

NCESA

WINTER 1980

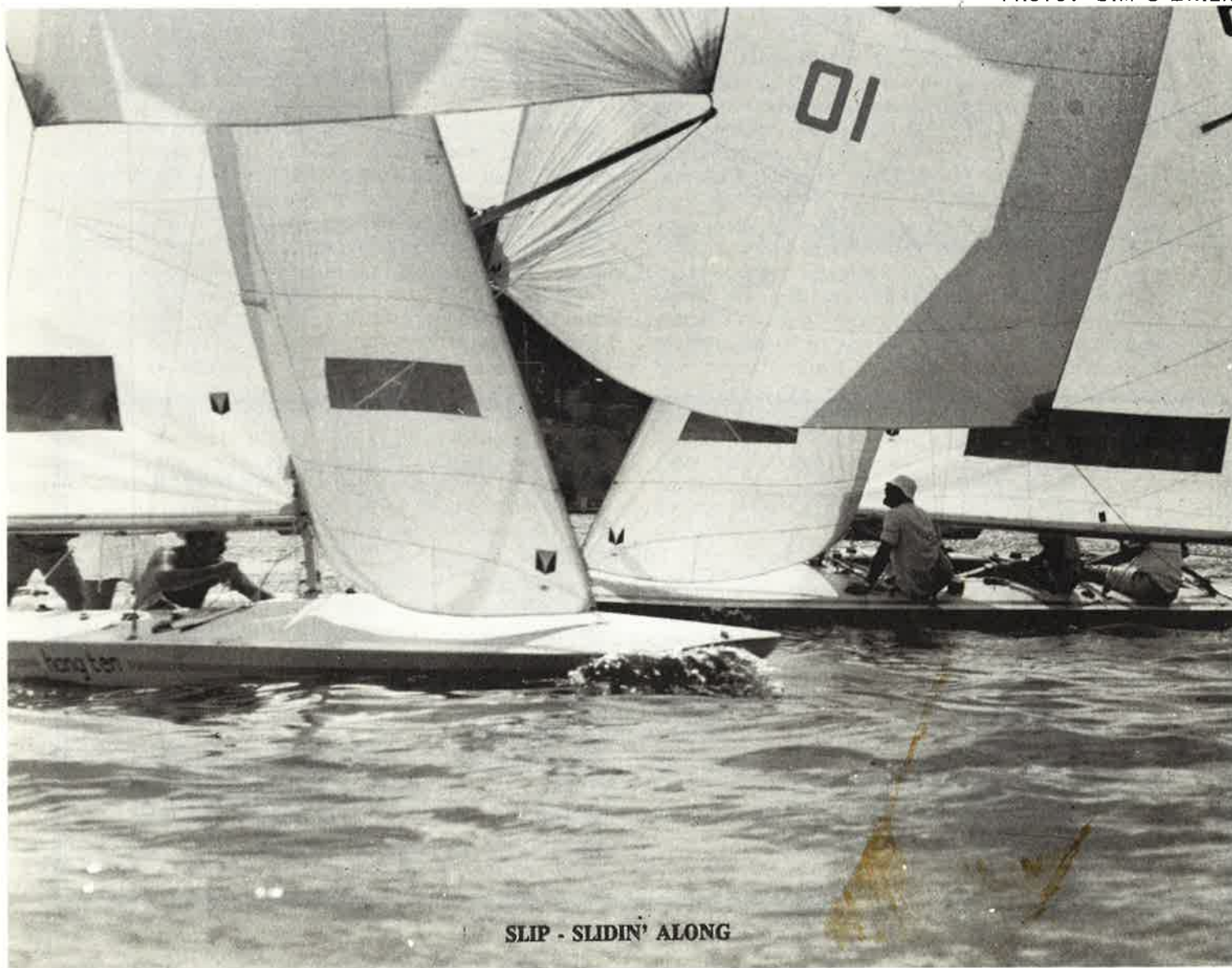
Vol. 16, No. 1

REPORTER

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PHOTO: JIM O'BRIEN





THE
COMMODORE
COMMENTS:

[RUMOR HAS IT THAT OUR EDITORIAL IS STASHED
SOMEWHERE IN THE CAVE BELOW.]



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LOVE CAPTURES EASTERNS

by Willie DeCamp

Doug Love won the thirty-seventh Eastern E Sloop Championship on Barnegat Bay on August 1, 2, and 3. The Mantoloking and Bay Head Yacht Clubs were hosts to the five race series, which was sailed in southerly winds ranging from 5 to 25 knots. Doug's second place finish in the final race broke a tie with Cliff Campbell, who placed second overall in the forty-six boat fleet.

The Doug Story is a middle-of-the-packer's dream come true. For years Doug put an average effort into E Sloop sailing and got average results in return. Last year in the Easterns at Keuka Lake he finished twenty-seventh. Then Doug decided to make 1979 **the year**. He bought Peter Commette's old boat - the Easterns winner and National runner-up in 1978. He retained two of his experienced crew, Nancy Simpson and Eric Leslie, and added tactician Scot Callahan. With confidence that their boat was fast the four worked hard on boathandling and upkeep. By sailing a boat with a proven record Doug put his ego on the line - and it worked! Doug and his crew won both the Up Bay Regatta at Toms River and the Barnegat Bay Season Championship.

Everyone knew that Love was fast, but would he clutch under the pressure of the Easterns? In the first race, which was sailed in a ten knot southerly, he could manage only a seventh. Dan Crabbe won this race going away. Dan was one of the few skippers sailing with three aboard - he had Mike Spark and Gary Sayia as crew - and he led throughout. He was trailed by three past Champions - Campbell, Runnie Colie, and Dick Wight - in that order.

The second race was sailed in a southerly that gradually increased from eight to fifteen knots. Love came back strongly and nosed out Sam Merrick at the finish to take first. For the entire morning it looked as though the race belonged to Ed Vienkowski, but Ed was disappointed to learn that he had been over at the start and given an DNS. Campbell took fourth in this race to move into the regatta lead by two points over Love.

Race three was a twenty-five knot blockbuster with plenty of action for everybody. The Campbell family, consisting of skipper Cliff, wife Mary Jo, son Billy and jibman Russ Lines, was in its element. They started near the pin and used their six hundred seventy pounds to power away from the fleet. Survival in this race ultimately proved to be one of the major factors in the final regatta standings. Four time Champion Dick Wight capsized as did Dan Crabbe who watched the benefit of his first race victory get diluted as he flipped after rounding the weather mark. The most dramatic spectacle, however, came when Runnie Colie and John Wright took their togetherness to the extreme of capsizing simultaneously while both were trying to gybe in the same thirty knot blast. Strangely, it was the Barnegat boats that led the fleet in splashdowns. Lake boats fared well with a respectable fourth for Eric Johnson, ninth for Peter Rochelle and eleventh for Bob Cole.

Friday was scheduled as the third and final day of the regatta in order not to compete with the weekend powerboat traffic on the intracoastal waterway. After a long wait for wind, race four was sailed in a tricky five knot southerly. As in the previous races, it paid to go left. Colie found this light and squirrelly air to his liking. He took first with Merrick, Bill Wight, Love and Dick Turner all hot on his heels. Love's fourth place finish moved him into a tie for the

overall lead with Cliff Campbell, who finished seventh.

The final race involved duels for both first and third places overall. The winner between Love and Campbell would win the regatta, while the winner between Bill Wight and Eric Johnson would take third place. After the start most of the fleet went toward the usually favored left side. Willie DeCamp had been playing the unfavored right side during most of the regatta. This time the law of averages finally paid off; DeCamp coasted to an easy win. Wight broke out of an early cover by Johnson and finished fourth to Eric's fifth to take a regatta third. Love's second place finish secured the Championship over Campbell who could manage only a tenth. The race was finished in an eerie twilight as a gigantic but ultimately harmless thunderhead loomed in the western sky.

Love's victory came in a regatta that was closely contested both on the water and the scoreboard. Although the winner in each of the five races led from start to finish, there was a different winner in each race. Often after eight miles of racing the top ten were packed tightly together. In the final standings the third, fourth and fifth place finishers scored 53.4, 54.4 and 55.4 points. Sam Merrick might easily have finished third with 52 points had he not been assessed a penalty in the final race.

Unfortunately for everyone concerned, 1979 was the all-time bumper crop year for eelgrass on Barnegat Bay. Eelgrass - for the benefit of the uninitiated - is a particularly pernicious form of seaweed. It grows off the sandy flats in giant strings that rise to the surface in large clumps and then float across the race course wreaking havoc. The problems the stuff poses are as varied as the expletives used to describe it. For instance, Dick Wight and Bob Armstrong on a screaming plane in the twenty knot third race got into a small luffing match that took them into the eelgrass. They attempted to gybe toward clear water, but found that gybing was impossible with giant balls of eelgrass on each rudder. Result: splash, splash. For another problem posed by the wicked weed was determining just how much eelgrass constitutes an obstruction under the racing rules. On the final beat in race three Willie DeCamp was to windward and behind Sam Merrick. DeCamp decided to sail Merrick into a small weed patch where his older rival might sit and reminisce while he, DeCamp, tacked for the finish line. The wily Merrick would have none of this, however; he called for searoom almost at the first strand of weed!

The regatta chairman was Dave Loughran, who then shared race committee duties with Kent Blasie. The host club members were able to provide housing for all who requested it. The social highlights were a barbeque at M.Y.C. and a banquet at B.H.Y.C. preceded by a cocktail party at Sam Merrick's house at which the Barnegat Bay fleet played host.

NO NASTY WEEDS ON
WILY OLD SAM!



1979 EASTERN E SCOW RESULTS

1.	Love MA-31	7	1	2	4	2	27
2.	Campbell T-17	2	4	1	7	10	40
3.	B. Wight MA-5	5	18	3	3	4	53.4
4.	Johnson CH-18	6	7	4	6	5	54.4
5.	de Camp MA-9	10	3	6	16	1	55.4
6.	Merrick BH-2	9	2	8	2	25	66
7.	Cox MA-55	14	10	5	9	17	82
8.	D. Wight MA-10	4	5	DNF	8	3	89.7
9.	Colie MA-4	3	6	DNF	1	25	100.4
10.	Fortenbaugh BH-13	15	13	16	18	9	101
11.	Turner CH-5	18	16	14	5	20	102
12.	Crabbe T-8	1	11	DNF	19	14	114
13.	Lewis MA-18	27	9	15	13	21	115
14.	Wright MA-8	13	8	DNF	11	8	116
15.	Armstrong MA-3	16	12	DNF	10	6	119.7
16.	Harkrader MA-11	24	19	7	24	19	123
17.	Lampman LE-31	19	29	10	27	12	127
18.	Smedley LE-7	34	27	18	14	13	136
19.	Galloway LE-4	21	21	12	29	26	139
20.	Spear KU-5	11	28	22	23	31	145
21.	Ulrich CH-12	14	15	DNF	22	22	149
22.	Warner T-1	17	22	13	45**	23	150
23.	Cole KU-9	47**	20	11	20	32	160
24.	Rochelle HO-31	36	26	9	28	34	163
25.	Barton MA-6	DNF	17	DNF	12	16	167
26.	Lucas BH-8	28	DNF	17	25	28	174
27.	Barbehenn HO-23	25	34	26	32	27	174
28.	Bradley HO-13	35	25	25	26	35	176
29.	Day BH-7	DNC	23	20	35	24	178
30.	Wiss HO-32	33	30	21	35	30	179
31.	Viençkowski MA-7	8	PMS	DNS	15	7	180
32.	McGowan LE-88	22	33	DNF	39	15	185
33.	Cranmer LE-9	23	24	DNF	31	32	186
34.	Christie LE-32	47**	31	19	34	29	190
35.	Wolcott KU-2	20	35	23	37	DNF	191
36.	Rose LE-1	32	32	24	42	33	193
37.	Hawk KU-3	30	28	DNF	30	39	203
38.	Cook KU-15	40	38	27	36	37	208
39.	Baker HO-11	29	36	DNC	33	DNC	220
40.	B. Hoff HO-38	39	39	DNC	40	38	232
41.	Johnson HO-40	41	40	DNC	41	36	234
42.	P. Hoff HO-29	38	42	DNF	38	DNF	240
43.	Stanbury KU-31	42	43	DNC	43	DNC	250
44.	Rombough HO-36	47**	37	DNF	DNC	DNC	252
45.	Ginter HO-41	43	41	DNC	DNC	DNC	252
46.	Pilling LE-13	DNF	DNC	DNC	DNC	DNC	260

**60% Penalty

Yacht Clubs represented and number of boats from each:
Toms River (3) Chautauqua (3) Bay Head (5) Keuka (6)
Little Egg (8) Hopatcong (10) Mantoloking (11)



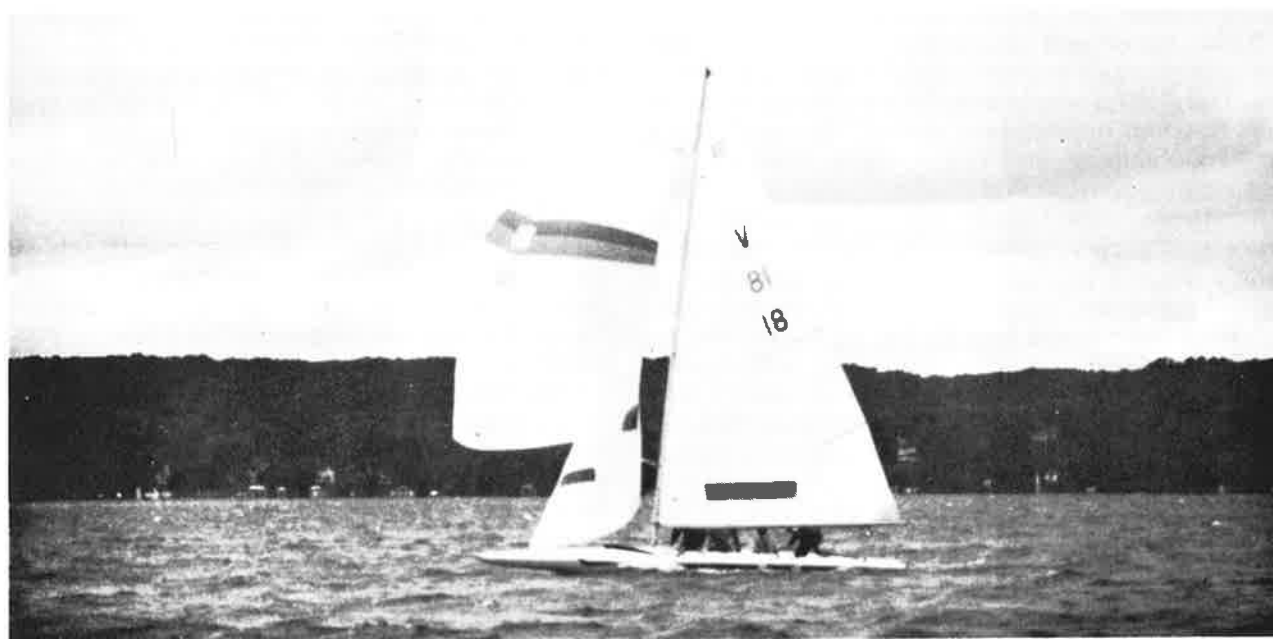
1st C Scow Inlands

3rd E Nationals

1st & 4th Inlands E

2nd & 6th E Invitational

2nd E Blue Chip



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JOHN GLUECK REPEATS AS BLUE CHIP CHAMPION

As he did in 1978 John Glueck of Lake Geneva won this year's annual Blue Chip Regatta - the final event of the season for fun and top flight competition - on Pewaukee Lake, September 21-23. He scored twenty-two Olympic points in four light air races against 32.4 for runner-up Bill Allen also of Lake Geneva. Dick Wight of Mantoloking was third in the event, which included twenty-two of the season's most accomplished E Scow sailors plus one mystery guest from each of the major sailing publications.

Winds were mostly from the east, as a weak high pressure system passed to the north. Three races were completed on Friday, none on Saturday, and one on Sunday morning. This was only the second time in memory that a Blue Chip has had a day in which all racing was cancelled due to lack of wind. In keeping with the Blue Chip's tradition of excitement, however, Saturday's "Main event" was the most memorable due to lead changes, close competition and bizarre wind conditions.

In every race Pewaukee Lake maintained its reputation for squirrely shifts and humbling experiences. Nationals winner Buddy Melges and Nationals runner-up Brian Porter between them couldn't manage a finish better than fifth in any race. Doug Love, who dominated the eastern scene all summer, finished in last place overall. Easter Regatta winner Terry Kempton, also met a woeful fate near the cellar.

While these established powers succumbed to Pewaukee's vagaries, some of the eastern sailors - traditionally weak in Blue Chip competition - were turning in some of their best races ever. A post Merrick-Colie generation of E Scow sailors from the Barnegat Bay fleet has arrived. These skippers won't accept their predecessors' dictum that "you just can't figure out those lakes". Dick Wight took two firsts out of four races. In the cancelled race his brother Bill Wight was leading with only two hundred yards to go. Cliff Campbell led the first race all the way until NCESA Commodore Stu Wells and easterner Willie DeCamp passed him at the finish.

Campbell jumped into an immediate lead in race one, an Olympic-windward-leeward-windward contest sailed in a seven knot breeze. It was a battle between Campbell and Glueck until DeCamp got by both of them by going slightly farther to the south on the final beat. Wells then got by Glueck also by going right. Seeing little chance of passing Campbell or DeCamp by following them, Wells decided to hammer the left hand corner. He found a gorgeous port lift on the north shore and rode it in for first place.

Race two was a double Olympic with the breeze slightly more to the north. This time it was Dick Wight and Glueck who battled for first place. As in the first race, a big port lift favored the left side on the last leg. This shift allowed young Bobby Guidinger of Pewaukee, Allen, and Lon Schoor to glide by DeCamp, who was on the right.

The third race was a wild affair in which a northerly breeze gave way to an easterly shift which surprise attacked over Rocky Point immediately after the start. Many erroneously diagnosed this shift as temporary, however the wind soon filled from the east leaving those on the left side in the dust. The local wise men later informed the visitors that this wind was actually an end of the day sea breeze that had worked its way inland from Lake Michigan. This race was dominated by the Inland sailors like Bill Allen, Nuffort,

Guidinger, Glueck, and Will Perrigo who finished in that order.

The unfinished race of Saturday morning was easily the most exciting. The wind was light and from the east, along the main axis of the lake, and the course was windward-leeward two and one half times around. On the first beat the fleet divided between the north shore - the choice of eighteen boats - and the south shore - the choice of seven boats. The south shore proved best to the advantage of DeCamp, Bill Wight, and Bob Allen. In one of the most impressive feats of the regatta, however, John Glueck sailed with the majority of the fleet on the unfavored north shore and then found a brief puff to cross over to the south with the leaders. By the end of the first run Glueck was in first place just ahead of Bill Wight.

Glueck and Wight then match raced for first place while far behind over fifteen boats engaged in a sensational battle for third. For one incredible ten minute stretch fifteen Blue Chip crews under spinnaker contested for a strip of wind along the north side of the lake that extended no more than forty yards off shore. Beyond this patch was a glassy lull. Onshore were the rocks. For ten minutes Melges, Dick Wight, Kempton, Schoor, DeCamp, Campbell, Nuffort, Wells, Bob Allen, Bill Allen, Jim Smith, Dave Ferguson, Tom Meyer, Perrigo, gybed and worked to get inshore in an incredibly choreographed spectacle. There were no hails, no fouls, and nothing but perfect gybes. Finally the boats furthest inshore - Melges, Wight, Wells, DeCamp, Schoor, and Kempton - eeked out a lead.

Meanwhile, farther up the course, a temporary puff seduced John Glueck into the middle of the lake. Then the wind quit him. Bill Wight rounded the leeward mark, noticed Glueck's predicament, and cracked off his sheets to head for the north shore. He sailed a circle around the becalmed Glueck and came so close to the finish line that he "could hear the committee counting down the expiring time limit".

The final race (on Sunday) was another light easterly with a windward-leeward two and one half course. DeCamp led for two legs. On the second run, however, Wight and Glueck led the fleet to the north shore and took over. The final beat was a horse race between Wight, Glueck, Perrigo, Nuffort, and Smith, who finished in that order. Glueck's second place gave him a 10.4 point margin for the regatta over Bill Allen, who was sixth in the finale.

As is frequently the case, the mystery guests if they are new to scows, had trouble cracking the top half of the fleet. Tim Cole of **Yacht Racing** magazine - because he is a frequent E Scow skipper out of Keuka Lake - led the mystery contingent with eighty-eight points in twentieth place. In twenty-first was Ed Adams of **Sail** magazine. Ed, a former Laser National Champion scored an even hundred points. Twenty-fourth - but not last - was Jonathan Fort of **Yachting**.

This year was the fourteenth and final time that Coleman Norris has served as Regatta Chairman for the Blue Chip. His devoted service has made this - the original Blue Chip regatta - an anticipated and enjoyable event on the E Scow racing calendar. The members of the Pewaukee Yacht Club who house, feed and entertain the visitors also deserve the ongoing thanks of the class. Bob Nelson - the future chairman of this event - this year co-chaired this Blue Chip with Coleman while Roger Herbst chaired the race committee. The dedication of the Pewaukee Yacht Club should be a source of wonder to every competitor. Imagine running, and enjoying, a major regatta every summer! To everyone at Pewaukee: Thanks and keep up the great work!

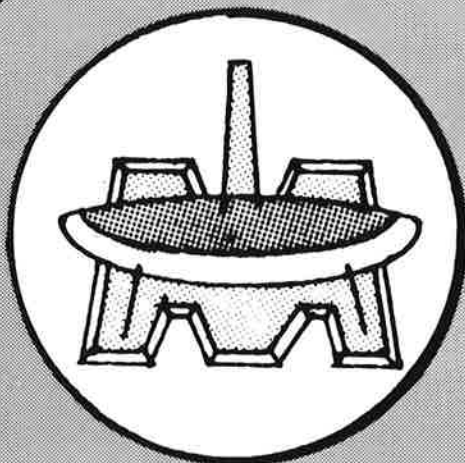


REPEAT WINNER

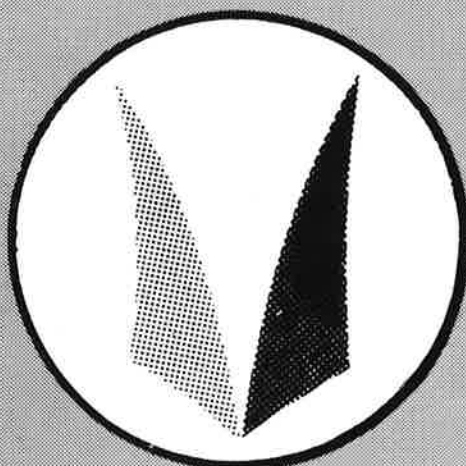
1979 E BLUE CHIP

1 John Glueck, I-137	4	2	4	2	22
2 Bill Allen, I-4	9	3	1	6	32.4
3 Dick Wight, MA-10	15	1	9	1	36
4 Bob Guidinger, V-12	12	4	3	9	46.7
5 Stu Wells, W-67	1	8	8	13	47
6 Will Perrigo, V-18	10	13	5	3	50.7
7 Willie de Camp, MA-9	2	6	17	8	51.7
8 Bob Nuffort, M-3	21	9	2	4	53
9 Cliff Campbell, TR-17	3	15	18	12	68.7
10 Lon Schoor, H-7	8	5	16	17	69
11 Dave Ferguson, M-61	13	21	7	7	72
12 Larry Price, SL-13	24	10	6	21	74.7
13 Bud Melges, I-1	6	18	12	14	74.7
14 Jim Smith, I-99	11	12	DNF	5	76
15 Paul Wickland, SL-22	18	11	10	19	82
16 Bob Allen, M-4	17	16	12	16	85
17 Tom Meyer, J-4	19	7	14	23	87
18 Brian Porter, I-49	5	14	20	DNF	87
19 Bill Wight, MA-5	7	20	15	22	88
20 Tim Cole, V-71* (Yacht Racing)	16	22	11	15	88
21 Ed Adams, V-100* (Sail)	20	23	22	11	100
22 Gardner Cox, MA-55	23	19	DNF	10	101
23 Terry Kempton, M-11 (Toms River)	25	17	19	18	103
24 Jonathan Ford,* V-511 (Yachting)	14	24	23	24	109
25 Doug Love, MA-31	22	25	21	20	132

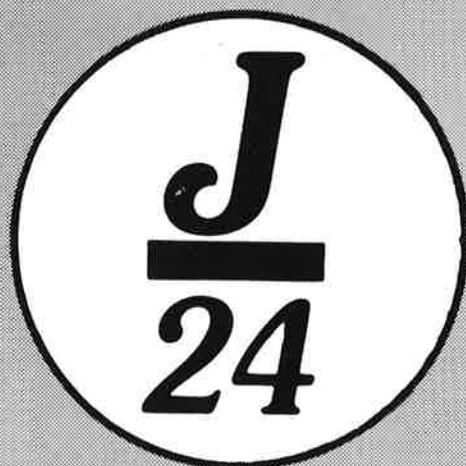
*Mystery Guest



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MELGES TOPS A RECORD CROWD AT THE NCESA REGATTA



CREW MEMBERS BILL BENTSEN, HARRY III AND SCOT RIPKE.



BUDDY ACCEPTING CONGRATULATIONS FROM COMM. STU WELLS.

Buddy Melges sailing on his home waters won the twenty-first annual NCESA Championship, September 6-8, in five races in a record seventy-nine boat fleet. It was a record breaking fourth Nationals victory for the incredible Melges, who has dominated this and so many other highly competitive classes. His crew was 1972 Olympic teammate Bill Bentsen, son Harry Melges III, and Scot Ripke. In second place with 62.4 Olympic points against 52.7 for Buddy was Brian Porter.

Melges did not breeze through this regatta, however, as he has through some of his other triumphs. Until the fifth race it looked like Porter's regatta in a walk. Brian, who sailed with his brother John in his crew, won the first race. He increased his lead steadily until he led Melges by 10.3 points going into the final race. What turned out to be the finale was a heartbreak for Porter who could manage only a thirty-first against Melges' eleventh place finish. If the wind had permitted a sixth race, Brian's thirty-first might have been a throw-out and his other good finishes would have assured him the title. Bear in mind it takes six races before one finish can be dropped under NCESA Rules in 1979 (changed for 1980).

So in the end it was yet another feather in Melges warbonnet. However many less practiced sailors were treated to the memorable experience of sneaking by Buddy in both upwind and downwind work. Buddy's average finish was less than sixth - a statistic that reflects the difficulty of calling Lake Geneva's windshifts. It might even have appeared that Melges was sailing for relaxation. He had not teamed up with Bentsen since their 1972 Gold Medal performance at Kiel. Harry III and his friend Scot Ripke could not have practiced together much because Melges was in Europe all summer piling up a record of first in the Star Worlds, fourth in the Soling Worlds, and third in Solings at Kiel Week.

Although Buddy showed his mortal side in this regatta, his one first place finish will inevitably become a part of the Melges folklore. In the second race Jack Lampman of Little Egg Harbor found amazing boatspeed and held first place until the first gybe mark of a triangle-olympic course. At this mark Melges established an inside overlap but somehow capsized in the process of rounding. Undaunted Melges lost only five boats while righting his own boat under spinnaker. He then resumed the attack on first place. It didn't take long. After seven legs of the nine leg course Buddy was back in front of Lampman and in the lead. It was a classic Melges performance - both inspiring and

intimidating - and who is there who can match it?

Some of Buddy's Lake Geneva clubmates also fared well in this regatta. At first one might assume that local knowledge was a factor; but just look at those names - Melges, Porter, Glueck - the very stars that one would expect to dominate a National Regatta. The Geneva sailors seemed to find their lake as challenging as did the visitors. Porter's problem in the last race has been described. John Glueck, who finished fourth overall, was only able to crack the top six places in one of the five races. Trailing the Geneva fleet, which had four finishers in the top six overall, were Barnegat Bay - the amalgam of Mantoloking, Toms River, and Bay Head boats that race together every Saturday - which had three in the top ten and six in the top twenty and Lake Minnetonka with four in the top twenty.

A little farther back other established powers were having their problems. Gordy Bowers, who scored back-to-back National victories in 1976 and 1977, could only muster seventeenth overall, which included a forty-seven point double penalty for fouling. Three time National Champion Bill Allen had four excellent finishes but a capsize DNF and a double penalty in race four put him out of the action. Most impressive of all, however, are the credentials of the "also rans". Consider the following finishers: Tom Burton, seventh, Cliff Campbell, fourteenth, Gardner Cox, sixteenth, Peter Barrett, thirty-third. On the trophy shelves of this small group we find a Sears Cup, a Mallory Bowl, a 5.5 Meter World Championship trophy, and numerous Olympic medals. Facts like these offer more than consolation to those who finish outside the silver in a National Regatta.

With the high scores of the leading finishers some might say it was Lake Geneva, not the contestants, that won the regatta. With the wind blowing across the main axis of the lake, as it was during the first two days, the shifts were mercurial. Some patterns did emerge: In windward work it was important to study the wind only within the next few hundred yards. If one looked too far up the lake, he found that by the time he reached the location of a patch of wind it had disappeared. The puffs were being brought down by the topography on the north - and later the east - side of the lake. These puffs tended to catspaw outward from their centers. Thus, to the left of a puff starboard would be lifted while to the right of a puff port would be lifted.

In determining overall windward strategy some lake sailors emphasize the concept of "routes". By "route" they mean the course which from the standpoint of probabilities

is likely to provide the best wind. For instance, the route to a windward mark inside Williams Bay might involve the following considerations: First, one might consider the greater fetch and velocity that the wind might have directly downwind of the mouth of the Bay. Second, one might play for the channelling effects of either of the two points that flank the entrance to the Bay. Finally, once in the vicinity of the mark one might err toward the shore that was closer to the mark in order to get lifting puffs off the windward shore. Sound Complicated? It is. But it boils down to a simple formula: The good lake sailor - when in doubt - will err toward the part of the course most likely to provide a favorable geographical windshift - whether he sees that windshift or not.

Of course with seventy-nine boats on the water it is no small trick just getting to the side of the course you want to play. The continuing popularity of the class and Lake Geneva's central location resulted in a record breaking turnout. Boats from the home fleet comprised the largest contingent with fourteen entries. Second was Barnegat Bay with eleven. Next most numerous were Minnetonka with nine, Pewaukee with seven, Little Egg Harbor with six, and White Bear with four. In addition were lesser numbers from lakes all over New York, Wisconsin, Michigan and points in the Midwest. If total distance travelled is any index, the class is in good shape.

The large number of boats at the National Regatta brought three emerging rules questions into focus. One concerns the difficulties that arise in rounding leeward marks. Because boats frequently approach the mark at widely divergent angles, the outside boat is often unaware of her obligation to give room. This problem is not restricted to the back of the fleet, as something roughly along these lines occurred between Bob Nuffort and Bill Allen while in first and second places in race four. Without rehashing this case it should be pointed out to all skippers that an outside boat that approaches a mark at a wide angle to the rhumb line is giving an inside overlap to **all** boats abeam of her - **even those not yet in the two boatlength circle.**

Another common situation is one in which the inside boat rides a plane into the mark and thereby establishes an illegal overlap on the slower moving outside boat. Sometimes the planing boat is simply trying to force his way inside - the "give me room or I'll ram you" approach. More often, however, the inside boat has been unable to respond in time to a sudden puff that nit while she was sailing in traffic. In this situation the unhappy inside skipper finds himself illegally taking room and perhaps being protested, and the unhappy outside skipper finds himself becalmed on the outside of a crowded mark rounding. The frequency of this occurrence has led some skippers to wonder whether a three or four boatlengths rule would be more practical than the current two boatlengths determinative.

A second simmering rules question is the never ending controversy over pumping and rocking. At the skipper's meeting of this regatta veteran Runnie Colie announced that he would be on the lookout for illegal rocking and would protest anyone in the fleet who did it. This generated much applause from the older sailors present. They seem to think that the younger sailors who pump and rock have degenerating morals. The younger sailors counter that the old folks would pump and rock too if it weren't for their degenerating bodies. Whatever it did to the generation gap, Colie's announcement might have had its intended effect. There was little noticeable "illegal" propulsion at this regatta. This should be a lesson to anyone who tends to get

exercised whenever the subject of pumping and rocking comes up.

A third rules question is that of determining just what constitutes a foul at an NCESA regatta. It is no secret to anyone that an incredible amount of contact occurs on the race course. If every instance of contact were protested, the Nationals would involve three days of racing and three days of protest hearings. The system of acknowledgment of fouls and partial penalties was created to reduce litigation. But acknowledgment raises questions of its own. Is a foul "not a real foul unless the offended party protests"? Did anyone at the Nationals acknowledge fouling even though he was not protested? The sailors have in a de facto manner created a system whereby if there is no protest, no foul has occurred. This is a perfectly viable system, but it is a distinct change from the philosophy which prevails in the rules. None of these rules questions threatens to destroy the class; they are just something for the class fathers to think about over the winter.

The support that the old time sailors bring to our class was apparent in many ways at this regatta. Race three provided a dramatic on the water example. On the second reach Sam Merrick noticed a crew member from Tommy Meyer's J-4 in the water and in near drowning trouble far from his boat. With some difficulty Sam hauled Tommy's crew on board and sailed him to safety. This necessary excursion took Sam out of the race, and he was awarded average points. The crew member involved might have had less trouble had he been wearing a life jacket which was of some use. Many sailors are wearing jackets which provide little or no flotation.

Another institution within the class is Race Committee Chairman Mike Meyer. Mike's committee - and here is a partial list of very deserving principals - included Nat Robbins, Ed Malone, Ken Lund, Kay Larson, Joel Barton, Bob Frank, Bob Pegel, Art Best, Gordon Tousey, and Willard Davis, who made the trip from South Carolina just to serve. Mike and his committee used a starting system in which the gunboat cruises a few boatlengths below the line. This effectively eliminated general recalls except in one instance in which the gunboat was forced to anchor due to mechanical problems. Every windward leg was square, and every course was long enough to be worthy of the National Regatta.

Two new perpetual trophies made their appearances at this year's national. One was given by Mike Meyer called the women's championship trophy of which more detail is described elsewhere in this issue. A second is the Pewaukee trophy given by the Yacht Club of that name to be presented annually to the winner of the fourth race. NCESA now has such a trophy for each of the first five races of the National Regatta. The Pewaukee trophy is a gorgeous half model of an E boat executed, no doubt, under the scrutiny of Mike Meyer.

Great sailors host the best regattas, and the Lake Geneva Yacht Club did an outstanding job of hosting this seventy-nine boat event. The social highlights were the Friday night Abbey Springs banquet and the Thursday night cocktail party at which the host, Geneva Commodore George Kiefer, won the raffle for a new E Scow jib. Some called this justice; others suspected fraud! Also at this party all takers were treated to a ride on the newly completed Melges fiberglass A Scow. Lake Geneva hospitality was best symbolized, however, on the final morning of the regatta. Who manned the hoist to get his seventy-eight competitors' boats in the water? You guessed it - Buddy Melges.

THE RACES

RACE 1. Course: Olympic-windward. Wind: north 15 m.p.h. The wind for the opener was blowing toward the yacht club from just to the left of Williams Bay. Brian Porter (I-49) started about one third down from the starboard end. He tacked onto port and ducked many sterns to work right. After about a hundred yards "the boat tacked itself". This put him in third place behind Tom Burton (M-151) and Ed Chute (M-51) who had cleaner air at the start. Once near Williams Bay the leaders crossed from the right to the left side of the course. Burton led around the windward mark followed by Chute, Porter, and Will Perrigo (V-18). On the reaches Burton and Chute moved out on the other pair. Going up the second weather leg the four leaders again played the right side and had no changes in position. A big puff from the east greatly compacted the spread from first to fourth on the run. After rounding the leeward mark, Burton and Chute flopped onto port too early. Porter worked farther right and took over first place. Downwind there were again no position changes, but on the final beat Perrigo took over second by staying farther right. That made it Porter, Perrigo, and Chute at the finish. Burton had leeboard trouble and fell to fifth behind Bill Allen (I-4).

RACE 2. Course: Triangle-Olympic. Wind: northwest 10-20 m.p.h. Jack Lampman (LE-31) fired off the starting line about one third down from the starboard end. He held starboard with Melges (I-1) behind him. Melges had to tack twice to clear his air off Lampman. Around the windward mark it was these two followed by Brian Porter (I-49) and Dick Wight (MA-10). Melges worked inside Lampman on the reach and at the gybe mark executed his now famous gybe and capsize maneuver. This cost him about five boats, Porter and Wight among them. At the leeward mark Lampman led by about ten boatlengths. Lampman covered loosely up the second windward leg. At the mark Porter rounded, set his big chute and headed for the bottom mark. He had checked the wrong side of the course board, so he thought the course was Olympic followed by a triangle. This gave first place Lampman even more breathing room. By the second leeward mark it was Lampman, Melges, Porter, Bowers (M-11), and Allen (I-4). On the next to last windward leg Melges ground down Lampman and just caught him at the mark. There was little change on the run. After rounding the last turning mark, however, Lampman fell out of his boat on account of a broken hiking strap. He held onto the mainsheet (a maneuver that will sometimes cause a capsize) and recovered, but he couldn't hike much after that. Allen and Porter got by him. At the finish it was Melges by about twenty seconds, Allen by a split second over Porter, and then Lampman and Bowers.

RACE 3. Course: Double Olympic. Wind: north 8-12 m.p.h. Friday was a cold Fall morning, and six general recalls didn't make the temperature any easier to take. Runnie Colie (MA-4) led the fleet at the port end of the line. He worked the left side of the course and rounded the windward mark about ten seconds ahead of Will Perrigo (V-18). Bill Barnett (M-61) and Brian Porter (I-49) rounded third and fourth. On the first reach Colie went high with Barnett. Perrigo worked low and took the lead. By this time the wind had swung well to the left, which made spinnakers hard to carry on the second reach. Perrigo doused after gybing. Colie attempted to carry his chute and lost big distance. By the leeward mark Perrigo had a big lead with

Colie, Barnett, and Porter battling for second in that order. These positions held constant for the rest of the double Olympic course. Perrigo had good speed and covered the fleet loosely. Colie held second by going fast offwind and scrapping during upwind work. Next were Barnett and Porter with Willie DeCamp (MA-9) in fifth.

RACE 4. Course: Olympic-windward. Wind: north 7-12 m.p.h. After one general recall Runnie Colie (MA-4) took the start at the port end and immediately flopped onto port and crossed the fleet. Sam Merrick (BH-2) and Bob Nuffort (M-3) led the pack at the starboard end of the line and also flopped onto port. Merrick went farthest right of the leaders, and half way up the leg he hooked into a beautiful starboard lift that got him around the mark first. He was followed by Bob Wynkoop (CR-21), Colie, Bill Allen (I-4), and Nuffort. On the reach Wynkoop and Colie got caught sailing too high and fell out of the air. Merrick gybed away from the shore and worked out a fifty yard lead on Allen and Nuffort. On the second weather leg Nuffort and Allen worked right and took over first and second. By the second windward mark Merrick trailed these two with John Glueck (I-137) making a big move to take over fourth behind him. On the first run Glueck passed Merrick. Positions among the top four held for the next beat and run, but Melges (I-1) had moved into fifth by the final turning mark. On the final beat Melges passed Merrick to take fourth. Nuffort crossed the finish line first with Allen second; but both were later given double penalties for an incident at the leeward mark. John Glueck crossed third.

RACE 5. Course: W2½. Wind: east 8-10 m.p.h. On the final morning of the regatta Porter led Melges by 10.3 points and Perrigo by 11.6 points. Porter and Perrigo got buried at the start, however, and never appeared in the top twenty. About one minute before the start a big puff came in from the right. Bill Wight (MA-5) started about one third down from the starboard end and held a lifted starboard into the middle of the lake. Gardner Cox (MA-55) led a pack of boats who worked farther right. Wight found a beautiful port lift, which he carried toward Cox. When the two converged, Cox showed his match racing prowess by electing to duck Wight and then tacking immediately behind and to weather. Wight soon found himself pinned to the layline waiting for Cox to tack for the mark. Rounding the mark Cox and Wight led with twenty-five yards on Skip Johnson (W-30), Tom Burton (M-151), Hans Meyer (V-77), and Dick Wight (MA-10). Once around the mark Bill Wight gybed early and slipped by Cox. On this run Johnson and Burton sailed too high on port and fell out of the action. To windward the second time Bill Wight, Cox, and Meyer went right thinking that what worked once ought to work twice. It didn't. Dick Wight played the left side and made big gains. Only a "small hurricane" at the end of the leg enabled Bill Wight and Meyer to keep the lead against Dick Wight. Cox fell to fourth. After the final run it was still Bill Wight, Meyer, Dick Wight, and Cox. On the final beat the wind started to die, and those closest to the shore did best. Dick Wight finally ground down his younger brother by getting closer to the north shore. The younger Wight tacked out into the glassy middle of the lake. He barely managed fourth. At the gun it was Dick Wight over Cox by a boatlength with Meyer third. Farther back - but playing for higher stakes - Melges took home the regatta win with an eleventh to Porter's thirty-first and Perrigo's twenty-ninth.

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2nd BRIAN P.



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#5 DICK W.



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#9 BILL W.



#10 JAY E.

FACES IN THE CROWD - LAKE GENEVA



All time E GREAT
GORDY LINDEMANN



JOHN HUNT & NAT ROBBINS "TAKE FIVE"



'PAPPA' HARRY MELGES,
KATIE GOES & 'CURLY' PERRIGO



ED MALONE hiding in the shade
while STU WELLS checks ART BEST.



LADY MCGOWAN (LITTLE EGG H.)
hears about boat speed problems
from James M.



quiet hour for
DAN CRABBE



Between acts.



Past Commodores
Walter & Sam



not all Traffic problems
were out on the lake
(all photos: Reporter)

NATIONAL CHAMPIONSHIP REGATTA

* 30% Penalty
 ** 60% Penalty
 *** Average Points - DNF

1.	I-1 Bud Melges	Lake Geneva	6	1	10	4	11	52.7
2.	I-49 Brian Porter	Lake Geneva	1	3	4	6	31	62.4
3.	V-18 Will Perrigo	Pewaukee Lake	2	14	1	8	29	72
4.	I-137 John Gluek	Lake Geneva	8	13	15	3	7	72.7
5.	MA-10 Dick Wight	Barnegat Bay	31	12	11	19	1	97
6.	I-99 Jim Smith	Lake Geneva	10	19	6	17	19	100.7
7.	M-151 Tom Burton	Lake Minnetonka	5	40	8	20	5	106
8.	MA-9 W. de Camp	Barnegat Bay	15	33*	5	18	8	108
9.	MA-5 Bill Wight	Barnegat Bay	14	29	18	24	4	117
10.	M-1 Jay Ecklund	Lake Minnetonka	38	10	16	11	22	127
11.	W-67 Stuart Wells	White Bear Lake	18	7	32	28	14	129
12.	BH-2 Sam Merrick	Barnegat Bay	25	30	21***	5	21	131
13.	I-47 Jim McGinley	Lake Geneva	49	6	44	7	6	141.4
14.	T-17 C. Campbell	Barnegat Bay	21	15	24	32	26	148
15.	M-3 Bob Nuffort	Lake Minnetonka	20	18	29	48**	9	154
16.	MA-55 Gardner Cox	Barnegat Bay	24	49	26	29	2	155
17.	M-11 Gordy Bowers	Lake Minnetonka	16	5	78**	15	13	156
18.	W-30 Skip Johnson	White Bear Lake	9	23	24*	43	20	158
19.	V-5 Tom Norris	Pewaukee Lake	23	21	27	41	16	158
20.	V-30 Mike Kotovic	Pewaukee Lake	11	25	28	48	27	163
21.	M-61 Bill Barnett	Lake Minnetonka	54	33	3	31	17	164.7
22.	I-4 Bill Allen	Lake Geneva	4	2	DNF	49**	12	169
23.	MA-4 Runyon Colie	Barnegat Bay	55	55	2	10	23	170
24.	M-51 Edmund Chute	Lake Minnetonka	3	39	79**	13	10	170.7
25.	LE-31 J. Lampman	Little Egg Harbor	33	4	39	44	25	173
26.	W-1 Jule Hannaford	White Bear Lake	17	DNF	7	14	30	177
27.	L-120 Bryon Hill	Green Lake	13	32	41	33	35	184
28.	SL-13 Larry Price	Spring Lake	7	8	23	70**	46	184
29.	MA-31 Doug Love	Barnegat Bay	35	17	40	30	33	185
30.	X-4 Barbara Seidel	Pine Lake	37	20	13	38	49	187
31.	W-6 Charlie Bartholdi	White Bear Lake	29	22	51	12	48	192
32.	V-77 Hans Meyer	Pewaukee Lake	69**	28	47	21	3	194.7
33.	V-71 Pete Barrett	Pewaukee Lake	28	16	12	62	47	195
34.	M-8 Larry Gamble	Lake Minnetonka	27	51	35	40*	18	201
35.	S-100 Roger Carlson	Island Bay	39	45	14	50	37	215
36.	I-8 Jeff Colman	Lake Geneva	26	27	17	56	59	215
37.	J-4 Tom Meyer	Oshkosh	12	11	DNF	9	79**	220
38.	D-16 Mike Buzzell	Delavan Lake	52	34	38	34	32	220
39.	CR-21 Bob Wynkoop	Crystal Lake	44	24	50	27	64	239
40.	CH-5 Dick Turner	Chatauqua Lake	41	26	37	52	53	239
41.	T-8 Dan Crabbe	Barnegat Bay	36	55*	45	22	52	240
42.	H-7 Lon Schoor	Lake Mendota	68	38	28	49	34	247
43.	W-87 Ken Broen	White Bay	43	36	30	45	61	245
44.	M-7 Peter Jewett	Lake Minnetonka	34	DNF	19	51	39	252
45.	X-5 Dick Gallun	Pine Lake	46	63	44	37	36	255
46.	MA-6 Tom Barton	Barnegat Bay	48	DNF	33	25	41	256
47.	V-99 Jim Klauser	Pewaukee Lake	47	35	46	60	38	256
48.	TO-8 Terry Malone	Torch Lake	56	48	56	26	42	258
49.	H-38 Bill Hanson	Lake Mendota	42	43	53	DNF	15	262
50.	MA-7 E. Vienckowski	Barnegat Bay	69	42	34	42	45	262
51.	I-36 B. Schmidt	Lake Geneva	40	50	54	40	50	264
52.	SL-22 Paul Wickland	Spring Lake	61	47	20	58	51	267
53.	SL-8 Ken Kornoelte	Spring Lake	19	DNF	21	46	72	267
54.	CR-7 J. Brereton	Crystal Lake	45	37	66	35	60	273
55.	H-2 Doug Tormey	Lake Mendota	30	44	49	55	67	275
56.	M-13 David Wyer	Lake Minnetonka	57	46	48	47	55	283
57.	KU-2 Art Wolcott	Keuka Lake	32	54	57	65	62	300
58.	L-13 Joe Norton	Green Lake	60	DNF	36	39	57	301
59.	TO-3 George Powell	Torch Lake	59	41	67	36	73	306
60.	H-10 S. Manchester	Lake Mendota	70	DNF	42	63	24	308
61.	I-39 Geo. Kiefer	Lake Geneva	53	DNF	62	61	28	313
62.	KU-11 Irv Spear	Keuka Lake	62	DNF	59	53	44	327
63.	LE-88 Jim McGowan	Little Egg Harbor	50	DNF	52	57	66	334
64.	V-100 Jim Barry	Pewaukee Lake	65	61	61	59	58	334
65.	LE-7 Walter Smedley	Little Egg Harbor	63	53	69	66	54	335
66.	I-14 John Barnett	Lake Geneva	71	56	58	67	56	338
67.	LE-32 John Christie	Little Egg Harbor	66	58	65	54	69	342
68.	S-1 H. Perlmutter	Carlyle Sailing Assn.	76	65	71	DNS	43	347
69.	LE-41 A. Galloway	Little Egg Harbor	67	57	60	64	70	348
70.	I-73 R. Schloemer	Lake Geneva	51	62	55	DNS	DNS	356
71.	LE-30 Jim Stevens	Little Egg Harbor	74	52	63	68	74	361
72.	CR-13 Skip Wynkoop	Crystal Lake	58	DNF	64	69	63	363
73.	W-17 Mike Schwartz	White Bear Lake	72	59	70	70	65	366
74.	I-55 Mike Keefe	Lake Geneva	DNF	64	68	71	75	377
75.	I-22 John Farwell	Lake Geneva	73	60	74	72	DNF	388
76.	I-77 Ted Brennan	Lake Geneva	75	67	74	DNS	76	400
77.	A-16 Jim Mann	Cedar Lake	64	DNF	DNS	DNS	71	402
78.	L-9 D.C. Ferguson	Green Lake	78	79**	72	DNS	68	406
79.	ID-8 Fred Allen	Indian Lake	77	DNF	DNF	DNS	DNS	423

WOMEN'S CHAMPIONSHIP TROPHY

by Sam Merrick

Mike and Dede Meyer have done a great thing, added to all the other voluminous contributions these two dear friends have done for E boats. At the Friday night banquet (first sitting) Mike and Dede announced and unveiled a fine trophy emblazoned with its purpose and suitably engraved with the names of all the winners ex post facto (apologies, Mike, for dropping one of those lawyer's phrases) way back to the beginning of NCESA in 1959.



ELEGANT TROPHY WAS BUILT BY BROTHER BUD MEYER.



JACKIE PERRIGO, (1979), RECEIVING TROPHY FROM DEDE MEYER (1959) .

Winners down through the years:

YEAR	REGATTA SITE	YACHT	FINISH	WINNERS
1959	CHATAUQUA	V-77	1st	DEDE MEYER RAQUEL KOCH
1960	WHITE LAKE	X-9	1st	RICKY LINDEMANN
1961	LITTLE EGG	M-9	1st	TWINK ROBBINS SALLY HURD
1962	LAKE GENEVA	X-9	1st	RICKY LINDEMANN
1963	CHATAUQUA	X-9	1st	RICKY LINDEMANN
1964	MUSKEGON	I-1	1st	MELITA GRUNOW GLORIA MELGES
1965	LITTLE EGG	M-9	2nd	TWINK ROBBINS
1966	MINNETONKA	M-50	2nd	GINGER THIELE SALLY FERGUSON
1967	CHATAUQUA	M-1	1st	JEANNIE BOWERS
1968	MUSKEGON	I-11	2nd	JANE PEGEL
1969	LAKE GENEVA	I-1	1st	KAY LARKIN
1970	LITTLE EGG	TR-17	3rd	PAT O'MALLEY
1971	OSHKOSH	TR-17	2nd	LYNN CAMPBELL
1972	LAKE KEUKA	M-9	3rd	TWINK ROBBINS
1973	CRYSTAL LAKE	I-4	1st	HEIDI HUCK
1974	GREEN LAKE	I-4	1st	CATHY WARD
1975	LITTLE EGG	I-4	1st	KAY LARKIN
1976	MINNETONKA	V-18	3rd	PENNY PERRIGO
1977	CRYSTAL LAKE	MA-9	2nd	JANET DE CAMP
1978	CHATAUQUA	MA-31	2nd	CHRIS WRIGHT

The 1979 winner was Jackie Perrigo who made it possible for her husband to finish third.

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SOME CONSIDERED THOUGHTS ABOUT E-SAILING

by Gardner Cox

I am glad Ted Brennan asked me to offer some comments on how it feels to be a recent member of the "E" Scow Class (two seasons).

The "E" Scow Class has many strong plusses and only a few minor areas which I think might receive attention.

The plusses are:

- 1) The class contains, across the board, a group of exceptionally fine boat handlers. They are quick and sure in their reactions.
- 2) The class has a strong class organization. It is well led, and its members are well served by its structure and by the solid qualities of its officers.
- 3) The Class publications are no-frills efforts which are really informative and well edited. Few other classes measure up to the "E" standard.
- 4) All the race committee work and regatta organization I have seen away from home (Chatauqua, Keuka, Lake Geneva, Peewaukee) is first-class to exceptional.
- 5) The Class is fortunate that its two sole-supplier boat-builders are ethical, straight towards both their customers and non-customers, and towards one another.
- 6) Skippers in the Class are mature and sophisticated in not doggedly pressing starboard-tack rights (beating or running) when the results of doing so could only set back or do harm to the starboard tack boat. Verbal and visual signals to indicate "I am relinquishing starboard tack rights on a one-time basis" always to be clear and understood by all. Ingredients in "E" Scow racing which add up to something other than a plus gets immediately into sensitive territory. But then that's what Ted also asked for, so here goes.

These items are:

- a) barging at starts
- b) broad unsureness about who has what rights when S and P (overlapped when both are far from the mark) meet at a reaching mark or at the leeward mark of the course.
- c) late crowding into the inner rank (inside the 2 boatlength circle) when many boats are rounding a leeward mark in light, slow going. (These seem to be essentially the same skippers who barge at starts).
- d) uninformative, blustery yelling, swearing and hollering in some parts of the fleet when close-proximity situations are about to develop.
- e) The "I" flag is seldom used, or is often not used when it should be.
- f) a certain shyness or reserve of coldness on the part of older hands towards newcomers to the Class.

Amplification of some of these points may be worthwhile.

- a) Occasional flagrant barging at starts. There is no excuse for this in any Class. It is difficult for a long-distance traveller to keep his sense of humor after a gross barging incident by one (often two) other boats. Even a fortunate general recall doesn't heal the wound. I should add here that the "E" Scow Class seems largely lacking

in what is traditional in most other classes: that when a skipper has really plumbered somebody (followed by a general recall) he makes the small effort of later sailing near to the aggrieved boat or later looks up the skipper ashore and says he's sorry about the incident. Failure to go through this simple exercise in elementary decency constitutes "lack of Class"!

- b) S meets P (port rounding or starboard rounding) at a leeward or reaching mark. Pertinent USYRU Appeals are:

164 (38'-long U.S. One Designs). Inside Starboard boat must jibe at the first

164 (38'-long U.S. One Designs). Inside Starboard boat must jibe "at the first reasonable opportunity". [42.1(b)].

145 (Kite dinghies). 5th from last paragraph: "In approaching a mark there is no exact point at which a yacht becomes a yacht 'about to round'."

119 (110s). Intermediate Windward boat took more room than needed.

12 (16 footers). An Appeal where poor seamanship became a factor. Appeal 12 might apply for a jibe started "at first reasonable opportunity" but badly executed, (or with the board not down).

- c) Late crowding in at leeward marks (sometimes at reaching marks) primarily in light air: same as above.
- d) Uninformative yelling. This hardly needs comment. If a situation should come before Committee it seems either difficult or impossible to reconstruct the sequence of hails emanating from Boat X if **everybody** aboard was yelling incoherently and probably saying different things. Back in the trenches in the "E" Scow Class it's possible to get the (erroneous) impression that the boat on which the most people are yelling the loudest somehow has rights. This often is not the case.

As a tight situation is developing I think the skipper should instruct the forward man, or the crewman with the best carrying voice, to make a (one-voice) hail which is clear and informative. The single-voice hail is far more likely to be informative than when the whole boatload yells incoherently, ("It's nice to compete with people who are not using the big mouth". Elystrom 1.).

- e) "I" flag, linked with percentage penalties. This is a good system which is treated almost as a joke. The "I" flag is rarely flown. And the attitude, certainly in the lower two-thirds of the fleet, regrettably seems to be: "So I fouled him. Let's see if he puts up a red flag. Maybe he won't."
- f) The Class constantly talks about wanting to bring in new owners, new boats. Yet there is a certain clannishness or shyness or "hauteur" which is fairly widespread among both skippers

and crews. Or could it be tenseness? Some of Paul Elvstrom's maxims may be worth thinking about: "Sailboat racing at its best is play, and we must race because we love it."² And another one, addressed, as it happens, to attendees at last summer's Ontario Sailing Center clinic for Finn sailors: "I think during the time here, the most important is that you try to know each other . . . You can teach each other and become good friends."¹ Granted this second concerns a closed group rather than a group of competitors at a regatta. Nevertheless there is something definitely upbeat and constructive in what the Great Dane had to say.

These appeals, with or without similar IYRU Cases, seem to contain the answers to repeated misunderstandings which are likely to occur in the "E" Scow class and which do seem to occur in the lower two thirds of the fleet with some regularity.

Perhaps experienced members of the "E" Scow Class (a number of whom are certified USYRU Judges) could lay out the markrounding situation in "Reaches" for off-season study. Or there could be a chalktalk session on this subject at events where there may be an hour's wait for the wind to come up. I think it would be beneficial.

The Tornado Class has had these same problems. The fast catamarans tack downwind at about the same angles and speeds as do Scows. Either at Kiel Week this past summer or at the World Championships which followed it there, the number of leeward-mark incidents was high. After several races had uncovered or highlighted the problem area, the U.S. Tornado Association info officer, Roland Smith, called together the top 5 American skippers he sat them down, and, for their own protection and benefit, went over the pertinent appeals and Rule 42 with them. In reverse courses, when Port has an overlap and inside buoy room rights on a Starboard-jibe boat, a clear understanding of rights and obligations was particularly needed. Most of the Tornado skippers were either rusty or not well enough informed until after Smith's cram session took place. They benefited from it.

In summation: The "E" Scow Class is great. The boathandlers are outstanding. The level of competition is great. And the "plus" ingredients by far outweigh the items which I have characterized as less than plusses.

Gardner Cox.

¹ YACHT RACING/CRUISING Dec. 1979, p. 52.

² YACHTING, Dec. 1979, p. 33.

Thumbnail biography

Gardner Cox has been racing since 1926. His class racing experience as crew or skipper includes college dinghies, Penguins, Vinyard Sound Interclub (keel), International One Design, Soling, 5.5 Meter. He has been U.S. or North American champion in Penguins (3), 5.5 Meters (1) and Lightnings (2 as middle-man of winning boat). He sails MA 55 on Barnegat Bay, N.J.



MA-55'S DRIVER IS SHOWN
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This 1925 pitch for a new class would get sensational results today - glass or no glass. Just dig the "Bottom Line"! You could sink on the way back to the clubhouse and still be ahead.

Bay Head Yacht Club

Bay Head, New Jersey

January 5, 1925

To the Members of the Bay Head Yacht Club:

A new class of sailboat will appear next summer on Barnegat Bay in the form of a jib-and-mainsail craft which will comprise the Sloop Class on the schedule of the Barnegat Bay Yacht Racing Association.

This type of boat is known as the Class E Inland Lake Scow and its design is in accordance with the rules of the Inland Lakes Yachting Association, under whose regulations it has made up a large and popular racing class for many years past.

On Barnegat Bay the introduction of these boats culminates the efforts of members of the B. B. Y. R. A. to find a craft which would be more popularly received than the type of sloop heretofore raced in local waters.

Already many orders have been placed with the builders in Oshkosh, Wisconsin, and it is probable that at least eight of these boats will take part in the championship races next summer.

Boats of this type have often been referred to as racing machines and it is true that they are constructed primarily for racing purposes. It is also true, however, that they are delicately balanced and are more sensitive to their tillers than perhaps any boat on Barnegat. Although longer overall than a 20-ft. sneakbox the smaller sail area of these boats tends toward ease of handling, and it is probable that in an unexpected blow they would be easier to manage than a catboat or sneakbox.

The jib-and-mainsail rig is more generally popular than the cat rig and it affords members of the crew an opportunity to take a more active part in handling the craft in a race than falls to the lot of the crew of a catboat. From the racing enthusiast's viewpoint these new boats offer many inducements, and the fact that their cost is but little more than one-half that of a 20-ft. sneakbox was undoubtedly the greatest outstanding factor in favor of their adoption by the Barnegat Bay Yacht Racing Association.

Following is a summary of the specifications:

Length, overall: 27ft and 7 inches

Length, waterline: 18ft and 2 inches

Beam: 6ft and 3 inches

Sail plan: Jib, marconi mainsail, spinnaker, no bowsprit.

Sail area, mainsail: 236 sq. ft.

Sail area, jib: 49 sq. ft.

Sail area, spinnaker: 112 sq. ft.

Sail cover: Combined sail and cockpit cover.

Spars: Hollow mast, approximately 30 ft. above deck.

Hollow boom, approximately 17½ ft. long.

Hollow spinnaker boom, approximately 12 ft. long

Hull: General contour resembles 20 ft. sneakbox carried out further in length at bow and stern.

Planking: White cedar planking, fastened with copper boat nails clinched over

Ribs: Clear white oak or red elm ribs

Decking: ¾in. white cedar decking, screw-fastened to spruce or white cedar deck beams. Deck covering of heavy Utica muslin, painted over.

Fittings: Bronze or Brass fittings.

Painting: Hull inside and outside to be finished in natural color with Valspar Varnish. Deck painted desired color.

Rudders: Double rudders.

Centerboard: Two bilge boards instead of a centerboard.

Halyards: Galvanized plow-steel wire rope.

Sheets: Four-strand manila rope.

Cost: \$800.00 f. o. b. Oshkosh, Wisconsin.

Freight: Probably about fifty dollars.

Builders: Jones & LaBorde Co., Oshkosh, Wis.

Number of boats already ordered:

Seaside Park Yacht Club—4

Island Heights Yacht Club—2

Mantoloking Yacht Club—1

Bay Head Yacht Club—1

Members who are interested are urged to act promptly so that there will be no delay in delivery of these boats.

F. SLADE DALE,

27 W. 11th Street, New York City. Chairman Regatta Committee

!! →

I.L.Y.A. "E" CHAMPIONSHIP

by
Ima Sailor, Midwest Correspondent



OBVIOUSLY THIS PHOTO IS NOT FROM MENDOTA BUT IT COULD HAVE BEEN A PEEK IN THE CRYSTAL BALL ABOUT A YEAR PREVIOUSLY.



IT WAS JUST THIS SIMPLE: WILLIE FOUND HIS SPINNAKER POLE AND JOHN DIDN'T.

Lake Mendota in Madison, Wisconsin hosted the 1979 I.L.Y.A. "E" Championship Regatta on August 19-25. Fifty-three entries participated in the week-long regatta format, which scheduled one race per day alternating with other I.L.Y.A. fleets between morning and afternoon starting times.

The first race, sailed in 8-10 M.P.H. breezes, found Bob Nuffort in the lead at the weather mark, followed by eventual Regatta winner Will Perrigo. These two positions remained unchanged the entire race and widened from the fleet, but tight action for third through tenth followed. The downwind leg of the olympic course began to sort out the positions for the finish, as David Chute, Skip Johnson, and Bill and Bob Allen made the best off-wind time by staying inside and finishing in that order. Eventual second place Regatta finisher and last year's Regatta champion John Gluek stayed to the outside costing him his worst race of the event (10th).

The second race, sailed the following morning in 10-12 M.P.H. winds, again found Nuffort in the lead at the weather mark, never to be seen as his lead continued to grow. Close racing followed for the next positions; in the end, Bob Guidinger finished second after holding off John Gluek the entire final leg in a close tacking due.

Race three found the wind direction shifting southerly, after the prior two days of easterly air. Bob Guidinger

continued his strong sailing by winning the race, despite an incredible port tack leeward-end start by fearless Peter Barrett. Large holes in the wind made sailing for the puffs the key in this 7-14 M.P.H. air. Lon Schoor, from the host Lake, sailed smartly to second, followed by Tom Meyer, Skip Wyer, and Ty Gutenkunst in fifth.

The lightest air of the completed races followed on the next day. In 0-5 M.P.H., the fleet was extremely tight. Throughout the race, the air got lighter, dropping to nothing at times. A light breeze developed into a counter-clockwise shift, forcing a weather mark course change. However, this dropped during the last upwind leg and returned in a sudden puff out of the original direction. The lead boats changed positions with John Gluek coming across the finish first in one tack with the new air; Perrigo was second, followed by Allens, Meyer, and Joe Norton - all of whom were further to leeward than Gluek in the new air.

Race five had the freshest breeze of the week; stong morning air moderated by the afternoon start in 14-18 M.P.H. breezes and moderate chop. At this point in the regatta, Nuffort held a narrow lead over Perrigo, who in turn was followed by Gluek. The short race course found Perrigo winning, followed by the Allens, with Lon Schoor in third. With no air to get in a final sixth race the next day, Perrigo found himself in the lead and thus captured a Regatta victory.

ILYA CLASS E CHAMPIONSHIP RESULTS

1.	V-18	William Perrigo, Jr.	2	10	11	2	1	39.0
2.	I-137	John Gluek, Jr.	10	3	7	1	4	42.7
3.	M-3	Bob Nuffort, Jr.	1	1	9	12	13	52.0
4.	M-4	Bill and Bob Allen	5	5	21	3	2	55.7
5.	J-4	Tom Meyer	14	6	3	4	6	57.1
6.	H-7	Lon Schoor	16	7	2	9	3	58.7
7.	V-12	Robert Guidinger	21	2	1	14	11	67.0
8.	M-7	Peter Jewett	22	4	10	10	9	83.0
9.	V-30	Mike Kotovic	8	8	12	15	10	83.0
10.	W-30	Skip Johnson	4	15	6	24	7	83.7
11.	M-13	Skipper Wyer	9	17	4	25	8	91.0
12.	V-13	Ty Gutenkunst	11	27	5	11	13	97.0
13.	M-8	David Chute	3	16	13	36	17	111.7
14.	H-38	Bill Hanson	15	21	16	13	27	122.0
15.	L-13	Joe Norton III	35	28	14	5	19	130.0
16.	I-101	Art Brereton	28	25	30	16	5	133.0
17.	H-11	Joan and Jack Bolz	19	20	18	31	16	134.0
18.	H-17	Daniel Fix	13	19	17	23	33	135.0
19.	M-51	Peter Slocum	12	34	8	6	DNF	143.7
20.	M-1	Jay Ecklund	7	18	47	21	21	144.0
21.	V-800	Doug Mills	26	14	25	29	26	150.0
22.	H-121	Jim Henkel	17	26	26	32	24	155.0
23.	V-9	Tom Sweitzer	23	22	32	19	29	155.0
24.	I-44	Jeff Perrigo	29	39	27	8	23	156.0
25.	H-14	Bill Mattison	33	38	23	7	30	161.0
26.	V-111	Peter Barrett	24	9	28	17	DNF	162.0
27.	H-2	Doug Tormey	20	11	37	46	18	162.0
28.	M-111	Bunny Kuller	34	12	20	18	50	164.0
29.	X-4	Henry Erkelenz	37	24	19	39	15	164.0
30.	H-9	Marsh Krone	32	13	42	22	28	167.0
31.	H-10	Harry Manchester	30	29	41	27	12	169.0
32.	I-39	George Kiefer, Jr.	25	30	33	20	35	173.0
33.	V-100	Jim Barry	18	33	40	34	25	180.0
34.	M-6	Don & Larry Gamble	31	41	22	35	22	181.0
35.	H-23	Joe McCormick	6	32	55	33	31	186.7
36.	V-99	James Klauser	38	36	29	42	20	195.0
37.	H-47	Tom Josephson	27	37	34	28	39	195.0
38.	V-511	Todd Haines	41	31	24	30	45	201.0
39.	J-1	John McAndrew	42	35	31	26	42	206.0
40.	I-77	Fred Brennan	43	40	38	41	32	224.0
41.	N-6	Jeff Butzer	45	44	35	40	34	228.0
42.	V-49	Jeffery Seeboth	48	42	45	38	36	239.0
43.	H-40	Don Ermer	47	47	36	43	37	240.0
44.	H-3	John O'Connell	36	49	43	48	38	244.0
45.	L-9	Dan Ferguson	49	23	26	55	41	244.0
46.	LP-10	Jeff Solum	44	DNF	51	37	40	256.0
47.	J-5	Tom Wyman	50	45	50	45	44	263.0
48.	L-1	Bill MacNeill	39	48	53	44	49	263.0
49.	H-8	Betty Bamforth	DNF	46	39	49	47	265.0
50.	M-21	Fred Miller	46	50	47	53	43	269.0
51.	L-49	Arthur Krug	40	51	52	47	DNF	274.0
52.	H-20	James Price	51	52	49	51	48	281.0
53.	H-37	Steve Frankwicz	52	55	48	52	46	283.0

MISCELLANY DEPARTMENT:

Some considerate sailor submitted this rather selective glossary with the thought that some of us have been poorly instructed and mis-informed in our sea-faring education.

A LANDLUBBER'S GLOSSARY OF NAUTICAL TERMS

- FLYING JIBE - Any jibe when the sheets have gone overboard.
FREEBOARD - Food and liquor supplied by the owner.
GREAT CIRCLE ROUTE - The ship's course when the rudder is jammed.
HANGING LOCKER - A small, enclosed space designed to keep foul weather gear wet and keep all other clothing green.
HATCH - A container on board in which to keep eggs.
HEADWAY - What you are making if you get the toilet to work.
HEEL - A command from the captain, usually ignored.
HEAVING LINE - A rope used to hold onto while being sick.
KNOT METER - An instrument for measuring the speed with which any line will become tangled.
LANDLUBBER - Anyone on board who wishes he were not.
LATITUDE - The number of degrees off course allowed a guest at the helm.
LIFE PRESERVER - A mildewed device for emergency use, stowed under the extra ropes and anchors.
LUBBER LINE - Two or more guests waiting to get ashore.
PERMANENT MOORING - A sunken boat, anchored.
PORT - A fine wine, always stowed on the left side of the boat.
REEF POINT - The part of a rock sticking out of the water.
RHUMB LINE - Two or more crew members waiting for a drink, spelling is archaic.
ROPE LADDER - A ladder designed to get you into the water but not back out.
RUNNING FREE - Cruising without using the engine.
SEXTANT - A device used for detecting the night-time activity of the guests.
SHROUD - Equipment used in connection with the wake.
SPINNAKER - A large sail used in dead calms to keep the crew busy.
SPRING LINE - A rope purchased at the beginning of the season.
SQUARE RIGGER - Any rigger over 30.
SWELL - A wave that is just great.
TELL TALE - A crew member who lets the guests know that the skipper usually gets seasick.



SEE?? This photo graphically depicts several of the glossary terms listed above such as: PERMANENT MOORING, LANDLUBBER, LUBBER LINE, FLYING JIBE And possibly ROPE LADDER & LIFE PRESERVER.

1st Annual MESA Championship Regatta

by
Ima Sailor, Midwest Correspondent

The first annual MESA Championship Regatta was attended by 4 boats from Indian Lake, Ohio 4 entries from Carlyle Sailing Association, and 8 boats from the home fleet. All 5 races were sailed in light southerly winds with Tom Klaban finishing first in 4 of them - usually by a commanding lead over the rest of the fleet. Carl Back put in a strong performance during the first 3 races but was edged out of 2nd place by Roger Carlson at the end of the Regatta. Barry Nelson did an excellent job of picking the windshifts in the 2nd and 3rd races and combined with excellent boat speed finished these races with a 2nd and a 1st, respectively. Unfortunately, the 1st place finish went into the scorebook with a 60% penalty.

Excellent NCESA caliber courses were set and managed by a Race Committee headed by Phil Peterson of IBYC who had just completed officiating the Sunfish North Americans at IBYC. Shore-side activities were coordinated by Regatta Co-chairmen Susan and Lewis Powell who saw to it that everything added up to an outstanding 1st Annual MESA Championship Regatta.

Roger W. Carlson

Boat #	SKIPPER	1st	2nd	3rd	4th	5th	FINAL SCORE
ID-11	Tom Klaban	1	1	6	1	1	11.7
S-100	Roger Carlson	2	6	5	2	2	30.7
ID-13	Carl Back	3	5	3	4	3	35.1
S-1	Herb Perlmutter	8	3	2	12	8	54.7
S-27	Ted Beier	7	7	4	6*	4	59
S-11	Walt Morgan	4	4	7*	9	5	59
ID-9	Ed Stroble	5	8	8	5	9	63
LS-4	Lewis Powell	10	9	9	3	6	63.4
S-111	Barry Nelson	6**	2	1**	8	7	69
IB-2	Jim Singleton	12	12	10	11	10	85
IB-7	Wally Henderson	9	10	11*	7	15	87
IB-1	Bernie Armbruster	14	11	13	14	11	93
ID-3	Norm Leibreich	13	13	12	13	13	94
IB-3	Tom Cappellin	DNS	DNS	14	10	14	100
IB-00	Troy Herren	11	14*	15	DNF	12	101
LS-9	Earl Worthington	DNS	DNS	16	15	DNF	109

*30%
**60% Penalty

EDITOR'S NOTE: This winter issue is about two months late getting in the mail. Good, valid excuses are too numerous to identify. The spring issue will be coming up (hopefully) in the coming Spring and this publication would appreciate receiving any comments, stories, photos or gripes from any and all concerned members.

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