



## **REPORTER**

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- SELECTED SHORT SUBJECTS.

LYON PHOTO





THE  
COMMODORE  
COMMENTS:

**"NO COMMENT"**

**EDITOR'S NOTE:**

**SNAKE-BIT**

(snāk-bitt) n adj. colloquialism; Accident-prone. foredoomed, T.S. etc.

*Not only was this 'May' issue REAL SNAKE-BIT but was also a victim of MURPHY'S LAW squared & cubed.*

*Considering how the rest of the world has been staggering along maybe this has been par for the course but planning does get screwed up when a package containing feature articles and photos sits in a U.S. Postal Office for about eight weeks; the Editor languishes in a Chicago hospital for five weeks and at the final count-down the large press falls victim to a mechanical breakdown.*

*...but here we are in print and in the mail within the correct year, even if lapped by the Championship Regatta at Little Egg, which is to be the featured content of the next issue immediately due in the near-unforeseeable future... and will be designated Vol. 16, No. 3, but really should be Vol. 16, No. 2 because Vol. 16, No.1 was supposed to be Vol. 15, No. 2. Tennis anyone?*

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# A SALTY LOOK AT LAKE BREEZES

“Reprinted from ‘Yachting’ Magazine”  
Willie DeCamp



The real experts on lake winds are the inland lake sailors. But just ask an inland hotshot how he diagnosed a certain windshift. Suddenly, he becomes **mysterious**. He says things like: “It just seemed like a good time to take”, or “I always hold starboard when the left side is favored”, or - in extreme cases - “I did it because the vibes were right.” Clearly, there is little to be learned from comments such as these.

The best way to get the facts on windshifts is to take them from an easterner who has learned them the hard way. By this I mean someone who has started from scratch; someone who grew up on the open bays where a windshift is something that happens two or three times a summer; someone who has been becalmed in the lee of Rocky Point, who has taken the scenic route through Williams Bay, who has limped off his boat in a daze after trying to figure out a southerly on Green Lake. Someone like - well - me!

## THE PERCENTAGE GAME

Listen: Playing windshifts is a percentage game. Even the hottest lake sailor never knows for sure what the wind is going to do. Instead, he chooses a route that will optimize his chances for favorable shifts. Then - if the wind does favor him - **he says he knew all along**.

In saying he knew all along, however, the inland hotshot may not be stretching the truth all that far. When he chooses his route, he is careful in observing the pattern of the wind and shoreline. If he is in doubt as to where the wind is, the successful sailor always stands up in the boat for a good look. Thus, the best advice here is literally to stand up for yourself. Get a good look - and don't try to be too smart. The first rule of windshifts is to **sail with what you see**. If the theory says to go left, but the wind is on the right, leave the theory to the intellectual types. It is only when the pattern on the water is ambiguous that it becomes necessary to play the percentage game. Unfortunately, on lakes this is almost always the case.

The simplest example of a percentage approach to windshifts is the strategy of avoiding the layline. Suppose you are sailing a windward leg and are positioned directly downwind of the mark. In the event of any change in wind direction, you can simply assume the lifted tack.

Meanwhile, any cornershooting opponent will have at best a fifty percent chance that any shift will favor him. Although he may get lucky, the odds are that he will have to sail into one or more headers to get back to the mark.

Later, in the parking lot, your opponent will probably ask how you anticipated that gorgeous port lift on the second weather leg. This is your big opportunity. If you truly aspire to hotshot status, you will get a far-away look in your eyes and say something like: “Oh, I felt a little temperature change and thought there might be a reverse thermal effect working”, or “I remembered that the same thing happened when I sailed here back in sixty-seven”.

Although some of us frequent laylines more than others, we are all aware that cornershooting is a no-no. (“I already knew **that**”, you are probably thinking. “This guy is shiftier as the characters he’s been describing.”) Let’s look at some other percentage strategies that work in lake sailing.

## PLAYING THE LEEWARD SHORE

The area that most commonly offers favorable breeze is the leeward shore. Two prominent effects make this shore a site of increased wind. First, the breeze coming off the water tends to channel along the land on the leeward side of the lake. This effect is greatest where the shoreline is highest, but is always present. Wind tends to go around things rather than over them. It therefore channels, or “bunches up”, around obstacles that it encounters. This creates areas of greater velocity, especially near highest points along the leeward shoreline.

The second benefit on the leeward shore is the thermal effect created when cool lake air moves shoreward to replace the hot air that rises off the land. This effect is present whenever the land is hotter than the water, which for our purposes is always the case (except in the middle of winter - in which case you should be skiing.) These two breezes - the channelled and the thermal - combine to make the leeward shore a fast lane in which to travel.

Frequently, sailors who have trouble seeing the long run will be enticed offshore by a good-looking patch of air. This can be a fatal blunder. Over the duration of a leg, the percentage lies with the steady, onshore channelling and thermal effects. This is especially true as the wind lessens. In light air, the onshore thermal may at times be the only breeze on the lake.



WILLIE AND CREW FINE-TUNING FOR FAVORABLE WINDSHIFTS.

## TRICKY WINDWARD SHORES

Windward shores are trickier than their downwind counterparts. For one thing, the thermal effect is working in reverse. Here, the cold air blowing from water onto land is moving against the prevailing breeze and therefore subtracts from the velocity of the overall wind. Also, barriers such as hills, houses and trees may have large lulls in their lee. The size of these lulls is in proportion to the height of the barriers creating them. The combination of the reverse thermal and the barrier effect creates pitfalls for the racing sailor along the windward shore; the benefits, however, can be more than compensating.

Wind that crosses from land onto water tends to shift to an angle more perpendicular to the shoreline. Why? You would have to ask Stuart Walker; but this phenomenon does provide lifts to boats which travel routes parallel to windward shores. This widely cited effect of the squaring of the wind along the shoreline may be overrated. People only think that they are getting lifts, when in reality they are pointing higher because of the velocity increase that occurs downwind of the shore. This velocity increase is due to the fact that faster moving high altitude wind has been brought to the surface by the obstacles that the wind encounters.

The trick under weather shores is to find the distance downwind at which this high velocity wind hits the water. In heavy air, this windline will be closer to the shore than it is in light air. Once you find such a windline, you are in clover - that is, until the velocity of the wind or the height of the shoreline changes. Although the risk of lulls is great along windward shores, the chances of hooking into one of these race winning windlines is also high. As they say on Wall Street, it is a "highly leveraged situation".

## CROSSING THE MIDDLE

One of the most commonly cited rules for lake sailing is to **avoid the middle**. Even the most reticent lake sailor may volunteer this advice. What he will never explain, however, is this: What happens if you have to cross the middle to get where you are going? Whenever possible, it pays to **cross a lake at its narrowest point**. If your course takes you diagonally across a lake, then you will have to choose at what point to switch from one shore to the other. The best place to cross the middle is where there is least if it, i.e., at the narrows. In addition to having "less middle", the narrowest point on the lake also benefits from the "slot effect", in which the breeze from the wider part of the lake accelerates as it is constricted by the two shorelines.

If the course is set directly across a lake, there may be no shores to play and no narrows at which to cross. In this case, the topography of the windward shore may be the dominant factor in determining windshifts. As previously noted, obstacles to windward bring high velocity air to the surface. Once that high velocity air hits the water, it spreads into the surrounding lulls. The result is that wind tends to blow away from the center of a puff. This fact has important strategic implications. If you try to sail into the center of a puff, you will only get headed because the wind is blowing from the center toward the edges. Thus, in order to sail on the lifted tack it is necessary to **sail on the edge of puffs**.

This catspaw phenomenon is clearly visible on many race courses. It may be seen both in the distribution of black spots on the water and in the relative angles sailed by the boats. Once you get the hang of it, these conditions can be surprisingly easy to decipher. The route to the windward mark is frequently written clearly on the water. As you approach a puff; you have two options: You can leave it to port, or you can leave it to starboard. If one choice leads you toward a second puff, take it; otherwise, take the side of the puff that will move you back toward the middle of the course - this will increase your chances of being able to play either side of any puff that subsequently touches down.

## PARALLEL SHORELINES

Another category of geographical windshifts is those that occur when the wind is blowing roughly parallel to the shoreline. The textbook rule on these situations can be summarized as follows: **play points, avoid coves**. This rule derives from the channelling and barrier effects previously noted. The windward side of a point is in effect a leeward shore. As the wind channels around a point, it creates an area of increased velocity just offshore. To leeward, however, you will find the point acting as a barrier, creating prime territory for lulls. Thus, by playing points and avoiding coves you will increase your chances of getting puffs and decrease your chance of encountering lulls.

When the wind blows parallel to the shore, it is important not to venture too close to the side of the lake. Friction between the shoreline and the wind creates an area of decreased velocity. Beware the "Siren effect". It gets peaceful in there with the gently breeze, the small waves and the beautiful lawns. This environment may lull you into a false sense of security. Be sure to stay out where the action is.

## SCIENCE OR ART?

One final piece of advice will serve the sailor who seriously intends to master lake sailing: be observant. The typical skipper has forgotten about geographical influences on the wind by the time he is two boatlengths offshore. When viewed from the lake, the shoreline tends to look deceptively smooth. In fact, there may be many points, bays and hills. As a general rule, there is more happening than one first assumes. The serious lake sailor must always be asking himself, "What will the wind do when it hits **that**?"

Obviously, there are many non-geographical influences on windshifts and strategy. Weather system winds, daily wind patterns and the whereabouts of competitors all come into play. However, if any of my tips on lake sailing enable you to slip by just one of those crafty and mysterious lake sailors, my ink will not have been wasted. Every time I pass an inland hotshot, I consider it a victory of the rational over the irrational, of science over mysticism. For playing windshifts is a science - a science of percentages. The art is in feigning omniscience.

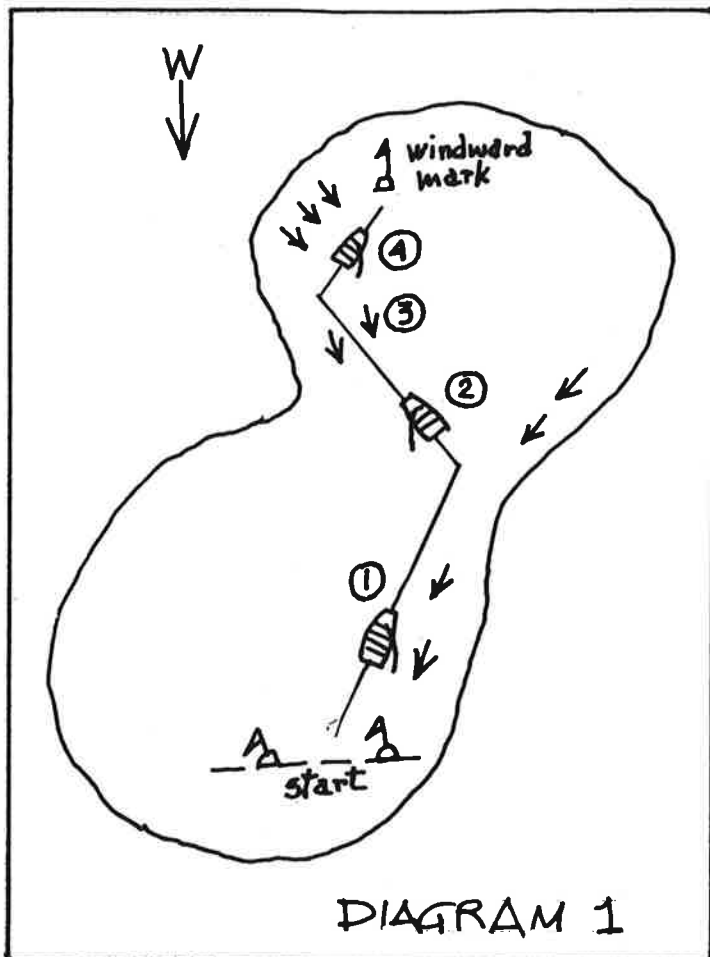


DIAGRAM 1

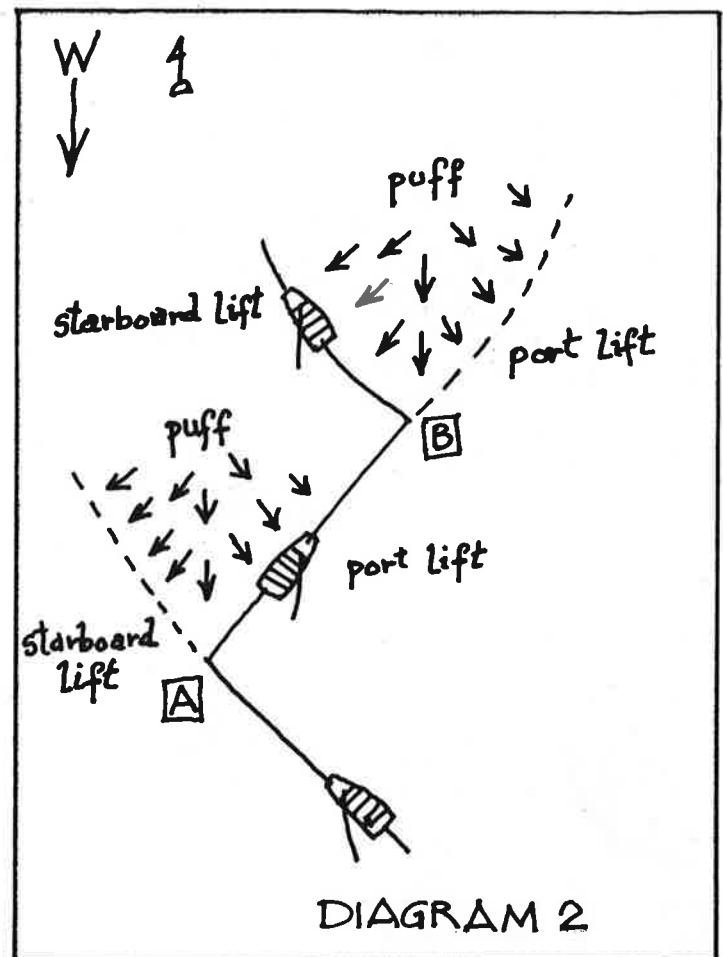


DIAGRAM 2

This aerial view of Lake DeCamp'' illustrates four important windshift strategies. In choosing the best route to the windward mark, the skipper (1) plays the leeward shore to take advantage of the channelling and thermal effects, (2) crosses at the narrows in order to spend the least possible time in the middle of the lake, (3) plays the breeze that is channelling around a point and (4) gets lifted off the windward shore.

In catspaw type conditions, the wind tends to blow away from the center of each puff. The best place to sail is just inside the edge of the black water. In this case, the skipper decides to take at point 'A' because this route will take him toward a second puff. At point 'B', he returns to the starboard tack in order to avoid the layline.



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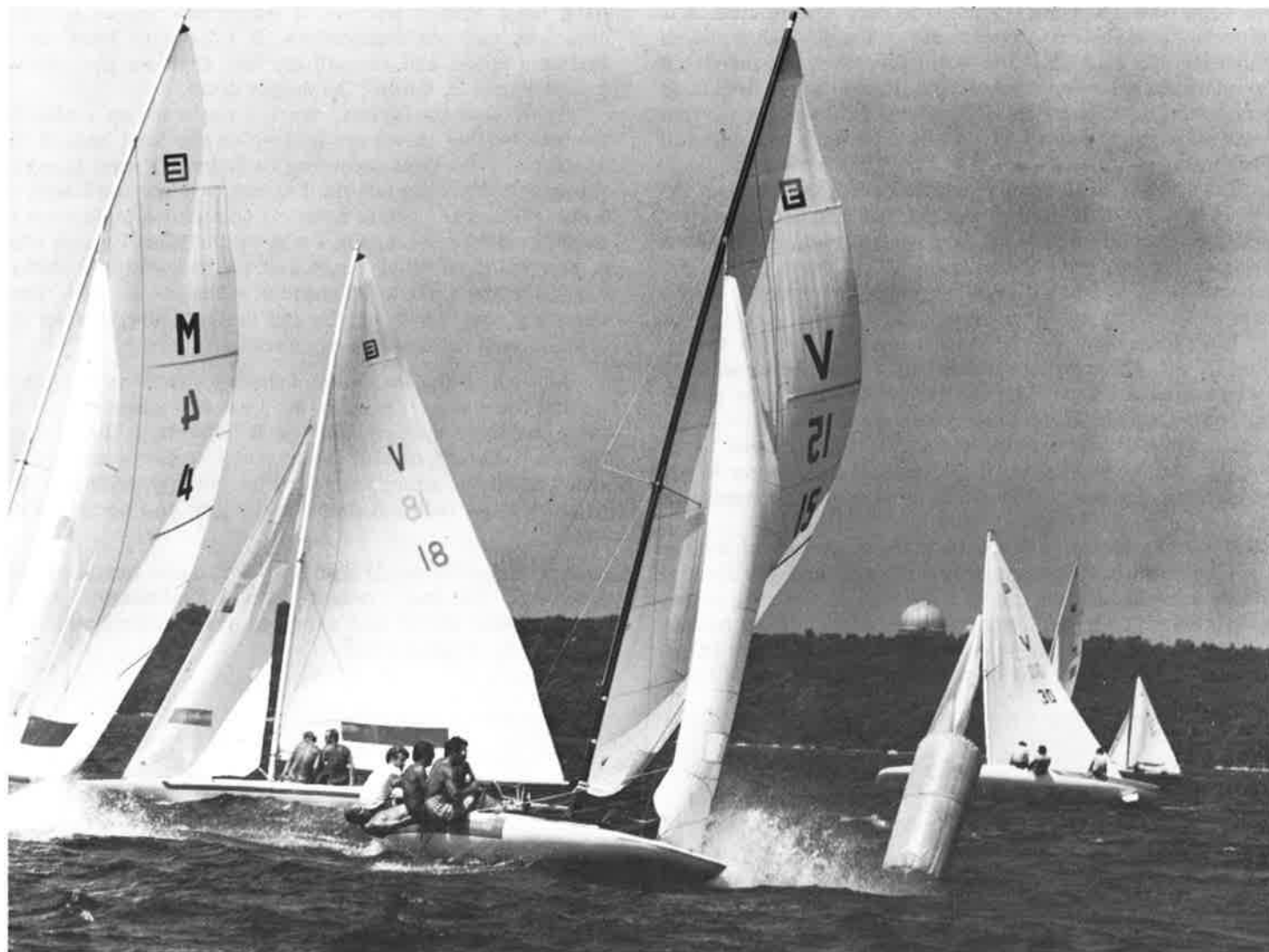
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# SOME THOUGHTS ON MUDDLING AROUND THE RACE COURSE

by Will Perrigo



HERE COMES V-18 MUDDLING ALONG IN MIDDLING GOOD SHAPE.

LYON PHOTO

*I thought it was quite comical when Willie asked me to write an article on what goes through my mind during a race, especially since nothing particular passes through it - or what does isn't fit to print!*

*Basically, I try to keep things simple: set a goal, get a plan and concentrate for a few hours. Before the start, get a good overview of the course in the mind's eye. Get the course's angle in relationship to the lake or bay, any topography that might influence the wind, or any difference in chop. Next, while sailing up the lake, tune the boat for the existing conditions. Also note the wind oscillations. Then discuss the first weather leg with the crew. This gives everyone a good idea of what you'll be trying to do.*

I will not go into starting procedures, but you should refer to the Spring 1979 issue of the REPORTER for starting pointers.

After the start, I try to stick as closely to the plan as possible. If we get a poor start, I don't panic (easy for me to say!). I look for clear air and the fastest way to it. This may mean diving quite a number of sterns, but it is important to get there in as few tacks as possible. Be alert to changing conditions and wind direction. Quickly "change gears" - sail trim and mast rake - if necessary.

As we near the windward mark, I try to decide which tack looks more favorable for the approach. If the starboard layline is not crowded, it is a great way to come in as it

gives the crew time to set the pole and ready the spinnaker for a good set. If it is crowded, I look to the port layline. The good news is that many times there is clear air and an opportunity to pick up a lot of boats. The bad news is that all those other boats have right-of-way. Make a decision and be alert.

After going around the weather mark, I try to watch the rear quarter and keep clear air. Steer the boat smoothly and don't watch the crew. They know what their job is, and they're doing their best. I like to keep the boat heeled to where the water is just touching the edge of the deck and to steer the boat under the spinnaker to keep it ventilated. It is important that the crew concentrate on the spinnaker and on balancing the boat while the skipper watches the new wind approaching and the competition. If the reach begins to broaden, I like to jibe first, if possible. This will get me into fresh air first and put me in a position for buoy room around the turning mark.

The bottom reach should be sailed much the same as the top reach. I try to protect our air and put the boat in a position for buoy room. As we near the leeward mark, I look up the next weather leg and try to formulate a plan. Look for new wind and recall what happened or changed on the first weather leg and/or the reaches.

If we have buoy room, then we can go about our sailing plan. If not, either drive the boat off or tack for clear. I try to concentrate on steering the boat while the crew cleans up. If we are behind, I like to get on the favored side of the course while tacking quickly on knocks. Try to "split" your competition by looking up the course. If they begin to get headed, we get in a position so as to be on the lift coming at us.

If we are ahead, I concentrate on steering and let the crew keep us between the weather mark and the fleet. I decide how to tack on the fleet by noting the side of the course I want to be on. I might want to lead the fleet over to a side, so I won't tack right on the closest competition but in front of him. If I want him to go the opposite way, I will tack

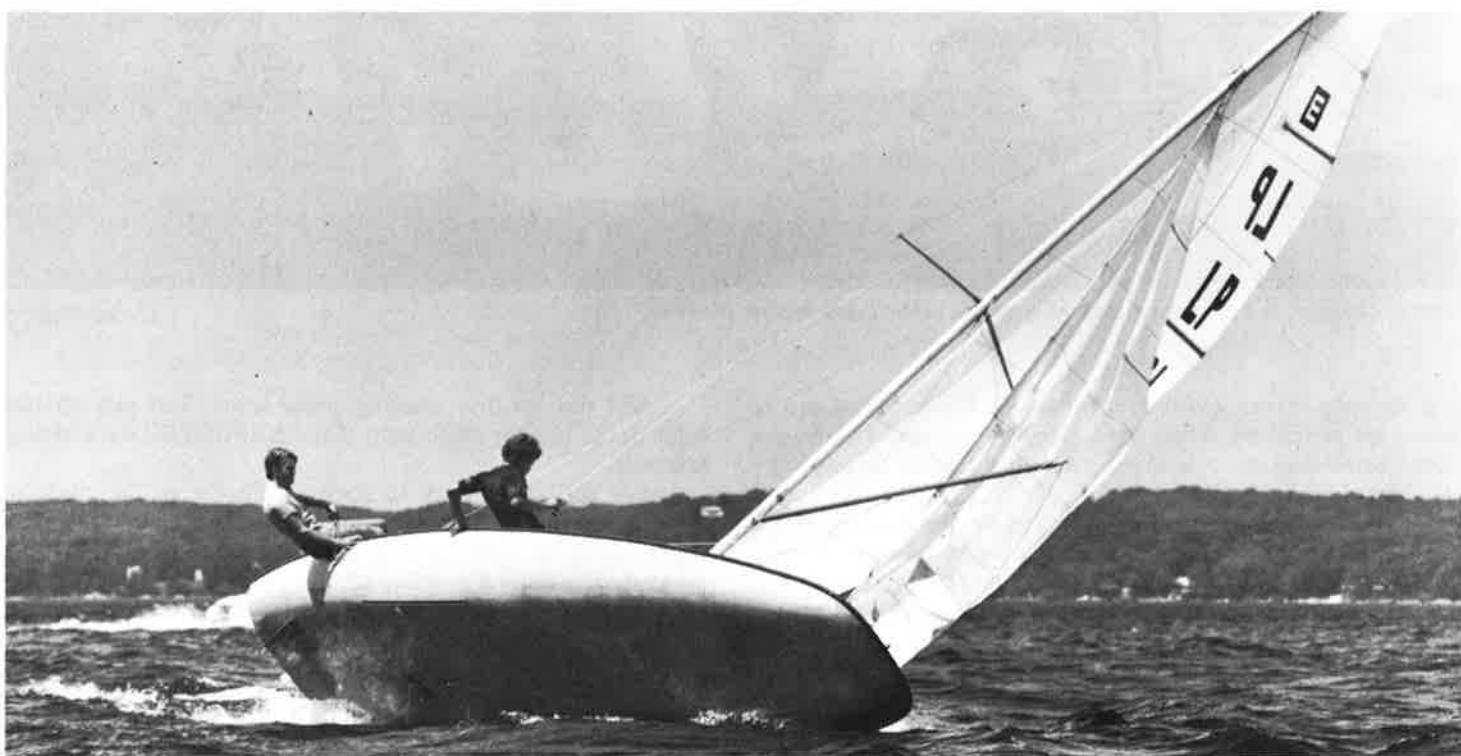
on him, thereby forcing him to tack over. We continue to check boatspeed and sail trim making sure to adjust for changing conditions. As we near the weather mark, I check the wind above it to determine if we should jibe at the offset.

After the spinnaker is flying and everything is organized for downwind, the foredeck man should be looking for the leeward mark and the middleman should be concentrating **only** on the spinnaker. The skipper should be looking at the wind coming and the competitors positions. I needn't discuss in depth how to sail downwind as many fine articles have been written on that. I watch the angles between ourselves and out competitors. If I have to head up to maintain speed and not sail too full, then we jibe. Try to gain distance by cutting the angles down.

As we near the leeward mark, I again set up a plan for the weather leg. If we are leading on the final beat, I will again cover the fleet according to the way I want to go up the course. If we are behind, I try not to panic and I work on a plan of attack. I like to force my competitor to do what he doesn't want to do. Again, I look up the lake. I watch what is happening to other boats and try to anticipate shifts - always sailing a few tacks ahead of where we are now. Have the crew concentrate on the sail settings and trim for the conditions in which the boats ahead are sailing.

As we near the finish line, I check its angle in relation to us and our nearest competitors. I am not afraid to ask my crew for their opinion. Now it is important that I steer smoothly - being careful not to pinch or saw - and let the crew watch the situation around us. Shortly, with any luck at all, we can hold our ears for the gun and open another beer.

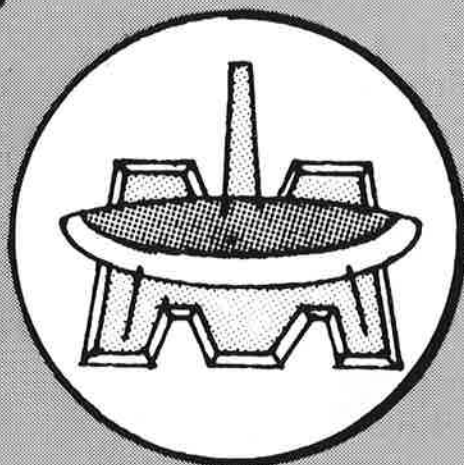
So, in conclusion: 1) Sail fast - maximum boat tune and control. 2) Sail fair - nobody likes a loudmouth... 3) Sail smart - plan ahead and everyone concentrate, and most importantly 4) Have Fun!  
Good Luck!



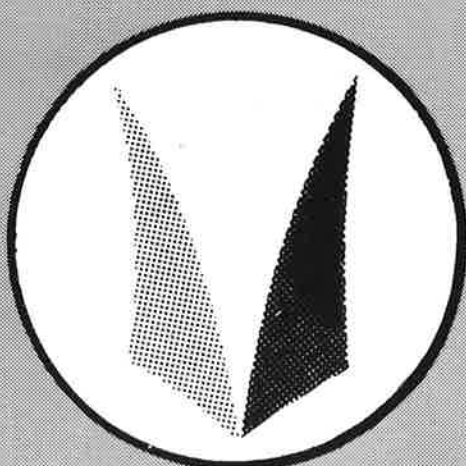
"SAIL FAST - SAIL SMART - HAVE FUN - GOOD LUCK!"

LYON PHOTO

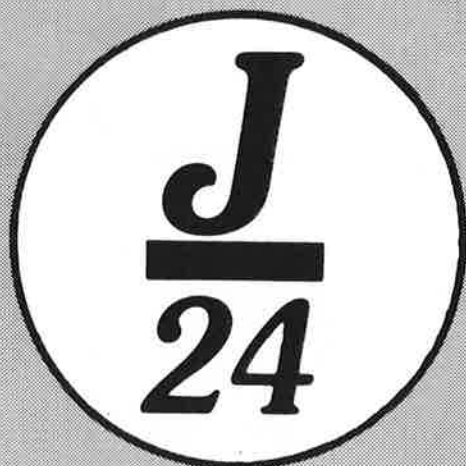




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# "A LOOK AT MYLAR SAILS"

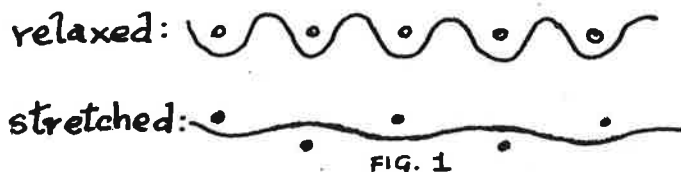
By Bill Allen

Will the future bring back Mylar Sails?

As we all know, Mylar is not a new invention. It was first produced in 1930 at a time when chemists were getting a better understanding of synthetic resins and in turn extruding synthetic yarns and films. Mylar is, in fact, a polyester film. It is DuPont's registered trade name for extruded polyethylene terephthalate. Mylar has tremendous resistance to stretch for its weight because of the fact that the molecules are aligned when extruded. It is chemically identical to Dacron, which is DuPont's trade name for the polyester yarn that gets woven into cloth; it is the processing and construction that makes the two different. Both Dacron and Mylar are ideal for making sails because they possess exceptional resistance to temperature variations, salt and fresh water and sun's ultraviolet rays.

In order to understand why the sailmaking industry is so enthused about the future of Mylar, I feel it is important that we understand and compare the properties of both Mylar and Dacron. All the while we must remember that sailmakers have been making the fastest E Scow sails from 3.8 New Yarn Tempered Dacron for over 10 years and have yet to find anything better suited for the purpose.

The stretch properties of woven (Dacron and Nylon) fabric come largely from the strength of the yarns themselves in the thread directions. The tightness of the weave and the successful bracing of the weave by resin impregnations or coating provide diagonal (bias) stretch resistance. The tensile stiffness of unwoven Dacron yarns is several times greater than Mylar film of the same weight, but unfortunately, Dacron yarns lose a lot of their stiffness when they are put in a woven cloth because they are "crimped" or bent (Fig. 1) by the cross yarns with which they are woven. A bent yarn elongates like a spring by straightening out, resulting in more initial stretch than a straight yarn. Bias stretch is controlled by the tightness of the weave and the amount of resin in the cloth.



Dacron yarn is made by drawing the material, which aligns all the molecules in the direction of the yarn and makes the material very stiff in that direction. Mylar, however, is made by extruding polyester through a die and then orienting the hot film in two directions before cooling. The orientation process is what gives the film its strength because the molecules are aligned rather than randomly oriented. A film has strength in all directions whereas a woven cloth must have yarns in two directions to get only two dimensional strength. Bias stiffness in a film, unlike a woven cloth, is simply the inherent stiffness of the material.

Enough with the boring facts. Let's take a look at what all this means to the sailor. As everyone knows, the life expectancy of a suit of "E" sails can be 1 season with hard use to a maximum of 2 seasons for the average sailor. In most cases, the jib is the first to go. The reason for this is simple. 3.8 New Yarn Tempered cloth is a loosely woven fabric with the maximum amount of resin impregnated to give it its strength. In raw woven form, it is not unlike

elastic. When the fabric is stretched beyond its elastic limit, which could happen on one of those windy days, the threads are pulled and stretched to a point where the resin breaks apart and no longer covers the entire surface. At this point, the coating almost totally disappears. This breakdown normally occurs along the bias of the cloth which means the sail gets fuller and the draft position in turn moves aft.

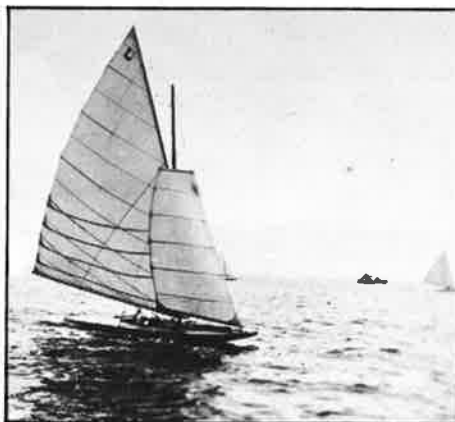
Since Mylar has no bias this type of thing will not happen. The fabric will stretch equally in all directions, thereby helping to maintain more of the original shape.

All this sounds very good but there are still some bugs to be worked out in today's Mylar sailcloth. The sail will be stiffer and therefore slightly more difficult to handle on deck than the present cloth. In that respect, we have a great advantage over the person who races big boats and is used to being able to stuff a genoa in the bag or down the forward hatch. When was the last time you saw someone stuff an "E" jib or main in the bag? Mylar sails would mean that we would be rolling up even the mainsail after the race.

So far in the development, one of the biggest problems has been Mylar's low resistance to tearing. This problem is being tackled by experimenting with the woven substrate (usually a nylon because it is lightweight) with which the Mylar is joined. Today's best Mylar fabrics are smooth and shiny on one side and textured on the other. This type of construction makes very good two-ply sails because the substrate is placed on the outside to help prevent tearing as well as ultra-violet breakdown.

Another disadvantage at the present time is the cost. At this point Mylar is slightly more expensive than Dacron to produce, but the feeling in the industry leads us to believe that within the next couple of years, with the increase in weaving costs, Mylar will be even cheaper than Dacron.

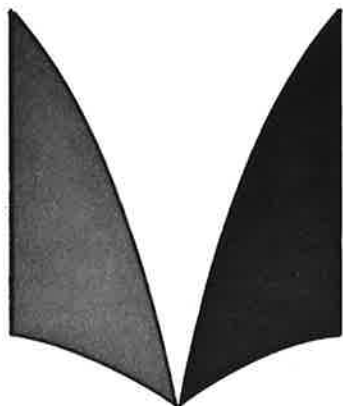
The final problem which we face is simply the unknown of how long a sail will last. There is no doubt in anyone's mind that the sail will not stretch out of shape, but it is very possible that in heavy wind the sail could delaminate or simply explode. My personal opinion is that with the amount of work being done by the various cloth manufacturers and sailmakers, these problems will be solved and the questions answered very shortly. As for mainsails the application will only be known once the experimentation has progressed to the point where manufacturers are willing to stand behind the product. This will only happen when there are some final agreements on what combined fabrics will work the best. Present experience shows that Mylar will make a better, longer lasting, more versatile heavy air jib, and I therefore suggest that we begin the introduction of the product on an experimental basis as soon as possible.



THOSE BATTENS  
WERE THE ANSWER  
TO STRETCH IN  
THE LATE 1800'S.

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PHOTO: NANCY BLYON

# INTERVIEW WITH TERRY KEMPTON

*Terry Kempton of the Barnegat Bay fleet has made a mark in the E Scow class in the last two years. He crewed for Peter Commette in 1978 when they took the Eastern Championship and second place in the Nationals behind Buddy Melges. The following years, he took the helm of a borrowed boat and won the Easter Regatta in South Carolina. This year, Terry repeated his Easter Regatta win, but in the crewing position. Terry's approach to campaigning a boat is highly positive and energetic — as the following clearly demonstrates.*

—REPORTER IS WILLIE DE CAMP—

**REPORTER:** Terry, since you have crewed far more than you have skippered, it is assumed that you see the general problems involved in racing E Scows with a little more ego detachment. Where is the average skipper weakest?

**TERRY KEMPTON:** Preparation.

**R:** Where should preparation begin?

**TK:** Start with talking to your sailmaker and getting your initial set of parameters. When I sailed with Peter, we started with Gordy's two pieces of paper - the ones he sends around to everybody. We just filled in. As we got to know the boat more, we didn't need the paper much; but whenever we got in trouble, we just went to what was written.

\*\*\*\*\*

**REPORTER:** In Peter Commette's articles in the *REPORTER* a year ago, he wrote that you raked your mast farther aft in flat water than in choppy water. Would you still go by that?

**TERRY KEMPTON:** We found that out at the Nationals (at Chautauqua in 1978). Buddy was clearly faster than us, and he was raked aft and twisting - so we followed him. And then we were fast.

**R:** How much farther aft did you come?

**TK:** From thirty-four feet (masthead to transom) to thirty-three eleven.

**R:** Were you really that fine tuned?

**TK:** Yes

**R:** To me thirty-four and thirty-three eleven are the same thing. I go ballpark.

**TK:** For some people that's right, and for other people it isn't. When I skippered the Easter Regatta in 1979, we hardly played with rake at all because we couldn't. A lot depends on how prepared your crew work is.

**R:** What is the sequence of events in dropping the mast farther aft?

**TK:** If the traveler is constantly too far down, rake back some more.

**R:** With the automatic assumption that the traveler will then be brought in a little?

**TK:** Yes, and the barberhaul.

**R:** What about the relationship between the barberhaul and the traveler? Do you have an exact formula for relating the two?

**TK:** Since I was more or less a skipper in the crew position, it was a feel thing.

**R:** When you crewed for me in the Easter Regatta this Spring, we twisted off in the big air and strapped it down harder in the lighter air. So we had a sort of reverse traveler play in which the traveler came in during the gusts and went out during the lulls. Have you done that in the past?

**TK:** I don't think so. It's hard to remember. In South Carolina, we were light and needed an out for when that big puff came. By twisting, we gained that other adjustment for the big puff.

**R:** In heavy air, do you tighten your lowers much?

**TK:** It can help. That's how Cliff Campbell got away without switching to a magic box for so long. He used to adjust his lowers a lot. When I sail, however, I pretty much keep my mast in column.

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**REPORTER:** About four years ago, Runnie Colie said to me: "What the E Scow sailors in the East need is for Peter Commette to get a boat and come lead us all to the promised land." In a way that is what happened, because we now use a lot of things that you and Peter introduced on MA-31. For instance, you put in all your own line. What did you look for in choosing line?

**TERRY KEMPTON:** Weight saving, low stretch and exact length. Kevlar sheets help, too.

**R:** What did you stuff inside your boom to add stiffness?

**TK:** A piece of aluminum.

**R:** Do you think the main advantage in that is to induce more low mast bend once the vang is tightened, or is it mainly to protect against breaking the boom?

**TK:** Both, for sure !

**R:** Why have some good skippers not gone to the system of mounting the spinnaker pole on the boom? Is it because the extra weight tightens the leech?

**TK:** I don't think so. Everybody does it in Solings.

**R:** I think mounting the pole on the boom revolutionized crew work.

**TK:** So do I. It is the first thing I look for when I get on a boat.

**R:** What about twings? Did you ever use them?

**TK:** We only used twings for retrieving the spinnaker sheet on douses.

**R:** In heavy air, I find twings to be a great help in keeping jibes under control.

\*

**R:** Another innovation that you brought in was that of taking up the slack in the board wells by lining the top and bottom edges with formica strips. After I put mine in, I noticed a big difference in the noise level and in the feel of the boat when sailing in slop.

**TK:** Sometimes we tend not to look back on things we really know. It is basic to take up slack in a board well.

**R:** Installing formica strips is a lot of work. And in some wells there isn't enough space to do it.

**R:** What about your underwater surfaces? How did you fair those?

**TK:** The joints between the rudderposts and the rudders should be faired by filling them in with autobody putty. There are two big tricks: You should use tape around the edges of where you are applying the putty, and you should cut the putty before it gets hard. You can shape autobody putty before it gets really hard, and this saves a lot of work. Also, take the tape off before the putty dries.

**R:** What about the surfaces of your boards?

**TK:** We just sanded them.

**R:** What about the fairness of the hull?

**TK:** Our boat wasn't a year old when we sailed it, so there wasn't much of a problem on that.

\*\*\*\*\*

**REPORTER:** When I set up a crew, I like to take the guy who knows the most, or with whom I have the best rapport, and put him in the center position where he doesn't have to play the jib or the spinnaker. This supposes a lot of talent in the other crew members, but it keeps the middleman free to be more of a co-skipper and a boatspeed creator.

**TERRY KEMPTON:** I agree. That is the role I played when I crewed for Peter and for you. And the middleman can call the jib anyway. In light air, he has to call the jib because the first man can't see it.

**R:** As a skipper, I find light air technique to be the most difficult. It is hard to steer straight when changing positions from sitting to leeward to sitting in the middle or to windward.

**TK:** People have got to learn to sit to leeward. A lot of good skippers have it in their heads that they can't steer from the leeward position. They have gotten into a habit, and they are going to have to break it.

**R:** I am sometimes amused when people think I have found some big boatspeed breakthrough when all I am really doing is having my crew be more disciplined about heeling the boat. They have got to be fanatics.

**TK:** Heel is something that a crew can't get a feel for unless he has some experience as a skipper. In the years before I had skippered, I never imagined how important heel was.

**R:** One sign of a top crew is that he can anticipate a lull and keep the boat on a proper heel even as the lull hits. It is a rare skill. I have had some extremely good crews who just never got the feeling of heeling the boat . . . A good crew has also got to be able to feel how much to hike in a puff so that the skipper can drive the boat without feathering.

**TK:** This is where your middleman comes in. It is his job to see a puff coming and to determine whether the skipper should feather or foot. Then he can submit the game plan to the rest of the team.

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**TERRY KEMPTON:** Sailing E Scows is so different from when we sail Lasers.

**REPORTER:** This is a family class.

**TK:** Yes. You have to treat it that way.

**R:** Even though we are a national class, we are actually sort of provincial. Sometimes visiting hotshots are amazed at how the better sailors have apparently not put too many go-fast items on their boats. But that is the nature of the E Scow. Many go-fast techniques are just not that relevant when measured against the scow's inherent boathandling requirements.

**TK:** Time spent sailing and working on a boat is what really makes for success. Even many of the better E Scow sailors don't put into their boats the same amount of time that a top Laser sailor puts into his.

**R:** When I first got a boat, I sailed a lot. I didn't know enough to do any hotshot tuning or achieve any great boat-speed. But I did well anyway - because good things always happen to people who spend hours and hours in their boats.

**TK:** It just happens. It just comes naturally.

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**TERRY KEMPTON:** We ought to have a clinic. It would be a lot of fun. Everybody would learn a lot.

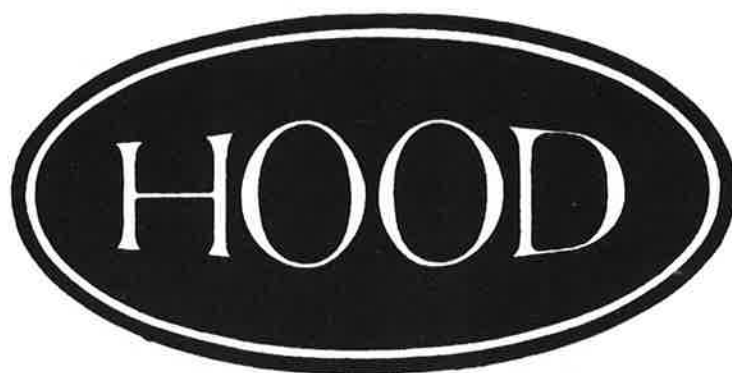
**R:** How should we structure a clinic?

**TK:** Schedule a weekend, and get people to do it. Set some short courses, have a cookout, maybe - have fun ! All everybody is doing now is race, race, race . . . but if everybody got together and practiced together . . . go out and set a few different courses - downwind finishes, downwind starts, anything ! Just so everyone was sailing one weekend together.

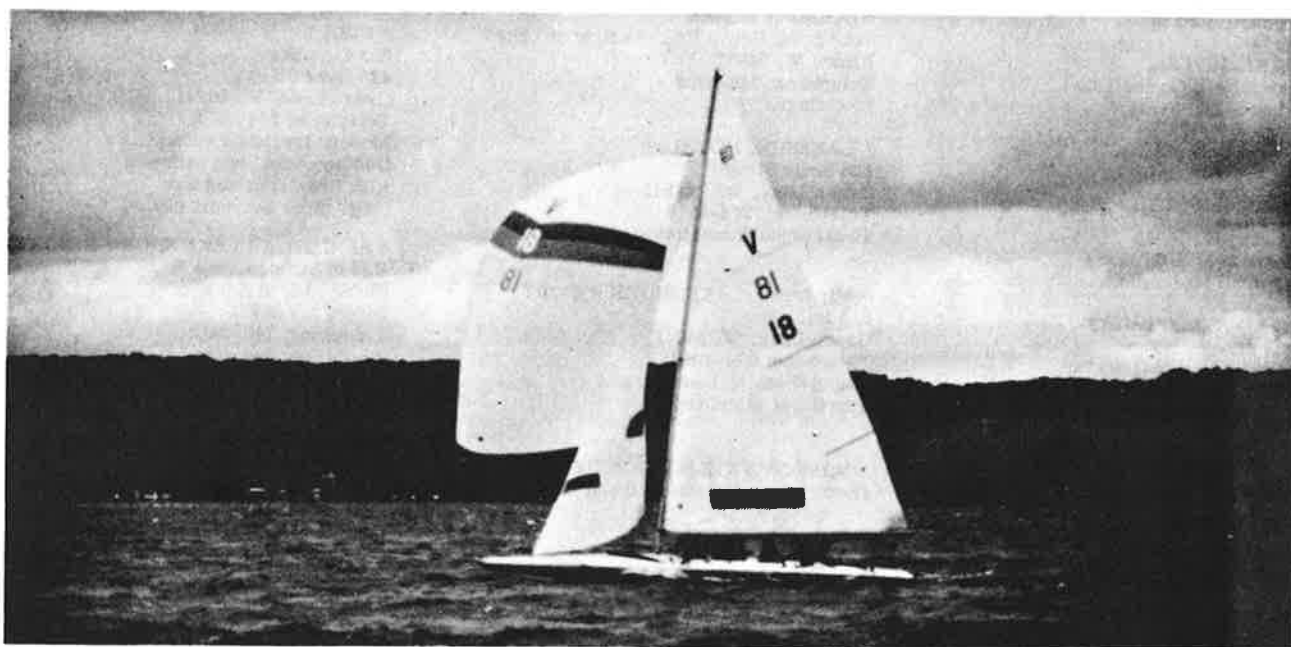


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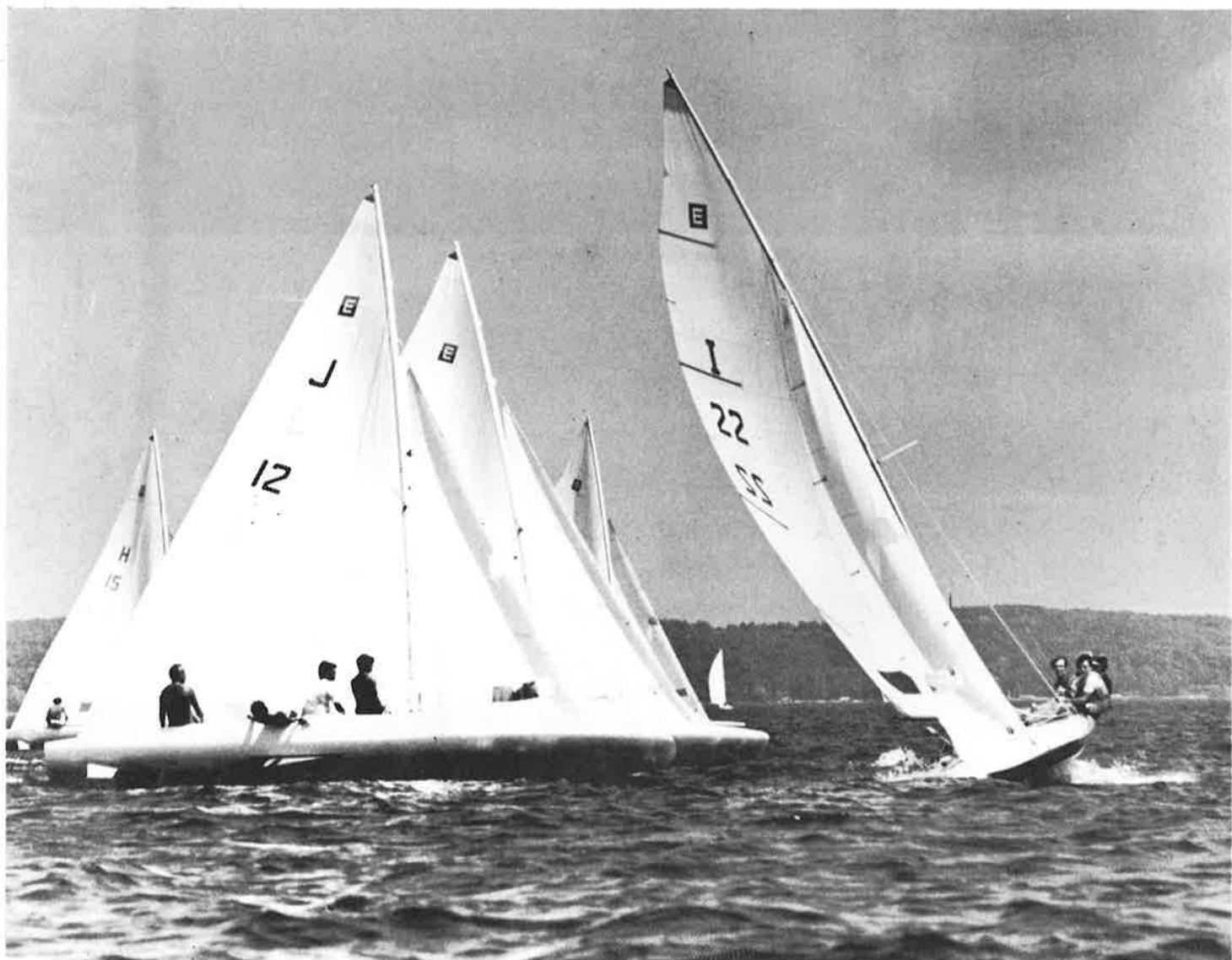


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