

NCESA

WINTER 1967 - 68

Vol. 3 No. 3

REPORTER

THIS ISSUE

Ninth Annual NCESA Regatta Results

Vignettes of East/West Rivalry of the Late 30's

Blue Chip Regatta.

"Regatta with a Difference" - Lake of the Woods International Sailing Regatta

Confessions of a Mystery Guest



*Runnie Colie's M-4 going to "Pot"
at the Chataqua Y.C. dock*



The Commodore Comments:

OPEN LETTER TO THE MEMBERSHIP

SUBJECT: Experimental Clause

Gentlemen:

We have completed our first season in which we have witnessed a major experiment under our new experimental clause, viz. The Comfort-Melges Phantom Project. It is appropriate that our progress be reviewed. Herewith are my personal reactions.

The more I think about what we have done here, the more I am convinced that this experimental clause is one of the most significant steps forward in the development of small boat racing in many years. By this act we have made a conscious decision to encourage the evolution of design in what is essentially a one-design class and at the same time we are controlling such evolution by class management for the best interests of the class at large. A corollary advantage is the renewed emphasis a specific departure from our rules puts on the existing scantling rules themselves, their interpretation and enforcement.

In addition to the advantages this clause provides, there are dangers:

- We must guard against the impression that the deviation is to the advantage of the selected individual and emphasize the benefit to the class at large.
- We must keep the pace of progress moving smartly, yet not be rushed into premature conclusions.
- It is helpful to have more than one experimenter on a given concept, but there must be a clear purpose in approving additional requests.
- Above all, the final decision must be based on a careful, deliberate, dispassionate and thorough evaluation of the experimental results and supporting background information. I see no substitute for full and candid reports in writing to the board by the sponsors of the experiment. Such reports should not necessarily be confined to a final summary. Progress reports, to which the board may comment as they see fit, would seem most helpful when the scope of the experiment warrants.

The directors will be faced with a decision on Project Phantom, perhaps this time a year hence. The above thoughts are presented for your consideration in preparing for this decision. Additional comments will be welcomed during our discussion of this subject at the Annual Meeting in New York.

Walter Smedley,
Commodore



National Class E Scow Association
Ives Building, Narberth,
Pennsylvania

Commodore: W. Smedley, Jr.
Vice Commodore: N. Robbins, Jr.
Rear Commodore: Hartley Comfort, Sr.

Directors: Ted Brennan, Roy Mordaunt
Mike Meyer, John Sangmeister
Dick Turner, Bruce Walthen

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

Reporter appreciation to: The cooperative contributors to this issue. Bud Appel for layout help and type composition, and Chicago Repro-Print for printing.

SUPPORT THE NCESA by sending \$10.00 dues to: Nat Robbins, Jr., Treasurer
5023 Wooddale Lane - Minneapolis, Minnesota 55424

JOIN THE NCESA NOW Support a Great Yachting Association Become a subscriber to the REPORTER free.

9th Annual NCESA Regatta

SKIPPER, HOME CLUB	RACES: 1	2	3	4	Pts.
Brad Robinson, Minnetonka, Minn. Y. C.	1	4	1	6	19.7
Bill Allen, Minnetonka	5	2	4	2	24
Bob Pegel, Lake Geneva, Wis. Y. C.	8	5	3	1	29.7
Runyon Colie, Mantoloking, N.J. Y. C.	10	1	6	4	35.7
Nat Robbins, Minnetonka	2	6	8	9	43.7
Mike Meyer, Pewaukee, Wis. Y. C.	6	3	9	12	50.4
Sam Merrick, Bay Head, N.J. Y. C.	4	11	7	8	52
Ed Thiele, Minnetonka	12	8	5	7	55
Kay Meyer Comfort, Torchlight, Mich. Y. C.	3	7	DNF	3	70.4
Pete Wright, Bay Head	9	9	13	23	78

As the newspaper said; Building up a decisive early lead paid off for Brad Robinson as he sailed his way to the 1967 National Class E Sloop Championship.

Although on Saturday he logged his poorest finish in the regatta's four races, the Minneapolis skipper's two wins and a fourth place finish in the previous three runs stood him in good stead. With Gordy and Jeannie Bowers and Chuck Gorgen aboard as crew, Robinson piloted his sloop "Caper" to sixth place in the lone race on Saturday which brought the ninth annual event to a close off Chautauqua Lake Yacht Club.

That finish gave him a total of 19.7 points, low for the 43-boat field.

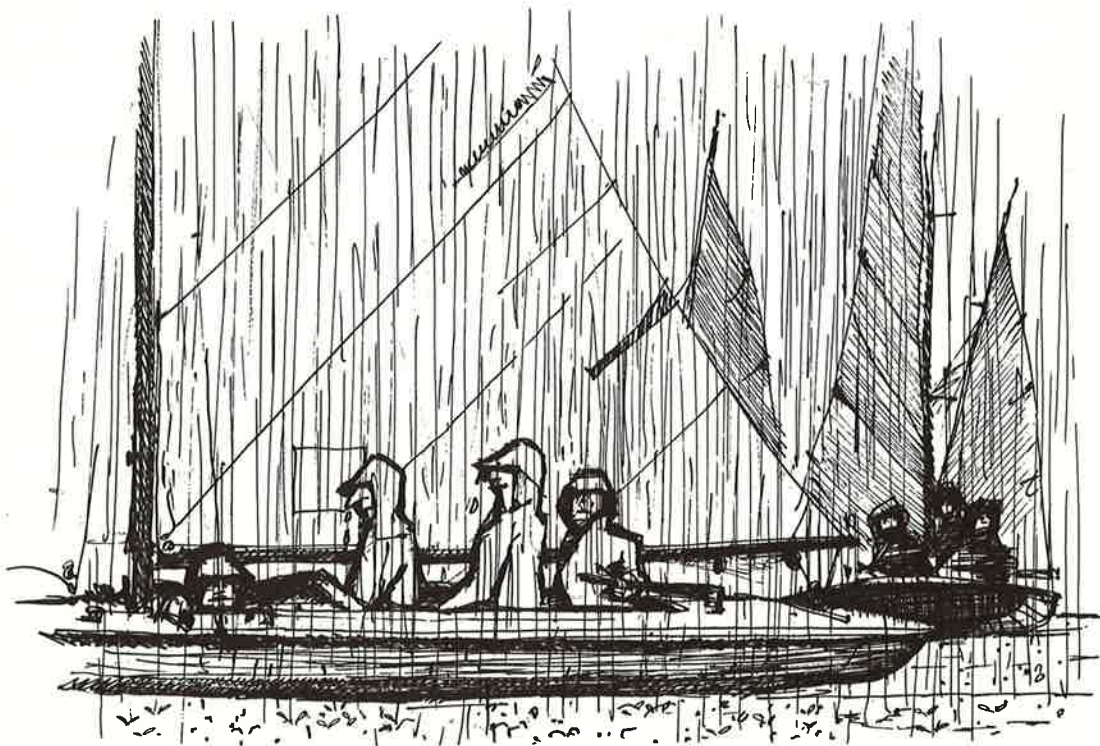
Bill Allen, a fellow member of the Minnetonka Yacht Club, placed second with 24 points in the overall standings while Bob Pegel took third with 29.7 and 1966 champion, Runyon

Colie of Mantoloking, N.J., finished fourth with 35.7 points.

Pegel won the final race, a close one all the way as the first six boats passed the last mark within a three-minute span. Allen was second and Kay Meyer Comfort of St. Louis was third.

The race was held up by weather conditions until noon and then sailed in winds which reached 12 mph before slackening off. The scheduled afternoon race was called off following two restarts.

The win by Robinson who, with his father, co-manages the Robinson Rubber Products Company in Minneapolis, was his first in three appearances in the Nationals. He received the Bilge Pullers Trophy for the victory and his crew received the Weldon Memorial Trophy. The top ten boats all received awards.



Good Grief - but wasn't it wet trying to get a last race underway!

Comments by Top Finishers

When one does well, all things seem to go as per the instructions of Ted Wells and Stuart Walker with respect to sailing tactics, etc. I feel our advantages this year were two; boat speed and excellent crewing.

Maximum boat speed is the result of early planning and the implementation of sound and workable ideas. All hardware, rigging, boards and rudders should be worked on during the off season when there is time to make proper improvements. There seems no poorer time for hardware improvements than during the sailing season. Sails are the most important elements of boat speed and must be given attention all season long. Easily adjustable rigging should be furnished for the clew, outhaul, tack inhaul and tack downhaul of the mainsail. The jib tack downhaul should also be easily adjusted from the cockpit edge and not down under deck where it is hard to get at. In short, all sail adjustments should be made continuously variable and should have easy access at deck level when hiked out to windward.

The working sails we used this year were made by Tom and Gordy Bowers Sails, Wayzata, Minnesota. We used Nelson and Jones reachers and Foster spinnakers.

Our boards, rudders and hull were wet-sanded to give a wetted surface, which enhances laminar flow to some degree and reduces turbulence.

My second and largest advantage was my crew of Chuck Gorgen, Gordy and Jeannie Bowers. Chuck is a two-time I. L. Y. A. Class D champion, an "A" boat crew and is presently sailing Ensigns at Marblehead, Massachusetts. His experience as skipper and crew was invaluable when setting spinnakers and sailing down wind. Also, Gordy's experience as skipper and multiple "C" class champion helped up wind with his jib work and tactical suggestions. With people like Chuck, Gordy and Jeannie on board, I had no choice but to finish first.

I also want to thank Ed Malone and his crew for setting the best courses we sailed this regatta season and for their persistent effort to complete all five races under adverse weather conditions.

Brad Robinson

Ed. Note: Finn sailor, Ev Temme (see this issue), might double-check some of Brad's hardware and tuning innovations aboard "Caper."

NAT ROBBINS.....to Ted Brennan.....

You asked for my comments on the 1967 regatta. We certainly felt that it was a well organized and well run regatta. I believe that the judges did an outstanding job in getting successful races run under rather trying weather conditions. Ed Malone, in particular, is to be complimented. From our own viewpoint, we were disappointed in our own showing. While it could be argued that our new boat caused some confusion in getting used to, I cannot honestly say that this had anything to do with the results. The new boat seems to be fast enough, but it isn't foolproof. You have to sail it in the right direction. We found the wind coming across the lake extremely difficult to read and thus, did our poorest when it blew cross-lake as it did for three of the races. Obviously, it didn't bother four other boats as much as it did us. ##

Ed. Note: Nat Robbins, upon returning to the Yacht Club from the finish of the second race, having dropped from a second place to a sixth finish... "These new Melges' boats (1968) are certainly very fast, but they're not foolproof!"



NATIONALS

J. Pegel

We'd made up our minds last spring that we'd sail with three at Chautauqua. But we hadn't planned on arriving at the Nationals with an untuned mast. When we stuck our's in the bottom of Lake Winnebago we placed an order for a new one. But it wasn't ready until Labor Day weekend; just time for two races before the regatta.

We didn't have the combination for the opening race, tho the poor performance was undoubtedly due to my stupidity the first time to windward. Bob pulled us up a good deal off the wind so that we could at least read the numbers of the lead boats at the end of the race. Then we put in some tuning time after the race and got the main to look better.

The boat did feel much better the second race, but once again, I couldn't hit one right to save my soul. Bob's starboard tack at the leeward mark put us right back in the ball game. Then I finally hit the shifts right the last time up and we were pleased to take a fifth in a fresh breeze.

From then on we started living right. We changed sails at lunch time on Friday only to discover, on the way out, that we'd made a mistake. So we pulled a quick switch of mains and hoisted the right one with the five minute signal. We thought we'd change jibs on the reach but a general recall gave us the opportunity. We really should have won this race. After passing Brad on the second reach and gaining on the first couple of tacks the second time up, I got too smart and let him go (a mistake I tried not to repeat at the Blue Chip). So we sailed around in third the rest of the race.

It had been pointed out to me repeatedly during the series, by my husband and my own sub-conscious, that one should not be to windward of Mr. Colie at the start. But time and time again he had come from about the fourth notch below us, up across our bow, as he worked over the boats between us, who eventually put the brakes on us. I was determined to be the leeward boat in that fourth race, especially when our pre-race scouting had shown a pronounced shift on the south side of the course. Paul Eggert was under us but (here's some more of that good living) an ungracious power boat threw its wake at him at just the right moment for us to get over the top. When I looked back and saw most of the fleet wallowing in each other's backwind I thought, "Man, here's our chance!" We sailed until headed and then tacked to get safely on top of the fleet. Through the rain streaked window I spotted the gunboat going up the lake. "Well boys, we've either overstood or we're going to be right on it." They couldn't believe it but, just like out of a dream, when we got across the lake, there was the mark. We'd made it perfectly. There were some shaky moments on the runs when we seemed to be dead and everyone else was moving, and I didn't like it when T-77 neglected M-5, but mostly we just played it cool and safe the rest of the way.

We want to lead the cheers for Ed Malone, John Hunt, Terry Bischoff, Don Larson and the course setters. Perfect gentlemen. It was a pleasure to have been along. ##



Regatta with a Difference!

By Bud Appel

"Hold a regatta where?" When the writer's crew first learned that one was being planned for Lake of the Woods, their only comment was, "they've got to be kidding!" Some of this bunch had fished there...even hunted ducks, but sailing around that lake (the proposed course was to be 175 miles)... "somebody's crazy!" But hold it they did (two times now). They called it Lake of the Woods International Sailing Regatta, and following is a recollection of both years.

For those unacquainted, Lake of the Woods forms part of the boundry between Minnesota on the south and Ontario and Manitoba, Canada, to the north.



CLYDE RYBERG...TOUGH...CANTANKEROUS...HARD-DRIVING BOSS OF THE WHOLE "SHOW"... AND CERTAINLY ONE OF THE GREATEST GUYS YOU'LL EVER MEET.

Its area is approximately 1700 square miles (16th largest lake in North America) with nearly 65,000 miles of shoreline and somewhere in excess of 10,600 islands.

An interesting fact is that the northernmost part of the U. S., known as the Northwest Angle, is located in this lake and accessible only by air or water.

In August of 1965, Clyde Ryberg, Administrative Assistant to Senator Harry McKnight (long active in promoting outdoor activity in Minnesota), along with his son, wife and daughter, set sail in his E scow and proceeded to prove that one could completely circumnavigate L.O.W. in a sailing craft of this size...proving also the feasibility of a sailing regatta in these waters, which both Ryberg and McKnight had been considering for quite some time.

After many meetings a two-country committee was formed and a generalized plan of action evolved. A regatta would be held in August, 1966, starting at Baudette, Minnesota, and alternate years thereafter, would start at Kenora and Baudette. With Clyde Ryberg acting as general coordinator, Wm. H. Marr of Kenora and Wm. J. Holt of Baudette were chosen to carry the ball at opposite ends of the course.

Finally, a regatta, to be sailed in perhaps the most beautiful, exciting and frustrating inland waters in the country was born. Briefly, the schedule for the first year was (see chart), 1st day - Baudette to Oak Island; 2nd day - Oak Island to Kenora; 3rd day - Layover in Kenora; 4th day - Kenora to Sioux Narrows; 5th day - Sioux Narrows to Morson; 6th day - Morson back to Baudette; and 7th day - Banquet and



JEFF APPEL IN "WIDGEON" HAD TWO GIRLS IN HIS CREW AND FACED PROBLEMS WHICH HADN'T COME UP IN SHORTER COURSE REGATTAS HE HAD SAILED BEFORE???

awards. The 1967 regatta schedule was identical except that the course, starting in Kenora, was sailed in the opposite direction, with the layover day being spent at Baudette.

The regatta, open to all classes, hosted 62 entrants in 1966. Twenty-some classes from eight states and Canada were represented and they included everything from a Skylark (the smallest) to an A scow and a Cal-28. All entrants were required to have their own auxiliary power (it was the writer's first experience in an outboard-powered E scow) with enough gas for a 50-mile run, adequate life jackets and first aid gear, and among other things, a survival kit consisting mainly of food, clothing for warmth if needed at night, and, at the crew's discretion, liquor (for medicinal purposes, of course?). The latter items proved to be quite essential for some, since it was not uncommon for boats to become lost from the fleet for a day or two. The two most important items that came to the writer's mind for this regatta are (in addition to built-in bailers or rats) a good bilge pump and ample rain gear, but he would caution the would-be entrant to consider everything possible not to overload his boat. It could be disastrous in heavy seas -- especially in a scow.

Attesting to the fact that the regatta was a bit more grueling than those E-boaters normally experience elsewhere, only 38 of the 62 starting craft finished the 5 legs under their own sail power the first year (the second year was better -- less heavy weather). In addition to the challenges faced in a normal regatta, the L.O.W. sailor soon learns that navigation is a big factor. There are others, too, one of which boiled down to a case of pure survival on the Kenora/Sioux Narrows leg the first year in a 35-60 mph blow. And with the addition of the "other" factors, it becomes a situation where boat speed isn't everything, as the final results here will show. In 1966 the overall order of finishes were as follows (note: these were based on actual elapsed time for the 5 legs -- the handicap system, tried for two years now, was agreed by all to be completely inadequate):



DR. MARVIN ROESLER, DAUGHTER AND SON, WINNERS OF THE 1967 REGATTA IN THEIR SHARK, HEADING INTO KEWATIN HARBOR AND KENORA AFTER FINISH OF THE LAST LEG.



THE WRITER - LEFT FOREGROUND - ENJOYS SOME "BREAKFAST" OTHERS AT A RENDEZVOUS PRIOR TO START OF '67 MORSON THE PLYC BOYS BROUGHT ALONG TO CARRY "REFRESHMENTS."

1. E scow	- Hachmeister	- Wisconsin
2. E scow	- Walker	- Minnesota
3. A scow	- Pole	- "
4. Tempest	- Kimball	- "
5. Flying Scott	- Lester	- North Dakota
6. " "	- Cosentine	- Illinois
7. C scow	- Hammel	- Minnesota
8. C "	- Moe	- "
9. Ensign	- Holmgren	- "
10. Y-boat	- Lagerquist	- "

There were more scows, a B-Lion catamaran, and other faster boats than some of the first ten, but navigation and seamanship turned out to be big factors in the final standings, as the position of some of the slower boats decidedly indicates.

The 1967 standings, again based on actual elapsed time, were:

1. Shark	- Roesler	- Wisconsin
2. E scow	- Hachmeister	- "
3. E scow	- Appel	- "
4. E scow	- Lien	- North Dakota
5. Malibu	- Olin	- Minnesota
6. Top Cat	- Wood	- "
7. A scow	- Pole	- "
8. Flying Dutchman	- Gjerde	- "
9. D scow	- Stanek	- "
10. Lightning	- Sprague	- Canada



"SOME SAILORS GOT LOST"



THE WRITER - LEFT - WITH GEO. REGATTA, ABOARD "VULTURE" AT 1 FOR REPAIRS AFTER THE BIG BLOW



" IN THE RAIN WITH JIM BRADY - RIGHT FOREGROUND - AND
O SIOUX NARROWS LEG. THREE E'S, A REBEL AND CRUISER

Finishing further down on this list were 5 more scows, 3 of which were E's, and to say that Mr. Sprague in the Lightning was a bit more than somewhat smug in beating them would be an understatement. The races, some legs nearly 45 miles long, were unbelievably close in nearly all cases. One finish found just 2 seconds separating the first and second place boats... others were separated by 10 seconds, 18 seconds and still another by less than a minute. Like the gold cup or W-L course in any other regatta, one has to sail 100% (to quote Marv Roesler) all of the time to stay up in there... and this is something to do when, particularly on drifter days, the time required to complete a leg may run as long as 10 to 12 hours.

The writer crewed both years as navigator on George Hachmeister's E (the other Appel in the standings was his son, Jeff), and in looking back to some of the more unusual aspects of the two regattas, many things come to mind... quoting Hachmeister (not one to mince words) for instance, "How in the hell can I sail this damn boat and beat anybody if you don't tell me where to go?" -- the writer's reply, "How in the hell can I tell you where to go when I don't know where we are?" -- and so on, far down the course. It seemed always to be, "Keep an eye peeled for those rocks! -- Can you see any under us? -- Tack! Rocks! -- yeh, I see the 'A' through the trees over there -- if we go to port of that third island up ahead, we should (?) come out on top of him -- Damn! sorry skipper, wrong channel, dead end -- now where the hell are we?"



HACHMEISTER, WINNER OF 1966
66 SIOUX NARROWS STOP-OVER



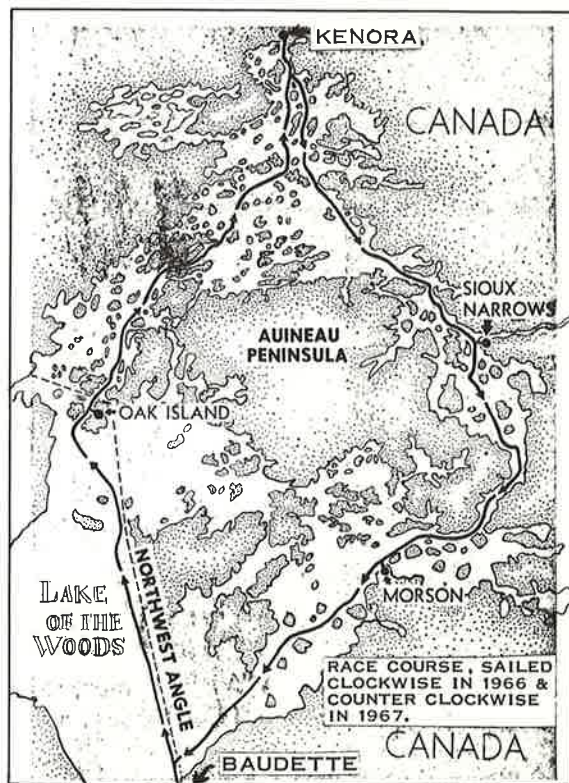
PHOTOS COURTESY OF
MIKE LIEN & B. APPEL

In a real blow, complete with frequent cloudbursts and hail as big as marbles, the writer's crew was one of only nine to finish the leg under their own sail power. With winds gusting to 60 mph and running, at times, through 6 to 8 foot seas in the bigger water, they learned that an "E" goes one direction only in that situation -- parallel with the troughs and crests. To fall off, suicide (they submarined more than once) -- to harden up, just as bad. Direction changes and course corrections were accomplished when in the lee of islands, and on that particular day, Hachmeister's crew sailed from Kenora to Sioux Narrows (better than 40 miles) in 5 hours and 20 minutes flat, with a good part of the time spent beating to weather, when possible.

Other things occurred which amazed the sailors at the time -- 27 miles one day on port without ever tacking once -- 5-1/2 hours another day with the chute up and pulling -- the day a submerged rock out in the middle of nowhere nearly busted the writer's boat in half -- holed it neatly -- almost sunk -- hole hurriedly stuffed with rags and tar -- leg completed -- emergency repairs in port. There were days when one had the feeling he was sailing down streets in a large city (the rocky walls were like skyscrapers) -- "go to the stoplight and turn right" was the navigator's private joke. Other times they sailed completely out of sight of land (Big Traverse Bay is 35 miles across and plenty spooky in an "E"). Finding Baudette (they couldn't even spell it the first year) and the mouth of the Rainy River on that particular leg was like looking for a diamond in a coal pile.

All in all, it was truly a "Regatta with a Difference" and the wildest place that most of the sailors had ever sailed... particularly the E boaters. If you want to try racing where you'll be pitting your abilities and craft against more than the usual, where the lake's beauty and tranquility screams at you from all directions, where the people involved (competitors and hosts alike) are as fine as any you'll ever meet, then come to the L.O.W. International Regatta next August. It will be one you'll remember for the rest of your life (and don't forget your camera). For the record, accommodations and food around the course are delightful, or if you wish, you can camp all the way.

For further information, charts, accommodations, entry forms, etc., write to Bob Brooks, Secretary, LOWIR, 415 Winnetka Avenue South, Minneapolis, Minnesota. ##



East-West Series Vignettes • 1937 • 38 • 39

MANTALOKING, N.J. 1937



1. Sonny Neff
2. Ted [illegible]
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

Ed. Note: Thanks to Sam Merrick, Britton Chance, Jule Hannaford III, and other contestants, we are able to present these vignettes of the inter-sectional Class E competition of 30 years ago. Most of this material has been in our hands for over a year but due to procrastination, carelessness, laziness and a few other familiar performance symptoms, we find ourselves in the box of putting this together just prior to printing... which is a long way 'round of saying there are probably errors in identifying some of the sailors shown above and the lack of proper background as to how the instigation of this series was actually plotted and planned.

We hope to run additional material concerning these team races and would be most grateful for any corrections or supplementing information.

The following are reprints from material current in 1937:

East Leads in Yacht Series

Gains 38 to 25 Margin in Second Day Races.

Mantoloking, N. J., July 22.—(P)—The Barnegat Bay Yacht Racing association, representing the East in national championships for Class E sloops, led the Inland Lakes Yacht Racing association of Wisconsin and Minnesota, representing the West, 38 to 25, today at the end of the second day's races.

The Easterners, who trailed Wednesday 11-10, gained 28 points this morning and afternoon. The morning race was 8.4 miles over a straight course and the afternoon match consisted of two turns around an eight-mile triangle.

WHITE BEAR CREW ENTERS N. J. RACES

Four St. Paul youths, from the White Bear Yacht club, left here Monday night to take part in a regatta Thursday, Friday and Saturday at the Barnegat Bay Yacht club, Mantoloking, N. J.

The quartet of Jule and John Hannaford, Thomas Irvine and Forrest Daniels will make up one of three crews representing the Inland Lakes Yachting association in a series of six "E" boat races against the Barnegat Bay sailors.

SAILING TITLE WON BY BARNEGAT TEAM

Conquers Inland Lakes Group in Series for National Class E Sloop Crown

Special to THE NEW YORK TIMES.
MANTOLOKING, N. J., July 23.—Barnegat Bay yachts won both morning and afternoon races in the national championship series for Class E sloops today and piled up such a wide point lead that the sixth and last contest scheduled for tomorrow against the three crews representing the Inland Lakes Yachting Association of Minnesota and Wisconsin was canceled.

Britton Chance and Runyon Colle Jr. of the Mantoloking Yacht Club and the Jersey team won the morning and afternoon races, respectively. Their team-mates were well up toward the front in both events. The final score was Barnegat Bay 62, Inland Lakes Y. R. A. 43.

Crews Change Boats

The Jersey triumph was an upset. Six Barnegat Bay yachts were used in the series, with crews changing boats after each contest, so no skipper sailed the same craft twice.

In the morning Britton Chance, sailing Rascal II, not only took the start, which was a windward one, but led throughout. The race was sailed in a light southerly breeze over a four-mile triangle, twice around. Chance took the gun at the finish by 2 minutes and 37 seconds to continue the phenomenal success he had had all week. His crew coordinated in snappy fashion when split seconds counted.

Colle was second with Alita II

after the first hitch to windward, but lost ground off the wind to Jule Hannaford 3d of the White Bear Yacht Club. Hannaford held his second place and continued his point winning lead for the visiting team.

Leads All the Way

The wind had increased some, but was still less than a good full breeze, for the afternoon race. Colle took the start with Rascal II and was never headed. The course was a windward and leeward one sailed four times around for a total of eight miles.

Colle lost a bit of ground when Robert Hart, one of his crew, went overboard. But he picked up Hart and went on to win by more than two minutes. The Western team took second place as Albert Galloun in Hirondeille led Morton Gibbons-Neff in Alita II by one minute twenty-eight seconds.

For five races the point scoring by skippers was Colle 25, Britton Chance 20, Jule Hannaford 21, Gibbons-Neff 17, Galloun 15, Robert Friend 7.

THE SUMMARIES FOURTH RACE

Start, 11:40 A. M. Course, 8 Miles.
Boat and Skipper Finish
Rascal II, Britton Chance.....12:52:17
Sally, Jule Hannaford.....12:54:54
Alouette, Morton Gibbons-Neff.....12:55:09
Alita II, Runyon Colle Jr.....12:55:25
Doon II, Albert Galloun.....12:56:02
Hirondeille, Robert E. Friend.....12:56:26

FIFTH RACE

Start, 3:45 P. M. Course, 8 Miles.
Rascal II, Colle.....5:03:47
Hirondeille, Galloun.....5:05:31
Alita II, Gibbons-Neff.....5:06:03
Doon III, Hannaford.....5:04:37
Alouette, Friend.....5:07:31
Sally, Chance.....5:10:32

THE CREWS

Britton Chance, skipper; Fred Huber, Henry Chance, Bill Stroud, Barnegat Bay.
Albert, Galloun, skipper; John Pritzlaff, Arnold Meyer, Inland Lakes.
Morton Gibbons-Neff, skipper; Ned Swain, Dick Bertram, Mrs. Morton Gibbons-Neff, Barnegat Bay.
Jule Hannaford, skipper; Jack Hannaford, Tom Irvine, Forrest Daniels, Inland Lakes.
Robert Friend, skipper; Edward Reinke, John Friend, Ned Friend, Inland Lakes.
Runyon Colle Jr., skipper; Teddy III, Bob Hart, Miss Jane Earle, Barnegat Bay.



Scow Racing on Barnegat Bay

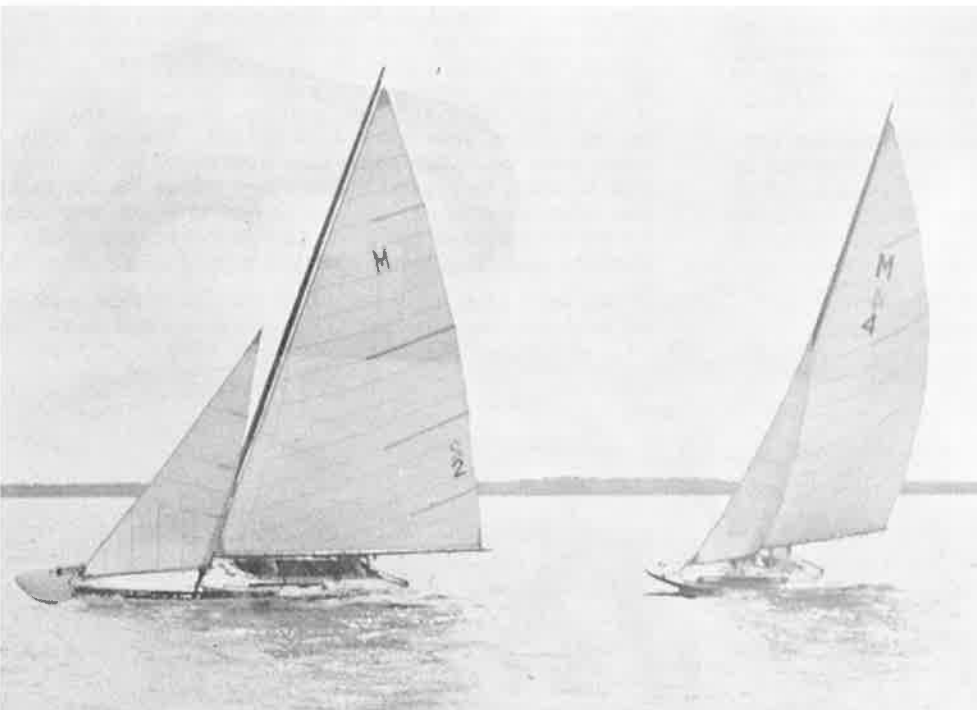
BARNEGAT BAY sailors cleaned up in the series, the first of its kind to determine a national champion in the Class E sloops (double-bilgeboard scows). Held over the Mantoloking Y. C. course on Barnegat Bay, July 22nd and 23d, the races were characterized by clean sailing and an entire absence of bitterness. The Jersey sailors took the national title in the first intersectional event in the scows on Barnegat since the inter-

HANNAFORD PLACES IN NEW JERSEY RACES

St. Paul Skipper Second and Fourth in National Class E, Yacht Series.

Mantoloking, N. J., July 23.—(P)—Skippers of the Barnegat Bay Yacht Racing association won the national series for Class E sloops from the Inland Lakes Yacht Racing Association of Minnesota and Wisconsin today, 62 to 43.

Victories for the Barnegat Bay yachtmen in the morning and afternoon races today gave them a wide enough lead to make a scheduled final race Saturday unnecessary.



The Barnegat Bay crews throughout the series seemed to coordinate better, their spinaker handling was definitely superior, and they seemed a bit more familiar with team racing tactics. Possibly, local conditions were a handicap to the Westerners although at no time was there a strong wind or much sea or tide. Barnegat Bay craft were used in the series, crews changing yachts after each contest.

Personnel of the crews in the finals and their total series point score, follows:

Mantoloking Y. C., B. B. Y. R. A. — Runyon Colle, Jr., Skipper, 25 points; Ted III, Robert Hart, Miss Jane Earle. Britton Chance, skipper, 20 points; Fred Huber, Henry Chance, Wm. Stroud. Morton Gibbons-Neff, Jr., Skipper, 17 points; Ned Swain, Richard Bertram.

White Bear Y. C., I. L. Y. R. A. — Jule Hannaford, 3rd, skipper, 21 points; Jack Hannaford, Tom Irvine, Forrest Daniels.

Pine Lake Y. C., I. L. Y. R. A. — Albert Galloun, skipper, 15 points; John Pritzlaff, Arnold Meyer, Cliff Lewis. Robert E. Friend, skipper, 7 points; Edward Reinke, John Friend, Ned Friend.



A FINN SAILOR LOOKS AT AN "E"

My first ride aboard an "E" was after my sophomore year in college. At that time my sailing experience had been limited to local fleet Snipe racing and I was very much dazzled by the power and speed of these funny looking machines. My very next view of an "E" was 12 years later when we hooked INEPTUNE up to the station wagon for the trip east to the 1967 Nationals at Chautauqua. At this time I remembered very little about the boat except that it provided me with the wildest ride of my life twelve years ago, broad reaching before a summer thunder squall on Lake Geneva.

The next afternoon as we unpacked the boat and began rigging it for the next day's races I had my first close look at a group of modern, ready-to-race "E" boats. I was very surprised to find very little difference in rig and gear among all the competitors as compared to other good racing classes.

The series was sailed in light to moderate air and was a little disappointing as I had been anticipating a few wild, screaming reaches before the series was over; however, the ability of these boats to accelerate with each puff made even the light air races exciting. Another impressive characteristic of the boat was its adaptability to family racing. I know of no other high performance racing machine that a man can sail competitively with his wife and daughter as crew. How this hull can go so fast, carry so much sail and have good family racing characteristics is amazing.

I am most enthusiastic about the boat, the class organization and the families that make both work smoothly, but I am surprised to find such a heavy, clumsy rig in these high speed hulls. It is different, if not impossible, to effectively control draft in the main with those huge masts... how do you bend a telephone pole? Weight aloft seems to be considered unimportant since the boats are usually sailed in smooth water. There also seems to be very little effort made to get the weight out of the ends of the boat... some of the bow fittings must weigh three pounds. If some of the tried and proven modern techniques and materials used so successfully in other classes were fully utilized in "E" scows it would, in my opinion, become the perfect blend of efficient rig and hull.

I noticed with great interest that one boat has been permitted to experiment with a modern rig, but was shocked by the resistance expressed to this logical development, which is already about ten years late in coming. Where would the Star Class be if they had clung to their gaff rig... certainly not in the Olympics where they are today.

Everett Temme
Finn - U.S. 272

Eighteen E skippers and one mystery guest were invited to Pewaukee's second annual Blue Chip Regatta on September 23-24. Dick Stearns was the mystery guest.

Saturday the wind blasted 20-25 mph out of the southwest for the first race; shifted northwest after a noontime shower, 25-30 mph for the second race; 15-20 mph for the third race. Sunday provided relief for aching bones with a 5-12 mph north wind. Typically Pewaukee, the wind was extremely shifty, making for some slam! bang! sailing.

Here's how the weekend looked from the winner's chair:

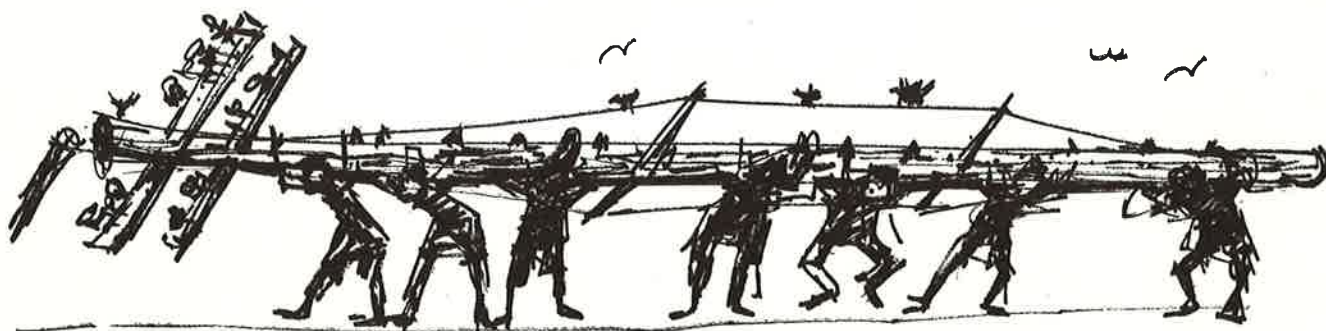
First race: gold cup. Started in the narrows east of Rocky Point. I-11 had a beautiful start, if I do say so myself, crossed the fleet on the first port tack and led all the way. The windward work was brutal -- trim, ease and hike, hike, hike. Off the wind was terrific. On the final run after we jibed to port tack we never broke out of a plane until we took down the chute. Mike Meyer narrowed our lead some the second time to windward, but we widened it off the wind and back up the last time. Mike was second, Dick Winneinger third and Brad Robinson fourth.

Second race: gold cup. Starting line same place. Robinson, Pegels, Gordy Bowers leading and around leeward mark together. M-14 overpowered us with their 800 lbs. to our 600 and we dropped back to a poor but safe looking third. Bowers caught a screamer off the wind, pulled ahead and went on to win. We blew it off the wind, too close to north shore and dropped to fifth. 2-Robinson, 3-Meyer and 4-Sawyer.

Third race: W L, 1-1/2. Started in front of Huck Sawyer's. With the wind lighter we were flying. Led all the way. Had some interesting times with a broken spinnaker pole fitting, switched poles, Brad Robinson second, but to no avail... Mike Meyer protested the race; too short. Protest allowed.

Fourth and final race: double gold cup, two triangles, W-L-W. Bill Allen took an early lead. We were seventh at the first mark. After settling down on the first reach, Brad was 4th, we moved to 6th. Then on the next reach we went for the wind, and up to 4th behind Allen, Walthen and Robbins. Things were looking good for us; poor Mike was in the tank. Nat fell by the wayside on the south shore and at the second mark it was Allen and then Walthen. But, "cheers," clever us, off toward side mark with reacher drawing. First two boats woke up. Allen had a nice tight reach to the mark and kept his lead, we passed Walthen just before the mark. After that Allen covered us, we kept an eye on Brad, who rounded the windward mark the third time in third place. Billy won, we were next, then Tommy Sawyer nipped off Brad for third.

We were planning the strategy for the fifth race when the RC said that was all. "Hey! We won! How about that?" ##



Memoirs of a MYSTERY guest ...

Editor's Note:

This fall's Class E Blue Chip Regatta at Pewaukee, Wis., featured a "Mystery Guest," which always adds interest to any regatta and especially so in this instance, since skipper and crew (who had never logged any scow time) were greeted with breezes of 30 knots and up to accelerate their "familiarization flight." Dick Stearns, Super-Star-Class skipper, was kind enough to describe the affair -- which went something like this:

Tom Sawyer (Pewaukee), in writing Dick to compete as a "Mystery Guest" offered the use of a boat and a local crew. Stearns accepted the boat but elected to get his own crew from the keel boat ranks -- theorizing it would be a more challenging change of pace for all concerned. His crew consisted of Bill Schoendorf, Sam Giamo, foredeck boss of Blitzen and co-sailmaker, Eddie Goelz.

With no dress-rehearsal, Stearns and Co. rigged Bob Nelson's E and barreled off for the starting line in a 30 knot howl -- made the start okay -- got to the top mark -- got the chute up and off on a "whee" of a downhill plane -- jibed the chute -- struck same -- knifed into the mark and were hardening up to go to weather when **DISASTER STRUCK!** Bill Schoendorf had eased the main when the boat heeled during Stearn's rounding up, but no one had cautioned Giamo to ease the jib under these circumstances -- so -- with a brief anglo-saxon epithet voiced in unison, the "Mysterious Four" went swimming.

Efforts to right the boat were complicated by a turtled spar stuck in the mud. With a power boat assist, she was up. Standing into the wind, sails freed, ready to go and looking for his crew, Stearns realized (to his perplexed unhappiness) that the boat was capsizing again for no apparent reason. But it did, thanks to the chute self-launching itself about 50 feet behind the boat. It had floated out of the hull during the first capsize and being hooked up -- proceeded to self-fly. During the second righting, the chute was freed, but retriever, Eddie Goelz was unaware of this and was continually being pulled under by the sinking chute -- finally letting it go for survival purposes. All hands repaired to the dock for repairs of various sorts.

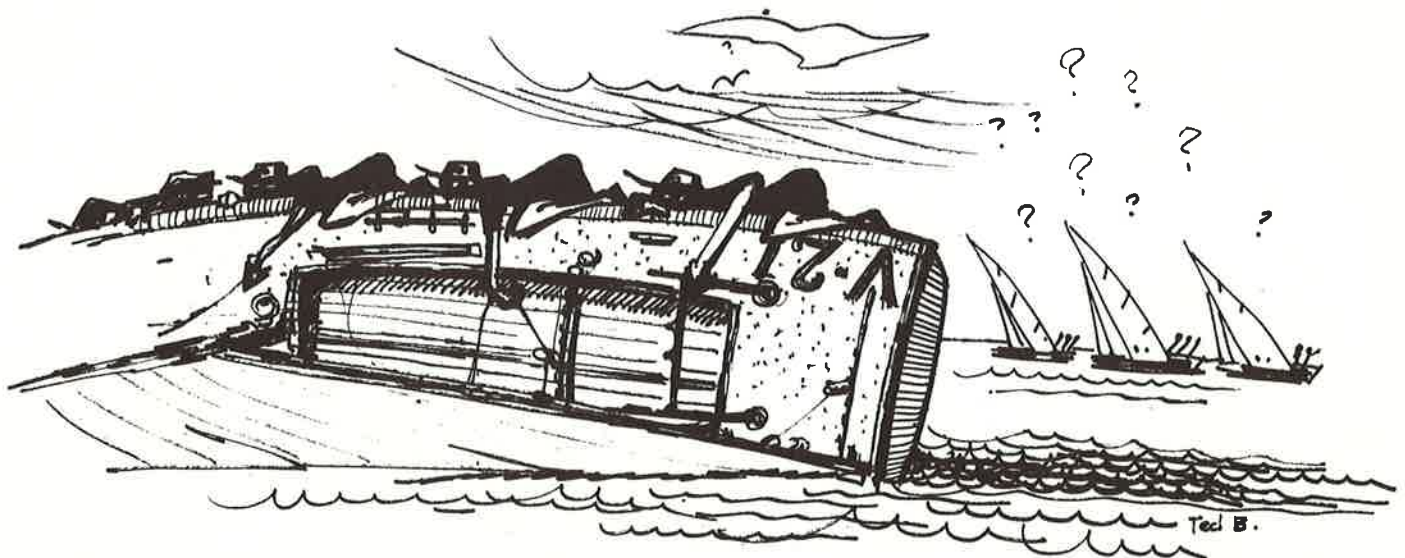
With the second race imminent, the "guests" hustled thru minor repairs and rushed off for the line. With about one minute to go, they felt they could make a beeline for the port end while on starboard, but the wind hauled, making the port pin impossible. They bore off a couple of times to size things up (Dick said to be on the safe side he allowed much more on this maneuver than on a Star) and then came about on port to drive for a hole but were confronted by a starboard boat nearly dead in the water (maybe Bill Allen). Stearns said his boat accelerated -- wouldn't go down like a "normal" boat, and they plowed in for a glancing contact. The fouled boat was very "understanding" about the incident and the Stearns group decided to sail around behind the fleet until they noticed the hull was taking on water. Eddie Goelz, peering under the bow, detected an impaled after guy block which had been acquired from the other boat during the collision -- back to the dock.

In the third race, winds lightened to 18-20 knots and they had a good race, finishing 6th or 7th. But they felt they didn't have good boat speed and played the middle instead of the sides.

The 4th race was light and they had the wrong sails, not to mention that they went the wrong way.

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. ##



OFFICIAL BUSINESS

The 1968 Spring E Scow Regatta will be held under the auspices of the Royal Palm Yacht Club, Fort Meyers, Florida. The dates will be, commencing Friday, March 22, through Sunday, March 24. Five races will be sailed; two Friday, two Saturday, and one on Sunday.

The Club is located on the Caloosahatchee River, approximately eight miles up river from the ocean, on extremely desirable sailing waters.

The Royal Palm Yacht Club leaves little to be desired as far as ideal facilities are concerned. Not only is the sailing area excellent, but the club itself offers all the amenities desirable for the visiting sailor. Excellent restaurant and bar facilities are close at hand, as well as two cranes, so that all boats can be easily dry sailed. The clubhouse is quite new, and an extremely friendly and helpful atmosphere prevails around it. Historically, the Royal Palm has hosted a number of Flying Dutchman and M-20 Midwinters with a great degree of success, and formally had a fleet of E scows before turning to M-20's. Therefore, we feel quite fortunate that their members have agreed to host us next spring. As is the case in all Florida resort areas, better than adequate accommodations are available very close to the club. There is an excellent Holiday Inn within two blocks of the club where, usually, most of the visiting sailors have stayed before. Less luxurious sites are also available close by.

Ft. Meyers is easily accessible to all parts of scow land. The freeway system from the north is almost complete except for a few hundred miles south of Louisville, and there is freeway all through Florida to Tampa/St. Pete.

For anyone wanting to combine a Florida vacation with a spot of sailing to boot, this regatta will be one not to miss. Vacation areas abound close by, and there is something near for all members of the family on Florida's fabled west coast.

It would be very helpful for those planning this event if a rough estimate of those intending to come would let me know as early as possible. Please write to Terry Bischoff, P.O. Box 117, Nashotah, Wisconsin 53058. A list of accommodations is available on request. 'Hope to see you all there. ##

HIGHLIGHTS OF THE 1967 ANNUAL MEMBERSHIP MEETING Chautauqua Lake Yacht Club, New York

Those who didn't make the Regatta Meeting this fall missed a real "town-hall" meeting under a great canvas tent. A hard driving Dixie Band, operating adjacent to the tent, failed to lure 43 members from their seats -- a significant tribute to the emotional content of the meeting agenda -- briefly noted here.

1. Secretary Nat Robbins reported on the NY meeting which approved the experimental aluminum spar, royalty labels for new sails, etc.

2. After Commodore Smedley introduced the VIP's of the Regatta Committee, Sam Merrick questioned a constitutional change concerning the election of directors -- this was deferred to a later discussion.

3. Kay Meyer Comfort gave a verbal report on the advantages and disadvantages, to date, of the aluminum spar experiment -- this was followed by considerable discussion.

4. An aluminum swivel spar was described by Sam Merrick as running late in development but of continuing interest.

5. David Langworthy and Bob Pegel moved that the members thank the Comforts and Sam Merrick for their reports and efforts.

6. No final answers were drawn from Mike Meyer's report on the measurement studies.

7. Kay Meyer Comfort said some nice things about this little publication and then --

8. We really got into a dandy discussion as to the legalities of the Nominating Committee procedure and subsequent voting.

9. Well sir, things really heated up when the floor appealed the Commodore's request for an unanimous ballot for the nominated slate. The membership voted against the appeal, thereby voting in the slate, terminating the meeting and rushing off to the Dixieland Band, which momentarily had been outdone in the decibel department.

10. PS -- The slate voted on was as follows:

Walter Smedley, Jr., Commodore. Nat Robbins, Vice Commodore. Hartley Comfort, Sr., Rear Commodore. The Directors: Mike Meyer, John Sangmeister, Ted Brennan.



E BOAT SKIPPER GEORGE HACHMEISTER - CRAWFORD'S LANDING, SIOUX NARROWS - LOOKING FOR HIS SLIVER-REACHER WHICH, UNKNOWN TO HIM AT THE TIME, WAS STILL DRYING ON THE LAWN AT BAUDETTE, TWO LEGS AND 70 MILES BACK - SEE STORY ON PAGE FIVE