



**SPECIAL EDITION ~ PART 3**

**THIS ISSUE:**

Fifty-five years of "E" scow development  
by "Mike" Meyer

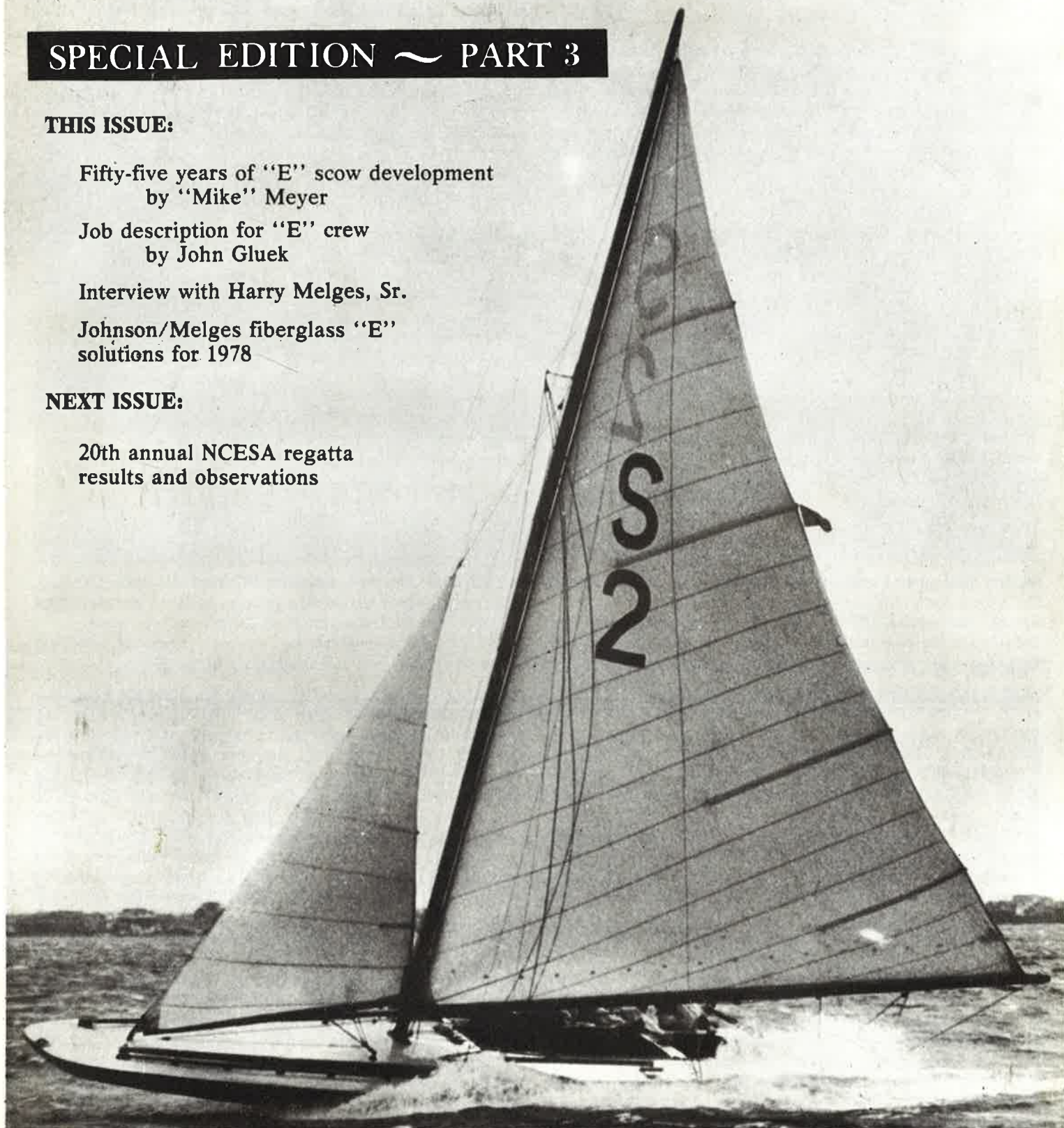
Job description for "E" crew  
by John Gluek

Interview with Harry Melges, Sr.

Johnson/Melges fiberglass "E"  
solutions for 1978

**NEXT ISSUE:**

20th annual NCESA regatta  
results and observations



COMMODORE MERRICK AT SPEED ON BARNEGAT BAY IN THE 1930'S



## THE COMMODORE COMMENTS:

This issue of the Reporter presents a brief history of the development of the E boat - now at such a peak of perfection in its sailing qualities that one can wonder - what more? But for sure there will be more just as there has been every year since 1924 when the prototype of a new class of scows twenty-eight feet long were sponsored by the Inland Lakes Yachting Association and made their first appearance.

This writer through his own experience can recount the stages of their development sometimes brought about from alterations in hull shape - not always for better performance, and other times from quite specific innovations developed by ingenious sailors like Brad Robinson, the builders and sailmakers or by changes in the rules.

As to the hull shape, it is quite likely that the 1929 Johnson, shown on the cover (it probably weighed as much as 1150 lbs.) if it were equipped with all the sails, spars and hardware now available would be competitive with the latest gleaming beauty - we can't be sure of course, but the incremental modifications made to the hull since 1929 have not strayed far from that 1929 model. From my own experience, a 1931 boat kept in first class condition was hard to beat with a 1939 one, which in turn was still a winner as late as 1958.

It must be appreciated that the half dozen or so builders who responded in 1924 to the ILYA's interest in a new class of scow had some twenty years of experience with the type in various sizes and its characteristic features (see the 1977 Spring issue of the REPORTER). So it is not surprising that the lines of the boat underwent only minor changes after the first five years of experimentation in design - mostly on the

part of Jimmy Jones, who must go down as somewhat of a creative genius in the history of amateur naval architects. Too bad his boatworks Jones & LaBorde of Oshkosh fell victim to the 1929 depression.

The 1929 boat had two spinnaker poles clamped on deck with permanently fastened guys; it had a jib club and single jib sheet running to a sleeve on a traveler; it had no vang, no traveler controls, no cunningham, no cam or clam cleats, no hiking straps and good crews rode the steel bilgeboards. The skipper was not the sheet tender and the spinnaker was hoisted after connecting the tack past the jib to the forward end of the appropriate pole on deck. Spinnaker jibes, because spinnakers were asymmetrical, were elaborate ceremonies performed with four hands and teeth by an extinct species of human being on the bow-under water or not. Jibs briefly measure 50 sq. ft., then 57 then 90 sq. ft. Spars were round and stationary, then rectangular and swiveling before getting round and stationary again when they changed from wood to aluminum. There were no compasses or magic boxes and everyone went to sleep on the run - ate sandwiches and quaffed cold drinks. Sails, when full, were "baggy" but there was no way to make a full sail flat. The sailmakers, except for Ratsey, who had a secret source of a long staple Egyptian product struggled with cotton, which was anything but uniform. Synthetics, dear reader, arrived in the fifties.

In getting ready to put together this issue, we, principally Mike Meyer, Ted Brennan and myself, have been rummaging attics and jogging our memories. We suspect there is much memorabilia among the many members of the scow family **if only** they would take some time to go looking. Pictures, diaries of methodical sailors, recounting of the debates leading to rule changes would make our effort richer. Then of course there are many others possessing enough literary talent whose memories might be awakened and should take pen in hand for the benefit of history and amusement of us all. Such pleas as these have seldom produced responses, but we are prepared to edit and arrange whatever you may send.

So with the perception that we have produced only part of the story, we give you the history of the E-boat.

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Production/Printing/Mailing: Bud Appel, Graphic Printing Corp.

### MEASURER

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### SECRETARY-TREASURER

James R. Klauser  
N 30 W 29401 Hillcrest Drive  
Pewaukee, Wisconsin 53025



# FIFTY-FIVE YEARS OF "E" SCOW DEVELOPMENT 1923 - 1978 BEING AN HISTORICAL AND MYTHOLOGICAL EXCURSION INTO THE PAST By Maynard W. Meyer



The Inland "A" boat fleet development in the year of the inception of Class "E". Note variety of mainsail configurations.

PHOTO: MIKE MEYER FILES

## Part I

When one sees the old photos of the "E" boats back in the late 1920's and compares them with the sleek synthetics of today one's first reaction is that vast changes and great improvements have jumped into our midst. Yet, on reflection, the boat has changed very little over the 55 years of its existence. Of course, another point of view will say that it **has** changed drastically, going from wooden hulls and wooden spars, steel boards and cotton sails to fibre-glass hulls, aluminum spars and boards and dacron sails. Some will say, that's about a 100% change isn't it? Despite your viewpoint the boat today still sails very similarly, though a good deal faster, than its earlier counterpart, viz the picture of Sam Merrick's boat back in the 1930's shown on this issue's cover. The "E" has always had a tremendous reaching ability. The "E's" development over the years was one of constant evolution with suggested changes always coming hard. Up until the passing of the scantling controls over to the NCESA from the ILYA, each request for change was always sharply scrutinized, argued and often tested for a season at the insistence of the conservative and thoughtful members of ILYA's Board of Directors. The NCESA now has that charge, and we trust that their decisions as guardians of the class scantlings will continue to be as

solidly thought out as did their ILYA predecessors. The boat has always been a remarkably good boat and of a size that is potent, yet manageable, and a hell of a lot of fun!

The very birth of the Class "E" Scow came about like this. At the Annual Meeting of the ILYA in Neenah, Wisconsin on August 22nd, 1923, after considerable discussion on the matter, the Milwaukee Attorney Mr. J.V. Quarles moved, and Milwaukee Industrialist Mr. James Friend seconded, both representing Pine Lake, "That this association recommend to the Board that we include a new type of boat to be called Class "E" into the Association and that a committee of five be appointed by the President to draw up rules and restrictions for same and that the Board act on these Rules and Restrictions on or before November 1st, 1923". The motion carried and the "E" boat was under way! The Committee asked Arnold Meyer of Pewaukee Lake to draw up the boat and recommend its scantlings.

Not quite in accordance with the motion, but on November 24th, 1923 the Board of Directors of ILYA approved the scantlings and added the necessary wording into the ILYA Rule Book which at that time also governed the currently sectioned Classes of "A", "B" and "C". Briefly, the requirements meant to govern the new Class "E" were as follows:



A class "E" being loaded for shipment from Jones & LaBorde Co. 1924.

PHOTO: COURTESY OSHKOSH MUSEUM

**Length;** not over 28' overall and not less than 27' 9".

**Beam;** not less than 6'-6" wide nor greater than 6'-9".

**Moulded Depth;** not greater than 19" nor less than 16".

**Sail Area;** limited to 285 square feet total.

**Weight of Crew;** not more than 550 pounds.

**Flotation;** air cans or air compartments of a capacity of 4¼ cubic feet.

**Center Board;** to be constructed of 5/16" thick boiler plate steel, and to be of regular stock thickness when finished. Center board not to extend below bottom of hull more than 4½".

**Rudder or Rudders;** to be made of boiler plate steel.

**Hull Construction;** planking not to be less than ½" thick at any point, and shall be of at least as great density as cedar. Frames or ribs shall be of oak, elm or other hardwood and shall be 1" x 5/8" in size spaced 6" center to center. Deck planking not to be less than 3/8" thick with canvas covering, the planking to have at least as great density as cedar. Deck beams shall be ¾" x 1" spaced not more than 6" on center. Bracing of the hull shall consist of 3 trusses. There shall be 2 bilge trusses whose length shall be at least ⅔ of the boat. The third truss shall be an interruptable center truss, the forward part extending from the bow to the centerboard box, and the rear section extending from the rear end of the cockpit to the stern of the boat.

**Spars;** all spars shall be round. No stream lines allowed. The mast shall be straight, without a curve.

**Sails and Sail Area;** the Marconi or jib-headed mainsail is required in Class "E". The total area of mainsail and jib in Class "E" shall not exceed 285 square feet. The area of the mainsail shall not exceed 28' and shall not be less than 27'. The area of the jib alone shall not exceed 50 square feet. The mainsail and jib shall be of a sailcloth not lighter than approximately 5 ounces of 28½" width material. A limit of 112 square feet for the spinnaker triangle and a limit of one spinnaker was included as an amendment. The peak of the mainsail shall be not more than 31'-6" from the planking of the bottom of the boat at the keelson. When measured the mainsail shall be hoisted until flat.

So that was our favorite boat for the first year, 1924.

At the next annual meeting of the ILYA, and it must be remembered that the ILYA at that time was an organization of member clubs only. Each member club was represented by a delegate who cast the club's votes. The delegate's decisions by votes were only recommendations to the Board of Directors who made all final decisions. A self-perpetuating Board saw to it that they had good representation geographically among the member clubs, that the fleets were relatively equally represented and that the members of the Board were well qualified, both from a sailing viewpoint and an administrative capability.

The 1924 ILYA Championship Regatta was held at Lake Minnetonka, and on August 21st the usual Thursday night Annual Meeting was held, opening at 10 p.m. following a gala supper at Woodhill Country Club.

After considerable discussion, the club delegates from 9 member clubs represented, voted unanimously that the Board of Directors **decide** the following in regard to Class "E".

1. Shall bilge-boards, as well as center-boards, be allowed on the new Class "E"?
2. Shall an inter-changeable sail plan be allowed, i.e. either Marconi or Gaff rig-sail area to be the same?
3. Shall a wider beam be allowed? A motion to increase width of beam, without limitation was lost.

A rather odd-ball meeting of the Board was held on October 4th, 1924 at the Pfister Hotel in Milwaukee with only three members of the Board present. Because of the small attendance it was decided to wait until another meeting before deciding on the bilge-board versus center-board change. The Secretary was instructed to write to all clubs asking them, "How many new "E" boats would be built (ordered) if the change to bilge-boards were made"? If enough new boats were promised, the Board would take affirmative action, and then came a rather remarkable decision. It was voted by these three stalwarts that if the bilge-board change was made, that the ILYA would stand 50% of the cost of changing the Pine Lake boats that had been built under the "old" rule, cartage

charge to be included, and not to exceed \$40.00. (Editor's note: Pine Lake is now and was then one of the highest income per capita spots in the country. Well, that's how you keep it). Then the three musketeers made three motions, each duly seconded and then proceeded to vote all three down! Two of the motions affected Class "E". The first was to allow the interchangeable sail plan - Marconi or Gaff Rig - it lost. The second was to allow a wider beam - it also lost.

On November 26th, 1924 a written ballot was sent out to the member clubs stating that Class "E" boats shall be built with **center-boards or bilge-boards** constructed of 3/16" in boiler plate steel and shall extend beyond the hull no more than 4 1/2". The reply was positive, and Pistakee promised to build 5 new boats and Geneva 3. The bilge-boards were in!

The first ILYA Regatta for Class "E" then occurred at Lake Geneva in August of 1925. This first regatta was won by Albert F. Gallun, Jr. and John Pritzlaff of Pine Lake in their Jones and LaBorde made "Stormalong" which was a 1924 boat converted from center-board to bilge-board.

At the Annual Meeting at Oshkosh in 1926 there was considerable discussion on the new Class "E" fleet and, as the Secretary reported, "Everyone seemed satisfied". All boats that actively raced had now gone to bilge-boards.

In 1927, at the ILYA Annual Meeting in Neenah, there was again considerable discussion on the Class "E" fleet, especially in regard to crew weight, spinnakers and the use of aluminum boards. The consensus of that meeting was that no changes be made. However, it was left to the Board of Directors to decide whether or not to allow 2 spinnakers instead of one. The Board took no further action at this time. The "E" Fleet was growing, but still relatively small. At the 1927 Pewaukee Invitational Regatta 15 boats attended, while 21 went to the Championship Regatta.

At the Lake Geneva Regatta in 1928, discussion centered around the use of curved boards, and it was recommended to the Board of Directors that they be disallowed in both Classes, "C" and "E". O.P. Curran, of Lake Geneva, an "E" boat skipper, then moved that the "E" be allowed to carry 2 spinnakers. The motion was carried by the delegates and recommended to the Board. Mr Friestad of Pistakee Lake then suggested changing the sailing schedule to put the Class "E" races in the afternoon during the Championship Regatta because, he thought, **"this class was getting to be the most popular fleet"**. He then brought up the possible use of aluminum instead of wood for the internal hull bracing, as he thought it might be less expensive than wood. An immediate retort from two builders, Jones and Beauvais, quashed the idea by saying it would cost more than the wood.

In a Special Board Meeting on June 10th, 1929 it was decided to take affirmative action on the bracing questions and re-stated that the bracing shall be of wood. The wood being used for internal bracing by the majority of builders was the light, but strong, spruce.

At this same meeting, James Friend, of Pine Lake spoke at quite some length about the "Swedish Jib" (overlapping, genoa) and while he spoke of its virtues, he recommended that a ruling be made prohibiting the use of the Swedish Jib in Class "E". It was moved and carried that the Board take action on this at their upcoming meeting during the Annual Regatta to be held at Lake Minnetonka.

On August 22nd, 1929 at the Woodhill Country Club in Wayzata, the matter of the overlapping jib was put to rest. Mr. Ward Burton, the venerable "A", "B", "C", and "E"



*Spiffy Jones & LaBorde 1926 Model - pic taken in about 1933. Note aboard spreaders, Mast thru deck - excess spar length, planed and capped easily. copper riveted for salt,*

skipper from Minnetonka asked that the ruling on the thickness of the bilge-boards be rescinded. He felt that they were too thin and that they bend too easily. Mr. Merigold of Green Lake spoke on the same subject and asked that the limitations on the boards be removed. The Director's decided to study the matter.

On August 21st, 1930 at Neenah, Mr. James Friend made a report on Class "E" boards which stated that it was impossible to secure steel of greater strength than that being used at the present time. A.F. "Bud" Gartz, Jr. of Lake Geneva moved that a committee be appointed to investigate the advisability of permitting curved boards in Class "E". This same point had come up two years earlier and seemed to be a favorite theme of the Lake Geneva sailors. The motion was seconded and carried. Following this, a long discussion ensued on the measuring of sails. Rumor had it that some of the Class "E" sails were as much as 40 square feet over the limit. Finally, to cap an exhilarating evening of scantling extravaganzas, a motion was made and seconded to allow aluminum boards, but this failed to carry. Class "C" had moved into aluminum boards at least one year before and at this meeting a motion carried to allow flat booms in Class "C". Both of these "C" boat motions were imminent for Class "E".

At the Annual Meeting in 1931 at Oshkosh, J.V. Quarles moved to have the Class "E" rule changed to allow 300 square feet of sail area instead of the present 285 square feet. This motion carried. Robert Friend urged strongly the enforcement of the rules permitting Class "E" boats to carry on board during a race two spinnakers only, or that the rule be changed. The practice had developed of carrying possibly three or four spinnakers along in the boat, and then, depending on the type of course, would select the two to be used for that race - or, perhaps, sometimes did they use three? This matter of patrolling limitation was left to the sail measurement committee to decide and enforce. Mr. Merigold then made a motion to allow plank (flat) booms on the "E's", but it did not carry.

Because of the problems the ILYA had been having on sail measurements, Dr. Otto L. Schmidt of Lake Geneva, the long-time President of ILYA had invited Colin Ratsey out to the Regatta and especially to speak on the matter of controlling measurements. He referred to the NAYRU rules requiring black bands around the mast and boom, beyond which the sail could not be set. In the event of sails of different aspect ratio, a second set of red bands would be used. A committee was appointed to work up the necessary rules to control sail measurement. The system of bands was adopted.

There was little or no discussion on Class "E" sailings at the 1932 Annual Meeting at Lake Geneva.

In 1933 at Madison, Arnold Meyer talked on the variations of the fore triangle in the present rules. This was most obvious in the high narrow jibs carried on the Jones and LaBorde boats, the medium high and less narrow ones on the Palmer boats and the low wide jibs of the Johnson rig. The high narrow ones worked well in the lighter air, but none could touch a Johnson when the wind blew. A committee was appointed to discuss and then restrict the fore triangle.

The following year, in 1934 at Minnetonka, Robert Friend moved that the restrictions on Class "E" spinnakers be removed, and that they be allowed to carry 3 spinnakers on board. This motion carried and was recommended to the Board of Directors. A committee was appointed to further study this matter, and at the Fall Meeting on November 2nd, 1934, the committee's recommendation that 3 spinnakers be allowed, with a high hoist or a low hoist, as may be desired, was adopted.

However, in 1935, at Neenah, the spinnaker problem was again raised and another committee was appointed, consisting of Dr. Carl S. Harper of Madison, Chairman; Clayton Mogg of Maxinkuckee, Jule Hannaford, III of White Bear and Arnold Meyer of Pewaukee. Their charge was now, "to consider the use of 2 or 3 spinnakers, and only 1 hoist . . .".

On October 16th, 1935, the Directors took the following action. It was m/s/c that "E" boats have only one spinnaker hoist, but the spinnaker triangle area of 120 square feet remain as heretofore. It was m/s/c to limit the height of the hoist to 24' (above deckline) maximum. It was decided to poll the clubs and get the club's opinion on the question of 2 versus 3 spinnakers.

In other action on this same date the decision was made to prohibit the use of roller reefing booms or any similar device, for shortening sail on Class "E" boats. Further, a wholly new monster appeared and it was decided to determine if it was advisable to have full length battens (in the mainsail)? Though sail battens in jibs, for heavy weather work, had been used on Johnson boats for several years.

Evidence that the boats were getting faster is shown in the action of reducing the time limit on Windward-Leeward courses from 3½ hours to 3 hours at this meeting.

At a Special Meeting on December 2nd, 1935, Charles Bell of Minnetonka moved to table the October resolution regarding long battens, and this carried. Having had response from the member clubs, Dewitt W. Buchanon of Oconomowoc moved to restrict Class "E" to a total of 3 spinnakers. This was seconded by Charlie Bell and after careful consideration and deliberation the motion carried.

Arnold Meyer moved that no wishbone boom or jasper gaff be allowed in any of the Inland classes, Charlie Bell concurred with a second and it was passed.

But lo and behold at a Special Meeting at the University Club in Milwaukee on March 7th, 1936, Charlie Bell reversed himself and asked that all restrictions regarding the use of jasper gaffs, wishbone booms or roller reefing devices do not apply to Class "A". This motion, seconded by Robert Friend, carried.

On August 16th, 1936 at Madison, the Directors held a special meeting to clarify the Class "E" spinnaker situation which was still a troublesome matter. As the rule read, several hoists could be used, but none over 24' in height. It was decided that for the 1936 Regatta "only one height of hoist would be allowed, and also only one length of pole". This action was immediately posted on the Official Bulletin Board along with another Class "E" notice, "that only 2 mains, 2 jibs and 3 spinnakers would be allowed in the Regatta".

Two days later, at the Annual Meeting, it was recommended that the maximum spinnaker hoist be set at 24', but that additional lower hoist positions would be permissible. It was also recommended that there be only one measurement limitation on the spinnaker pole.

Through the instigation of some unnamed die-hard, the matter of long battens was again brought into discussion and it was decided that all member clubs try out long battens at their home lakes in 1937 and report their conclusions at the next annual meeting.

Besides long battens (non-through-sail, but very long), headboard size had also become a problem and at a Special Meeting on December 5th, 1936 the Directors set restrictions on the headboards as follows:

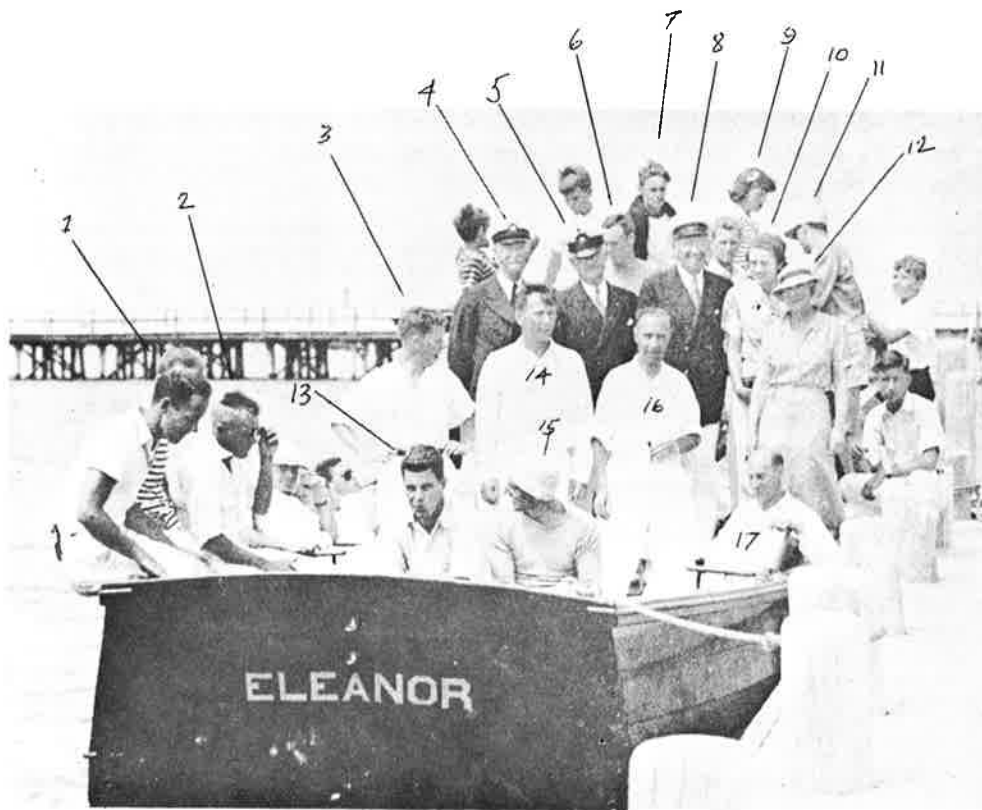
On a triangular mainsail the dimensions of the headboard, measured perpendicular to hoist A, shall not exceed the dimensions given in Table 2 (for Class "E" the restriction was set at 6').

At a signal meeting on March 13th, 1937 a most important event occurred. The Secretary, Ernst C. Schmidt of Lake Geneva, was in receipt of a letter from Mr. Britton Chance of the Barnegat Bay Yachting Association. Chance suggested in the letter that there should be races between their boats and those of the ILYA in Class "E". The letter was read and much enthusiasm was voiced. Commodore John Kimberly was asked to meet with Mr. Chance and try to work out the particulars. Ernst Schmidt was instructed to write to the 10 skippers standing highest in the 1936 Championship Regatta, asking their separate opinions regarding a series of races with the Barnegat Bay sailors. Enthusiastic replies were returned, and on June 18th a Special Meeting of the Directors and Club Delegates was held in Milwaukee. Commodore Kimberly informed the gathering about the planned Inter-Sectional Regatta and Walker W. Winslow of Maxinkuckee was appointed a judge to represent the ILYA at Barnegat. At the insistence of Robert Friend one stipulation was made to the Easterners,



# East-West Series Vignettes • 1937 • 38 • 39

## MANTALOKING, N.J. 1937



1. Sonny Neff
2. Ted ~~Ill~~
3. Jule Hannaford III
4. Russell Hinchman
5. Benjamin Adams
6. Dick Bertram
7. Runny Colie
8. Walker Winslow
9. Janie Earle
10. "Billie" Gall
11. Brit Chance
12. Mrs. Chance
13. Henry Chance
14. Al Gallun
15. Ned Swain
16. Bob Friend
17. John Pritzlaff

*A bit prior to funny T-Shirts, wet suits and beer cans.*



*Canadian guys beating our (Eastern) guys in the mid-thirties*

# *1978 Johnson Scows*



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and that was to allow the western boats to be hauled out of the bay each night and washed down because the western boats were not set up for salt water conditions. This was granted (in those days, boats originally destined for salt water were equipped with bronze castings and fittings where fresh water boats used aluminum). Three skippers were selected to represent the ILYA. Robert E. Friend and Albert F. Gallun, Jr. both of Pine Lake, Wisconsin and Jule M. Hannaford, III of White Bear Lake, Minnesota. Robert Friend had won the ILYA Championship in 1928 and always did consistently well, while Gallun and Hannaford each had 3 championships already under their belts. Gallun won the first Inland in 1925 and put two together back in 1932 and 1933. Hannaford had taken the championship in 1931, 1934, and again in 1936. Surely this must be good representation! But Class "E" problems still persisted. The measurer reported on finding discrepancies in the molded depth of the Palmer "E" boats. The matter was to be further investigated.

At the Director's meeting on August 15th, 1937 at Lake Geneva there was no report on the long batten question as no boat at any club had tried them as was suggested.

On August 19th at the Annual Meeting, the long batten saga was finally put to rest with a motion to table the subject.

It was at this meeting that the big blow came to the pride of all Inland sailors. Robert Friend reported on the East-West Regatta at Barnegat Bay. The Barnegat boys had completely, but thoroughly, beaten the ILYA sailors, winning every race in no uncertain manner. Robert Friend spoke on the "wonderful ability" of the Barnegat sailors, and also of the good times and fine hospitality displayed. (It was here, at this Regatta that the famous ILYA Bilge Puller's theme song was concocted during a gala party at Mrs. Peasley's home, Eddie "Dynamite" Reinke of

Oshkosh being most vocal.) Britton Chance had been invited out as guest judge for this Geneva Regatta, and being present at the meeting thanked the Association for having encouraged the crews to go to Barnegat, and hoped that races could again be held in 1938 either at Barnegat or on one of the inland lakes. Robert Friend moved that the Commodore appoint a committee to arrange another series of races with Barnegat Bay in 1938.

The measurement committee on the fore triangle, led by Arnold Meyer had reached its conclusions, and on June 17th, 1938, the Directors resolved that the area of the Class "E" jib triangle, using the formula  $I \times J \div 2$ , shall not exceed 85.5 square feet, with the actual jib area not exceeding 57 square feet.

In addition to the above, the measurement committee came up with the following determinations all of which were approved. "The moulded depth is defined as the vertical distance at the deepest section taken from the bottom of the planking on the outside of the boat to the top of the deck planking at the gunwale". The Johnson Boat Works had by now developed a mechanical device which set into the end of a flat boom, and to which the clew of the sail was fastened, and by turning a crank the device could ease off or tighten the leach of the sail. On Class "E" this so-called "leach block" had a throw of about 4" and was a worthwhile gadget in heavy weather. For sail measurement purposes it was determined that, "Leach blocks are considered to be a part of the sail". Further, the measurer, "was to permit bilge-boards to extend 3'-9" below the bottom of the boat" and also that, "the minimum molded depth for Class "E" shall be 16 inches". This latter restriction was in response to the variations found in the Palmer "E's".

So that takes us through the first 15 years - from birth through adolescence.

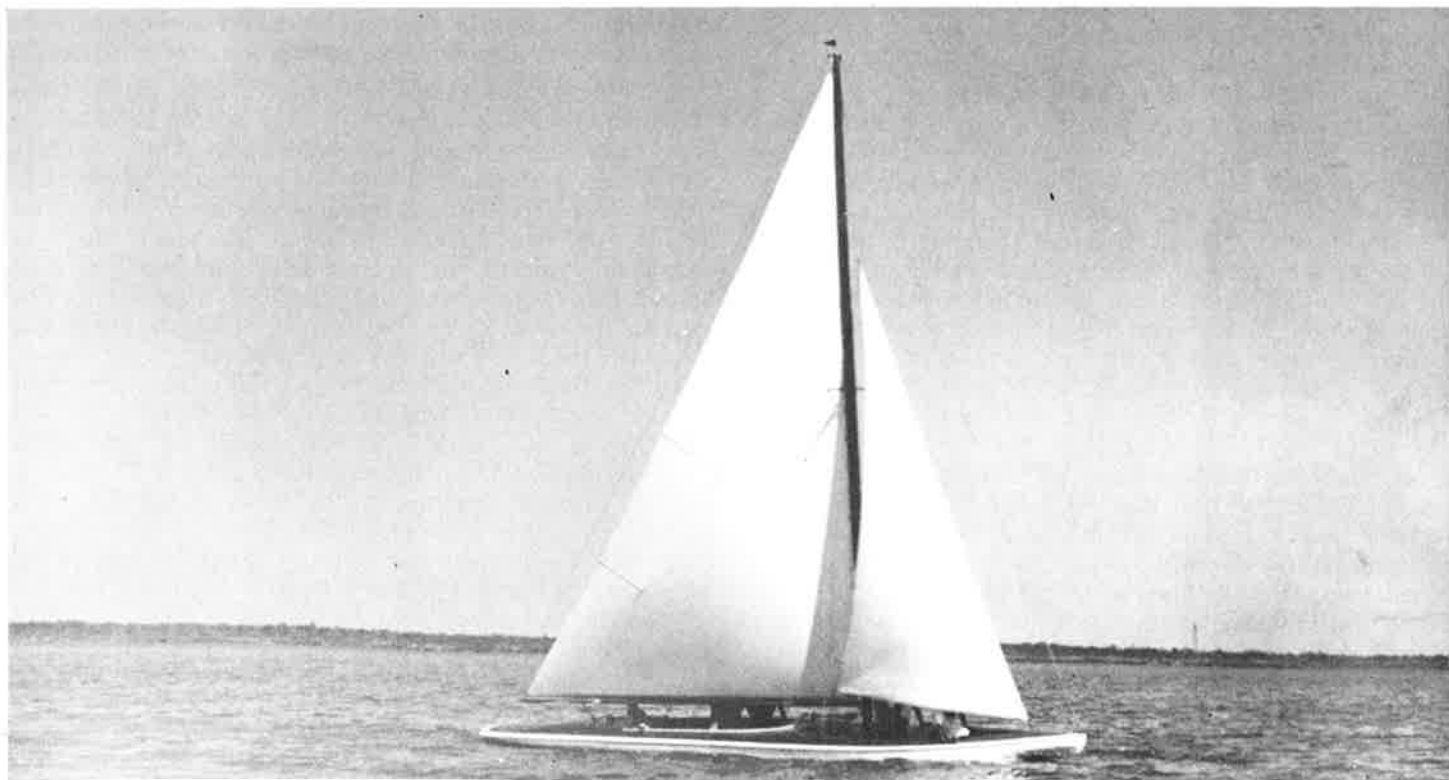


PHOTO-MIKE MEYER FILES

30' SEAWANAKA CLASS WITH POINTED BOW AND CENTERBOARD. THIS BOAT IS STILL SAILING AND IS OWNED BY WILLIAM S. EVANS OF SHREVEPORT, LOUISIANA.

## Part II

It is now 1939 and both the Johnson Boat Works and the Palmer Boat Company have developed two excellent hulls, with the Johnson being the steadier boat and difficult to beat in heavy weather and the Palmer apparently the faster in the lighter going.

While our review in Part I of the official minutes gave us insight into some of the major steps of the development of the boat, remembrance of some of the innovative ideas may be of interest. Prior to 1933 all spars and booms had been built of spruce. Two pieces were used for the full length of the mast. Each piece was hollowed out, then the two glued together, the exterior then shaped and sanded into the round form. The principle reason that a streamlined or teardrop section was not adopted, although known to be aerodynamically better, was the greater difficulty in shaping the mast and thus considerable additional cost. When it came time to change over from the metal track and sail clips to the use of the sail's boltrope in a tunnel, the first solution was the use of an aluminum tube with a slot cut into and screwed to the mast and the second solution was simply to rout out two additional pieces of stock and glue them to the back of the round spar. The booms were built in similar fashion. In 1932 Arnold Meyer devised a new type spar that not only required considerably less labor time, the stock was less expensive, but it was also far superior aerodynamically to the round spar. This box section, built of 5 pieces, incorporated the tunnel into the basic structural design. The mast was so stayed and stepped as to allow it to swivel and thus become a part of the total flow pattern - mast and sail were integral. The first thing that happened, of course, was to put limitations on the amount of corner chamfering and taper on the tunnel portion. Also the depth of these "flat" spars was quickly limited to a fore and aft dimension of 6" overall as they were conceivably adding to the sail area. This type spar was first tested on a Class "C" boat in 1932 but then immediately the next year was used on the Palmer "E" boats. It was not until 1957 that the Johnson Boat Company finally left the round spar and went to the box design. Before going to the box, for a period of 3 or 4 years the Johnsons also experimented with various staying systems to allow the round mast, with protruding tunnel, to swivel. Most of these were very difficult to hold straight and the idea was abandoned. Johnson's standard method of staying their round spar for that period of over 30 years was the use of a full length upper shroud and a lower shroud at approximately the 2/3 point. No spreaders were used, but a forward jackstay with a 12" strut was used to limit the amount of fore and aft bending. While the rules stated that, "a mast could not be built with the intention of bending under the strain of sailing, and no special rigging to accomplish that purpose shall be permitted in any class (except Class "A"), it was, of course, claimed that the jackstay was "preventing" the mast from bending and therefore fully complied with the rule. However, the jackstay was sensibly fitted with a turnbuckle, and as you all know, a turnbuckle's purpose is to tighten or loosen a shroud or stay. On the winning boats the threads were always shiny and adequately oiled. Similarly, on the flat spar the two side jackstays prevented the mast from bending too much, such as breaking, but short of this the tightening or loosening of the jacks controlled the amount of bend to the skipper's desire. The flat spars needed no forward jackstay and had just two shrouds. All of the stays,

forestay, jacks, shrouds and backstays originated at the same point on the flat spar making for a very neat and simple arrangement. Finally, as labor and lumber kept getting more and more expensive, and the aluminum extrusions cheaper, the change from the flat (floating) wood spars to the flexible aluminum spars came in 1969 under the aegis of the NCESA. Regarding the stepping of spars, the early Jones & LaBorde boats had their spars stepped through the deck and resting on bracing above the keelson, similar to both the Class "A" and "C" boats of that time. If not from the very beginning, it was very close to the beginning that Johnson started to step the masts on the deck. All of the builders went to on deck stepped spars and it was all so natural at that time, that no rules were introduced to make it mandatory, it just seemed like the best way to do it. If a stay broke the mast just fell over, or broke, but at least the deck wasn't ripped up. For 30 years all went well until, under the urge of Harry Melges, Henry Harnischfeger of Pine Lake ordered a new boat with a relatively thin, flexible, round spar stepped through the deck with slot for blocking, very similar to a Star Class rig. Bill Perrigo, Sr. quickly followed in his Melges boat and Herman Nunnemacher did the same with a Johnson hull. These rigs proved extremely fast in heavy weather - just couldn't be touched by the flat spars in the real heavy going. A hue and cry went up that greater restrictions were needed! The Rules Committee went to work and ILYA restricted Class "E" to stepping all masts on the deck. Actually, these flexible wooden spars had better control of bending than do today's aluminum spars. When the aluminum (sinking) spars came in, great discussion ensued about again going through the deck, but the compromise was made because hulls would not have to be changed, all one had to do was to make provision for an additional chain plate for the second shroud and the aluminum spar replaced the flat, swiveling spar. The change came remarkably fast and easy. As of today, the only weakness in the aluminum rig is the flotation problem which is a worry to everyone.

Over the years changes in booms closely followed the development in masts. The class went to aluminum booms at the same time it went to aluminum masts. The first Class "E" booms were round, hollow and quite stiff. In the early 1930's when everyone was trying to get more sail area on the boat, Johnson went to a 6" deep, flat boom. This was immediately picked up by the other builders and they figured they were adding approximately 8 square feet of area for the wind to react against. A drawback to the flat boom was the fact that it was extremely rigid in its vertical axis so that sails had to be cut rather flat in the lower third because one couldn't trim anything out of them. In 1953 Mike Meyer went back to a round boom, fairly small in diameter, and solid, but much lighter than the flat booms. It was felt that the extra area to the wind of the flat boom could be more than made up by adding depth to the sail that could then be trimmed out in heavy going. A few of the innovative minded kippers followed this lead, but the builders did not change from the flat booms so it was never a widespread class move back to the round wooden boom, but when aluminum came in everyone went along with the oval extrusion now in use. These act similarly to Mike's flexible round one which he liked very much.

The cost of building the scow type hull with longitudinal trusses, steamed, bent oak ribs every 6" on center and each cedar plank an individually patterned shape, was constantly

rising and becoming more difficult to achieve, and good craftsmen were on the decline. Talk about these problems spurred some action. At the Inland Boat Company in 1939, Arnold Meyer built a plywood Class "C" boat, meeting all of the then current restrictions of the ILYA. The boat had straight, sloping sides with hard chine, a similar straight sloping bow and vertical transom. The deck was also plywood, the whole boat built on spruce frames approximately 30" apart. All other aspects of the "C" were similar to the current boats. The plywood boat sailed well and was extremely fast in light air. It looked like this might be a new direction for scow construction and during the winter of 1939-40 the ILYA set up construction scantlings for boats to be of plywood. Even the use of plywood for bilge-boards was being considered. However, with the clouds of World War II hovering ever closer the sport of sailing was grinding to a standstill and innovative minds turned to forced new directions. The planned all plywood "E" never got built.

At the end of 1945 and into 1946 competitive sailing came back to mind and talk resumed on plywood hulls, but by now the thoughts centered on molded plywood hulls layered up on the frames to form the compound curves. A few "C" and "D" Class boats were built in this fashion by private individuals, but none of the standard scow builders broke away from the rib and planking construction techniques which had served them so well for many years. The dreams of plywood hulls than melted away only to be revived again by Bob Pegel in 1975-76 when "Geugeon" glue was developed. At this time fibre-glass hulls were already in standard production and Bob was given no encouragement to produce a molded plywood Class "E" hull by either the ILYA nor the NCESA. One is simply left to say, "Plywood never made it!"

From the inception of the Class in 1923 until the immediate postwar years of 1946-47 working sails and lightsails were made of but one material - cotton fabric. Obviously there are many grades of cotton and with great variance of stability. Being very subject to changes in humidity in both the sailcloth, the stitching and the manila bolt ropes, the cotton sail was an ever changing mystery. Inasmuch as there was no substitute at that time everyone had the same problems to combat, so all was equal and the most successful sails (as may still be true today) came from the sailmaker who had the best control of his material. Long staple Egyptian cotton could be woven most tightly, was strongest and was least affected by humidity.

Ratsey & Laphorn at Cowes, England appeared to have a corner on the market. Occasionally, they would let a little of their very best stock slip over to the New York loft, but at that, the very best sails came from Cowes. The Pine Lake "E" boaters usually ordered these. From the late 1920's to the early 1950's Ratsey had the edge, especially for heavy weather sails. To help maintain cloth stability Ratsey would sew three folded seams with strong brown thread into the usual 28½" width cloth. The sails were quite distinguishable with what appeared to be seams every 7" apart! Other popular sailmakers in the early days from whom Inland sailors bought sails were Wilson & Silsby and Burrows, both East Coast sailmakers. Jimmy Jones of Jones & LaBorde Company favored the Wilson & Silsby sails during the late 1920's. In the Midwest the two most popular sailmakers for Class "E" during the 1930's and 1940's were Murphy & Nye Company of Chicago, owned and run by Harry Nye, Jr. a former champion scow sailor from Lake



*Example of a heavy weather Ratsey sail - note the narrow, sewn in panels for less distortion and greater strength. Also note relieved leech.*

Delavan, Wisconsin. The other was the Joys Brothers Company of Milwaukee where Arnold Meyer and later Mel Jones ran the loft. After the war, Ken Nelson of Chicago who had learned the trade from old man Murphy and had worked at Murphy & Nye, opened his own loft and soon after Bob Pegel joined him. Their sails were to be found on most of the winning boats from the mid 1950's through the 1960's. Meanwhile, Mel Jones left the Joy's Brothers loft and struck out on his own. He too, produced many winning sails for all of the Inland classes. Many of you will remember the super speed that Gordon Lindemann got out of X-9 in winning three NCESA Championships. This was done primarily, if not solely, with Mel Jones' sails. Bill Bentsen and Herman Nunnemacher were also devotees of Mel's and they were also super-fast. Every now and then someone would attempt a breakthrough with a new sailmaker and names like the following would appear at Inland Regattas: Hard Sails, Inc., Watts from the West Coast, Ulmer, Milgrim & Hopkins, the first computerized guys, etc., but these sails either were not sailed by the best sailors or the Companies just weren't as familiar with the idiosyncrasies of the "E" scow, especially one with a flat, swivelling spar, and they never developed a solid coterie of winners. Through the 1950's and 1960's another sailmaker whose early training at Marblehead made him one of the

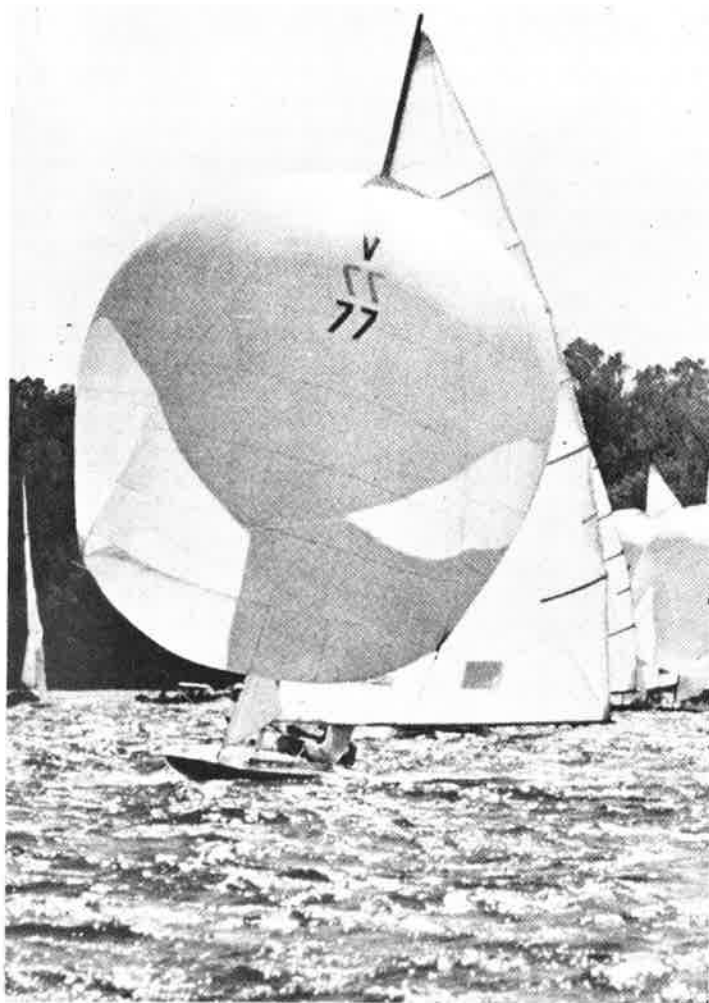




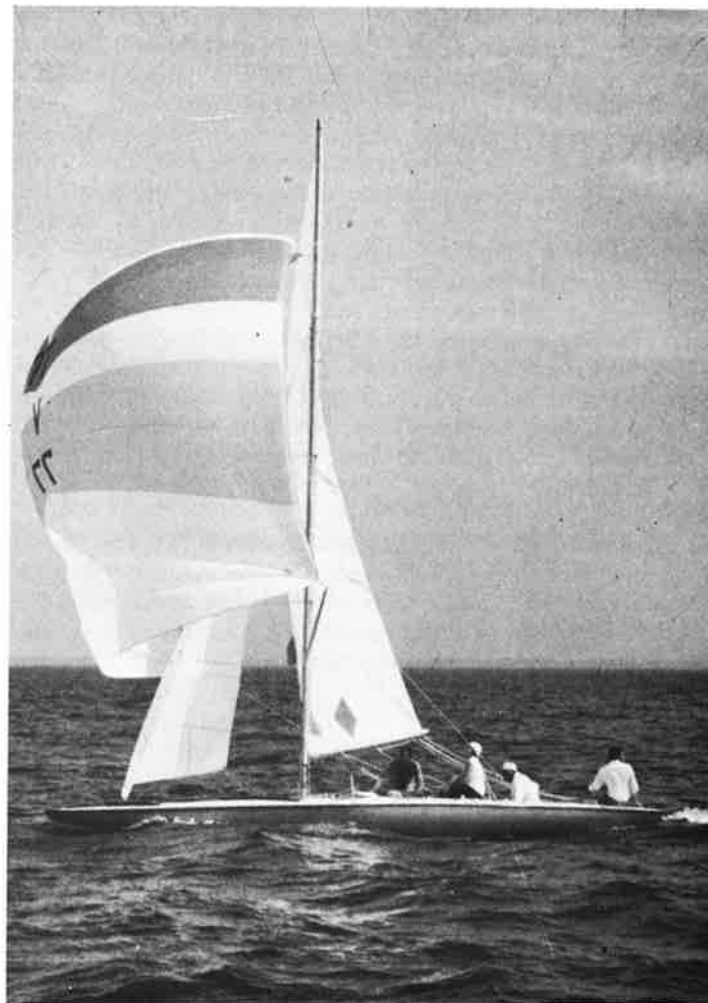
# Meet The Competition HEAD ON!

**MELGES SAILS**

INCORPORATED Zenda, Wis. 53195 414/248-6623



Perfect shot of the powers of a Roller chute.



Good example of the size and depth of the Torrey, Huntington & Shaw 'Chute at Winnebago in 1967.

very best craftsman in the business was Lincoln Foster. Lincoln set up his own loft in Oshkosh after the war and did a lot of work for Lake Michigan craft as well as for the scows. Lincoln turned out some excellent sails, but his greatest success in numbers found on the scows was his production of "Roller" chutes. The name came from a Mr. Elmer Roller, an engineer at Kimberly Clark Company in Neenah. Roller was sailing a "Y" boat at the time and developed the formula that resulted so successfully in the big, but fairly flat sail that was seen on 99% of the "E's" up until the radical change over came in the 1970's when the downwind iceboating technique proved fastest. Lincoln worked with, altered and improved upon Roller's original formula, and this change made them the really great 'chute they were. Another super powerful 'chute was produced by Torrey, Huntington & Shaw, it was a much different shape and much deeper than a Roller, but it made an "E" scow fly downwind. Hard Sails Inc. also produced a very powerful 'chute with broad, high shoulders that was also a winner. The Torrey 'chute was used mainly by the Easterners while quite a few Hards found their way to the Midwest, but Rollers were the dominant 'chute for about 20 years. Foster

also made particularly good heavy weather jibs.

Then, into the picture, and in a big way in the 1960's came the current big three in Class "E" sails, Bowers, Melges and North. Inasmuch as they are now contemporary and most skippers are using one or the other or all three, we will not discuss them herein, but Sam Merrick will cover them in his follow-up article in 1984. However, in this issue, Sam will cover the Easterner's viewpoint of whose sails were best and most used in the early days at Barnegat.

Regarding jibs over the past several decades I'd have to give honors to Mel Jones. He made excellent jibs for light, medium and heavy weather. They were not only powerful but seemed to be so for a reasonably long period of time and after a lot of hard use. During the 1950's and 1960's the author's favorite combination was a Jones jib, a Pegel (Nelson Company) main and a Roller 'chute.

Not much need be said about the old reachers, once you had a good one it would last ten years or better. The real secret was, how to fly it and when and when not to fly it. That was important. As a matter of fact, that was **the** most important thing about the reacher, that all important decision as to when **not** to fly it!

Going back a bit further on reachers, the Class went through an interesting phase early in the game before the length of spinnaker pole was set at 10' and height of hoist at 24'. There were two ways to go, the only limit was a spinnaker triangle of 120 square feet. If one used a 12' pole and a 20' hoist the spinnaker projected an additional 2' but in front of the jib and clearly caught more air, and being lower on the hoist did not tend to tip one over as much. It was clearly an advantage in heavy weather, while the higher hoist and shorter pole was an advantage in light air. Until the 10/24 clamp down came, some of the erstwhile skippers had one long pole and one short pole and 2 hoist positions. As it was impossible to patrol each boat during a race, to know whether he was being honest, and not using both high hoist and long pole, the clamp down came rather quickly, and the 10' pole and 24' hoist became fixed, unalterable restrictions.

In 1945, Colin Ratsey came west for the Inland Championships. He spoke about the new synthetic materials coming on the market. He believed that nylon would be better than cotton for spinnakers, but that it would be about 25% more costly. But within two years the sailmakers were trying nylon for working sails. Nylon proved to be too stretchy and was also quickly affected by the sun's ultraviolet rays, yellowed and became very stiff. It was clearly not the answer. Another new material was then on-hand called Orlon. This again was more expensive than nylon but also very superior. It had real lasting quality. And

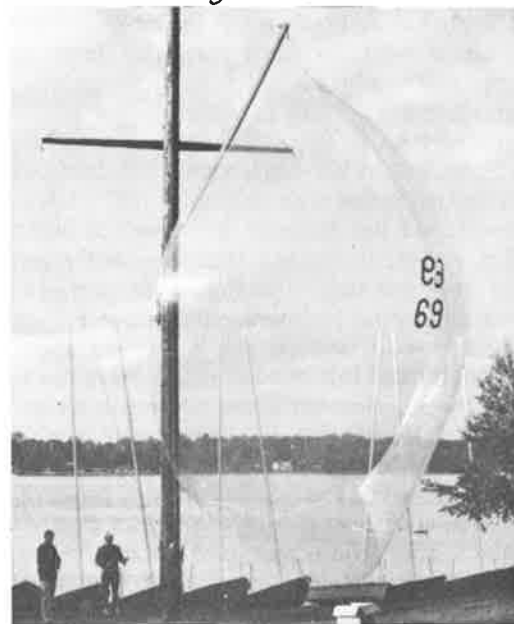
then in a couple more years along came Dacron, and here we are today more than 20 years later, and Dacron is our material. In the early sixties there was one more sail material that bears mentioning. Gordie Lindemann, always searching for ways to go faster and faster, decided to try an airtight film and made a number of sails out of transparent Mylar. Gordie had jibs, mains and even light-sails of Mylar. Because the film was completely airtight and practically no stretch they were very powerful and Gordie won many races with them. They had a number of interesting characteristics - one could trim the sail in to a certain definite point, to the cut of the sail, and then it would just stop, because the material had no stretch. No sewing was necessary, the seams were all taped. One needed no windows, the whole sail was a window. There were also several drawbacks. The material was quickly affected by ultraviolet rays and became hard like the early Nylon did. It rattled like hell during a comeabout. It was very difficult to put on and take off the spars, and the chute was so airtight one couldn't pack it into the cockpit, much less into a bag, box or side pocket - you punched it here and it came out there! But it was an interesting experiment. Several others also tried the Mylar - Mike Meyer had a suit for his 'E', as did Roy Mordaunt of White Bear, while Herman Nunnemacher, Arnold Meyer, Jr. and Art Stamm of Stamm Boat Works at Nagawicka had Mylars on their Class "A" Scows. Oh yes, the biggest weakness was when a tear would start, unlike woven cloth, the film would rip from leach to luff in one very speedy zapp, and you were all through racing.



*The all-window mylar sails at Neenah in 1950. Note standard method of carrying spinnaker pole on deck.*



*Gordon Lindemann measuring sail depth and contour*



*One of Gordie Lindemann's Mylar chutes.*



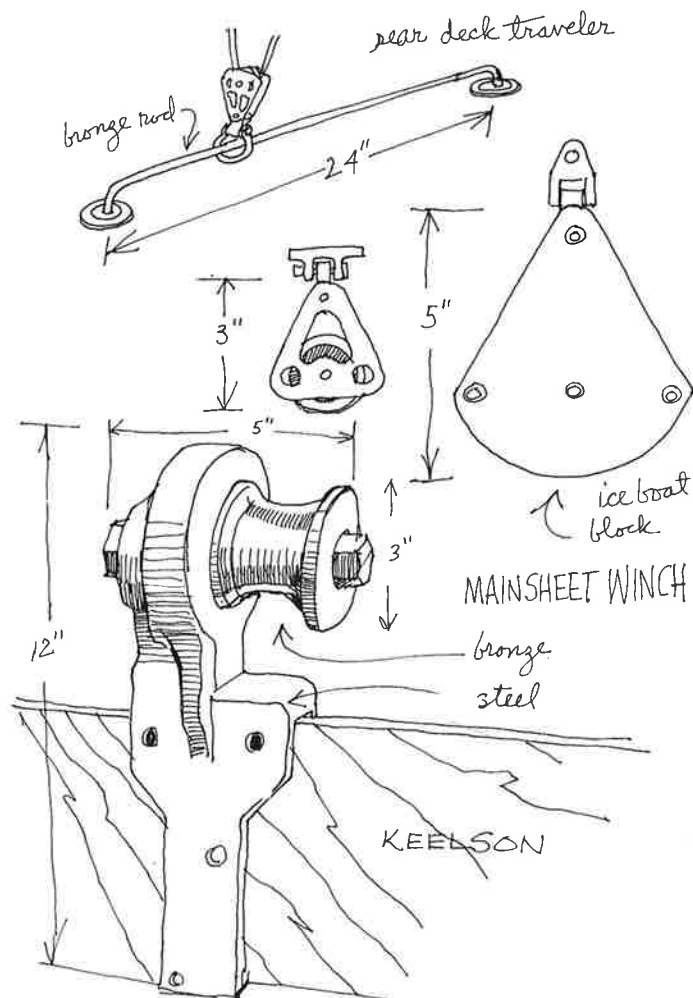
Throughout the years everyone, but everyone, was always trying to get more sail area on the boat within, and sometimes without, the restrictions. The long battens referred to above were introduced solely with the idea of being able to carry a larger and larger roach. Prior to 1957 there were no limitations on the depth of the sail, but that year the girth measurement restriction was put into effect and it did a remarkably good job in stabilizing the size of the sails and put an end to a lot of wild experiments.

Also in that year the rise of roller reefing booms was prohibited, but to the author's knowledge none had ever been tried. In the next year, 1958, the use of **any** device for shortening sail or other reefing gear was prohibited. It meant that no matter how hard the wind was blowing, one would be out there with a full 228 square feet of working sail aft the mast. As one was limited to the use of two mainsails only, in any regatta, one couldn't afford to have a sail that was unduly short on hoist or foot. To be competitive one had to have two full size mains and simply learn to control the boat with full sail area at work. The most successful use of a shortened sail was exhibited in 1939 at the ILYA Regatta at Minnetonka. In two very heavy weather races, the kind where the wind whistles through the rigging, Ralph Wyer of Minnetonka used a flat "C" boat mainsail on his "E" and this shortened sail, plus his very excellent helmsmanship, gave him the Regatta Championship. I do not believe, however, that that could happen today the way the boats are set up.

In 55 years of development it's pretty hard to write meaningfully about changes in boat hardware. One just knows that tremendous strides have been made. Each year some new piece of hardware arrives on the scene - improvements here and improvements there are constantly changing. To the author's knowledge perhaps the most ludicrous piece of marine (?) hardware appeared on the 1927 Jones & LaBorde boats. It was toward the end of Jimmy Jones' career and possibly his funds as well. In those days we did not use an adjustable downhaul (gizmo, twang, barber hauler) on the afterguy as is done today. That is a fairly recent (1950's) development. In its stead one had a hook riveted to the forward shroud chainplate. In the case of Johnson Boat Works this was a very well shaped, strong cast bronze hook under which one placed the afterguy (outhaul) to keep the pole from going skyward when it was well forward on a reach. Well, in place of a real article such as the Johnson's cast from their own hand made pattern, Jimmy Jones had the temerity of going down to the local hardware (household) store and picking up a few window screen fasteners! These consisted of a thin, stamped galvanized iron affair with a central hole for screwing into the wooden screen frame. And this was then just riveted to the chainplate. Well, they lasted until the first good wind and then on the first reach with reacher set - zapp - twang and pieces of metal flew high above the spar into the briny. What a solution! Other than this weird decision, most of the hardware on the "E's" has always been quite consistently good. Johnson's hardware in the past, mostly made by them in cast bronze and cast aluminum always worked well, was adequately strong, if not over-designed, and was pleasurable to handle. Jones & LaBorde hardware, by contrast, was poorly designed, difficult to use and insecure. Palmer and then later, the Melges hardware was always lighter, less husky and always finished to greater aesthetic perfection than was Johnson's. However, trying always to stay lighter, the Palmer/Melges hardware was subject to more failures

more easily than Johnson's - and, as somebody's law says, it always broke at the most critical time. Now, in the most recent years, both major builders are mainly using hardware designed and produced by marine hardware specialists, one of the greatest of which, is right here in Scow Country's midst, the Haarken Boys' Shop.

And that reminds me of "blocks". The early boats had main sheet sheaves of  $1\frac{1}{2}$ " diameter of bronze or aluminum, with a hole and rivet through the cheeks, period. Not only this, but there were but two travelers on the aft deck each with single block spaced about 24" apart. The sheet was tied to end of the boom, then down at 45 degrees to the aft traveler block, up again at 45 degrees to a boom block, down at 45 degrees to the forward traveler block, back up to the boom at 45 degrees again to another boom block about over the skippers head, then forward another 3' and down to a snatch block or winch in the bottom of the cockpit. (See Ted Brennan's sketch of the mighty winch). The main trouble with this rig was the inefficiency of the block and traveler placement, yet both builders continued this design for many years. The first change from this standard came in 1952 when the author knew he was not going to have a separate mainsheet man, and knowing he was going to hold it himself, he installed 3" diameter iceboat sheaves, changed the traveler and block locations to obtain about an 80 degree efficiency. Now, of course, many skippers have gone to multi-sheave blocks, with ball or roller bearings which really give the efficiency needed for the skipper's trimming of today's powerful rig.

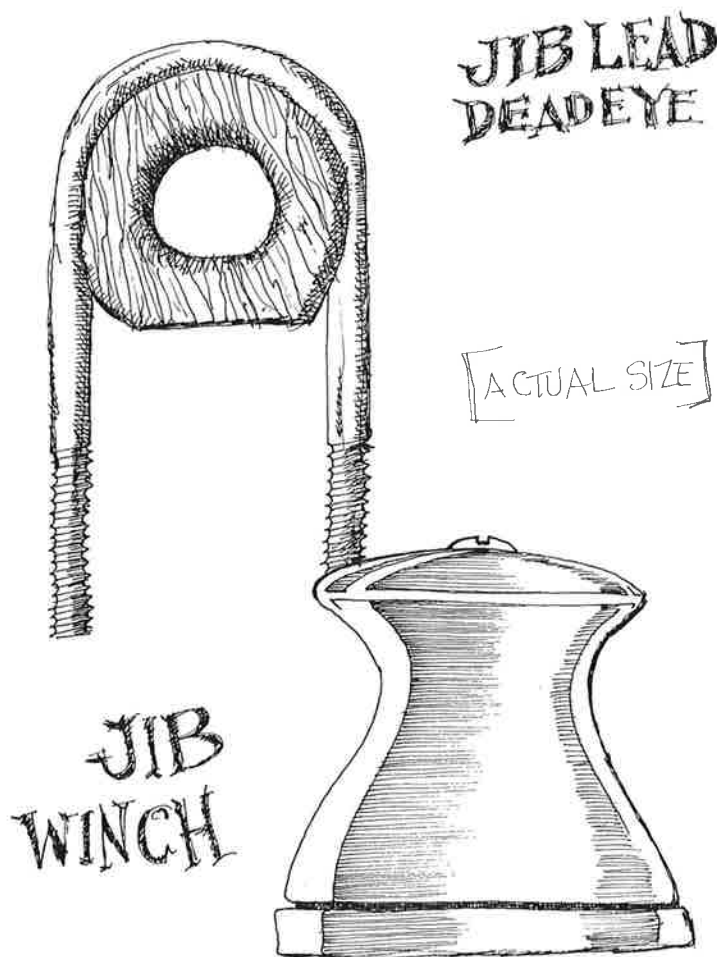




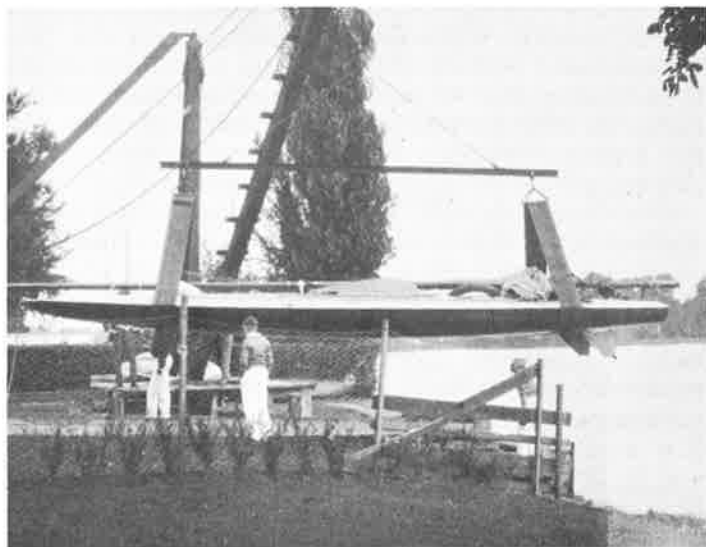
Sam Merrick's 1939 Johnson. Note club jib, track on mast and booms, reef points, spinnaker on deck ready for downwind start. Also note beefy mainsheet man and inefficient block and traveller arrangement.

Jib trimming in the past was also a rather primitive concept of mechanical advantage. During the entire period of club footed jibs, from 1923 to about 1953, or for 30 years, there was always the jib traveler set about 18" ahead of the spar. Originally the jib sheet was tied to the aft end of the spar. Originally the jib sheet was tied to the aft end of the jib boom (club) then down to a block on the traveler, again at about 45 degrees, back up through a boom block, forward along the boom to a block at the jib tack attachment at the deck and then back through a deadeye in the deck opposite the spar and about a foot athwartships. That's all folks! But then, the jibs were smaller. In the 1940's this was improved upon by 50% by having a becketed block on the traveler, then going up vertically to a boom block, down again to the traveler block, then back up to the boom and forward, etc. It wasn't until about 1947-48 that the first small (1½" diameter) winches came in to replace the old lignum vitae deadeyes. When loose footed jibs were developed the double lead came in, one to port and one to starboard, and the leads ceased going forward and then back again. When old Stingray first changed over from club to loose foot, the powerful Orlon jib was trimmed with a single direct lead from the clew of the jib down to a deck block and across the cockpit to a small centrally located winch just behind the mast. This was very simple and quick trimming, but one has to pay for such efficiencies. Jib man Norton Biersach's arms were 3" longer at the end of the season!

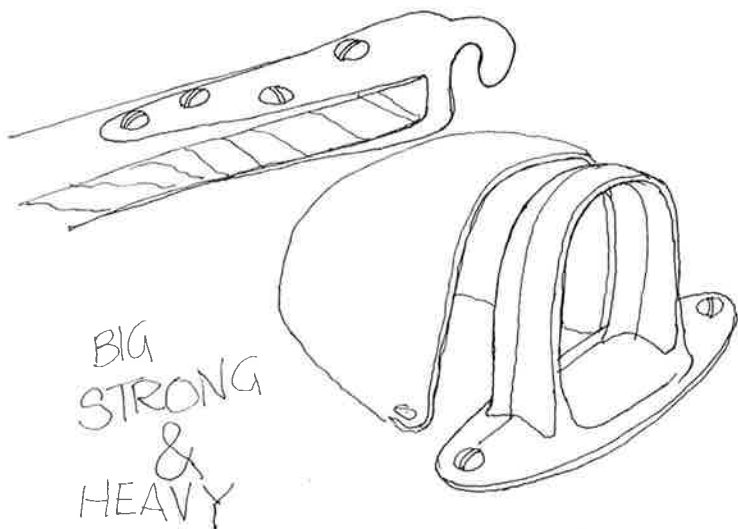
Speaking of the comforts the jib man enjoys in his advantageous forward position, after all he does have compensations, he is in the best position to watch the race (and too often does) and he always beats the skipper across the finish line doesn't he? The one thing that really got him, especially if he was a nootch too slow, was the ever present bilge-board and its further upward protruding horn. It took quite a goodly number of years to ease the jib man's



problem. Most credit for this certainly has to go to Harry Melges and Buddy, who consistently tried to lower the board flush with the deck, cut down on the length of the horn, etc. The board, when fully raised, use to project about 4' - 5' above the deck. This great knife was certainly an unwelcome edge to cut into the back of one's legs. As this situation improved from year to year the Johnsons came up with their version and finally had the board fully enclosed beneath the deck. The main problem with this solution was the fact that if the board got stuck there was no way to manually move it from topside. Also one never knew if the board was down to the exact setting you wanted. Both companies have now resolved this problem and all forward crew members live a happier life with much smoother calves, shanks and shins.

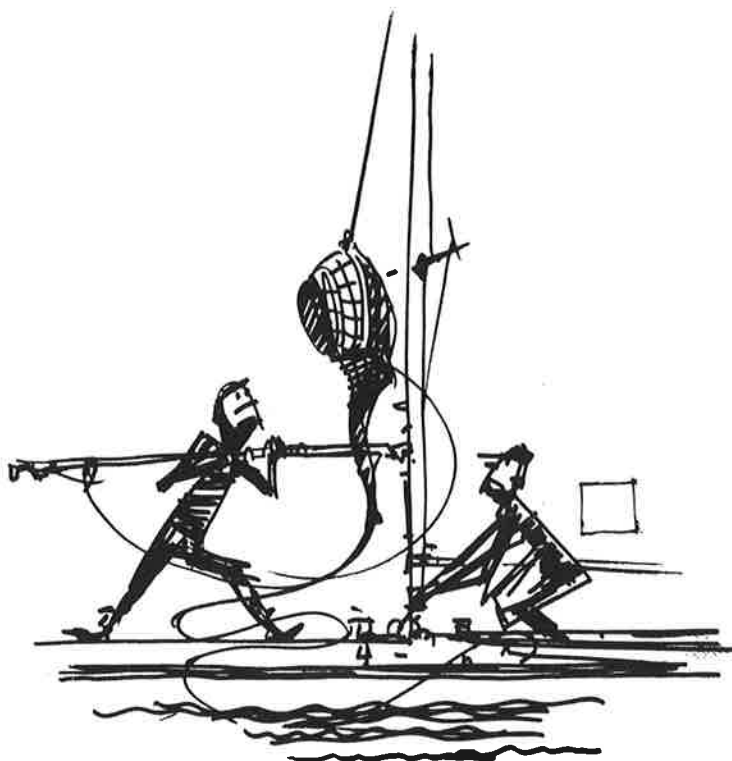


*A 1927 Palmer at Keenah. Note weedless rudders, extent of raised bilgeboard projecting above deck, deep belly and soft bilges - no lifting bridles in those days but plenty of white duck pants.*



Handrails have had a varying career. A Johnson boat was always recognizable by the handsome all-mahogany handrails extending from bow to stern - actually from tillers to forestay. Carrying them forward was a practical necessity because spinnakers were always set from the bow. The spinnaker man with arms around the sail would run forward to the bow, guided by the handrails.

The clew was attached (usually!) to the sail and packed on top, he threw the clew over the lee side for No. 2 man to grab out of the water. He then snapped the head onto the halyard which was kept forward attached to the forestay and would shout, "hoist". He then picked up the forward end of the spinnaker pole from its station on deck, (one on port and one on starboard) snap the tack of the sail onto the pole, turn aft and picking up the pole, set the hook into the eye on the mast. Yes, it worked, but not nearly as well as our system of today. And when a big sea was rolling that spinnaker man was sometimes up to his waist in solid water - especially on Winnebago. There are many funny incidents in connection with this operation. There are guys who have been known to run right off the bow of the boat, they forgot to stop at the forestay! Then there's the guy who runs up, tosses the clew overboard and the boat sails blithely by it - for he has forgotten to attach it to the sail! And then there's the guy who has gotten the clew overboard ok, has snapped the halyard on smartly and shouts, "hoist", and while it is going up finds that his foot is inextricably wound up in the sail itself, and while his leg is going up in the air, he falls down, knocking the loose pole overboard. The skipper's station is excellent for viewing these acrobatics and he, of course, remains collectedly calm, except, of course, when he had to lean out frantically to grab the pole from the water. From those beautiful long wooden rails we have now progressed to no rails at all, save a couple of depressed deck hand grips.





You may wonder just how many boat builders have tried their hand at building a Class "E" Scow? I shall try to list them, but please don't hold me to all-inclusive accuracy.

#### 1923-29

Amundsen Boat Company	?
White Bear Lake, MN	
Johnson Boat Works	John O. Johnson
White Bear Lake, MN	
Jones & LaBorde Company	James Jones
Oshkosh, WI	
Palmer Boat Company	Charles Palmer
Fontana, WI	

#### 1930-39

Inland Boat Company	Charles Edward
Oconomowoc, WI	Arnold Meyer
Jewell Boat Company	Walter Beauvais
Williams Bay, WI	
Johnson Boat Works	Johnson Family
White Bear Lake, MN	
Lake Geneva Boat Company	Ernst Schmidt
Lake Geneva, WI	Oscar Nystrom
Palmer Boat Company	Walter Beauvais
Fontana, WI	Harry Melges

#### 1940-49

Inland Boat Company	Charles Edwards
Oconomowoc, WI	Arnold Meyer
Johnson Boat Works	Johnson Family
White Bear Lake, MN	
Melges Boat Company	Harry Melges, Sr.
Zenda, WI	
Palmer Boat Company	Robert Schieble
Fontana, WI	

#### 1950-59

Bay Boat Company	Don Harring
Sharon, WI	Dick Swanson
Melges Boat Works	Harry & Buddy Melges
Zenda, WI	
Stamm Boat Company	Arthur Stamm
Delafield, WI	
(Fibre-Glass)	

#### 1960-69

Johnson Boat Works	Johnson Family
White Bear Lake, MN	
MacNeil Boat Company	Charles W. MacNeil
Green Lake, WI	
(Fibre-Glass)	
Melges Boat Works	Harry & Buddy Melges
Zenda, WI	

#### 1970-78

Johnson Boat Works	Johnson Family
White Bear Lake, MN	
(Wood & Fibre-Glass)	
Melges Boat Works	Harry & Buddy Melges
Zenda, WI	
(Wood & Fibre-Glass)	

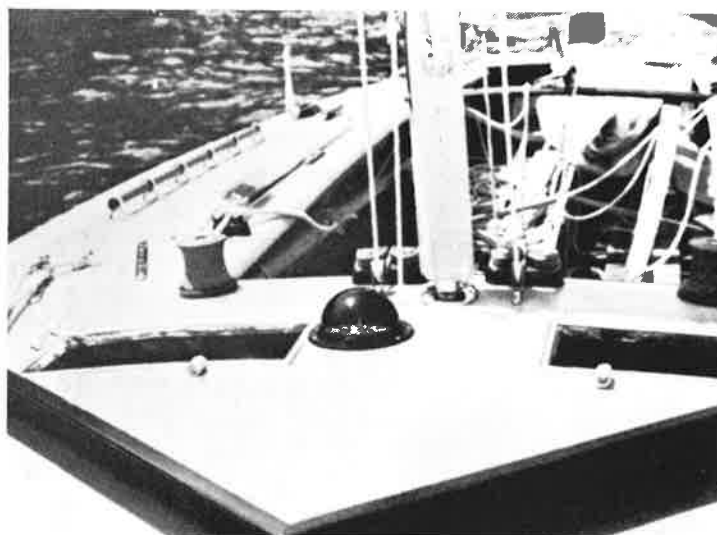
In the above listing I may be wrong about the Amundson Boat Company. If they built any at all it would have been just in the first two or three years. I seem to recall that Johnny Johnson said Amundson tried a few and perhaps they just stayed on White Bear as none were ever seen at a Regatta.

A most important person in the building of "E" Scows that certainly bears mentioning herein is the person, Oscar Nystrom. Oscar Nystrom was trained at White Bear Lake, having worked for both Johnson and Amundsen. He was a master craftsman in the highest sense and had a very superior eye for forming a boat in the very right way. He really knew instinctively how to proportion wood - from keelson, to trusses, to board boxes, and to the fairing of all the curves. On top of his great skill as a craftsman he was also a very superior person, and he is perhaps the only one who worked for all the major scow builders. Oscar Nystrom was in demand. When Ernst Schmidt founded the Lake Geneva Boat Company, the first thing he did was to hire Nystrom away from White Bear. Oscar came down and laid out an "E" boat from the ground up - and I would say all by eye. It turned out to be a beautiful and a very fast hull, and obviously, the craftsmanship was exquisite.

For reasons financial the boat company wasn't able to continue in the scow building business for more than a few years and Oscar was swooped up by the Palmer Boat Company where he stayed until Harry Melges broke away from Palmer to start his own boat works at Zenda. Under Harry's smooth persuasion Oscar happily went along and became the superintendent at the new boat works. Many of you think the "Wizard of Zenda" is Buddy, but he'll be the first to admit that while Oscar was active in the shop, he was the Wizard of Zenda, just as he had been the Wizard of Fontana and the Wizard of White Bear. His was an invaluable contribution to the development of the successful Class "E" Scow. It is probably a good thing that Oscar passed away when he did for he would have hated fibre-glass boats. He was too great a craftsman to mess around with glass cloth and goop!

In closing this overly long mythology (Sam asked for it!) I've got to relate to you some of the innovations that occurred along this 55 year path. These won't be in chronological order necessarily because sometimes things recurred after a several or ten year lapse. The reasonably loose rules, allowing for some development, meant a lot of design fun for the innovative mind. Geographic-wise there was less innovation on the Minnesota lakes than on the Wisconsin lakes, and similarly, from what I can gather, 1200 miles, there was less innovation in the east than in the midwest. At Little Egg Harbor, in the 1960's, Charles Dore, an attorney with an engineering bent came up with all sorts of ideas to skirt and sometimes exceed the intent of the rules. He took maximum advantage of deck crown to get the peak as high as possible. His greatest success was the use of a very thin, whippy spar that even required a preventer stay being snapped onto it when the spinnaker pole was set. It could not take the aft pressure load without the preventer. This was a fast rig and a real departure for the easterners. In one of the NCESA regattas at Lake Geneva both Cliff Campbell and Ed O'Malley show up with similar rigs. In heavy weather they literally blew by the fleet they were so fast. Other than this, and I don't mean to be slighting anyone, the easterners sailed their boats pretty much as they had been delivered (and I hope this statement will cause all sorts of reaction to bring to light additional things not too well known). In the north country the situation was

rather similar. Not much was done to the boats by the skippers, except to sail them well, and by that I mean damned well! Other than the long batten experimentation in trying to hold out maximum unmeasured girth, little innovation came about (except at Johnson Boat Works) until the era of the Minnetonka group consisting of Stuart Wells, Brad Robinson, Chuck Gorgen, et al., when they decided to make a better, faster boat out of the Class "D" cross-breed. Their enthusiasm and experience here carried over into their "E's". Brad Robinson's single rudder experiment was worth the trip, but it couldn't out-perform the empirically successful double rudders. Brad's excursion into thinking through improved hardware and then producing this beautiful metalwork certainly had a great affect on getting the commercial builders to think more carefully about what they were putting on their standard boats. Brad's work was very influential in bettering the sailing qualities of our boats. Stu Wells' innovations seemed to center primarily around cockpit and deck improvement, how to accomplish tasks most efficiently - meaning hardware placement, deck contouring, etc. And was it Stuart who used a fish pole parallel to the boom and then sweeping upward from the clew in a great loop to act as a spring for holding out the leach? Or was that before his time? The Johnsons of course, had many innovations, such as the adjustable clew board to loosen leach with a crank mechanism, roller bearings on swiveling spar steps, the pointed bow boats, the very square bowed boats with almost straight waterline and upturned corners at the bow (DeCoster Bros.), etc. and the Melges's contributions including Buddy's cross-breeding the best of the Olympic class trimming and hardware systems with the E are legion.



*Bill Bentsen's 1964 "Santana" with cloth-lined wells for chute and reacher, small cams for holding sheet and halyard, flush-mounted compass and two jib winches.*

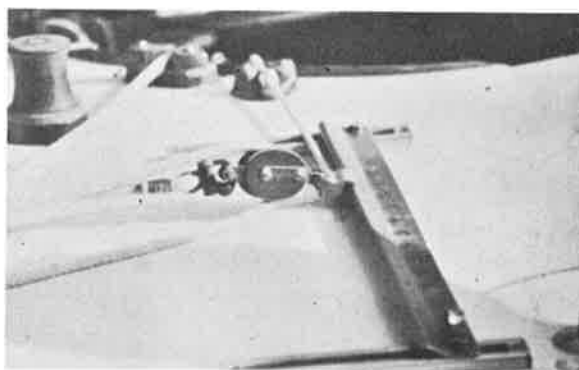
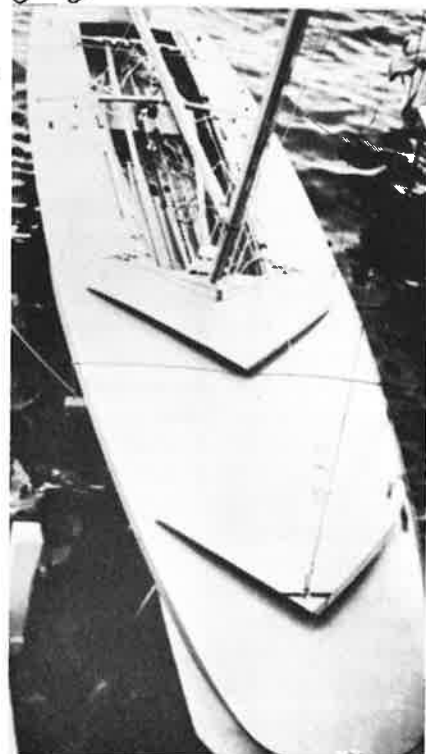


*Bob Pegel's jib winch*



*Stu Wells functional array with depressed jib trim tracks circa 1968.*

*The Pegel's 1965 "Frozen Asset" sporting mid-ship "horse", two spinnaker winches, two splash boards and four horseshoes on tiller bar.*



*Innovator Brad Robinson showing the REPORTER how he complicated jib leads and stuck most other systems below deck in 1965.*

But here in this article we are trying to point out the Corinthian innovators who altered the purchased product. Pine Lake and Pewaukee produced a fair share of weirdos. Bill Kyle perhaps topped all others in the boat he put together just after the war. The beautiful machined hardware custom produced to Bills' designs was absolutely magnificent. Board boxes were tapered to compensate for leeway, and with the flick of a finger the transom mounted rudders could be raised or lowered for minimum drag. These were fun to see popping into the water, then as the tack got underway the weather rudder would suddenly pop up. Engineering-wise they worked like a charm but sometimes human error came into play. For instance, as one came into the leeward mark and a jibe was called for - it was awfully important to remember to flick the windward rudder down before the jibe or else . . . , and you know how much else is occurring simultaneously under these circumstances. Then there was Herman Nunnemacher who arrived at an ILYA Championship with a permanent backstay and boomkin. Well, they threw him out because the hull (boomkin attached to transom) was over the legal length. And then Herman was disqualified another time when all of a sudden his wife is riding well out in a trapeze. You just couldn't keep Herman down - at one point he had the life jackets filled with lead pellets! One loses good crew members that way. And later on Pine Lake, Tom Norris cut a crude hole in his front deck for lightsail stowage and jib man cockpit. Then Gordie Lindemann came along with his famous bottom washer. Gordie rigged up small tubes across the bow through the planking just below the rub rail. These tubes were connected to a reservoir back near the cockpit with a pump connected to it. At opportune moments he would pump out detergent to help slip the boat through the water just that much faster. His boat always stayed nice and clean and you could track him by the foaming bubbles. Gordie was one of the leaders, if not ~~the~~ leader in keeping the boat light. He would take off every little piece of metal or whatever, unless it was absolutely mandatory to sailing the boat. He was probably the first to take off the rub rail,

to take the canvas off the deck and to take out the floor boards. He was a fanatic at boat-weight consciousness, and this finally led to the need for establishing a minimum boat weight in the rules. At first just hulls were weighed in with an 825 lb. minimum. It was soon seen that mast, boom and standing rigging also had to be included and along came the present 965 lb. minimum figure. Gordie had many, many more successful innovations - far too many for me to remember all.

A few miles to the south at Lake Nagawicka, Art Stamm, the boat builder, was working almost exclusively in fibre-glass in the 1950's. Art decided to build some "E's". He remodeled a "C" boat mold and added on another 8' and decided to revert to a pointed bow. The boat showed speed under some circumstances, went through Winnebago waves with ease and steadiness, but Art never got enough of them out on the market to obtain a supply of good skippers at their helms.

Meanwhile, over at Pewaukee, Mike Meyer kept fooling around with a number of items. Mike picked up Tom Norris' front cockpit idea and developed a real working station out of it which many of you have seen in operation. Gordie Lindemann had been sailing his jib man ahead of the spar giving the boat a slight nose-down attitude. The difficulty of the jib man to move around the spar, back into the cockpit and out again, etc. was not efficient. Mike believed that with the front cockpit the jib man would be far more efficient, weight in the same place, and the front of the main cockpit would be less congested area in which the 2nd and 3rd crewpersons could operate. It was a correct assumption and that boat with the front cockpit could outtack any competitor. A real blooper came just prior to the adoption of girth measurements. Again, to get that extra square footage up into the mainsail, Mike tried a "scalloped" roach. The intermediate battens held out their own little additional roach between the main battens. 'nuff said, see photo. After the spinnaker poles came off the foredeck Mike developed a pole sock extending back from the front cockpit into the bilge along the main cockpit.



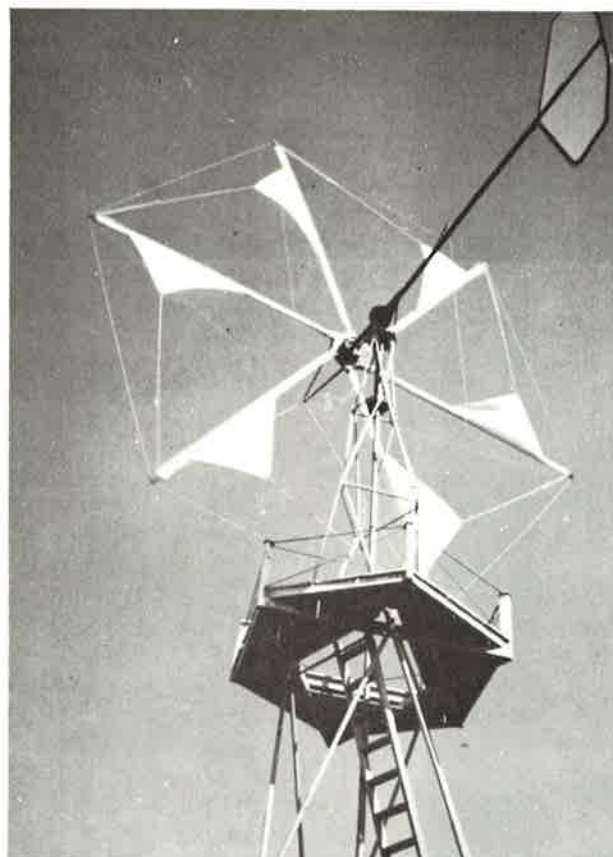
Mike Meyer's thin round wooden boom. Note continuous handrails, temporary splashboards, spinnaker pole sockets, amount of board projection above deck - and skipper bailing!





*The author in the year he started competitive sailing as jib-man to big brother Arnold Meyer Jr., 1919.*

This meant that the spinnaker pole was never cluttering things up in the main cockpit. When he left the front cockpit design the pole sock idea was retained and simply moved into the sides of the main cockpit as is current practice today. There were many other little things too numerous to mention so perhaps it is a very good time to stop. Furthermore, I promised this story to Ted Brennan by the end of the week. It is now Friday at 4:55 p.m. which means I've been taking regular working hours to finally bring this to a conclusion. But not quite, I must add that a lot of fun has been taken out of the Class "E" with all of the tightening up on scantlings and the attempts at one-design. There are those skippers who thrive on a little leeway in the rules so that their minds can be at work changing, designing new features, improving function, increasing speed through devices and designs, etc. Just a plea — give the creative guy some room!



*North sails on a Hans Meyer windmill at WINDWORKS. The ample platform suggests they are not automatic roller reefing.*

### Apologia

In putting this legend together I know I have missed many things that happened along the route the "E" Scow took in its development to date. Also, I have missed people who were important in making changes. I hope you all forgive me for these omissions. Perhaps as you read this things will occur to you that I have forgotten to include. I hope there will be reactions to this story and that you will write in to the Reporter and relate incidents, innovations, make corrections if I am wrong on anything, etc. Please do respond, and what you say will be published and will all add to a better history.

Maynard Meyer  
3 July 1978



*The two current builders of Class "E" Scows.*



*The Author and Editor and their better-halves.*

# FIBERGLASS CLASS E - 1978



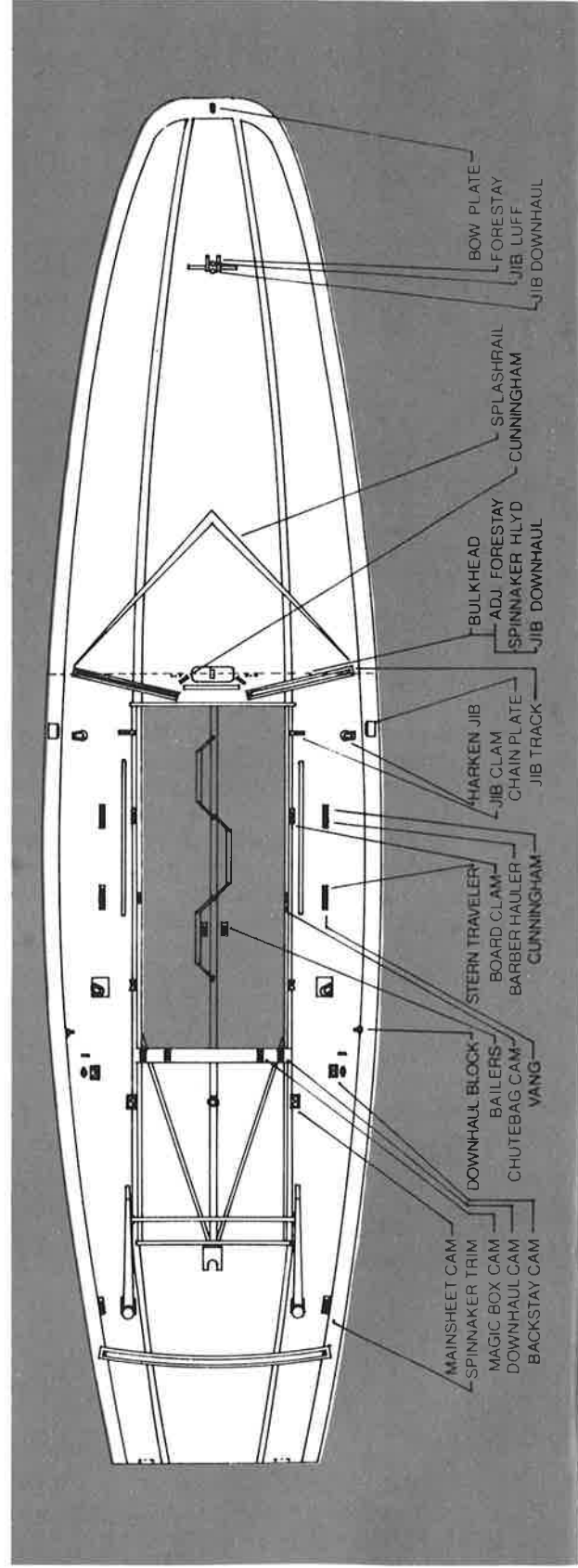
SKIP JOHNSON

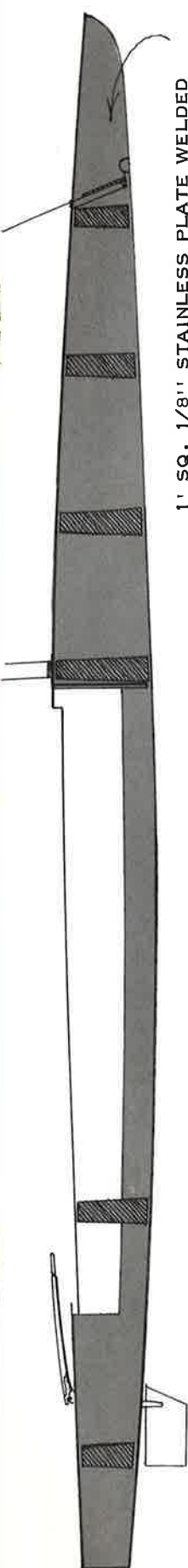
PRESIDENT  
JOHNSON BOAT WORKS

## THE JOHNSON BOAT WORKS SOLUTION

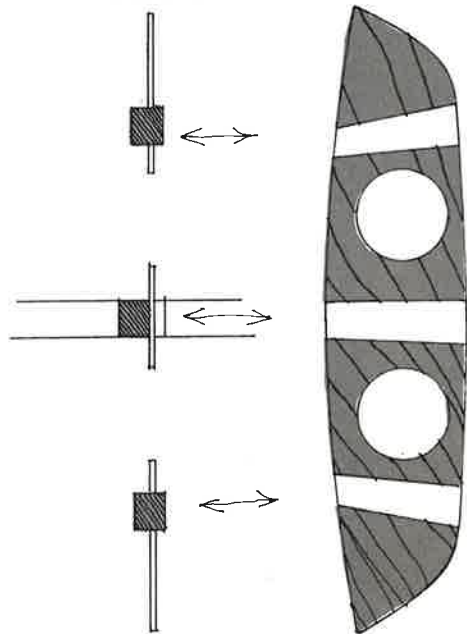
Johnson Boat Works selected the use of a sandwich panel construction throughout consisting of an Airex foam core between two fiberglass and gel coat skins. The basic stiffening and deck support is accomplished by longitudinal backbone and "pylon" support members of Airex and Fiberglass to which deck (of same construction) is fastened. A key feature of the 1978 E is a full reinforced bulkhead located at a cross section directly under the mast step. Because the bulkhead prevents this

cross section from distorting, it prohibits the bow from flexing longitudinally, and the hull from flexing torsionally. In developing our 1978 E we consulted with a structural aeronautical engineer concerning the internal design of the boat and possible improvements. He was in total agreement with our current design and felt that it had optimum inherent strength, making any further bracing useless. The Airex foam provides flotation and does not absorb water.





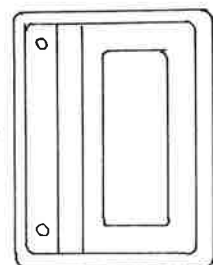
1' SQ. 1/8" STAINLESS PLATE WELDED ON BOTTOM OF FORESTAY.



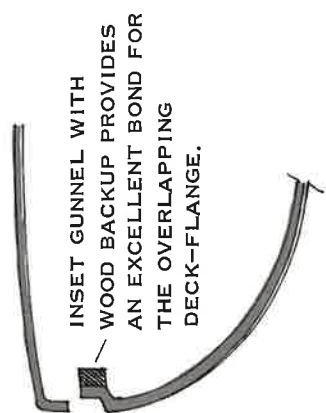
FULL HEIGHT BACKBONE IN CONJUNCTION WITH A SERIES OF VERTICAL SUPPORTS PROVIDE EXCELLENT LONG STIFFENERS.



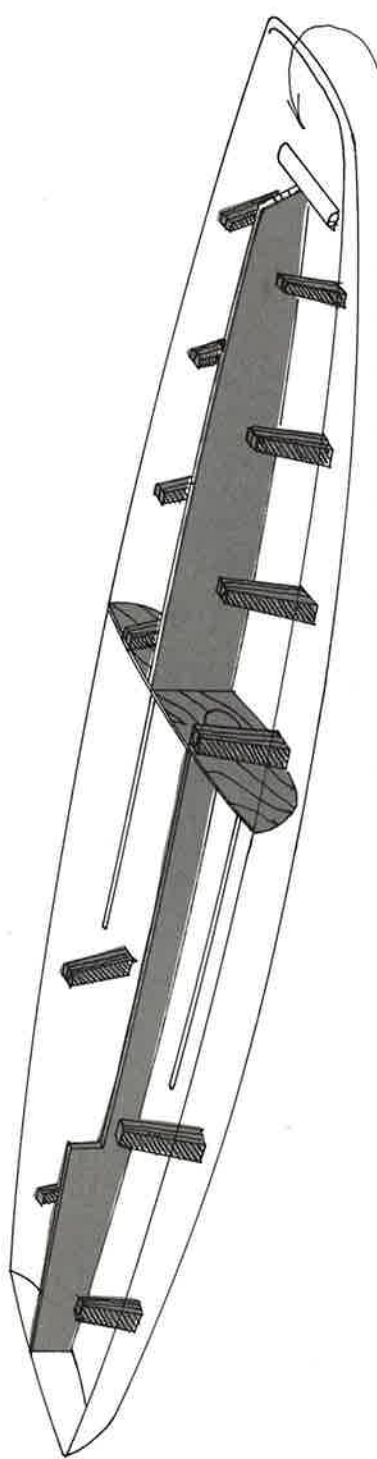
TRANSOM BAILERS CONTROLLED FROM COCKPIT PROVIDE DRAINS FOR HEAVY SEAS AND THAT RARE CAPSIZE.



12" INSPECTION PORTS ENABLE YOU TO CLOSE OFF BOW SECTION FOR THOSE WILD HEAVY AIR RACES.



INSET GUNNEL WITH WOOD BACKUP PROVIDES AN EXCELLENT BOND FOR THE OVERLAPPING DECK-FLANGE.



FORESTAY PLATE IS GLASSED TO BOTTOM OF HULL AND OVERLAID WITH A HALF-ROUND TUBE OF FIBERGLASS.



# FIBERGLASS CLASS E - 1978

## THE MELGES BOAT WORKS SOLUTION

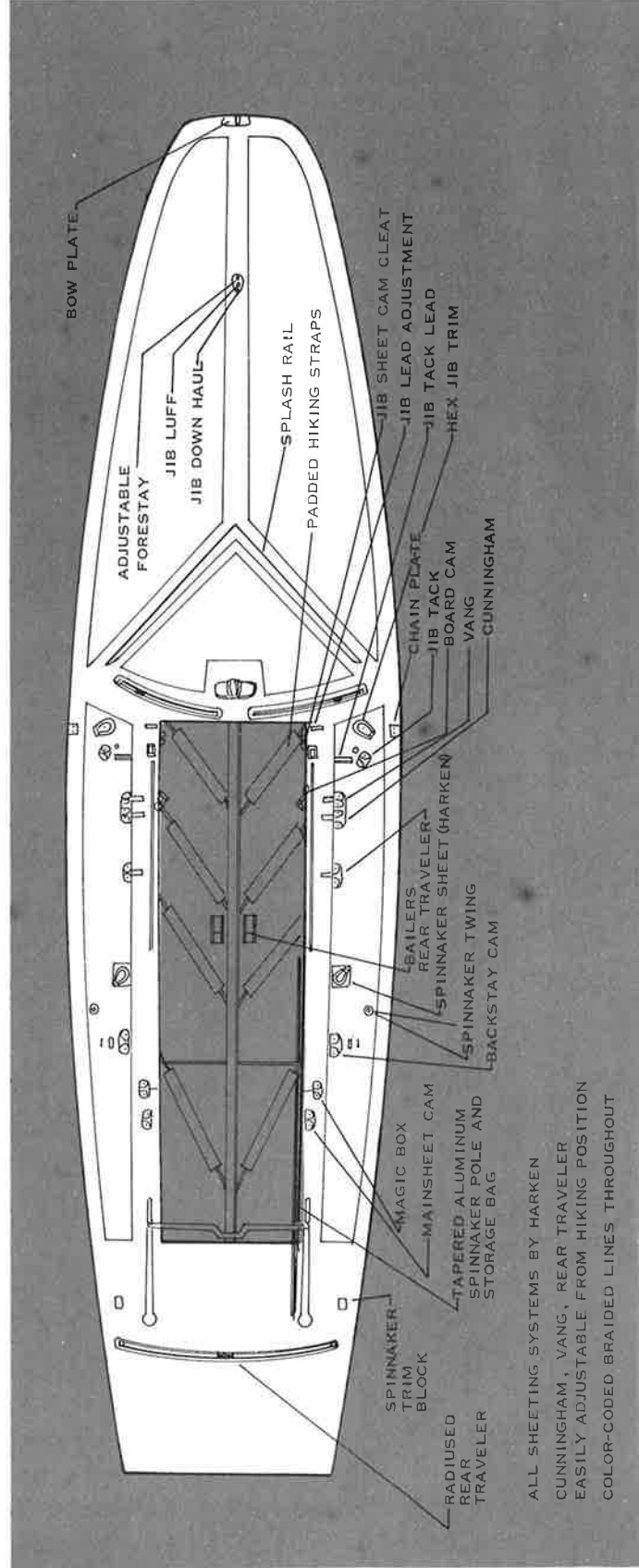
Last year's extensive testing program resulted in a secondary structural system that ensures hull stiffness and foretriangle rigidity. This system was designed using a strut and stay theory familiar to us all from mast jack stays, ice boat bob stays and alike. This was accomplished with a combination of aluminum struts to inhibit movement in compression and corresponding shrouds to restrict flexing in tension. Simply put, compression working in conjunction with tension restricts hull flex. Flex leads to fatigue so consequently the less

flex the longer a hull will retain it's rigidity. The strut system is the heart of the Melges 1978 E Boat. Its most important benefit to the racing sailor is increased hull longevity.

Coupled with the new interior hull design is a functional deck layout which allows sail adjustments to be made from hiking position. Each control line is lead to the proper location and set up with the correct amount of mechanical advantage to perform its task.

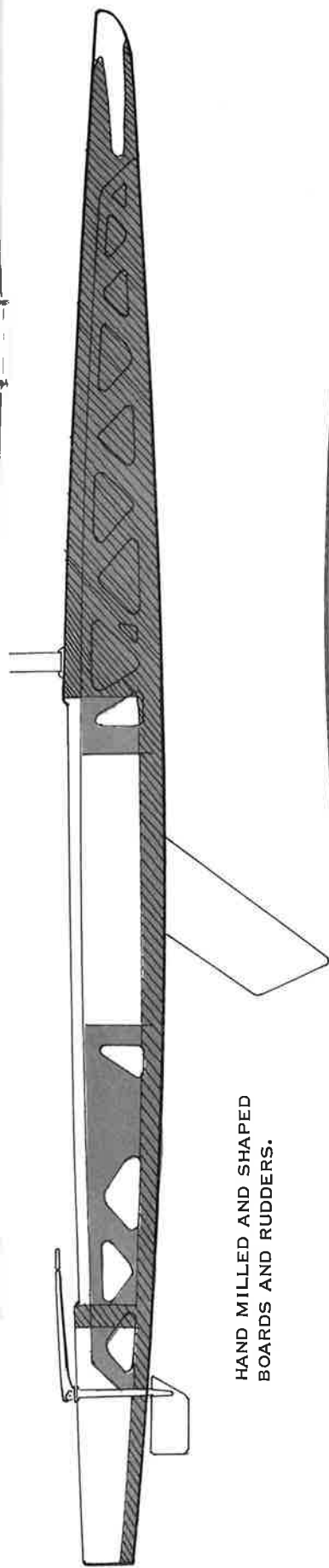


BUD MELGES  
PRESIDENT  
MELGES BOAT WORKS  
AND MELGES SAILS



ALL SHEETING SYSTEMS BY HARKEN  
CUNNINGHAM, VANG, REAR TRAVELER  
EASILY ADJUSTABLE FROM HIKING POSITION  
COLOR-CODED BRAIDED LINES THROUGHOUT

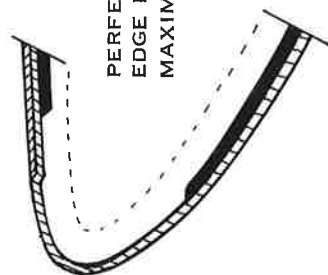




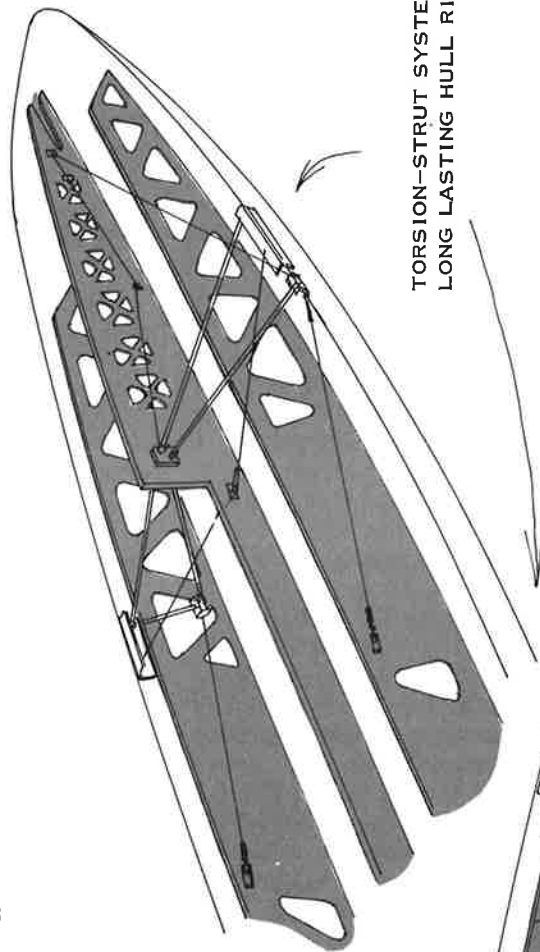
HAND MILLED AND SHAPED  
BOARDS AND RUDDERS.



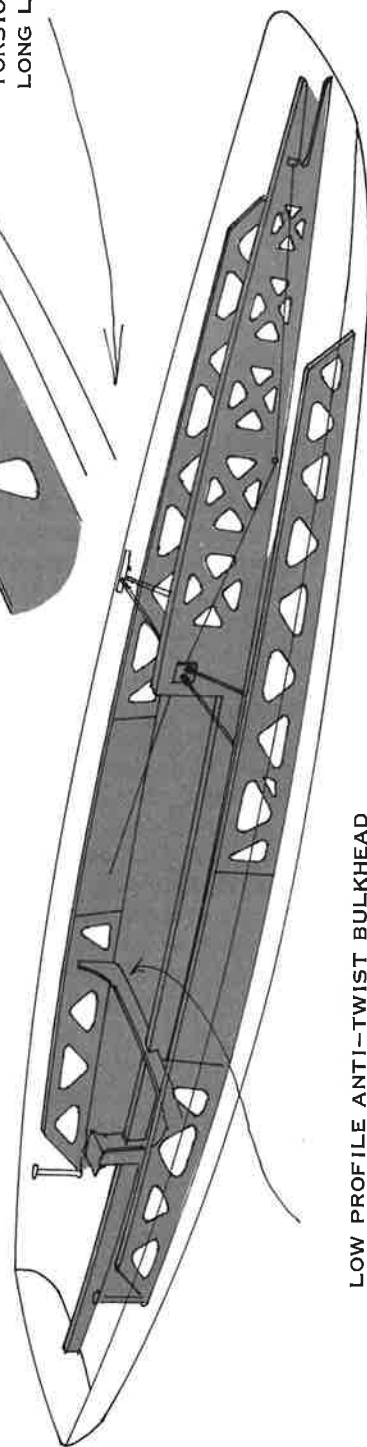
TRANSOM BAILERS.  
TRANSOM TO HULL EDGE IS 90°,  
CLEAN AND SHARP FOR LOW DRAG..



PERFECTLY FAIR AND RADIUSED, ROLLED  
EDGE FOR COMFORT, LOW DRAG AND  
MAXIMUM STRENGTH.



TORSION-STRUT SYSTEM FOR  
LONG LASTING HULL RIGIDITY



LOW PROFILE ANTI-TWIST BULKHEAD



## JOB DESCRIPTION FOR CLASS "E" CREW

By John Gluek

**Sam:** John, In South Carolina you spent some time waiting for the weather and during that time you talked with E Scow Skippers and crews. It was early in everybody's scows season. What was your first thought they should do in the beginning of the season - getting ready for scow sailing?

**John:** I guess what I feel is the most important thing was getting the crews technique and organization down. Second, early in the season make sure your boat is geared for racing and free of mechanical failures. Finally the crews attitude should be in good state for racing.

**Sam:** When you say getting the boat organized, I assume what you're really saying is training the crew to do what you want them to do at a given moment around the race course.

**John:** Yes, early in the spring I make up a job description for the front and middle man on the E scow. With ideas that are combined by the crew and myself we write down responsibilities for the starts, windward legs, Spinnaker sets, reach and run and take downs. This seems to be successful in getting procedures down right; so that by regatta time you are not making the same mistakes over and over. (Gluek's sheet follows this interview).

**Sam:** I'm currently making a sheet like this for Rob Mairs who is the Olympic Committee Meteorologist and is going to crew for me in Tallinn this summer.

**Sam:** How do you pick your crew and what do you look for?

**John:** First of all, I look for someone who is a fairly competitive person. I like to have someone who is hungry to do well. I also look for people who are compatible with myself. So that we are not arguing differences of opinion all the time. By this I mean you look for someone who will help you around the course-not fight against you.

I feel it is also important that not only the skipper be knowledgeable but also the crews, so when you get into a tight situation a few suggestions from the crew can be very helpful.

**Sam:** What can you tell us about the sail shape and sheet tension on the E scow?

**John:** Much sail shape is due to sail design and spreader arrangement. The control which the scow sailer has is in the spreaders. Spreaders depending upon where they are fixed will determine the fore and aft bending of the mast.

If the spreaders are angled forward and fixed rigidly the side stay will be pulled forward. When the windward stay is tight it therefore pressures the middle of the mast and prevents the top from going aft. This gives you a stiff spar.

Spreaders which are fixed in an aft-swept position can cause a big bend in the mast by pushing the middle forward when the stay is under tension. The more the spreader is angled aft the bigger the bend.

As spreaders are in #1 position forward draft will be brought forward, the sail will appear deeper with a tighter

leech. This is best for power in medium air 8-15 mph.

If spreaders are brought aft (#2) the sail will flatten, draft aft and leech opening. This is for very light conditions 0-8 mph or very heavy 25 on up.

This is why you should have some adjustment with your spreaders so that you may have control over your sail shape.

**Sam:** I think it has another advantage that's worthwhile observing. I have until this year, held forward my spreaders with a pin. The thing about pins is that they wear and the holes wear. So if you have a boat 2 or 3 years old one side may have worn more than the other side. It would never be the same amount of bend on opposite tacks. Moreover the idea of having something you can adjust accurately as long as that fitting holds up you're much better off with that than the old 1-2 position, pin in or pin out.

**John:** In your club races I feel is the best time to experiment. If you find on a given day you've gone out and cleaned clock on the fleet, lock in on that position.

In South Carolina we also talked about sail trim for the main and jib. The proper trim to weather for the main is when your top batten is parallel with the boom. If you are not from the skipper's position able to see that; key off the second batten from the bottom. If the leech end of this batten is to leeward, trim-or if it is hooked to weather, ease to get it parallel with boom. Here you are only talking about a 8" difference; but that 8" is critical.

The jib you key off the middle batten so that it is running parallel to the center line of your boat. This leaves the top batten twisting to leeward and the bottom hooking to weather. Again sheet tension is critical.

As puffs hit, you will have to trim both sails. When the wind dies you ease to the correct sheet tension.

**Sam:** People tend to see another boat going faster and they tend to focus on one factor such as spar, hull or sail. But really there are dozens of factors, they had better analyze which factor.

**John:** I think alot can be learned from studying a slow boat as well as a fast one. This method I call decoding the competition. Look over the boat which is winning or losing the race. Analyze such things as:

1. mast rake
2. crew position
3. heel
4. mast bend
5. pole height
6. sails used
7. sails
8. crew weight

From this information plug it into your own racing program. Anyone who is serious about competing should be continually searching for more speed.

**Sam:** I think there are alot of sailors out there who are not really totally committed sailors and are perfectly happy sailing against the competent one. I feel in the E class this is fairly remarkable compared to other classes I know about. What I see of one design racing it tends to develop half a dozen people at the top and then every one else goes and buys another boat. This doesn't seem to happen in the scow and that's a great tribute to the fun the E boat provides.

**John:** One aspect which has helped the class keep growing is that the sailors are free to give out information which they found helpful on their boat. I think you will find alot of other classes playing little games with each other on secrets of speed. This is one of the reasons in the success of the sailor in the class and the class growing as a whole.

## E SCOW CREW ASSIGNMENTS FOR JIB MAN AND MIDDLE MAN

### Jib Man

- a. Controls
  1. Jib sheet
  2. Jib luff
  3. Jib track
  4. Pole topping lift and downhaul
  5. Spinnaker halyard
- b. Responsibilities
  1. Starts
  2. Windward legs
  3. Sets (spinnaker)
  4. Reach and run
  5. Take downs
1. Starts
  - a. Jib man controls bow of boat by easing or trimming jib.
    1. Ease-bow heads up
    2. Trim-bow heads down
2. Windward legs
  - a. Jib trimmed in puffs. - eased in lulls.
  - b. Jib track 13½" off center line 6-18 mph.  
Jib track 15" off center line 0-6 mph.  
Jib track 14-16" off center line 18 mph on up.
- c. Tacks
  1. Trim jib through a roll tack 0-18 mph.
  2. Ease jib through a faster tack 18 mph. on up - this allows bow to tack quicker.
3. Sets (spinnaker)
  - a. Steps.
    1. Cam jib or hand it back to #2 man in a breeze.
    2. Set pole.
    3. Back on jib to ease on the turn at mark.
    4. Wait for skippers command to hoist.
    5.
      - a. work jib
      - b. ease jib track
      - c. set board
      - d. ease outhaul and cunningham
      - e. leech cord if needed.
4. Reach and run.
  - a. Keep boat heeled with boom skimming water.
  - b. Keep hand by vang in heavy air.
  - c. Work jib.
  - d. Jibing
    1. Set Board
    2. Ease vang
    3. Set windward jib sheet
    4. Ease topping lift around 3"
    5. Jibe pole with back to mast - push pole out to spinnaker
    6. Trim topping lift
    7. Windward board up.
    8. Trim vang.
    9. Jib working
5. Take downs.
  - a.
    1. trim jib track back
    2. board down
    3. trim outhaul and cunn. - leech cord off
    4. halyard straight
  - b. Drop pole for windward tack down.

- c. Ease spinnaker halyard
- d. Trim jib at bottom mark slowly.

### Middle Man

- a. Controls
  1. Main traveler
  2. Cunningham
  3. Vang
  4. Spinnaker
  5. Bailers
- b. Responsibility
  1. Starts
  2. Windward legs
  3. Sets (spinnaker)
  4. Reach-run
  5. Take downs
1. Starts
  - a. Middle man keeps time
  - b. Look for the holes and competition
  - c. Sight position on line
  - d. Keep controls set for maximum power at start. (traveler vang cunningham)
2. Windward leg
  - a. Look out over lake for puff
    1. Puffs offside lift (squeeze)
    2. Puffs off bow heads (drive)
    3. Traveler eased when over powered - trimmed to center otherwise.
    4. Vang in over 12 mph or when easing traveler.
    5. Cunningham down as wind increases - ease as wind lets up or after a tack to gain back lost speed.
  - b. Keep skipper in tune on competitors and speed.
  - c. Make sure boat is dry.
  - d. Work on making good roll tack.
3. Sets
  - a. Step
    1. Hook spinnaker to spinnaker guys.
    2. Wait for command of skipper to hoist,
    3. Pendulum spinnaker outward on hoist.
  - b. Full concentration on spinnaker luff to get spinnaker filled immediately
  - c. Keep experimenting with sheet.
    1. Luff edge dancing.
4. Reach and run.
  - a. Main duty is to keep chute flying - full concentration.
  - b. Experiment with pole
    1. As boat heads up - pole forward.
    2. As boat heads down - pole back.
  - c. Pole height
    1. Tight reach - 90 degrees to headstay.
    2. Beam reach - 90 degrees to spar  
Broad reach
    3. Light air - drop below 90 degrees to fill chute.
  - d. Jibing
    1. Chute flying by keeping boat under chute.
    2. Pole not too far aft so that boat may head up after jibe to pick up speed.
5. Take downs
  1. Keep chute flying as pole is dropped
  2. Ease sheet and gather foot of spinnaker in front of shrouds.
  3. Gather in chute into spinnaker bag.
  4. Balance boat around bottom mark.
  5. Work controls.
  6. Clean up spinnaker guys.

## "A COMMENT ON THE JOHN GLUEK INTERVIEW"

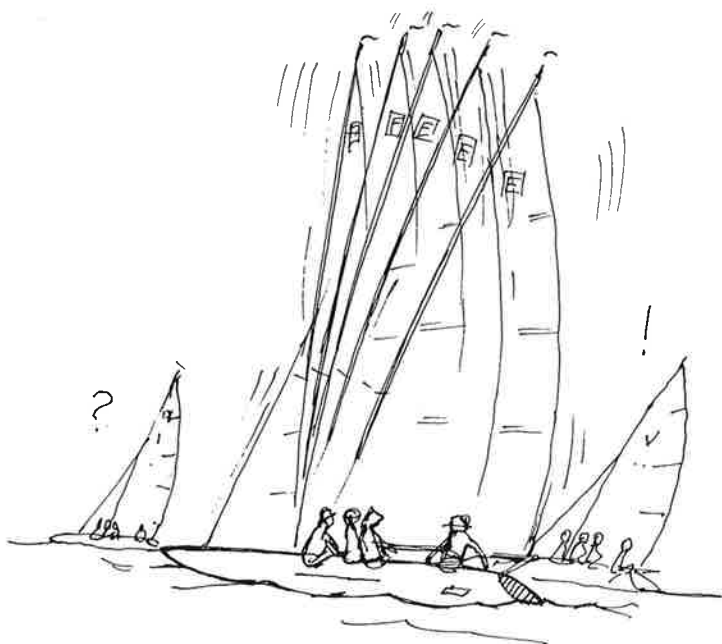
By Sam Merrick

The foregoing piece by one of NCESA's outstanding younger sailors was distilled from better than an hour and half taped discussion I had with him on the shores of Lake Geneva one day in April. John got the tape transcribed, exercised lots of editorial prerogative and produced this authorized version. Somethings we discussed seem to me worth elaboration for those of us who have to be reminded of things that are second nature to the experts:

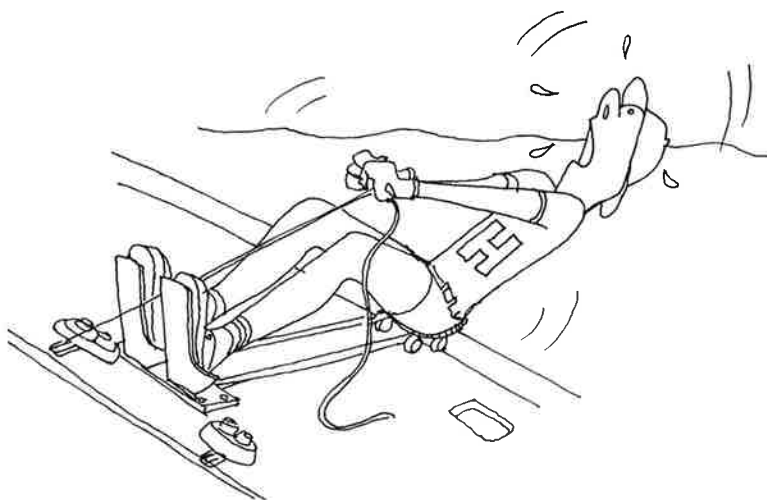
1. The reason for the "job description" is to get the mechanics of handling a boat more a teamwork experience. The reason crewing on an E boat is so much fun is that **there are so many things that can always be done better by everyone on board.** The explicit assignment of duties is the beginning of the process whereby a group of three or four people can get real kicks from the experience of a job well done. **Needless to say,** John's assignment sheet may not be the same for you and your crew — the variables of ability, strength, intelligence etc. may dictate different assignments.

2. A most important point: don't worry about not being just right — the precise amount of spreader back sweep, the exact amount of rake, mainsheet trim — get a few basic adjustments right and then work from there. Don't get frightened by a lot of sophisticated talk. Moreover, John's advice about "decoding" - analysing what the fast boats are doing well will be helpful and their owners won't mind telling you why they go fast. But be sure you talk to them with a notebook.

3. The magic box as a control device to change rake beats the old arrangement with balls swaged on the jib halyard. You have to have a skilled crew to make changes on the race course. The ease of magic box adjustment is a temptation to use it too often. John very firmly thinks getting the mast too far back is more harmful to boat performance than almost any other tuning mistake. Get yourself a good go-fast position (boom trimmed parallel to the deck in medium-light conditions) and leave it there unless the wind pipes up so you are overburdened — **then** use the magic box.



4. Another of the modern controls that may be too tempting is the traveler. Many of us have been giving our middleman a work out as though he were preparing for a position on the Harvard (or Wisconsin) crew. For the



skipper, he begins to think he can cam cleat the mainsheet and let the traveler do the puff-parrying. Don't forget if the vang is tight, slacking the main accomplishes somewhat the same effect as easing the traveler and maybe more and quicker. The point is that the skipper needs to get his exercise on working the main and that is an important contribution to boat performance.



5. Something of the best attitude about E-boat sailing came out of John's description of his choice of crew — he says they should have fighting spirit but enjoy sailing. The balance makes it fun as well as competitive giving pleasure sailing a disciplined edge and racing more than mere winning.





**Reminiscing with  
Harry Melges, Sr.**

**Harry Melges, Sr.:** I started sailing on Delavan Lake. My grandfather was always good enough to buy a used boat somewhere like 18 foot C boats. We used to revamp them and rent them to people at the hotel. I sailed A boats on Lake Delavan when I was a kid.

**SM:** You sailed A boats before WWI?

**Melges:** Oh yes - alot. I was 17 years old when the U.S. entered. Actually the first regatta I went to was on Oconomowoc Lake with Elmer Stevens when I was eleven years old - I was a sponge boy. That A boat was brought over on half a load of hay. And when we got there, they drove the horses into the water - that's the way they unloaded the boat. That was customary at the time.

**SM:** Who built the boats then?

**Melges:** Stevens' boat, the West Wind, was built by Ramaley of White Bear - Ramaley built one of the first E boats later. Jones and LaBorde (who built the first E boat with double rudders) - built A boats too - narrow boats with long water lines. Amundsen and Johnson also built A boats at that time. Palmer Boat Co. also built A boats. Charley Palmer built a boat for my father - a 24 foot boat with a centerboard - it was called an X boat then - we used it to carry passengers to and from the hotel. Charley Palmer came to Fontana (on Lake Geneva) around 1910. He built the 18 foot Norwest Association D boat. I had one of the first Marconi rigs on that boat - a cat rigged boat, no jib. Bill Napper also built A boats. Walter Jewel at Williams Bay also - he built sand baggers in the very early days before 1900.

**SM:** How about Jimmy Jones? He must have been extraordinary fellow. Did you know him?

**Melges:** Yes I did. He was a real enthusiast. He was a real guy who made you think you wanted to have one of his boats. He had a partner by the name of LaBorde. I had an A boat once that LaBorde built. LaBorde split off from Jones and LaBorde even though Jimmy Jones kept the name. LaBorde got himself a shed somewhere and built a few boats. I know of one boat he built - more like the modern type of boat we have today - named the Commodore. He built it for a fellow named Athern - the Athern Hotel in Oshkosh.

Jimmy Jones was a helluva good sailor and always was crewing for someone - he never became prominent as a sailor because of the rule against so called professionals. Jimmy Jones was backed by the Kimberleys, a fellow called Will Davis and his son Steve - all around Oshkosh and Winnebago - all of them instrumental in keeping Jimmy Jones alive so to speak. He started Johnny Buckstaff sailing. He would loan the whole jig he used to build boats on to Buckstaff to build a boat with. Buckstaff built furniture.

**SM:** Was Jimmy Jones a naval architect?

**Melges:** No. The whole business in designing scows was one guy making boats a little better than the next. Nobody went hog wild usually. Boats were better because of who sailed them. But improvements were made over the years.

I was more or less affiliated with the Palmer Boat Co. for many years. Charley Palmer had a high squeaky voice - a nasal tenor. He used to say "Harry, you'll never learn how to run a screw driver" - one of those old push button screw drivers - I used to work for him as a kid. Charley was tops with C boats for light weather. The first E boat they built was just a C boat lengthened out. It was bought by the Meyers boys - Arnold Meyer, Henry Meyer and Chris Meyer - Arnold was Mike's father. They had A boats before that - they were Palmer Boat Company minded. Then over in Pine Lake where the friends, the Galluns and Pritzlafs were all for Johnson. And Johnson boats were there. The first Johnson E boats I remember had pointed bows, centerboards and single rudders. The Palmer boats had square bows - good in light weather, but not much in heavy air. Jones and LaBorde, Johnson Palmer and Amundsen were the early builders. Oscar Nystrom, who worked for me 15 or 20 years, always thought a lot of Amundsen.

**SM:** How long did Johnson build E boats with pointed bows?

**Melges:** I would say 4 or 5 years. Then he built a boat with a shovel bow - the boat came up and the deck went down. I suppose you got a round or pointed bow whatever you wanted. Jimmy Jones' boats were not put together very well - that's why you fellows in the East stopped buying them.

**SM:** Barnegat had a fleet of 10 E boats in 1925 - one Johnson and nine Jones and LaBorde. Each year until 1929 new Jones and LaBorde boats were delivered. But starting in 1929, nothing but Johnson boats came East until after World War II.

**Melges:** Johnson built a fine cedar boat - they were tight and that's why you bought them.

I went with Palmer in 1939 and designed an E boat pretty much what we sell now. Jimmy Jones built many boats with hard chines - they bent the ribs so hard they would crack. When I took over Palmer, the bilge curve I put in for all the boats was about the same as now. When Oscar Nystrom came down from Johnson to work for the Lake Geneva Boat Works he built a couple of E boats - one that was sailed by Brit Chance on Lake Geneva. He beat the pants off everyone, but they ruled him out.

I sailed on Barnegat Bay with Bud Gartz. He wanted me to tend the main sheet. Gartz was used to sailing an A boat on its ear - you couldn't sail an E boat that way. He finally got me to sail it. You fellows from the East did pretty well. The year I went out, we had Ralph Wyer, Tom Ervine as the other skippers. Mike Meyer sailed with Wyer. Hib Winkler was the third crew.

**SM:** You were with the Palmer Boat Co. all that time?

**Melges:** Well off and on. During the summers off and on. But I was with them in 1939 for 2 years until the war broke out when we completely redesigned the E boat. With the war I got into the chicken business with Grunow.

I remember the Kimberleys bought some of the last of Jimmy Jones' boats named Faith (an A boat), Hope (a 1927 E boat owned by Ed Loehr), and Charity (built in 1926 for the Buckstaff's with a pointed bow). Jim and Jack each had one - they all sunk, they were badly built - he pot nailed them; you drove in a nail and then bent it over - no screws.

**SM:** How did Palmer build them?

**Melges:** Screws - iron screws, some brass later and then aluminum.

**SM:** I had a Jones and LaBorde fastened with copper rivets - that boat lasted.

Well they must have done that a good deal. I remember an A boat called the Ilene built for Davis. It came down to Lake Geneva to the YMCA camp where they sailed it for years. I went over once to look it over and it was copper rivetted.

**SM:** You really started Melges Boat Works after World War II?

**Melges:** It was 1945 when the first boats were built. It was one of our first E boats that Bill Perrigo sailed in 1946 and won the Inland Regatta.

**SM:** Let's talk about Palmer a bit. They put in a lot of fancy hardware and varnished bright work.

**Melges:** That's what sold the boats. They were good on the small lakes - they couldn't go in heavy wind and sea - that's where the Johnson boats always did well. He went in for double planking. Dorothy Palmer was the daughter of Charley Palmer and was married to a fellow who didn't know much about boats. I wanted to carry on. I almost got a war contract to build bridge barges and to build spars. She wouldn't go for it and that was the end of the Palmer Boat Co. After the war Bob Schieble bought it up. He went for a year or two - he was good competition because he had the forms from Palmer. When Oscar came with me, we started out with Oscar's forms. We widened his boat out a bit - it was a nice boat for ghosting conditions, but it was too tender. I needed a good boat builder, and Oscar was a great mechanic. You could tell Oscar "I want this bilge line to come in like that" - and use your hand to describe it. Oscar

would know just how to do it. I didn't expect to be in the shop, but would work in selling, so Oscar was just what we needed.

When we decided on the M16, we had all this lumber around, too small for an A boat or E boat, so we decided to build the M16 - we laid it out on the floor - very much like the E boat, but cut down and with the same bilge curve.

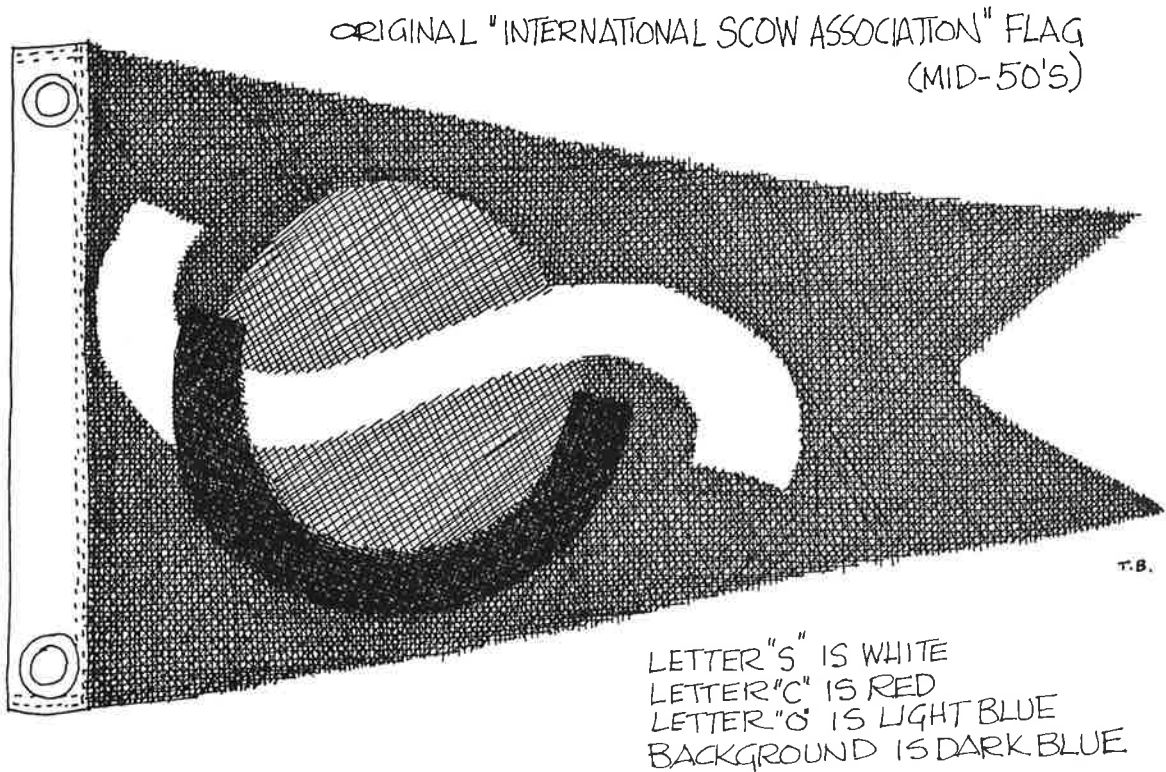
I don't know just why, but Dr. Otto Schmidt got Oscar to come down from White Bear with the Lake Geneva Boat Co. They never got into much boat building.

You know how your national E got started? Right down here in Florida with Bus Maag was an E boat sailor - he was down here with a boat company. Ernie Schmidt was having some trouble with the Inlands. He called us up and asked whether we ever thought about doing any sailing outside of the Inlands. I said we ought to have a national organization - get scows in from all over the country.

Between Bus Maag and me, we had the first regatta under the International Scow Association - about 30 boats came. Dick Bertram sailed and Buddy (Melges) crewed for him along with Billy Grunow. Billy Grunow was the same age as Buddy - they sailed together.

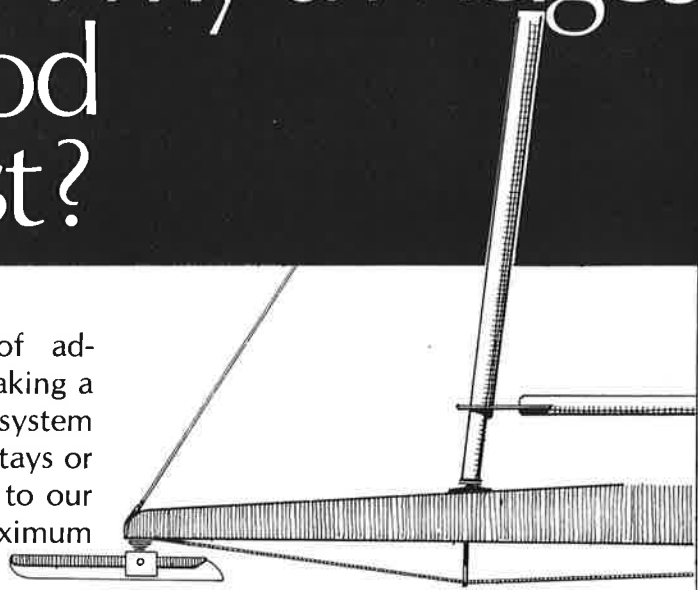
**SM:** You're telling me there was something like a national E regatta several times before 1959?

**Melges:** Yes, the first one was at Geneva in '53 or '54, next Spring Lake, Michigan, then Pewaukee sometime. I have membership card showing "International Scow Yachting Association, Williams Bay, Wisconsin, June 1, 1954" signed by Marylyn Melges, Buddy's sister - my secretary. It was just for E boats. It was before people really started to travel. All of a sudden in 1959 the whole thing blossomed. Klem Harvey and Mike Myer did a lot of work getting it together along with Dick Turner from Lake Chataqua.

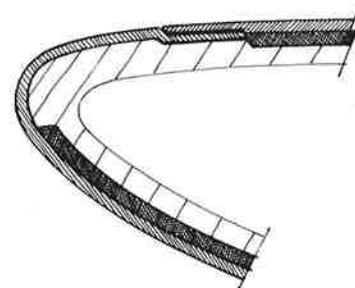


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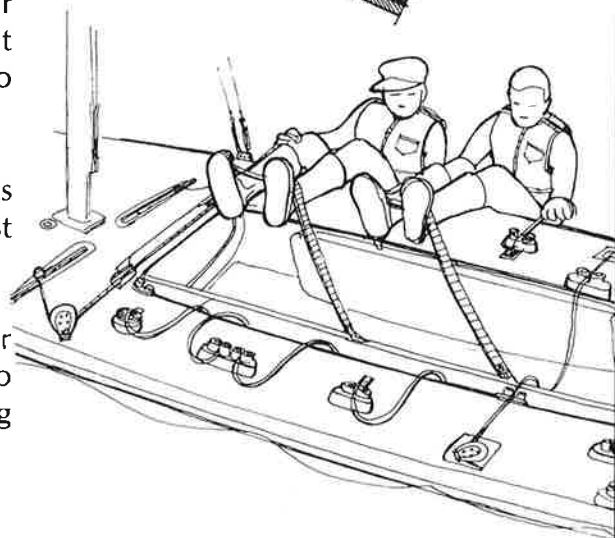
**Maybe** it's the attention to detail like the perfectly fair rolled edges on our "E", "C" and "M-16" . . . or the milled and hand shaped boards and rudders that are standard on all our boats.



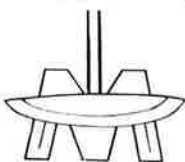
**Maybe** it's because of our control lines positioned in exactly the right spot with the proper mechanical advantage to get the job done with minimum effort.

**Maybe** it's because our boats are designed and built around the best techniques the industry has to offer.

**Maybe** it's just because our people have the pride and craftsmanship to build not only the best but the finest looking scows on the market.



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**Melges Boat Works, Inc.**

Zenda, WI 53195 414/248-6621



## "E" SAILS IN THE EAST

By Sam Merrick

Between 1925 (when the first 7 boats appeared on Barnegat Bay) and about 1929 when three new Johnson boats arrived, Wilson & Silsby was the predominant sail maker. This probably reflected the preference of Jones & LaBorde which (except for one) was the builder for Barnegat Bay in the years 1925, 26, 27, and 28. By 1928,

Ratsey & Lapthorn made inroads so that by 1930 all new sails were Ratsey. In the early 1930's, Burrows (New York) had made an occasional sail - for example, a 1931 main, apparently ruined by a capsize before "breaking in", became an outstanding heavy weather (very flat) sail when Runnie Colie got into the class in the late thirties. It was his favorite sail long past its (not his) prime of life. Prescott Wilson who succeeded Burrows made an occasional sail. Murphy & Nye sails made an occasional appearance (they were a bit cheaper than Ratsey), but Ratsey was the overwhelming favorite into World War II. Note that their location at City Island was a 70 mile drive from Barnegat. The two satellite fleets, Little Egg and Lake Hopatcong, which developed from second hand boats of the Barnegat Bay fleet followed the Ratsey pattern. Note: Chataqua was more Inland oriented even though it became an "Eastern" fleet in 1939.

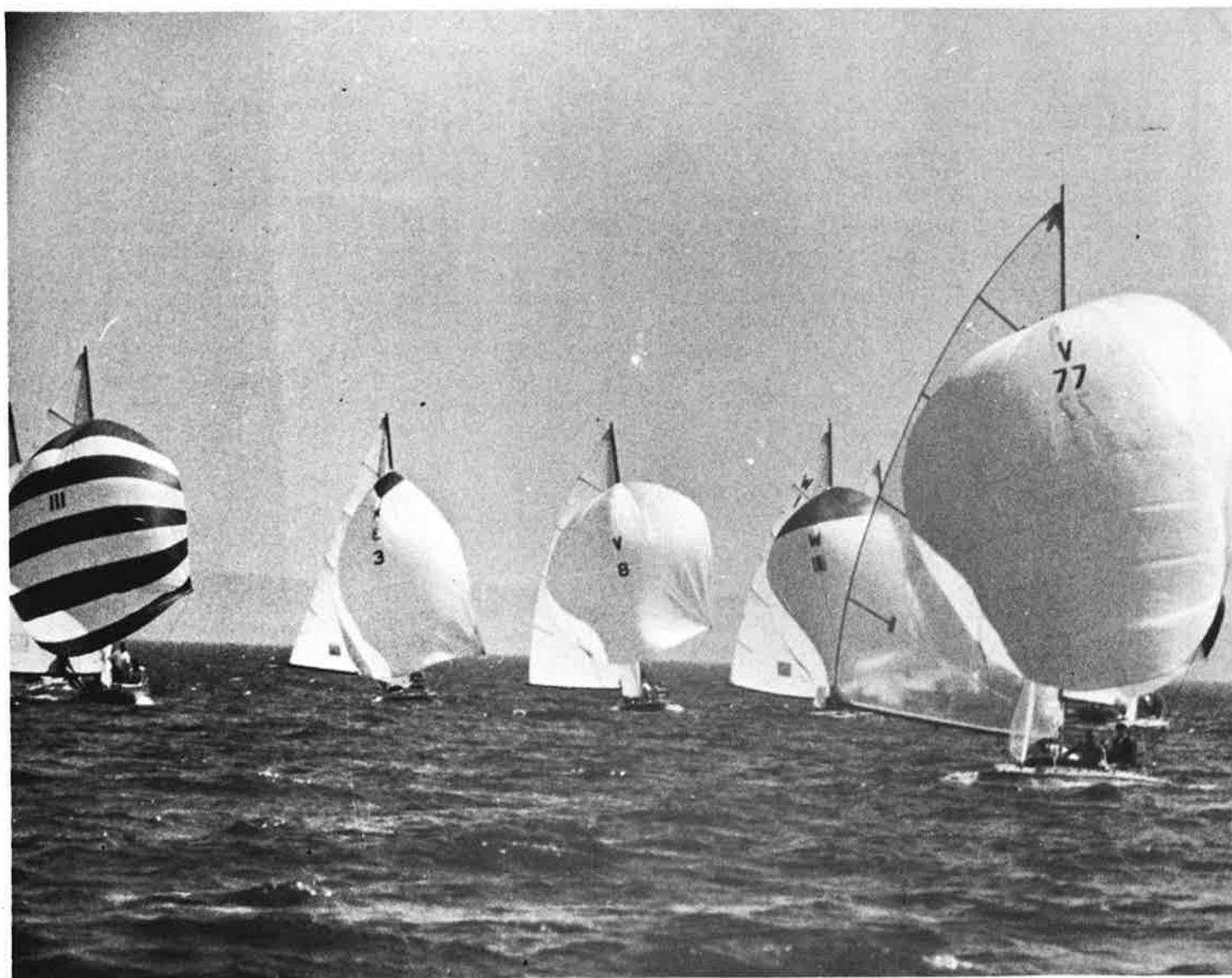


PHOTO MIKE MEYERS

IF YOU'RE ONE OF THOSE FISHERMEN WHO TIES UP TO THE BOTTOM MARK, YOU'D BETTER GET YOUR TACKLE BOX OUT OF THERE BEFORE THE ONCOMING HERD MAKES HASH OUT OF YOUR CATCH AND WHO, INCIDENTALLY ARE FLYING THE FOLLOWING WEAPONS: 1958 HARD CHUTE, FAR LEFT (H-111), JONES CHUTE (X-3), ROLLER (V-8), HARD (W-1), ROLLER (V-77), WITH MYLAR MAIN.





Mike's light air, high-pole-position reacher (Mel Jones) for maximum projection ahead of jib/forestay.



Showing a North symmetrical reacher at work at Little Egg Harbor in 1970.

photos: Mike Meyer

Postwar, when scow sailing on Barnegat was at a low ebb and few new boats or sails were purchased, Ratsey remained the supplier until synthetics arrived. Barnegat Bay then shifted to Ken Nelson, all through the period of the revolving mast - which made its first appearance in 1959 (not having been allowed until then).

One Note: Barnegat Bay was dedicated to the "one-design" concept to the extent it adopted the 1931 Johnson as the permitted boat complete with the 50 sq. ft. jib and 187 sq. ft. main. Johnson got tired of changing his forms for the few boats sold to Barnegat, so we just got his latest model, like it or not, after 1936 or 37. But we stuck to the small jib into the fifties - long after Little Egg and Hopatcong had reduced the main and added 7 sq. ft. on the jib in the mid 1930's.

By the end of the 1960's, Nelson mains, Mel Jones' jibs, and Lincoln Foster parachutes had become the way to go. Nelson made the flat reachers, first asymmetrical and then equilateral for easy jibing. I don't think we ever had Jones mains (we thought they were too full). Nelson jibs were subject to production variations and maybe their mains were too - though making a standard sail for the unpredictable qualities of those swiveling spars must have been a tough challenge. The Foster "Roller" spinnakers were in abundance until Torrey, Huntington & Shaw in 1968 or 69 (now gone) designed spinnakers that seemed able to reach with the rollers and run better.

#### FOR SALE

##### "E" Scow — 1978 Johnson

Used only two regattas: Easter Regatta, 3rd Place. Toms River Spring Series, 1st Place.

Package includes: dual axel trailer, salt water rigging, rolled gunnell, custom lines (including kevlar spi. sheets), dual large Gemini compasses, faired in rudder posts and bailers, special boards, sharpened transom, extra bulkhead, 32:1 magic box, Bowers Sails (1 light air jib, 2 medium jibs, 1 heavy air jib, 2 medium air mains, 2 small chutes, 1 large chute).

Contact: Peter Commette

201-899-8299 (home)

516-482-8200 - ext. 396 (work)

# Number One E Scow in 1977

## SAILMAKER: BOWERS SAILS

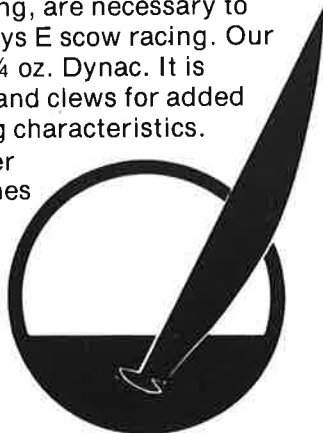
More and more E Scow skippers are going with Bowers Sails. Why? Because we have become intimately aware of the E's sailing qualities from racing, listening to our customers feedback, two boat testing, and much, much more. We have found that the fastest sails are not always picture perfect but rather work most effectively with the spars and the rig as a whole. We also supply the tuning advice in the form of booklets and update sheets so that you can get that edge in speed.

**MAINSAIL**.....our all purpose 3.8 oz. New Yarn Temper main features a slightly curved upper leech which can be flattened with hard cunningham tension, mainsheet tension and mast bend. This mainsail gives you the ability to shift gears for maximum speed and pointing in all conditions.

**JIB**.....our medium 3.8 oz. New Yarn Temper jib best compliments our all purpose main in most conditions. It is by far the fastest combination if you are using just one jib. As a second sail our heavy air 5.0 oz. New Yarn Temper jib really comes into its own at 18 mph. and up, but will also carry down to 12 mph. Our light jib was new last year and featured a unique combination of 3.8 oz. New Yarn Temper and 3.8 oz. Conditioned Yarn Temper cloths. It is best in 0-10 mph. but will carry up to 12 mph. We recommend the medium jib and either the heavy or the light depending on your lake size, wind conditions, and style of sailing. These jibs come supplied with long roll-up bags to reduce wrinkles and help the sail last longer.

**SPINNAKERS**.....two spinnakers, one for reaching and one for running, are necessary to compete effectively in todays E scow racing. Our soling reacher is made of  $\frac{3}{4}$  oz. Dynac. It is designed with radial head and clews for added strength and shape holding characteristics.

The soling is used wherever flatness is faster: on reaches in all conditions and, on runs when the wind is either very light (0-3 mph.) or very heavy (25 mph. and up).



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# EDITOR'S NOTE:

FOLLOWING THE 1976 NCESA REGATTA AT MINNETONKA, THE REPORTER ASKED BRUCE GOLDSMITH, LIGHTNING AND SOLING CLASS ACE, TO JOT DOWN HIS IMPRESSIONS OF E-CLASS SAILING. BRUCE COURTEOUSLY RESPONDED WITH THE FOLLOWING LETTER WHICH WE HAVE SAVED FOR AN APPROPRIATE PUBLICATION TIME - IT IS ALWAYS INTERESTING TO HEAR ABOUT OUR "E" PREOCCUPATION FROM A QUALIFIED AND ARTICULATE OBSERVER PARTICIPANT FROM OTHER RACING CLASSES.

## NOTES FROM THE NATIONALS

By Bruce Goldsmith

As an outsider to your E-Scow fraternity, I thank you all for allowing me to sail in your National Championship. I at least had been on an E-Scow once before. I sailed Joe Boland's boat in a Blue Chip as the "Mystery Guest" a few years back.

With a crew of Dan Webster, Dave Baldas and Skipper Wyer, and a nice commercial sail blend of a Melges main, Murphy and Nye jib and a Bowers spinnaker, we were ready for the Thrash. In sailing around before the start of race #1 and in a 25 knot breeze, I found very quickly that we ought to let every crew member handle what he knew best. It was quite obvious to me that teamwork is key not only to speed, but just keeping from dumping this fast planing machine. None of our crew had ever sailed together on any boat before and I shook hands with Baldas and Wyer for the first time at breakfast. However, it seems Webster's been on the foredeck a few times, Baldas is an old hand at the travelers, boards and spinnaker and Wyer was Inland M-16 Champ or close. You guessed it, the weak link was now defined somewhere in the tiller area.

Our performance overall was predictable but we really felt good about getting to the first weather mark 5th, 3rd and 2nd in the first three races.

We stunk downwind because I just couldn't get myself to steer as high as I should. Finally, by the end of the series, we were holding our own on the reaches and of course by now the big breeze had quit and we couldn't find

the handle in upwind speed.

My overall impression is that an E-Scow is easily boat handled but very sensitive to traveler position, rake, and last but not least, heel angle. The whole crew must **constantly** feel whether the boat needs more of that big flat bottom in the water for stability or starting a plane, or less surface to cut the drag. More drastic moves by all 4 bodies are in order than any other boat I've ever sailed.

Compared to many other classes, your committee work, lack of measuring beads and overall fun attitude can't be topped. Being able to roll down the hill from your cottage and be on the starting line in 10 minutes, isn't all bad either.

Many of your sailors I encounter in other classes. I expect them to beat me in an E-Scow but most of them beat me in those other classes also. I am continually amazed at how good Inland Lake sailors are, both at the top and down in the pack. You have more depth than any organization I'm normally part of.

Congratulations to Gordy Bowers for winning. Thanks to Dan Webster for saying to me "I'll get it on the starting line, you just get here and steer it." The beauty is that that's just what Dan did, with the help of the Melges team, Ed Schwin's fine boat, a borrowed sail or two, two other fine crew in Baldas and Wyer and an invitation to eat, drink and sleep at the Ken Allen hospitality center. Thanks to everyone who helped us. Your're a great bunch. I enjoyed making new sailing friends and I sure would like another shot at your group of guys on those reaches.

*Poking around for something to complete this page, we thought these previously published comments about the E-Class by past E-Blue Chip mystery guests Paul Henderson (Canada) and Dick Stearns (Chicago) would compliment the above letter.*

"MYSTERY GUEST," PAUL HENDERSON, SAILS FINNS AND FLYING DUTCHMANS OUT OF TORONTO, CANADA. HE WAS THE CANADIAN 1973 OLYMPIC TEAM MANAGER AT KEIL, GERMANY, AND A PAST OLYMPIC CONTENDER.

### "SO THIS IS SCOWSVILLE"

By Paul Henderson

When one is asked to go sailing with a group of second raters, courtesy dictates that you be nice and inflate their egos, but when one is asked to be the Mystery Guest (or cannon fodder) in the E-boat Blue Chip where the quality is outstanding, there is no need to be nice, which I find difficult at the best of times.

#### PRE-RACE

1. Even though it was blowing 30 m.p.h. and I had not been in an E-Scow before, I found it very disconcerting that a lottery was being run based on the number of minutes which the natives thought the Mystery Guest would survive.

2. Was there any significance to the fact that although Miller and Melges are old friends I sailed a Johnson boat with Bower sails?

#### RACING

1. Only my launderer will know how petrified I was at the start of the first race in a 30 m.p.h. wind when 20 E-Scows thundered down and spit me out their exhaust pipes.

2. The first close reach in those beautiful machines was pure ecstasy.

3. Fred Millar, my 13 year old crew who I think was trained by Howard Cosell, kept suggesting:

- (a) that I not cleat the mainsheet;
- (b) that I not set a spinnaker;
- (c) that his father should hike;
- (d) that Stu Green (the Mystery Crew) clean his glasses;
- (e) that he would not go to leeward to adjust the barber haul.

4. Stu Green (the Mystery Crew) had an uncontrollable urge while on a full plane with the chute up to run forward and "hang ten".

5. If Buddy Melges saw some one hit a mark, he would let them know immediately or shut-up.

6. A good reason not to get commercially involved in the sailing game was exemplified by the self proclaimed expert who was chewing Peter Barrett out for some inane reason at the Saturday night dinner.

7. Gordie Bowers knows the racing rules better than the other Bowers, even if they are bigger.

8. "The Foot" is unreal - his wife IS real.

9. Stu Wells proved the old adage that a sailors personality varies directly as his results in the last race.

#### GENERAL

1. The situation that has been evolved over many years by the Inland Yachting Association is outstanding. The fact that you have only a few classes sailed by all the hot-shots within

a small territory, thus giving you top calibre local sailing, is the envy of all of us who chase our tail around the world. I hope you do everything possible to protect this unique yachting scene.

2. If "Salty" is your average resident of "Scowsville" than things can't be all bad.

It was a great pleasure to be asked to take up residency in Scowsville for even a short time. My only regret is that being the Mystery Guest comes only once.

*In 1967, Super-Star sailor Dick Stearns went swimming in a 30 kt. breeze - jib man failed to ease while rounding up at the bottom mark.*

In summing up the regatta Dick said:

- (a) They all had tremendous fun with the E but felt they should have had a preview to get used to the scow handling characteristics.
- (b) Bob Nelson, owner of the now-battered hull, must be the nicest guy in the middle west.
- (c) A brand new Murphy & Nye spinnaker lies in the weeds at the bottom of Pewaukee Lake.
- (d) Erratic winds caused by having to place marks close in under the bluffs was especially frustrating to the Lake Michigan sailors.
- (e) Bob Pegel was most helpful, but did smile a lot.
- (f) They would really like to be asked again to compete in E Scow competition. ##

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2<sup>nd</sup> annual NATIONAL

# E SCOW REGATTA



sept 16-17-18  
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December 1, 1952

Mr. Elmer T. Stevens  
25 North State Street  
Chicago 2, Illinois

Dear Mr. Stevens:

Thank you very much for your letter of the 20th and we are sorry that you did not do too well this summer but we are sure that with a good set of light wind sails you will do Okay. We are enclosing a plan showing a Genoa type jib reacher which we made last year. We have not had much of a chance to try this sail out as we did not have many light winds.

The idea of this reacher is to set the spinnaker pole on the high eye on the mast or you might have to raise the eye high enough on the mast so that the spinnaker pole pointed down toward the deck will go just inside the forestay. The idea of this spinnaker is really an overlapping jib, it is legal being that it is flown from the spinnaker pole.

We would also suggest to have Mel Jones make a loose foot jib of Orlon. Some of the boats had these Orlon jibs this year and they were very good. For instance the boat which won second place in the I.L.Y.A. was one of our 1940 boats which had an Orlon jib and was sailed by Raymond Meyer. He tells us that this new jib made all the difference in the world.

Very truly yours,

JOHNSON BOAT WORKS

Iver Johnson

*This letter might recall forgotten  
sail materials and nostalgic  
easy telephone numbers.*

13700

WHILE SCROUNGING THROUGH OLD MATERIAL FOR "HOLE-FILLERS" WE FOUND THIS EARLY NCESA REGATTA PROGRAM COVER WHICH WAS OUR FIRST GRAPHIC ASSIGNMENT FOR NCESA AND RESULTED FROM THE EDDY, BRENNAN, KAUFFMANN SYNDICATE BUYING AN ANCIENT E FROM FRED FISCHL OF WHITE LAKE. THIS PRECEDED THE INCEPTION OF THE REPORTER BY A COUPLE OF YEARS.

## "WHAT IS

# AIREX<sup>®</sup> FOAM?"

Although AIREX foam has been manufactured in Switzerland for twenty years, it is still a relative newcomer to the boatbuilding industry in North America. Produced almost exclusively for boatbuilding, AIREX foam is exported worldwide for production of the highest quality fiberglass boats; from 10' prams to 80' ocean racers.

AIREX brings unique properties to its task of being a sandwich core material between two fiberglass skins. AIREX will never absorb water (even if submerged for a period of five years, a test which we have conducted). It will hold the two fiberglass skins together under all conditions of impact, vibration and dynamic loading. No delamination will occur and structural integrity is maintained for the life time of the boat, which so far, as AIREX has been available for twenty years, will be at least for that period of time.

For you, a racing skipper, the three most important aspects are:

1. The well constructed AIREX fiberglass boat is stiffer and stronger than the wooden and conventional fiberglass counterpart, and a stiff boat that maintains its proper shape, under all points of sail, is simply faster.
2. The boat will not gain weight due to water absorption. Your boat will be as competitive ten years from now.
3. The boat is unsinkable, even without the aid of buoyancy tanks and/or air bags.

AIREX Fiberglass Sandwich Construction combines the advantages of wood (stiffness and buoyancy) and fiberglass (low maintenance and long life). As Scows have been designed for wood, AIREX fiberglass is the ideal alternative.

What boats, other than Scows, use AIREX foam? To start at the top, the 80' "GREAT BRITAIN II" recently sailed from England to Australia, and back, completing each leg of the race in 67 days, finishing first in the Financial Times of London Clipper Race. "GREAT BRITAIN II" was the first yacht to surpass the 69 day record set by the 221' Clipper ship, "PATRIARCH", in 1869. "GREAT BRITAIN II" was constructed entirely, hull and deck, in AIREX Fiberglass Sandwich Construction. Skipper Roy Mullender, a Royal Navy officer, who sailed her back from Australia during the second leg of this race, comments: "After thoroughly inspecting the hull, with a very critical eye, we are delighted to say that she appears as sound as when she was constructed two Round the World races ago!"

The winner of the 1975 Half-ton World Championship, "FOXY LADY", was designed by Doug Petersen and constructed by Chaser Yachts, in Ontario. She is all AIREX, hull and deck, as are the new "Hinckley-Hood 43", the "Morgan Out Island 51", many One-Off custom and cruising boats by yacht designers, such as Sparkman & Stephens, Ted Hood, Doug Petersen, Alan P. Gurney and many others. There are thousands of AIREX cored fiberglass yachts, all over the world.

If you would like to learn more, we would be pleased to forward free information and a sample. If you wish to be extravagant, forward \$7.50 by cheque or money order, and we will forward you our AIREX publication, 90 pages of design and construction guidelines.

If you wish to purchase the best, the highest quality, select

AIREX FIBREGLASS SANDWICH CONSTRUCTION for your next boat!!

AIREX<sup>®</sup>

THE BOATBUILDING FOAM

LONZA, INC.

22-10 ROUTE 208

FAIR LAWN, N.J. 07410

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# THE CAM-MATIC

## BALL BEARING CAM CLEAT BY HARKEN

The most significant design contribution to sailboat hardware by Harken since we invented the Thermoplastic Ball Bearing Block. This Cam Cleat opens so easily, grips so hard, and releases so easily, it could be considered almost fully automatic. Engineered and tested for over a year - even used in the Olympics. You have to try it to believe it. See your Harken Dealer for a demonstration.

### LOOK AT THESE FEATURES!!

3 rows of Delrin® Ball Bearings distribute high loads evenly and allow cams to rotate smoothly and easily.

Specially designed cams will open when line is dropped straight down. No need to pull back and down.

Super strong cams made of hardcote, Teflon impregnated die cast aluminum.

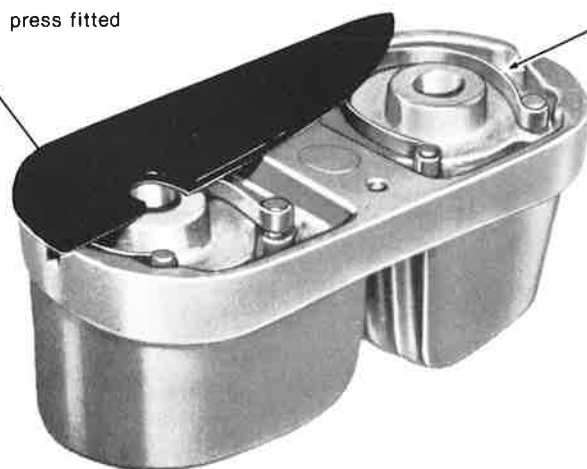
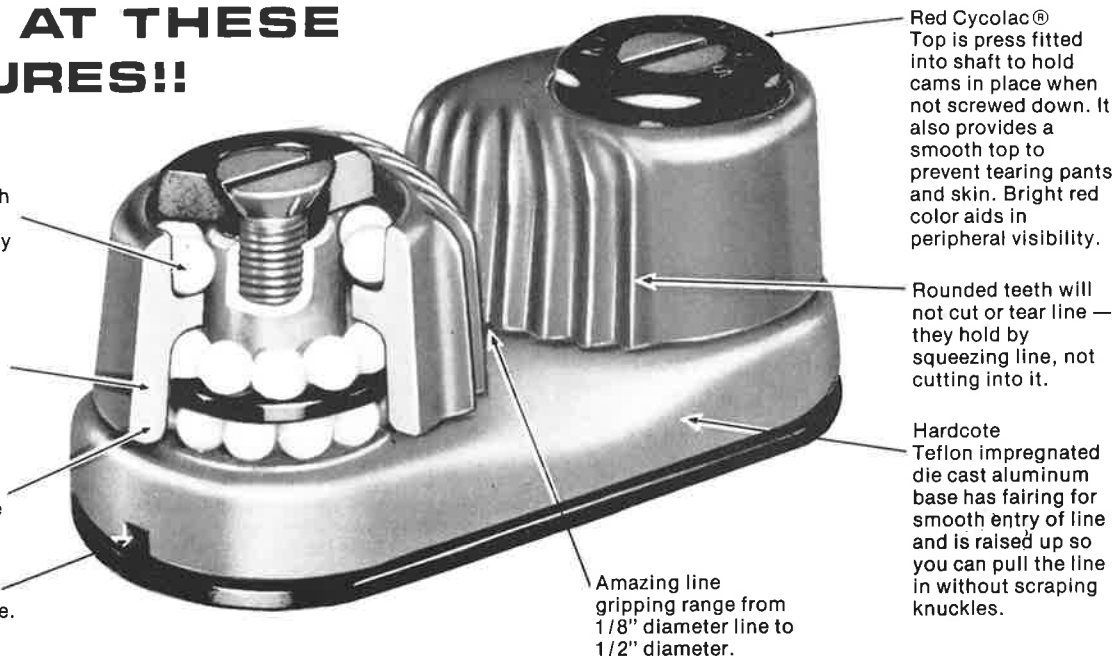
Drain hole allows trapped water to escape.

Red Cylolac® bottom press fitted on to keep springs contained before mounting. No need for rubber bands and scotch tape. Easy on deck finish.

**Price**  
**\$11.75**

U.S. AND FOREIGN  
PATENTS PENDING

FROM THE MAKERS OF THE WORLD'S MOST FAMOUS BLOCKS



A special spring made of the finest spring material in the world. Completely non-corrosive.



**HARKEN YACHT FITTINGS**  
1251 EAST WISCONSIN AVENUE  
PEWAUKEE, WISCONSIN 53072 USA

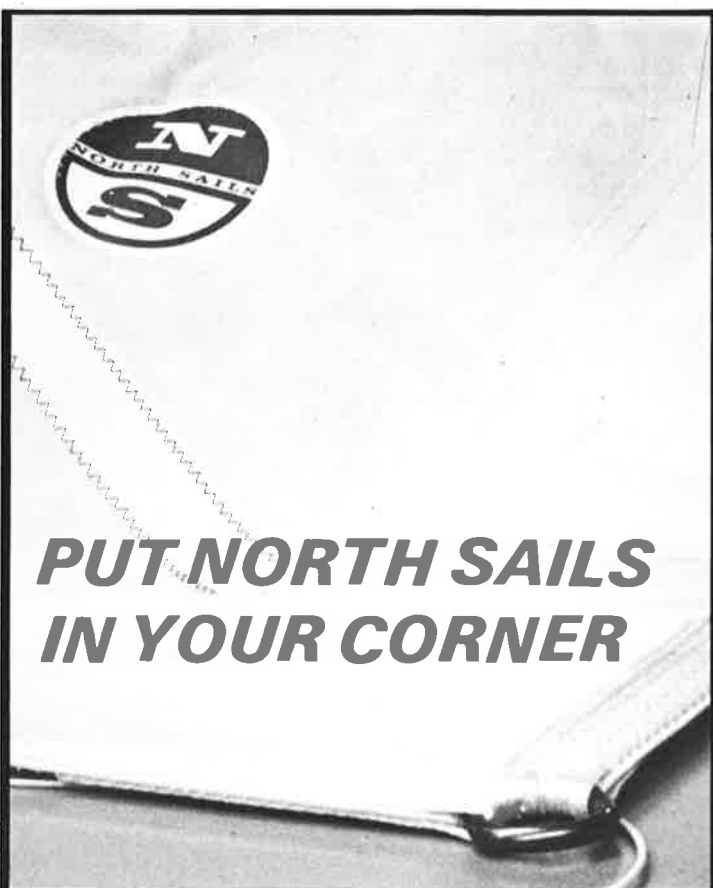
TEL - 414-691-3320 TWX-910-260-3702  
CABLE - HARKEN PEWAUKEE



PICTURE TAKEN AT LITTLE EGG (1935) OF "ALOUETTE"—JOHNSON BOAT (1931) FIRST OWNED BY BRITTON CHANCE THEN BY SAM MERRICK WHO SOLD IT IN 1937. IT DOESN'T LOOK AS IF ANYONE THOUGHT ABOUT HEELING TO LEEWARD—EVERY LOOKS COMFY!



*Innovator Bradley Robinson showing his automatic self-coiling/tailing/reefing mainsheet, halyard or bow line. Other obvious applications are as cassette tapes, convenience foods, raffle tickets etc.*



## **PUT NORTH SAILS IN YOUR CORNER**

### **AND PUT OUR TEAM OF EXPERTS TO WORK FOR YOU.**

#### **DESIGN AND DUPLICATION**

At NORTH we have a design team made up of the world's finest sailors. To make this team even tougher to beat, we have a computer that feeds out optimum theoretical sail shapes for all wind speeds. This information is used to design the fastest sails for Scows and other one designs, and because our sails and designs can be duplicated exactly, you can buy the same fast sails.

#### **NORTH HELPS**

Fast sails are fine, but we believe that a fast sail is only useful if the skipper and crew know how to use it properly. That's why we include important tuning information with each sail that we sell.

#### **NORTH SERVICE**

Here at NORTH it's quality service that is really important to us. We work at having a Repair Department that gets the job done quickly (to get you back on the course fast), but not sacrifice the quality workmanship that is all important.



#### **NORTH SAILS MIDWEST**

1253 E. Wisconsin Avenue  
Pewaukee, Wisconsin 53072  
(414) 691-3050

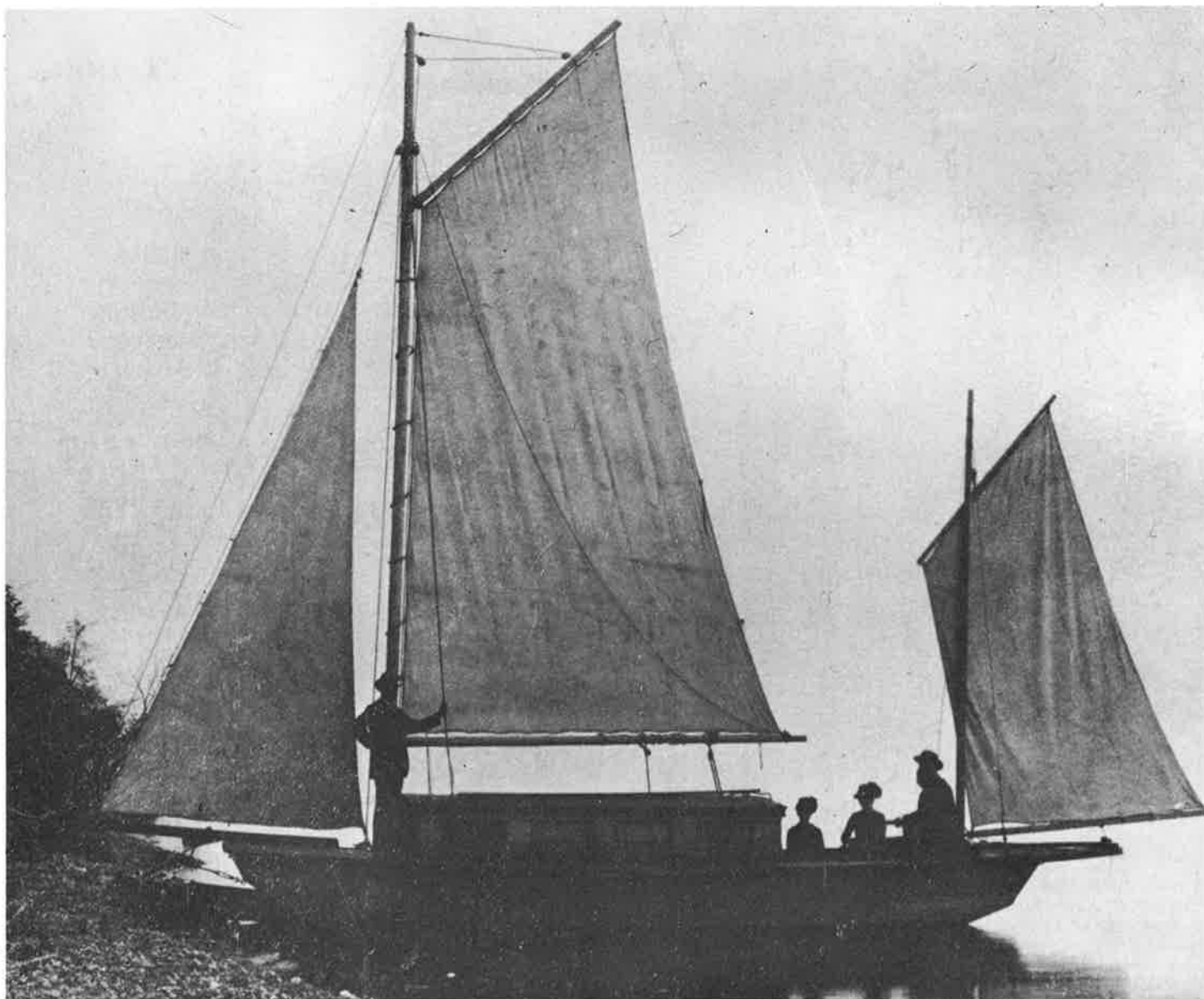


Photo courtesy ILYA ARCHIVES, OSHKOSH MUSEUM

DIDJA EVER FEEL LIKE YUH HAD THE SLOWS REAL GOOD ?  
 —WAAL, THESE FOLKS GOTTUM BUT IT SURE WOULD HELP IF THAT  
 FELLER ON THE JIB WOULD TURN HIS HEAD A BIT AN' SEE THEY'S  
 STUCK TO THE BEACH SOMEWARES ON LAKE WINNEBAGO.  
 —ALSO, SEEMS LIKE THE GALS WUZ ALWAYS ALONG AS CREW ON  
 THEM SCOWS. ———AN' HOW'S ABOUT THAT VANG ?

# MEMO TO THOSE ATTENDING THE 20TH REGATTA AT CHATAQUA:

PLEASE READ, REMEMBER AND FOLLOW THROUGH ON SENDING TO THE REPORTER PHOTOGRAPHY (B & W/COLOR) OF PEOPLE (IDENTIFIED),  
 SHORE ACTION (WORKING, LOAFING, PARTYING) SAILING ACTION (COMPETITORS & COMMITTEES) . THERE MUST BE A DOZEN OR MORE  
 PEOPLE CLICKING AWAY FOR THREE DAYS AT THE REGATTA BUT NO ONE EVER SEES THE RESULTS.

PLEASE SEND ALL PRINTS—GOOD/BAD/WALGREENS TO:

TED BRENNAN  
 RT, 1, BOX 503  
 LAKE GENEVA, WISCONSIN 53147

(REPORTER WILL RETURN OR REPLACE PRINTS AS WELL AS PHOTO CREDIT LINE.)