

**NCESA**

SUMMER 1966 VOL.2 NO.3

## **REPORTER**

### **IN THIS ISSUE:**

Special feature: MINNETONKA!

Where to stay, where to sail, what's  
planned, Collected by Nat Robbins, Jr.

How to #6: Racing in big fleets

Tips from Runnie Colie & Bill Bentsen

Regatta Reminiscent: A little whimsy  
by the Editor

### **NEXT ISSUE:**

Complete Coverage: the 8th annual regatta

How to #7: The new story on Chutes

Regular Features





# *Greetings from*

COMMODORE THOMAS L. WARNER M.Y.C.

Dear "E National" Sailor:

Welcome to Lake Minnetonka:

It will be a real pleasure for us at Minnetonka to have you here. We have anxiously awaited this chance for many years and are certainly pleased it is finally upon us.

New Jersey, New York, Michigan — these states are far away from Minnesota, and we certainly appreciate the planning and great effort necessary for you to make such a trip.

We too are doing lots of planning in preparation for this regatta and are trying to do everything we can to make your stay a happy and memorable one - regardless of whether you are THE WINNER or not.

We have the largest fleet in the Inland Lakes Yachting Association, and are the third oldest yacht club. We have quite a history, dating back to 1882, and are anxious to have you splash some of Minnetonka's waters off your boat and become a part of this history.

We want you to feel at home and to enjoy yourself. We are looking forward to your visit and will do all we can to make it a pleasant one.

Welcome! Good Sailing! ! !

Sincerely,

Thomas L. Warner  
Commodore

*Original Club 1890-1943*



*Present Club - built 1944*



# 8TH ANNUAL NATIONAL CLASS E SCOW ASSOCIATION CHAMPIONSHIP REGATTA

DATES: Thursday, September 8, through Saturday, September 10, 1966

PLACE: Lake Minnetonka, Minnesota

HOST: The Minnetonka Yacht Club, Deephaven, Minnesota

SCHEDULE: Wednesday, September 7, 9:00 A.M. — 9:00 P.M.

Launching: Carson's Bay

Weighing, Measuring, Registering: Yacht Club

Thursday, September 8

Skipper's Meeting: 9:00 A.M.

Assembly: 10:30 and 2:30, 1st and 2d races

Beer and Fried Chicken: 6:00 P.M. at the Yacht Club — informal

Annual Meeting: 7:30 P.M.

Friday, September 9

Assembly: 10:30 and 2:30, 3d and 4th races

Banquet: 6:30 P.M. (place to be announced)

Saturday, September 10

Assembly: 5th race

Trophy Presentation: promptly after last race

SPECIAL NOTES: If a make-up race is necessary, it will be sailed back-to-back after the Saturday morning race. No tune-up race is scheduled. Remember, no crew weight limit — but the same crew for all races.

## MINNETONKA YACHT CLUB

### OFFICERS

Commodore	Thomas L. Warner	474-5658
Vice Commodore	Donald P. Gamble, Jr.	473-8207
Secretary	Cecil C. Hurd, Jr.	477-2335
Treasurer	Douglas H. Peterson	473-7717
Executive Secretary	Stuart Lemon	922-5504

### REGATTA COMMITTEE

Chairman:	Douglas H. Peterson
Head Judge:	John R. Kimberley, Jr.
Scoring:	James MacRae
Judges Equipment:	John S. Pillsbury, III
Registration:	Ginger Thiele
Social Events:	Thomas S. Maple, Jr.



# HOW TO SAIL LAKE MINNETONKA

Nathaniel Robbins, Jr.

In 1959 I was asked to write an article on How to Sail Lake Minnetonka, which was put into the Summer issue of *Scow Slants*. Since that time I have grown a little older and a little wiser, and feel that some changes are in order.

In my opinion one of the most difficult assignments one can undertake is that of telling sailors how to sail a certain lake. First of all, it is difficult because I don't believe there is any one thing a person could do which always applies. Maybe the problem should be approached as a statistician would and I should say we can be 75% confident that the south side of the lake would be advantageous when the wind is from the west. Or we could handle the matter much as a stock market analyst would and hedge any statement with variations and exceptions. Secondly, with all respect to Ted Wells, I don't think sailboat racing is scientific and with the almost infinite combination of variables that exist (wind deviation, wind velocity, air density, boats, sails, skippers, crews, etc.) no conditions are exact enough to allow rules to be formulated. Lastly, if there were certain ways by which Lake Minnetonka should be sailed, they would have been discovered long ago and every race would be a procession.

Be that as it may, there is information about the lake which should prove helpful. For example, I believe that Minnetonka is basically an "honest" lake. That is, rarely is there a situation which favors local knowledge. Over the years we have, of course, experienced wind from almost every direction and velocity. From my observation I am convinced that seldom can one predict which side of the lake to sail, or where to tack to pick up a favorable slant. Again, though, there are exceptions and later I will try to point out where to go and usually expect an advantage.

I have found that since it is an honest lake, the wind snakes as it comes down the lake and the big advantage goes to the sailors who tack on the headers and stay in phase with these wind shifts. At the same time the beat must be planned to arrive at the windward mark on the starboard tack, at the time the wind is favoring that tack. A big assignment to be sure, but in a large fleet you can depend on some boats hitting it right and if you haven't, you have some catching up to do.

So to be helpful, let's go about this systematically and box the compass in a clockwise direction, starting with a west wind and taking up the various conditions I have observed. Please bear with me as I use such qualifying phrases as: usually, almost always, mostly, etc. For no matter what I say, I know there are exceptions.

Our west wind is one of the freshest and steadiest. It is from this direction that I have seen about the strongest fair weather wind. Here we generally sail a boat to the Crystal buoy (#2) straight across the lake from the Yacht Club. Frequently, the Big Island side of the lake is favorable. However, the most important thing is to play the cyclical wind shifts. If the course is a starboard triangle and the next mark is toward Point Lookout (#3), stay well below Brackets Point, for here the higher shore does have a marked blanketing effect. Then as the point is passed and the wind picks up, get back to the course line because you could get a north shift, making it difficult to fetch the mark carrying a reacher.



The northwest wind on Minnetonka rarely blows extremely hard during the midsummer. On a clear day it will not likely exceed 20 MPH. With this wind we have a nice beat to Brown's Bay buoy (#5). I've seen boats go along the Northome shore on the east side of the lake and others go along the west shore under Brackets Point and meet at the buoy. I feel sure that here, playing the shift during the entire beat is the most important factor. The wind will alternate only slightly from one direction to another.

In midsummer, the wind directly out of the north or slightly east of north is an undependable wind, particularly on a clear day. It starts out fresh and seems to subside all during the day. If it is one of those light and variable winds, don't get away from the Northome shore on the east side of the lake. It is the only place where you can count on a breeze. Heaven help us if we get this wind during the regatta, as it will be awfully crowded over there.

Our northeast wind is usually accompanied by cloudy weather. It is a fairly strong wind, but doesn't blow very often. Under these conditions we start at Crystal (#2) and beat up to a stake buoy at the mouth of Robinson's Bay. I think that here, local knowledge does help. It has been my experience that boats should favor the center and north part of the lake instead of taking a long port tack toward the club and sailing the starboard under the Northome shore.

Occasionally we have a wind out of the east. Sometimes it is slightly north of east and sometimes slightly south of east. This is the most difficult beat we sail. The first half of the beat is fairly honest, but the last half of the beat is almost impossible to figure out. The wind becomes very shiftily and to me unpredictable. All you can do is try to read the puffs on the water and look at the flag on the Yacht Club Island. Watch out for false headers! By the way, if you are sailing a port triangle and are reaching north to Point Lookout (buoy #3) don't be fooled by the wind being very broad as you leave the home mark (#1); it will harden as you approach Robinson's Bay and you can be on a very close reach by the mark.

The south or east of south wind is our best and most dependable. It comes from this direction more frequently than any other, probably half the time. It generally blows hard and you can count on it all day. Most of the time the east shore is favorable and you should head for it. If the wind is south, it is not as important to stay on the east shore. But if it comes out of the east slightly head for that shore as fast as you can. This wind



is very squally but the directional shifts are small.

Finally, there is the southwest wind. We don't have it much. It can be heavy or light. If it is light and we are beating towards Crystal (#2) my observations have been that the port tack out to Brackets Point is best and when you flop onto starboard you should get a good lift. One short hitch and you're at the buoy. If the wind is heavy, the same applies, but the difference between that side of the lake and the other is not as great.

Well, now you know all I do. None of this will make sense unless you are extremely familiar with the lake. I'd advise getting out a map and going over these paragraphs one at a time, orienting yourself to each situation.

In order to hedge these predictions further, I would like to point out that they largely apply to summer sailing. Since this regatta takes place in the fall, I do not have a long list of observations. Basically, we can expect either very light winds or it is going to blow the sails off our boats. In either event it will be a good test of man and equipment.

## 1966 ILYA E INVITATIONAL REGATTA

### LAKE GENEVA, WISCONSIN

#### 34 BOATS ENTERED

		POINTS
1. (V-777)	Terry Lentz — Pewaukee	27.4
2. (M-14)	Dan Bowers — Minnetonka	42.7
3. (V-99)	Jim Klauser — Pewaukee	47.0
4. (A-9)	Jim Rosenheimer — Cedar Lake	51.0
5. (I-11)	Bob Pegel — Lake Geneva	54.0
6. (X-2)	Bob Foote — Pine Lake	61.7
7. (X-5)	Richard Gallun — Pine Lake	82.1
8. (I-66)	George Eddy — Lake Geneva	85.0
9. (M-1)	Brad Robinson — Minnetonka	89.0
10. (I-5)	Clayton Gaylord — Lake Geneva	91.0

#### RACE WINNERS

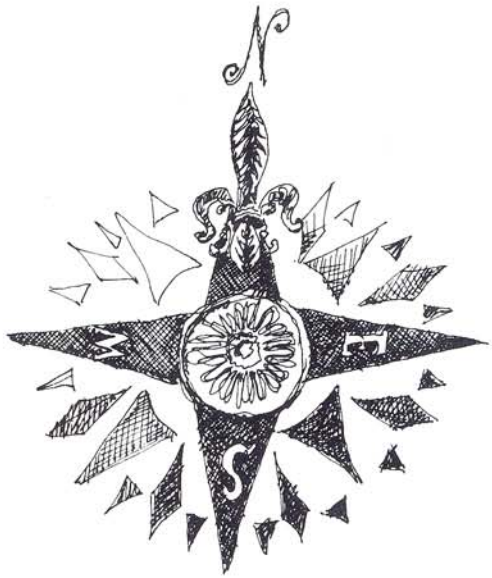
- 1st Jim Klauser
- 2nd Terry Lentz
- 3rd John Perrigo (Lake Geneva)
- 4th Terry Lentz
- 5th Jim Klauser

## "pads 'n grub"

Ambassador Motor Hotel, 5225 Wayzata Blvd.	545-0441
Culbertson's Cafe 5916 Excelsior Blvd.	929-8544
Bernie's Park Del 4212 West Lake	929-8844
Boulevard Cafe & Cocktails 5530 Wayzata Blvd.	545-8847
Bursch's Cafe & Cocktails 13 8th Ave. So. Hopkins	935-3401
Carriage House 8665 Wayzata Blvd.	544-3691
Foo Chu Bar & Cafe 4215 Excelsior Blvd.	927-7337
Hopkins House 1601 Hiway 7, Hopkins	935-7711
King's Inn Cafe & Lounge 3901 Wooddale Ave.	927-9921
Lincoln Del 4100 West Lake	927-9738
McCarthy's 5601 Wayzata Blvd.	545-8866
Park Terrace 4700 Excelsior Blvd.	927-8771
Plaza Restaurant 621 Excelsior Ave. E. Hopkins	935-3357
Uncle John's Pancake House, 6920 Wayzata Blvd.	544-3661
Hart's Cafe 406 So. Broadway, Wayzata, Minn.	473-9081
Becky's Chalet Buffet 5201 Excelsior Blvd.	920-1234
Beek — King of Pizza 6325 Minnetonka Blvd.	929-0888
Camelot Interstate 494 & Hiway 100	920-2661
Brandin' Iron Hiway 169 & County Rd, 18, Hopkins	941-4232
Red Coach Inn 4630 Excelsior Blvd.	927-5401
Jolly Troll Smorgasbord 5418 Wayzata Blvd.	545-2985

# 8th. ANNUAL NATIONAL

SEPTEMBER 8 - 10, 1966

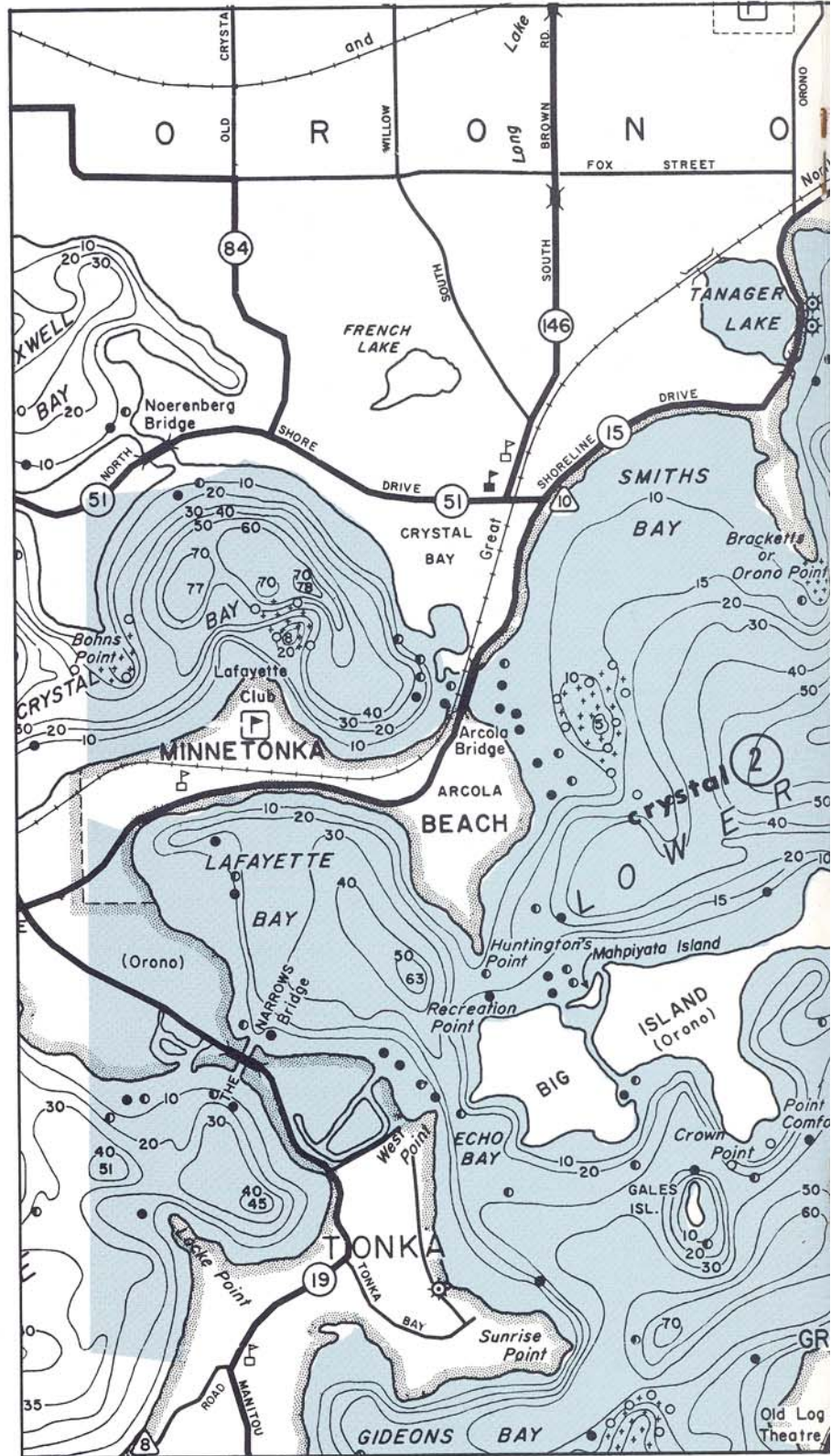


## MAP of LAKE MINNETONKA

Note:

Magnetic Compass  
heading of  $270^\circ$   
between Buys ① & ②

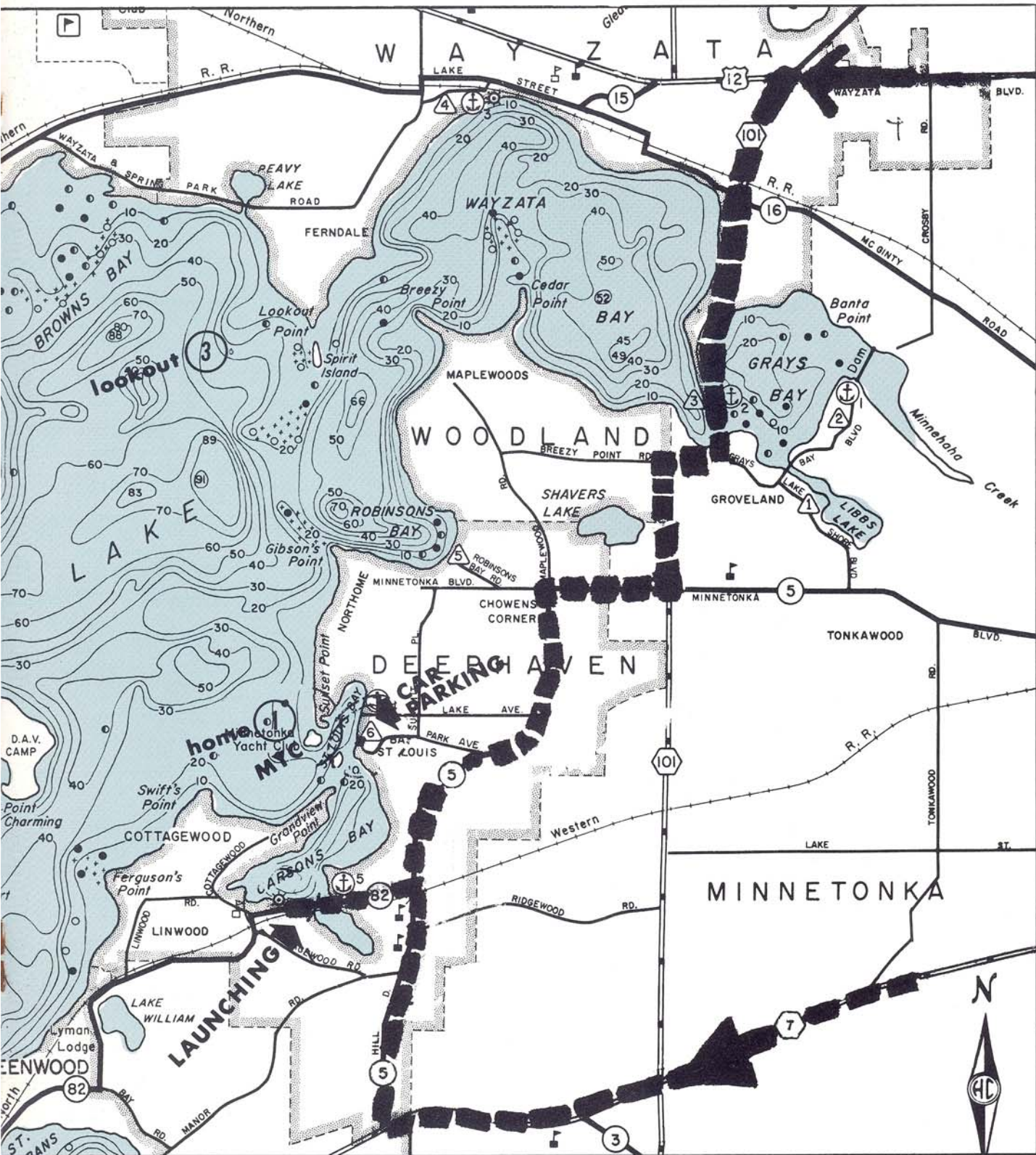
also → trailer parking very difficult to  
show on map. It's at the Town Hall  
on Cottagewood Rd--- wherever that is.





# WAL E SCOW REGATTA

LAKE MINNETONKA MINN.





## SAILING IN BIG FLEETS

BY RUNYON COLIE



*Runnie's comments  
are interpreted from  
a phone call with  
Editor George Eddy*



Five times Eastern Champion in E scows, and 7 times International Champion in Penguins, Runnie is eminently qualified to counsel on the special tactics that help your standing in large regattas. A sailor since 1925, Runnie has competed in every National E event to date, and hopes to be at Minnetonka next month.

### Before the race

We don't have Buddy Melges's secret solution, but we wash the boat down with a laundry detergent before launching. If time permits, we sail around the race course to get familiar with local landmarks and to make sure the boat is operating the way it did at home. It's helpful of course to pump the better sailors in the host fleet for tips on wind shifts, slants, and favored shores.

### Pre-start

If I could put all my experience into three words of advice, they would be GET FREE AIR. Start thinking about this the minute you get in the boat. At home in a small fleet you tend to "stumble" into free air . . . not so in big fleets. You have to plan for it, look for it, sail for it all the time.

### The starting line

In a big fleet with a long starting line, it's important to pick the right end. It can mean a 200 foot advantage - or disadvantage. We have used three techniques. The first requires the help of a competitor and isn't exactly easy to activate. Each of you hardens down on opposite tacks at opposite ends of the line. You both can read your relative headings and conclude the preferred end. The second system is the easiest. Simply come up into the wind on the line, and the better end will be the one closest to your bow. The third approach is really the best. Take a compass reading on the direction of the line . . . then the direction of the wind. Obviously the end closest to the wind is favored. It is wise to harden down occasionally and check for a wind shift.

### The start

Assuming a good line, the port end will be slightly favored. Only one man gets the perfect start, but on most lakes he can get pinned down before he can tack back. We try for a position near the favored end, but go for the key spot only if it opens up just prior to the gun.

In a big fleet, it is disastrous to get more than 20 seconds below the line, since once boats start sailing between you and the line, there suddenly isn't any wind! We prefer to kind of "float" near the line, keeping steerage but not trying to sail fast until just before the starting signal.

If you can maneuver so that you are above an inexperienced sailor, this is helpful. He will ordinarily not come up promptly, and this gives you a little air space to leeward. An experienced sailor won't give you that extra edge.

### The windward leg

Watch the local hotshots. They will tip you on the favored side of the course. In fact, watch all the boats for the first third of the leg to get an idea of relative advantages of different positions and different tacks.

Here is one "secret" we learned some time ago which has paid off many times. If a boat is crossing the fleet on port, you are on starboard, and he can't make it, yell "hold your course - we'll go under you." This ordinarily keeps him from tacking on your lee bow, and you keep FREE AIR. If he tacks under you, you face the need to tack to clear your air, and this is rather costly.

However, there are some situations where you are far better off to take a licking, make your tacks, sail behind



boats, or take whatever evasive action is necessary to get free air.

### The windward mark

There is a tendency in big fleet racing to sail beyond the lay line. The boats farther and farther back generally go farther and farther out, costing them time and position. Occasionally you get seweried, but ordinarily you can approach on port close to the mark and pick yourself a hole.

We ordinarily set our chute (if that is called for) on starboard tack, since the boat is all ready for this . . . jibing over to port if necessary after the sail is flying and we've settled down.

### Reaching

I prefer to sail low if it's a fairly broad reach, so that I can harden up for extra boat speed near the mark. If it's a close reach, or a short leg, you're better off to stay high. Clearly, the tactical situation will exert a major influence. You can't afford to let boats sail over you.

### Running

Here again the search for free air (and the best air) calls for intense concentration and effort. The crack sailors inevitably jibe frequently on the downwind legs to keep boat speed and to get the favored position at the next buoy. This is especially critical in large fleets.

### Covering

My advice is not to lay it on early in the race, unless it's the last race of a series and you are watching one or two other challenging boats. All you do is make your fellow sailors mad, and they can give it back to you under reverse conditions. We don't ordinarily cover tightly until the last beat. If you are leading and several boats are threatening, your best bet is to try and stay between the group and the finish line. If you have to make a decision, it must be on the basis of which boats have the better slant or stronger air. At some point you usually have to commit yourself to one side of the course or the other.



## TUNING TIPS FROM BILL BENTSEN:

### 1) BOAT TUNING:

You may be fast at home, but you don't know if you are really maximizing your speed until you tangle with a fleet of hot competitors. Start with settings you know are sound, but don't be afraid to experiment with changes in stays, rake, lead settings if you are not moving, comparatively. Remember, change only one thing at a time. Suggestion: carry your other jib. Little weight - worthwhile flexibility.

### 2) CREW TUNING:

Smooth fast teamwork is a must in big fleets. We practiced for 8 days in the A boat for the One-of-a-Kind regatta. Crew action and response became instant and automatic. If you can keep the chute up an extra 5 seconds, it could mean picking several boats at a crowded leeward mark. If you can jibe with confidence, it lets you stay in the good air or gain a tactical edge. Even on come-about, practice is critical.

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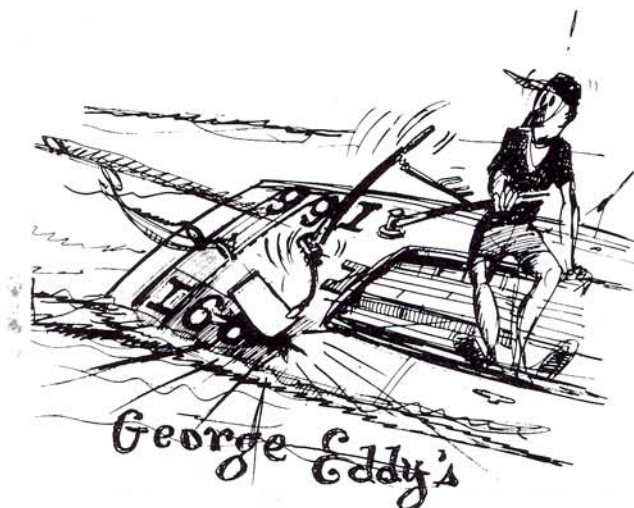
## SIXTH ANNUAL "E" BOAT INVITATIONAL REGATTA

MUSKEGON YACHT CLUB, JULY 16 & 17.

19 BOATS ENTERED

SKIPPER	FINISH	POINTS
1. Wathen MYC	1-2-1-4	14.5
2. Korneclje SLYC	2-4-4-2	27
3. Chatain WLYC	3-1-8-6	35.5
4. Fischl WLYC	6-3-11-1	38.5
5. D'Alcorn MYC	5-6-5-3	43
6. Coffin MYC	7-9-9-7	60
7. Harvey WLYC	4-DSQ-3-11	64.5
8. Wickland MYC	14-7-2-DNF	65
9. Fuller SLYC	DSQ-5-6-5	66
10. Munroe MYC	10-8-7-13	66





## REGATTA REMINISCENTS

Ever since we started E-boating a scant 6 years ago, the appeal of a regatta has been like outer space to an astronaut or the sea below to Costeau . . . fascinating, frenetic, and fraught with unknown dangers. Like a different world from summer Sundays on Lake Geneva.

Our initiation to big fleet racing was the White Lake National in a 20 year old scow with a capital S. Here we managed to capsize while all those about us (the only time we had company after the start!) were perched on the low side!

Next came the Inland Championship at Mendota. We were eating lunch on the terrace of the Edgewater Hotel and watching intently for a sign of air on the mirror smooth lake when John Farwell shouted from the dock -

"G-E-O-R-G-E, ha-ha-ha, your mast, ha-ha-ha, just fell down." Incredibly, that little bobbie pin we used (never again) to hold the forestay pin had worked loose and . . . *plop*. Happily, the damage was scant, and we continued in the series.

Not so lucky at Chatauqua, however. Remember that hidden rock pile off the left pier with the buoy marker? Well, it seems this drifted a bit during the wild wind of the tune-up, and you guessed it - *crunch* - on the way to the first race. The board wasn't chewed up too badly, but the rudder was folded into the hull. We patched the hole, a sympathetic welder in Jamestown rebuilt the rudder, and we made the next race.

Not bad for openers, but fate had an even grander finale in store. About to get *the perfect start* in the last race, an old friend (who shall remain nameless) punctured our stern on port tack. This knocked us into the path of a new friend (also nameless) who just kept on coming. *Smash* . . . dead amidships. The "How Now Brown Scow" became the "Hol-E-Scow." Battered and patched with old socks and tape, we limped around the course with protest flags flying from all halliards.

A year passes, and the scene shifts to the Muskegon Yacht Club. They have an ingenious way of mooring boats - in two "tiers." There's this tremendous T-shaped pier to which the first boats tie a bow line. A stern line is then attached to a big hawser parallel to the pier. The second line of boats has a bow line on this hawser and a

stern line on another big hawser. Get the picture? Anyway . . .

Standard procedure is to paddle free of this mish-mash and find yourself a buoy or something to hang off of before you hoist sails. This we did, using a handy raft. Worked fine the first day. But, would you believe it, the raft drifted during the night and the next day when we hoisted sails and cast off in pretty dicey air, we - I hate to admit this - ran aground. My nimble son jumped off, turned us around, and away we went - about 20 feet.

With him hanging onto the jib leads, trying to get back aboard and the boat mostly out of control, we hooked a rudder over the mooring line of an innocent fibre glass day sailor. This neat trick snuggled us between the other boat and its buoy. We couldn't work loose, we couldn't get the main down, we didn't have a knife, all we could was pray that someone would see us and help, but no one did.

Like a weird seagoing sandwich, this buoy-boat-boat drifted and drifted in the high wind until at last it came to rest - *POW* - against an innocent Lyman outboard (the damage was slight). Finally the sail came down, and we plotted rescue operations.

The day sailor was freed and remoored. One of the crew fended off the Lyman, another swam to a dinghy and rowed it back so we could tow in the E. By now it's howling and we just couldn't make any headway, even paddling with floor boards, so we moored the E, and I rowed in to get a power boat.

Luckily, the commodore, a 210 sailor, responded to the crisis and we commandeered an innocent outboard, pushed it off the beach, but he couldn't get it started.

So now we're drifting towards this tremendous pier, and I said, modestly, "I have a way with outboards . . . let me." He manages to grab one of those big hawsers and sits on the bow so he can hang on more comfortably. Well of course I do start this thing - with the throttle half open - and *crack* - over backwards and through the windshield comes the commodore as we roar off into the lake.

Everything finally worked out, and we're still at it - game sports no matter what. You'll know us at Minnetonka by the small cloud overhead.



*Publisher's note-- No wonder  
this boat is accident prone...*





# "TWO TACKS BEFORE THE STORM"

by  
Walter  
Smedley Jr.

## The Commodore Comments:

Underway with all sails set to a fair breeze! These are exciting words not only to each individual sailor but to the NCESA as well. There is plenty of evidence of our progress.

Here in the East, we have the largest fleet of E-scows in years. New boats are being bought by the more experienced sailors who are passing their older ones on to the teenagers. Half our fleet at Little Egg Harbor, for example, is manned by youngsters less than twenty-five, the first time this has been the case since the thirties.

Last May some of us attended an E-scow Regatta in Great South Bay sponsored by the Bellport Yacht Club, Bellport Long Island. It was quite an experience to trail an E across George Washington Bridge through the Bronx and over Throg's Neck Bridge, then some 60 miles further east. We found excellent scow sailing conditions, very similar to LEHYC, and even one of the queenly A-scows as well. Areas like this are just crying to be opened up to scow sailing.

Perhaps our most gratifying experience is the interest and support we have received from our membership. At the time I write this, our regular membership stands at an all time high of 164 and is still increasing rapidly as E's are put into commission for the summer campaign. And these members participate in NCESA affairs. Ninety-two members returned their vote on the crew rule last month, a most satisfying return. Incidentally, you will be interested that over 80% approved the Directors' recommendation for the fixed crew rule.

Since our Annual Meeting at Little Egg Harbor last September, we have made a number of changes to our Rules. We are presently publishing a new edition of the Rule Book which should be in your hands by the time you read this. Most of these changes are procedural in nature or revise our scantling rules to reflect present practice, but there are two which are of special interest to our Championship at Minnetonka. The first is the new crew rule. The number of persons comprising the crew and their aggregate weight are the complete option of the skipper, but he must keep the same crew throughout the entire regatta, except for emergency conditions. The second is the new scoring system. Following the lead of the Olympic Committee and the IYRU, we have adopted the low point system which provides a variable differential in points for the first six places and a constant differential for all others. Our rule is the same as the new ILYA rule so that we all should have experience with it prior to Minnetonka.

With so many new things to report to you, you may be

surprised to learn that the agenda for the Minnetonka meeting is rather lengthy. Working with our Constitution and By-Laws as intimately as we have for the last couple of years, it is obvious that further procedural changes are necessary. All the proposed changes will be included in the notice of the Minnetonka meeting which is sent to all members, and this notice includes a proxy so that members who cannot attend may vote. I won't attempt to cover the details here, but a couple of items do seem important enough for careful consideration by each of you.

One has to do with the control of changes to the scantling rules. The discussion as to whether the E-scow should be a strict one-design or an experimental class has been with us since the beginning and I'm sure will continue to crop up. It seems that the center of gravity of this discussion favors controlled evolution. If this is so, we should have an opportunity to try out new ideas in serious competition, an opportunity which is denied us by the present Scantling Rules. Accordingly, we are proposing that changes be permitted on Yachts competing in sanctioned events provided these changes are approved by the Board of Directors.

The other has to do with the procedure for amending the Constitution, By-Laws and Scantling Rules. One of the principal concepts on which the NCESA was founded is that the members, voting individually, each have a voice in important decisions. Accordingly, the basic policy contained in the Constitution and the important measurements contained in the Scantling Rules were subject to a rather confined procedure which required approval by first, the cognizant committee, second, the Board of Directors, and third, the membership at the Annual Meeting. The By-Laws, consisting principally of details carrying out the stated policy and regulations for the management of sanctioned regattas, did not require membership approval, but were subject to approval by the Board of Directors at two consecutive meetings. These restrictions make it quite clumsy to affect desired changes. Furthermore, they require a time element which in many cases prevents action for over a year.

We are proposing that Constitution and Scantling changes be approved by the Board followed by approval by two-thirds of the membership either at the Annual Meeting or voting by mail. By-Law changes would be subject to approval either by two-thirds of the Directors or by two-thirds of the members at the Annual Meeting. Such a procedure should preserve the necessary deliberation and members' privileges which we desire and at the same time permit the



flexibility and speed which are necessary to good management. Each of you is urged to give careful consideration to these proposals and cast your vote at Minnetonka.

As you will note from other articles in this issue, Nat Robbins and his cohorts at Minnetonka are planning the best NCESA Regatta yet. There will be good sailing against the best competition, and as icing on the cake the various gatherings ashore that will make this Regatta unforgettable. Your Commodore and his tribe will be there in full force even though we have to race on Labor Day afternoon at LEHYC. I'm not sure how we will cover the 1300 odd miles in a day and a half, but we will manage somehow. We wouldn't miss it for anything, particularly the fun of seeing each of you again.

*...another Minnetonka drifter?*



## 1966 Eastern E Championship Regatta Lake Hopatcong, New Jersey

### 29 Boats Entered

- 1) Runyon Colie - Mantoloking
- 2) Pete Rand - Hopatcong
- 3) Ed Barbeheim - Hopatcong
- 4) Kenny Rand - Hopatcong
- 5) Walter Smedley - Little Egg Harbor
- 6) Doug Galloway IV - Little Egg Harbor
- 7) Norm Johnson - Catauqua
- 8) Bud Pulis - Hopatcong
- 9) Brad Smith - Hopatcong
- 10) Irv Spear - Keuka

## 1966 WESTERN MICHIGAN CHAMPIONSHIP REGATTA

### CRYSTAL LAKE, MICHIGAN

1. BRUCE WATHEN . . . . . MUSKEGON
2. JACK CHATAIN . . . . . WHITE LAKE
3. J. BRERETON . . . . . CRYSTAL LAKE
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