

**NCESA**

FALL WINTER Vol.2 No.4

## **REPORTER**

### **THIS ISSUE**

Eighth Annual NCESA REGATTA

Final Results-Outstanding Pictures-

Stories by the TOP THREE-

Colie, Theile, Bowers

The View from the Rear-

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Headers & Holes

Some intriguing ideas on  
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### **NEXT ISSUE**

Spinnakers!

Comprehensive study by  
Wally Ross of Hard Sails

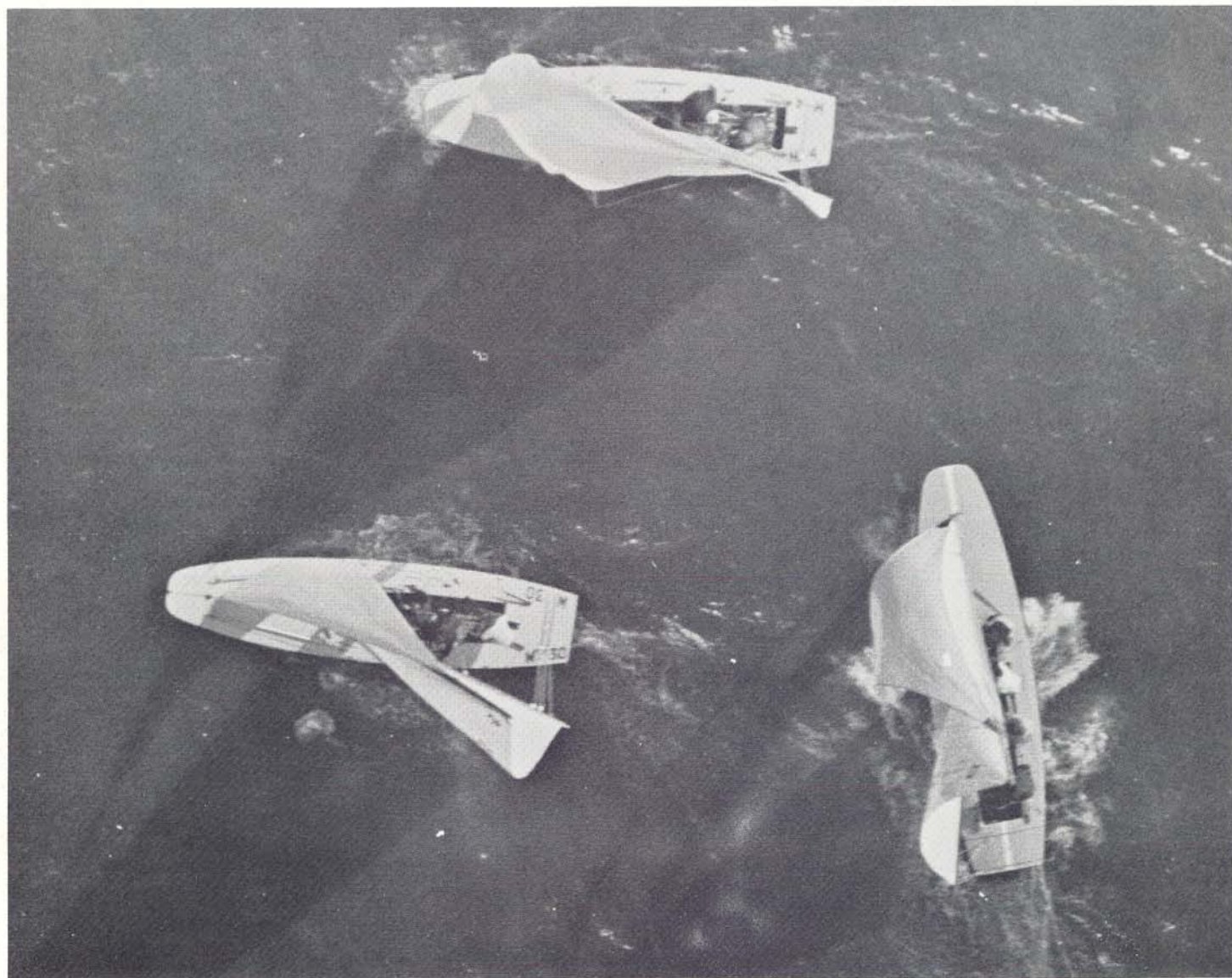
"The Olden Days of E's"

East meets West for fun  
and games in the 1930's

How to #7

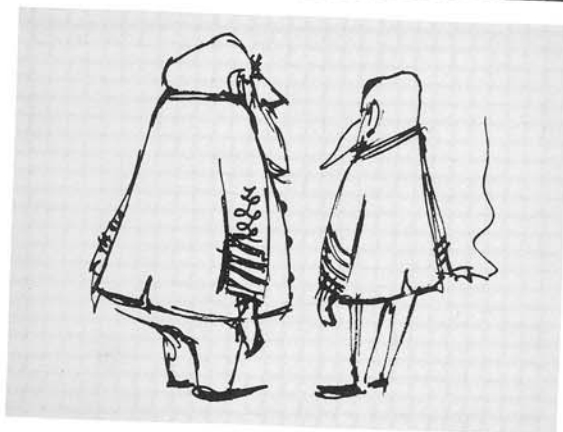
Special techniques for sailing  
and winning in drifters

Regular Features





The Commodore Comments:



# "The View from the Rear"

by Walter Smedley Jr.

It was a beautiful view from the rear at Lake Minnetonka! And seldom has your Commodore been as far to the rear. But nothing can ever erase the memory of

- that dancing water and sparkling sunshine
- planing into Crystal Bay at 20+knots on water smooth as glass
- flipping on that screaming reach, righting the boat and screaming on
- the hushed silence of a drifter shattered by the two guns which set the lake in frantic motion as if by magic
- the delightful interlude of greet and meet at homes and country club

Yes, those of you who didn't make Minnetonka this year can believe the advice of those who did -- "Never miss the opportunity to sail at Minnetonka!"

What makes an E-scow regatta at Minnetonka so successful? Or at Little Egg, or Geneva, or elsewhere? Perhaps it's the boat and the people who sail these boats. Leafing through my old files the other day, I ran across an article Mike Meyer wrote for the February 1960 issue of "Lakeland Boating," parts of which I would like to share again with you.

"One of the main reasons we believe the boat is so popular and so competitive is the fact that the boat is 'manageable'. She handles well under all points of sailing even in winds of 35 to 40 mph. with full sail. And she is certainly not under-canvased.

"I believe the manageability of this boat comes from the fact (balance of boat granted) that the 228 square feet of mainsail is a fitting one-man job. As a matter of fact, as our boats are now rigged, it is a one man one hand job. With the skipper sailing the boat and handling the main sheet, his crew is free to perform the rest of the chores: handle jib, bilge boards, shifting weight, setting and trimming lightsails, keeping ship, etc. You minimize the things that can go wrong by adding hands and heads. This is how the ultimate in teamwork comes into play.

"Like a good football team opening a hole, or a baseball team executing a triple play, the E-scow crew has to click, click, click as one in every maneuver. The training of the crew and their ultimate working with clocklike precision is but another of the factors that enamours us of this boat. Four people working together in a small cockpit . . . This is where real excitement begins!

"And now, another interesting phenomena. The record admits that this is a class where not only does the fairer sex participate, but they participate on the winning teams. Five of the last six ILYA champions won the Inland with their wives aboard. These gals are a part, and a hard working part, of that well-trained team. The versatility of the E, the very fact that most of the chores aboard can be handled by a girl, make this a superior racing craft for family racing as well, and undoubtedly this adds to its popularity.

"In addition to all of its wonderful sailing qualities, the E has many practical assets. Two people can step or take down the spar with ease. Two persons can lift the hull from a dolly to a trailer. It falls within legal length limits on the highway and needs no special permit. Dollar-wise there's a lot of boat for the money. Compare it with any calss in the country -- it's a lot of boat!"

The increasing popularity of our NCESA Regattas and our off-season meetings is prima facie evidence that the virtues of the E-scow which Mike outlined in 1960 have at least been maintained if, in fact, they haven't been augmented in these intervening seven years. We seem to be on the right track, and we are determined to keep up our momentum in this direction.

Our membership approved at the Minnetonka meeting an experimental clause in our scantling rules. Hopefully this freedom will encourage the healthy evolution of design which has been an important aspect of our class over the years. We understand informally that an aluminum mast may be in the works for next year.

We are discussing the possibility of an Easter Vacation regatta at Lake Murray, S.C. There is a well-established fleet of E-scows on Lake Murray, and with most schools recessing for the spring break the week of March 19-25, the opportunity to extend the sailing season is just too great to pass by. We will keep you informed of our progress.

The Boat Show in New York this coming January is from the 14th to the 22nd. As has been our custom, we are planning our winter committee meetings and Directors' meeting for Thursday, January 19. January is the height of the New York season, and all members are cordially invited to join in the fun that this meeting has always produced.

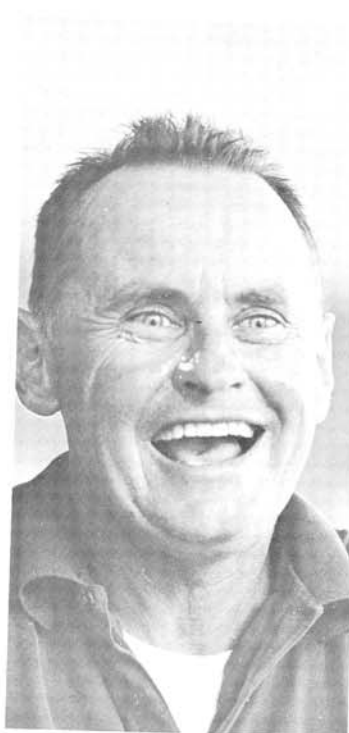
The view from the rear is great! But just wait until next year when my view won't be quite so far from the Rear!



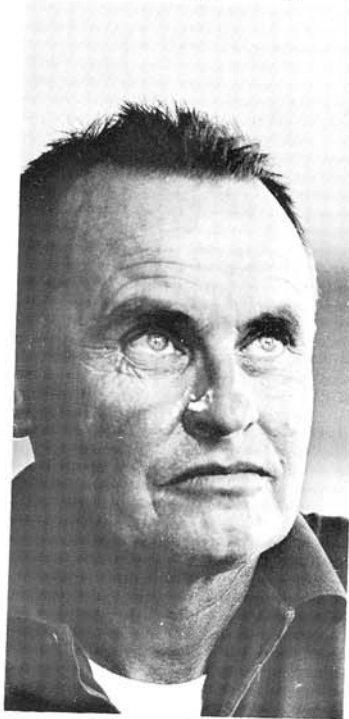
# RESULTS OF THE 8TH ANNUAL NCESA CHAMPIONSHIP REGATTA - Sept. 8, 9 & 10, 1966 at Lake Minnetonka



*Is it true that your  
boards were reversed  
at Little Egg last year?*



*... about your boat speed  
and crew work and  
tactics at Minnetonka...*



*Wasn't it a shame that  
the fifth race wasn't  
finished in the time limit?*



*... How does it feel to  
have all those crack Mid-  
western boats behind you?*

Final Position	Skipper or Owner	Race Position				Total Point
		1	2	3	4	
1.	R. Colie	1	1	1	2	3
2.	E. Thiele	2	3	3	3	20.1
3.	G. Bowers	7	4	2	8	38
4.	M. Meyer	17	8	4	1	45
5.	J. Rosenheimer	10	9	7	5	54
6.	B. Wathen	6	5	5	17	54.7
7.	E. O'Malley	3	25	6	9	63.4
8.	R. Sangmeister	8	10	13	6	64.7
9.	B & J Pegel	15	18	8	4	67
10.	N. Robbins	22	2	11	14	68
11.	R. Marvil	28	17	9	7	85
12.	R. Turner	9	30	15	11	89
13.	G. Hill	24	14	20	15	97
14.	T. Lentz	11	23	27	21	106
15.	R. Reed & B. Graves	26	20	14	27	111
16.	D. Bowers	27	12	31	22	116
16.	R. Crawford	14	39	21	18	116
18.	T. Bischoff	4	DNF	18	13	117
19.	R. Mordaunt	23	15	23	33	118
20.	Chute-Savage	20	37	17	24	122
21.	D. Mills	19	11	12	DNF	126
22.	T. Bauman	25	6	38	35	127.7
23.	T. Jamieson	16	7	22	DNF	129
24.	E. Reiter	46	16	29	19	134
25.	J. Perrigo	18	24	33	36	135
25.	S. Wells	DSQ	19	16	12	135
27.	A. Buckbee	DNF	32	10	10	136
28.	D. Peterson	21	26	40	31	142
28.	Savage-Dayton	41	21	24	32	142
30.	R. Gallivan	12	22	25	DNF	143
31.	J. Chatain	38	29	28	28	147
32.	F. Sprinkman	29	13	19	DSQ	149
33.	P. Wickland	34	40	34	25	157
34.	B. Robinson	13	28	DNF	42	167
35.	Irvine-Hauser	36	DNS	35	20	175
35.	L. Happ	37	45	26	43	175
37.	S. Wyer	32	27	43	50	176
38.	D. Gamble	35	DSQ	30	29	182
39.	D'Alcorn	31	34	36	DNF	185
40.	D. McCarthy	42	36	DSQ	30	186
40.	Odden-Burton	50	50	39	23	186
42.	H. Comfort	30	DNF	DNF	16	190
43.	B. Nuffort	47	48	32	40	186
44.	G. Eddy	48	31	45	44	192
44.	C. Bradley	44	53	37	34	192
46.	J. Bolano	45	35	47	49	200
46.	P. Copeland	33	38	DSQ	41	200
48.	J. Farwell	DNF	33	46	38	201
49.	W. Smedley	49	44	48	37	202
49.	T. Blais	43	49	DNF	26	202
51.	D. Cochrane	33	42	42	DNF	207
52.	S. Merrick	5	DNF	DSQ	DSQ	216
53.	T. Brennan	40	DNS	49	45	218
54.	J. Zimmerschied	54	54	44	47	223
55.	T. Maple	51	52	41	DNF	228
56.	J. Hannaford	DNF	46	DSQ	39	233
56.	J. Hunt	52	43	50	DSQ	233
58.	W. Deatrick	DNF	47	DNS	46	237
59.	E. Isakson	53	41	DNF	DNF	238
60.	P. Rand	DSQ	51	DSQ	48	251



☆ Upper photo Courtesy Minneapolis Tribune.  
 ☆ Lower photos courtesy Minnetonka Herald.



## RUNNIE COLIE

The new National E champion has sailed in every NCESA series, won more races than any other skipper, but this is the first time he has won the regatta. In 1966, Runnie also took the Blue Ribbon at the Easterns.

I am told that better men than I have failed in this.

The uncompleted fifth race had us badly worried for most of the first lap, but fortunately (for us) Ed was well in the tank and we knew that our eleventh when the race was called protected us over Mike and Gordy. Just the same, there was a sincere sigh of relief on CALAMITY when the race was called, for we knew that anything might have happened in those conditions before we finished. We did feel a twinge of sympathy, which we were able to suppress, for Mike who was flying for those conditions and we realized more than ever what a break the first race had been for us.

As for boat speed, ours has definitely improved from year to year. This I attribute to our annual contact with Inland boats and particularly to the general improvement of scows on Barnegat. This Barnegat upsurge is shown by Ed O'Malley, well up in every race except the second in which he capsized, by John Sangmeister, never worse than thirteenth, and by Sam Merrick, fifth in the first race and then victim of a severe case of "Foulitis". Cliff Campbell, current International Penguin Champion and probably our most consistent "E" skipper, unfortunately could not make the trip to Minnetonka.

Our general impression of Minnetonka was of a fine sailing lake on which for four races, at least, we were blessed with good, relatively steady breezes. We personally like the Olympic course, marks to Port, and hope that we will always be able to find a lake or bay on which we can lay out this type course.

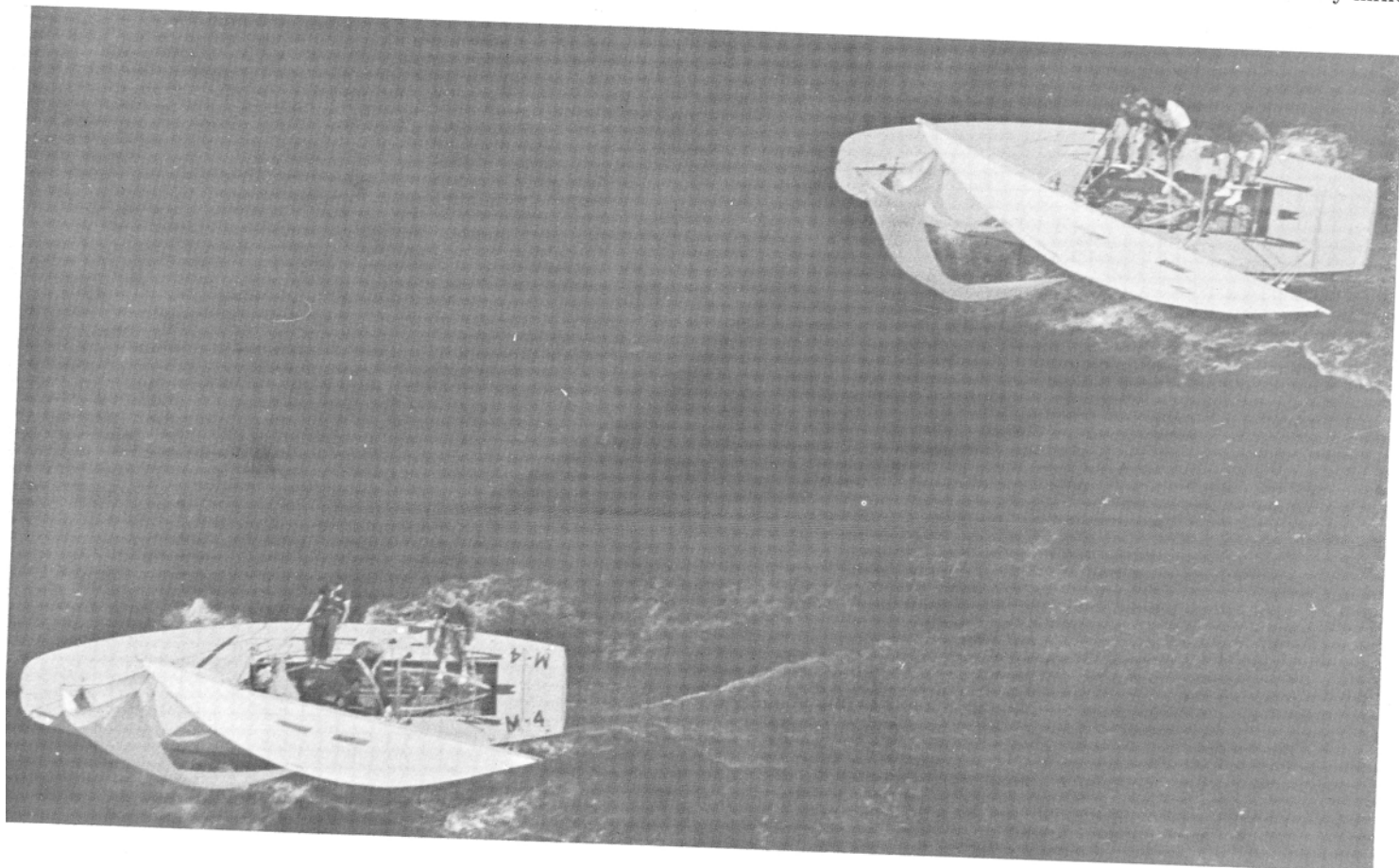
As a postscript I must add my surprise when I learned that this was Gordy Bowers first regatta as an "E" skipper. What is supposed to happen when he gets to know his boat?

The races themselves are not as clearly etched in my mind.

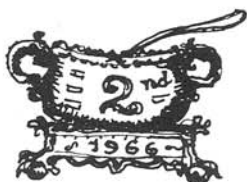
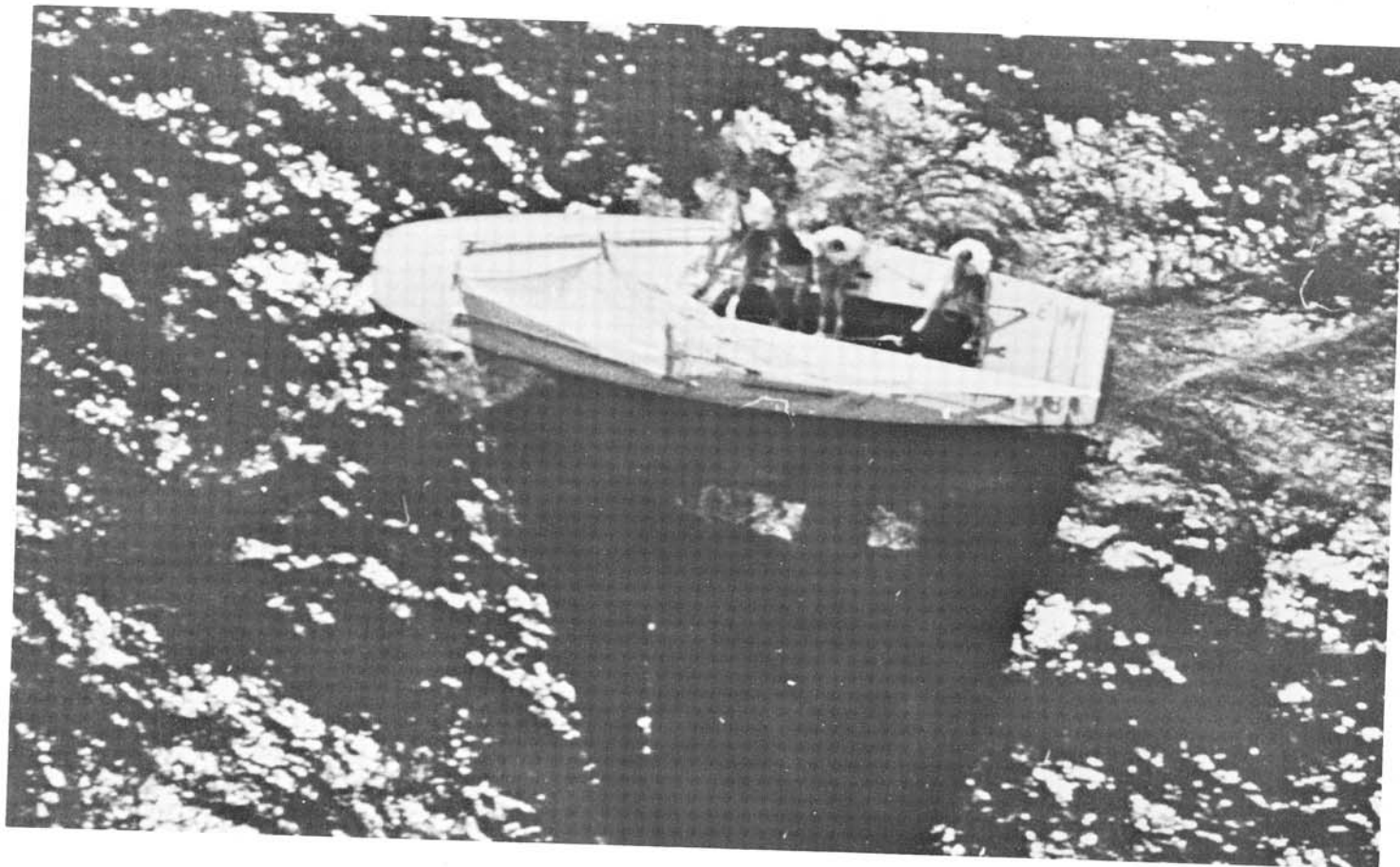
The reporter has asked me to write a few words about the Regatta at Minnetonka and, specifically, if I could explain why we were able to win there after all our earlier failures! If there were a simple answer to a question such as that, racing would lose much of the fascination it holds for us all. It is a fact, however, with all due respect to the Ed Thieles, Gordy Bowers, etc., that one's chances of winning in a regatta must increase anytime Gordon Lindemann and Bud Melges are not competing. Mike Meyers has a jib failure at the start of the first race and Nat Robbins has an unaccustomedly poor series.

To try to answer the other questions, we really did very little different this year than last (except that we learned the difference between a starboard and port bilgeboard), but what we did I believe we did a little smoother, for this was the third summer Ray Laffin, Tom Weldon, John Dughi and I have sailed together. Our only equipment change from 1965 was the addition of a moderate air mainsail, which we did use in all of the four completed races at Minnetonka and we did, with epoxy filler, attempt to fair the rudder posts in to the rudders.

The races themselves are not as clearly etched in my mind. In general they run together as one continuous attempt to stay ahead of boats, generally ones with M-50 on their sail. Of the completed races, my best picture is of the finish of the second race with Ed Thiele and Nat Robbins coming bombing in with a big port tack lift while we came up the middle with Gordie Bowers. We definitely waited too long to tack over toward Ed and Nat and it was sheer luck that let us nose them out at the finish. And then I remember only too well the fourth race and our unsuccessful attempts to catch Mike upwind. But then







## ED THIELE

Long a devoted and successful E skipper, Ed is usually in the top flight of any series. This year he was 4th in the ILYA championship before smartly sailing his brand new boat to the runner-up spot at Minnetonka.

Our new M-50, Nevermind III, was delivered by Buddy Melges the weekend before the regatta. Buddy helped launch and rig it. We sailed it in the Club race that afternoon. It is amazing how well Bud knows his boats. He set the jib halyard in Hole No. 10, set the jumper stays to No. 4 on the Staymaster turnbuckle, side stays in Hole No. 4 in the adjusting tubes, the jib leads aft and out, and away we sailed - to second place in the race.

It was the same wind we had for the first four races of the National E Regatta. We sailed the boat with exactly the same adjustments during these four races. You will recall that the wind was about the same each of the four days and from the same direction. It is perhaps the only wind on Lake Minnetonka for which I have a definite sailing plan. This merely is -- stay to the port rhumb line. This did work out.

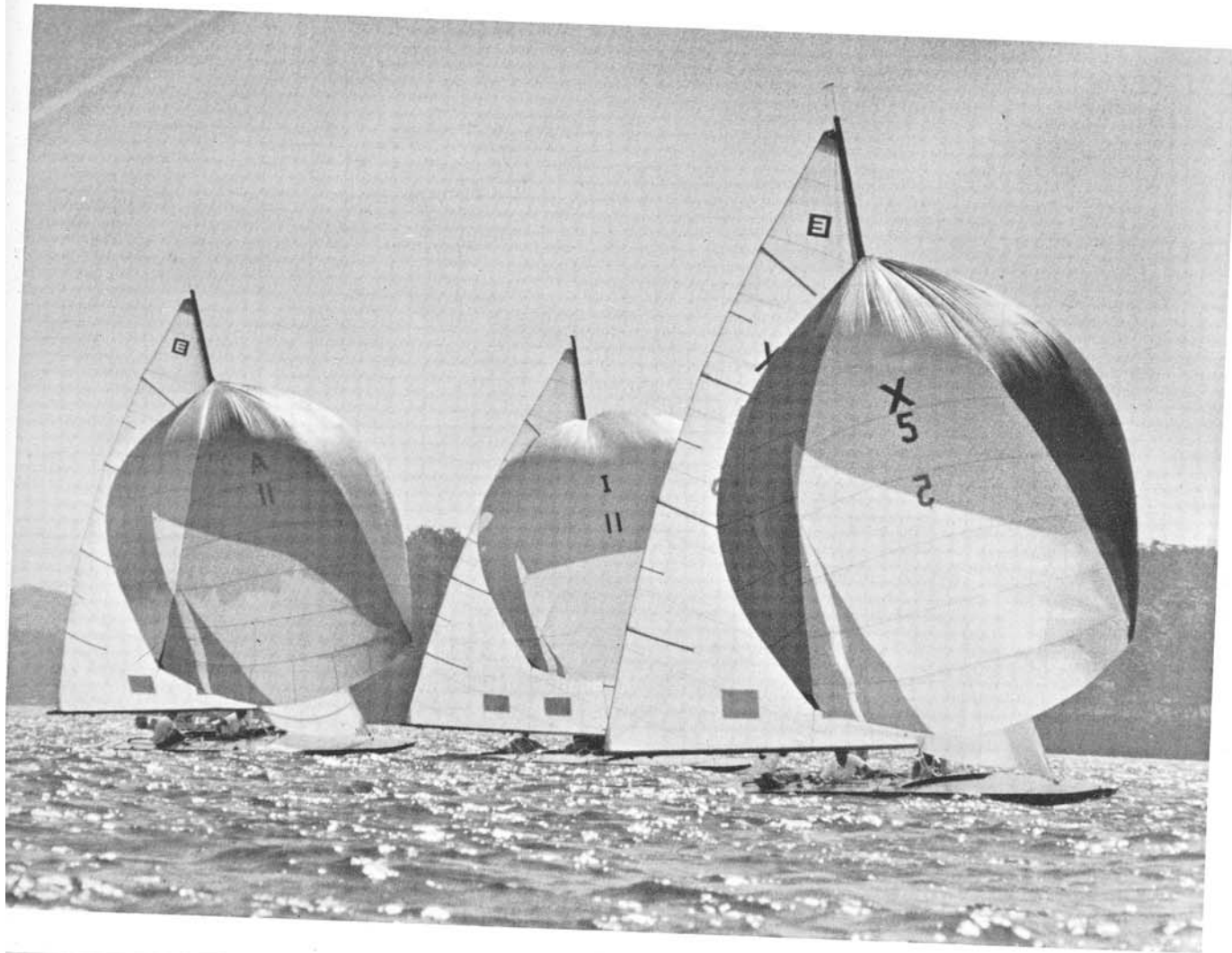
The Nevermind III was sailed with but one jib and one mainsail during the regatta. The jib was a new Jones 5 oz. light to medium weight jib. Not having a good heavy wind jib, we found ourselves being outpointed, especially by Runnie Collie. (Perhaps all the other boats on the lake had this same experience!) Our Nelson mainsail used was purchased in 1965 just before the ILYA Regatta. It was a terrific main -- it allowed Nevermind II, an 8-year old Melges boat, to place fourth in that Regatta.

This summer, however, we got caught in a big storm with winds of 45 to 50 miles per hour and when we broke our mast the mainsail took a terrific beating. Bill Bentsen commented that he had observed the sail when new and also during the

National E Regatta, and that the leech had drastically changed to the extent that the upper batten always curved to windward; however, we were as fast to windward as any boat on the lake. I think Buddy will agree that I can sail a boat to windward, but he would have a whole pile of suggestions to make with regard to my sailing a boat on a reach and downwind. Apparently I pay too much attention to the details of sail trim and thus do not watch the coming wind enough, and when it does come I do not react fast enough.

Our worst move of the entire regatta was in the second race. We understood the first windward mark and attempted to come in on a port tack. At least 20 boats went past before we could get around the mark. We did finish up third in this race, catching most of the boats on the last windward leg with one long starboard tack and one long port tack to the finish line. We had great starts the first two races. Then boats started to crowd around us and I couldn't make a hole for a very good start in the third and fourth races.

One of the reasons why I sail an E boat is because the crew is so important and a good crew can really make a great difference in boat performance. With Buddy, Debbie Ferguson and my daughter, Ginger, I did have a terrific crew but we had the disadvantage of never having worked together before. It was interesting to hear Buddy continuously talk to the two gals regarding the details of the next move we would be making and what they would handle and when. We only had trouble with one reacher jibe and this is way above average for my boat.



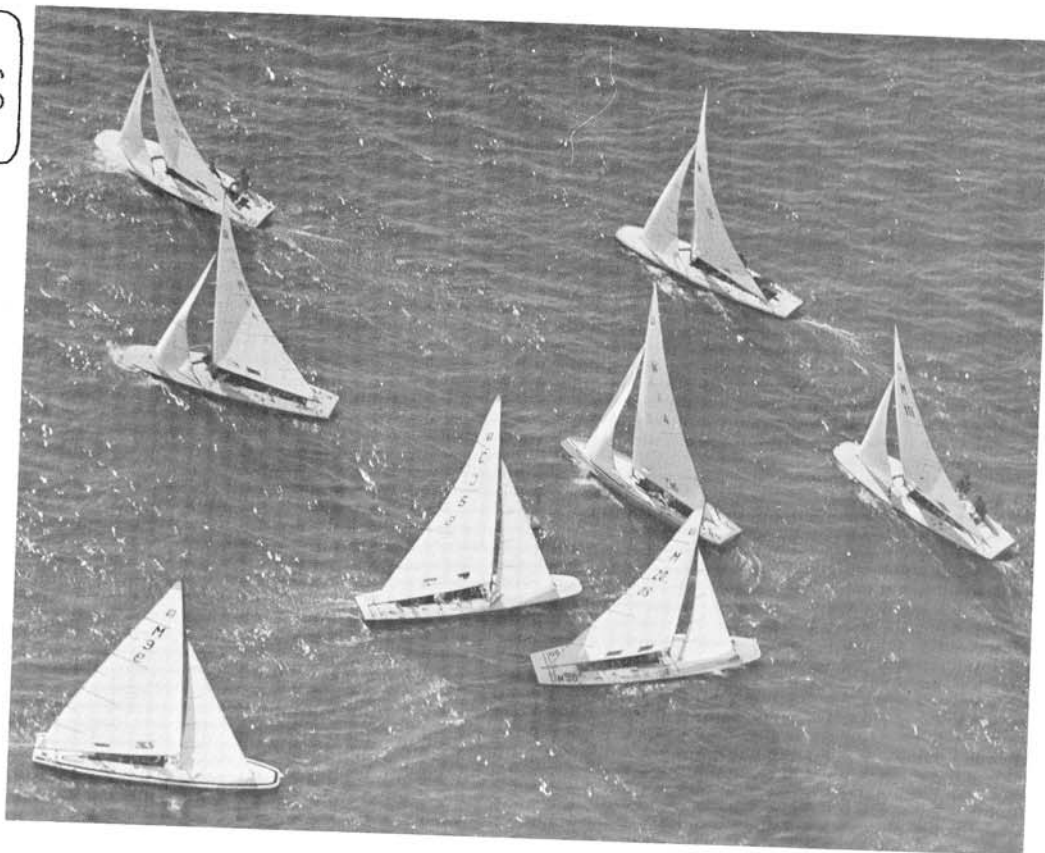
☆ Photos courtesy Minneapolis Tribune.

"hey Gordie - are you  
down there, somewhere?"



## GORDY BOWERS

A bright new talent in the E ranks, Gordie showed his skill and versatility by winning the 1966 ILYA "C" championship, both the Invitation Blue Chip "C" and Blue Chip "E" regattas, as well as 3rd in the Nationals!



The 1966 "E" Nationals was a personal challenge in many ways. Although I had gained much valuable sailing knowledge as a jibman for Stuart Wells (four firsts out of four races in the 1964 ILYA Regatta), I had comparatively limited experience skipping the "E". The back of the boat can look quite different especially when your crew is having some "small" difficulty with the spinnaker. Oh, the joys of "C" boat sailing!

The transition from skipping the 20' "C" to the 28' "E" is difficult in many respects, not the least of which is crew organization. I was fortunate in having by brother, Tom, who also crewed the Stue Wells, as my jib and spinnaker man. His knowledge of my tactics and strategy speeded up all our maneuvers considerably. Woody Baskerville, our third, was a young "C" sailor who had much racing experience and was in good condition. Because each of us had skipped in other classes we were able to be competitive with only one club race as practice. Experience skippers make good regatta crews.

Teamwork is important in the "C", but it is even more important in the faster "E" where there are so many extra variables. Because of the "E's" greater complexity primary consideration should be given to the small adjustments in the interrelationship between all sails. On the other hand, the greater simplicity of the "C" leaves the skipper free to concentrate on tactics and strategy. "C" boat races are usually close while "E" races are more spread out. Due to the "E's" greater variables a good skipper can break away for large leads.

The fact that we had only five days in which to tune our new boat also presented a great challenge. I have a preference for sailing with a crew of three which literally blinded me to the fact that nearly all the boats at the Nationals used four. Judging by the cold light of hindsight (sore legs, back and stomach), I should have added my wife, Jeannie.

These post-series observations lead me to discuss what heavy wind adjustments we made during the series. We started by letting out the sidestays as much as possible. This gave some artificial healing effect. The other adjustments were all made to conform with the wave conditions. We would be able to point high because the wind was heavy while the waves were comparatively small - especially in the upper half of the

lake. The jib leads were set into the center of the boat on a standard Johnson jib track arrangement. In order to ease the leach to leeward the mast was very flexible. We used more flexibility in the afternoons when the wind blew even harder. I judge mast flexibility not by counting turns but by hand tension, by looking at the mast and by the feel of the main sheet as I trim in the last few inches. In heavy air I prefer to let the mainsheet leads out only about eight to twelve inches. To some this does not make sense, but to me the boat seems to have less heel which is advantageous when you are overpowered. There are several reasons. In heavy air the jib becomes the primary driving sail. It has a lower center of effort. The distortion in the upper part of the main caused by close sheet lead settings releases the excess air and keeps the slot between main and jib open. I do not have the leads closer into the middle here because the back edge of the leach will then come to weather which in turn will cause greater healing. I must add however that I am uncertain whether these reasons are valid and would welcome any comment.

Finally, the competitive challenge of the individual races was very rewarding. I felt that our ability to start well in high winds and close conditions was the main factor in having a successful regatta. Sixty "E" boats are a lot of boats; however, the practice I had starting in ninety or one-hundred boat "C" fleets seemed to help psychologically. We were able to hang in one place or maneuver quickly. When an opening developed Tom and I were able to stop and start the boat a little faster by the proper use of the jib and main. The jib was pulled in for speed to duck below boats and eased the right amount to edge us up close to the line in a stall without actually going over.

I thought the courses were excellent. I had never sailed these particular angles before. It was surprising to see how much different the wind was on this course from the one we usually sail. Strategically we tried to stay away from going to the extreme corners on the beats to weather. However, the one time I should have gone way to the side we dropped from a close second to a bad fifth. I guess that is the problem with general rules!



# NATIONAL CLASS E SCOW ASSOCIATION

## MINUTES OF ANNUAL MEETING

Minnetonka Yacht Club

September 8, 1966

The NCESA Director's Meeting, held prior to the Annual Meeting, produced the following items of importance to the membership:

1. Nat Robbins was re-elected Secretary-Treasurer.
2. The 1967 NCESA Championship Regatta will be held at Lake Chataqua, New York.
3. The 1968 Regatta will be held at Muskegon, Michigan.

The Commodore, Walter Smedley, opened the Annual meeting at 8:40 P.M. There was a motion from the floor that the minutes of the September 9, 1965 Annual meeting not be read. This motion was duly seconded and carried unanimously. The Commodore called for a discussion on any old business. There was none.

### COMMITTEE REPORTS:

1. The Finance Committee reported by Walter Smedley suggested that the E Emblem be put on by all the sail makers when an E sail is made and sold.
  2. The Judiciary Committee reported by Sam Merrick was deferred until later because it involved a number of changes in the articles and by-laws that would be passed by individual voting.
  3. The Publication Committee work was reported by Ted Brennan. Ted suggested that reading the articles by the experts will help sailors such as the editors. He hopes to continue the quality level of the E Scow Reporter.
  4. Membership Committee. Hartley Comfort, Sr. reported that the committee had reorganized into a geographical group. The result was that membership has grown from 101 Regular members in 1965 to 177 Regular members in 1966. At that time there were also 173 Associate members paid in full.
  5. Regatta Committee. Bruce Wathen reported that by and large the Regatta Committee is counting on the host group to take the responsibility for the administration of the Championship Regatta. His committee would assist wherever necessary. It is possible there will be a National Regatta in South Carolina this spring. Arrangements for such an eventuality are still being explored.
  6. Rules Committee. Dick Turner gave a brief report of the objectives and listed the membership of the committee. This is a matter of record and will not be repeated here.
- Runyon Colie reported on the legality of the Charles Dore boat. A duplicate of the boat was examined and the committee found that the boat was legal since the spars were not flexed by the rigging itself. He concluded that if the Directors do not want this type of rig, the Scantling Rules covering the rig should be more specifically written.
- At this time the attendance report was completed and there were 46 Regular members in attendance at this meeting. The next order of business had to do with the work of the Judiciary Committee and the Commodore called for votes on the various individual changes in the Constitution, By-laws and Scantling Rules. (The details of these changes are omitted in this report.)

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The following Rules changes are proposed:

1. The use of lifting slings as defined and explained in the ILYA book.
2. The placement of lead must be clarified and coordinated with the ILYA. The latter organization must make a change in its wording of this rule.

### NEW BUSINESS:

1. Gordon Tousey moved that the membership list read permanently: Richard Eggert #61 Deceased. The motion was seconded by Robert Pegel, and passed unanimously.
  2. The Nominating Committee report was presented by Mike Meyer. Mike proposed that Dick Turner, Roy Mordaunt and Bruce Wathen be nominated for a two-year term as Directors of the NCESA. Hartley Comfort, Sr. moved that the secretary cast a unanimous ballot for this slate of directors. The motion was seconded and passed unanimously.
- Commodore Smedley then thanked the Minnetonka Yacht Club for the very fine organization of the Regatta and the hospitality and friendliness of all those involved. With this happy thought, the meeting was adjourned at 10:02 P.M.
- October 17, 1966



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## DEAR READERS-----

*In this leftover space that has somehow occurred, the Reporter would like to wish everyone most happy sailing for 1967 and also please overlook some of the unproofed-goofs in this hectic issue*

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# THE GAME OF HEADERS AND HOLES

by David B. Fenn

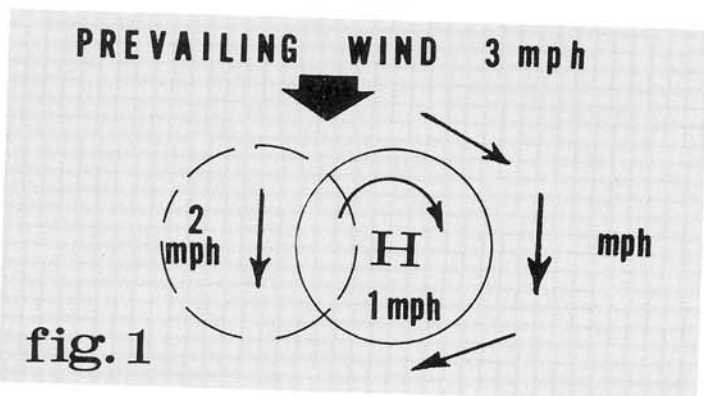
Editor's Note: David Fenn is a thistle sailor from Lake Erie. His article first appeared in the Thistle "Bagpipe" and was reprinted in the **110** magazine "Bridge Deck". We think what's sauce for the goose . . . and appreciate permission to reprint here.

Among the most frustrating experiences that a racing skipper can encounter is a very light fickle wind. How many times have you heard someone complain after a drifter that every time he tacked on a header he ran into a hole? Why do these holes, or calm spots, exist even in open water? Why are there streaks or puffs of wind that appear to remain nearly stationary? An understanding of these phenomena can lead to an interesting game called "Headers and Holes" which you can play on the weather leg when light winds prevail.

## The Theory Behind The Game

A moving air mass does not travel across the water in straight lines as you might at first assume. Rather, it moves along in a series of swirls and whirls very much like the weather systems charted by the Weather Bureau. These small weather systems that we are assuming exist on the race course may consist of small high and low pressure cells, maybe 100 yards in diameter. We know from observing the larger weather systems that there is a clockwise rotation of air around a high pressure cell and a counter-clockwise rotation around a low.

In light weather, the rotational velocity around these small weather systems could become significant compared to the prevailing wind which pushes them across the water. Suppose, for example, that the prevailing wind is 3 mph and that a high pressure cell exists (fig. 1) whose rotational velocity is 1 mph. From Fig. 1, we can see that on the right hand side of the high, the prevailing wind is reinforced by the air turning around the high. The result is a 4 mph wind.



On the left hand side of the high pressure cell, the rotating air mass counteracts the prevailing wind and we find only a 2 mph wind. The area of light wind, the hole, lies within the dashed line and the wind streak. The puff lies on the right hand side of the high pressure cell.

Further examination of the situation reveals that the wind is turned to the right behind (windward) the high and is somewhat greater than the prevailing wind since it is the resultant of the prevailing wind and the rotational velocity of the high. Similarly, the wind ahead (leeward) of the high is turned to the left and is also greater than the prevailing wind. If our miniature weather system had been a low instead of a high, the situation would be just the opposite (fig. 2). The puff would be on the left hand side, and the hole would be on the right hand side.

## Instructions for the Game

So far, a theory explaining the existence of holes and puffs has been presented. However, skippers don't care about theories . . . they just want to avoid the holes. Sometimes the holes can be seen on the surface of the water, but at other times

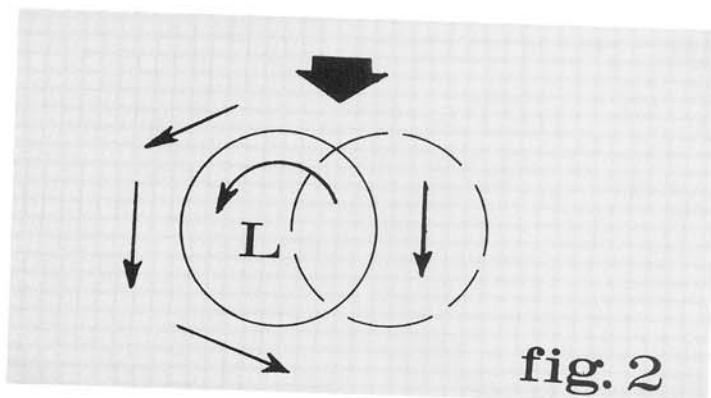


fig. 2

they are obscured by waves. For these conditions, the problem of avoiding the holes becomes more difficult.

Suppose you are on a starboard tack approaching a high pressure cell as indicated in fig. 3. On approaching the high (starting at A), you first find an area of strong wind a puff, on the right hand side. Then, as you enter the area ahead (leeward) of the high, you find the wind shifts giving you a starboard tack lift. IF YOU CONTINUE IN THIS LIFT, YOU WILL SAIL RIGHT SMACK INTO THE HOLE.

A better result could be obtained by tacking at B when you saw the lift on your compass and felt the puff die away. This would carry you away from the hole and back into the puff. Thus, we can modify a basic rule of compass sailing to read:

**STAY WITH A LIFT,**

**UNLESS IT FOLLOWS A PUFF.**

Now, suppose you are on a port tack approaching a high as indicated in fig. 4. Starting at A, you first sail through the leading edge of the hole. Then, as the wind increases as you leave the hole, you find a port tack header in the area ahead of the high. A good compass sailor would tack on this header (B) and, in all probability, sail right back into the hole. If, on the other hand, you stay with the header, you will soon find the wind increasing and lifting you back to the median wind direction as you enter the puff on the right hand side of the high. So, the second basic compass sailing rule must be modified to read:

**TACK ON A HEADER,**

**UNLESS IT FOLLOWS A HOLE.**

... hence the name of the game.

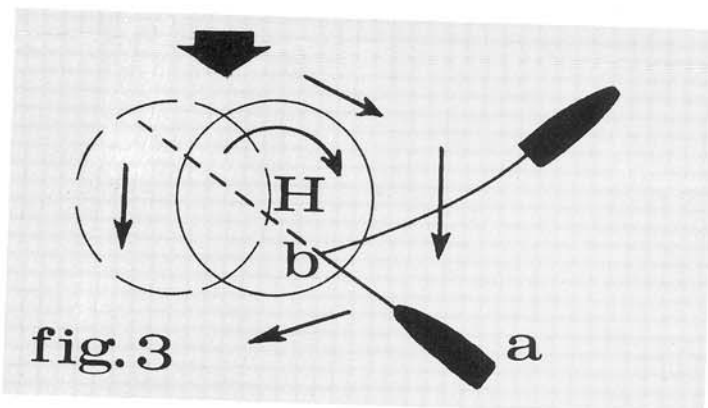
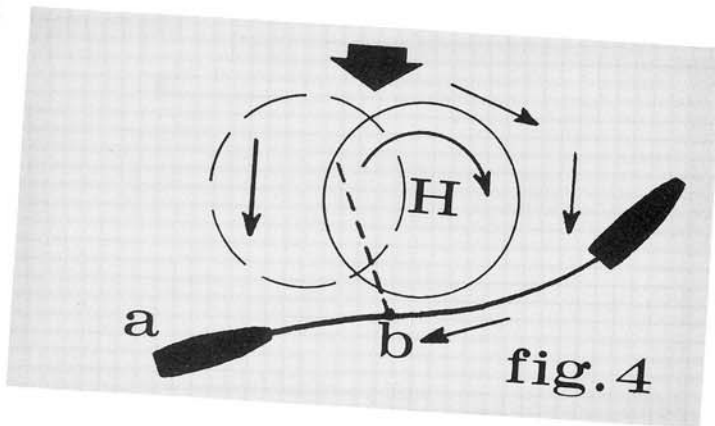


fig. 3



When sailing up the weather leg, we have no way of knowing whether we are approaching a high or a low pressure cell. We don't even know where the cells are with respect to our course. Nevertheless, if the two rules of the game are applied correctly to every situation, you can avoid all of the holes except those that lie directly in your path. To convince yourself that this is really true, draw some highs and lows and see what happens if you approach them from different points on different tacks.



*The Reporter's penchant for falling into every trap and hole offered by the sailing winds serves as an excuse to ask the following fair-to-middling wind sniffer to evaluate Mr. Fenn's ideas ---*

### Bud Melges comments:

David Fenn's theories seem very apropos and are quite possible: they are, I guess, what really takes place regarding headers, lifts and holes.

Lake Geneva on the other hand I believe dictates wind shifts by her shore line contours more so than most of Fenn's theories. Further, I feel it sometimes more important to even sail into a short hole to cover competition rather than to tack away and sail around, irregardless of theories.

The Great Lakes, Lake Winnebago, Lake Mendota and other lakes and bays that we sail our scows on with a flat terrain would be quite apt to have more of Mr. Fenn's theories prevailing.



# Lost & Found

Articles left at Yacht Club after E National Regatta:

- 1. Metal tool box with tools
- 1. Nelson E jib in "I-77 main bag" — 1.77
- 1. Boat cover — 1.77
- 1. Man's red sweater — 1.77 (CREW)
- 1. Yellow and white Mel Jones sail bag — 1.77
- 1. Pair ladies sandals — 1.77 (CREW)
- 1. Men's brown cashmere sweater
- 1. Men's white T shirt
- 1. Yellow clothes basket
- 1. Blue ski jacket wind breaker with sun glasses in pocket

*The publisher of this affair and driver of I-77 (INEPTUNE IV) places a red-faced claim on five of the items, as indicated... [the jib in the main bag is a good indicator of I-77's meticulous regatta preparation]*



National Class E Scow Association  
Res Building, Narberth,  
Pennsylvania

Commodore: W. Smedley, Jr.  
Vice Commodore: J. G. K. Harvey  
Rear Commodore: N. Robbins, Jr.

Directors: Ted Brennan, Mike Meyer  
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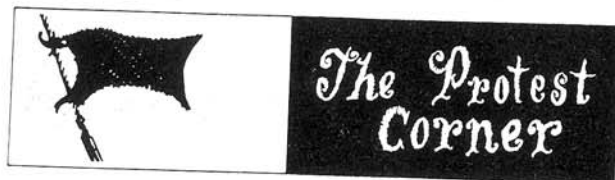
CESA Reporter Staff:

Staff Publisher, Ted Brennan; Chairman, Editorial Board, Wm. Bentsen; Managing Editor, George Eddy.

Reporter appreciation to: The cooperative contributors to this issue. Howard "Bud" Knight for continuing assistance in final layout. Chicago Repro-Print for printing and Typecrafters for new tying method.

REPORT THE NCESA by sending \$10.00 dues to: Nat Robbins, Jr.; Sec.-Treas.  
5023 Wooddale Lane - Minneapolis, Minn. 55424

- 7 Cover photo and other aerial shots courtesy Wally Ross of Hard Sails.
- 7 Boat-action shots courtesy Minneapolis Star and Tribune.
- 7 People-shots courtesy Minnetonka Herald



## COMMENTS ON THE 1966 NATIONALS LAKE MINNETONKA

The Minnetonka YC is to be congratulated for its efforts in playing host to the regatta. The hospitality was superb. The launching, mooring, and taxi facilities were marvelous. They put on a grand affair with the \$25.00 entry fee that included two \$5.00 dinner tickets. Minnetonka's race committee performed nicely in spite of the fact that the NCESA obviously made no effort to make sure class regulations were followed.

Among the purposes of the NCESA we find (Article II of the Constitution) "... to sponsor an annual National Class E Scow Championship Regatta; to adopt and enforce rules and regulations for the proper governing of races and regattas; ..." With these rules the NCESA promises its members to provide, to the best of its ability, a properly run regatta of such caliber that the yacht emerging the winner is a champion. Even though the NCESA bungled the management of the races we were fortunate that, clearly, the winner of the regatta, as completed, was indeed a deserving champion to whom our congratulations are due.

Article XI of the NCESA Constitution puts the responsibility for running the national regatta in the hands of the NCESA Regatta Committee. This committee should make sure that Article VIII of the By-Laws (Rules for Sanctioned Events) is enforced.

One may evaluate the 1966 nationals by scanning Article VIII.

1. NAYRU rules and procedures are to govern. This is wonderful. These are in general use throughout the country and a skipper may be confident that regatta procedures will be familiar to him. The man in charge of the regatta merely has to refer to the NAYRU rules to see what is required of him. Part II of these NAYRU rules clearly presents ground rules for the management of races:

- (1) A race committee and judges should be appointed. They are governed by NAYRU and NCESA rules. At Minnetonka they did not use NAYRU race signals. Very poor. The NCESA Regatta Committee should make sure these are available.

- (2) A regatta notice should be distributed to eligible yachts. The summer "Reporter" did not contain this necessary information: (Editor's note: Ah, but it did!)
  1. Races run under NAYRU rules.
  2. Entry fee.

- (3) The sailing instructions distributed were inadequate. Since these rank as rules they are very important. The NAYRU has a standard form available for these that makes it easy to provide properly drawn instructions. Why doesn't the NCESA take advantage of this?

- (4) If proper signals had been used the race committee could have avoided the confusion that resulted when Saturday's race failed to make the time limit. Some skippers thought the regatta was over and took their boats out of the water. If the fifth race had been sailed in the afternoon these skippers would have been subject to disqualification. Among these skippers were some NCESA directors who were present when the directors voted on whether or not to re-sail the fifth race.

2. The regatta shall consist of five races, specifically the afternoon of the third day is to be used for a re-scheduled race. This race should be sailed even though yachts have a long distance to travel home after the regatta. The by-laws call for five races if at all possible. Why didn't we have five races at Minnetonka? ...

3. Section 11 of Article VIII specifically requires an approved life preserve for each helmsman and crew. There is something the matter with a class that permits its officials to announce that the class will defy the laws of the state in which it is sailing ...

The NCESA has a well written Constitution and set of By-Laws. If they are followed we could have some good racing. Why aren't they followed ...

We don't need to travel a couple of days to sail in poorly managed races, we can get that at home. The NCESA should give us something we can't get at home. We're looking for competitive racing under top notch management. Will we get it at Chautauqua or will we come away madder than ever? With a little effort the Chautauqua YC should be able to match the launching and mooring facilities of the Minnetonka YC. With that taken care of, will the NCESA regatta committee properly manage the races? We sincerely hope so.

Robert E. Pegel

Dear Mr. Smedley:

Tom Glazebrook has forwarded me your letter of September 30th, in regard to the possibility of a Spring E-scow regatta at Lake Murray.

The Board of Stewards of the Columbia Sailing Club had their monthly meeting last evening and enthusiastically expressed their interest in such an event. The Columbia Sailing Club will be delighted to host a Spring E-scow Invitational Regatta co-sponsored by the National E-scow Association and the E-scow Fleet of this Club. The dates you suggested (March 17th to March 27th) would like an excellent time to hold this regatta.

For the purpose of formulating further plans, I would like to refer you to Harold Flinsch, Jr., 1918 Blossom Street, Columbia, South Carolina, Fleet Captain for the E-scows of this area.

We are looking forward to more definite plans leading to what promises to be a very successful regatta.

Yours very truly,

Ray Chaplin, Commodore  
Columbia Sailing Club  
Columbia, S.C.

Editor's Note: If you would like to attend such an event, please send a card to Walter Smedley, Jr., Ives Building, Narberth, Pa. 19072.

