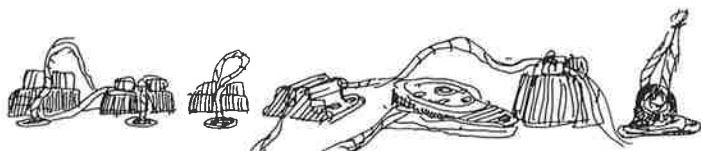
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# ALUMINUM SPAR TUNING ... AND HINTS ON PULLING THE RIGHT STRINGS RIGHT

By Bill Allen



ED. NOTE. THIS "HOW TO" ARTICLE WAS ASSEMBLED FROM A TAPE-RECORDING OF BILL ALLEN TALKING TO THE LAKE GENEVA FLEET AT AN INFORMAL GATHERING. MANY OF BILL'S OBSERVATIONS CONCUR WITH MUCH OF LAST ISSUE'S "HOW TO" BY STU WELLS, WHICH UNDERLINES AND BEARS OUT BILL'S STATEMENT THAT A BASIC TUNING 'STANDARD' IS TO BEGIN WITH AS STRAIGHT A SPAR AS POSSIBLE.

"...from the beginning, it was apparent that the aluminum rig was faster in all conditions, but most of us are just now closing in on a 'standard' tuning technique after experimenting with all sorts of mast-bending trials, such as "S" bends ... bending to windward ... etc. Out of this, the common denominator is to start with as straight a mast section as possible.

(a) Straight section: At the moment, we are settling for tightening the upper stays (evenly) until it becomes a chore to get the jib up. Then, go out and sail around to weather and try to get a straight section from tang to the deck. Sight up the tunnel to check, and if necessary, pull on the lower stays to get a more accurate reading ... fore and aft bend can be deceiving, therefore it is important that you put your eyeball right on the tunnel when checking this adjustment.

Once you feel satisfied with the uppers, leave them alone and do your tuning with the lowers. (The lowers should always be looser than the uppers when the boat is at rest.) Keep in mind that the stays will stretch as much as two inches over a season or two.

(b) Rake: This is established by the jib hoist and will be determined in part by the individual skipper's preference for a neutral helm versus a weather helm. Rule of thumb, however, calls for the mast being perpendicular to the deck line prior to tuning subtleties.

Settle on desired rake by hoisting the jib to a determined point and visually checking the boom angle. Generally, if the mast is perpendicular, it will bring the boom up high, like an M-16. In light air this usually proves to be best. In medium to heavy air, we prefer a 6" to 8" rake. (We have added an additional halyard latch to get a more versital hoisting range.) Before starting a race, get the medium range of the weather by sailing around a bit ... and settle for that.

(c) Helm: This is controlled (or induced) by the rake of spar, amount of board drop, and the rear traveler position. Skippers who prefer a weather helm will rake the spar further aft than those liking a neutral helm. Boards are pulled up to reduce weather helm to a degree.

If the travelers are let out more than half way for any period of time, the jib leads must also be eased out probably about 2" to 3" and this will result in less pointing ability as well as reducing power of the sails. We prefer to have the boards all the way down and travelers centered, except when overpowered.

(d) Jib trim: We are still fiddling with this, but we always seem to return to about the same spot. The best way to start is to measure 13" from the mast center line straight outboard and 103" to 104" back from the jib tack pin. From there, just move the lead fore and aft until the leech of the sail can be set fairly straight without sheeting block to block. When trimmed properly, the top of the jib will twist off slightly, the bottom 2/3rds will set straight, and the foot will follow the set of the lower 1/3rd of the sail.

The rule of thumb on jib downhaul tension is to just pull it down until the wrinkles along the luff are gone.

(e) Cunningham: The same rule applies to the (main) Cunningham in the lower wind ranges ... just pull out the wrinkles. But, as the wind increases and the mast begins to bend, the cunningham can be used to pull the draft of the sail back forward and flatten it out.

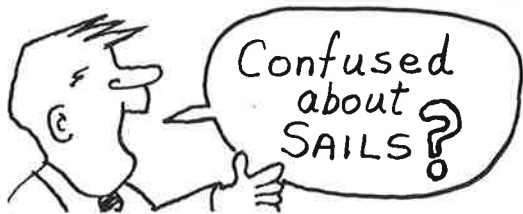
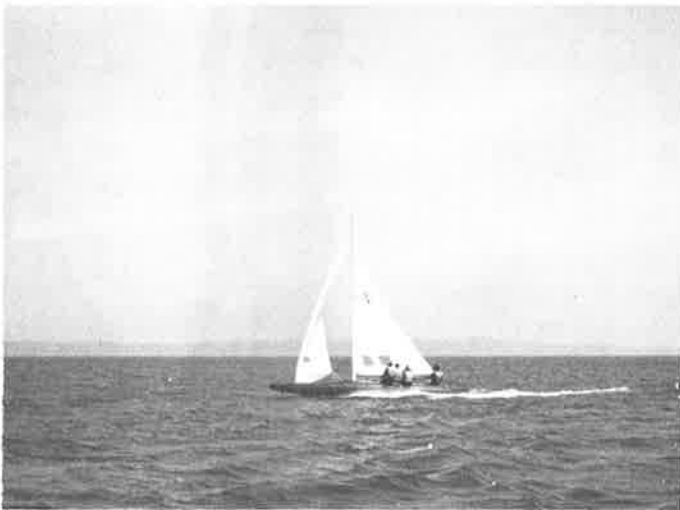
(f) Vang: Those using a vang will find it most useful on reaching legs. Also, it can be very helpful going to weather in heavy air. If the vang is pulled on very hard, it will tend to flatten the lower part of the sail, which will help when overpowered. It also makes easing and trimming the main easier because it takes less easing distance to spill more sail. Without a vang, the boom first goes up in the air and then out. In effect, this initially makes the sail more powerful, to a point where it begins to luff. With the vang on, the boom will just go straight out and you will lose power without loosening the entire leech. We have found in many cases just easing the rear travelers will relieve the initial force of the puff and the mainsheet won't have to be eased.

Caution: You must be ready to release the vang in heavy air to avoid capsizing in an overpowering puff. This is really only important on reaches because the vang is preventing the boom from lifting when eased, causing it to start dragging in the water and automatically trimming the sail ... and that is the last thing you want to happen at this point. If the boat is allowed to heel up badly going to weather, naturally the same situation can occur since the boom will only ease outboard and not upwards.

## Rule of thumb (for our boat):

- mast: straight as possible at all times.
- uppers: snug. (never change)
- lowers: looser and even.
- light air: mast forward, travelers centered, lowers taut, vang off, cunningham probably off, boards down.
- heavy air: mast raked, maximum cunningham and vang, travelers centered until overpowered, boards down.

ED SCHINDLER SENT IN THESE 1973 POLAROID SHOTS OF CRYSTAL LAKE ACTION  
(Please note these are reproduced from Polaroid prints that got wet.)



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# ILYA CLASS E INVITATIONAL

JULY 6, 7, 8 - ST. LOUIS YACHT CLUB, LAKE CARLYLE, ILLINOIS

Thirty E's registered at the St. Louis Yacht Club to do traditional Invitational battle but were confined to the saloon on Thursday and Friday due to lack of wind. Saturday saw two races completed in light and flukey stuff, which just about drove everybody back to the bar.

Bill Allen, sailing out of Lake Geneva this year, managed to come out of a hole and finish 5th in the first race, after sitting almost on the finish line to see Will Perrigo, John Gluek, Bob Allen and Brad Robinson ghost by. Allen took the next race and that was all she blew ... the try for a third race had to be called off.

The top six finishers as reported by Regatta Chairman, James F. Haleen were:

| Place | Name          | First Race | Second Race | Total Points |
|-------|---------------|------------|-------------|--------------|
| 1     | Bill Allen    | 5          | 1           | 10.0         |
| 2     | John Gluek    | 2          | 6           | 14.7         |
| 3     | Will Perrigo  | 1          | 10          | 16.0         |
| 4     | Skip Johnson  | 6          | 3           | 17.4         |
| 5     | Brad Robinson | 4          | 5           | 18.0         |
| 6     | Bob Allen     | 3          | 9           | 20.7         |



*Melges...*

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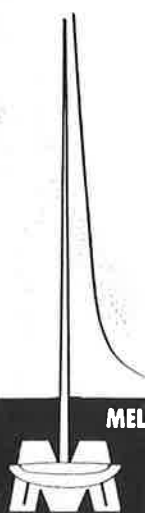
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