

NCESA

WINTER 1977

Vol. 13. No. 2

REPORTER

THIS ISSUE:

19th Annual NCESA Regatta Results and Observations.

Offwind Vang "How To" by Gordy Bowers.

"Leg Analysis" charts showing two 1977 BLUE CHIP races.

Nostalgia Dept. - "OLD COURSE" by Walter Smedley.

Photo: Curt Larsen





THE
COMMODORE
COMMENTS:

(Editor's Note: The Commodore is excused from his traditional 'comments' in this issue and is permitted to retire from this corner until Round 3 of the SPECIAL ISSUE.)

This "regular-type" issue (Fall(?) / Winter) supercedes SPECIAL ISSUE, PART III because the Reporter Staff recognized that in no way could the necessary material be located, identified and assembled prior to the Christmas season. So - at the fall Pewaukee Director's Meeting it was agreed that PART III would be scheduled for publication in spring of '78. For those who only look at the pictures or have just become card-carrying NCESA members, SPECIAL EDITION, PART III is to portray the evolution of the E-Scow rig from 1924 to 1978. To do this in some semblance of orderly fashion and in meaningful, chronological steps will require a more than significant effort but will hopefully round out, compliment and put into a balanced context PARTS I & II, which represented today's tactics/techniques and evolutionary background.

SO!! Any and all reading this who have or know of any E Scow lore (circa 1925 - 1950) - pictures, anecdotes, records, correspondence, old bits of busted planking pressed in perfumed scrap books, etc., etc. PLEASE send same to Ted Brennan, Rt. 1, Box 503, Lake Geneva, WI 53147 (Phone: 414/248-4645). Your material will be gratefully received, treated with TLC and expeditiously returned.

COVER:

On the howling Friday that blew out scheduled races, Harold McClure's E stood into the wind with Mike Huck Jr., tied off astern on a single ski. Curt Larsen who took the photo said he was startled by how quickly Mike was up on the ski. According to Curt and others watching, McClure's E trimmed jib, bore off a few degrees and prestol - the E and Huck Jr. were flying and the main just beginning to be trimmed.

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Photo: Curt Larsen

"A couple of Old Dock Sniffers."

OBSERVATIONS AT THE NATIONALS

(by Special Eastern Correspondent)

A few years back, the Reporter carried a picture of a doughty water skier careening across the waters of Crystal Lake pulled by Ed Schindler's E Boat. Well, it was no optical trick. For, while all the contestants were waiting for the gales to diminish on September 9, Mike Huck, Jr. on a **single** ski did it again for real behind a boat manned by five daring Crystal Lake sailors.

Not all of the beauties of Crystal Lake are above water. The water itself is magnificently blue and changes its colors reflecting the bottom topography. So clear indeed is it that turning turtle furnishes a view of the whole spar pointing downward. This experience was not frequently enjoyed in 1977 despite all the healthy breezes.

While the wind blew and the rest of us watched Peter Barrett and Buddy Melges joined in some capsizes drill, Buddy had one of his sealed spars and he demonstrated that this feature slowed up the turtling process. Barrett's demonstration was more comprehensive. He first rolled over with two very large half inch thick slabs of foam inserted into pockets of double thickness sailcloth. This equipment appeared to provide enough bouyancy to keep the spar up indefinitely. The visual effect was clumsy and the area covered extensive enough to give problems to the sailmaker. A smaller area of foam was substituted for a second capsizes — this time the foam did not appear much larger than the head board (actually it came down three feet from the head). Even with the crew not on the boards, the spar showed no desire to go down. A capsizes during a jibe rather than one going to windward provided no different results. If this is to be the direction of a solution to our turtling problem, some engineering work must be done — which kind of foam, how thick, etc. The Board has some hard evidence to consider.

A last windshift considerably favored the port end of the starting line in the third race. No doubt, the race official in the line boat sought to compensate his "forward" position by paying out anchor line. Such a line below water is no mark of the course, but constitutes for the unwary a navigational hazard. Such one was Lou Schoor whose bilgeboard (lifted substantially) went across the line, but whose rudder caught hold. Although the wind was light and the line long, it soon appeared that Lou and the line boat would come together. At this point Lou was reminded by the official (who must have been sorry later) in the boat that he had yet to foul the starting mark. Resourcefulness for Lou had no boundary nor no scruple. Our Lou whipped out his trusty bowie knife, reached beneath the waves and cut the boat adrift from its anchorage — line, anchors and concrete block! This, despite its ingenuity, seems not to be acceptable - but the rules, never having considered such a possibility are silent.

During the night of September 8, 40 knot winds did alot of damage to boats not safely on dry land. Moorings dragged, several boats took off and landed on leeward shores. Moral of the story - don't trust the weather.

Gordy Bowers from Minnetonka became the National E Scow Champion for 1977, just as he did for 1976. This time he beat 69 entries on beautiful Crystal Lake near Frankfort Michigan. Thus he demonstrated his consummate skill as a boat handler in crowded conditions with a superb capacity for sensing the vagaries of wind conditions. His 5-5-3-1 for 23 points gave him a comfortable victory over Willie DeCamp from Mantoloking, NJ, who came up with a fine 42.4 points. DeCamp's two first day third finishes made Bowers have to work for his victory.

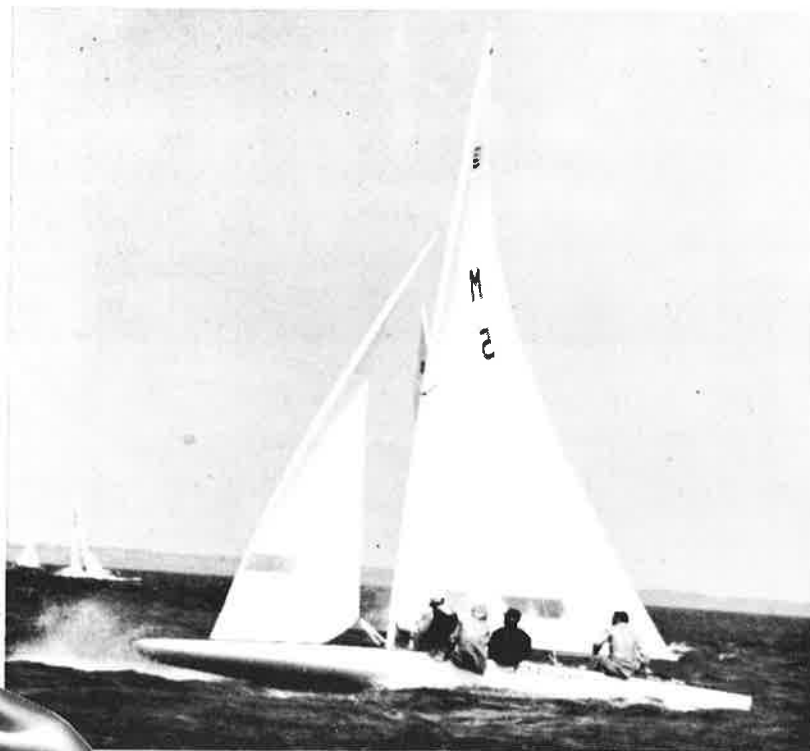
The weather threatened to curtail the event, which had been scheduled to produce six races on September 8, 9, 10. The first day's racing was Crystal Lake at it's almost best. The lake, 10 miles long and generally two miles wide, runs nearly southeast-northwest. It is a deep landlocked body of clear water surrounded by hills 200 or more feet high and separated from the eastern shore of Lake Michigan by a narrow sinew of land which is the base of famous Point Betsie with its light house and Coast Guard station as an aid to mariners on Lake Michigan.

Winds for that first day tended to be southerly on the backside of a high that had passed to the north several days earlier. So the windward leg had to run up under the south shore headlands and the inevitable fun and games of fate. The weather predictions for night time were for possible thunderstorms in advance of a still distant cold front. By nightfall, southwesterly gale warnings were posted, not to be withdrawn until noon the following day. The thunderstorms went off to the north but the gale force winds did plenty of damage to boats not hauled out on dry land. Some owners got no sleep protecting their boats while others slept unaware of damage from seas and rocks.

The 25-35 knot winds all day Friday cancelled racing, but under clear skies, provided fine conditions for water borne entertainment (see elsewhere in this issue for details) for the assembled competitors turned into spectators waiting for conditions to moderate.

Saturday was rescheduled for three races with a harbor gun at 8 a.m., but the cold front westerlies at 25-30 knots dictated more postponement. By 11, the gusts were quieting down and the final two back-to-back races were conducted with the wind, by the 4 p.m. finish, getting to zero-zephyr conditions.

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It was in these varying conditions that Gordy Bowers whipped the crowd sprinkled with all the top finishers of recent E Scow contests. Bill Allen, the man with the habit of winning, managed a third regatta position with respectable finishes, but since when was he only respectable! Will Perrigo got a fourth with good finishes in three races but an eighteenth in the first.

Eastern sailors, who combined constitute but 20% of the scow family, seem to be catching on. Erik Johnson from Lake Chatauqua won the first race and managed to stay in the trophy circle with a regatta tenth. Cliff Campbell from Toms River took a regatta fifth and Willie DeCamp with his impressive second meant that two of the top five were salt water sailors from the Barnegat Bay fleet. Dan Crabbe, also from Toms River won the second race and became the winner of the Iver Johnson Memorial Trophy.

Minnesota and Wisconsin shored the remaining top ten positions. Ed Chute and Steve Bowers, both from Minnetonka, both got 70 points for a tie broken by Chute's second place in the first race. In eighth was Bud Melges who sailed with Gloria, Laura, Harry and Hans, all from Zenda — Zenda is understood to be somewhere in Wisconsin. Lou Shoor, from the Madison fleet won the last race and finished ninth overall.

The racing was heavily influenced by major powerful shifts during the first windward legs and except for Gordy Bowers those who were on the wrong side suffered ignominy. This was especially true of the first and third contests when three-quarters up the first beat the right side and then the left (respectively) dropped 20 boat flotillas on top of the other 50. In the fourth race a shift just before the start created a similar condition. Only in the second contest did normality seem to prevail.

The chairman of the Race Committee was Mike Meyer (V-77) assisted by an able and experienced team consisting of Art Best, Jack Irvine, Ed Malore, Louise McGowan, Dede Meyer and Walter Smedley. Jim McGowan (LE8) was chairman of the protest committee.

First Race:- September 8; 11 a.m.

Windward mark at 120 deg. in shifting air — 10-15 knots. Course: Olympic. The start took place during a brief backing phase so there was a grinding mess at the leeward end of the line. Leaders on a long starboard tack were Gordy Bowers, Melges, Wells and Merrick who bailed out in that order. Just after the start Erik Johnson, Chute and DeCamp went to the right side for long port tacks. They met the major veer and led a mass of boats into the first mark. Bowers managed to get himself close into the leading group with Stu Wells, Jay Ecklund and Doug Galloway. The reaches were largely parades, but the wind had clocked 20% before the committee could change the course, so that the second beat was almost no port tack. Johnson in first place spent too long on port tack so that Chute got to the windward mark first only to lose the lead again on the run. Melges had managed to get through to fourth. For the final beat on a new course heading, Johnson and Chute had an easy time of it ahead. DeCamp held third place by close covering of Melges. The wind had picked up to the 18 range.

Second Race:-September 8; 2:30 p.m.

Windward mark at 230 deg. - 18-20 knots. Course: Olympic. One general recall was followed by a start favoring the leeward end. Again there was a recess at the favored port end of the line. The fleet went up the course chasing the wind shifts. Stu Wells, Byron Hill (Green Lake -

Joe Norton) and Creer started on the leeward end and tacked quickly to cover the fleet. These three rounded the first mark in that order with Wells getting on top of the group in the last few tacks to the mark. The ultimate winner, Crabbe, was in fifth place. Again the reaches were a close order parade; the second beat found Crabbe tacking to the left side at the mark and turning this maneuver into first place with Bill Allen and DeCamp following him. Wells slipped to fourth with Campbell and Bill Allen following. The run developed into a close race among the top ten. DeCamp got ahead of Allen. The rounding at the end of the run procured a bad jam except for Crabbe, Wells, DeCamp and Allen, who escaped clear of the crowd. Allen made it into second place near the end of the beat by going for some new wind on the right side of the course. Bowers managed a fifth by arriving late for the mess at the leeward mark and sailing around it.

September 9:- No Racing

Third Race:-September 10; 11:30 a.m.

Windward mark set at 320 deg. 15-18 knots. Course: Olympic. The racing resumed with moderating winds. DeCamp held a regatta lead with Wells in second and Bill Allen tied with Ed Chute in third. Again a general recall, this time with a line favoring the starboard end with half the boats well over. The two gun signal was slow in coming. On the second start, the port end was favored. Bowers played it just right — near the favored end with a quick tack to cover the fleet — then back for a long starboard tack in clear air. The wind was getting shifty so that the fleet rapidly spread out on both sides of the course as wind shifts dictated. Then the bomb: A big mass of air from the left corner of the lake gave joy to those on that side and consigned the rest to the tube. Bowers, Gluek, Perrigo, DeCamp and Campbell were up in front with Bowers about 10 lengths ahead of the fleet and headed for an easy victory. Gluek had a comfortable position which he carried through the two reaches. Perrigo came under closer on the second beat. Campbell came into fourth place and DeCamp had faded. Wells was in the tank. Dave Ferguson sailing Brad Robinson's new boat got himself into fifth place on the second beat. The contest ended without further developments.

Fourth Race: -September 10; 1:30 p.m.

Windward mark set at 310 then moved to 280 deg. Wind top at 12. Course: Windward-leeward 2-1/2 times. The wind made it difficult to set a fair line and 2 general recalls preceded a start favoring the leeward left end — enough to entice Barrett into trying a port tack start which ran into the wall of starboard tackers. Tom Norris and Sam Merrick got the best of the start and soon found themselves able to tack on top of the fleet in clear air. The wind had become streaky so Perrigo and Bowers at first and then Norris gradually ran out from the fleet on a long port tack, until they ran out of air at the right corner. The top mark, Merrick carried air longest and rounded first, followed closely by Norris, then Perrigo, Bowers, Schoor and Barrett. The leaders spread out chasing wind streaks. By the leeward mark, it was Bowers, Schoor, Perrigo, Norris, Merrick and Barrett. Bowers picked his way through the calm spots and got himself a 5-1/2 minute lead at the top mark over Schoor. Schoor found air along the south shore of the lake, stayed with it and beat Bowers to the leeward pin by nearly 2 minutes! Both Norris and Barrett got by Perrigo who gambled for the north side of the lake on the second leeward leg.



BOOM VANGS

By Gordon Bowers

In the July/August issue of *Yacht Racing*, I did an article describing Off-Wind Boom Vang techniques as applied to various one-design classes. In subsequent conversations with Sam Merrick, he suggested I apply this material to our "E" scows . . . my two opening paragraphs in *Yacht Racing* bear repeating.

Sailing fast downwind in today's competitive fleets requires constant attention to all the variables of spinnaker, jib and main trim, boat trim, steering, wind, waves, etc. So it is easy to understand that the proper tensioning of the boom vang often gets a low priority. What many sailors don't fully realize is that the boom vang is just as effective at adjusting sail shape as the mainsheet, traveler, outhaul or cunningham. The careful attention given to these other adjustments should also be given to tensioning the vang.

When reaching and running, the boom vang functions (whatever its many types, sizes and shapes) to vertically align the mainsail with the apparent wind (controlling twist) and to horizontally shape the main from luff to leech. However, one must distinguish between how the sail works when reaching compared with running.

I would start out with two observations. First, the mainsail on the E has a great deal of sail area (250 sq.ft.), hence it should not be overlooked as a power source downwind. To often, E sailors get so wrapped up in spinnaker trim that the main is totally neglected.

Secondly, most E skippers and crews do not know what to look for in the proper use of boom vang. In short, they do not observe the effect of changes in vang tension. As a drill, I recommend going out in different conditions and looking at the visual and performance changes resulting from increased or decreased vang tension. For example, start out by setting the boat up on a fairly broad reach, spinnaker up and wind blowing about 10 mph. Now test the extremes of vang tension. First use no tension at all and carefully note the visual appearance of the mainsail leech, luff and midsection. Correlate this look with the speed of the boat. Is she going fast or slow? Now try the vang very tight and

compare its shape (leech, luff and middle) with the loose setting. Then ask whether the boat has speeded up or slowed down but make sure the wind strength and direction has not changed. You must sensitize yourself to the large changes before small changes have any meaning for you.

What do I look for to get the most out of vang tension downwind? First I look at the leech section for twist. I observe the plane of the leech at the various heights by watching the battens and comparing them as you go up the sail. Too little vang will cause the upper batten to fall off the leeward, compared with the lower batten, i.e., high twist. Too much vang causes all the battens to fall into line, i.e., no twist. Another guide to getting the leech right is to observe the back edge or roach of the mainsail. I look for movement here! When a puff hits, does the back edge move to leeward quite a bit or does it stay very rigid. A lot of movement robs the sail of acceleration and is caused by too light a hand on the vang. Too little movement is a result of heavy vang and will again cause the slows particularly with light spots.

I will next turn my attention to the luff area. Assuming the cunningham and foot tension have been eased properly, I check to see what happens as I ease out the main. Does the sail luff first high, low or all at once? A low luff indicates the vang is too tight and the top of the sail is stalled. Conversely, a high luff means the vang tension is too loose and the bottom of the main is stalled. Generally, the correct solution is an even luff all the way up the sail. A major exception is heavy air close reaching. Here the vang should be eased and trimmed rapidly in the real black ones, as you are hanging on by your toenails to keep the whole thing from going over.

Tell-tales placed several feet back on the luff can be a help in spotting a luff before the sail actually breaks, however, it has been my experience that most sailors become fixated by the tell-tales and neglect everything else. Furthermore, not having tell-tales forces the skipper to constantly ease sheet, thereby keeping the whole sail pumped up. The lesser of two evils is a slight luff because an over-trimmed sail will lose power quicker due to stalling and also be harder to get going again.

The middle section of your main should also be looked at. For me, the seams of the sail best define this "no-man's land" between luff and leech areas. Our E scow mast is relatively stiff, consequently, more vang tension will increase the amount of fullness and also move its position towards the leech. Up to a point, this will give the sail the most power. Eased vang tension makes for a flatter and draft forward shape which can be faster in real heavy air reaching or in very light air while tacking downwind.

The leech line tension can also influence how the sail looks and can often times also modify your vang tensions. Briefly, on broad reaches, the leech line should be tightened, thereby adding curvature to the leech and increased depth and power to the overall sail shape. This shape allows you to get away with less vang tension, a higher boom and a greater heel to leeward which on the 28 ft. E boat, greatly reduced wetted surface and increases speed.

An accurate appraisal of the leech, luff and center of the sail together with the variations of leech line will allow you to juggle each so as to get the best vang tension and speed in all conditons. Speaking in general terms, one should err on the side of too little rather than too much vang tension. If

all else fails, this advice will help you stick to the basics and allow concentration on spinnaker trim, wind course heading and the boat that has just jibed onto starboard three boat lengths away.

The final paragraph of my Yacht Racing article contains a word of caution. No doubt E Scows jibe much less dangerously with a good vang than earlier when it was necessary to time everything just right to avoid a capsize without the vang.

All the experts say you should always jibe at full speed. By definition, this means that the vang is on hard in heavy air. They fail to mention that this narrows the limits for human error. When the boom comes across and you head up too high, you get a sick feeling in the pit of your stomach as the outboard end of the boom hits the water and starts to rapidly drag your boat into a capsize. That's the time to hit the panic button. The dragging boom should stimulate a knee-jerk response to let the vang go, even at the expense of battered knuckles and bruished egos. You may not look fancy, but at least you'll stay dry !

It is probably useful therefore to ease up a bit before jibing so that the power at the end of the jibe isn't so strong and the margin for error isn't quite as narrow.



Here is M-11 at the 1977 Blue Chip demonstrating "the narrow margin for error." She was righted after a struggle and continued in the race as can be "seen" on page 12.

photo Curt Larsen

19th ANNUAL NCESA

SEPTEMBER 8-9-10

POSITION	SKIPPER	BOAT NO.	1	2	3	4	POINTS
1	Gordon Bowers	M-11	5	5	1	2	23
2	Willie DeCamp	MA-9	3	3	8	11	42.4
3	Bill Allen	I-4	15	2	10	6	51.7
4	Will Perrigo	V-18	18	9	3	5	54.7
5	Cliff Campbell	T-17	16	6	4	20	67.7
6	Edmund Chute	M-51	2	15	24	10	70
7	Steve Bowers	M-14	14	18	7	7	70
8	Bud Melges	I-1	4	21	19	8	74
9	Lon Schoor	H-7	13	14	32	1	77
10	Erik Johnson	CH-18	1	27	14	30	89
11	Stuart Wells	W-67	8	4	27	28	89
12	Peter Weinreis	L-3	12	13	31	14	94
13	John Gluek	I-137	10	48**	2	19	98
14	Peter Barrett	V-111	29	31	15	4	101
15	David Ferguson	M-61	39	24	5	12	103
16	John Porter	I-49	22	20	17	22	105
17	Tom Norris	V-5	36	32	16	3	107.7
18	Mike Huck, Sr.	CR-81	7	25	12	45	113
19	Sam Merrick	MA-2	30	19	33	9	115
20	Charlie Bartholdi	W-6	11	42	6	34	116.7
21	Douglas Tormey	H-121	43	11	9	35	122
22	F.W. Haines	V-115	31	22	21	24	122
23	Byron Hill	L-13	35	8	13	43	123
24	Bill Matson	I-36	37	41	11	15	128
25	David Briggs	W-73	26	29	34	17	130
26	Jule Hannaford	W-1	21	40	28	18	131
27	Tom Sweitzer	V-9	28	33	23	23	131
28	Paul Wickland	SL-22	17	51	26	16	134
29	Dan Crabbe	T-8	56	1	59**	13	146
30	Peter Jewett	M-77	54	28	22	21	149
31	Harry Allen	M-5	27	12	20	DNS	152
32	Jay Ecklund	M-1	6	35	53	37	154.7
33	Doug Galloway	LE-4	9	45	41	38	157
34	Dick Wight	MA-10	34	16	36	47	157
35	Larry Price	SL-13	46	23	38	26	157



MIKE MEYER



WALTER SMEDLEY

Here are some of the hard-working Race Committee, Judges and on-shore Committee people

REGATTA RESULTS

CRYSTAL LAKE Y.C.

POSITION	SKIPPER	BOAT NO.	1	2	3	4	POINTS
36	Steve Ober	W-14	23	44	44	27	162
37	Larry Gamble	UM-2	32	26	49	32	163
38	Dick Turner	CH-5	20	10	43	70**	167
39	Ed Schindler	CR-110	51	30	29	44	178
40	Harold McClure	CR-323	41	56	37	31	189
41	Skip Johnson	W-30	63*	34	40	29	190
42	Jack Brereton	CR-7	25	52	42	50	193
43	Skip Wynkoop	CR-13	24	38	55	52	193
44	John Harkrader	MA-11	33	37	46	53	193
45	Pete Price	SL-19	57	49	45	25	200
46	Henry Bossett	HO-31	70*	36	35	36	201
47	Charles Harrett	SL-111	44	58	30	46	202
48	Robert Wynkoop	CR-21	50	55	51	33	213
49	Jay Cranmer	LE-9	40	43	48	59	214
50	Mal Morency	CR-30	45	53	39	58	219
51	Jack Lampman	LE-31	47	DNS	25	56	221
52	Craig Bradley	HO-13	58	48	50	48	228
53	Willie & Don Crear	M-131	19	58	DNS	DNS	239
54	John Christie	LE-32	63	59	54	40	240
55	Tim Cole	KU-9	53	54	47	70**	248
56	Ward Wight	MA-5	55	67*	52	51	249
57	Bill MacNeill	L-1	70**	62	57	39	252
58	John Galvin	S-10	67	60	56	49	256
59	Bob Valdes	BD-88	49	47	DNS	DNS	258
60	Ralph Burnett	M-111	38	60*	DNS	DNS	260
61	Al Butterfield	UM-1	70*	63	62	41	260
62	Mike Huck, Jr.	CR-82	48	57	DNS	DNS	267
63	Arthur Wolcott	KU-2	62	66	61	54	267
64	Dave Hagen	V-505	64	67	59	57	271
65	D.C. Ferguson	L-9	59	70	58	DNS	280
66	Steve Dix	CR-33	DNF	50	DNS	DNS	281
67	Allen Rombaugh	HO-36	66	65	60	DNF	284
68	Gerald Carisch	M-27	61	64	DNS	DNS	287
69	John Farwell	I-22	DNS	61	DNS	DNS	292

Notes: * 30% penalty position; ** 60 penalty position; because six races were not held, all races counted.



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photo: Shirtz

Heavy going - Oshkosh



photo: Hartley B. Comfort

Heavy going - Pewaukee (I-77)



photo: ?

Tense but easy going somewhere in the midwest

1977 E BLUE CHIP REGATTA - "LEG ANALYSIS"

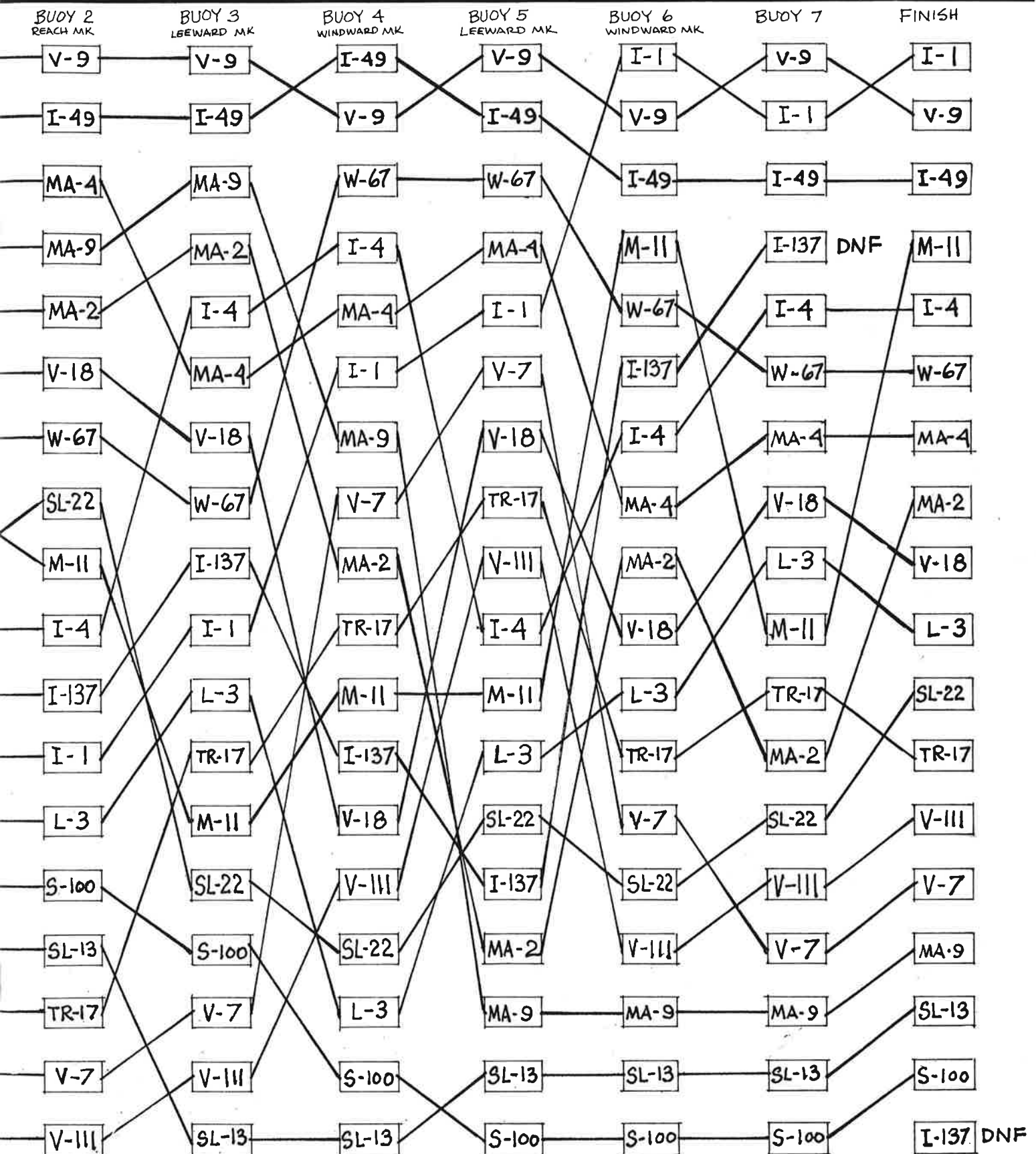
[ADAPTED FROM CHARTS PREPARED BY DEDE & MIKE MEYER, P.Y.C.]

	BUOY 1	BUOY 2	BUOY 3	BUOY 4	BUOY 5	FINISH
1	I-4	I-1	I-1	I-1	I-1	I-1
2	I-1	I-4	I-4	I-4	I-4	I-4
3	W-67	M-11	M-11	M-11 ^{SPLASH!}	TR-17	I-137
4	M-11	V-9	W-67	TR-17	W-67	W-67
5	I-137	W-67	V-9 DNF	W-67	I-137	TR-17
6	V-9	V-III	TR-17	I-137	I-49	I-49
7	TR-17	I-49	I-49	I-49	MA-4	V-18
8	I-49	MA-4	MA-4	MA-4	V-III	V-III
9	MA-4	TR-17	SL-13	V-III	V-18	MA-4
10	V-III	SL-13	I-137	V-18	MA-2	SL-13
11	V-18	I-137	V-III	MA-2	SL-13	MA-2
12	SL-13	S-100	MA-2	SL-13	S-100	M-11
13	SL-22 ^{DNF SPLASH}	MA-2	S-100	S-100	M-11	S-100
14	MA-2	V-18	V-18	V-7	V-7	V-7
15	MA-9 ^{DNF/SPLASH}	V-7	V-7			MA-9 DNF
16	S-100					SL-22 DNF
17	V-7					V-9 DNF
18	L-3 DNS					L-3 DNS

	BUOY 1 WINDWARD MK
1	V-9
2	I-49
3	MA-4
4	MA-9
5	MA-2
6	V-18
7	W-67
8	M-11
9	SL-22
10	I-4
11	I-137
12	I-1
13	L-3
14	S-100
15	SL-13
16	TR-17
17	V-7
18	V-III

TYPE COURSE 0 / WIND DIRECTION 270° / VELOCITY 18-20 m.p.h. / SEAS 2' WAVES
RACE # 5

(To identify the players, refer to page 18).



E COURSE 0+W / WIND DIRECTION SE / VELOCITY 5-8 mph / SEAS CALM

RACE # 1

Number One E Scow in 1977

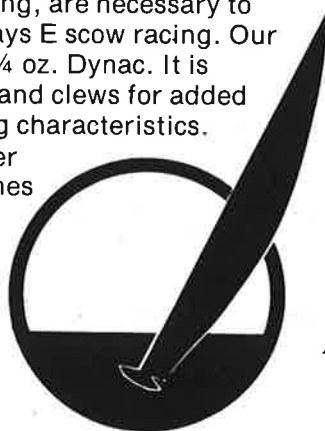
SAILMAKER: BOWERS SAILS

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

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

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

SPINNAKERS.....two spinnakers, one for reaching and one for running, are necessary to compete effectively in today's E scow racing. Our soling reacher is made of ¾ oz. Dynac. It is designed with radial head and clews for added strength and shape holding characteristics. The soling is used wherever flatness is faster: on reaches in all conditions and, on runs when the wind is either very light (0-3 mph.) or very heavy (25 mph. and up).



1ST '77 E SCOW NATIONALS
1ST '77 E SCOW INVITATIONAL

The big news of the 1977 sailing season was our ½ oz. Dynac mini-max runner. This weight savings of ¼ oz. combined with our tri-radial construction, gives a more all purpose sail. The mini-max is now used successfully on the wider jibing angles of the run from 3 mph. to 25 mph.

Now you know what your E scow needs to go fast. Consider Bowers Sails for the "number one" in design, workmanship, and service down to the last detail and option.

BOWERS SAILS, INC.

14916 Minnetonka Blvd. Minnetonka, MN 55343
(612) 933-6262

turned out to be, the wrong side of the lake. Half way up, we could see Mike in very good position; we were a country mile behind. It was a shifty wind and a long way back to the fleet. We had no choice but to stay on the wrong side and just hope and work for the best. We were in the middle of the fleet around the first mark. Bud, Gloria and Melita worked together like they had been a team for years, nothing went wrong. Reachers were set inside spinnakers, spinnakers went up and down like magic or were jybed with no problems. By the time we neared the second mark we could almost read the numbers of Mike Meyer's and Nat's sails.

On the next reach, everything continued to run smoothly. Rounding the bottom mark we were fourth behind Nat, Mike and the Pegels but still a long way to go. Up ahead we noticed the first boats getting it on the nose. This was not good for they would come about and lay above us by twice the margin. Instead the lead boats continued to take it on the chin! Finally Mike came about and continued to stay ahead of us but we rounded the mark right behind him. The next mark found us still several boat lengths behind Mike with the Pegels right behind us. We knew if we could keep this position, we would win the regatta but we all wanted to win that race. We did about six quick come-about but still could not close the gap. We decided to try to outsail Mike on the starboard. Just before the bottom mark, Bud loosened the starboard jack stay and we felt we might be a little faster. Well, the boat might have been faster, but I certainly was not. No matter how hard I tried, Mike had a better touch than I did. Instead of catching him, he was inching away from us. Just before the finish, we got a little shift but Mike was right there and beat us by 2 or 3 boat lengths.

It was a great regatta for us but a real heartbreaker for Mike Meyer and family. They won three races and can be immensely proud of themselves. Without a doubt the Meyers are one of the country's best sailing families.



*Eastern F. Sloop Assoc.
Chataqua, N. Y.*

TURNER

In describing what may have caused our good (or bad) luck in the third race at Muskegon we would have to say that we expected light wind and we did what every competitive sailor does when he "guesses" for light air. Sail bags, extra battens, extra sheets, pliers, screwdrivers, shoes, sweaters, even our eleven year old daughter whose turn it was finally to handle the back stays were left ashore.

We put on our three year old baggiest sail and our newest jib, which also happened to be of the lightest dacron. We tightened our side stays so that there wasn't any slop and our jackstays so that there would not be much draft taken out of the mainsail in case the old man got excited and pulled in on the main sheet too hard. We also brought our main sheet travelers in as far as we dared, brought our board forward in the slot, and adjusted our jib leads forward in until the jib barely backwinded the main.

Having a little confidence that maybe now we

could go as well as the fleet, we tried to find a spot on the line that had the fewest boats and also might look like the place the next puff would hit. For once we guessed right and hit the line with the gun-going and in free air. Confidence sometimes makes a difference. Having a good start in light air and with boat going well, we tried to hold our own - sailing for the puffs upwind where we saw them and not getting too far away from the body of the fleet.

Rounding the weather mark third we watched the leaders being headed and decided to stay as high as possible on the second leg with our reacher. Our biggest mistake at this point was that we vacillated in our judgment and went off the wind just long enough to let the fourth boat and winner of the regatta blanket and pass us as we both passed the two leaders when the wind quartered on a puff.

On the third and still reaching leg we pushed the panic button several times and gave our reacher a real up and down workout. This let Mr. V77 and family, sitting as quietly and silently as stones, edge by and pass us to leeward.

From there on we held our third slot and tried, in vain, to catch the leaders but feeling very happy with a good third.



*Western Michigan Assoc.
Muskegon, Mich*

WATHEN

Racing on the home lake against sailors new to the waters is certainly an advantage...when the wind follows normal patterns. Even with flukey wind there is a psychological advantage.

At Muskegon we are used to strong, fairly steady SW and NW winds 90 per cent of the time. The effect of Lake Michigan only one-half mile away is to generate a good thermal breeze almost every afternoon in June, July, and August. In September the sun is lower and the days are shorter so that the thermal is not so dependable (as I think those of you who were here will agree!).

As it turned out, only in the first race did we feel that we know exactly where to go. We started in the middle of the line and drove clear across the lake in the heavy SW wind almost to the favored port lay line. Paul Eggert of Spring Lake and Runnie Colie were ahead of us on the port tack to the first mark. Paul broke his gooseneck at this point and we chased Runnie the rest of the way around. Bob Pegel and Bill Grunow were 3rd and 4th for most of the race and made us cover toward the middle of the course on the second and third beats. Meanwhile Mike Meyer came up the port side of the course on the last beat and gained enough to come in third. Colie broke his gooseneck near the finish line and we were finally able to break through for first.

The trend to extreme mast bend in heavy air causes difficulty in swiveling the mast and broken goosenecks result from frantic efforts to swivel after a tack. I use a bolt instead of a pin where the boom joins the mast fitting to get more support at this stress point. Does anyone have the answer to completely foolproof mast swiveling?

THE CAM-MATIC

BALL BEARING CAM CLEAT BY HARKEN

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

LOOK AT THESE FEATURES!!

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

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

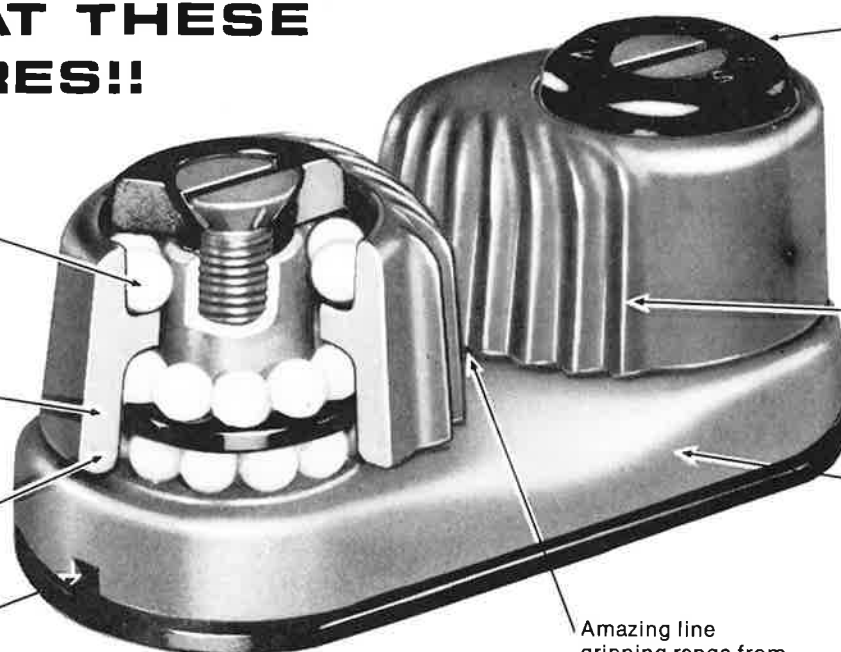
Super strong cams made of hardcote, Teflon impregnated die cast aluminum.

Drain hole allows trapped water to escape.

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

**Price
\$11.75**

**U.S. AND FOREIGN
PATENTS PENDING**

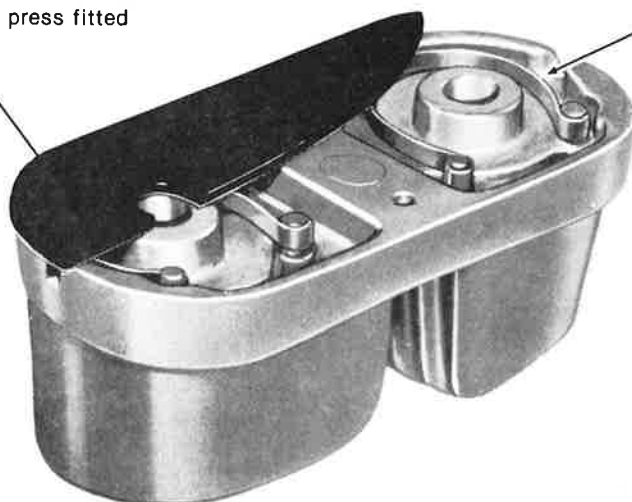


Red Cyclac® Top is press fitted into shaft to hold cams in place when not screwed down. It also provides a smooth top to prevent tearing pants and skin. Bright red color aids in peripheral visibility.

Rounded teeth will not cut or tear line — they hold by squeezing line, not cutting into it.

Hardcote Teflon impregnated die cast aluminum base has fairing for smooth entry of line and is raised up so you can pull the line in without scraping knuckles.

Amazing line gripping range from 1/8" diameter line to 1/2" diameter.



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



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PEWAUKEE, WISCONSIN 53072 USA

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CABLE - HARKEN PEWAUKEE

FROM THE MAKERS OF THE WORLD'S MOST FAMOUS BLOCKS

"WHAT IS AIREX® FOAM?"

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

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

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

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

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

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

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

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

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

AIREX FIBREGLASS SANDWICH
CONSTRUCTION
for your next boat!!

AIREX®

THE BOATBUILDING FOAM

LONZA, INC. 22-10 ROUTE 208 FAIR LAWN, N.J. 07410

Spherical (no miter) dynac spinnakers simple, proven design. Mini-Max \$275, Small - \$250. 4.5 oz. New yarn tempered jibs - \$185. 12.98 oz. Marine Vivatex covers, cockpit - \$50, full deck - \$275 bottom - \$185. Call or write: Pete Weinreis

Weinreis Sailmakers
Green Lake, WI 54941
414-294-6306



photo: Shintz ?
"Never-say-die" crew trimming that chute!

[SEE BLUE CHIP "LEG ANALYSIS"]

TR-17 Cliff Campbell	I-1 Dennis Connors
MA-2 Sam Merrick	(mystery guest)
MA-4 Runnie Colie	I-4 Bill Allen
MA-9 Willie DeCamp	I-49 John Porter
S-100 Roger Carlson	I-137 John Gluck
SL-13 Larry Price	V-7 Tom Sawyer
SL-22 Paul Wickland	V-9 Tom Sweitzer
W-67 Stuart Wells	V-18 Will Perrigo
M-11 Gordy Bowers	V-111 Peter Barrett
L-3 Peter Weinreis	

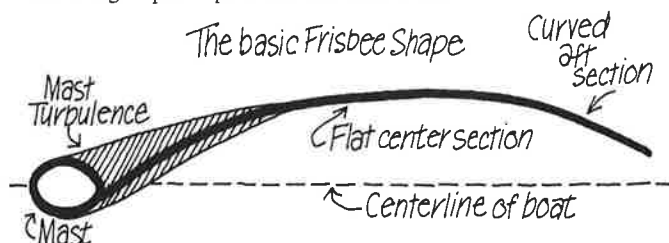


photo: Reporter
→ and here is the Pete Weinreis boat at Milwaukee,

The Frisbee. Mainsail of Champions.

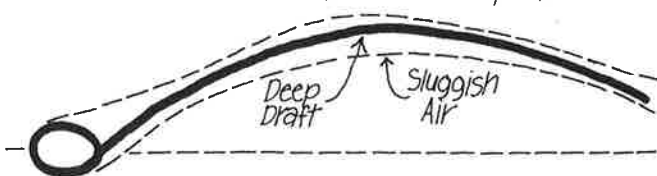
THE FRISBEE. The computer revealed an astonishing shape—with as much lift as the most powerful deep draft sails and as little drag as the flat, high-pointing sections. Maximum fullness halfway aft of the luff, flat along the deepest part of the section and carrying a pronounced curve all the way to the leach . . .

A FRISBEE! Since mast turbulence destroys the flow of air on the forward part of any mainsail, it's not hard to see why building curvature aft generates more lift, but why flattening the sail in the center creates less drag is perhaps a bit less obvious.

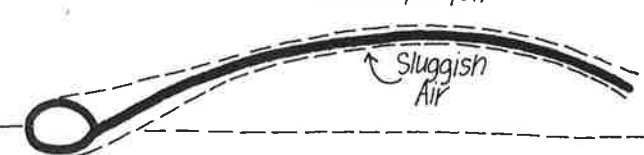


On both sides of the sail, a thick boundary layer of sluggish air is actually dragged along by surface friction. The **FRISBEE** mainsail not only displays a slimmer profile to the wind, but also substantially reduces this layer of dirty, sluggish air trapped on the weather surface. In sailing test after sailing test on everything from one designs to offshore racers, the weather telltales streamed smoother on **FRISBEE** mainsails than on any others.

The Conventional Deep Draft Boundary Layer.



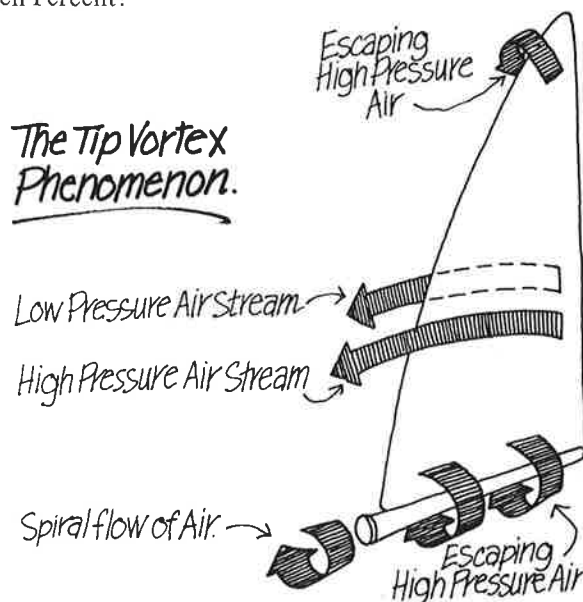
The Frisbee Boundary Layer.



TIP VORTEX . . . Displaced air is not the only drain on a mainsail's speed. A robbing phenomenon known as tip vortex also operates at the head and foot of the sail. Air that splits at the mast flows along the sail in a low pressure stream to weather. Ideally it is rejoined as it slides off the leach, and this actually happens away from the head and foot where it has no other

temptations. But pressurized air seeks to flow from high pressure to low pressure areas, and at the head and foot it is prone to taking short cuts over the headboard and under the boom. The forward motion of the boat turns these vertical flows into spirals. By shaping the ends of the sail to combat tip vortex, North has been able to reduce drag up to ten percent. Ten Percent!

The Tip Vortex Phenomenon.



This **FRISBEE** mainsail shape has been incorporated into our scow sails and as you can see from the results has been very successful.

C-SCOW

I.L.Y.A. Championship	1st
Blue Chip	1st (For the
Second Year in a row)	
Black Tie Midwinter	2nd
Springfield Regatta	1st, 2nd
I.L.Y.A. Eastern Regional	1st, 2nd
W.Y.A. Regional	1st, 2nd

M-20

I.L.Y.A. Championships	1st
Midwinters	2nd
Delavan Tune-Up	1st, 2nd
Jr. Nationals	1st (Tie)
Court Oreilles	1st

E-SCOW

I.L.Y.A. Championship	2nd
Nagawicka Tune-Up	4th
I.L.Y.A. Invitational	5th
Blue Chip	9th

For more information call or write:

North Sails
1253 E. Wisconsin Ave.
Pewaukee, WI 53072
(414) 691-3050



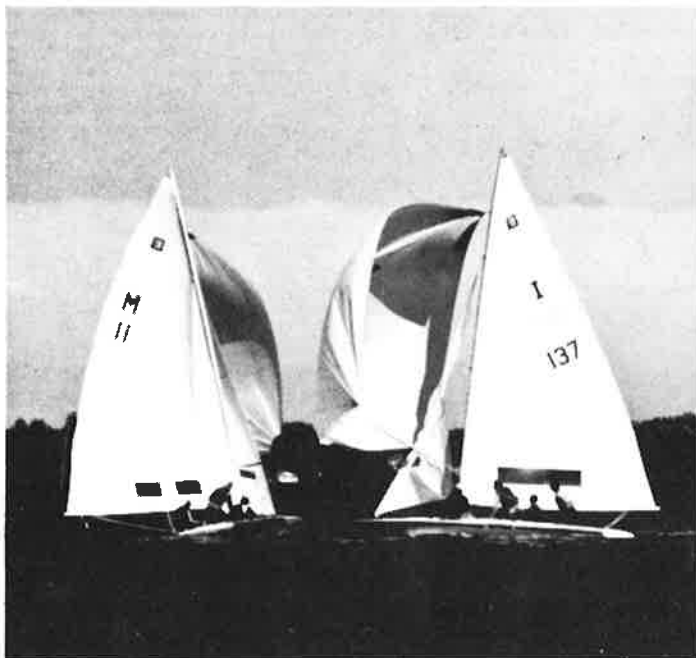


photo: Curt Larsen

insurance carriers assume I-137 will duck behind

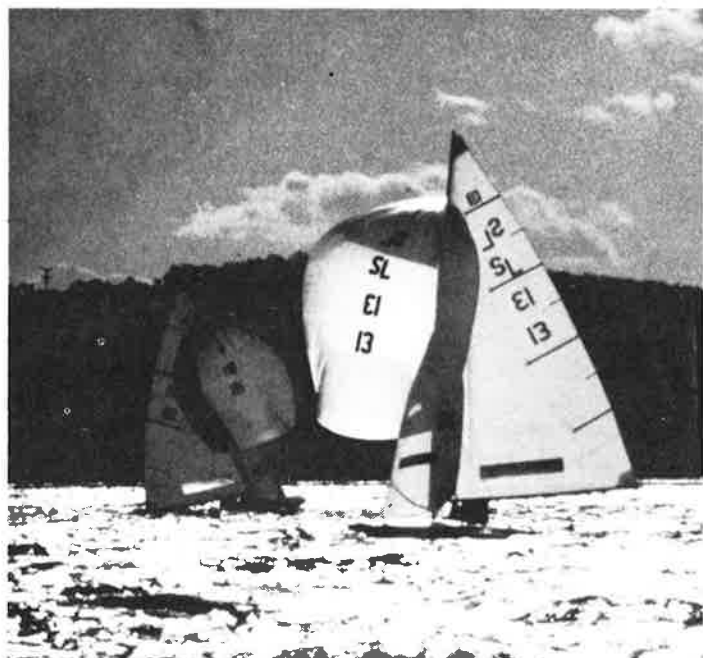


photo: Curt Larsen

Nice mood. — too bad we don't go four color!



photo: Ed Schindler

This photo was of skier on two skis At Crystal in 1973. As seen on cover they are down to ONE!



TALK IT OVER if you MUST... THEN CALL **MELGES**

1977 MELGES 'E' SCOW RESULTS:

South Carolina	1,2,4,6,7
Nagawicka	1,2,3
E National	3,4,5,6,7,8,9,10
E Eastern Championship	1,2,3,4
E Blue Chip	1,3,4,5,6,8,9
E ILYA	1,2,3,4,5

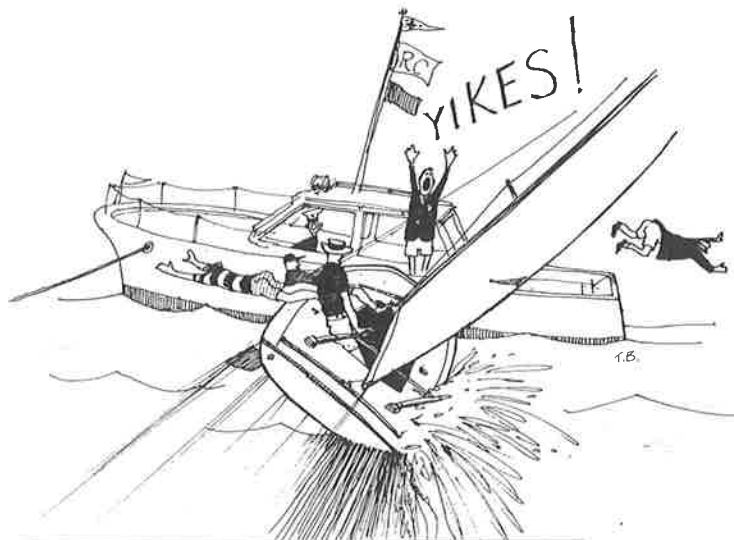


MELGES BOAT WORKS INC.
zenda, wis. 53195 414-248-6621

Jessie's Point, or the nasty buch back from Long Point on beams' ends. It helped greatly to have an indellible pencil and waterproof paper to note the succession of buoys and direction of rounding. Many were the hopeless tail-enders who pulled to the front by not following the leaders to the wrong buoy. It was Horace Powell, that observer of such special wisdom and prespicacity, who kept asking why we didn't use compasses. "Horace, don't be naive, we know where we are!" But enough middle fleet finishes convinced me that there was little to lose, and my trusty old dory compass mounted in the drawer of the venerable "Seven Up" caught the fleet by surprise one day in a Fourth of July Fog, and our resultant first place bore out all Horace had been saying, and more!

With the increasing traffic in Mordacai channel and the mounting frustration of our many new sailors - David Langworthy ran "Nina Colie" so hard aground one day on Marjorie's Bar he bent the centerboard and had to drop it out of the bottom of the boat - we Young Turks proposed a new course primarily located in the Middle Grounds and the Great Unknown beyond. The Trustees deliberated at length, Uncle Mort observing we'd never forge our way through the anchored fishing fleet, let alone the oyster stakes. But after a year or two of criss-crossing from a new buoy in Parker Cove to the Blinker and from Jessie's to Long Point, the dire predictions were dispelled and our resulting confidence emboldened Frank Watson and me to lay out a nine buoy Olympic cart wheel of two miles diameter in the open area of the now Better Known Out Back.

You all know the rest of the story - how our Olympic course has been praised by the entire yachting world, how much our Up-Bay friends enjoy the open reaches and freedom from general boating traffic. And it is building its



own repertoire of tall tales - the infamous Coffin Corner in Parker Cove where Chautauqua's Frank Shearman got on an uncontrolled plane at the start of an Eastern Championship race and smashed into George Vare's mark boat with Yachting's Bill Robinson frozen in terror at the rail, - the fabled lift down at Jessie's in a standard southerly; - the ornery unpredictable path to the windward mark in a high-pressure westerly.

Yes, any race course will generate its own romance when trafficked by eager, joyous competitive sailors. The Old Course was not the paragon of perfection of its counterpart at St. Andrews, but for us at Little Egg, the mention of Bond's, Marjorie's Bar, the Black & White and the mystery of Jessies and Long Point somewhere out in the Great Unknown beyond the Middle Grounds will always kindle a spark to the eye and a jump to the heartbeat.



Dan Crabbe (T-8) who thoughtfully furnished these photos of a big, old-timer thought the date was 1900. Our historian/technician disagrees and thinks about 1910 because of double rudders. Dig that "Spinnaker" pole!



THE OLD COURSE

by Walter Smedley

Ed. Note: A couple of winters ago, past - Commodore Walt Smedley, in a happy glow of sentiment (probably laced with a couple of fireside toddies), sent the editor the following reminiscence of sailing on Little Egg Harbor's original, obstacle-studded course. While Eastern sailors will probably identify easily with Walter's recall, we think the rest of us can appreciate the built-in problems that existed. So - why not kindle that fire, fix a generous dollop of your favorite plasma and take a gentle, guided tour on a cold winter's night.

I wasn't there at the beginning, but I spent enough time on the old race course for it to leave an indelible impression in my recollections of racing at LEHYC. How could it be other wise when we turned over right on the starting line in a brisk Southerly when Sam didn't "Let go the main sheet!!", thus causing considerable consternation to the Comet Class starting right behind us.

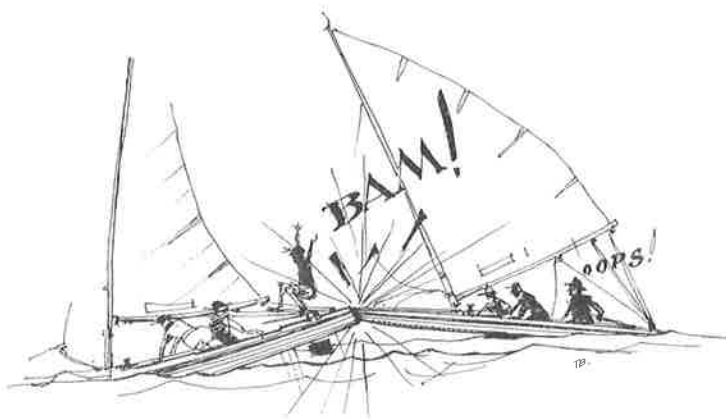
Names were what the Old Course was made of - Bonds, the Black & White, Jessies, Long Point, the Middle Grounds, Marjorie's Bar, and language - "Board up!" "#&*\$!†!" "Starboard Tack!!" "Water! I need water!! Tack!!!"

In their wisdom, and with an eye to getting the racing off on schedule, the start was in the main channel off Mordacai opposite the Clubhouse. One could almost leave the dock at the ten minute gun, and the clubhouse porch at the ten minute gun, and the clubhouse porch would be lined with spectators making odds on Tooty Neff, or Doug Galloway, or Mitch Barclay. But the channel was choppy and narrow, with little maneuvering room. Tooty found out how narrow, one day, when the end of Tucker Fox's main boom caught Uncle Alan Wood's main sheet in a close tack and unrove it through the blocks as they drew apart. Here was Tooty, coming up to start and finding the path roped off. "The first time I'd ever actually seen a starting line," he said afterward.

With the usual Southerly, we headed south to the mark at Bond's Coast Guard station. On an incoming tide, the trick was to head for the flats, either the Barrel Island side or into Clam Cove, as fast as possible, then take short tacks with the board up just enough and hope not to run hard aground. Experience was the main factor in this maneuver, and I knew I was making progress when I caught Lud Wray one afternoon, one of the wildest sailors of them all. He was so surprised to see me on starboard when he thought me safely entrapped in the tide, he swallowed his ever present cigar stub in the panic of an instantaneous tack.

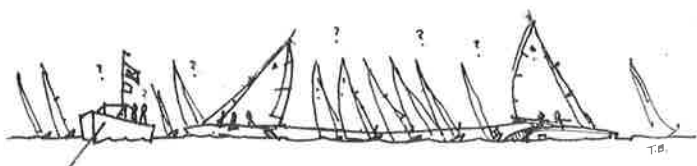
This first leg to Bond's was essentially the whole race, though, for the first one around had a tremendous lead. Sometimes misjudgment would sweep you below the mark, whereupon you would retreat to the flats for another attack; but when you cleared, your spinnaker and the fair tide would multiply a one boat lead to ten!

The trip down wind was uneventful until the moment of truth arrived at the north end of Mordacai where the channel turns west - the realm of the Black & White. In all the annals of racing everywhere in the whole world, I'm sure no place was more exasperating, frustrating and downright fearsome. The usual Southerly required a flying spinnaker jibe in a confined channel spiked with the standing waves of an adverse tide and the packed traffic of hungry competitors. How many stories started, "There we were in fat city approaching the Black & White, when - - - !!!!!" It was here that Walter Browning stove in the transome of an unsuspecting visitor who had inadvertently run aground on nearby Marjorie's Bar. Nor was the Black &



White put away after the first rounding. On the way back from the Middle Grounds to the finish the Black & White had to be left to Starboard, leaning agonizingly in the foul tide. Walter has another story about the Black & White concerning that whimsical mystic, Whitey Conlan. Whitey was tacking up the channel in a faint Easterly against the tide on the way home, curiously in a fine second position on brother Charlie's lee quarter, due principally to Walter's superior jib and spinnaker work. Walter cautioned, "Whitey, we'll never make the Black & White, better tack to clear Charlie and snuff him off at the mark." No response from Whitey, whose thoughts as usual seemed to be somewhere else. He just kept mushing on and oonched his way around, leaving Charlie going the other way. On the dock afterward everyone observed how great a win Whitey had had, due of course to Walter's superior coaching!

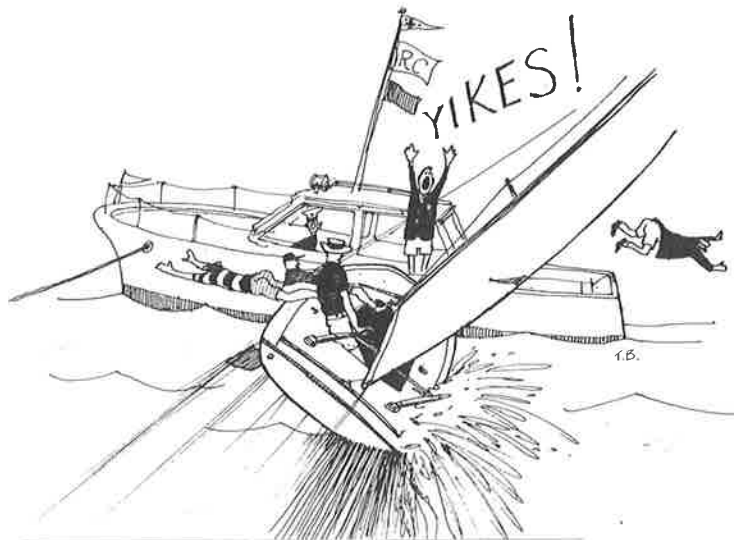
The Middle Grounds, marked by the Shelter Island Blinker, was the threshold to the Great Unknown, the land of oyster stakes, vast uncharted reaches of chop and current, the ever uncertain search for the elusive mark at



Jessie's Point, or the nasty buch back from Long Point on beams' ends. It helped greatly to have an indellible pencil and waterproof paper to note the succession of buoys and direction of rounding. Many were the hopeless tail-enders who pulled to the front by not following the leaders to the wrong buoy. It was Horace Powell, that observer of such special wisdom and prespicacity, who kept asking why we didn't use compasses. "Horace, don't be naive, we know where we are!" But enough middle fleet finishes convinced me that there was little to lose, and my trusty old dory compass mounted in the drawer of the venerable "Seven Up" caught the fleet by surprise one day in a Fourth of July Fog, and our resultant first place bore out all Horace had been saying, and more!

With the increasing traffic in Mordacai channel and the mounting frustration of our many new sailors - David Langworthy ran "Nina Colie" so hard aground one day on Marjorie's Bar he bent the centerboard and had to drop it out of the bottom of the boat - we Young Turks proposed a new course primarily located in the Middle Grounds and the Great Unknown beyond. The Trustees deliberated at length, Uncle Mort observing we'd never forge our way through the anchored fishing fleet, let alone the oyster stakes. But after a year or two of criss-crossing from a new buoy in Parker Cove to the Blinker and from Jessie's to Long Point, the dire predictions were dispelled and our resulting confidence emboldened Frank Watson and me to lay out a nine buoy Olympic cart wheel of two miles diameter in the open area of the now Better Known Out Back.

You all know the rest of the story - how our Olympic course has been praised by the entire yachting world, how much our Up-Bay friends enjoy the open reaches and freedom from general boating traffic. And it is building its



own repertoire of tall tales - the infamous Coffin Corner in Parker Cove where Chautauqua's Frank Shearman got on an uncontrolled plane at the start of an Eastern Championship race and smashed into George Vare's mark boat with Yachting's Bill Robinson frozen in terror at the rail, - the fabled lift down at Jessie's in a standard southerly; - the ornery unpredictable path to the windward mark in a high-pressure westerly.

Yes, any race course will generate its own romance when trafficked by eager, joyous competitive sailors. The Old Course was not the paragon of perfection of its counterpart at St. Andrews, but for us at Little Egg, the mention of Bond's, Marjorie's Bar, the Black & White and the mystery of Jessies and Long Point somewhere out in the Great Unknown beyond the Middle Grounds will always kindle a spark to the eye and a jump to the heartbeat.



Dan Crabbe (T-8) who thoughtfully furnished these photos of a big, old-timer thought the date was 1900. Our historian/technician disagrees and thinks about 1910 because of double rudders. Dig that "Spinnaker" pole!

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