

REPORTER

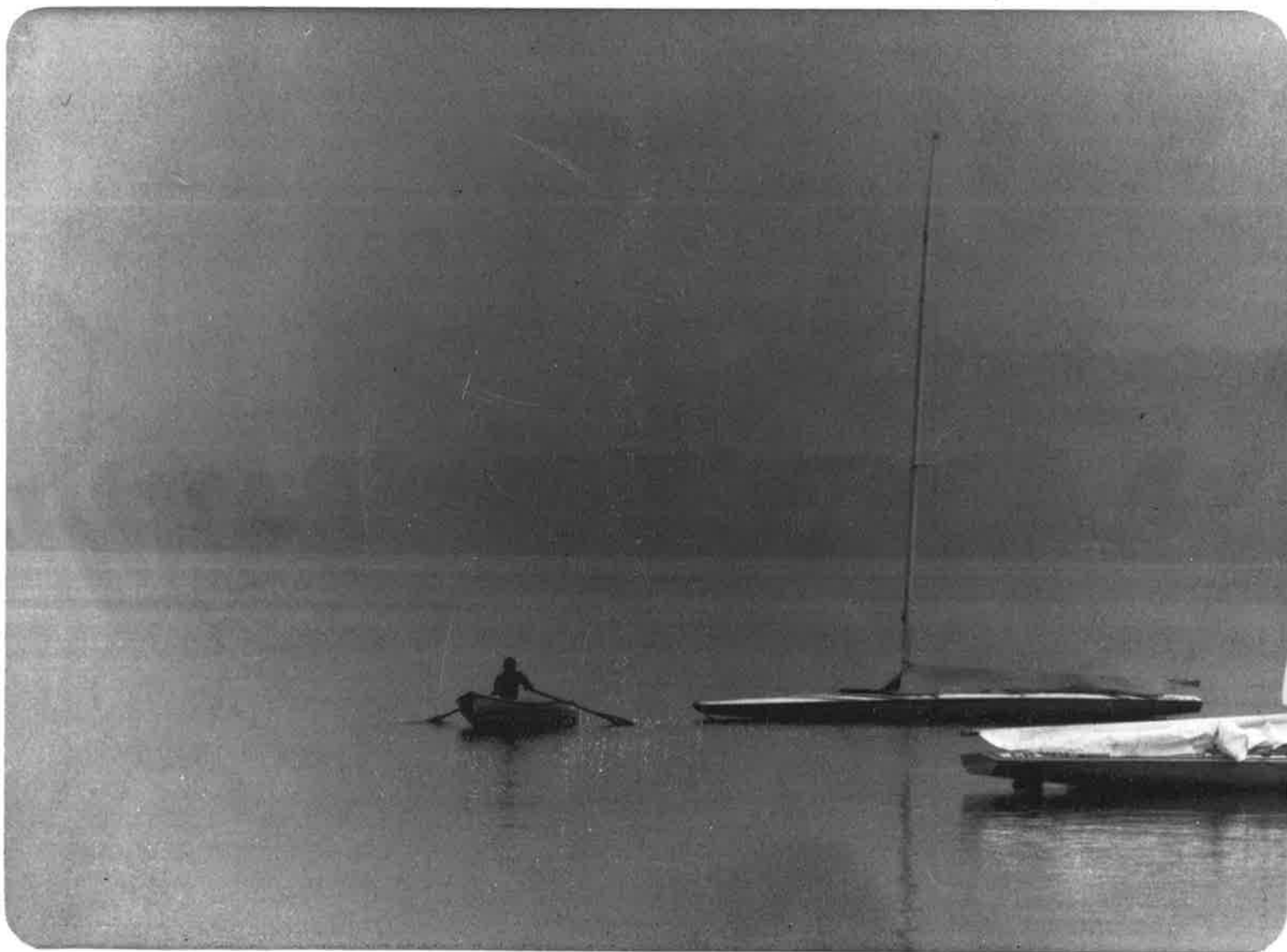
THIS ISSUE:

20th Annual NCESA Regatta coverage and results
Western Michigan, NCESA and ILYA Regatta results
Blue Chip Regatta results with comments by mystery guests

NEXT ISSUE:

Additional anecdotes, facts fictional reminiscing
by dockbound former E-Scow stalwarts.
Class development plans

REPORTER PHOTO



—ONCE IN AWHILE THE PACE SLACKENS—EVEN AT REGATTAS



THE COMMODORE COMMENTS:

As most of you know, Sam Merrick resigned as Commodore and I was appointed to serve until the next regular election which will be held during the 1979 annual regatta. Sam served as Commodore for 3 years and did an admirable job. He wanted to cut back on the many demands on his time which include racing his E and his Soling and serving as a director of the U.S.Y.R.U. He will continue as chairman of the publications committee for the NCESA. I would like to again thank Sam personally and on behalf of the NCESA for the fine job he has done.

This is as good a time as any for me to outline my thoughts on the "State of the Association" and the direction I see us taking in the future:

1. **Organization.** The directors have encouraged the formation of the Mid-States E. Scow Association. Subject to membership approval, it will be allocated one new position on the Board of Directors. The Secretary - Treasurer will also be elevated to voting membership on the board. The other 9 regional positions may be rearranged after the results of a boat and membership census are known.
2. **Finances.** By implementing various economies, the directors have held membership dues at the same low level for many years. Some day an increase will be necessary, but not this year. Our major problem is the necessity of recruiting more membership from within the ILYA area. If everyone racing an E were a member of the NCESA our dues could be kept at current levels much longer.
3. **Scantling rules.** We have survived the introduction of both metal masts and fiberglass hulls within a space of a

very few years. The E class is stronger than ever in numbers and in the closeness of the competition. I do not see any major changes in the rules in the next few years although several minor changes have been passed and others are under consideration. The major unresolved problem is sail floatation to prevent spar damage after capsize. We are working on this and also on improving our sail and hull measurement program.

4. **Publications.** This is our largest cost and is very important to the organization. I hope we can continue to gather and publish historical materials along with the "news" and "how to" articles. Our only problem is that our publications depend too heavily on the superhuman efforts of a few people.
5. **Regattas.** The annual regatta is set for Geneva in 1979, Little Egg Harbor in 1980 and Muskegon in 1981. The regatta is put on with borrowed equipment and local volunteer help. The job done by Norm Johnson and the people at Chautauqua was outstanding. The Geneva sailors will have a tough act to follow.

So much for the good news. The bad news is that our relationship with the ILYA Board of Directors continues to worsen. This seems to me to be aggravated by the struggle for power within the ILYA chiefly between factions within the C Class. Until that conflict is resolved, the ILYA cannot face the question of what its relationship to a National Class organization ought to be. With its financial power and prestige, the ILYA could become a parent organization for Scow sailing all over the country as Mike Meyer once proposed. Scow sailing in general and E sailing in particular is growing in areas outside the ILYA and if the ILYA does not want to be involved in this growth, it must limit itself to operations within its traditional region. If it does this, it still has a duty to see that class affairs are managed well. At the moment it is unwilling to do either and unsure of its future course, so it jealously guards the status quo. This hurts the NCESA by restricting our financial base. It also hurts E sailors within the ILYA by giving them less voice in important NCESA decisions on rules and other matters. If Sadat and Begin can make peace perhaps we can too. I intend to try.

Stu Wells

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WESTERN MICHIGAN YACHT RACING ASSOCIATION
49TH ANNUAL REGATTA
Muskegon Y.C. August 10-13, 1978



PAUL WICKLAND, JR. PORT-TACKING THE FLEET AT THE START OF RACE 1 - AND HE MADE IT!

The smallest of the E Scow regions held its 49th Annual Regatta under the auspices of the Muskegon Yacht Club over four days in August and dished up one of those photo-finishes that leave spectators and competitors limp with excitement and spent adrenelin. Twenty entries from Michigan, Ohio and Minnesota checked in for the event which was won by that member of the Johnson family we all know as Skip, with the help of Marge.

With four races completed and one to go, the 1977 WMYRA Champion and home town favorite, Paul Wickland (junior that is - not the old man with the bald head), had accumulated 18.7 points compared to a couple of carpet baggers from the north in the persons of Johnson with 19 and Stu Wells with 20.4. If you look at the table of finishes, you could see that if any one three finished in fourth place or better and beat the other two, he would win the regatta and become 1978 Champ. Not far behind with 27.4 was Art Brereton out of Torch Lake.

As the boats rounded the final turn of the full size Olympic course, in race #5, Johnson, in the lead, had a forty second lead over Wickland with a nearly two-mile beat coming up in air in the 8-10 mile range. Wells was out of it after a bad start. As time went by, Johnson's six or so boat length lead gradually diminished so that what had appeared safe was no longer that at all. At 400 yards from the finish, Johnson was to windward, neck and neck with Wickland to

leeward. They carried this posture right into the line-first one then the other ahead. When the gun sounded, Johnson was ahead by what the Committee estimated was at most three feet. Skip Johnson from White Bear was the new Michigan Champion.

Wester Michigan regattas, like the Inlands, are closed to entries sailed by crews not members of clubs making up part of the Association. This is in contrast to the open policy followed by the Eastern scow associaiton which allows any member of NCESA to enter its annual championship regattas. (Why not such a policy for the others?) This year White Bear joined the WMYRA, thus allowing Johnson and Wells to enter the regatta.

Wickland started the contest with every sign that he would repeat his 1977 victory. In race #1, he port-tacked the fleet (see Photo) and was never headed. For #2 he again finished first after leading most of the way. For the third race he was usually in contention but slipped behind Wells and Johnson for a comfortable "show". He met disaster in #4 and thus was forced to enter the final contest tied with Wells and Johnson. Thus was set the stage for the final breathless moments described above. Johnson, by consistent sailing and winning race #3 (an essential ingredient to his final victory) by coming past Wells in the final moments, took the Michigan bacon home to Minnesota.

FINAL RESULTS 1978 WMYRA REGATTA

	POINTS
1. Skip Johnson, White Bear	22.
2. Paul Wickland Jr., Spring Lake	24.4
3. Stu Wells, White Bear	33.4
4. Art Brereton, Torch Lake	37.4
5. Larry Price, Spring Lake	47.0
6. T. Klaban, Indian Lake	48.0
7. P. Price, Spring Lake	60.0
8. C. Harrett, Spring Lake	71.0
9. Ken Kornoelje, Spring Lake	77.7
10. Jack Brereton, Crystal Lake	78.0
11. Bob Wynkoop, Crystal Lake	81.7
12. Carl Back, Indian Lake	89.0
13. Herb Knape, Spring Lake	92.7
14. Kevin McClure, Crystal Lake	96.0
15. Carl Chapell, Lake Fenton	*101.0
15. Mike Huck, Crystal Lake	*101.0
17. Mick Riolo, Spring Lake	109.0
18. Chris Riolo, Spring Lake	112.0

* Tie place.



THE FINAL FINISH WAS AS TIGHT A SQUEAKER AS THE FIRST START!

1978 ECSA CHAMPIONSHIP REGATTA KEUKA LAKE, AUGUST 3, 4, and 5



LACKING A PHOTO OF WINNER COMMETTE, WE SHOW 2ND PLACE FINISHER SAM MERRICK AS SEEN AT CHATAUQUA
PHOTO: BRUCE T. MARTIN

By Willie DeCamp

Peter Commette of Mantoloking won the forty-first Eastern Championship on Keuka Lake, August 3, 4, and 5. Commette, who this year is sailing his own E Scow for the first time, topped a record fifty-two boat fleet with three firsts and a fourth. His eight point total gave him a sixteen point margin over then NCESA Commodore Sam Merrick.

Keuka Lake is easily the most beautiful of the Eastern sailing locales and light air conditions permitted the sailors ample time to appreciate its splendor. Thursday's race was cancelled due to a thunderstorm followed by a lack of wind. On Friday the sun shined, and two light air races were sailed on either side of a very long lunch break. Saturday morning provided an aborted race when the time limit expired. In the afternoon, however, the patience of Lanny Towne's race committee was rewarded with two races sailed in ideal 10-15 knot southerlies.

Commette dominated a fleet which contained no less than five past Eastern Champions. Commette's edge came from excellent upwind speed and great first legs. He and crew Terry Kempton, Chris Wight, and Henry Colie worked their boat "Laser style", using lots of body English and frequent sail adjustments. Constant attention to mast rake, cunningham, and vang enabled Peter to drive hard, especially through the lulls. Says Commette: "These boats love to power".

Rounding out the top five after Merrick were Willie de Camp in third, Cliff Campbell fourth, and Dick Wight fifth. Each of the top skippers had speed sufficient to make Commette work for his victory, but none seemed quite able to match Peter's ability to consistently come off the starting line clean. DeCamp was over the line for one start and

buried at another. A starting line mishap in the first race put Cliff Campbell out of the running early. Four time Eastern Champion Wight was in a comeback situation after every first leg. In the third race he couldn't find the combination and had to settle for seventeenth.

The Barnegat Bay fleet continued its dominance of the Eastern scene by taking the top eleven places. Art Wilder of Keuka Lake led the lake boats with a regatta twelfth. The next fresh water finisher was George Drawbaugh of Lake Hopatcong in fourteenth.

The record fifty-two boats, the exact number attracted at Keuka Lake for the 1972 National Regatta, is indicative of the growing numbers of E sailors in the East. Newcomer Commette has forced some of the older skippers (no names, please) to work harder. The top skippers are paying attention to exact mast rake measurements. Discussions about the relative advantages of 33' 10" over 33' 7" (mast head to transom) are now commonplace. Even Cliff Campbell was seen with tape measure in hand.

In spite of the growing fleet size, no make of hull or sails is dominating the competition. All of the skippers in the top ten thought they had speed. Perhaps this is a function of the Barnegat sailors' enjoyment of the flatter water found on lakes. Incoming ECESA Commodore Runnie Colie says he had plenty of speed but: "I was never so unlucky in my entire life." In any event, both hulls and all makes of sails were represented among the top finishers.

The social schedule was highlighted by a wine tasting party at Bully Hill Winery far above the glassy lake. A sumptuous steak dinner and some flowery speeches were the final evening's fare.

1978 ECESA REGATTA FINAL STANDINGS

							total pts.								total pts.
1	Peter Commette	MA31	1	1	1	4	8	27	Doug Love	MA20	33	30	43	9	139
2	Sam Merrick	BH2	4	2	2	5	24	28	Jack Lampman	LE31	21	40	40	16	142
3	Willie DeCamp	MA9	2	6	3	6	32.1	29	Skip Shipman	HO28	17	43	32	27	143
4	Cliff Campbell	T17	11	5	7	1	40	30	Bob Hawk	KU3	29	23	20	DNS	148
5	Dick Wight	MA10	5	3	17	2	41.7	31	Tim Cole	KU9	34	38	23	29	148
6	Bob Armstrong	MA3	10	10	12	3	58.7	32	Art Wolcott	KU2	19**	13	39	24	150
7	Dan Crabbe	T8	7	7	14	12	64	33	Jim McGowan	LE8	27	20	33	33*	153
8	Runyon Colie	MA4	9	28	4	7	70	34	Peter Rochelle	HO1	32	32	31*	26	161
9	Dev Colie	MA88	23	4	18	13	80	35	John Christie	LE32	42	21	24	37	164
10	John Wright	MA8	6	22	12	21	84.7	36	Arthur Galloway	LE41	45	24	41	32	166
11	Bob Valdes	BD88	28	18	6	10	85.7	37	Gus Baker	HO11	40	39	27	38	168
12	Art Wilder	KU10	20	14	10	20	88	38	Dean Lennox	HO23	41	33	35	35	168
13	Gardner Cox	MA55	8	17	29	19	97	39	Jim Hallahan	KU8	44	48	5	DNS	172
14	George Drawbaugh	HO37	26	25	9	14	98	40	Jay Crammer	LE9	47	27	45	31	173
15	Irv Spear	KU5	18	8	36	15	101	41	Walter Smedley	LE7	43	46	30	34	177
16	Doug Galloway	LE4	16	15	28	18	101	42	Doug Jones	CH13	36	37	38	43	178
17	John Harkrader	MA11	22	12	22	22	102	43	Charlie Johnson	HO40	35	29	44	DNS	184
18	Craig Bradley	HO13	13	26	16	29	102	44	John Hoff, Jr.	HO29	25	16*	DNS	DNS	185
19	Tommy Barton	MA6	12	35	26	8	105	45	Dan Johnson	CH19	37	49	47	42	199
20	Chip Ulrich	CH12	31	11	13	31	110	46	Curt Johnson	CH7	51	52	34	40	201
21	Jeff Lewis	MA18	15	19	8	DNF	118	47	Al Rombough	HO36	48	51	46	36	205
22	Peter Sayia	S1	24	36	19	17	120	48	Bud Rose	LE1	49	42*	42	41	209
23	Phil McHenry	KU7	14	9	37	39	123	49	Tom Wiss	HO32	39	44	DNF	DNS	211
24	Dick Turner	CH5	3	34**	21	28	125.7	50	Copley/Lovejoy	KU16	38	50	48	DNF	212
25	George Welch	KU1	30	40	11	25	130	51	Joe Mitchell	CH10	50	45	DNS	DNS	223
26	Jim Stevens	LE30	46	31	25	11	137	52	Connie Swanson	CH11	DNF	47	DNS	DNS	227

* 30%

** 60%

REPORTER PHOTO



"I NEVER HAD SUCH LUCK."

REPORTER PHOTO



HOW ABOUT THIS FOR MAST RAKE?

ECSA REGATTA

THE RACES All courses W 2½

RACE 1. Wind mostly northerly at 5-7 knots. Although not favored on angle, the port end of the line was the place to start because it was closer to shore. Commette started to leeward and worked the channelled breeze along shore with DeCamp and Merrick close behind. This leg heavily favored starboard tack, so those without clear air could do little but watch the leaders lifting along the shore. At the weather mark it was Commette, Merrick, and DeCamp followed by Craig Bradley. Downwind the top three held position as Dick Turner moved into fourth with good speed. The second windward leg was also biased in favor of starboard tack. DeCamp caught Merrick by picking a few port hitches while Merrick went aground on some rocks. On the second downwind leg, Commette jumped out to an enormous lead when he led the fleet into a brief southerly. Turner and Dick Wight used these confused conditions to make a determined assault on DeCamp and Merrick, but they couldn't get by. The final leg was mostly windward work with the finish line tucked under Keuka Lake's seven hundred foot high Bluff Point. In essentially no wind, Merrick watched Turner sail around him for third.

RACE 2. Wind northeast 09-7 knots. After lunch and a long wait, the committee noticed wind in the east branch of the lake. Bluff Point came into play again, but this time it provided favorable channelled air on the left side of the course. Craig Bradley and Sam Merrick led at the weather mark. They were followed by Commette, whose boat speed demoralized the opposition on the right side of the course. Downwind, Bradley faded while Dev Colie moved into fourth by taking fewer jibes in the light and tricky going. On the second beat, Commette caught Merrick by working farther to the left. It was the second downwind leg that provided the biggest pot boiler of the regatta. With winds in the 0-2 knot range, most of the leaders held starboard in toward the bluff. By the time the middle of the fleet rounded, however, the far shore had much more breeze. Dick Wight led an avalanche down that side of the lake while the leaders scrambled to get back into the breeze. Commette and Merrick escaped clean, while Wight managed third with Dev Colie fourth. The final beat did not

change this order.

RACE 3. Wind southerly 0-7 knots. In fitful conditions Merrick and Commette traded leading positions until somewhere on the final beat, the time limit expired with Commette well ahead.

RACE 4. Wind southerly at 10-15 knots. Just as a few pessimists were pulling their boats for the trip home, the wind filled in magnificently from the south. Commette now led the regatta with two firsts against Merrick's fourth and second. It was DeCamp and Chip Ulrich, however, who picked up a big starboard lift at the starboard end of the line. At the port end, Commette set the pace, Merrick tacked onto port to clear his air and this proved much to his advantage. By holding a favored port tack he established himself on the inside of the veer and led at the weather mark, followed by DeCamp and Commette. Downwind Merrick confounded his younger rivals by working out to a lead of about six boatlengths. On the second windward leg Commette slipped by DeCamp with better speed in lulls. It became a two boat race after DeCamp took himself out of the action with an ill-timed jibe downwind. On the final upwind leg Commette again used impressive speed to edge out Merrick while DeCamp held third by close covering of Runnie Colie. The hometown crowd delighted in Jim Hallahan's impressive fifth place finish.

Bob Valdes with a sixth deserved congratulations for his first bonus point finish after many years of effort.

RACE 5. Wind southerly at 10-15 knots. Commette now had three straight firsts and needed only to keep a loose eye on Merrick with 4-2-2 to secure the Championship. At the start most of the regatta leaders worked for the starboard end of the line. However, a heavy gust with about two minutes to go carried most of them down toward the middle. Cliff Campbell took an early lead by carrying starboard tack all the way to the left shore where big port lifts enabled him to work out a safe lead. Bob Armstrong and Dick Wight also worked left to round the weather mark second and third. It was Campbell's race all the way. Wight managed to catch Armstrong on the final leg. On this leg, Commette took no chances and covered Merrick closely. This enabled DeCamp to close distance on them, but he in turn was forced to cover Runnie Colie and Tom Barton and had to settle for sixth.

**WANTED - NEEDED**

**ANY OLD PHOTOS, ANECDOTES/GOSSIP, LAFFS CONCERNING
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please send material to:

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1978 ILYA CHAMPIONSHIP REGATTA

August 20-25 – Green Lake, Wisconsin

By Joey Norton

John Gluek won the 1978 weeklong inlands, sailed on beautiful Green Lake.

A near record fleet of 66 E's completed 5 of 6 races (the uncompleted race in beautiful winds due to a rash of general recalls).

John started hot by handing the fleet a horizon job that approached 1/2 of a leg at the finish. Bill Allen was second. Bob Nuffort (1978 Invitational "E" & many time "M" champ) won the second race going away with Buddy Melges and his star-studded homegrown crew 2nd, Will Perigo 3rd, Edmund Chute 4th, and Gluek dropping to 7th. The third race was a close contest between Gluek, Melges & Allen finally finishing in that order.

Bill Allen finally got untracked in the cool and shifty fourth race with the consistent Gluek 2nd and Nuffort 3rd. Melges had a series wrecking 32nd.

The big last race showdown between Gluek, Allen & Nuffort never really materialized due to large, unpredictable shifts all day - Bob Guidinger of Pewaukee found these conditions like home and won going away. Nuffort was able to only put one boat between his 5th and John Gluek's 7th. Bill Allen was 12th. This final race dept Gluek in 1st, Allen in 2nd and Nuffort in 3rd.

With good weather conditions everyone really enjoyed Green Lake.

TOP 10 FINISHERS

ILYA REGATTA

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>PTS.</u>
1 John Gluek	1	7	1	2	7	29.0
2. Bill Allen	2	6	3	1	12	38.4
3. Bob Nuffort	5	1	11	3	5	42.7
4. Brian Porter	4	11	7	7	13	70.0
5. Bud Melges	6	2	2	32	9	70.7
6. Billy Butz	7	13	9	10	8	77.0
7. Edmund Chute	18	4	10	8	11	79.0
8. Jim McGinley	15	15	16	6	3	81.4
9. Bob Guidinger	16	23	14	9	1	86.0
10. Will Perrigo	25	3	6	18	17	95.4



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20TH ANNUAL NCESA CHAMPIONSHIP REGATTA

Chataugua Lake Y.C. Sept. 8-9-10, 1978

Reported by Sam Merrick

Bud Melges decided it was time to show he was the best - still! It seems to take some stinging to get his victory dander up, but when it's up there's nobody quite in his class. That was the story of the 1978 National Regatta held on Lake Chataugua near the western end of New York state on September 8-9-10.

The last time Buddy decided enough was enough, was at the 1974 Blue Chip. He had been getting a pasting over a two-year period from his then protege Bill Allen, to the point where folks were beginning to think Allen had surpassed the master. Allen had won both the Inland and National Regattas of 1973 and 1974 as well as the 1973 Blue Chip. Well, Buddy took over, and by the end of that Blue Chip, Billy was firmly in second place and Buddy was unmistakably king - with the help of a voodoo doll.

Since 1974, Buddy has been either crewing for others or sailing family style. His traditional rival from Minnesota, Gordy Bowers, has been National Champion in '76 and '77 and was eager to do it again at Chataugua. Moreover Gordy had a helper, Peter Commette, a talented and dangerous adversary from the East of whom more in a minute. With this history as a backdrop, Buddy arrived on the scene loaded for bear - you could tell it by the way he was roughing up his customers practicing the day before the regatta.

In the first race, Bowers had to restart and was only able to pass 46 of the 65 entries before the finish line found him in 19th. Melges was too far left at the start to avoid being hurt by a shift shortly after which went twenty degrees right. He managed to recoup for a finish in eighth. Given the prospect of a drop out which is permitted if six races are completed, neither of these "bad" finishes might have been counted. But with the wind destined to go soft so that only four races were eventually sailed, these unfortunate beginnings could prove fatal to winning - and for Bowers, his was. For Melges, it inspired him to turn in three spectacular first place finishes to get on top - a tribute to his uncanny instinct for seeking out the wind whatever the conditions, and his remarkable communication with a boat for going fast. He did this, by the way, without a magic box and a crew of three.

Peter Commette's role in this regatta requires special mention. Commette was World Champion in the Laser Class in 1975, the U.S. Olympic pick for the Finn Class in the '76 Games. He learned his sailing on Barnegat Bay and then went on to a brilliant intercollegiate sailing career at Tufts. During 1977, he decided to spend a year campaigning an E Boat - probably before a yet unannounced shot at the Olympics in 1980. He applied his talent and concentrated energies toward victories in 1978. He chose Gordy Bowers, an old friend from his Finn training as his teacher and developed a four "man" (one non-man) crew that became a model for smooth boat handling straight out of Laser traditions. He cleaned up on Barnegat Bay (the "lake" that includes Toms River, Mantoloking and Bay Head among others), won the Easterns despite this writer's best efforts, and arrived at Chataugua ready, able and willing to take on the best of the mid-west. He almost did it. His worst finish was a fourth. His 2-3-2 for 11.7 points in the first three races put him in first place over Melges who then had 14. All the other steady performers had slipped out of the top

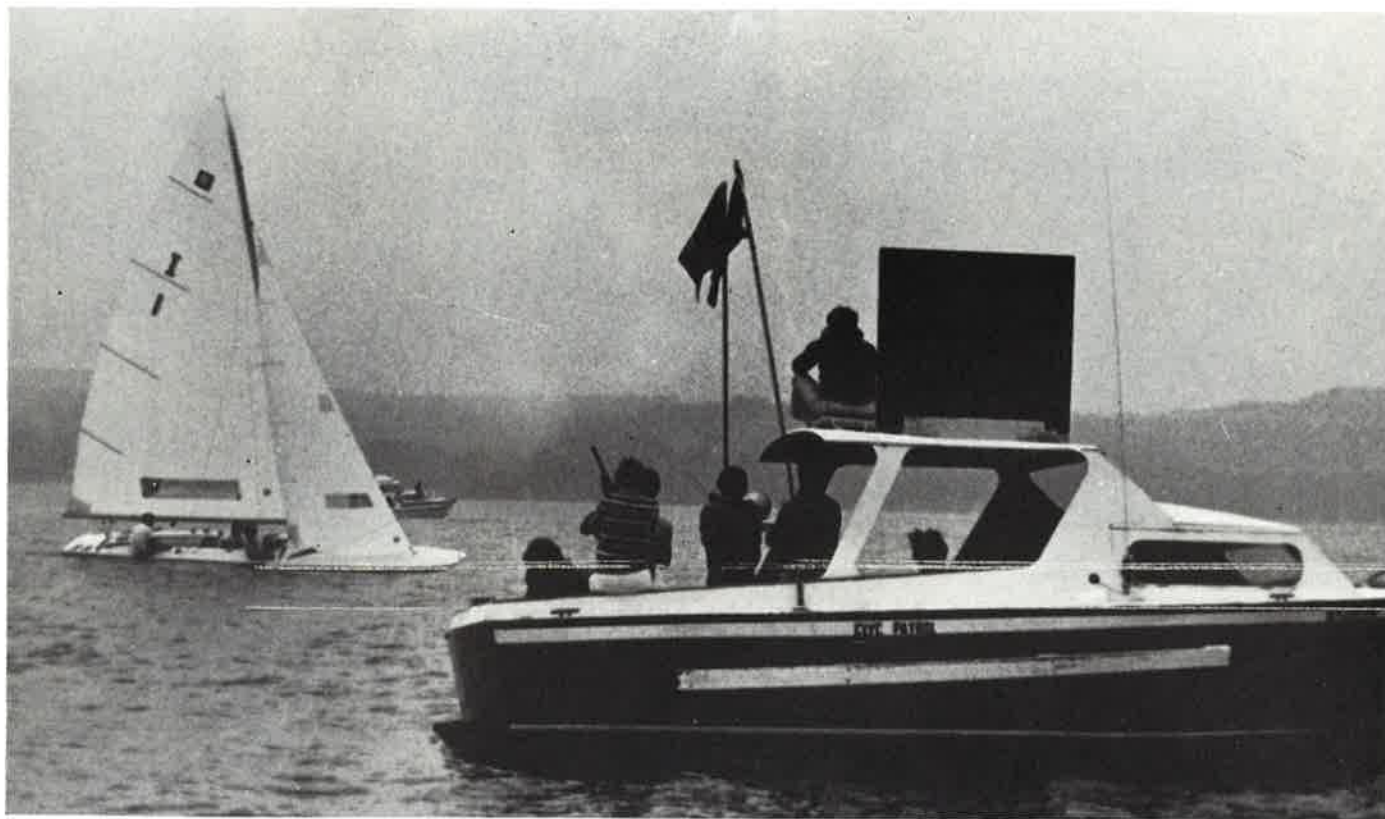
ten at least once - Bowers with his 19th, Bill Allen and Sam Merrick with 23rds, Cliff Campbell an 18th, John Porter with a 15th, Ed Chute a 14th and Willie DeCamp with an 11th. If only in the final race, he could beat Melges or at least finish next to him on the basis that Melges not win. That was the drama of the racing on Saturday September 10. Unhappily for Commette's ambitions, the Grand Master was sailing his flawless best.

Saturday's racing was destined to be light and flukey with air flowing from a northeasterly direction across the southeast/northwest axis of the lake. The first race (the fourth in the Regatta to be started), seemed at first to be running Commette's way. He was in the lead at the end of the first triangle and Melges was 8th. But the light spots and vagaries took over. Before long, Melges was ahead closely pursued by Ed Chute. As the finish approached, both Chute and then Merrick got by Melges with all three lapping the main body of the fleet and set to cross the line in that order. But with 20 feet to go, the time limit expired amid the three guns of abandonment. Commette, last logged in 18th, breathed relief with another chance.

The last race, designated "fifth", but actually the fourth to be completed, started with a favored "pin" end, thanks to a backing shift during the starting sequence. Melges quickly on port tack came out of the pile-up near the favored end in clear air and potentially first place. Commette, closer to the pin, came out well but to windward and behind. As the wind made its inevitable shift to its median direction, the boats starting with clear air from other points on the line looked better. Melges got around the first mark well ahead of the left-side group and just ahead of the right-side contingent. That was all Buddy needed - by the end of the triangle, he was in front 10 boat lengths and free to pick the shifts unhampered by the traffic of other contenders. The rest of the race ran its course with a magnificent battle for the next half dozen spots, but nobody got close to Melges. Commette's campaign had run up against Buddy at his best, and he had to be satisfied with the superb achievement for a newcomer to the scow family of a Regatta second.

The Chataugua Lake Yacht Club is a veteran of hosting National E Regattas - this was its fourth. Its committees did a great job under the leadership of Norm Johnson, one of NCESA's Directors who on other occasions has been the downwind skipper for his son Eric. C.L.Y.C. could also boast of a talented native son on Boat #1 who served as Race Committee Chairman in the person of Lanny Towne. Lanny has run many regattas for the eastern scows. He gets tense at the job but likes it. The wind didn't help him because only rarely did it run parallel to the lake's long axis. For the first two races on Thursday (September 8), the shifts ran from 320 to 350; getting a triangle to fit the lake without hitting an area of rocky shoals proved difficult because the water level was down from a dry summer. Inevitably there were shifts and holes in the wind caused by the promintories on the north side of the course. Setting a starting line long enough for 65 boats in these shifting conditions was a challenge by itself.

Lanny started the regatta by trying to set his starting line perpendicular to the median wind. If the shift went right during the starting sequence, there was a big pile-up at the windward end made worse by the favoring shift as



-AND HERE IS BUD MELGES LOCKING UP THE 1ST PLACE HARDWARE AT CHATAQUA

PHOTO
BRUCE T. MARTIN

well as the desire to get into shore. To prevent this he set his lines nearly perpendicular to the expected backing or leftward shift. This attracted the crowd to the leeward or pin end, but it also distributed many starters elsewhere on the line who could tack to port early and sail into the near certainty of a big header. This strategy worked.

On Friday, the second day on the schedule, there was no wind until 2 P.M. when the advance breezes of a front came in from the north. By starting time at 3, dark clouds and 20 knot gusts were coming out of the hills in narrow streaks. Again setting a good line was a challenge because of the rapid shifts angling off the shore. And finally there was Saturday with its light cross-lake airs. Lanny rested easily Saturday night happy in the knowledge that the race management had gone well despite the difficult conditions.

Studying scores and finishing positions can often become rewarding. Try it for yourself. In the unsteady conditions of wind direction and velocity experienced at Chataqua, it might be assumed that the benefits from the strokes of fortune might be shared by many. But luck, if it be that, seems to go to the few. Of the top ten prize winners, all but two finished in the top ten positions at least three times of the four races. These two, John Wright in sixth and Cliff Campbell in tenth (plus Bob Nufford in twelfth) were the only ones in the entire list to be in the top ten twice. Nobody who ranked less than 18th (except for Larry Price in 47th with two no finishes) ever got into the first ten in a single finish. The point of all this seems to be that you get in the money by consistent top finishes and that seems tough to do in a regatta of this type.

Though the west continues to reign supreme on the race course, it met defeat at the hands of the east in a massive volleyball game held during the wait for wind Friday

morning. The fifty or so contestants made for crowded conditions. The West said the East cheated - at least more than the West - and they are spoiling for revenge at Lake Geneva in 1979.

RACE BY RACE ANALYSIS

September 8 - Race #1. Wind around 10 knots, first mark at 320 degrees; Course: Olympic. Two general recalls preceded the start. The windward end was favored by some 10 degrees. The wind tended to clock nearer shore, so those who tacked early found themselves getting great lifts when they went back on starboard tack. For a time it looked as though John Wright, Willie DeCamp, Sam Merrick and Bob Nufford who pursued this course would be out in front. They reckoned not with the big hooker on port tack from out in the middle of the lake. As we shall see, this pattern was to repeat often. John Porter was its greatest beneficiary in this race, and he rounded the first mark with a nice lead which he stretched on subsequent legs for a big win. Commette had gone out into the lake on starboard later than Porter, but the port tack shot enabled him to come into the mark just in front of the hitherto front four. At the end of the triangle it was Porter, Commette, Wright, Merrick, DeCamp and Nufford with a big gap after that. The five after Porter had a good race. On the final beat, Merrick looked golden for second until another port lift from out in the lake brought Commette into that position ahead of Wright and DeCamp. Nufford who played the shore for all he was worth never escaped from sixth, but he was close to it.

Race #2 - Wind 8-10 knots but getting near zero at the end; first mark at 330 degrees; Course: Olympic. Runnie Colice got the perfect start at the pin end on a starboard



This is not a Bundesmeister rallying his Sturm Troopers; it is really Lanny Town passing the word at the Skippers' meeting while lieutenant-at-arms Merrick watches for any signs of mutiny.

Skipper Swanson seems doubtful of what he hears.



Edmund Chute, contemplative.



Old plotters plotting — Ed Malone & Post Comm. Walt Smalley



Mark & Gordy Bowers have Brad Robinson under control



the trailer parking lot provided a somewhat hazardous Frisbee field.



Norm Johnson, Buddy Mc. and Lanny Town settling some sort of hash



Bill Allen and the Cliff Campbells between rounds.



A happy skip



Peter Wright and part of the Commette crew in the morning muck.



Ed Swanson blanketing Dick Turner and Wells Stackhouse.



Johnny Gluck taking five



Paul Wickland Jr. telling it like it was.

(ALL PHOTOS: REPORTER)

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dividual personal recommendations. Remember, no matter what your level of performance, the 'Melges Board of Experts' wants to help you improve.

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Class "E" ILYA Championship 1, 3
Nationals . . . 1

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Regional, Delavan . . . 1, 2, 4, 5

Regional, Pistakee . . . 1, 2, 3, 4

Regional, Wissota . . . 2, 5, 6, 8

ILYA Championship . . . 1, 2

M-20 Clean Sweep

M-16 Invitation, East . . . 3, 4

Invitation, West . . . 1, 3

ILYA Championship . . . 2, 4

Class "X"

ILYA Championship . . . 1

Junior . . . 1

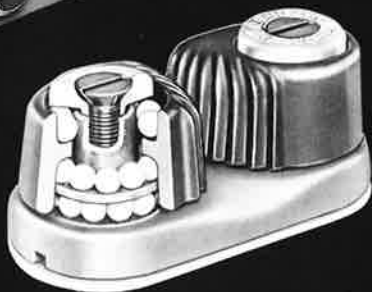
Senior . . . 2, 4, 5

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Stu Wells about to launch his term as new Commodore. (Reporter Photo)



(photo: Bruce T. Martin)
Home fleet boat enjoying the weather.

tack header. Commette with a better starboard heading came off the line from the windward end. Merrick, near the pin, went right over on port tack and crossed the fleet with Colie following. After five minutes when Colie and Merrick went again back to starboard tack, they appeared comfortably ahead. Melges, Commette and Bowers meanwhile were locked in deadly combat way out in the middle of the lake on what appeared to be a hopelessly losing starboard tack in gradually vanishing air. At least together they were gone for good. For a time a large group of boats led by Dick Wright got close to shore and enjoyed a series of lifts before the wind deserted them entirely half way up the leg. . As the fleet got well up the beat, the three out in the lake suddenly came into hiking wind that gave them a fine heading straight for the mark. Bowers, Melges and Commette in that order rounded in close array. Colie and Merrick rounded next and spent the rest of the race exchanging places. Bowers and Melges stretched out a big lead over the fleet on the second beat. On the run Melges almost caught Bowers, but then got by him out of tight cover thanks to some pranks by the wind. For the leaders, the last half of the last beat was usually windless, with the rest of the fleet slowly closing. Bowers and Melges got close to the shore with neither able to establish a leading position. For a time it looked as though Commette and Merrick might pass them both. Once again out in the lake things were happening. Colie, DeCamp, Ed Chue, Stu Wells, Cliff Campbell and Skip Johnson to name a few, came roaring into the finish on port tack. Melges, Bowers and Commette got enough of a zephyr to sneak across ahead of disaster.

September 9 - Race #3. Wind 15-20 knots gusting to 25 in spots; first mark at 290 reset later to 340 as the wind veered. Course: W-L 3½. Commette with Melges and Bowers stacked up behind them charged off the line on a long and favoring starboard tack. Dick Wight and Stu Wells took short port tacks to clear their air and also went for long starboards. Those who went for early port tacks got hurt badly. At the first pin, Bowers led Melges by several boat

lengths, followed by Wells, Wight and Commette. By the bottom mark Melges and Wells had passed Bowers. Wight was still in fourth where he stayed until the beginning of the fourth and final best when he was forced to limp along on starboard tack restoring a pin to a wandering shroud! For the second beat, Melges took off on what became in the end a horizon job; Commette got by Wells and Wight. Behind them were Larry Price, Bill Allen, Campbell, Chute, John Wright, DeCamp and Skip Johnson - not necessarily in that order (our reporter lost track here because positions were changing with great rapidity). Bowers, who had been pursuing Melges, broke his spinnaker pole when it went skyward on the third run, so he dropped back to provide Commette with an opportunity. As these two went into the final few hundred yards before the finish, Commette put on a spectacular demonstration of what organized crew work in a tacking duel can do. The pupil gave the teacher a real lesson in roll tacking and fast acceleration and finished in second place. Porter passed six or eight boats and finished fourth.

September 10 - Race #4. The race was abandoned after the 2½ hour time expired.

Race #5 - Wind 3-10 knots; first mark at 10 degrees; Course: a triangle followed by a full Olympic, designed to compensate a short beat on a direction across the lake. The start is described in the body of the report. Merrick followed Melges around the first triangle in second place, a position Bowers took over on the second beat. With Melges comfortably ahead, a shifting group led by Bowers (who was nearly always in second place but not by much) and including Porter, DeCamp, Commette and Merrick had a constantly tense contest. Going into the final 400 yards on port tack toward the finish, Bowers was still in second place. Merrick looked like third, but got caught on the lay line as Bowers came up and tacked directly in front of him. Porter and Commette above the layline finished third and fourth (Commette's worst finish!) with DeCamp getting into fifth from below.

REPORTER PHOTO



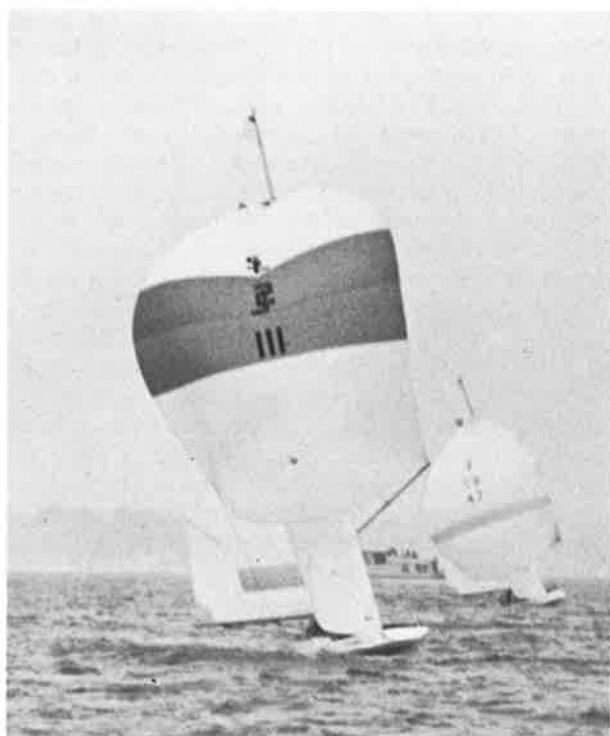
Low water level at docks gave everyone 'boards-up' drill.

PHOTO: BRUCE T. MARTIN





Art Wilder & Irv Spear came from Keuka to fly formation around the pylons.



Chuck Harrett with Jim McGinley in tow.



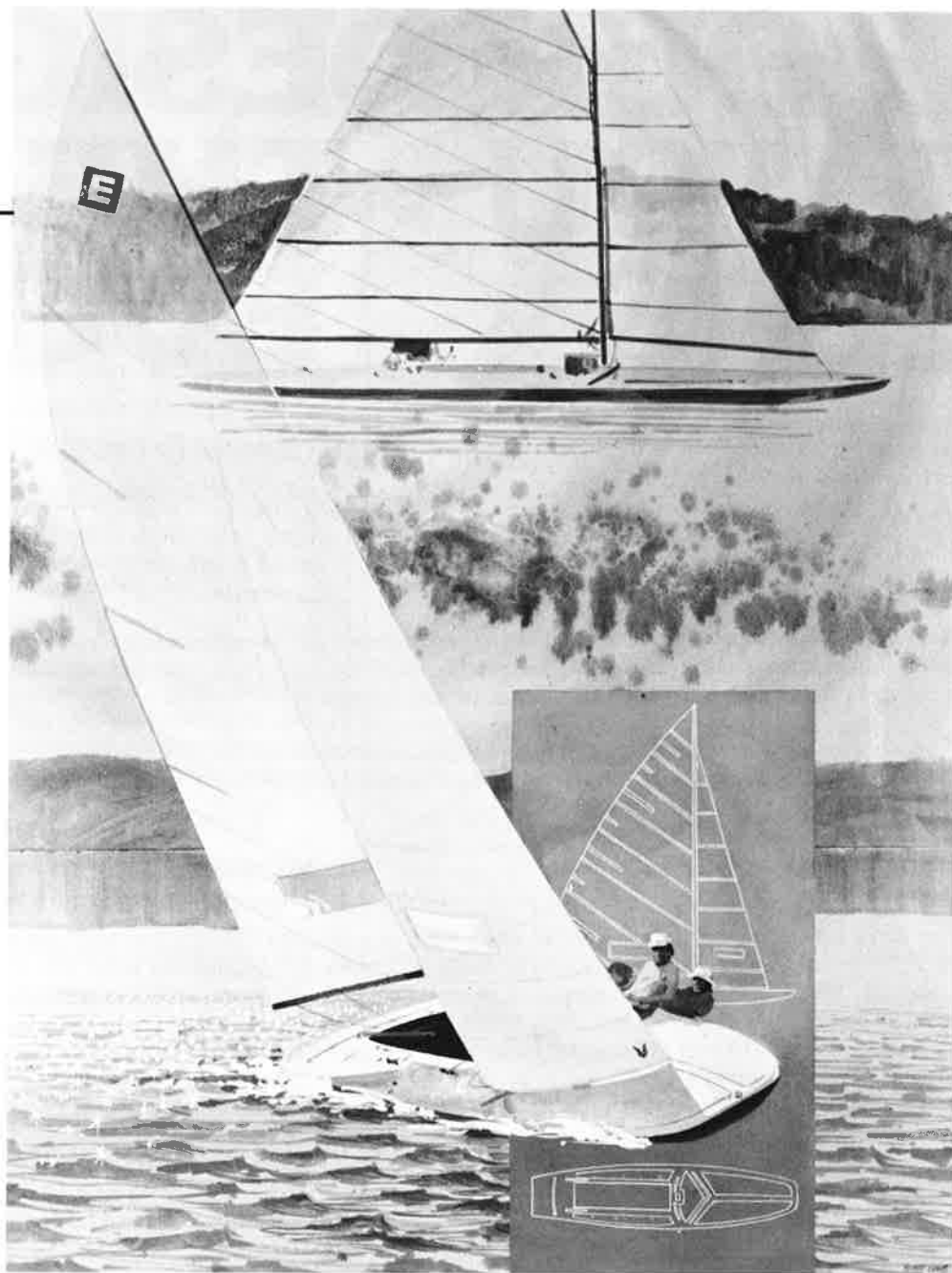
Cliff Campbell getting a boatspeed reading.



Sam won't even turn his head to admire the pretty formation work by Ed Chute and Stu Wells.



- nice to be back at the dock - because that was a long tow without beer aboard.



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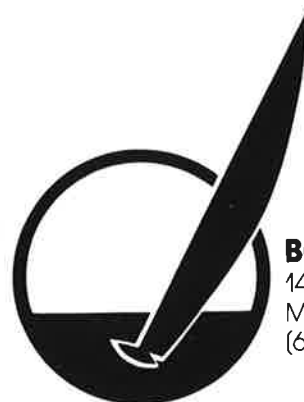
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BLUE CHIP REGATTA 1978

Mystery Guest Report

Starting Line-up and Positions

Wendy Thomson Point Position Single
U.S. Fireball National Championships 3rd 1977
Women's Regionals 1st 1978
420 National Championships 5th 1978

Vicky Linville Utility Position Married
Albacore World Championships 1977 3rd
U.S. Women's Doublehanded Championships 3rd 1976

Kiki Saltmarsh Production Manager Single
Rhodes 19 Nationals
U.S. Womens National Singlehanded Championships 1977 1st
U.S. Women's World Singlehanded Championships 1977 - U.S. Representative

Joan Ellis Helmsperson Married
Fireball World Championship 1st
Moth World Championship 3rd

All of us thought we had reasonable racing experience. Three of us thought we knew what an E-scow looked like. Two of us even knew the state the Blue Chip was sailed in. There was only one person who really knew we did not have a chance, but still allowed us to wheel his scow around like we knew what we were doing. He even gave the boat a winning name!

On the way out to the Blue Chip, our production manager assigned each of us what she considered reasonable jobs. The four of us had assembled a list of possible jobs prior to flight that went something like this:

Steering
jib trimmed
boards tacked

Traveler played
spinnaker trimmed
pole set

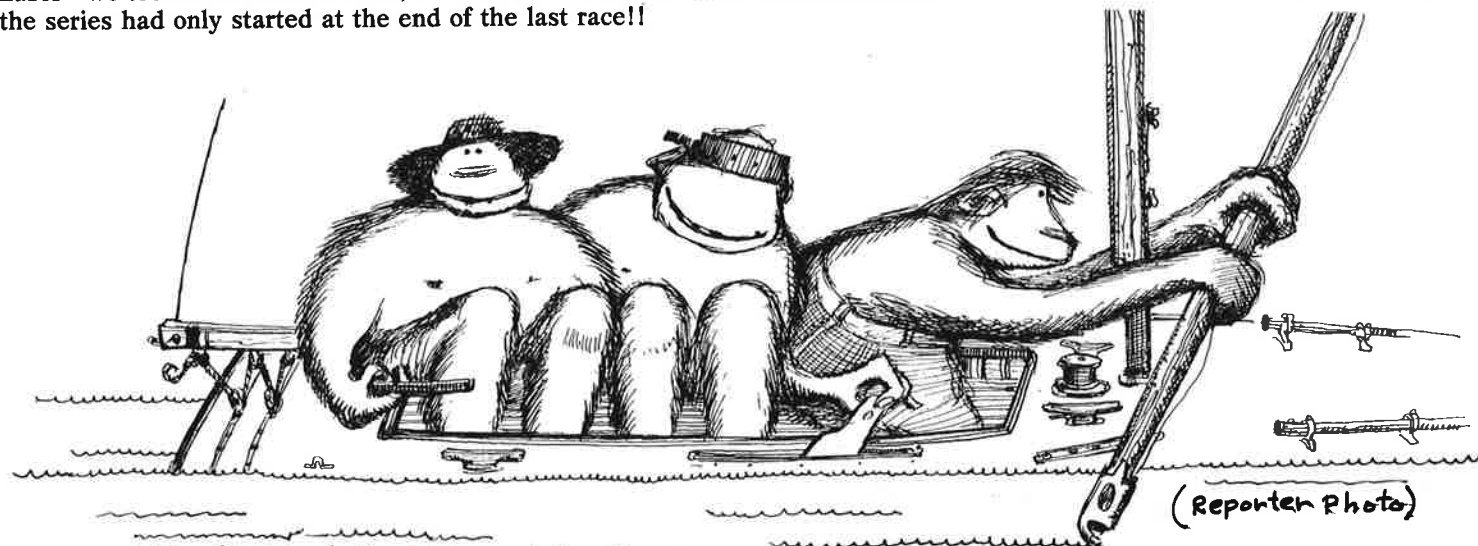
main sheet
vang played
back stays
(if they have them)

Of course, after the first ten minutes of sailing in an E-scow in 10 knots of breeze forced us to revise our plans.

If we were to be the least bit successful, we would need to concentrate our strength, literally! The strongest person immediately moved to the mainsheet and traveler. The second strongest went to the jib sheet. The strongest person played the spinnaker sheet while the point person (jib) and the utility person horsed the guy. Steering was left to the weakest member of the crew while our fourth performed all the other tasks required to make the boat go forward. The utility person proved to require the most cool since only she could keep track of which board was up or down and only she remembered to honk at the proper time on the backstay. By the way, Chuck Miller, who graciously loaned us his craft, put the fear of God in us if we did not get the backstay on in time.

As it turned out, Friday and Saturday proved to us that we did not need strength but weight. All up we had 480 lbs., which is not enough to hike an E-scow down to leeward.

When Sunday showed its light with some breeze and with Peter Commettes' words ringing in our ears "Sail it like a Laser" we took off. Between races, Olaf Harken did some much needed sail shape coaching and off we were again. If only the series had only started at the end of the last race!!



(Reporter Photo)

If just one photo of the good looking mystery guests had been submitted we wouldn't have to always settle for the same old mugs like these!!

1978 ANNUAL BLUE CHIP REGATTA - LAKE PEWAUKEE, WI

Pewaukee Lake provided the 18 boat fleet with a full range of winds (augmented by its patented brand of shiftiness) according to Johnny Gluek who must have gone to the correct shore almost every time and had a 3rd for worst finish. Apparently the Eastern "open water" guys are not particularly puzzled by the small lake fast shifts - witness Peter Commette 2nd, Willie DeCamp 4th and Cliff Campbell 6th (for the sake of argument one might wonder what happened to Sam and Runnie).

The Reporter had an opportunity to discuss the affair with the winner just before the printing deadline and made the following notations.

In a small fleet (18) like the Blue Chip, John said he would try for what he felt would be the perfect spot on the starting line rather than playing the 65 boat line for a safe place. One reason being it's much tougher to get away from the five good competitors that will probably be with you as opposed to probably two on the huge starting line.

Because of Pewaukee's narrowness one generally plays one side or the other and the battle is to get to the good side and interpret the short-lived shifts while en route. John keeps a log of the conditions encountered at different lakes at Regattas and finds definite patterns begin to emerge as

one studies the individual lakes and can be counted on about 75% to live up to predictions. Pewaukee's habits are exaggerated due to its narrowness.

In general everybody's boat speed was comparable. A major factor in placing is fewest crew mistakes aside from steering to the right place.

We discussed the Mystery Guest entry which everybody enjoys and appreciated. Johnny noted that over the past few years top visitors have usually had the benefit of ace E scow pilots aboard to help keep the boat on two wheels on the turns. Joan Ellis & Co., this year's Mystery Guest sailed without help from an expert local pilot and John felt that Pewaukee's vagaries must have been a tough problem for them as he believes they are pretty much accustomed to steady, open water winds. He noted they were sailing well and had good speed and would welcome them to return for another crack at the E and the shifty stuff.

The Reporter didn't attend the affair and really regrets not having any photos of the gals . . . what a chance to break the monotony of printing those same grizzled mugs year after year! (Anyone reading this who has access to photos of Joan, Vicki, Kiki and Wendy please send them to us and we'll run same in the next issue.)

	NAME	SAIL NO.	RACE RACE RACE RACE RACE					TOTAL PTS.
			1	2	3	4	5	
1	John Gluek	I-137	3	2	2	1	1	11.7
2	Peter Commette	MA-31	10	1	1	2	*5	41
3	Bob Nuffort	M-3	1	6	12	8	3	49.4
4	Willie DeCamp	MA-9	3	10	17	14	2	65
5	John Porter	I-49	12	12	4	3	10	65.7
6	Stu Wells	W-67	4	13	8	7	7	67
7	Cliff Campbell	T-17	6	16	7	5	6	68.4
8	Jim McGinley	I-47	7	4	6	16	9	69.7
9	Larry Price	SL-13	13	3	5	15	11	72.7
10	Ed Chute	M-51	15	15	10	6	4	77.7
11	Skip Johnson	W-30	5	11	3	17	17	78.7
12	Art Brereton	TO-101	17	5	11	4	15	79
13	Bill Butz	A-77	11	14	9	11	8	83
14	Tom Swietzer	V-9	9	9	13	10	13	84
15	Sam Merrick	BH-2	8	8	DNF	9	18	91
16	Runnie Colie	MA-4	16	7	16	13	16	98
17	Paul Wickland	SL-22	14	17	14	12	12	99
18	Joan Ellis	V-71	18	18	15	18	14	113

Mystery Guests

Crew: Vicki Linville, Kiki Saltmarsh, Wendy Thomson

* 5(60%)16

"CROSSING THE T" — or bending the 5 Minute Rule



or,
it's hard to make a 180° back thru this crowd.

[Editor's Note: One of the 'Boy's in the Backroom' boats told us in somewhat lurid prose of this little mis-adventure which we will share with you.]

"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 fibreglass boats; from 10' prams to 80' ocean racers.

AIREX brings unique properties to its task of being a sandwich core material between two fibreglass 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 fibreglass 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 fibreglass boat is stiffer and stronger than the wooden and conventional fibreglass 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 Fibreglass Sandwich Construction combines the advantages of wood (stiffness and buoyancy) and fibreglass (low maintenance and long life). As Scows have been designed for wood, AIREX fibreglass 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 Fibreglass 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 fibreglass 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.

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One would presume that anybody with an aesthetic appreciation factor of even .01% would find the spectacle of 64 E scows hovering on the starting line a pleasing and somewhat stimulating panorama, especially if that person understood why they were all lined up in the first place and it would be even more meaningful if they realized that no boat can be ahead of that line between the two boats with all those flags after the 5 minute gun. The oft repeated platitude "Beauty is in the eye of the beholder" is probably true enough but it ain't so when that eye is on the 65th E scow about a boat length above the line in a dying breeze 35 seconds from the leeward boat with the flags at the 30 second signal.

Take it from one who's been there; those sleek, elegant E's Jeckel/Hyde into menacing, snarling, carnivorous monsters each of which possesses a 2,000 hp Allison engine, revving and clearing their throats, waiting for the starting balls and sync lights to call for their unleashing and all the while staring malevolently in slathering anticipation at the single, hapless beholder inching to an agonizingly unattainable hiding place.

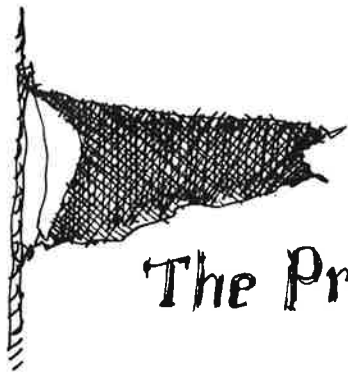
How he got there is not easy to accomplish and calls for a combination of luck and near-perfect circumstances — (ie) a firm plan to be adhered to; calling for starting on the left hand side despite being within 200 feet of the starboard committee boat at the 5 minute gun. The most important ingredient in this particular recipe is the precise moment when the steady and nice 7-8 kt breeze suddenly begins to lessen plus the ensuing exact rate of drop in velocity. No real concern was indicated until a minute and a half was left and one might expect at least one helping puff before the gun. Not that day. The last 30 seconds ticked off in eerie silence as the interloper abandoned any hope and began to look for an escape route that might allow evasive action to return to the line without fouling too many boats. Then Dear Reader, something almost funny happened . . . the bare whisper of a breeze hauled significantly to starboard and the victim realized that the hungry pack barely ten feet away suddenly couldn't bite him if they tried. Not only that, they were probably not going to get across the line without going over on a port tack. And so it was. The culprit quietly rounded the committee boat (carefully avoiding looking at the personnel aboard) and started in clear air a scant few seconds behind those at the port end. This momentary bit of good fortune was eventually squandered by falling into the large holes or rushing to the wrong side of the severe shifts that occurred that day.

In retrospect, this was an experience not recommended for repeat performances nor to be duplicated just for kicks. It did provide some conversational diversion on the long trail home and later elicited a somewhat bemused inquiry from one of the 64 skippers (who incidentally later won the Blue Chip) which went "What in the hell were you doing out there?"

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The Protest Corner

PAGE #22 TURNED UP EMPTY AT THE FINAL DEADLINE BECAUSE SOME "PROMISED" MATERIAL DIDN'T MATERIALIZE.



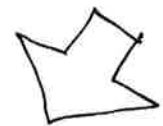
SO -

MERRY CHRISTMAS & HAPPY NEW YEAR

TO ALL REGULAR & ASSOCIATE MEMBERS

AND

HERE IS A PRESENT FOR ALL CARD-CARRYING
NCESA SKIPPERS



NEW STIRRINGS FROM BIG SISTER By John Spargo

Editor Note: John Spargo has been involved with racing-sailing for fifteen years and is current M-20 Inland Champion. Prior to joining Melges Boat Works, John was branch manager for Annapolis Sailing School at Lake Geneva, Wisconsin during summertime and served as senior instructor and cruising commander at their St. Petersburg, Florida operation.

The REPORTER felt that this major effort on the part of the class A group is of real interest to the E sailors, many of whom have had the opportunity to be involved with the "Queen". We hope to report in the next issue what plans are for her rigging, deck layout, sail trim systems, sail design etc., as boat for boat competition between the E and the A over a triangular course has seen the E nailing the big A over the past few years . . . this is mainly due to technical advances made on the E's. It will be interesting to watch future results if the A sailors go with similar innovation and effort.

Lots of exciting things have been going on lately with the A Scow, both nationally and with Lake Geneva in particular.

As you may know, hull and deck molds were built last year so that A's might be built in fiberglass. Quoting from the Minnetonka Yacht Club news; August, 1977.

"After many years of discussion of why it could or couldn't be done, a syndicate of six A Scow skippers and owners have completed construction of an A scow mold in a garage in Long Lake. The mold was pulled off an existing A scow owned by Bill Perrigo, Jr. of Pewaukee. The six syndicate members include Perrigo, Tom Traff, David Willette, Herman Nunnemacher, Jere Sullivan, and Willie Crear. The preparation on Perrigo's boat (the plug) was done here in Long Lake. The mold was then laid up and pulled off in the same location, which was a garage owned by Yuc Vogt, one of Willie's crew."

These molds are now at Melges Boat Works, where a new fiberglass A will be built this winter for Bill Perrigo. Bill has sold his wood boat to Lou Morgan of Lac Labelle, who I understand, plans to race it on Pewaukee. There will, therefore, be six A's racing on Pewaukee this summer.

After several years inactivity, the A fleet will be revived on Lake Geneva this summer. Tom Traff has sold his boat to a group consisting of Dennis Menasco, Martin Ford, and Me! Since there are two A's already at Lake Geneva, and with our boat being the third, we intend to have a full season of racing.

Historically speaking, there have never been very many A boats. So to those who might say that the A is a dying class, I deny that emphatically. Over the years there have been periods of growth, lulls, and just even-keel development. In talking to A boat owners, former owners, and others, I feel that enthusiasm for the A boat is incredibly high. The only problem is there aren't enough boats in existence to meet the demand. With the advent of A's in fiberglass, I believe another period of growth is just around the corner. In fact, I see a tremendous future for this class. Assuming the fiberglass boat is a success, and I'm sure it will be, I would not be surprised within five years to see 20 boats at the Inland.

For those of you who have never sailed an A boat, let me tell you what I did to get involved. This fall Dennis and I



The A has lots of deck space for napping while the 1,800 sq. ft. spinnaker carries one down the course.

chartered Ed Healy's boat for two months. Although I have raced other scow classes at one time or another, I had never raced an A. Well, we went sailing almost every day during that period, and were absolutely thrilled with the fun this boat can provide! The boat requires such teamwork that everyone is dependent on everyone else, and with a group of six friends on a boat together, the fun is enormously increased. Sailing an A is a tremendously exciting challenge!

The only problems with A boats are, first, the large number of people needed to crew the boat, and the cost. Both of these problems can be completely overcome by forming syndicates of three or more people to own an A. With three owners you already have half your crew, and the cost per owner is less than an E boat!

So, form your groups, try out an A boat, and get ready to join those of us who sail the boat having the absolute finest power, performance, and fun known today in any sailing craft, the Class A Scow!

FINAL RESULTS

1978 NCESA CHAMPIONSHIP REGATTA

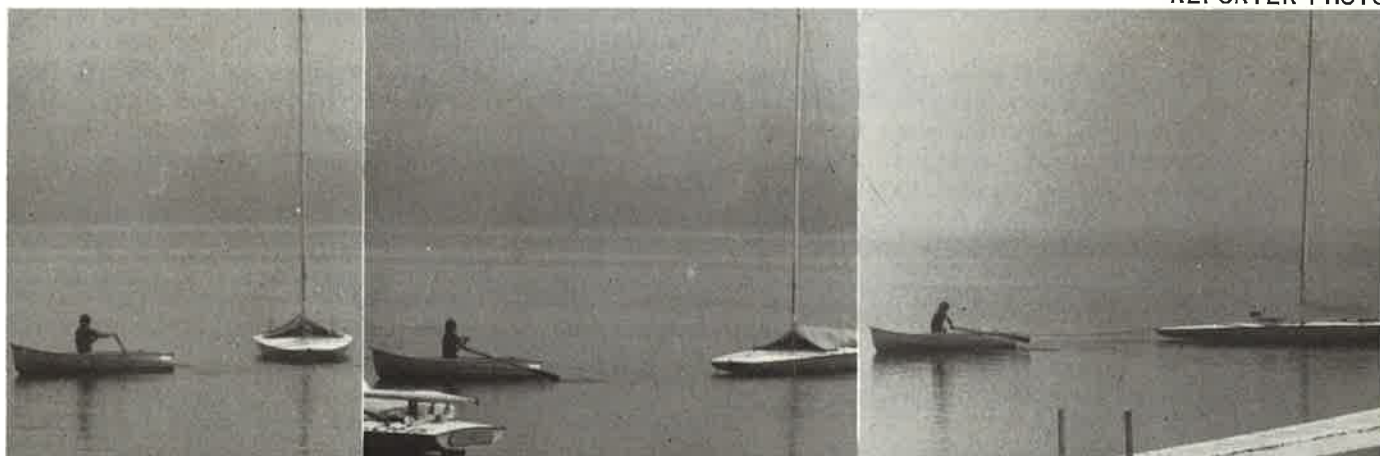
1	1-1	Buddy Melges, Lake Geneva	8- 1- 1- 1	14	34	CR-7	Jack Brereton, Crystal	34-40-32-42	172
2	MA-31	Peter Commette, Mantoloking	2- 3- 2- 4	19.7	35	SL-111	Chas. Harrett, Spring	21-65*-52**-11	173
3	I-49	John Porter, Geneva	1-15- 4- 3	34.7	36	MA-20	Doug Love, Mantoloking	20-43-DNF-23	175
4	M-11	Gordy Bowers, Minnetonka	19- 2- 3- 2	36.7	37	CR-21	Bob Wynkoop, Crystal	27-52-27-46	176
5	MA-9	Willie DeCamp, Mantoloking	4- 6-11- 5	46.7	38	LE-4	Doug Galloway, Little Egg	44-39-37-34	178
6	MA-8	John Wright, Mantoloking	3-14-14- 9	60.7	39	M-1	Jay Ecklund, Minnetonka	26-29-36-DNF	180
7	BH-2	Sam Merrick, Bayhead	5- 5-23- 8	63	40	CH-12	Chip Ulrich, Chatauqua	48-33-40-37	182
8	M-51	Ed Chute, Minnetonka	14- 7- 9-10	64	41	I-49	Jim McGinley, Geneva	66***-42-22-31	185
9	I-4	Bill Allen, Geneva	9-23- 7- 6	68.7	42	HO-28	Skip Shipman, Hopatcong	49-44-47-24	189
10	T-17	Cliff Campbell, Toms River	18- 9- 6-15	71.7	43	KU-9	Irv Spear, Keuka	66**-11-45-43	188
11	I-137	John Gluek, Geneva	10-12-20-14	80	44	KU-3	Bob Hawk, Keuka	DNF-28-49-25	191
12	M-3	Bob Nuffort, Minnetonka	6-27-17- 7	80.7	45	KU-2	Art Wolcott, Keuka	51-36-48-40	199
13	MA-4	Runyon Colie, Mantoloking	17- 4-25-17	85	46	M-7	Ted Jewett, Minnetonka	45-49-41-41	200
14	W-30	Skip Johnson, White Bear	13-10-12-28	87	47	SL-13	Larry Price, Spring	DNS-47-5-DNS	205
15	W-67	Stu Wells, White Bear	24- 8-10-27	93	48	LE-32	Jack Christie, Little Egg	47-52-42-44	209
16	M-8	Dave Chute, Minnetonka	7-19-26-19	95	49	LE-7	Walter Smedley, Little Egg	46-46-44-49	209
17	T?-101	Art Brereton, Torch	12-22-33-12	103	50	LE-9	Jay Cranmer, Little Egg	42-53-39-52	210
18	MA-10	Dick Wight, Mantoloking	15-30- 8-26	103	51	KU-7	Phil McHenry, Keuka	52-51-50-39	216
19	W-11	Roy Morduant, White Bear	32-26-30-13	125	52	ID-91	Jim Patten, Indian	43-50-53-50	220
20	CH-5	Dick Turner, Chatauqua	28-18-28-29	127	53	HO-32	Tom Wiss, Hopatcong	53-48-52-47	224
21	SL-22	Paul Wickland, Jr., Spring Lake	31-38-19-18	130	54	CH-11	Ed Swanson, Chatauqua	54-55-51-45	229
22	J-4	Tom Meyer, Oshkosh	29-31-18-30	132	55	CH-19	Dave Johnson, Chatauqua	55-56-57-54	246
23	HO-37	George Drawbaugh, Hopatong	40-13-24-33	134	56	KU-1	George Welch, Keuka	56-57-54-55	246
24	KU-10	Art Wilder, Keuka	38-20-35-21	138	57	KU-31	G. Stanbury, Keuka	57-59-58-57	255
25	BH-13	Bill Fortenbaugh, Bay Head	30-24-15-48	141	58	T-1	Bill Warner, Toms River	DNS-37-DNF-DNS	256
26	MA-55	Gardner Cos, Mantoloking	23-35-43-16	141	59	I-55	Mike Keefe, Geneva	62-64-55-53	258
27	MA-6	Tom Barton, Mantoloking	36-17-38-32	147	60	CH-3	Art Broadhead, Chatauqua	58-62-56-60	260
28	BD-8	Mike Spark, Beachwood	50-32-21-20	147	61	I-77	Ted Brennan, Geneva	63-63-59-51	260
29	LE-30	Jim Stevens, Little Egg Harbor	35-25-31-26	151	62	CH-10	Jim Mitchell, Chatauqua	61-60-61-58	264
30	W-6	Chas. Bartholde, White Bear	36*-41-29-22	152	63	CH-15	Bob Reynolds, Chatauqua	60-65-60-56	265
31	MA-3	Bob Armstrong, Mantoloking	33-16-16-DNS	154	64	CH-20	Dan Johnson, Chatauqua	59-61-62-59	265
32	ID-11	Tom Klaban, Indian Lake	25-34-34-38	155	65	CH-7	Chas. Johnson, Chatauqua	64-58-DNF-DNF	276
33	KU-9	Robert Cole, Jr., Keuka	41-21-46-35	167					

* indicates 30% penalty position - 20 points

** indicates 60% penalty position - 39 points

*** indicates penalty position maximum permitted

REPORTER PHOTO



IT TOOK UP A LOT OF THE MORNING BUT THAT FELLOW ON THE COVER DID GET TO HIS BUOY.