



NCESA

WINTER 1969 - 70 VOL. 4 No. 1

REPORTER

THIS ISSUE:

11th Annual NCESA Regatta Results and Observations

Membership Meeting at Lake Geneva, Sept. 5, 1969

Minutes of the New York Meeting, Jan. 29, 1970

Blue Chip Regatta Results

"How To" by Mike Meyer





The Commodore Comments:

"As the officers of the NESAs change hands and Walter Smedley completes his term as Commodore, I think it only fitting that we join with a tribute to Walter for his enormous contributions to the E Scow Class and to our national organization. When this organization was formed, I well remember the early years after our meeting in the Yacht Club at White Lake, Michigan, how hard Walter worked to get the organization off the ground. Mike Meyer became the first Commodore and Walter, as Vice Commodore, gave him an enormous amount of assistance in pulling together the Charter and By-laws and the Constitution, plus doing all the many, many things that had to be done to give birth to our new association.

You can't imagine the amount of time and effort that Walter has spent in promoting the Class and the Association. Yet, he has spent this willingly and enthusiastically because he feels so strongly about this wonderful type of boat. There were times when a lesser man would have been extremely discouraged, yet Walter's enthusiasm continued to pull us all along. There are always problems in an organization such as this, and yet Walter faced up to these cheerfully in spite of whether he had a good day on the racing course or not.

I guess you might summarize his main attribute as "enthusiasm". The enormous enthusiasm that Walt had rubbed off on all of us and got the fledgling organization through many difficult periods. How many of us can remember pulling up to a regatta site after Walter had arrived and receiving that wonderful greeting that he and M. J. could provide during those early moments.

I don't mean to imply that all of his tenure has been sweetness and light; there have been some very difficult problems but in spite of these problems, no one can deny the great contribution that he has made to this important class. Fortunately, we are going to still have Walter around and because of this, I am certain that everyone will be leaning on him even though he has retired as an officer. He has agreed to help as a director in the organization.

We will look forward to Walter's continued contributions in developing national interest in the E Scow sailboat and our NCESA organization."

Very truly yours,

Nathaniel Robbins, Jr.

5023 Wooddale Lane
Edina, Minnesota 55424



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

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

Directors: Roy Mordaunt, Robert Cole,
Tom Blais, Walter Smedley,
Nat Robbins, H. B. Comfort,
Ted Brennan, Sam Merrick,
Maynard Meyer

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 Hartley Comfort for printing.

SUPPORT THE NCESA by sending \$10.00 dues to: Sam Merrick, Secretary/Treasurer
401 North Street S. W., Washington, D. C. 20024

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



September 18, 1969

TO: ALL OFFICERS, DIRECTORS, CHIEF MEASURER,
BUILDERS (Melges & Johnson)

SUBJECT: SCANTLING RULES

Gentlemen:

Perhaps you read with the same interest that I did the attached article on why Pattison did so well in the FD World's Championship. Simply stated, he had a "special" mast, numerous adjustments to the rig, and the skill to use these adjustments.

I am satisfied that, based on the expression of members at the Geneva Annual Meeting, we don't want such wide opportunity for specialized equipment. On the contrary, there is a strong feeling toward standardizing our designs more strictly.

It is true that we have a number of opportunities for adjustment of rig while underway. Among them are:

- a) main sheet traveller
- b) main clew outhaul
- c) main Cunningham
- d) jib Cunningham
- e) jib clew position
- f) mast rake
- g) jack stays (controlling mast bend)

Perhaps these adjustments are inevitable. At least they permit improved performance with the same set of sails, and undoubtedly make our scow easier to handle under varying wind conditions.

I am convinced, however, that our members want to draw the line here. The new rig scantlings which we approved at Geneva must be specific enough to insure standardized masts, booms and their rigging. This is particularly necessary for the aluminum alternate, assuming it is ultimately approved by the membership referendum.

Sincerely, Walter Smedley

WHAT MAKES PATTISON GO?
ONE COMPETITOR'S VIEW
(Courtesy O. D. & Offshore Yachtman)

By Chris and Peter Chatain

To our highly impressionable eyes, Rodney Pattison, Iain MacDonald-Smith and Super. . .docious were an embodiment of all the "go-fast" articles that we have ever read in the yachting press. Most everyone in the Flying Dutchman Class knows his distinctive boat speed formulas.

His mast is something special compared to the typical Proctor and deHavilland spars. He took an "Alspar" section from Australia and had it custom finished in England for a cleaner mast aerodynamically and perhaps a little more stiffness than most. His electric relative wind indicator that he used in Acapulco has been replaced with a simple arrow with two fixed marks to show downwind tacking angles.

He can adjust many things while underway, including the rake of his mast and the mast brace at deck level, but many FD's can do that now. He showed great concern over centreboard and rudder shapes, as he measured in several, each with a slightly different shape. He had the same sails that he used in Acapulco: a relatively full French Tasker jib, a light medium weather Musto main, and Musto and Banks spinnakers. Super. . .docious was about 10 pounds over the minimum sailing weight but almost none of the fast boats were lighter.

Pattison was perhaps faster because of his use of the equipment, not because of any go-fast item alone. He worked his main traveller constantly, watching each set of waves and each puff. More times than not in the medium breezes the traveller slide was to weather of the boat's centerline, (although the boom never was). When we would watch him sail upwind we were impressed by how much he would steer. The tiller was always in motion, sometimes not very gently either. He would go by fast, however, and there are probably many other facets of his technique that we missed.

(Ed note): The following letter was received late last fall with a request by ship to please publish it. Since discussion, controversy and planning around the spar problem are still in progress, we are happy to oblige the request.

To all regular members of NCESA:

I'm sure by now most of you have read the recent flyer by some unknown parties warning of untold perils if we approve an on-deck aluminum spar, as the majority voted to do at the Lake Geneva meeting.

Some of the perils warned of, simply do not exist. True, one year ago the ILYA did indicate to the 'E' Class that they would not discourage any progress toward aluminum spars in 1971. They did not however, throw the door wide open as indicated by our unknown writer(s). At a recent meeting of ILYA Class 'E' representatives recommended to the board of directors that they also freeze the present wood mast to the current Johnson and Melges design AND THAT THEY TOO, AT A LATER DATE ALLOW AN ON DECK ROTATING SPAR.

Because the on-deck aluminum spar has not enjoyed the public exposure the thru-deck aluminum spar has, does not mean it is unproven and unsuccessful. To be sure SC 77 did sail at Lake Geneva with a self rigged on-deck rotating

PROTEST CORNER, Continued

aluminum spar. THE REAL POINT TO MAKE IS THAT SC 77's PERFORMANCE WAS CONSISTANT WITH HIS PERFORMANCE IN PAST REGATTAS not that his sailing in the rear of the fleet proves that the mast was unsuccessful.

I also sailed an on-deck aluminum spar and after being disqualified in the first race, completed the remaining two races in the top ten to fifteen boats.

Success to me means that material only can be substituted without forcing the individual boat owner to change for fear of losing a few m.p.h. to a more financially solvent competitor who is able to afford the change and the sails necessary for the thru-deck spar.

No one wants to see the Class E take a step backward, but is it a step forward, when, in the name of progress, you run the risk of reducing the Class to a few boats capable of going a few m.p.h. faster? Much better, I think, to keep the fleet together in rigging scantlings, and thus ultimately keep the organizations together.

Skip Johnson

Dear Editor:

Enclosed please find my remittance for associate membership in NCEA for 1969. Although sailing, and particularly scow sailing, is quite limited in this part of the world, I would like nevertheless to continue receiving my copy of the "Reporter." After being tantalized by the regatta in Columbia this past spring, it has been difficult to put down the enthusiasm it aroused to get back into the action for another season of E sailing.

Until next year however, reading of the "Battle of the Aluminum Spar" will be a welcome change to the less abstract and probably less significant battles here in Vietnam.

Sincerely,

Barry D. Bricker
(Temporarily shanghaied crew
member of M-22, Muskegon Y.C.)

-- since both "battle" areas are going strong (Vietnam and Aluminum Spar), this letter is still most appropriate. Ed.



PHOTO COURTESY FRED NOER, WALWORTH TIMES

11th ANNUAL NATIONAL E SCOW REGATTA

LAKE GENEVA Y.C.
SEPTEMBER 4-6, 1969

This eleventh renewal of the national championship for Class E lake scows brought together probably the finest field ever assembled. The group of fifty-seven boats included every winner of a major E-scow title in the last three or four years from the inland area, the eastern area and western Michigan. There were two Mallory Cup champions, Buddy Melges and Cliff Campbell; six ILYA champions, Brad Robinson, Stu Wells, Bill Allen, Nat Robbins, Mike Meyer and Melges; four ECESA champions, Runyon Colie, Sam Merrick, Ed O'Malley and Campbell; Western Michigan champion Bruce Wathen; and finally, five previous NCESA champions, Robinson, Colie, Robbins, Melges and Meyer.

It was a tough field, indeed, made more demanding by the unstable weather conditions which brought squalls, postponements, capsizes and cancellations over the three day period. Friday was a complete loss as a severe front passed through. Though we had but three races, they were all good contests, particularly the final one which tested the fleet with 20-25 knot winds right down the lake. The ten mile windward-leeward course was ideal, and provided a fine test of championship ability on all points of sailing.

Bud Melges' win is a distinct additional feather in his already ample headdress. Sailing his conventional rig against several innovations which were significantly superior, he worked his way consistently with a 1-3-2 record. Bob and Jane Pegel also used consistency to place second with finishes of 5-5-3.

The experimental rigs had their problems, as well as their moments of glory. Comfort's Phantom was sailed by Runnie Colie, who said afterward it was the finest E-scow he has ever sailed (and that covers a lot of territory from 1935 onward). He had a "safe" first place on the last leg of the first race when a squall passed through the fleet. Rather than take the chance of a capsize with an unfamiliar boat, eased sheets and Buddy seized the opportunity to sail by.

In the second race he was moving well, but his finish, about eighth, was cancelled by a technical foul in the mess at the starting line. And again he was among the leaders in the blustery final race when an ornery spinnaker damped the boat on the last jibe at the downwind pin.

The last race also caused Cliff Campbell his hardware. Cliff had sailed his limber star-boat rig quite successfully to 8th and 2nd in the first two races, but the strain of that third race was just too much and the mast collapsed, leaving him 17th overall.

Ed O'Malley, with a similar rig but in aluminum, stepped through the deck, had perhaps the most dramatic record. After a mixed-up first race to 19th, he worked out a strong 4th place behind Stu Wells, Cliff Campbell and Melges. But it was that last heavy air race which opened everyone's eyes. Slicing through the moderate chop and surging to windward with every blast, he showed his transom to the whole E-scow world. This final win pulled him up to third overall.

Consistency and endurance were the key to this set of races. Bill Allen's fine 7-8-7 earned him 4th, John Perrigo managed a 5th with 6-17-5, and Bill Mattison a 6th with 13-13-4. Less happy with at least one of their races, Mike Meyer's final 19th dropped his 3rd and 10th to 7th overall, Brad Robinson could only manage a 15-7-12 for 8th, and Nat Robbins a 11-6-24 for 9th. Sam Merrick's consistent 16-11-15 earned him 10th, after the debris of the last race was cleared away.

As noted above, breakdowns and fouls dropped many from serious contention. Stu Wells came back from a DSQ in the first race to a 1st and 9th; Dan Bowers lost the benefit of his 4-9 when he could not finish the last race, and Skip Johnson, the current ILYA Invitation champ, recovered from a DNF to a pair of 14th's. Skip was using an aluminum mast, otherwise of the conventional on-deck swivel design, but in this large fleet under the conditions existing, it was not possible to evaluate its performance characteristics.

We came to sail, and sail we did. But this eleventh National Championship, the first of our second decade, will perhaps be remembered longer for the decisions we reached regarding the design of our E-scow and the direction in which the class is headed. This is a popular class, as evidenced both by the large number of first-rate sailors returning to compete for the prizes, as well as by the 57 entries, consisting of some 250 sailors, gathered from as much as 1500 miles away. Technological change is necessary for the continued popularity and growth of such a class. But at the same time, assurance that such changes will be carefully considered is the essence of the matter for the rank and file membership. Acting on the recommendations of the general membership, the Board of Directors approved changes to the scantling rules which will insure the present rig design, either in wood or aluminum, for at least five years. During this period, the Board has authorized a comprehensive professional study of the E-scow rig toward the goal of improvements, not only with respect to performance, but equally as important, with respect to ease in handling, cost, and adoption to existing boats. These changes will become effective upon ratification by two-thirds of the membership a little later this year.

Complete results of the Eleventh Championship Regatta follows:

SAIL NO.	HELMSMAN	RACES	TOTAL PTS.	FINAL POS.
I-1	Bud Melges	1-3-2	8.7	1
I-11	R. & J. Pegel	5-5-3	25.7	2
MA-8	Ed O'Malley Jr.	19-4-1	33	3
M-5	Bill Allen	7-8-7	40	4
I-44	John Perrigo	6-17-5	44.7	5
H-14	Bill Mattison	13-13-4	46	6
V-77	Mike Meyer	3-10-19	46.7	7
M-1	Brad Robinson	15-7-12	52	8
M-9	Nat Robbins Jr.	11-6-24	58.7	9
B-2	Sam Merrick	16-11-15	60	10

Continued on Back Cover



(ed. note): We put winner Bud Melges on the spot for some off the cuff comments. He obliged with a fast, now stop tape discourse, which we have printed below - just about verbatim

Putting Teal together for the 1969 National "E" Regatta became quite an involved project. During the summer, we (Melges Boat Works) felt the need for a slight model change, looking for better light air characteristics and a more rigid hull. Consequently, Harry Melges Sr. and I went to the drawing board and came up with what is now our 1970 model "E". She was fuller under the mast and forward and every attention to detail was applied for stiffness in her original manufacture.

To have the Teal ready in time for the 1969 Nationals was another thing. Consequently, we showed up without canvas on the deck and a rolled sheer line, which proved to be the most comfortable edge I've ever hiked out on. The no-canvas deck, with only one coat of paint, appeared to stand up quite well and further proved its durability in fall sailing and being covered with a foot of snow as late as December 23rd. But to get back to our preparation, we knew that we were laying it on the line -- we had absolutely everything to lose and really very little to gain and, should we not perform well, it could have had really negative results.

We were able to sail her on Wednesday prior to the series and were immediately delighted with the feel that she transferred through the sticks -- her rigidity and eagerness to go forward in the water. Our crew were basically what one might call "virgins," having never sailed together before. Tom Szymanski, my jib man, has not been actively sailing "E" boats since 1965. Bill Matson, a "C" sailor from Lake Mills, Wisconsin, was sitting behind Tom -- but probably the jelling factor to our whole crew was a stroke of luck. About 10 minutes before the start of the first race, we picked Kay Larkin from the flagship. Kay's knowledge and ability to handle the center of the boat with Bill and to assist Tom were most rewarding, as we learned half way up the first weather leg of the very first race. She was quick to pick up the loose ends and tie them all together.

Our first weather leg was so-so. We rounded the top mark in the top 15, had a beautiful first reach, a beautiful second reach, and found ourselves in the top 5 with a shot at first. Runnie Colie was out front sailing well in a strange boat. I felt that our only chance was if he got mixed up in that strange boat -- so, we tried tacking. Mixed-up he did not get, as tacking she did well ("she" meaning the Phantom). Our tacks were also good, but inches we could not get. He busted out on the second leeward leg, which was a free run and it looked like he was gone over the hill. Then, he managed to sail into a flat spot and we found ourselves on a dead plane leaving the third boat dead astern and we rounded within a boat's length of Runnie to start the beat home. This beat had changed into a one-tack leg.

That second weather leg, which has now become history, was a real ride. We started out on the one-tack beat -- it started to rain slightly and we had to work up on Runnie's weather quarter with the hopes of driving over the top when the finish line came into view -- we had no other choice.

Then the rains really came and with the 20 miles of wind, we elected to pull the leeward board in hopes that the boat would skid out -- not crab and capsize. This worked successfully and as Runnie pulled over to the curb, we watched him go, through the window, at a rapid pace in the wrong direction. His crew were shielding their faces from the blinding rain, which felt more like a sand blast. Not being able to see -- operating in unfamiliar territory -- and in a strange boat, they elected wisely not to risk capsize and lose everything. The race ended with us out in front approximately 150 - 200 yards, only because Runnie elected to pull over to the curb and, I believe, very wisely so -- to throw a regatta the first hour and a half the thing is under way is foolhardy. His achieving a second in this race still put him very, very much in the running with no breakdowns, etc., which might have occurred had he driven her hard through the storm. Also, there was the realization that if he did capsize, his probability of righting the boat was practically nil. As it ended up, he may as well have driven her hard because of his foul-out the second day (hindsight?) In any event, Teal rewarded us well on our first outing.

The second race was again a mediocre first weather leg. Not phasing out on Lake Geneva can sometimes be disastrous. We looked good and we looked bad. We rounded the first windward mark in 10th position -- again we had a good leeward leg and moved up considerably to 7th or 8th position. Starting the second weather leg we closed in somewhat on the leaders, then again we had another famous squall and a real ride on flat water with high winds. Wow! We found ourselves in a tight 4th at the leeward mark, were able to sail by two boats on the wind, Cliff Campbell and Ed O'Malley, and challenged Stu Wells. Driving, we elected to ignore the 3rd and 4th boats -- pushing ourselves to the wrong side of the course, knowingly, but felt it was our only chance to get Stu. In so doing we merely dropped a position, lost ground on Stu, and finished 3rd behind Cliff Campbell. The high point of this race was the thrilling plane to the leeward mark that last time off the wind.

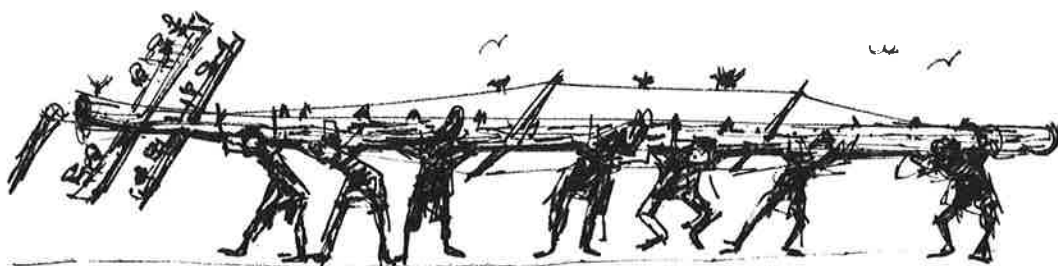
The third and final race started out in what appeared to be light air, when leaving the yacht club dock and heading for the starting line, and we chose our light wind 3.8 sails. After the first recall, however, the wind increased steadily in velocity, so we adjusted as best we could -- found ourselves an opening on the starting line and went for it with throttles wide open. We felt we had to jump quickly to be in contention with the experimental rigs. We had a good first leg rounding first and maintaining this lead throughout the race. As a lot of crews experienced those wild jibes off of Black Point, we were quite pleased with ourselves until the last one and this one hurt us dearly. I had found through my experience in the Flying Dutchman that flying jibes in high

winds can be best accomplished when the boat is absolutely wide open and going as fast as she can in the most blazing plane of the day. The first time down we had found a most beautiful beezer blast and I called for a jibe -- three heads spun around thinking I was completely out of my tree. I said we must do it "now" and with that they started forward for the pole, at which time I stopped them and said we would jibe the back of the boat first and "all hands be ready." Our chute was pulling hard and full -- the main came across with great ease due to our fast plane (because the chute was pulling). The boat barely hesitated and the main floated to the new tack gently. Backstays were no problem because we had four hands tending them. Then I called for the chute to be jibed.

In this velocity of wind it is quite easy to keep the chute full with the pole on the wrong side -- this we accomplished with no problem. Our first jibe was a honey; our second was a honey; our third looked great until there was a mix-up in signals. Two men went forward to get the pole at the precise moment the bow entered a wave and we had 12" of beautiful Lake Geneva on the foredeck pouring into the cockpit. When the yelling ceased and the boat back under control, we had a waterfall going over the keelson. We started our reach for the leeward mark after dousing our chute hoping to get rid of all water -- but were able to exhaust little. My thought was to get to the south shore where the wind had been from the first two times and the seas the flattest. As we approached the south shore, we were wound up in a lift. The seas were big and were going into shore -- right up to the beach. We had gained little and had lost much ground to Ed O'Malley, who by now had his experimental rig flying, pointing higher, and footing as fast. We did not rid ourselves of all water until about a quarter of a mile from the finish line. The moral of this story is to have your crew organized so that you know who will take down the pole and watch the sea conditions -- also, have your builder attach a splash rail to your deck.

In summary I would like to have seen Runnie keep his boat upright that last race, as there is little doubt in my mind that he had found the combination and was really roaring, and I mean roaring -- not just sailing fast the last half of the second weather leg. Ed O'Malley was much faster than the conventional wood sticks, but I think he would have had a real tussel holding on to Runnie in that Phantom rig. By the end of this series I felt that our crew work had made tremendous strides -- we were now ready to sail, jibe and tack with anyone. It was great to be back in an "E" boat and experience the wild planing rides and great windward speed again while vieing with the top drawer competition that we have within the class.

Bud Melges



"personally, I'm glad to see an old wood stick get out and go, because they taste much nicer than those extrusions..."





One thing for sure that I have written down on my "be sure to do" list is to always have my favorite sailmaker take the sails to the shop before a regatta. He can always see things there that we haven't noticed while sailing. At the Inland we didn't have boat speed in the light stuff. Before the Nationals a quick check in the shop revealed a slightly loose leach that was robbing the main of the versatility it should have had. A minor adjustment made the boat come alive again.

To almost everyone, the outstanding feature of the first race was the blinding rain. But I prefer to remember the second weather leg. We really had her in the groove and hit all the shifts right to gain at least 15 places and get back in the ball game. There's nothing like getting "in phase" on Geneva. The gains you can make are phenomenal.

There were a number of complaints about not being able to cross the line on starboard the second race. We had the number one start that race and credit it to the fact that with about three minutes to go we realized the shift would make it impossible to lay back from the line at all. So while everyone was sagged off a boat length or two, we stayed right on the line and tacked to port on the gun. Only thing wrong, we didn't do any better in that race than we had in the first one after a poor start. Why don't we give a bonus for good starts.

How about that final race! Those jibes off Black Point leave little to the imagination. Even after 20 years in Cs, ms and Es, those screaming planes into Grunow's bay with the point looming up straight over the bow never fail to be a real challenge.

The tactical situations, the wind shifts as the violent weather charged around, all take a back seat to the memories of some fantastic rides; that screaming plane when the squall hit in the second race; charging to windward in the final race. These are the things that keep us racing an E -- a great boat!

Jane and Bob Pegel



-but only ONE finish!

(Ed note): Runnie very kindly sent on his views on how the Phantom rig handled - Pic at right shows Runnie + Phantom skipper ('68) Kay Larkin.



As you know, I had the privilege of sailing PHANTOM in the Nationals last fall and while that experience is still fresh in my mind I want to put down on paper my impressions of the PHANTOM rig.

I stepped aboard completely unfamiliar with sailing or handling this type of rig and ended up completely enamoured of both the simplicity and speed. We sailed with a crew weight of approximately 585 pounds, which was 100 pounds less than we had aboard with a conventional rig in the Easterns. We were leading on the final leg of the first race until the squall hit and Bud Melges sailed right over us. Without taking anything away from Bud, who is obviously far superior to me, particularly under such conditions, I now realize that I used entirely the wrong technique for the PHANTOM rig when I eased sheet in the squall. This allowed the mast to straighten and added considerable draft to the main. With the added draft we were really overpowered.

The second race was really a fiasco in which I did just about

everything wrong - including fouling out. For most of the race I could not seem to get untracked, but on the last weather leg we pushed some correct buttons and PHANTOM started moving, I believe, at least as fast as any boat in the fleet to cross the line eighth. On this last leg, in only moderate air she passed, I remember, Mike Meyer, Bill Allen and Sam Merrick and almost nipped Brad Robinson. She convinced me here that properly handled she was definitely superior to the conventional rig in the moderate conditions.

By the third and final race I was gaining confidence in my ability to handle the PHANTOM rig and as it really blew up, we felt we had her flying. The simplest secret that I learned in a blow like that was not to ease the sheet. We did, however, ease the traveller about 12 inches. On the second weather leg with the wind at about 25 she felt as though she were going to jump out of the water. There are still some small bugs in the rig and from well behind Bud we had come up and ducked astern of him on port tack, when our halyard latch let go. Had I been sailing a conventional rig with a 585 pound crew against Bud under these conditions, he would have disappeared over the horizon. I cannot gloss over the fact that we did capsize and turn turtle later in the race. However, I believe that under like conditions, a conventional rig would have turned turtle almost as rapidly. We were jibing the spinnaker and when steering with my foot, I slipped and the boat rounded up toward the wind. We went over so fast that only Hartley was able to get to the high side. The other three of us were either in the cockpit or the water. Under comparable conditions I capsized a conventional rig last year and had the mast in Barnegat mud before we could all get on the boards.

A word about the simplicity of the rig. We did nothing except move a wedge from forward to aft of the mast to induce some bend. Other than that, making minor changes in the one shroud on each side and trimming the main hard to bend the mast, there is little tuning that need be done.

I would say that this rig is at least as simple and probably as easy to master as the swiveling box rig. The traveller adjustment is even more obvious than on our conventional rig -- keep it on dead center until you are really overpowered (I suspect that if we were all sailing PHANTOM rigs, some of us might be bringing the traveller to windward of center).

In summary, I was extremely impressed and after Saturday's race, was even more disappointed that we had voted the rig out on Friday night. I hope that Hartley and Kay are encouraged to continue sailing the PHANTOM rig and that prompt steps are taken by the Directors to implement the new design, possible with the new sail plan Mike apparently advocated.

I also hope that, to keep PHANTOM alive, she will be invited to sail in certain, non-sanctioned races. I hope that my area can see their way clear to invite the Larkins and Comforts to participate with PHANTOM for the next few years in our Up-Bay Cruise Regatta on Barnegat Bay and Down Bay Cruise Regatta at Little Egg.

Runyon Colie, Jr.



Ed O'MALLEY

The REPORTER apologizes for not extracting comments on the regatta from Ed (We barely got to the first and second place boats prior to the deadline). Suffice to say -- the O'Malley rig went faster than blazes -- as everyone knows -- and jeez! -- will you look at the bend in that spar!

(Photo - Dede Meyer)



← Dede Meyer caught this unique shot of Dave D'Alcorn after he had flown the leeward offset mark for a good part of the next windward leg. A puzzler is how can Dave get his hull high enough in the air to re-round this fouled mark in order to proceed legally -- under the new rule?

Launching pad activity and tractor operator Melges as observed by Hartley Comfort.





Past Commodores Meyer and Smedley not tending bar. ▲

(photo D. MEYER)



Everybody has to be someplace - and they're usually on the dock. ►

(photos Hoxley Comfort)

A SALVAGE HANTY & VICE-VERSA!

Cliff Campbell standing
in the wreckage of his
very rapid but exploded
Star-type rig — while
Twink Robbins models
the remnants of the
last spinnaker run
of the last race
(We think it was worth it)

(photos Dede Meyer)



MINUTES OF THE MEETING OF THE MEMBERS OF THE
NATIONAL CLASS E SCOW ASSOCIATION

Held at Lake Geneva, Wisconsin
Friday, September 5, 1969

Commodore Smedley opened the Annual Meeting of the NATIONAL E SCOW ASSOCIATION in the Club House of the Lake Geneva Yacht Club at 2:30 P M on the afternoon of Friday, September 5, 1969. This being the 10th Annual Meeting of the Association.

Commodore Smedley referred to the notice of the Annual Meeting and of the proposed change in the By-Laws. It was moved and seconded that the change in the By-Laws as mailed to the members in the notice of this Annual Meeting be approved. Motion carried.

Commodore Smedley called on Roy Mordaunt, Chairman of the Nominating Committee to give the report for that committee.

The report of the Nominating Committee is as follows:
For Commodore.....Nat Robbins, Jr.
For Vice Commodore.....Hartley B. Comfort
For Rear Commodore.....Sam Merrick

FOR DIRECTOR
Walter Smedley, Jr.
M. W. Meyer
F. S. Brennan

There were no further nominations for officers or directors as provided for in our By-Laws.

It was moved and seconded that the recommendations as made by the Nominating Committee for officers and directors be approved unanimously. Motion passed.

Commodore Smedley then presented the Commodore's flag to our new Commodore, Nat Robbins and wished him great success in his guidance of the affairs of the Association.

Commodore-Elect Robbins spoke briefly upon his appreciation of the efforts and work done by Retiring Commodore Smedley and voiced the unanimous opinion of all members that the Association owes Commodore Smedley a real vote of thanks for his untiring efforts and his great enthusiasm in his guidance of the Association. This brought the entire membership to a stand with thunderous applause.

Commodore Smedley, as is usual, continued in charge of this meeting, pointing out that the new Commodore-Elect would take over as Commodore effective Jan. 1, 1970.

Commodore Smedley requested Director M. W. Meyer to report on the progress of the North American Scow Association. Meyer reported that at a recent meeting of the ILYA voted against expanding into a North American Scow Association by a vote of 17 against, 14 for. Meyer explained that this was not as he had forecast, because he had worked hard to get the ILYA to see the great possibilities of banding all scow sailing under one over-all organization. He further suggested that probably the thing to do would be to continue to work toward the goal of a North American or a National Scow Association.

Commodore Smedley made a brief summary of the aluminum spar experiments that had been approved by the Board and were presently in existence. He called for comments from various experimentors who were there at the meeting. The following made comments: Ed O'Malley, Art Simmons, Skip Johnson and Hartley Comfort. The other experimenter, Jack Helms, was not present at the Regatta.

Smedley further asked for comments from the floor. After a discussion of the pros and cons of the various types of experiments, the discussion was closed.

Colie moved and O'Malley seconded as follows:

"That this meeting go on record as recommending to the Board of Directors that the Board adopt the Phantom Aluminum Spar and Boom Rig for all new boats and that we grandfather the present rotating on the deck wood box swivelling spar, and that all present experiments be terminated." This motion was defeated by a vote of 29 against and 19 for.

Merrick moved and Robbins seconded the following motion. "It was moved that the present scantling rules of the Association for wood spars be tightened and redefined and that they be firm for 5 years.

"That the Association hire for pay, competent authorities to consider, plan and develop a spar for the E Scow.

"That the present experiments be terminated."

It was moved to amend this motion by Simmons, seconded Wells, "That the motion be amended to provide for Aluminum On-deck Swivelling Spars."

The vote on the amendment was For the amendment 33, Against the amendment 14. Amendment carried.

The motion was voted on and the vote on the motion, which includes the amendment was as follows: For the motion 39, Against the motion 9. The motion passed.

Upon motion made and duly seconded, the meeting was adjourned.

Hartley B. Comfort

MINUTES OF THE MEETING OF THE DIRECTORS
OF THE NATIONAL CLASS E SCOW ASSOCIATION

Held at Lake Geneva Yacht Club
Friday Evening, September 5, 1969

Present were Smedley, Meyer, Brennan, Robbins, Cole, Mordaunt and Comfort. Absent were Blais and Sangmeister.

Commodore Smedley asked to attend the meeting as guests of the Directors the following people: Melges, Merrick, Pegel, Johnson and Colie.

Commodore opened the meeting by presenting the gavel to our newly elected Commodore, Nat Robbins. Robbins spoke of the great service that Commodore Smedley had been to the Association and asked that each member of the Board be sure to give him his full support.

Officers and Committee Chairmen were nominated and elected as follows:

Commodore Nat Robbins Jr.
Vice Commodore Hartley B. Comfort
Rear Commodore Sam Merrick
Secretary-Treasurer Sam Merrick
Chief Measurer Irv Spear
Judicial Committee Runyon Colie
Nominating Committee Walter Smedley Jr.
Scantling Rules Committee.. Mike Meyer
Regatta Committee Bob Pegel
Finance Committee Sam Merrick
Membership Committee ... Hartley B. Comfort Jr.
Publications Committee ... Ted Brennan

The question was raised as to whether or not the Annual Regatta should be at a time before Labor Day or after Labor Day. The consensus of the meeting seemed to be that we should continue the dates that we have established as being that of Labor Day week.

Cole extended an invitation from the KEUKA Yacht Club to have the 1971 Regatta on Keuka Lake in western New York State.

It was moved by Meyer, seconded by Brennan, that the Annual Regatta of the Association be held in 1971 at Keuka Lake in western New York State. Motion passed.

Commodore Smedley raised the question of a mid-winter Regatta. He pointed out that the South Carolina Yacht Club had again extended an invitation for the Association to come to Columbia. They had agreed that they would put on an NCESA Sanctioned Regatta.

It was moved by Meyer, seconded by Robbins, that the NCESA mid-winter Regatta be held at Columbia, South Carolina; the time to be determined. Motion passed.

A discussion of the Aluminum Spar problem was held.

It was moved by Comfort, seconded by Cole, that the Scantling Rules be changed to provide for the Phantom-type rig, effective upon final approval by the membership. A discussion followed and a vote was taken. For the motion 2. Against the motion 4. Passing 1. Motion defeated.

It was moved and seconded as follows: "The mast shall until the 1975 season be constructed of wood, free swiveling and stepped on-deck, and shall conform generally to the type of mast in general use at present. It shall be rigged with two shrouds, two jack stays on two pairs of spreaders, two back stays, a head stay, but no other standing rigging. In no event shall standing rigging be attached above the hounds. Exact dimensions of the spar will be added. "The vote for the motion 6, passing 1. Motion carried

It was moved and seconded as follows: "The Board shall after studying the appropriateness of available aluminum spars, recommend for approval an additional scantling Amendment (subject to a required 2/3 approval of the membership) which will permit a free swivelling aluminum mast to be stepped on deck. It is the intent of the Board that this will be in the hands of the membership by December 1, 1969, so that the rig can be ordered for use in the 1970 season.

"The Board will undertake to develop a rig for adoption by the membership in the 1975 sailing season. The Board will consider such factors as modernization, improved performance, cost, safety, simplicity, sources of supply, etc., and will employ such expert advice and services as it deems necessary.

"All existing authorizations for experimental masts are herewith withdrawn." The vote for the motion 7, against 0. Motion passed

Upon motion duly made and seconded, the meeting was adjourned.

Respectfully submitted,
Hartley B. Comfort
Secretary-Treasurer



MINUTES OF THE NCESA BOARD OF DIRECTORS

January 29, 1970 at the New York Yacht Club

Present were Robbins, Comfort, Merrick, Cole, Smedley, Brennan and Meyer. Absent were Blais and Mordaunt.

The minutes of the September 1969 meeting at Lake Geneva were read and approved as previously corrected.

Committee Reports:

-Pegel, Chairman of the Regatta Committee, reported successful discussions with the Race Committee of the Little Egg Harbor Yacht Club leading up to the 1970 National Regatta. Following recommendations of the committee and after discussion, the following action was taken:

m/s/c that the 1970 National Regatta be dry-sailed (see By Law Art. VIII, Sec. 18).

m/s/c that Ed Malone be employed as Head Judge for the 1970 National Regatta.

m/s/c that anchors weighing at least five pounds be required at the National Regatta.

m/s/c that a ski-belt not be permitted as an "approved life preserver" within the meaning of By Law Art. VIII, Sec. 18.

-Merrick, Chairman of the Finance Committee and Secretary-Treasurer, read the attached (Exhibit I) financial statement prepared by the outgoing Secretary - Treasurer covering the years 1968, 1969.

The following budget for 1970 was proposed and adopted:

INCOME:	220 Reg. members @ \$10.00	\$2200.00
	220 Asso. members @ \$5.00	1100.00
	Sail emblems, royalties, etc.	2000.00
	Total	\$5300.00
EXPENSES:	Secretarial	\$1000.00
	REPORTER	2500.00
	Year Book	600.00
	Regatta Expenses	1100.00
	Total	\$5200.00

The possibility of advertising being sold for placement in the REPORTER would permit an increase in its expenses by adding more pictures and color to the extent advertising revenues would cover such costs.

-Meyer, Chairman of the Rules Committee, reported on behalf of himself and two other members present, Brad Robinson and Cliff Campbell, after a full morning's discussion with a large number of members participating, the following recommendations:

1. That all masts be stepped on deck without any protuberance below deck.
2. That the Scantlings be amended as to conform exactly to recent action taken by the ILYA.
3. That the "new Soling" aluminum mast be permitted starting with the 1970 season but only after a test between the suitability of such a mast using the present fore triangle or one with the hounds at the 25-ft. level.
4. That an aluminum boom be permitted with an aluminum mast.
5. That further effort be instituted to more carefully restrict hull scantling rules.
6. That the Board should consider eliminating the "experimental clause" (Scantling Section 1, A-1).
7. That the 5-year study to develop a suitable aluminum spar together with rig modifications as per the action of the 1969 Annual Meeting be undertaken promptly.

An item-by-item discussion of the Rules Committee's proposals took place. The items were disposed of as follows:

On Item 1. This recommendation precisely followed the ruling of the Judicial Committee of September, 1969, on the appeal of Robinson v. Campbell. Hence no further action was needed by the Board.

On Item 2. It was unanimously m/s/c to amend the Scantling Rules so as to define within tolerances the swiveling box spar together with standing rigging and spreaders

now in use. The language to be used will be identical in intent to that recently adopted by the ILYA, but modified so as to fit the fabric of the NCESA Rules.

On Item 3. It was unanimously m/s/c that the "New Soling" mast dimensions together with its weight and a balancing point be tentatively adopted, as minimum specifications for an aluminum mast starting with the 1970 season subject however to further approval by the Board after on-the-boat testing can be completed to determine the suitability of locating the hounds at the present location or at a 25-ft. level as in the Soling class, and after consultation with representatives of the Johnson Boat Works.

Currently, there is discussion as to whether this motion was unanimously passed. There had been debate prior to the voting as to the best way to pursue this investigation. In essence, though, the spirit of the motion was to gain specific information on the proposed spar and fore triangle rigs. (Ed.)

On Item 4. It was unanimously m/s/c that an aluminum boom be optional without respect to the material used in the mast: A minimum dimension will be supplied.

On Item 5. It was agreed that the Rules Committee was entirely within its existing authority to develop more meaningful and controlling hull specifications so as to avoid unstabilizing hull development and that it should proceed to do so.

On Item 6. The Board deferred action.

On Item 7. It was unanimously m/s/c that the Rules Committee make proposals for long-range rig development by qualified experts.

OLD BUSINESS

It was m/s/c that the 1970 mid-winter regatta not be a "sanctioned" regatta but be an "approved" regatta. The purpose of this change was to permit those sponsoring the regatta to determine for themselves what scantling rules (i.e. what spars) should be permitted.

The Commodore appointed Smedley to investigate and report on the problems of sanctioning regattas without complying with all NCESA requirements.

NEW BUSINESS

A brief discussion was directed to the desirability of raising dues to compensate for the elimination of sail labels. The Commodore appointed a committee consisting of Merrick (Chairman), Pegel and Smedley to study the matter and report.

It was m/s/c that the Board would meet on May 1, at the Marriott Motel in Chicago; Brennan to make arrangements.

By unanimous action the Board adjourned at 5:30 p.m.



THE COUNT DOWN

By Mike Meyer

*Ed. note: We reached back to this
Scur Skants 1959 article and
except for names, it still holds up.*



So, this fellow, Frank Grundman of Neenah-Nodaway, asks the following sneaky question . . . "What is the best method of starting where there are 40 to 60 boats on the starting line?"

If there is anything a guy doesn't want to talk about in sailing its how to get away from that starting line! Getting a good start is certainly a very important factor if you hope to finish consistently well. So, here goes, Frank, and like the old saying -- do as I say, not as I do!

The very wording of your question brings a very important point to mind. You say a fleet of from 40 to 60 boats . . . remember, 60 is 50% greater than 40, and therefore the starting line could be, if correctly laid out, at least 50% longer with 60 boats than with 50. Ideally, the starting line should be long enough so that each boat in the fleet could, if on time, hit the line at the gun and find room to sail. If the race committee uses the boat length times the number of entries for starting line length, there should be adequate room for each boat to get a good start.

Now the lay of the starting line in relation to the wind direction is not only important as to which end of the line is most advantageous, but will also determine whether the line will be more crowded or less crowded, depending upon how high above the line you can point on starboard tack. It is far easier to get away to a clean start when the starboard end of the line is the most favorable, and conversely, the greatest confusion exists when it becomes impossible or almost impossible to cross the line on starboard tack.

Why do I keep talking about crossing the line on starboard tack? Well, in a fleet of 40 or more, or even less, and I'm talking about regatta series sailing now, I don't recommend attempting to start on port tack. If the port end of the line is favored -- be there. Hit it right on the mark, hit it right on the second; but hit it on starboard tack -- and no one will ever get through on port tack!

I suppose another important factor is to have a transfusion of icewater in place of the blood in your veins. You've got to remain absolutely calm at all times prior to the starting gun. If the skipper appears nervous (and who isn't?), the crew will be doubly so. After all, the crew doesn't even have a tiller to push in all this confusion! Remain positively stoic. It will even rattle your competition if they see you are perfectly calm and controlled. But more than this, your crew will be confident and intent on hearing the slightest order you might give. This makes for a boat that is ready to go!

Depending on wind velocity, you will have more or less time to decide where you want to start. Then, be there at the right moment. In heavy weather, you can make your decision later and get to position fast. In light weather you've got to allow more time to reach the right spot. The paradox is in

the fact that in light weather the greater relative wind changes might prove your careful planning wrong at the last moment, and you have to scramble for the other end of the line, with no time to get there! In heavy weather things are more certain.

From a possible accident or entanglement and delay standpoint, it is imperative that each crew member be on the constant lookout for other boats. Whether you are on port or on starboard, never cease watching for oncoming boats, for they may not be looking, especially if they have right-of-way. Always know where you are in relation to all other boats in the fleet.

Imperative . . . Never drop too far behind the line! In light weather, the other boats to windward will cut off your air and you'll never get back to the line on time. Instead, consider being on the wrong side of the line. This you can do safely only so long as you have a spot to sail into on the right side of the line just before the gun goes off. But beware of this, as those holes close up mighty fast in the last couple of seconds.

A recently innovated tactic, which I have seen worked to perfection by the master, Bud Melges, is to "freeze" on the line. You maintain all rights by keeping your sails full and your boat pointing as high as possible -- but -- absolutely no forward motion! It not only takes an expert helmsman, but also an expert jibman. It can be done, and one can hold this selected position. But don't let your reins loose or your horse is going to run away with you.

As far as timing is concerned, a lot has been written by various authors on the need for practice runs, timing several runs from the same or various points, etc. I don't believe this is applicable in either our type of fast boats or in 40-60 boat fleets. Somebody else will always goof up the the planned start anyhow. Heavy keel boats with great momentum and much less response are an entirely different proposition. My maxim is simply know where you want to be and be there, even if you have to sail around in circles to stay there.

And then, of course, there are the times when the whole fleet decides it wants to be exactly where you want to be, too. When you see this building up, get out of there as fast as you can, and take your alternate start. Oh yes, you always have an alternate start, the one that in your mind is only second best, but the one you can pull out of your hat when your number one choice has closed up. Always know what move you are going to make if your initial plan fails, and constantly maneuver your boat so that this choice remains open. Once you have no choice of direction at the start, you have practically lost the race, because there will always be several others who are still able to make a choice and they will get to the weather mark well ahead of you. Above all, remember to keep calm, think fast, and be alert. And sail your boat as fast as it will go.

In closing I am reminded of a saying my crew has. I believe it was Stan Ogilvy in his book "Successful Yacht Racing" in which he keeps reiterating "Get to the starting line early!" Well, the wits that I sail with came up with a much better one. They say, "To hell with Ogilvy, get to the finish line early."

1969

PEWAUKEE Y.C. CLASS E

BLUE CHIP REGATTA

At a Blue Chip Regatta, one would expect to see some spectacular sailing. The E-scows did not disappoint us on September 20-21 at Pewaukee when seventeen of the top sailors went at each other.

Two beautiful days gave us five great races, and a jolly time ashore. It was as if the weatherman had anticipated the proclivity of sailors to socialize as well as the abundant hospitality of our hosts, as the wind didn't come up either day before about 10:30 a.m.

Consistency was the key to success in this fast crowd, but it was hard to come by. Gordon Lindemann, our mystery guest, (who is no mystery to scow sailors) fought his way to the top in the first four races, then coasted in for the title with a 2-2-2-1-11. The old Pewaukee fox, Mike Meyer put together a 5-1-5-5-2 for second place to nose out bob and Jane Pegel's 1-4-3-8-6 by reason of that final race.

The hard luck trophy was won by Dan Bowers, sailing with brother Gordy. Being pinned to leeward on the starboard tack at the second windward mark, of the second race, Dan tacked over with main sheet well eased and jib tight, but couldn't quite clear the stern of Gordon. The tap on Gordon's quarter spelled a DNF which took on greater significance as the series wore on. Dan's 3-DNF-1-2-9 earned him fourth overall, but that "should have been" third in the second race would have put him neck-and-neck with Gordon with one race to go. But such is the stuff of which championships are made!

The wind for all races was shifty from the southerly quadrant, on the light side for the first race and thereafter an interesting 8-12 knots. You had to know where to go and how to read the slants. Nothing could be taken for in any of the races, and many a boat got dumped or pulled up through the whole fleet. In the second race the Pegel's took a wrong tack and were a quarter mile or so behind the fleet at the first mark, yet steadily worked the slants and hit the finish in fourth spot. Similarly, Gordon Lindemann pulled up from 14th to 6th to fourth to a final 2nd in the third race. Performances like these gave inspiration to those in the ruck and the willies to those up front!

Of the seventeen entries, all but four finished at least one race in fifth place or better. Each of the five races saw a different winner - Bob and Jane Pegel from Geneva, the first; Mike Meyer, the second; Dan Bowers bouncing back in the third; Gordon Lindemann the fourth; and Jock Irvine from White Bear the fifth. Almost everyone had his time at the front. Sam Merrick, the old timer from Bay Head, lead a third or more of the first race by reason of a brilliant reacher run, until he fell into a bad hole at the third up-wind pin. Terry Lentz was consistently skillful in getting to the right place on the lake at the right time, only to have the roof fall in somewhere else. Both Ed Shindler from Crystal and Jack Loew and Jim Henkel from Mendota came alive the second day after spending a day learning the geography. Cliff

Campbell got cranked up in the third race to lead half of the way around, but finally fell victim to those speedsters . . . Bowers, Lindemann and the Pegels.

Though the Blue Chip Regatta is designed principally as a confrontation of the season's best sailors, unencumbered by large numbers of entries, a recounting of the event could not be complete without mention of the gracious hospitality offered by the members of the Pewaukee Y.C., our host, and those living nearby. Our every need was foreseen, from transportation to lodging to meals and, above all, to sociability. Coleman Norris, Regatta Chairman, deserves the plaudits of the entire scow class in behalf of his cohorts, a bunch of eager workers. The E-scow class is the richer for this top-drawer event. Let it be our resolve to put some extra "go fast" on our boat next season to earn a chance to be invited.

Final standings were as follows:

1. Gordon Lindemann (Bud Melges aboard)	2 - 2 - 2 - 1 - 11 - 26
2. Mike Meyer	5 - 1 - 5 - 5 - 2 - 33
3. Bob and Jane Pegel	1 - 4 - 3 - 8 - 6 - 39.4
4. Dan Bowers	3 -DNF- 1 - 2 - 9 - 46.7
5. Bill Allen	10 - 5 - 8 - 6 - 7 - 64.7
6. Stu Wells	6 - 3 - 9 - 7 - 15 - 66.4
7. Loew & Henkel	15 - 8 - 14 - 4 - 3 - 68.7
8. Bruce Wathen	7 - 7 - 15 - 11 - 4 - 72
9. Sam Merrick	4 - 11 - 10 - 12 - 8 - 73
10. Nat Robbins	9 - 6 - 11 -DNF- 5 - 76.7

EASTER E-SCOW REGATTA ANNOUNCEMENT

As promised at the meeting in New York I am sending you information on our Easter E-scow Regatta to be held this year on March 27, 28 and 29 at the Columbia Sailing Club on Lake Murray in South Carolina. Last year we had a very successful regatta with Irwin Spear taking top honors, Tom Blais and Jack Helms giving him a close run. This year we are looking forward to having participants from the mid-west and New Jersey.

This regatta is open to all E-scow sailors regardless of club affiliation. We will sail 5 races on a 10-mile Olympic course in warm, breezy weather. We are sending a mailing out very soon and expect a good reply. Columbia Sailing Club has just completed a number of improvements since last spring. This includes improved campsites and additional dock space, plus another ramp. The regatta will be dry sailed. There is plenty of boat parking adjacent to all ramps and we have more than adequate dock space to accommodate 100 scows. There will be the usual lunches available with dinners served in the evenings. All participants will be measured as to weight and sail area. We will not enforce all of the NCESA sanctioning rules due to the fact of this not being a National Championship, but more of a fun, ice-breaking regatta to start the season off with a maximum of enjoyment and a minimum of frustration.

Arthur St. J. Simons

NCESA REGATTA STANDINGS, Continued

BD-88	Bill Hornidge	20-18-8	64	11
SL-18	Paul Eggert	9-12-27	66	12
W-71	Jock Irvine	25-16-10	69	13
C-110	Ed Schindler	12-19-20	69	14
M-111	Dave Loughran	22-21-11	72	15
T-17	Cliff Campbell	8-2-DNF	80	16
W-67	Stu Wells	DSQ-1-9	82	17
V-33	Joe Boland	14-23-30	85	18
M-14	Dan Bowers	4-9-DNF	86	19
I-5	Lou Loenneke Jr.	17-27-16	88	20
SL-8	Ken Kornoel	26-30-17	91	21
I-13	Larry Happ	29-22-13	92	22
K-5	Irv Spear Jr.	21-24-32	95	23
M-4	Jay Ecklund	29-25-26	98	24
T-6	Ed Anderson	34-28-21	101	25
W-30	Skip Johnson	DNF-14-14	103	26
M-50	Ed Thiele	10-DNF-18	103	27
M-11	Art Stitzinger	35-32-25	110	28
K-9	Bob Cole	31-29-34	112	29
I-99	George Beukema	32-DSQ-6	116.7	30
M-3	Dave D'Alcorn	28-15-DNF	118	31
X-5	Dick Gallun	18-DSQ-23	120	32
LE-7	Walter Smedley	45-33-29	125	33
T-77	Runyon Colie Jr.	2-DNF-DNF	129	34
I-8	Don Harring	40-40-36	134	35
C-30	Mal Morency	47-41-28	134	36
C-11	Ed Swanson	41-44-31	134	37
I-77	Ted Brennan	DNF-26-33	134	38
M-2	Tom Jamieson	24-38-DNF	137	39
M-22	Paul Wickland Jr.	36-DSQ-22	137	40
SL-10	Craig Welch	33-31-DNF	139	41

M-7	Larry Price	30-36-DNF	141	42
R-10	Byron Hill	43-45-35	141	43
C-13	Skip Wynkoop	49-42-37	146	44
C-21	Bob Wynkoop	44-46-38	146	45
H-2	J. Loew & J. Henkel	51-20-DNF	146	46
H-8	Betty Bamforth	37-37-DNF	149	47
X-110	Terry Bischoff	23-DNF-DNF	155	48
M-2	Howard Chaffee	38-43-DNF	156	49
M-12	R. V. Chacon	42-39-DNF	156	50
SC-77	Art Simons	50-48-40	156	51
Z-11	Tom MacNider	46-35-DNF	159	52
GL-E7	Jim Munn	53-49-39	159	53
V-3	Coleman Norris	27-DSQ-DNF	163	54
SL-75	Shelton Reichart	48-DNF-41	164	55
M-11	Bruce Wathen	DSQ-34-DNF	170	56
C-505	Alan Ernst	52-47-DNF	174	57

AS PREVIOUSLY MENTIONED, THE REPORTER OFFERS THIS SERVICE (NCESA SAILOR'S ADS) TO ALL MEMBERS. CONTACT ED.

FOR SALE: Mike Meyer's Stingray II 1959 Melges, completely updated annually. Has all latest and best equipment, rolled cockpit, etc., including unique front cockpit for jib-man. This boat is in absolute top-notch condition at a price of \$1,750, including complete suit of excellent dacron sails and spinners. Write 797 N. Jefferson St., Milwaukee 53202 or phone 414-276-0678 weekdays. On weekends call 414-691-0609.



Did You Know?

Hartley Comfort offers his Caribbean Yacht, Isabelle, for charter at a special rate to NCESA members - May 15 through December 15.

For further information on this 82-foot, air conditioned Bermuda Ketch, write to Hartley Comfort, 1611 Locust Street, St. Louis, Missouri 63103.

