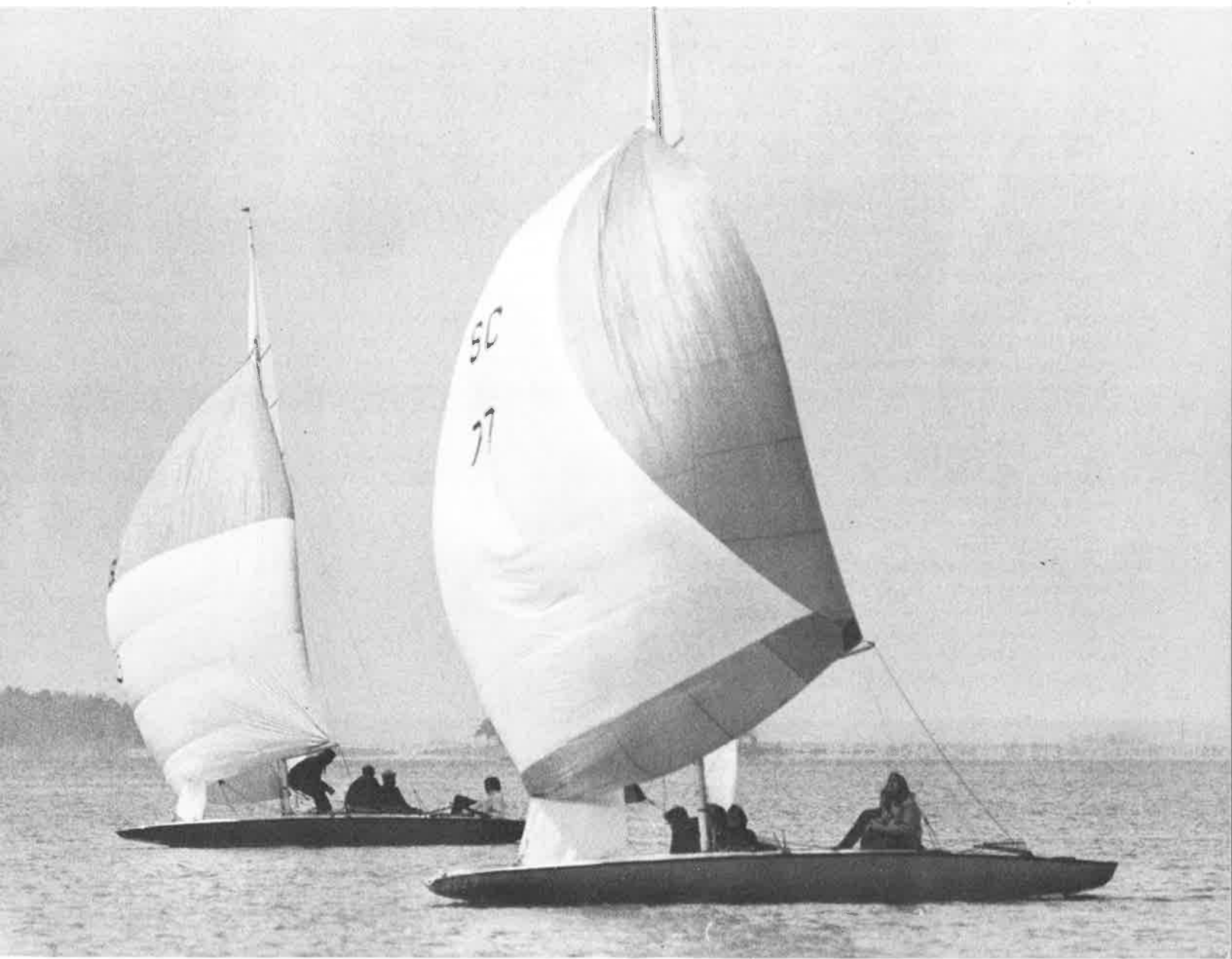


REPORTER

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- * 6th Annual Easter E Scow Regatta - Lake Murray, S.C.
- * Thoughts on Thoroughness - Jane Pegel
- * Bahamas Race Week
- * How to Lose Your Self Esteem in 43 Minutes & 21 Seconds





THE COMMODORE COMMENTS:

During the past few months you have been deluged with mailings from the NCESA soliciting your vote on various rule changes. I thought I would take a minute to update you on the results of those votes. The first poll had to do with changing our rule defining the aluminum mast to allow for an untapered mast which could be sealed to allow flotation. The specific rule is covered under A-6, c-1. The purpose of this rule is to provide a floatable aluminum mast without seriously impairing performance. This rule was passed with a vote of 66 for and 14 against.

At the same time, we asked to change rule A-6 so that all masts shall be regulated nonswivel. This rule passed on the basis of 73 for and 10 against.

The most recent mailing to you covered the complete reorganization of the rules and also provided for a more business-like arrangement of the grandfather clause. Within this philosophy we also approved of certain deviations from the rule to be terminated after two years. All of this was in the ballot sent to you. The results of that ballot have now been tabulated, and again we have an overwhelming majority in favor of the proposed change. Specifically, approximately 95% of the votes were in favor of the change. An analysis of the votes indicated that there were scattered ballots against certain specific rules, and rather than outline each of those here, let it suffice to say that we have received a mandate to make those rule changes.

On behalf of the Board of Directors let me express our appreciation for the approval of the rules that we have made. I am sure that you realize that these changes are for the good of the class and take us another step towards making E boats a truly one design class. We have many more rules that have to be pinned down, and there will be additional ballots to you in the future. Hopefully, this will all be worked out by the middle of next winter. Again, let me thank Stu Wells and his Race Committee for the enormous work that they have done in bringing this about.

The important thing about all of this can be very easily overlooked by you. That is, starting next year the National Class E will be solely responsible for its scantling rules. It is most important, therefore, that we encourage a broader membership into the NCESA so that every interested person will have a mechanism for influencing his wishes on the class rules.

Finally, may I remind you that our National Championship Regatta is going to be sailed in Lake Keuka in New York. The dates of this regatta will be the 7th, 8th and 9th of September, and we urge that you begin to make plans for attending. Keuka lies in the beautiful Finger Lakes Region of New York and I'm sure that everyone who attends will be enthralled with the natural beauty of the area. More information will be forthcoming in subsequent issues of the Reporter.



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

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

Directors: ILYA Area
Stu Wells, Bill Allen,
Dick Casper, Bob
Pegel, Joe Coyne
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Ed Schindler,
Larry Price
Eastern Area
Ed O'Malley, Bob Cole

NCESA REPORTER STAFF:

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

REPORTER appreciation to: The cooperative contributors of this issue.

Bud Appel for layout help and composition. Hartley Comfort for printing.

SUPPORT THE NCESA by sending \$15.00 dues to: Sam Merrick,
Sec'y/Treas., 401 North St. S.W., Washington, D. C. 20024

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

SKIPPER, he's not my brother-in-law anymore, he's "THE SKIPPER" and with the proper tone of respect, if you please, yells "Hard Alee" I am to prostrate myself in the bottom of the boat or I'll find out why they call the swinging two by four in the center a "boom"!

Okay, you've got the picture, innocense aboard, right. Crew type brother-in-law suddenly becomes a calculating, cunning, sly clockwatcher, shouting out "four minutes to go", "three minutes to go", "two minutes to go" and so on. THE SKIPPER assumes a look Wolf Larsen would have been proud of. He casts knowing glances at the water, the opposition, the sails, the gal on the next boat and generally appears ready to make some Hornblower type maneuver. BANG, the starting gun, "Prepare to jibe, hard alee" - "thunk", I forgot to duck. I am now in a semi-unconscious state, but realize something is wrong because I can hear loud cussing below me, seems I'm standing on my brother-in-law's leg. Why he is squirming around on the bottom of the boat is beyond me but there he was and there I am, standing on his leg. "Where the hell's the mark?", yells the skipper, "on his shin" I reply. I find out this isn't what he means and am also made aware of a change in his personality. I am crew, ballast, warm body, and landlubber, beneath dignity, beneath notice, but happily above my brother-in-law's leg. I am introduced to the jib, reach and spinnacher, I know I misspelled it, but after you

haul on the miserable rascal for an hour or two you ache and ache, etc. This is where my middle name is changed, I become Neal Dammit. Neal Dammit, trimit damit, nealdamittrimitdamit. Imagine about a hundred yards of cloth, beautifully colored, swishing, sliding, slapping, slithering all over the place and I'm supposed to haul on a line turned around a winch the size of a spool of thread at a dizzying rate of speed to lift this thing into proper position on the mast. I am a dismal failure, I pull, tug, grunt, groan, moan, swear, cuss, burp, and strain, but the \$%#& thing won't move. The SKIPPER yells, nealdamittrimitdamit, several trime but still it won't move. 234576"\$%#\$ \$&%ç& ' says my Crew brother-in-law, and #\$\$ \$%\$& says the skipper, AW S___, says me. By this time we are to the next mark, a matter of only, three hours and twenty-one minutes. Now we are with the wind, the boat keels over, crew brother-in-law hikes out, (no, not walking on water), that means he leans way out over the side with his feet caught in a couple of straps, I am to do the same. These straps are supposed to help you stay in the boat, not that the skipper cares, but he is disqualified if you drowned. They are actually converted galley chains. Race over, I don't know why or how but we made it around. I have fourteen blisters on my hands and a couple on the wet end. I am exhausted, sun burned and wet. Brother-in-law, now ashore, appears to have returned from Jack London land and is his normal pleasant self, asks if I want to go again next week. I say "Sure". Boy, that "boom" must have hit me harder than I thought.

Speaking of the Law...

By Earle and Jim Harvey

Dear Ted:

I'm enclosing a cartoon which we ought to put into the next Reporter, and ask the fellows in New Jersey if we have to sail E boats under the New Jersey law.

This was taken out of one of the Law Reporter books and was sent to me by a lawyer. I don't know how authentic it is, but anyway, I got kind of a kick out of it.

Yours truly,

Hartley B. Comfort



"HIKING OUT" OR CONTROLLING HEELING IN A STIFF BREEZE IS UNLAWFUL IN NEW JERSEY WATERS. THIS MEANS THAT EVERY JERSEY SKIPPER WILL HAVE TO SEE THAT HIS CREW KEEP THEIR BOTTOMS IN THE BOAT.

EASTER REGATTA



SIXTH ANNUAL EASTER E-SCOW REGATTA At Lake Murray, S. C.

Northern and Mid-Western sailors left the ice and snow of their native environments once again this March and headed South to Columbia, S. C. where the Easter E-Scow Regatta is fast becoming a "must" on scow sailors calendars.

Thirty-five E boats, twenty-four from out of state, registered for the series sailed on March 30, 31 and April 1.

Three past Easter Regatta Champions were present to defend their honor in the Southern series. Cliff Campbell, 1970 Champion, Irvin Spear of Keuka Lake, New York, and Bud Melges, 1971 winner, returned (with Melges in a crewing position), but this year the honors were to fall to others. Once again the guests carried home the Southern silver, with Bill Butz, Cedar Lake, Wisconsin, taking first place in all four races.

Butz, with Bud Melges and Bill Allen on board, took over the lead on the first weather leg and led the rest of the way in the first race with Cliff Campbell of Tom River, New Jersey, a close second. Winds for the first two races blew 15-20 knots, gusting higher in the morning. The search for the weather mark on the traditional Olympic course was aided considerably by a Southern innovation - a helium filled weather balloon tethered 25 feet in the air some 50 yards to windward of the mark. With Butz and Campbell repeating in the afternoon heat, third place in both Friday races was claimed by Henry Bossett of Manasquan, New Jersey, with Garrett Sayia of Seaside Park, New York fourth. Other skippers whose prospects looked good after the first day's outing included Pete Price, Muskegon, Michigan, Jack Brereton of St. Louis, Missouri, and Jim MacGowan of Little Egg Harbor, New Jersey.

Friday's races were run in weather more agreeable to the Northerners than to the hosts. Temperatures in the 50's and an occasional cold drizzle made for frosty conditions for partici-





pants. No one complained however, as the good winds were welcome harbingers of an active season to follow.

Friday night brought the traditional barbeque supper at the Lake Murray Club. Visitors who had attended the Easter Regatta before were accustomed to southern style barbeque, beer and boiled peanuts and fell to with gusto, while newcomers were initiated to a country-style feed, complete with hash. One of the guests asked just what went into the hash and was told by a local: "Everything but the squeal!" The more squeamish were informed the hash was "just a meat gravy."

Saturday dawned with the kind of weather the visitors had expected. The air was still brisk, but sunny skies encouraged the prospects for a good day. The high that brought the sunshine, however, also brought dropping winds and only one race could be staged. Butz again claimed first place after trailing Craig Bradley of Hopatcong, New Jersey, who jumped off to a good start and held the lead for more than two legs. Again Butz's outstanding spinnaker work told the tale.

Among the early finishers under drifter conditions were Larry Price of Spring Lake, Michigan, who improved on his earlier performance by Turning up in the fifth place spot, Edwin Swanson of Chautauqua, New York and Jack Manning of Lavalette, New Jersey.

Saturday's second race was cancelled because of light air and a late finishing opener. No one objected to the cocktail party starting early as a forerunner to the steak supper served at the club.

At a Sunday morning skipper's meeting and Easter Sunday

Church Service, skippers agreed on a relatively short course, with hopes that building winds might allow adding a second race to the schedule. The weather was beautiful with brilliant sunshing and steady winds of 10-15 knots, and hopes were high but only one race was run so that visitors could pack up and begin the trek back home.

While the three top spots were generally decided by Sunday morning, competition was intense for positions five thru ten. Jim Hallahan, another Keuka, New York skipper, finished a strong fourth to squeeze into a silver-winning position overall, as did Paul Wickland of Spring Lake, Michigan and Jack Brereton. Henry Bossett, an early contender, dropped



from the trophy winning group by disqualification in a port-starboard collision situation at the windward mark.

This year's regatta saw more out-of-state boats than ever before and the Southern hosts hope this is an omen for years to come. The visitors were rewarded with suds, grits, silver and a generous helping of Southern hospitality to try to make up for the unusually cold weather, and most were promising to

return next year when Easter is later and, hopefully, will bring warmer and sunnier weather.

The Columbia group is also planning a Fall Regatta at Sea Pines Plantation, Hilton Head Island, South Carolina and hopes to attract a large contingent of Northern guests to participate.

Final results for the series were:

NAME	HOME PORT	1ST	2ND	3RD	4TH	TOTAL POINTS
1. Bill Butz	Cedar Lake, Wis.	1	1	1	1	0
2. Cliff Campbell	Toms River, N.J.	2	2	2	3	14.7
3. Garrett Sayia	Seaside Park, N.J.	4	4	4	6	35.7
4. Paul Wickland	Spring Lake, Mich.	10	7	9	2	47
5. Jim Hallahan	Keuka Lake, N.Y.	17	6	15	4	63.7
6. Jack Brereton	St. Louis, Mo.	8	9	17	7	65
7. Craig Bradley	Hopatcong, N.J.	18	11	3	13	65.7
8. Arthur Simons	Columbia, S.C.	7	17	10	8	66
9. Cliff Lewis	Mantoloking, N.J.	13	8	12	10	67
10. Richard Turner	Chautauqua, N.Y.	6	15	8	16	68.7
11. Jack Manning	Lavallette, N.J.	15	10	7	14	70
12. Jim McGowan	Little Egg Harbor, N.J.	5	13	27	9	77



some thoughts on thoroughness

By Jane Pegel

COURTESY OF "SAILBOAT WEEK" (Feb. 12, 1972)

I think, more than anything else, the thing that has most contributed to my fairly consistent racing performance over the last twenty years has been the thoroughness with which I have approached all aspects of the sport. And, as I look back I can see that in those seasons and series where I failed to thoroughly apply myself, both in preparation and during the races, I did not do as well as I might have.

Our family races three iceboats and three sailboats. Bob keeps track of his Skeeter class iceboat, but on the other boats I have records going back as much as ten years. At the end of each sailing or iceboating season I make entries in a notebook under the headings of tuning, sails, and improvements to be made in the offseason. Then, when it comes time to do this offseason work on the boats, I refer to my notes. Prior to the opening of the season, a review of my notes helps me re-call just exactly what conclusions on equipment I had made after the previous year's campaign. Sometimes a glance back two or three years will help me solve a troublesome area. Frequently a notation made one year is followed by a comment "Doesn't work!" dated a year or two later.

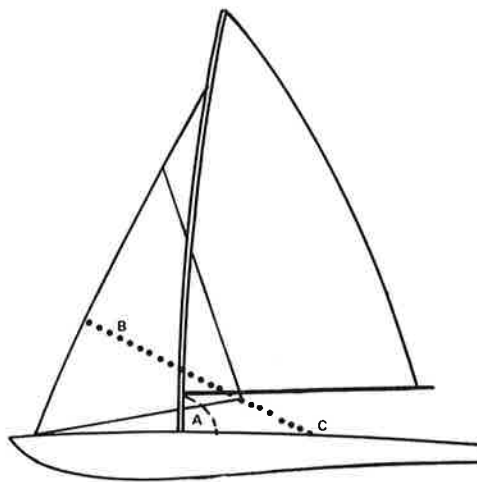
Included in my tuning notes, which are primarily settings for leads, rigging boards, and rake, I have deflection data on all the masts I've used and for my DN iceboat, runner plank deflection. DN data also includes runner crown and angle records. Having all this information, gained in a dozen or more years in a given class, at my finger tips enables me to make subtle tuning adjustments each year to compensate for new equipment that may differ from what I had used previously. If, for example, I am using a new mast and seem not to have good speed in heavy weather, deflection tests on the mast will help me to determine that perhaps the mast is a little stiffer on top than my old one and I'll have my sails cut slightly flatter on top.

In preparing my boat for the season's campaign, and then again more carefully preparing for a championship series, I go over every piece of hardware, bow to stern, top to bottom. I don't like having anyone help me except with the jobs I can't physically manage, such as stepping my M mast or lifting my DN hull. I install new equipment myself, and on a new boat I install virtually all the hardware. In doing so I can give a good deal of consideration to making sure the boat is fitted out in a manner that will allow me and my crew to best work together as a team and put our physical capabilities to most efficient use. It's not an easy job for a mother of a 15 year old to compete physically with hockey playing college students. I need all the help I can get, and properly placed hardware with the proper purchase can go a long way towards evening the score. I'm a firm believer in not too many gadgets but

those I do have utilize the very best hardware I can find to do the job.

This year I will have a new M scow. To help me tune it, last fall I spent a good deal of time making notes on fore and aft jib trim angle. The new boat will have a deck crown that differs from any M I've ever raced. This will change the height of the jib in relation to the trim point for a given angle of rake. To help determine where to set the jib lead, I drew lines through the clew as an extension of the sheet and determined the angle this line made with the leech and foot. This should give me a starting point for setting the jib lead. I must confess that it has been years since I adjusted fore and aft jib trim on my M after studying the manner in which the jib luff breaks upon easing. Here is one advantage to always using the same sailmaker, even though mine has changed jib shape to bring the leads more inboard, I have been trimming the same distance from the rack ever since my first class M race in 1960. The degree inboard has, of course, changed. I think my fore and aft jib trim angle is such that in what I call a nice "high side breeze", 8-10 mps, the jib breaks fairly evenly along the luff, however we usually focus on a point slightly below luff midpoint when watching for a break. I do change the fore and aft trim in different wind velocities, but not by moving the trim point on the deck. There is no adjustment in that point whatsoever, but the trim angle is changed by raking the mast differently via jib halyard. The mast is raked more in heavy weather. As this is done the jib is actually lowered, flattening the trim angle, releasing the jib leech, trimming the lower portion of the jib. Raking straighter in light air accomplishes the reverse.

While we're thinking about jib trim, let me say that how the jib sheet is handled is absolutely the most important thing on the boat, with mainsheet trim close behind in importance. Absolutely never cleat the jib sheet except when your hands must be made available for another job. If you are sailing in a wind that changes in velocity, and even if the actual velocity doesn't change the velocity relative to your boat changes as your boat works through a seas, it is imperative to respond with the sheet as the velocity of the wind changes. Let's say you're sheeted moderately hard and hiked out in a puff. The puff lets up. The mast straightens up as the pressure in the sails lessens. The sails are actually being hoisted. Right then if you don't ease the jib sheet, and the mainsheet too, for that matter the sails are trimming themselves harder in a lull in the wind. It is fundamental that easing should be employed in lulls to allow the sails to become fuller. The easing must be to a degree that will also compensate for the jostling of the sails as the mast straightens. One of my favorite phrases is that it's not how you trim the sheet that makes a winner, but how you ease the sheet.



- (A) angle of rake
- (B) imaginary line of sheet
- (C) estimated optimum sheeting

Getting back to thoroughness.

Thoroughly train your crew. I'm out of practice in that department, though I tried to train a new crew last summer and failed. I don't think it was the crew's fault, I just didn't spend enough time at it. Fortunately when the chips were down at the M Blue Chip last fall, my favorite crew, who had hardly missed a race through four seasons but was busy elsewhere last summer, was back aboard and our usual precision teamwork was a joy to behold. By this I mean I ducked her flying elbows at just the right time and she was quick to advise when I headed above the mark while trying to untangle the control lines for the travelers and adjust the board pre-set on a screaming plane. "Those gadgets get you everytime!"

Finally, but at the head of the column labeled thoroughness is sails. The coach for one of the country's best sailors is Mr. Harry Melges, Sr. When Jr. is having trouble winning, Sr. gets out and looks at the sails. They correct the problem either

through re-cutting or hanging up new ones. If your performance starts to lag, go to your sailmaker. If you have the same sail as the winner but not the speed, ask him if you can compare your mast to his in tuning and deflection. The sail-mast combination is the key. The guys with the flying machines look like geniuses on the course. Their genius lies in the fact they have enough sense to go to their sailmaker. Don't fool yourself, it's hard to beat the guy who has new sails. You may think it's easy for me to say this because my husband's a sailmaker, but I don't like having to invest in a new sail anymore than you do. Then, when you have a good sail, take care of it. No rain, no day sailing with it, no leaving it in the hot sun, folding after use, no crumpling even to carry ashore. These precautions prolong the winning life of a sail. Use old sails for day sailing and bad weather days. Ugh! you say. I'm just being thorough. I want to be at the front of the fleet. If you're aiming for tenth place, go ahead, wad up your sail.

Trying to be thorough enough to win isn't a "drag". It just adds to the challenge of the sport we all love.

Ed. Note:

The Reporter is grateful to Jane Pegel for letting us use this article and for so clearly delineating the THOROUGH "side of the coin" ---- and while searching for a filler to round out the page, we came across (by remarkable coincidence) two fine, shining examples of the OTHER "side of the coin" as performed by two ex Lake Geneva E sailors who formed two-thirds of the "Brown Scow" syndicate along with the Reporter Management.

In fairness it should be stated that these incidents occurred in the heat of battles long gone -- as shown by the photo (at left) of George Eddy's unorthodox spinnaker flying at the 1965 Little Egg Nationals and in Philip Kauffmann's unique self-rescue technique after a hard spill during an early 1960's ILYA affair at Oshkosh.

It is probably reasonable to conclude that neither photo would be in existence if these two skippers had had the benefit of long years observance and practice of the above outlined principles.

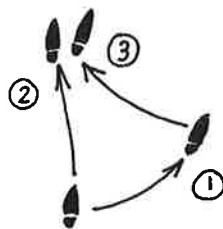


SOLING SCHOOL

LEARN HOW TO SAIL!

or...

*If You Can Follow This Tack,
You Can Win almost any Regatta.*



Any sailor who really would like to significantly improve his (or her) crew/skipper racing expertise and combine this opportunity with a week's vacation in unsurpassably beautiful protected waters should plan, now, to head for Elizabeth Harbor, Georgetown, Great Exuma, in the Bahamas (130 miles southwest of Nassau), and stash traveling gear at the Out Island Inn --- next winter.

And in case you didn't know, the Sailing Symposium Bahamas Race Week headquarters are here and provide the unique opportunity to enjoy the best of all worlds. The following description is from their brochure (to wit):

"The Inn is charming, informal, with powerboats for fishing or picnicking on nearby cays -- bicycles, tennis courts, fresh water pool and miles of white, sandy beaches.

The equipment is Olympic Solings and instructors are sailors who have made their mark in sailing. Each week brings a different guest expert with new ideas and experiences ----- working closely with you, hour after hour, on the race course, at breakfast, lunch and dinner, with icy swizzles by the pool and in relaxed gab sessions on into the night.

Six days of racing divided into half-day sessions alternating mornings and afternoons with chalk talks every evening, make up an unforgettable week. The Olympic style course with eight buoys in a mile diameter circle provides close, tight racing, with numerous short races and practice starts. If you frostbite, you know how valuable these short races are. During the races your guest experts coach you on sail trim, mast bend, traveler position, weight distribution, tactics and more. Nothing is missed. Those points too lengthy to discuss on the race course are brought up in the evening sessions, followed by protest hearings and a short seminar on subjects such as tactics, rules, then finishing in time for you to join families and friends for dinner and a relaxing night Bahamian style."

In case you wonder why the Reporter is plugging this operation, we can only point out that the Reporter staff, while on a research assignment at Georgetown, lucked into filling in for a missing crew on one of the Solings for three days and he actually learned something! (There have been innumerable indorsements by people who have taken the course and 95% boil down to the comment that this six-day seminar is the equivalent of an entire season's racing experience -- or more).

Also, the Reporter staff's interest was piqued by the thought of handling a Soling -- especially after publishing a recent article by Sam Merrick comparing the Soling with the E scow. Sam is an accurate observer and has a sensitive and perceptive appreciation for the "feel" of the Soling helm. Your Reporter/reporter felt he was mashing potatoes except when the wind was fresh. It was a nice change, however, to have all that

weight under the hull and steer bravely in the cockpit while standing on the leeward side of the hull (inside of course).

There are about the same number of strings and hickies on an E and the spinnaker seemed easier to control as far as panic or impending disaster was concerned. Your reporter stepped on a boat in the hands of a father-son team from Marblehead (210 sailors), named Clauson, and they were real fighters and most helpful and pleasant to be with. The younger Clauson flew the Soling around on the starting line like a sunfish, to the dismay of a few of the nearby competitors, to say nothing of the Symposium's insurance man. Clauson Sr. was an experienced, thoughtful sailor who got the boat figured out and going. Jan Bruce was guest expert and was very helpful via an electronic hailer from his whaler.

One of the best features (besides Doris & Steve Colgate, who run the affair) was the position rotation by the crew. Each shift had three races and this gave each man in the boat a look at the front, middle spot and helm each day. The management's policy of separating married couples occasionally provides a rare incident in the face of unusual odds. The Reporter/reporter was enjoying a cold Pauli Girl at the Inn when word came that a dismayed Soling was being towed from the course. It developed that a very attractive lady on the helm of boat A attempted to duck behind the transom of boat B - but due to the failure of the mainsheet to run, boat A rammed boat B amidships in a most jarring fashion - promptly dismasting the latter - as fate would have it, boat B was being skippered by the lady's husband. When adrenalin had returned to normal, a discussion commenced that will certainly be sustained for the duration of their (sailing) marriage. If nothing else, where and how could you find the basis for table-talk of such depth and intensity?

Should you want this sort of thing to happen to you,
contact: SAILING SYMPOSIUMS, INC.
5 East 40th Street, N.Y., N.Y. 10016
Attention: Steve Colgate



---Doris & Steve Colgate at work in the Bahamas.

NATIONAL CLASS E SCOW ASSOCIATION

MINUTES OF

BOARD OF DIRECTORS MEETING

JANUARY 27, 1972 at PHILADELPHIA, PENNSYLVANIA

The meeting was called to order at 2:15 P.M.

Present: Commodore Robbins, Comfort, Merrick, Wells, Pegel, Casper, Price, Cole, O'Malley, Robinson

Absent: Schindler, Coyne, Allen

The Board unanimously agreed to appointment of Brad Robinson to fill the one-year term of Bill Allen who had resigned as one of the ILYA representatives.

The minutes of the Oshkosh meeting were approved as published.

Sam Merrick, as chairman of the Finance Committee and Treasurer, submitted a report for the year 1971 as follows:

INCOME

191 Regular Membership fees	\$2,865.00
161 Associate membership fees	805.00
Reimbursement from ILYA	110.88
1971 National Regatta (net)*	294.81
Miscellaneous	16.22
	<u>\$4,091.91</u>

EXPENSES

N.Y. Winter meeting (guests, etc.)	\$ 118.63
Reporter 1971 Winter issue	582.72
Reporter 1971 Summer issue	757.76
Year Book	801.44
Comfort Printing (misc. printing and mailing)	450.80
Adams Printing (misc.)	240.05
Telephone (per credit card)	190.68
Miscellaneous	44.30
	<u>\$3,186.38</u>

*includes fee to photographer (\$100) and cost of printing racing instructions (\$114)

Bank balance 1-1-72	\$2,722.36
Bank balance 1-1-71	<u>\$1,757.18</u>
GAIN	\$ 965.18
Unpaid obligations 1-1-72	<u>\$ 59.65</u>
NET SURPLUS	<u>\$ 905.53</u>

PROPOSED 1972 BUDGET

INCOME

On the basis of 200 regular memberships	\$3,000.00
150 associate memberships	750.00
TOTAL	<u>\$3,750.00</u>

EXPENSES

Four Reporters at \$700.00 each	\$2,800.00
Miscellaneous	950.00
TOTAL	<u>\$3,750.00</u>

In reply to a question, the Treasurer reported the bank balance was currently higher than indicated on 1-1-72 since it had been replenished with a number of 1972 membership renewals.

Some question was raised as to whether the proposed budget was in line with the Association's wishes. This matter was an appropriate item for discussion later in the year as other obligations arose and commitments made.

The Treasurer's report and the tentative budget were approved without formal motion.

Bob Pegel, as chairman of the Regatta Committee, reported on the 1971 National Regatta.

54 entries (19) late	\$1,715.00
Measurement fees	72.00
	<u>\$1,787.00</u>

EXPENSES (Not including race circulars and photographers feet totaling \$214.00).

54 entries at \$15 to Oshkosh (\$10 per entry for crane rental) (\$ 5 race Committee expense)	\$ 810.00
Trophies	\$ 267.58
Radio Rental	20.00
Miscellaneous	<u>150.61</u>
	<u>\$1,248.19</u>

Some discussion took place on the role of judges and Race Committee functions without clear consensus.

The Chairman recommended the appointment of Ed Malone as Head Judge, and Lanny Towne as chairman of the Race Committee for the 1972 Regatta. He also recommended the Association cover food and lodging expenses. The Commodore made the point that this did not include transportation. It was also understood that it was the Association's expectation that lodging and some meals would be provided at the homes of members of the host club, so that the Association would normally pay expenses generally available for skippers and crew members.

The Regatta Committee report was approved without formal action.

Jack Brereton of St. Louis was appointed to be Chairman of the Membership Committee.

Ted Brennan, chairman of Publications (and editor of the Reporter), disclosed his difficulties in getting out the Magazine, particularly the failure of most individual members in getting in articles for publication.

It was the consensus of the Board that the Reporter should be issued four times a year on dates announced. Tentatively,

these dates, at the suggestion of Brennan, would be February 1st, May 1st, August 1st and October 15th.

Jack Ecklund, newly appointed chairman of the Publicity Committee, announced his intention of getting local schedules and race write-ups from designated local correspondents. He also felt he wanted to prepare more elaborate plans for promoting the Class. Robinson suggested the need for a planned promotional budget -- a subject for the next Board meeting. Mike Meyer described a possible opportunity for the Committee to attempt to get boats at Kenka, which would be available for Colorado members who believed training to Keuka was too far.

Commodore Robbins announced continued discussions with ILYA on working together. He believed an important step would be for ILYA to develop membership lists by class. The Commodore also raised the possibility of the 1974 Regatta being held on Lake Minnetonka.

Stu Wells, chairman of the Rules Committee, reported an extensive meeting during the morning hours with the members of his Committee (joined by others) in going over a complete updating and renovation of the Scantling Rules. Much of the material was in the form of clarification and simplification of existing Scantlings. The principal areas of discussion are summarized not for the purpose of comprehensive treatment, but to be illustrative of the kinds of subjects covered:

1. builders to make holes available for installing lead weights;
2. a beam scale to be standard for weighing boats;
3. a system of allowing variances to be granted by the chairman for deviations from the rules provided such deviations were legal in 1971 and provided the deviation does not affect boat speed;
4. the deck to be a fair curve (no indentations or built-up section);
5. a set of templates to be available for hull conformity;
6. rudders to have a maximum depth;
7. procedures to be developed for checking mast weight;
8. spinnaker halyard sheave at 25 feet -- no stops, no struts;
9. a single set of mast bands;
10. strict enforcement of permanent stop requirement so booms cannot go below band;
11. shrouds to be attached above deck only;
12. present shroud attachment locations continued. This matter was discussed at length and voted on.

There was one view that allowing the lower shroud to be fastened opposite the mast would simplify its function to controlling lateral bend. The other view was that its impact on mast bend might necessitate changes in sail slope and thus make existing sails obsolete. There was a strong opinion that this matter should be the object of experimentation.

13. a minimum of 3.8 oz. for working sails;
14. a 4 inch clewboard for mainsails -- no decision for jib;
15. eliminate requirement regarding jib overlap -- the requirement having proved to be unenforceable;
16. restrictions on length of jib battens and minimum distances from luff to prevent beat rule against transverse battens;

17. hiking ropes permitted -- not loops. Handles including those depressed are permitted;
18. aluminum boards must be 5/16 inch material;

m/s/c That the entire package of Scantling Rules be submitted to the membership with recommendation that they be approved. The Board believed that the expense entailed in such a mailing was justified in view of the requirement in the By-Laws that amendments be submitted in full text.

m/s/c That the Scantlings be amended so as to permit tapered, non-swiveling Gibbs section masts for the 1972 and 1973 seasons, provided they are used by their present owners. This was based on a plea from Art Simons that a group of owners in the South Carolina fleet had purchased such spars in good faith.

It was pointed out that the ballot recently mailed had failed to make explicit that the Gibbs section permitted be restricted to use with the spar sealed and with halyards and shrouds external. A new ballot will be distributed to the membership.

m/s/c That it was the sense of the meeting that contingent on adoption of the new Rules, variances for 2 years should be permitted to Loughran, Campbell and O'Malley for 3/8 inch boards; to Wells for depressions in deck; to Campbell and O'Malley for slides for backstays; to Robinson for below deck shroud adjuster.

Robinson wanted to be recorded as opposed to the motion with the view that it was out of order.

There was a discussion of skipper and crew changes taking place at the National Regatta. It was pointed out that the By-Laws required that any change in crew had to take place with the permission of the Regatta Committee. However, any crew member would be entitled to act as helmsman provided he was a "regular member" of the Association.

A question from the floor asked if there had been any developments for a solution to the mast flotation problem. There have not been, at least brought to the attention of the Board of Directors.

It was tentatively agreed that there would be a meeting of the Board on April 14 at Milwaukee, Meeting adjourned at 6:25 p.m.

