

**NCESA**

WINTER/SPRING 1981

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## **REPORTER**

### ***THIS ISSUE:***

- 1980 NCESA Regatta Championship at Little Egg Harbor
- Blue Chip
- Easterns/Western Mich/MESA/ILYA Regional Regattas

PHOTO: JOAN BUROFF



LOOKEE HERE AT OLD GUARD WALTER AND GARDNER KNIFING INTO THE MARK IN GRAND STYLE!

EDITORS NOTE: AS COMMODORE WELLS CONTINUES HIS ANNUAL WINTER HIBERNATION WE ARE  
PRE-EMPTING HIS PAGE FOR EDITORIAL PURPOSES.

## A SIMPLE SOLUTION TO THE ACKNOWLEDGEMENT MESS

by Willie De Camp

At today's regattas sailors inevitably come off the water complaining that there were many more fouls than there were protests or acknowledgements. It is not fair, they claim, that the few concientious people who observe the rules should suffer while scofflaws collect all the silver. And they are right!

How can we rectify this situation in which some sailors are upholding the rules by acknowledging fouls while other sailors benefit by ignoring them? There is one easy solution. Simplify the application of the sailboat racing rules by the adoption of the following rule:

"No boat shall be disqualified or otherwise penalized for infringing a rule of Part IV unless the skipper of a boat directly infringed upon protests."

In plain English: It's not a foul unless somebody involved protests.

This rule would make our sport much simpler, much fairer and more fun. It two boats nudge each other, no longer would one be required to acknowledge a foul or to protest and submit his fate to a committee hearing of unknowable reliability. And if neither skipper cares that their boats have touched, why should the rules place them under an obligation to litigate?

Whenever I explain this proposal to certain friends, they reply: "But this would not be fair because any boat that infringes a rule has in effect fouled **all** her competitors whether or not they are directly involved in the incident."

To this I reply: You are not listening. My proposal is for a **redefinition** of the whole concept of fouling. A foul would only exist when a boat materially affected by an infringement chooses to protest. No protest, no foul.

Such a rule would keep sailing fun. Nobody would be obligated to get involved in petty protests. And nobody would have to come off the water complaining of unprotested fouls - because by definition there would be no such thing.

Finally, the adoption of this rule would merely codify the system that the overwhelming majority of the sailors themselves have already instituted on a de facto basis. Ninety percent of the sailors in a given regatta choose to overlook some incident an infringement of the racing rules -

**MAYBE THEY ARE  
TRYING TO SAY SOMETHING TO  
THE NCESA BOARD OF DIRECTORS.**

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# 1980 NCESA CHAMPIONSHIP REGATTA - LEHYC

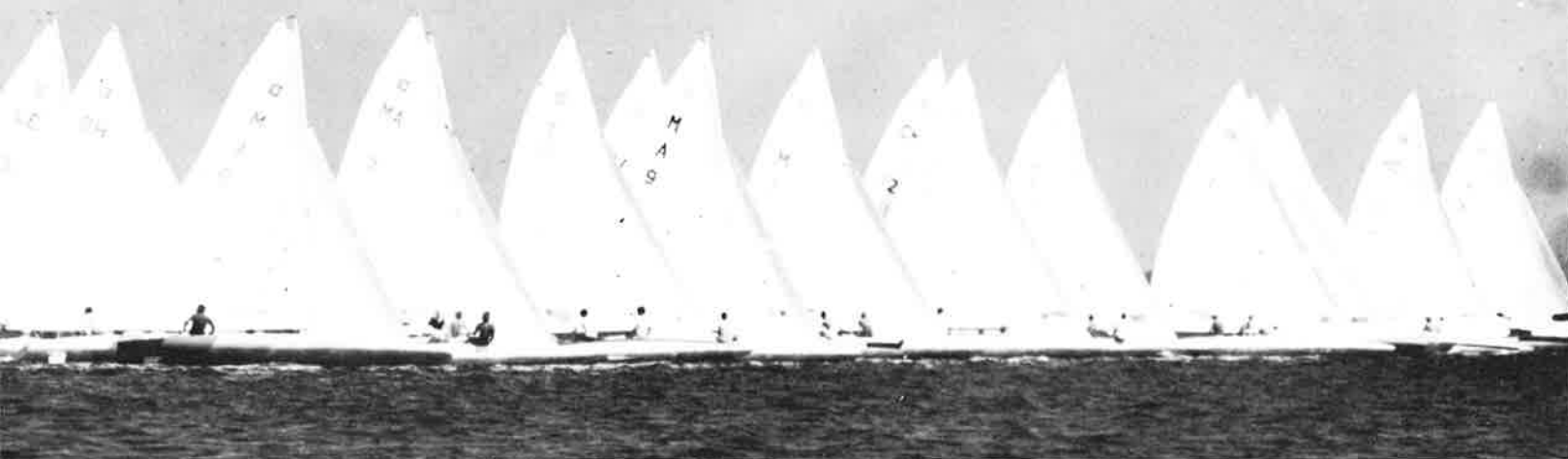


PHOTO: BILL TUBBS

By Sam Merrick

Willie DeCamp and his crew, Nick Post, Doug Vreeland and Peter Van Duyne - all from Mantoloking of the Barnegat Bay fleet - whipped off two magnificent first place finishes on the final day of racing to overwhelm the opposition and win the National E Scow Championship for 1980. The regatta site, following a customary five year cycle, was the wide open expanse of Little Egg Harbor with its moving salt water and clam diggers.

Not since 1966 when Runnie Colie became the first easterner to win a National has the midwestern monopoly of winners been broken. But the depth of talent now centered on Barnegat Bay suggests that times are changing.

DeCamp started the regatta with an important bullet and was still the leader with a 1 - 4 over the 4 - 3 record of Bill Allen, who was destined to be runner-up at the end of six races. But the second day of racing made it look as though DeCamp was on the skids with a seventh and a tenth. Allen took over the regatta lead with a fine win in Race 3 and was ahead of DeCamp by over thirteen points by the end of Race 4.

Bill Campbell, with his astonishing bonus point consistency, had also gotten by DeCamp, and Runnie Colie, in fourth, was a mere two points away from DeCamp. The standings as of Saturday morning before the final pair of contests were Allen 23.7, Campbell 32.1, DeCamp 37 and Colie 39. A betting man would have put a lot of money on four-time National Champion Bill Allen with his crew of John and Brian Porter . . . but then he would have lost his shirt!

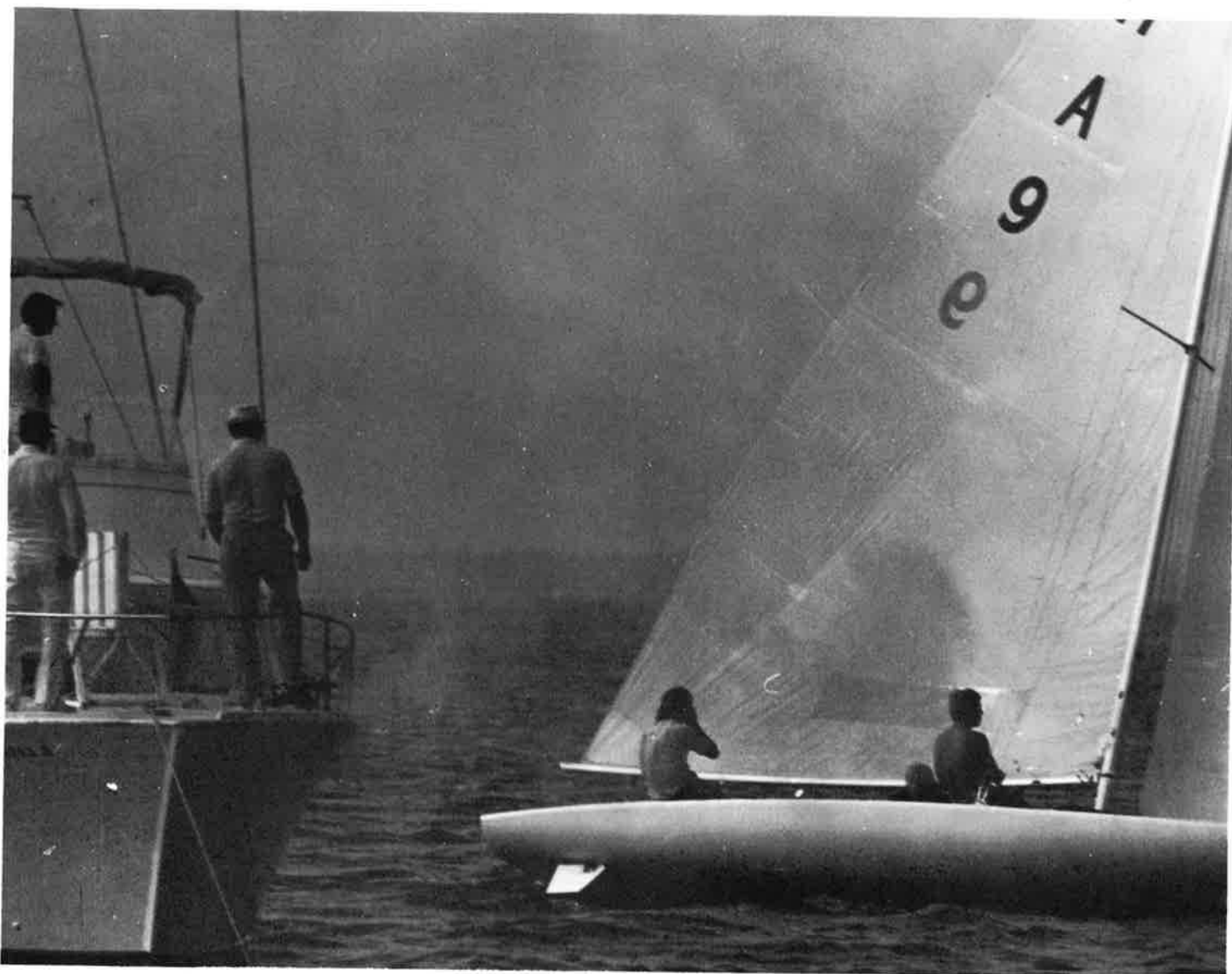
In the light air of Race 5 (occasionally less than five knots) and smooth water, DeCamp used his boatspeed to get away from the pack and led at every mark - sometimes comfortably but often in close combat with John Gluek. Gluek almost got by him by choosing the short starboard jibe after rounding the windward mark the second time. While DeCamp was winning, Allen was struggling to hold his thirteen point lead. With a near miss at seventh but a finish in ninth, Allen returned the regatta lead to its original owner. So now DeCamp stood at 37 points, Allen with 38.7 and Campbell close at 42.1 - a three-way "tie" going into the last race.

For that final contest, the wind had clocked toward its original sea breeze direction but had shown no disposition to develop the kind of power Little Eggers expect. To hear DeCamp tell it, the start was where he won the regatta. With a minute to go he was positioned precariously close to windward of Allen with Campbell approaching the pin farther to leeward. Then he saw a large hole back up the line. He jibed, went fifty yards and then tacked for a good start in clear air. Allen soon tacked onto port, but to get clear air he had to depend on DeCamp's generosity. But said generosity was not forthcoming. Willie tacked on Bill's air, which must have contributed to Bill's decision to tack back toward the pack. Although there was a lot of sailing to go, DeCamp was now free to concentrate on staying ahead of Campbell. Allen never made it back with the leaders, barely managing to save his second place position by a single point over Campbell.

Apart from DeCamp and Allen, there were other boats whose skippers and crews could enjoy satisfaction in their performance. Bill Campbell was one. The son of Cliff Campbell (T-17), in his first year in his own E boat he had won almost everything in reach during the eastern season. In this National Regatta he never placed below sixth in any race - a typical Campbell performance which not only won him third but also gathered the Women's Championship Trophy for his wife Sherri. Russ and Glen Lines complete as smooth working a crew as anyone might wish. He missed regatta second by a shakey final beat.

Then there was Runnie Colie, the champ of 1966 on Lake Minnetonka, who has had his troubles these last ten years getting used to jibs that trim less than twenty inches from the centerline. Assisted by his daughter Ann and son Henry plus John Henry Morris, he landed a regatta fourth. He was always in contention with 2 - 3 - 4 - 5 finishes on top of two tenths. His expertise at starting at the pin, where he can usually be found, was combined with a few classy performances at the committee boat for a bunch of clear air starts that anyone might envy.

And finally there was Lon Schoor with his ancient 1972 **Mirage** made of a substance called "wood"! Lon, you will



SKIPPER DE CAMP PUTS HAND TO EAR - CAN'T BEAR TO HEAR WINNING GUN.

PHOTO: BILL TUBBS

remember, is the man who at the Crystal Lake National in 1977 whipped out his bowie knife and cut adrift the starting pin when its tether got ensnarled in his rudder - all without penalty from the astonished judges. Well, Lon turned in a 19 - 16 record for the first day's racing - then decided that coming all the way from Mendota was worth more than that by an 8 - 1 - 4 - 3 record for the final four - better than anyone on the race course.

This was the first regatta in several years sailed without any dropout provision in the scoring. Had they been allowed to drop their worst individual races, the top ten finishers would have been the same but in a slightly different order. John Gluek would have thrown away the fifty-nine points that he garnered in Race 4 by starting early and not finding out until he was halfway up the first leg. He would have jumped to sixth, so Bob Nuffort and Jay Ecklund would have dropped to seventh and eighth.

Despite minor impact, the preference among those queried was mostly in favor of the dropout concept. Travelling long distances at today's prices gets to be an ever larger investment at the mercy of breakdowns or mishaps beyond one's control.

Sailing on Little Egg Harbor is always something special. Tidal current this year tended to flow with the wind,

hence smoother water than expected. Windshifts were of greater significance than current effect. By midwestern standards it was steady air; by Atlantic Coast standards the shifts were baffling! And "going right" didn't work except in Races 1 and 6. The tough and typical southerly at twenty knots plus never showed up.

In this locale on a clear day you can see ten miles - so flat is the landscape of the surrounding sedges. Yet these sedges do bend the wind in predictable ways. Three weeks earlier the Barnegat Bay fleet had attended their Down Bay regatta and had seen a big port lift near the windward mark in a northeasterly wind. It was there again in Race 5 when it helped those like John Gluek and Stu Wells who stayed on the short starboard jibe on the beginning of the run.

Race Committee operations were headed by Sam Murdock with the assistance of John Hunt and a highly competent group of Little Eggers. Despite the well-set lines, general recalls beyond toleration preceded a few of the races. Perhaps the signal boat lacked the aggressive on-the-line behavior favored by Mike Meyer. Perhaps more personnel should have been applied to catching early starters. The problem of general recalls is one that the class is going to have to address in some way.

The acknowledgement penalty system also continues to

have bugs for which neither the NCESA version nor USYRU Appendix 3 can account. Although LEHYC had a supply of "I" flags, it was kept a secret, and most of the fleet didn't have them aboard. It is difficult to acknowledge under the rules without a flag! But the race committee dutifully awarded 30% penalties if the infringer verbally took his medicine whether or not red flags had been hoisted first. Other times a 60% penalty was assessed under slightly varying circumstances, which suggests the need for a rule overhaul.

As usual, many more fouls occurred than there were protests. The acknowledger is therefore bound to wonder why he should take the medicine when others don't. (Eds. - See comment by Willie DeCamp elsewhere in this issue.)

The fleet was short of midwestern entries - three from Minnesota, five from Wisconsin and none from Michigan despite the prospect of the Nationals in 1981 being scheduled at Muskegon. Nobody came from the newly formed Mid-States E Scow Association, but as that organization is still in its infancy, better things are expected in the future. Of fifteen directors of NCESA, eight were absent. Has travelling become that much more expensive, or was it the fault of the calendar which allowed but a single week between the ILYA regatta and the early Labor Day occurring on September 1? Although the 1980 National was the largest ever held at Little Egg, forty-five eastern boats (of 53) does not a healthy National Regatta make!

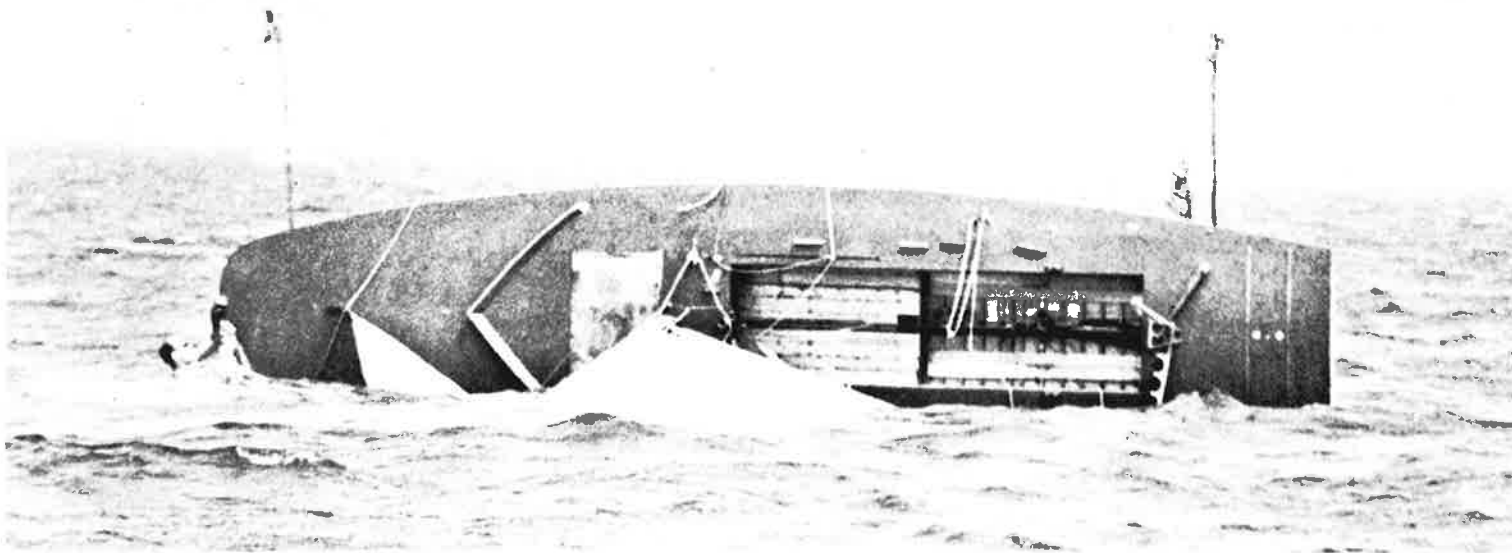
Neither Bud Melges nor Skip Johnson were entries. Rumors floated about sensitivities out Inland way regarding participation by those who earn a living in the sailboat industry. Whatever the opinions of the few, the bulk of the fleet would much rather have these individuals as

participants rather than spectators.

Buddy did show up prior to the regatta, however, and was Shanghaied and taken for an E boat ride out Little Egg Inlet aboard Runnie Colie's **Coot**. An E boat on the Atlantic Ocean is enough to make the Coast Guard uneasy. After Melges promised that he was going to Connecticut to race Starboats rather than cut into the Nationals silverware, Runnie consented to bring him back safely. Buddy felt lost out at sea without a single silo to show which way to go.

The prizes awarded to the top finishers were altogether unique: pillows, ancient navigational instruments, belts, a silver cup and an assortment of other beautifully individual items. These articles took time and trouble to collect and adorn. Special thanks is due Peggy Love for a truly memorable job of trophy selection and preparation.

Another unique feature of this regatta were the clamdiggers on the racecourse. As the sailors found out, clams can become more than just good eating. They are "dug" in the seafed waters of coastal bays like Little Egg Harbor in areas staked out by unwritten custom among those who earn their living in the trade. One competitor found a clamdigger directly in his path going to the windward mark. Unwilling to lose an inch more than necessary, the skipper bore off giving the clamdigger "plenty of room." The clamdigger, having somewhat less confidence in the skipper's expertise than the skipper himself, was less than pleased. Clams at fifty miles an hour thereafter became his standard greeting for any of those damned sailboats within throwing range. Nobody claimed injury points, but several people got bruises - and one boat had the makings of a whole meal of clams-on-the-half-shell!



REPORTER PHOTO

THIS PHOTO FROM THE 1960'S SHOWS THE THEN HAPLESS BRUCE WATHEN, MUSKEGON, LITERALLY "TRAPPED" IN THE CLAM BEDS WHEN AN ERRANT SPINNAKER HALYARD WPAPPED AROUND ONE OF THOSE STAKES WHILE GOING TO WEATHER.

# 1980 E SCOW NATIONALS

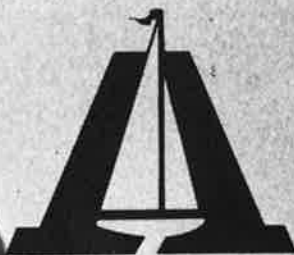
LITTLE EGG HARBOR, SEPTEMBER 4 - 6

1	Willie DeCamp	MA-9	1	4	7	10	1	1 37
2	Bill Allen	I-4	4	3	1	5	9	8 52.7
3	Bill Campbell	T-5	6	2	6	3	5	6 53.8
4	Runnie Colie	MA-4	5	10	3	4	10	2 58.7
5	Lon Schoor	H-7	19	16	8	1	4	3 68.7
6	Bob Nuffort	W-3	12	8	9	15	3	13 92.7
7	Jay Ecklund	M-1	8	5	25	2	13	10 93
8	John Gluek	I-137	7	6	8	DNF	2	4 108.7
9	Eric Johnson	CH-18	25	1	13	24	8	12 112
10	John Harkrader	BH-11	17	15	12	11	12	17 120
11	Dave Magno	LA-99	15	11	5	12	22	22 122
12	Tom Barton	MA-6	8	22	15	14	11	11 127
13	Cliff Campbell	T-17	23	12	21	17	14	14 137
14	Dick Wight	MA-10	3	7	28	16	27	25 138.7
15	Dan Crabbe	T-8	11	25	11	13	21	27 144
16	Doug Love	MA-31	10*	DSQ	2	7	7	7 149
17	Bill Wight	MA-5	22	21	33	8	6	26 151.7
18	Gardner Cox	MA-55	20	20	14	18	20	24 152
19	Stu Wells	W-67	29	14	31	22	16	16 164
20	Sam Merrick	BH-2	2	18*	18*	6	17	31 170.7
21	Alex Smigelski	HO-13	16	17	10	DF	15	9 172
22	Jeff Lines	T-2	36	24	19	21	33	5 173
23	Doug Galloway	LE-4	13	42	16	19	25	38 189
24	Ed Barbehenn	HO-23	27	27	24	25	38	19 197
25	Charlie Bartholdi	W-6	41	30	17	36	19	21 200
26	Ed Vienkowski	MA-7	32	13	29	9	29	DF 201
27	Jack Lampman	LE-31	26	9	40	39	39	15 204
28	Eric Wilson	V-96	28	31	27	26	36	23 207
29	Bill Warner	T-1	14	33	35	23	24	47 212
30	Bob Broege	BH-4	24	23*	37	20	26	18 214
31	Bill Fortenbaugh	BH-13	30	41	20	33	37	20 217
32	Jim McGowan	LE-88	40	26	22	31	23	45 223
33	Corby Day	BH-7	9	34	39	29	12	35 224
34	Walter Smedley	LE-7	21	19	38	34	40	42 230
35	Rick Turner	MA-15	33	39	30	32	18	30 232
36	Cliff Lewis	MA-18	37	49	26	30	30	32 240
37	Bob Cole	KU-9	38	38	23	37	34	37 243
38	Tom Wiss	HO-32	43	27	34	41	31	41 253
39	George Lucas	BH-8	42	46	36	28	32	33 253
40	Pete Rochelle	HO-31	39	36	32	38	43	29 253
41	John Cristie	LE-32	31	32	41	42	41	44 267
42	Bob O'Grady	BH-40	53	40	43	43	28	28 271
43	Walt Lenhard	LE-5	34	44	50	44	47	43 298
44	Dick Turner	CH-5	35	29**	42	27**	35	48 302
45	Art Galloway	LE-41	51	45	45	35	51	40 303
46	Jim Stevens	LE-30	47	48	44	46	49	36 306
47	Mike Terry	H-15	49	57	47	40	45	39 307
48	Jay Cranmer	LE-9	50	35	46	47	46	DS 313
49	Bill Reynolds	CH-120	48	47	49	45	48	50 323
50	Bud Rose	LE-1	46	50	48	49	44	51 324
51	John Coyle	LE-3	45	43	52	48	53	52 329
52	Al Rombaugh	HO-36	44	52	53	50	52	49 336
53	W. Ginter	HO-41	52	53	51	51	50	46 337

\* acknowledged foul - 30%

\*\* unacknowledges foul - 60%





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# Willie Won The Two BIG ONES And Just Missed The Grand Slam

by Sam Merrick



"WILLIE INFORMS AN APPROPRIATELY HUMBLER  
OLDER FRIEND OF THE TROUBLE WITH HIS  
GENERATION."

In 1980, Willie DeCamp did what only one other skipper has done in a single season. He became the National Champion and then, two weeks later, beat the best at the Blue Chip. Bill Allen did it in his first year of sailing out of Lake Geneva, but none of the other greats in the class has managed the dual victory in one year. DeCamp performed this feat at the two sites where sailing conditions are at their opposite extremes---Little Egg Harbor and Pewaukee.

DeCamp, now 27, reached the top by learning to sail out of Mantaloking Y.C. on Barnagat Bay. Like most kids in that part of the world, he started on 12-foot Duckboats, sailed Sneakboxes (a 15-foot overcanvassed duckboat) then M-scows. When he was 12, he along with John Spark and

Gary Gibson crewed for Sam Merrick and got his taste for an E-Boat. In 1977 he launched his career at the tiller and finished a strong second behind Gordy Bowers at the Nationals--a warning of things to come.

DeCamp is the thinking type of sailor. He writes well (NCESA's Publication Chairman), gets articles printed in Yachting and crystal balls the stock market. He has had a lot of experience match racing and is sharp on rules. He shares his secrets with anyone smart enough to listen. His approach to winnign races is analytical and careful- his piece on Big Fleet Starts in the Summer 1979 REPORTER (Vol. 15, No. 1) says a lot.

FOR SALE: 1979 Johnson E Scow, fiberglass, #BH-7. Can negotiate price and inclusion of trailer or Colie sails. CALL Corby Day during daytime at 212/676-8427.

FOR SALE: Melges (MA 55) E Scow with trailer, bottom/top covers, cockpit cover, Procter spar. Stored indoors except in summer. Built 1977 (won Blue Chip with Dennis Conner at helm). Sials: Melges mains (2) jibs (2) spinnakers (2). Colie main and jib (late 1980). Best offer over \$5890. Lincoln Foster spinnakers (2) negotiable. Gardner Cox 1851 Mallard, Villanova, Pa. (215) 525-4319.



# DeCAMP WINS 1980 BLUE CHIP REGATTA AT PEWAUKEE

By Bill Hull

It was a crazy, mixed-up regatta but when the smoke cleared, when the ambulances had gone home, and when the appeals had all been decided, Willie DeCamp of Mantoloking and his crew Douglas Vreeland, Nick Post and Peter Van Duyne were the 1980 Blue Chip Champions.

The first day of the regatta was as great a day of racing as anyone could ask for. The wind was moderate and from the east and then the south. In the first race on the double Olympic course, Bill Allen took the start and maintained about a twenty second lead over DeCamp for the entire race. DeCamp closed a little during some puffs, but spectators confirmed that greater attention to heeling gave Allen the advantage in the lulls. The left side proved favored on the windward legs, so relatively few position changes occurred during the windward work.

For race two the wind veered to the south, which made for tricky sailing along the short axis of Pewaukee Lake. This race belonged to Lon Schoor of Mendota and Cliff Campbell of Toms River, both of whom played the shifts on the east side of the course. Bill Allen and John Gluek of Lake Geneva took third and fourth.

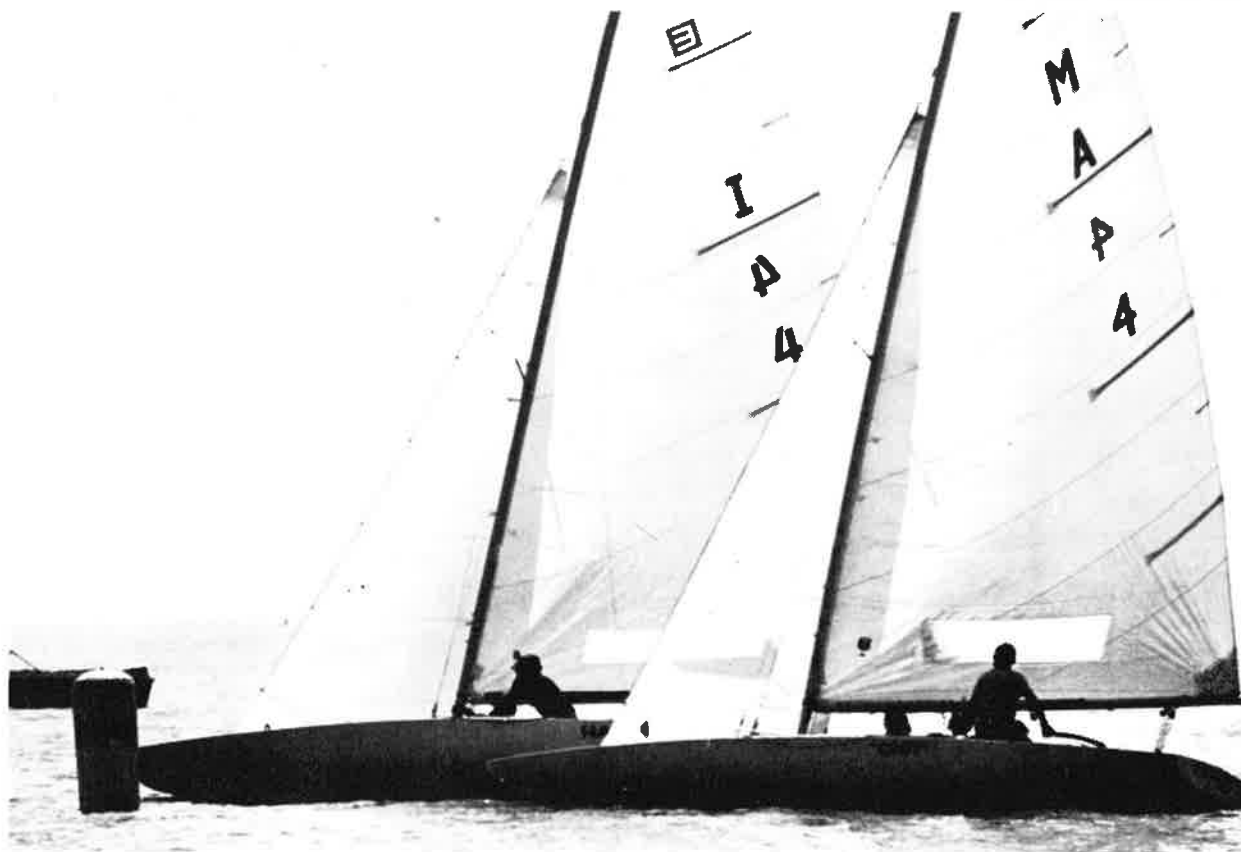
Conditions in race three were the same as for race two. Gluek and Allen - the two heavy weights from Geneva - battled it out for first and second respectively. In third and fourth, and considerably farther back, were Brian Porter, also of Lake Geneva, and DeCamp. This was a great race for the spectators with such veterans as Mike Meyer, Sam Merrick and Buddy Melges getting a chance to stroke their beards and muse that E Scow sailors really aren't as fast as they used to be.

The second day of the regatta was lost for lack of air. The wind was there before the fleet set out and after it came in - but the presence of E boats seemed to drive the wind right off the water. This left the standings going into the final day: Allen in the lead with 8.7, followed by Gluek with 16, and DeCamp with 22.7.

It was on Sunday that things started to happen. The wind was coming down from the west end of the lake at a puffy and chilly 20 knots. The course was windward-leeward - up and down the lake three and a half times. DeCamp came out of the starting gate going really fast. He rounded the windward mark first, got passed downwind by Bob Nuffort of White Bear Lake, then repassed Nuffort going upwind and won the race easily. That put DeCamp ahead of Gluek, who could only manage fifth in this race. But as far as the scoring was concerned, the real action was on Bill Allen's boat. While sailing offwind - and in fourth place - Bill's crew tore some ligaments in his leg. This painful accident made it necessary for Bill to withdraw from the race so that his crew could be taken away by the local rescue squad. This unfortunate mishap effectively put Allen out of the running for first overall.

So with one race remaining, the regatta lead belonged to DeCamp. He had 22.7 points compared to 26 for Gluek. Pulling out his slide rule, DeCamp figured that with a 3.3 lead over Gluek he could beat the Genevan on overall points merely by finishing immediately behind Gluek in any position. This he proceeded to do. In conditions slightly more moderate than the wild first race, DeCamp battled back from a poor start and hung tenaciously to Gluek's

PHOTO: BILL TUBBS



BLUE CHIPPERS ALLEN & COLIE HATCHING PEWAUKEE PLOTS AT LITTLE EGG.

stern. Gluek crossed the line fourth to DeCamp's fifth, which gave the title to DeCamp - theoretically.

Now the confusion really set in. During the final race Gluek was protested for an alleged infraction. In the course of the hearing it was revealed that a third boat had sailed the entire regatta at an illegal hull weight. Now came the sixty-four thousand dollar question - call it the BLUE CHIP QUESTION: When this under weight boat was removed from the standings, should her finishes in each race remain vacant, or should everyone who finished behind her be moved up one place? If the finishing places of the illegal boat were to remain vacant, DeCamp would remain the Blue Chip winner. But if everybody who finished behind the illegal boat in any race got moved up one place in that race, that would throw the regatta to Gluek or to Allen.

This sort of situation is a race committee's nightmare, and ultimately the Race and Regatta Committee of the Pewaukee Yacht Club decided that justice - and the relevant appeal - was on the side of DeCamp. He was declared the winner, while Gluek - who had had the winner's trophy dangled in front of him - was penalized for an infraction in race five and demoted to fourth place overall. Second place went to the hapless Allen, who had finished in front of DeCamp in every race except the one in which his crew tore his ligaments. In third place was Brian Porter, who after a slow start, finished the series with a 3 - 2 - 2 blitz.

DeCamp's victory was welcome news to the salt water scow group, none of whom had ever won a Blue Chip since the regatta's inception in 1966. And how sorry can one really feel for John Gluek - who has won the regatta two years in a row - or for Bill Allen - who has won it four times?

In scanning the rest of the fleet, other patterns and questions emerge. For instance, what will happen when John and Brian Porter - traditionally a power in the class

while only sailing borrowed boats - finally get an E Scow of their own, as they are reportedly going to do next season? And what would happen if Lon Schoor ever traded in his wooden **Mirage** for a new glass boat?

One traditional pattern in the Blue Chip regatta is the difficulty that top skippers have in sailing other boats than their own. Over the years the members of the Pewaukee Yacht Club have exhibited phenomenal generosity in lending boats to visiting skippers in the Blue Chip event. But by and large these skippers have tended not to be top performers. The boats that the Pewaukee members have provided have been by no means slow, but there is something about ones **own** boat. This year's mystery guest - Star ace Jim Allsopp - finished fourteenth, which in view of many previous mystery guest showings counts as a respectable finish. Another boat borrower was Bill Campbell, who was the Eastern Champion and the force to beat on Barnegat Bay last summer. His tenth place finish was his most humbling performance of the year. (He couldn't even beat Cliff!) An object lesson in staying with the boat you normally sail was provided by Will Perrigo, who left his ILYA championship hull on land and sailed a new boat in this regatta. Result: eleventh place.

In a regatta full of hard luck stories, the best was provided - appropriately - by NCESA Commodore Stu Wells. His crew and boat didn't even bother to show up on the first day of racing. After attending every Blue Chip since 1966, they had forgotten that it was a three day, not a two day event. Said Commodore Wells: "True to the shogun spirit, my crew offered to commit harakiri for this offense, but I forbade it since they have not yet completed payment for my E boat which they are buying."

The Pewaukee Yacht Club - true to its spirit - lent Stu a boat and a crew to sail in Friday's racing.

## BLUE CHIP RESULTS

Willie DeCamp	2	6	4	1	5	32.7	1
Bill Allen	1	3	2	DNF	3	32.4	2
Brian Porter	8	9	3	2	2	40.7	3
John Gluek	4	4	1	5	(14)**	46	4
Bob Nuffort	5	11	5	3	7	55.7	
Lon Schoor	(16)**	1	6	14	6	65.4	
Stu Wells	14	8	9	4	8	71	
Cliff Campbell	7	2	14	10	(17)**	75	
Tom Sweitzer	9	5	10	9	15	77	
Bill Campbell	12	10	12	8	9	81	
Will Perrigo, Jr.	15	12	8	6	(17)**	87.7	
Jay Ecklund	10	14	11	12	11	88	
Chip Swallow	16	15	13	13	10	98	
Jim Allsopp	17	17	17	7	12	100	
Mike Buzzell	11	13	16	15	16	101	
Art Brereton	13	(17)*	15	11	17	103	
Bud Zinn, Jr.	3/ DSQ	7/ DSQ	7/ DSQ	DNF	1/ DSQ	2/ DSQ	

\* 30% Penalty

\*\* 60% Penalty



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# 1980 E RACING



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A CREW S LIFE: THE LITTLEST GUY GETS TO PUT UP THE SPINNAKER FOR THE LOCAL AUDIENCE.



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SAM MURDOCK & CO. - RACE READY

PHOTOS THIS PAGE: BILL TUBBS

# CENTERFOLD



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AND WINNING.**



# BILL CAMPBELL TAKES 1980 EASTERN CHAMPIONSHIP

by Bill Hull

Bill Campbell of Toms River won the Eastern Championship Regatta this year over forty-five competitors on Chautauqua Lake. Bill, who is the son of veteran scow ace Cliff Campbell, also of Toms River, had his wife Sherri, and Russ and Glen Lines as crew. Consistency is the hallmark of this first year scow sailor, but in this regatta he logged finishes of 1 - 12 - 1 for eighteen points - not too consistent but still enough to outdistance second place finisher Willie DeCamp, who scored 29.7.

The races were sailed in progressively greater wind velocities with race one held in a five knot easterly. The opening minutes of this race had a major effect on the final standings as everyone who chose the right-hand (offshore) side of the course lived - or just barely lived - to regret it. Such luminaries as Dick Wight, Runnie Colie and Dick Turner found themselves buried. Meanwhile on the left side the skippers with the noses turned out to be Dave Magno of Lavalette and Bill Campbell. They got big lifts off the north shore and were gone. During the remainder of the race Campbell passed Magno, Erik Johnson and Willie DeCamp

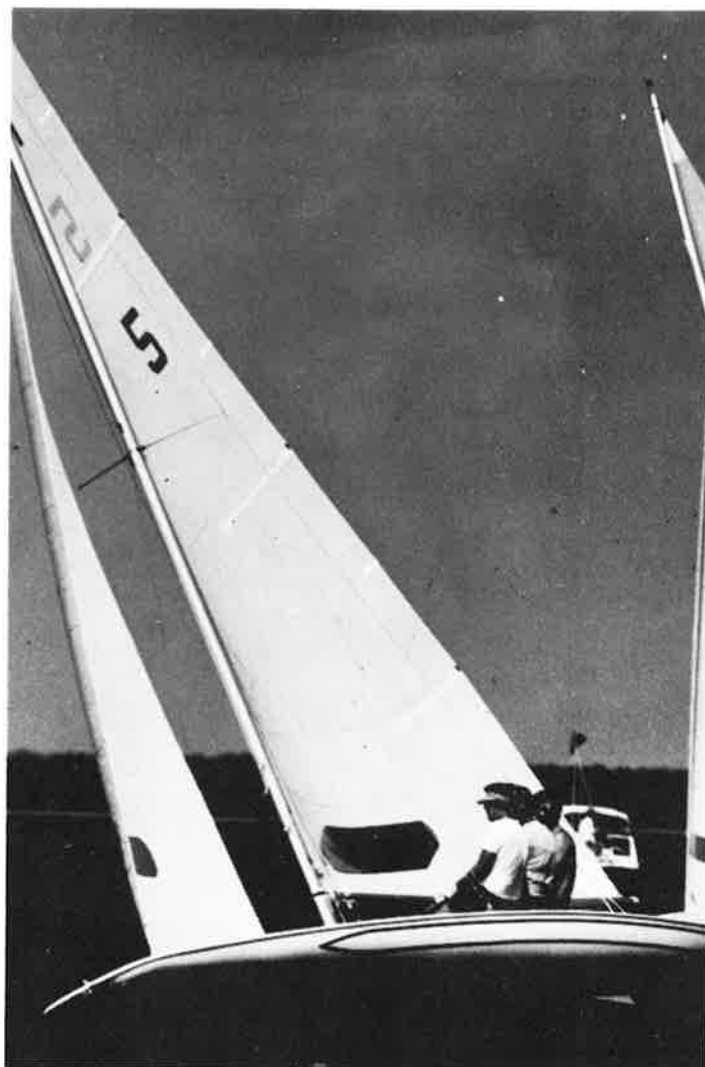
staged a joint comeback effort from around twelfth to third and fourth, and Tom Barton salvaged a twelfth, which was no small feat considering he had started on the doomed right-hand side.

Race two was sailed in a west wind at fifteen knots. The right side of the starting line was favored but so was the left, or southerly, side of the course. Around the windward mark it was Bob Broege of Bay Head followed by DeCamp. The first reach of this race was surely the most exciting tactical event of the regatta. The boats behind the leaders caught puffs and rode them up into contention. Meanwhile the leaders, who were in slightly less air, had to sail a slightly higher course and therefore had to jibe onto port to round the mark. Calling the timing of this jibe was no easy task with the wind velocity unpredictable and with a herd of ten E Scows thundering down on the mark. That's when things started happening a little too fast to keep track of. Among other events: Johnson, Broege and Dick Wight made out like bandits, Magno fouled out, Cliff Campbell and Doug Love lost places, DeCamp jibed too early and lost boats.

PHOTOS : BILL TUBBS



DICK TURNER ON THE LOOSE ON LITTLE EGG HARBOR



3RD PLACE CAMPBELL CREW DEMONSTRATES HOW EASY AN E SCOW CAN BE SAILED WITHOUT A SKIPPER.

Going into what proved to be the final race, Erik Johnson led the regatta by a hefty 12.3 points. But alas, luck was not with poor Erik, who crossed the finish line in second position in this race but had somehow managed to foul and was therefore set back to fourth overall in the regatta. This race was a good old-fashioned screamer of the sort that everyone was expecting - but never got - at the Nationals at Little Egg Harbor. The wind was still westerly and the fast route was to hightail it to the south side where the water was flatter. Campbell did just this and accumulated what must have been his longest lead of the summer. He may not know until he reads this article who finished second through fifth. They were Johnson, who fouled, DeCamp, Barton, whose consistent finishes gave him the third place trophy, and Rick Turner, another veteran's son who now sails out of Mantoloking and who turned in an impressive eighth overall. It wasn't so much that this quartet was fast as that everyone around them kept lowering their masts and raising their periscopes. With only twenty-five of forty-six E Scows finishing, Chautauqua Lake looked like Trafalgar on the day after. And those jibes were exciting!

The final day of the regatta dawned with rain and a storm warning. Race Committee Chairman Lanny Towne heeded the warning and kept the fleet at the dock. This resulted in the inevitable chorus of "a wise decision" from the regatta leaders and "the Race Committee is chicken" from those who thought they had a chance to improve their position. An hour later a storm with winds of sixty knots came through, and everybody was singing Lanny's praises.

The two most memorable onshore aspects of the regatta were the cuisine, which everyone hailed as the best at any Easterns within memory, and the attack of the "Midnight Namechanger". This mysterious and unsavory individual, assisted, it is assumed, by one sidekick and at least one keg of beer, changed the name of every E boat in the fleet. Armed with a role of duct tape and a deft imagination, the Midnight Namechanger worked swiftly and under the cover of night. When dawn broke, the fleet had been re-Christened with names like Ardvard, Dumm-E, Prep-E, Ol Black and Blue, and Ol Coot. Each fleet claimed that only one of its members could have been clever enough to pull off such a stunt, but when it came to the Namechanger's true identity everyone was stumped.

## 1980 Easterns at Chautauqua Lake Yacht Club

1	Bill Campbell	T-5	1	12	1	18
2	Willie DeCamp	MA-9	4	10	3	29.7
3	Tom Barton	MA-6	12	7	5	41
4	Erik Johnson	CH-18	3	1	31**	42.7
5	Cliff Campbell	T-17	11	6	10	44.7
6	John Harkrader	BH-11	16	5	7	45
7	Bill Wight	MA-5	14	8	8	48
8	Rick Turner	MA-15	7	22	4	49
9	Bill Fortenbaugh	BH-13	6	18	14	55.7
10	Irv Spear	KU-5	21	11	9	59
11	Jack Lampman	LE-31	17	13	11	59
12	Jeff Lines	T-2	10	20	15	63
13	Runnie Colie	MA-4	23	18*	6	66.7
14	Bob Broege	BH-4	13	2	DNF	76
15	Bob Hawk	KU-3	22	25	13	78
16	Chip Ulrich	CH-12	27	15	26	86
17	Doug Love	MA-31	5	17	DNF	87
18	Art Wilder	KU-10	24	29	17	88
19	Dick Wight	MA-10	25	3	DNF	90.7
20	Ed Barbehenn	HO-23	26	27	22	93
21	Bob Cole	KU-9	9	19	DNF	94
22	John Christie	LE-32	19	38	23	98
23	P. McHenry	KU-7	20	35	25	98
24	Jim Stevens	LE-30	42	21	18	99
25	R. Cook	KU-15	32	24	26	100
26	Dave Magno	LA-99	2	38**	DNF	101
27	Bill Reynolds	CH-120	47	23	16	104
28	Dick Johnson	CH-19	38	30	21	107
29	Tim Wiss	HO-32	41	31	19	109
30	Dick Turner	CH-5	31	14	DNF	111
31	Bill Warner	T-1	30	16	DNF	112
32	Bill Hoff	HO-38	34	40	20	112
33	Jay Cramer	LE-9	15	32	48	113
34	Dan Crabbe	T-8	8	41	DNF	115
35	Art Wolcott	KU-2	18	36	DNF	120
36	John Hoff, Jr.	HO-29	28	33	DNF	127
37	Mark Wolcott	KU-11	43	43	27	131
38	Gus Baker	HO-11	40	26	DNF	132
39	Al Broadhead	CH-3	46	48	24	136
40T	Skip Shipman	HO-28	35	37	DNS	138
40T	J. Hallahan	KU-8	44	28	DNF	138
42	Ben Herter III	KU-6	29	44	DNF	139
43	C.B. Johnson	HO-40	37	39	DNF	142
44	G. Welch	KU-1	39	42	DNF	147
45	Craig Bradley	HO-13	33	DNF	DNS	147
46T	Walter Smedley	LE-7	48	DNF	DNS	162
46T	M. Yates	CH-11	48	DNF	DNS	162
46T	Chris Creighton	CH-15	48	DNF	DNS	162

# WMYA-MUSKEGON E REGATTA 1980

August 7,8,9,10 - Muskegon YC host club  
Sponsored by the Grand Rapids Yacht Club  
(5 races scheduled. 4 only sailed)

**Thursday 1st race;** Winds southwest 15-20 mph. Course 01.  
Stu Wells, White Bear, defending champ and Paul Wickland, SLYC, battled all around the course with Stu finishing 20 seconds ahead. Mike Huck, CR, and Larry Price, SL sailed consistently to finish 3rd and 4th.

**Friday 2nd race;** Winds southwest 18-20 mph. Course 01.  
Repeat performance by the top four of race #1 finish. This time Wells finished 12 seconds ahead of Wickland followed by Huck and Price.

**Saturday 3rd race;** Saturday afternoon produced east wind of 3-5 mph. Wells continued to sail as well in the light stuff as he did in the heavy air. Wickland, Huck and Price finished out of the money. C. Bartholdi, also of White Bear, sailed to a good 2nd with Art Brereton of Torch Lake placing 3rd.

**4th race;** Identical conditions to 3rd race with Brereton finishing 1st ahead of Wells and Bartholdi.



THE COMMODORE PREVAILS AGAIN

## WMYA "E" Results 1980

	1	2	3	4	FINAL PTS.
1 Stu Wells (W-67)	1	1	1	2	3
2 Mike Huck (CR-81)	3	3	6	4	31.1
3 Art Brereton (I-101)	11	5	3	1	32.7
4 C. Bartholdi (W6)	9	8	2	3	37.7
5 Paul Wickland (SL22)	2	2	8	12	38
6 Fox-Reyterdahl (SL-8)	5	6	9	5	46.7
7 Larry Price (SL-13)	4	4	10	10	48
8 Dick Howe (CR-3)	10	12	4	6	53.7
9 Bob Wymkoop (CR21)	7	9	12	7	59
10 Craig Tallberg (CX 88)	14	13	7	8	66
11 Jack Brereton (CR 7)	11	10	11	11	67
12 Jef Felimski (I 49)	15	14	5	14	71
13 Chuck Harrett (SL 111)	12	7	15	13	71
14 Brett Hatton	8	11	13	DNS 17	73
15 H. Knappe (SL 18)	13	15	14	9	75
16 Charles Frutie (SL 11)	16	16	16	DNS 17	89

## 2nd ANNUAL MESA CHAMPIONSHIP REGATTA

The second annual MESA Championship Regatta was held on August 22, 23, 24, 1980 at Island Bay Yacht Club, Springfield, Illinois. It was attended by 1 boat from Indian Lake, 5 from Lake Carlyle and 8 from the home fleet. There were 5 races scheduled, but the last race on Sunday morning was cancelled due to lack of air. Dave Chapin of Island Bay won all four races by a commanding lead over the rest of the boats.

Excellent NCESA courses were set and managed by the

### EDITORS NOTE:

THIS WOULD BE A NICE SPOT FOR A PHOTO OF SOME OF THE MESA BOATS AND-OR SAILORS - UNFORTUNATELY THE REPORTER HAS NOTHING AVAILABLE. HINT!

Race Committee headed by Phil Peterson of IBYC. Shore-side activities were coordinated by Jana Cappellin and the Island Bay fleet. It was a very successful and enjoyable 2nd annual MESA Championship Regatta.

Boat #	Skipper	1st	2nd	3rd	4th	Final Score
LS-14	Dave Chapin	1	1	1	1	0
S-100	Roger Carlson	3	2	2	6	23.4
ID-9	Jeff Patton	2	5	3*	3	31.7
S-1	Herb Perlmutter	6	3	4	4	33.4
S-11	Walt Morgan	5	7	6	2	37.7
CR-7	Mark Brereton	4	4	5	7	39
LS-4	Lewis Powell	7	6	7	8	51.7
IB-3	Tom Cappellin	8	11	9	5	56
IB-00	Troy Herren	10	9	11	10	64
IB-2	Jim Singleton	9	8	8*	11	64
LS-8	George Langan	11	12	10	9	66
IB-7	Wally Henderson	12	10	12	13	71
S02	Frank Kodelya	13	14	13	12	76
IB-1	Jack Robinson	14	13	14	DNF	79

\*30% Penalty

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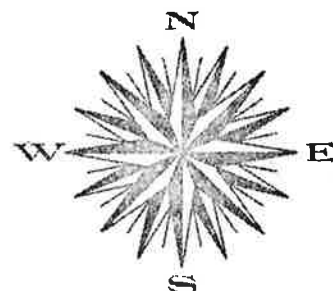
TRIVIA CORNER-

EDITORS NOTE: NCESA HAS NOT DECIDED WHETHER THE TROPHY SHOULD BE BOLTED TO PYC'S BAR OR SOMETHING STRANGE CALLED A CHAIRPERSON.



*Pewaukee Yacht Club*

P. O. BOX 101, PEWAUKEE, WISCONSIN 53072



February 19, 1981

Mr. Samuel V. Merrick  
401 N Street S. W.  
Washington, D. C. 20000

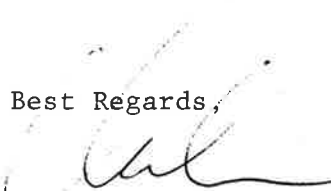
Dear Sam,

On behalf of the Pewaukee Yacht Club Board of Directors we would like to thank the National E Association for their offer to provide a permanent trophy for the E Blue Chip.

The board has accepted this offer and like the America's Cup hopes that it can be kept at the club in a prominent position as a permanent display. Please let us know if this can be done or if the trophy is to be a traveler since our trophy chairperson will be responsible for making certain it gets back each year in time.

Again, Sam, we thank you and the Association for this prestigious addition to a very important event.

Best Regards,

  
Olaf Harken  
Chairman Race & Regatta  
Committee

OH/cja



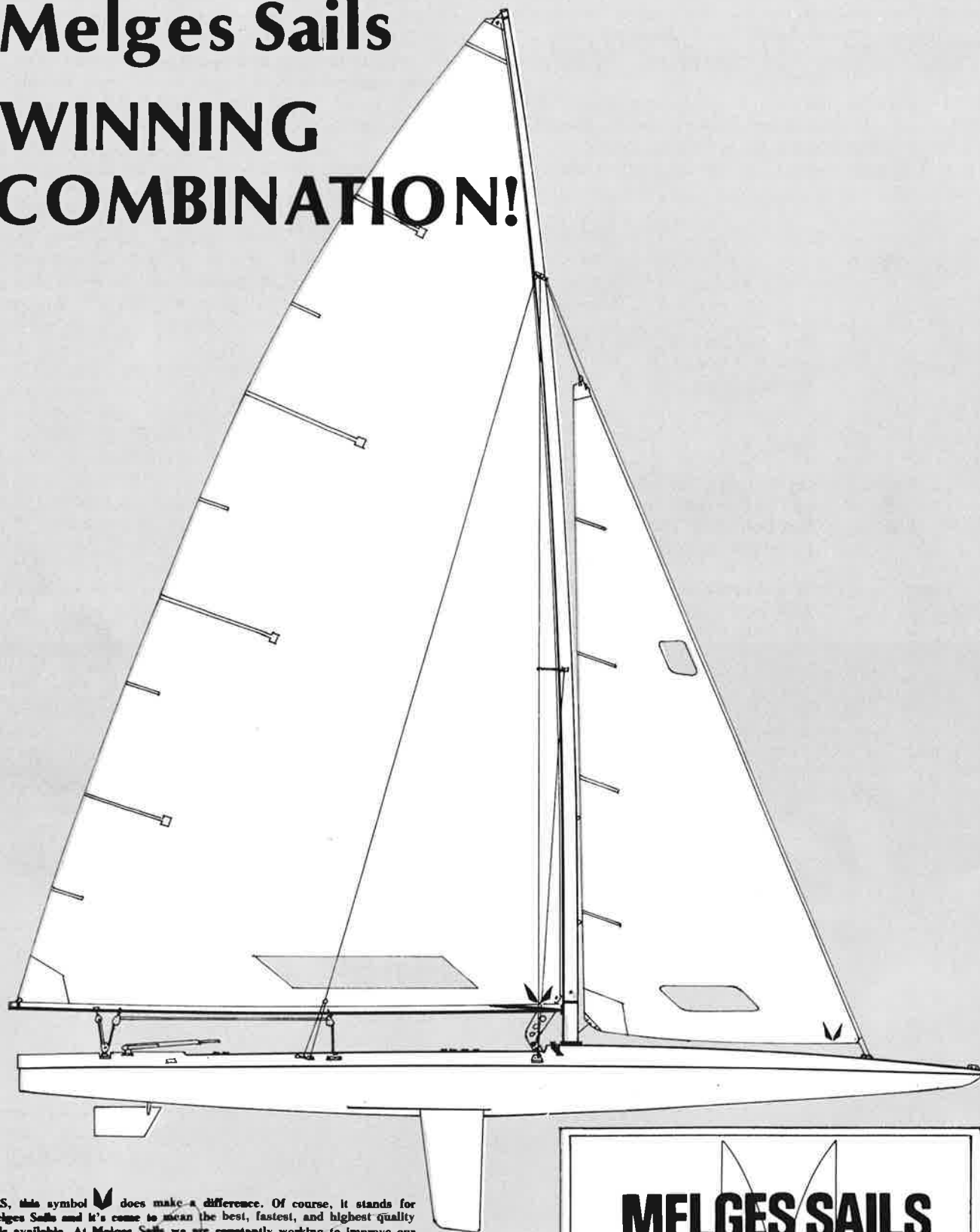
MARINE PHOTOGRAPHY


1500 St. George's Ave. 201-388-7091  
Rahway, N.J. 07065

Those sailors who attended the Nationals at Little Egg can contact this source to find out if they are on film.

# Melges Sails

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# MELGES SAILS

INCORPORATED

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A COUPLE OF YEARS AGO, THE REPORTER, FEATURED AN ARTICLE BY PETER COMMETTE WHO HAD JUST WON THE NATIONALS AND WE PROMISED TO PRINT HIS "PRACTICE LOG." --HERE IT IS:

P.230

BOAT RACE AT: Ocean Gate Y.C.		DATE: 8/19/78	SAILS USED: New Spring '79 Main: Med. Bowers Spl: Bowers Mini Max Jib: Med. Bowers	
EVENT: Beachwood O.B.Y.R.A. Regatta			Bowers Soling	
BOAT: "E"	NO. OF STARTERS: 20	FINISHING POS: 3	RACE: typical O.B.Y.R.A.	
COURSE: 9.4 miles	DURATION: —	STATE OF TIDE: —	H Laniel, to Good Luck Pt., over to Sun Side & up to the Bridge, over to Haul, finish at Rock Lark	
WIND Strength: 10-14 mph		Air Temp: 80°	Sea State: Choppy, but more importantly: CONFUSED CHOP.	
Wind Direction: S.E.		Sea Temp: —		

WINDSHIFTS NOTED: Started & finished going HTX. Started on S. at boat end & tacked on to P. expecting S. lift on shore. The shift never came until the last leg second leg when we got close to land. FORGOT GOLDEN RULE: forget the Stuart Walker crap and look for the wind. Terry saw it, but I was too pig headed to believe it was there - "It shouldn't be so it can't be." STUPID. BIG RIGHT shift last leg as gradient

PERFORMANCE: At the Start: Trimmed in too late. Terry worries about being over too much. Don't seem to be able to hold my position as well as Runny & Cliff. On the Wind: Poor. Need to keep powering up. Pinching too much. Sail Handling: GREAT (better, anyway)

At the Finish: Wind reasserted itself late in the day. On the Reach: Good - Outjacked Dan. Good - Careful of averaging. On the Run: Good - the more you ventilate & scallop, the faster you go.

ADJUSTMENTS, TENSIONS, & SETTINGS:

Main Halyard: BACK HOLE ON HEADBOARD - MISTAKE!	Jib Downhaul: probably too tight. Bowers don't need much tension.	Lower Stays:
Main Downhaul: up one - good	Jiblead Pos: ask Terry	Jumpers:
Outhaul Pos: loose for power	Jiblead Angle:	Spreader Angle:
Main Cunningham: loose for power may be too loose - little too much helm.	Spl. Halyard: off a foot on reach	Spreader Length:
Boatvang: way off on close reach (who cares what Baddy does).	Spl. Lead Pos:	Mast Stop Pos:
Main Traveller: 10 laps around the boat if Chrissy makes me crazy.	Mast Heel:	Rake: 33'11" - 33'9"
Which Battens?	Boom Pulley Pos:	Sidestays:
Stiff lowers	Mast Bend:	Centerboard Angle:
Main Sheet Tens: watch telltales	Backstay: as chop increases, need to pull tighter to stop flapping from pumping	Rudderblade Angle: Full down
Jib Sheet Tens: tended to be too tight, but probably because of my pinching - TERRY HAS TO WATCH MORE	Upper Stays: TIGHTER	Sail Telltail Pos: good

WEIGHTS: ME 170 L TERRY - 160 2 CHRISIE - 115 3 DOUG - 165 TOTAL = 610 lbs.

WHAT WENT WRONG: STEERING POORLY → too much helm & pinching. WENT WRONG WAY → Worrying too much about persistent shifts (chronic Danneberg Bay bad habit). MAXIMIZE WHAT YOU HAVE.

REPAIRS OR MODIFICATIONS NEEDED:

Change brachet to 1:1	tighten up sidestays
tighten up mast step	remeasure rake

HEEL OF BOAT:

Upwind: - more than normal in this junk	Reaching: } keep ventilating & scalloping. Skipper has to really move
Downwind: }	

POSITION OF CHUM (FORE & AFT):

Upwind: ? Ask Cliff or Runnie

Reaching: } Copy Dick Wright and have Douglass

Downwind: } crush forward of mast. Skipper should concentrate on staying forward

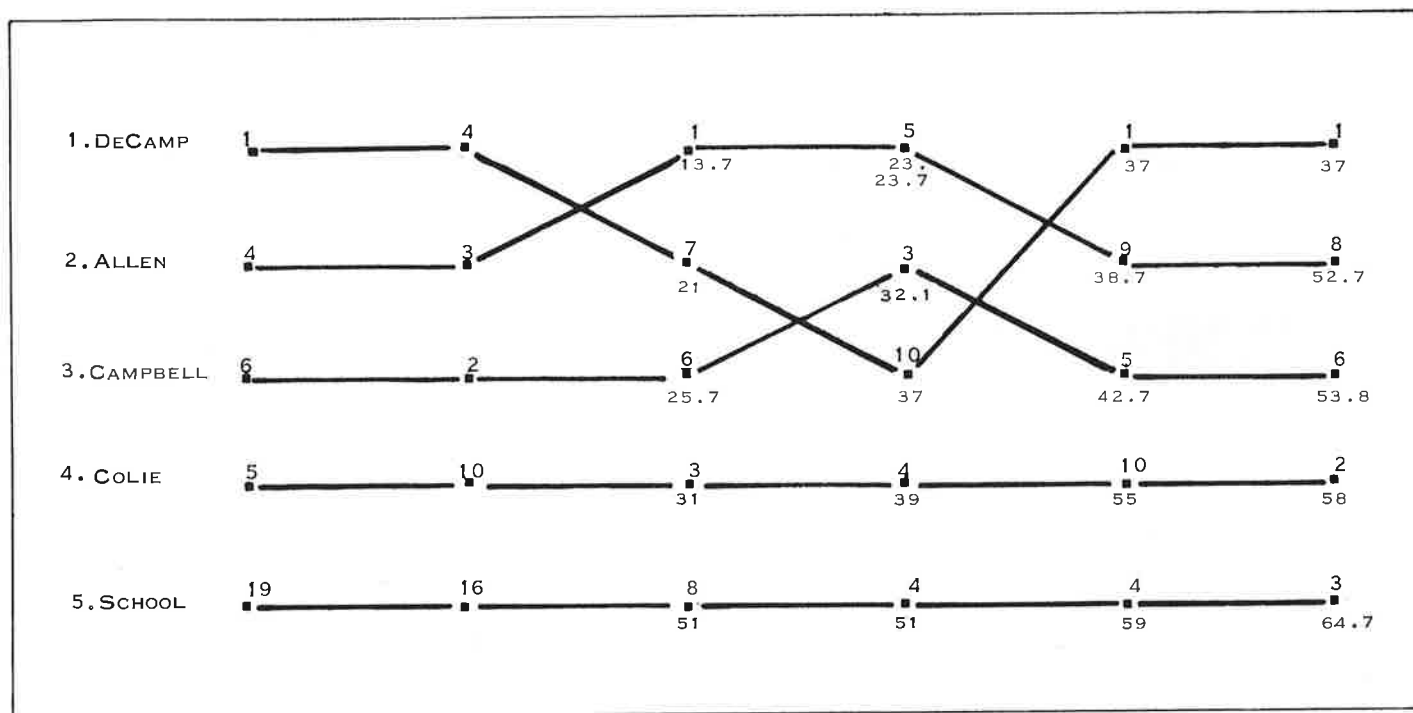
APPROACHES OF LEADING COMPETITORS & GENERAL COMMENTS:

Study Cliff & Runnie move in this SLOP; they are really good.

The main steers the boat on a close reach.

Know whether lifted or headed going into weather mark and look for windlines before rounding.

A GRAPH SHOWING THE RELATIONSHIP OF THE TOP 5 BOATS TO EACH OTHER DURING THE NATIONALS AT LITTLE EGG.



"THOSE PICTURE WINDOWS DO COME IN HANDY."

PHOTO: JOAN BUROFF

Past efforts to publicize the NCESA have obviously failed to impress the U.S. Postal Service as evidenced by this reproduction of a mailing that boomeranged!

Bannister Guest Houses

Mangrove Cay  
Andros, Bahamas

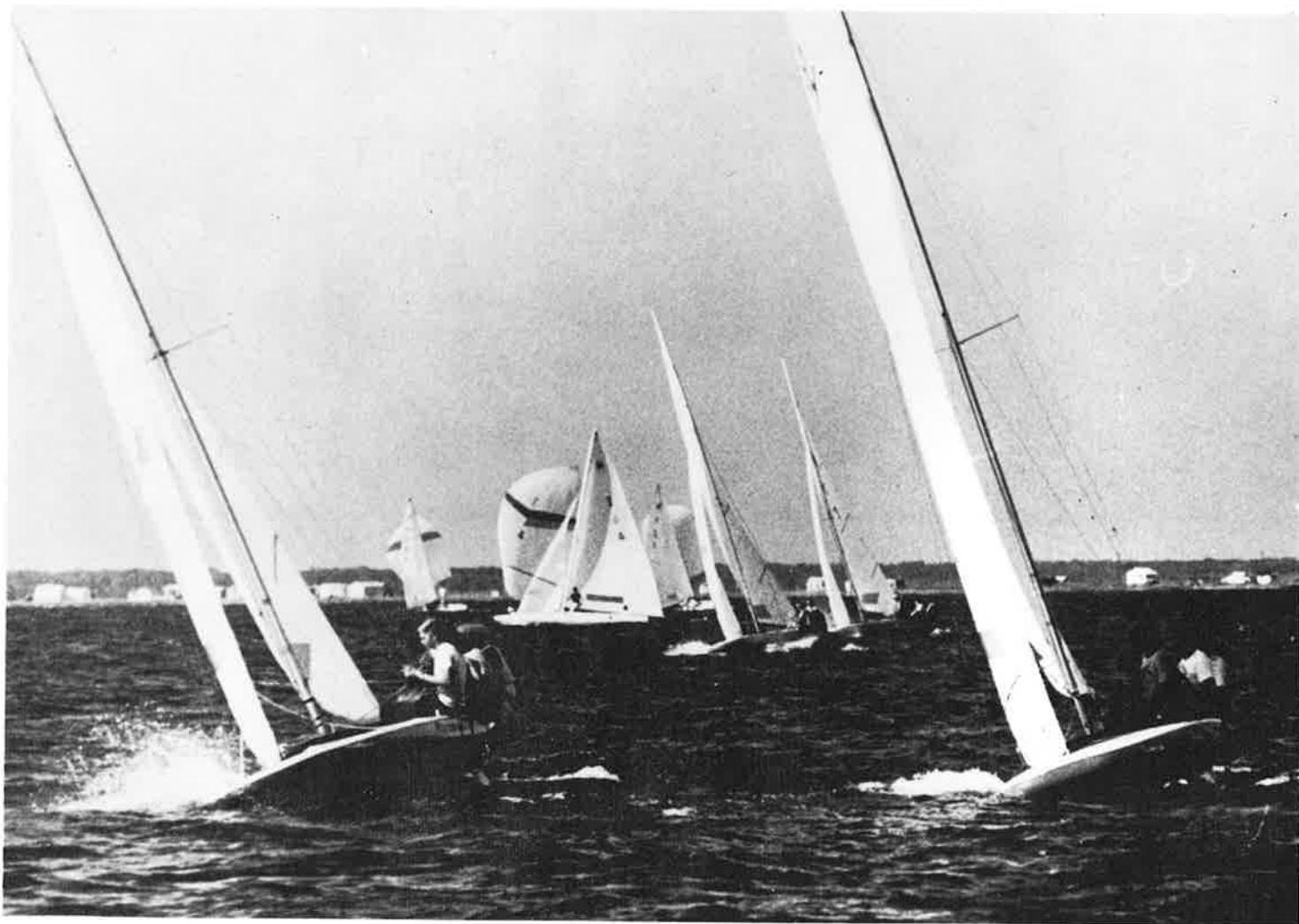
AIR MAIL ↑

Return to Sender

Mr. Ted Brennen,  
NATIONAL  
CLASS E SCOW  
ASSOCIATION?  
Insufficient Address.



ACTION UPWIND AND DOWN



**IF YOUR NUMBER'S OUT OF FOCUS...READ ON!**



**1980**

**RACE RESULTS**

Class E - 1st Nationals  
Class C - 1st Black Tie  
Class M - 1st Blue Chip  
Class M-20 - 2nd and  
3rd Inland  
Class X - 1st Inter-Lake

We know it isn't your fault. You sailed flawlessly, picked perfect tacks, but your hull let you down. Good news! Johnson Boat Works has the solution. Unbelievable stiffness is achieved with new cross-layered, uni-directional fibers. In a sense, we've double planked your glass boat. New special side trusses, bulkheads and gridwork floors put you in focus for '81.

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