

**NCESA**

SUMMER 1982

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## **REPORTER**

### **THIS ISSUE:**

Lake Carlyle - Site of 1982 NCESA Championship Regatta

Light Air Sailing - Willie de Camp

E-Scows Comeback in South Atlantic

1st Annual Watermelon Regatta

Jibing in 30 Kts - Bill Allen

Mast Bend Control - Art Brereton

Death of a Racing Class - Ted Brennan

Photo: Bill Tubbs



*Catch-up leg at Hopatcong*

## **EDITORIAL**

At the recent meeting of the Board of Directors, there was much attention given to various individual initiatives which have the effect of modifying integral, important structural features of our one-design oriented boat. These initiatives sometimes flow from the need to repair badly damaged boats (certainly a proper activity unless the opportunity becomes an excuse for modification). It also flows from creative instincts of an owner to spend his winter garage hours in making his boat better (stiffer) than his competitors. He might do this with an old boat, soft with age, or a brand new one which he thinks he can improve. He might even buy a shell from one of our licensed builders and go on from there.

As for shells, the two licensed builders will shortly get a "no uncertain" letter telling them that they are licensed to build a complete boat (hardwaring excepted) and not shells, nor special orders for extra bulkheading, lightweight ends, etc. In short, the class looks to them to help keep us one-design and save us the agonies of detailed measurement procedures prior to major regattas. After all, it takes only money (material and labor) to improve the boats our builders give us; they could do it, but then the price of the boats would rise. In return for complying with our wishes,

the builders get protection from having other builders compete against them for a small market.

As for other owner initiatives, it may seem restrictive to tell them to stop - but stop they must. If they think they have something new to present to the class, there is an available procedure set forth in the NCESA Rule Book for experimentation. NCESA does not want to stop development nor become stagnant in the face of technological advances. In the days of wood boats, scantling measurements developed over the years of experience by ILYA allowed little room for additional stiffening activity. But with fiberglass, scantling precision is next to impossible and even near-precision irksome to administer. That's why we have licensed builders, something nobody would have bothered with in the days of wooden boats.

Does telling such owners to stop encroach on their freedom to do with their property what they want, on their handiness, on their creative abilities? The answer is yes, yes, yes! It is an answer that is the E boat way to assure one-design racing. If they are minded otherwise, they can get a Flying Dutchman or an International 14 or other classes which welcome their creative instincts - and pay for it.

**Sam Merrick**

BH-2

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# CARLYLE SAILING ASSOCIATION

LAKE CARLYLE, MISSOURI

## SITE OF THE 1982 NCESA CHAMPIONSHIP REGATTA

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AERIAL VIEW OF FACILITIES TAKEN DURING WINTERTIME WITH  
DOCKS REMOVED. DOCKS EXTEND OUT 200' BETWEEN HOIST

(PHOTO: DEPARTMENT OF THE ARMY)



# CARLYLE - THAT'S WHAT!

by Walt Morgan

Welcome to the Carlyle Sailing Association, site of the 1982 National Championship. Willie DeCamp asked for an article describing this facility; but how do you describe with mere words a site which is the best in the world! With all modesty, of course! Because of the slight possibility that we may not be 100% unbiased, we called three of our top E Scow performers and asked for their appraisal:

## Bill Allen

"This is a great place for racing, and the camping is the best I have ever seen. We had a spot overlooking the lake that was just great." (Bill did a fine job of representing the E Scow in Yachting's "One of a Kind" regatta four years ago at Carlyle Sailing Association).

## John Gluck

"I sailed in the Carlyle Cup in early May last year. Here you can expect a big open lake with no bluffs or bays to cause unpredictable wind. The hospitality, club and launching facility along with a camping area next door, makes Lake Carlyle second to none! Hope to see you all there in September."

(See! What did we tell you guys!)

## Gordy Bowers

Gordy is the E Scow "hot shot" who has probably had the most experience at CSA. Gordy has conducted seminars at CSA for E Scows, represented the C Scow fleet at the "One of a Kind", and almost won the "Championship of Champions" in the Y Flyer here in a heavy weather regatta using a 90-pound variety of wind and water conditions and the fact that the lake is so big you can set an excellent course regardless of the wind direction.

(Eat your heart out! Pewaukee!)

In all fairness, it should be pointed out that four excellent courses could be laid out regardless of wind direction - if you bring your lunch.

The CSA started as Valley Sailing Association on the Mississippi River in 1954. From that beginning just about any way was up. We sailed and raced through sewage, barge tows a mile long, crazy water skiers and floodtime current of nine knots. And boy! What mosquitoes!

In 1970, the E Fleet and about 80% of the VSA members moved to Carlyle Lake and founded CSA. It was really no trouble at all. One of the E Fleet members served as Chairman of the Board of Directors for a period of five years and spend most of his time negotiating a lease with the State of Illinois. Others helped design and build the facility. One month before the scheduled opening date it was panicville! It looked like completion of the sea wall, 800 feet of docks, three hoists, asphalt parking - the size of two football fields - for boats and cars, and other items adding up to over a quarter of a million dollars of construction would not be finished for years. Through a sneaky racing-type tactical

maneuver of inviting all the contractors to sit on the speaker's platform at the opening day ceremony along with the Governor, Mayor, local, national and sailing press, etc., the contractors were motivating work through rainstorms and under lights all night to finish the job with ten hours to spare!

The CSA E Fleet hosts the 1982 regatta with great support and assistance from the CSA and its members who, incidentally, host three to five national regattas every year. CSA's last "Whale of a Sail" regatta attracted 340 boats and provided an excellent regatta utilizing three different race courses. You will be well taken care of through this know-how accumulated over more than a decade of race management.

The E Fleet captain is presently Ted Beier who is the only sailor in captivity who received his PhD in Engineering while sailing and racing his E Scow with the able assistance of a U.S. Government sailing research grant. He is in charge of CSA assistance to the NCESA in the "on the water" race management activities. If you want to get something done, see Ted, he is also the guy with all the swaging tools, cable, and spare parts in the trunk of his car.

Herb Perlmutter, former E Fleet captain, will be in charge of boat, trailer, and car moving on land, including assistance in weighing and measuring. We picked Herb for this job because of his experience as the "prime mover" in the Manufacturing Division of McDonnell Douglas in St. Louis. Hope your sails are accurately measured because Herb is used to working to tolerances of one ten-thousandth of an inch!

Evelyn Perlmutter, the hostess with the mostess, with experience in providing hospitality at previous regattas sponsored by the E Fleet, will be in charge of Social Activities. They will be special. Also - a cast of thousands from our organization will be working like beavers from now through the award ceremony.

CSA's E Fleet has been a strong supporter of the "Mid States E Scow Association" (MESA) which was founded largely through the efforts of NCESA's recently deceased Commodore, Jack Brereton. It is fair to say that Jack was responsible for the introduction of E Scows to this area and the formation of the MESA. We will miss him this year. As Herb Perlmutter told Jim Klauser the other night, "that is why we are going to give you one hell of a good regatta."

Will DeCamp suggested pointing out who are the "hot shots" at CSA. I am constrained against revealing this data because it might lead to tactical disadvantages. Suffice it to say that the statistics show that we are just about the most altruistic bunch when it comes to dividing up the silver. You all come and see for yourselves.

You can get a lot of practice on the lake for the Nationals by attending the 4th annual "Carlyle Cup" regatta for E Scows only, May 7th, 8th, and 9th. We schedule three races a day until we get in five races. Yep, it includes Mother's day. Bring Mom and preview the hospitality for the Nationals.

# WILLIE de CAMP SPEAKS ON LIGHT AIR SAILING

After a summer with more than its share of light air racing it may be helpful to review some of the lessons learned - and relearned. Light air sailing can do things to your mind. When the going gets fluky, the turns of fortune are abrupt and the reasons for these turns are most obscure. All this calls for patience, careful observation and a philosophical disposition - qualities that describe just about nobody in our modern age.

Take the fourth race of the Up Bay Regatta at Toms River. The first beat was into a westerly that was obviously dying. Two thirds of the way up we were in about fifth place, in striking distance of first but getting near the layline. We decided that it was time to work back toward the middle. Were we patient? No, in our haste we picked a header and a lull to go back on. Did we make careful observation? No, there was a big puff under Long Point which we chose to ignore because, as Sam Merrick later observed, "The damn thing had no right to be there." (Puffs tend to be notoriously disregarding of their rights in light air, as this one sadly reminded us.)

Were we philosophical as we watched fifteen boats pass us in five minutes? Well, yes and no. My crew was definitely able to see all sides of the issue. The jibman said that I should do one thing, the boardman a second, and the spinnaker man had still another brilliant idea. This technique is known as "Darling's Gambit" - named after my jibman - wherein the crew, by showering the skipper with every conceivable suggestion, guarantee themselves the ability to say "I told you so" when things don't work out. For my own part I was somewhat less philosophical. Having kicked a hole in my deck, I later explained that these things happen and we can always fix it up with a little glass and gelcoat.

## Being Deliberate -

My guiding rule for sailing in light air is **make correct decision, not fast ones**. Sailors who get excited about a supposed need for an immediate tack or jibe are usually headed for trouble. Uppermost in all minds must be the desire not to act fast, but to make the decision that will turn out to be right in the end. Take a few minutes to think about tacking; it won't hurt you. What can ruin you, however, is taking a wrong tack, which sends you to the wrong side of the course, or at best forces you to tack twice in order to rectify a bad decision.

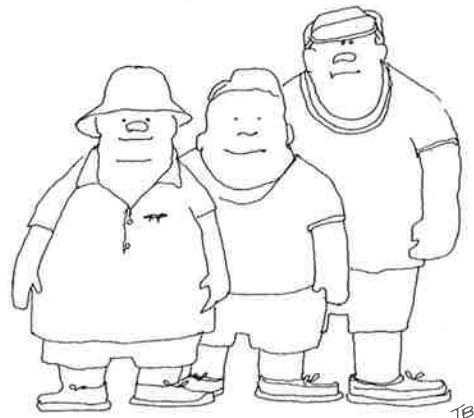
Likewise, in making tuning adjustments good judgement can't be rushed. If you've eased the outhaul a little, give it a chance to work. Any analysis of a light air victory will usually be expressed in negatives. "He tacked, but we never did". . . "The boat was really moving, so we just didn't mess with it". . . "We just rode the puff all the way to the mark". . . Be judicious, minimize your actions and **be correct!**

## Using Geography as an Advisor-

Another rule that takes on added importance in light air is to **know your geographical windshifts**. Light wind is always shifty wind, and the winning percentage can usually be had by paying attention to the geography of the lake. (For the lowdown on these shifts see my article in the Summer 1980 REPORTER.) Listen to the land. What is that point, bay, bluff, inlet, narrows or shore trying to tell you?

It is all much simpler than it seems, providing that one is willing to think of it as a percentage game. Always sail in wind you see; when that runs out, either cover the competition or go where geography tells you to go.

At the start the golden rule is to **find a nice big hole**, and this is really an offshoot of the geographical idea of channeling. In light air the wind channels around any boats that are bunched up on the starting line. All those boats crowding the favored end are only feeding you more air which to win the start in your cozy hole twenty boat lengths down the line. Get clear air. Being at the favored end means nothing.



## Keeping Your Crew Weight Down-

The Blue Chip Regatta at Pewaukee Lake has been a good school for me, and the need to keep crew weight down in light air has been one of the most emphatic - and painful - lessons learned. Ironically, the E Scow can be sailed upwind with a heavy crew without much penalty in light wind. In the 1979 Blue Chip I sailed alongside Dick Wight for a good ten minutes on a beat. The wind was light, and Dick was sailing with 180 pounds less than I. When the wind was in the zero to three range we were actually faster than Dick was because of our increased ability to heel the boat to reduce wetted surface. As soon as the wind got to the level at which Dick's featherweight crew could heel the boat, he would start to pass us. All in all it was an even situation.

Even until we rounded the windward mark, that is. Then Dick and six other boats proceeded to eat us up. A similar thing happened in the 1981 Blue Chip in which Gordy Bowers embarrassed us going downwind. This light air weight sensitivity heightens what I consider to be the inequity of the midwestern practice of allowing skippers to dump off crew in light air. To be competitive you have to be light. But how can you tell a crew who has practiced with you all season or has flown himself to a regatta that he can't sail in a big race? ("Hey, I hear the fishing's really great off the Reep's boathouse . . .")

## Mainsail Shapes-

The Blue Chip Regatta last fall also provided a lesson about mainsail shape. Earlier in the summer I had trouble steering smoothly in light air and was starting to get something of a complex about it. The boat had a balanced helm but was hard to steer, especially in waves or in the four to eight knot wind range. I thought that the problem must be in me, so I practiced sitting to leeward as well as

keeping my eyes on the horizon whenever I shifted my position from leeward to windward in the boat. These things helped, but the steerage was still pretty ragged. Then at the Blue Chip I switched to a mainsail that had more draft and more curvature in the leech. Suddenly I was able to steer like my old self. Having more shape in the back of the sail made the boat "track" better. Sometimes our problems are not in ourselves but in our sails.

Another point that came home last summer was that the weight of the boom definitely overtightens the leech in drifter conditions. Those who have their booms stiffened with an insert, as I do, have to be especially careful about the weight of boom closing the leech and breaking the flow of air around the mainsail. The real answer for this problem is for the class to make it legal to hold the boom up by attaching the spinnaker halyard or topping lift to the boom vang fitting. Another solution would be to make it legal to put a reverse control on the new lever booms. This would have the effect of unweighting the boom, thus freeing the leech. Until the class comes to its senses and legalizes these adjustments, however, the best stopgap solution is simply to make sure you don't overease your outhaul in drifter conditions. In one Barnegat Bay race I was able to see from a Boston Whaler that most sailors, by easing their outhauls, were merely aggravating an already overclosed leech.

#### Questionable Mylar-

In my mind mylar has not proved itself to be effective in really light air. With mylar - as with so many other phenomena - we see a sharp cut off in performance right around three knots. Above this velocity mylar jibs seem to hold their shape and compete well; below it I don't think they do. This was dramatically proved during some prerace tuning at the Easter Regatta. Runnie Colie, for whom I was crewing, sailed with a mylar jib alongside Bob Broege who was sailing with dacron. Speed was clearly equal. Then the wind dropped down to about two knots, and Broege sailed away from us. This suggested three possible interpretations:

- 1 - Runnie was losing his touch.
- 2 - Broege was finally catching on as a skipper.
- 3 - That piece of sheetrock in our foretriangle was slowing us down.

Immediately rejecting the first two conclusions, I was forced to the third. The mylar's vaunted stiffness - so beneficial for holding shape in heavy air - won't let it assume a smooth shape in the light going. Even when the headstay is

tensioned, which usually puts magnificent shape into a dacron jib, the mylar refuses to adopt a smooth contour.

#### Downwind Tricks-

Downwind sailing is certainly what makes the E Scow the most beautiful and artistic of boats to sail. On this point of sailing it is hardest of all to codify what it takes to do well. The average sailor would do well to pay more attention to four things: more heel, a lower pole, less board and more attention to mainsail trim.

But beyond these basics there is still a lot that all of us have to learn about offwind sailing. In the Easterns we were able to sneak into the lead on one light air reach. We did it by heading way down during a small puff that lasted about a minute. After the puff was gone we were left with a sailing angle that was higher - and therefore faster - to the mark. Always try hard to work low in puffs in light conditions because higher sailing angles can be dramatically faster than slightly broader ones once the wind dies.

It can be tricky finding the optimum angle of sailing on a run. If you feel slow, come up for speed. Then the big question arises: Now that you've got this speed, how far can you come off in the direction of the mark. The second you feel your boatspeed starting to decrease you have got to think about holding your course; any further bearing away will only slow you down. It is not as simple as it seems, however, because the real speed in which you are interested is speed downwind, not speed through the water. My advice both to new skippers and to myself whenever I'm not sure is to err on the side of heading too low - that way at least you'll be making your mistakes in the direction in which you are trying to go.

There are a thousand little tricks for improving downwind performance, and each summer new ones get recycled and win races for somebody. Gordy Bowers lowered his jib completely on the light runs at the Blue Chip. I have never seen this done before in E's, but it makes a tremendous amount of sense. I have seen boats sail right through the fleet simply because their jibs were tied off and the opponents' jibs weren't. Gordy is simply taking the concept one step farther and getting the jib out of the slot altogether.

The fun of the E boat is that it can't really be attacked analytically. Analysis helps, but in the end it is time in the boat and those hundreds of little unconscious associations we make that really improve us. We stumble onto more discoveries than we actually figure out. That is the genius of the E Scow.

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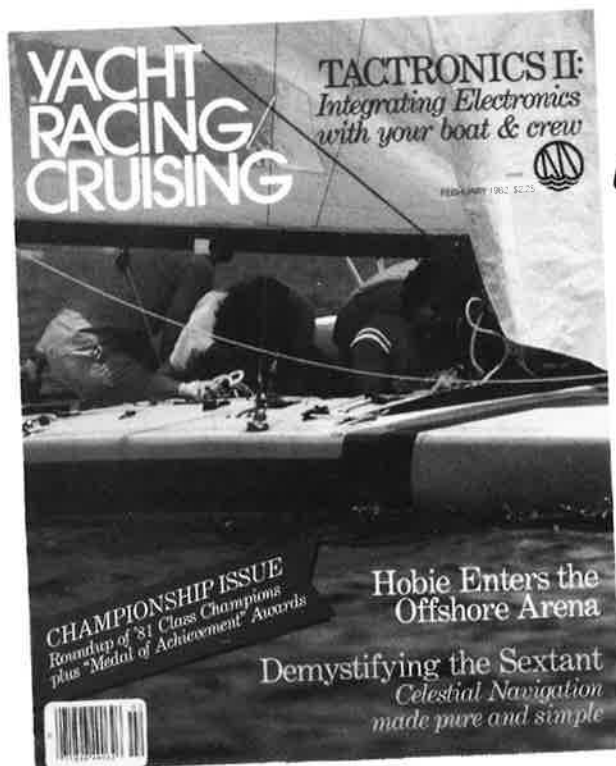
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E-7



# E SCOW BEGINS COMEBACK IN SOUTH ATLANTIC

by John DeMere

This writer, having heard many exciting stories about E-Scows from his Grandmother, could not resist a "good deal" on a 1959 wooden "E", found on Barnegat Bay in 1973 where he spent the summer. After moving back to Savannah in 1978, the urge returned, and for the first time since 1941 an E-Scow was back in Savannah. Since that time, that E has been replaced. . . twice - with . . . older boats purchased by other Savannahians, which will finally give a "fleet" of three E-Scows this year.

Last summer Charleston picked up two more E-Scows through several E-Scow owners being transferred to that area. In addition, Jim Williams of Miami purchased a new E in 1981 and successfully campaigned this one-design in his area which now boasts five active racing E-Scows. Gordon Lindemann's sailing school in Port St. Lucie, Florida, greatly added to the E-Enthusiasm in the South Florida area. It is hoped with the sailing school this year along with the efforts of local E sailors, that the E-fleet in South Florida will reach 10-15 in total by the end of 1982.

While most readers will think lightly of these small numbers of boats compared to the large fleets of Barnegat Bay and the Great Lake/Midwest areas, one must realize the dramatic potential of the growth of E-Scows in the South Atlantic. One major shift to Ocean racing with everyone gearing up for the S.O.R.C. series. Now many of the "Big Boat" crew are looking for the One-Design excitement and challenge which is epitomized in the E-Scow. Hopefully within the next five years this area will become a major contributor to the future success of the E-Scow program in the U.S.

As might be expected, the real force behind the E-Scow program in the South Atlantic did not come from the coast but from inland at Columbia where the E-Scow fleet has survived and enjoyed steady growth since 1956. Actually the first "E" Scow on Lake Murray was made by Palmer in 1948 but it sailed alone until 1956 when George Sumner purchased his "Pearlita" from Melges. Shortly thereafter there were three "E" Scows and four "A" Scows. The "A" Scows slowly died out but the "E" design grew to almost ten boats during the 1960's. Because of limited wind in the summer, the "E" fleet became the most traveled and tightest organized fleet in the Southeast, where they were euphemistically referred to as "a breed apart". Arthur Simons joined the fleet in 1964 and by the late 60's ventured North to race in other E-Scow regattas. Arthur became a positive force behind the growth of the fleet all through the 1970's but then retired in 1980 (although rumor has it that he is coming back this year). In 1967 Arthur was joined by Hal Flinch and Jim Weston to start the first Easter Regatta. Surprisingly 20 boats showed up for the first race and today it is not uncommon to find over 40 E-Scows at this regatta. Around the same time as the first Easter Regatta, Barry Lux started sailing E-Scows on Lake Murray. Since then Barry has helped many young beginners into the class not only in Columbia, but throughout the South Atlantic.

Last summer after the Easter Regatta was over, a formal racing schedule developed from the traditional Mug Race from Palatka to Jacksonville (42 miles) on June 7 to the August Open Regatta on Lake Norman in mid-October. In between there were race weekends at four different yacht clubs in the Charleston area in which five to nine E-Scows participated, always being the "big class" and bringing the most excitement for the many spectators.

There was only one E-Scow event planned in Savannah at the annual Fourth of July Regatta which traditionally hosts a good fleet of Lightnings, Y-Flyers, Snipes and Sunfish along with three to five E-Scows from Columbia. However, a second Savannah race was scheduled while the S.A.Y.R.A. "E" fleet were drinking heavily in the rain at the 99th Annual Rockville Regatta (near Charleston) awaiting a fourth postponement to the morning race of August 1. It was decided to off-set the seriousness of the previous six races by having a special E-Scow regatta designed more for having fun and promoting E-Scows in the area than actually racing in the truest sense.

The start of the second race was very close with all the crews having practiced well during prior weeks. Two boats skippered by Larry Stewart of Columbia and Johnny Mulligan of Savannah tried a short cut to the first mark over a shallow off down wind, and moved skipper and crew forward on the bow deck, and successfully "surfed" through the waves (about one foot high) to gain the leading position at the first mark.

With varying wind conditions the lead changed several times. All twelve boats arrived back at the Yacht Club within 10 minutes of each other so the last leg of the race (i.e. carrying the watermelon up to the club pool) proved exciting. The shore side spectators cheered the watermelon carriers as the crews collectively carried the lightest crewmember who in turn was carrying the watermelon. The end result was everyone in the pool with the beer wagon alongside to lift the spirits of the tired crews.

"Razzmataz" skippered by Coleman Parks of Columbia, had narrowly won the first race and came from behind in the second race to place third. Barry Lux of Columbia and Jim Williams of Miami finished in the top four in both races. The final results were "Razzmataz" first with Barry Lux's "Tramp" and Jim Williams "E-Lysium" tied for second. Williams forfeited the "drink off" but Barry Lux offered to take third place since Williams had traveled the farthest coming from Miami. In keeping with the true spirit of the race, each of the other twelve Skippers received a trophy during the festivities that evening in which everyone was a "winner".

On August 29, 1981, many fond memories returned to the elderly sailing enthusiasts of Savannah, Georgia. This was the day of the First Annual "E" Scow Watermelon Regatta.

Few "E" Scow sailors know of the short lived pre-war history of "E" Scows in sailing sections of the U.S. called



the South Atlantic which is now officially governed by S.A.Y.R.A. (South Atlantic Yacht Racing Association) covering all major events from Brunswick, Ga. to Writessville Beach, N.C. as well as respected inland areas. Most competitive racing in this area during the 1920's and 30's was along the coast with very relaxed class rules. The only limitation was the overall length of the craft which brought about five main classes Class A, B, C, D, and E having maximum lengths of 28, 21, 20, 18, and 16 feet respectively. The most popular 28 footer until the late 30's was a home-made square chine scow design known as a Swallow or Lark. In an effort to find a faster 28 foot design, Raymond Demere located Johnson Boat Works in 1937 and introduced the first "E" Scow to the area.

Known as the "Mischief", this class boat became very successful. However, Bill Scheper of Beaufort, S.C. was not to be beaten. In 1938 he also contacted Johnson Boat Works and requested a faster 28 footer than the "E" Scow. Johnson went to work and soon thereafter delivered the first "South Atlantic A Scow" known as the "Syndicate" which had the crown, beam, and nearly the same sail area of the 38 foot "A" Scow, but was only 28 feet long. Needless to say it was a real "rocket ship" winning all the Class A races with ease. Several of the other Class A skippers joined the bandwagon and by the summer of 1940 there were three more South Atlantic A's. The races that followed during 1940 and 1941 were spectacular to say the least. Sailing became a major spectator sport with most of the attention given to these big Class A boats. When the wind blew hard the speeds were indescribable for this era.

When World War II broke out, this era ended. After the war, racing continued and the scow design took hold in the 20 foot B Class with the Inland Lake "D" Scow which was built by Melges and known as the "South Atlantic "B" Scow". The "E" Scow class never succeeded because of the

overpowering South Atlantic A Scows which continued to race into the 1950's. By the 1960's the only appearances were made by the fleet from Columbia, S.C., which would visit various Yacht Club open regattas in Charleston, Savannah and Jacksonville during the summer when Lake Murry is usually without even a breath of air. In the late 70's there remained only one old wooden "E" Scow in Charleston, which could be seen screaming down Charleston harbour on a stormy day.

The 1982 season looks very promising for the South Atlantic "E" fleet with more than 10 race weekends planned in the area. The excitement generated by the nearly 25 E's in this regional area is surely to breed rapid growth in the class. We hope that with the support of the Midwestern and Eastern fleets, the South Atlantic will soon become a respected E-Scow region of it's own.

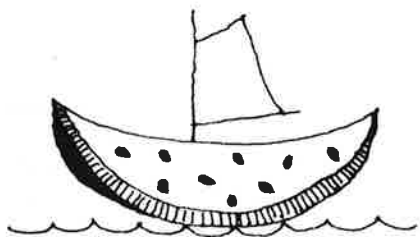
Ya'll come see us!



"Mischief", 1939 E Scow



"Viking" 1940 South Atlantic A Scow [R.M. Demere]



# 1st ANNUAL WATERMELON REGATTA

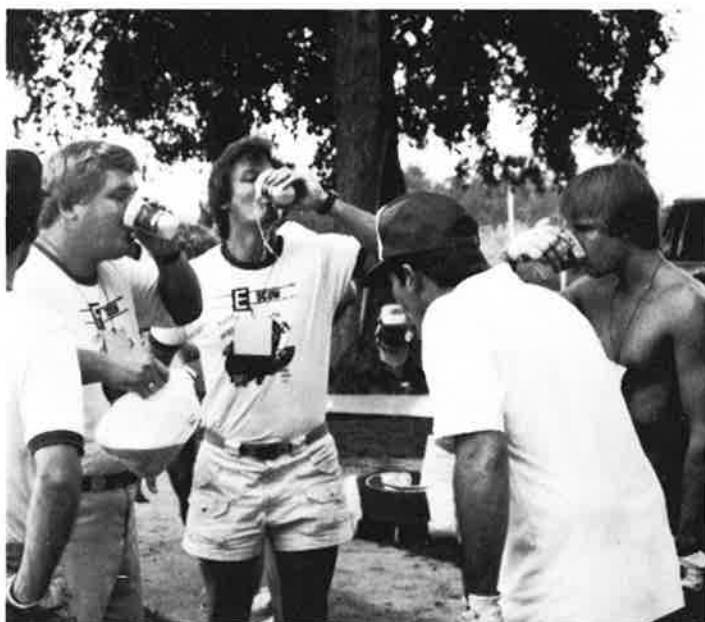
by John DeMere

The local Miller Beer distributor and the Savannah Yacht Club sponsored the event which found the Club's starting cannon going off during the Skippers meeting instead of at the raising of the red flag with the boats approaching the starting line. The race called for a "Le Mans" type start with all the crews and sails present at the Skippers Meeting. When the gun went off, each crew had to consume a gallon of beer in front of the race committee after which they were allowed to run with sails to the docks, rig the sails, and sail 9 miles down the Wilmington River to the Atlantic Ocean. It was a beautiful spinnaker reach all the way down until the last turn in the river. There was only one mark to observe at the mouth of the river in Wassaw Sound, then hard to port for 2 miles across the Sound to a small deserted island called Petite Chou.

During this race down the river the spectators and the beer wagons had gone ahead on power boats and set up for the "finish" which was determined by the order of each E-Scow's fastest crewman arriving at the "Beer Booth" on the beach and ringing the bell. Several finishing places were gained and lost by the close foot races on the beach to the bell. The Skippers had a real tactical challenge trying to decide whether to throw the runner in the water early to gain an earlier beach position, or to continue sailing parallel to the beach in hopes of landing the runner closer to the finishing point. What evolved in most cases was a continuous discharge of crew until finally the Skipper was left alone with several sheets in hand and mouth trying to bring the boat around and lower the sails while simultaneously yelling at his crew to run faster!

After the first race, there was a picnic on the beach while many of the crew practiced beer drinking in anticipation of the second race. Since there were only two races in this regatta it was announced that in case of a tie, there would be a "drink-off" at the club house immediately after the second race in conjunction with the protest committee meeting. After an hour of relaxing on the beach, the crowd was summoned to the beer booth to begin the second race.

Twelve track lanes were drawn on the beach, with a watermelon, a gallon of beer, and an official judge placed at the upper end of each lane. Skippers and crews lined up at the lower end of each lane. It was then explained that the winning order of the second race would be decided by the order in which each E-Scow's respective watermelon entered the Savannah Yacht Club swimming pool. As the gun went off, the "beer relays" began with a beer cup replacing the traditional baton. Crews (and Skippers) ran up the beach, had their cup filled with beer, consumed the beer in front of the judges, and then ran back down the beach carrying the empty beer cup to the next awaiting team member. Once all the beer was consumed, the entire crew ran up their lanes and hoisted one crew member into the air (who in turn was holding the watermelon) and carried him down the beach and out to their E-Scows which were anchored slightly off the beach. The underlying rule was that to qualify, the crew had to carry the watermelon back to the club pool, but the carrier's feet could never touch the ground. All things considered, this led to some stumbling to say the least!



*Typical crew "starting" 1st Race*



*1st Race - Rigging after the start*



*Between races at Petite Chow*



*Start of 2nd race at Petite Chow*



*Start of 2nd race - Jim Williams "E-Lysium"*



*Beer relays of 2nd race on Petite Chow*



*2nd race finish*



*1st place finish of 2nd race crew of Larry Stewart's "SPIRIT"*



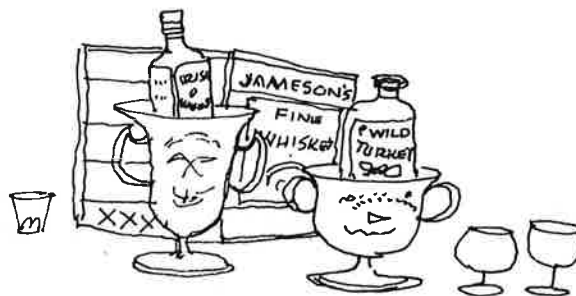
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*Ed Note:*

*Super-elegant Nautical Quarterly publication graciously said OK to the Reporter's 11th hour phone request to reprint the following "letter" in their correspondence section of Number 18, Summer 1982. Only a handful of senior E. Boat Skipper's are aware of your editor's appreciation of sailing's equivalent of the 19th hole and therefore his enjoyment of the article concerning the renowned guzzler-sailorman Sherman Hoyt in N.C.'s issue #17. In the event some of our eastern sailors question Mr. E.H. Morgan's port of call, we would recommend that you read and accept this "letter" with tranquil, child-like belief but god forbid emulating such a challenge match in E-Scows.*

*Dear Editor:*

The winter was dull until NQ 17 arrived. I was over at Sid Waterman's reading the article on Sherman Hoyt out loud while Sid worked on his plastic model of the *USS Constitution*. Sid said it was impossible for a person to win a boat race while drinking as heavily as Hoyt was alleged to have drunk. Just then Fred Brooks walked in and, in his usual eloquent way, said that he could do it easily. The upshot was that Sid challenged Fred to a race the next day down at the harbor (the part that wasn't frozen).

The whole town was there. The rules were simple--out to the red nun and back, Sid to go sober, Fred given two hours before the gun to drink a quart of Wild Turkey (chaser optional). They used our local one-design class, the Hilman 11-1/2 designed by C. Westcott Abernathy. The race was set for 2 p.m., but Fred only needed 20 minutes to drink the whiskey so they started at 12:30 for fear that by race time he would be just hung over, not drunk.

What a race. It was a straight tacking duel out the nun, with Fred singing "Shenandoah" so loud all the black ducks left the harbor. When they rounded the mark Fred pulled his daggerboard up with such violence that he fell backwards and the board flew across and hit Sid on the side of the head. Sid got mad and threw his boathook, missing Fred but putting a big tear in Fred's mainsail. Fred got mad and tried to ram Sid. They were still locked in combat when they crossed the finish line, neck and neck, Sid demanding a rematch because he had been fouled and Fred laughing like a lunatic while he battered the side of Sid's boat with a spare oar. The judges ruled it a draw and awarded the prize, a case of Jameson's, to the crowd. Sam Crabtree took up a collection for a keg of beer and we all got hammered. Last I saw of Fred he was drinking Jameson's out of a Kentucky Fried Chicken container while lecturing Coot McKool on light-air tactics.

Locally, the race has become known as the Sherman Hoyt Classic and we intend to run it again next year.

*E.H. Morgan*

*Sippewissett, Massachusetts*

*Ed P.S. Suggested reading is p.23, Vol 17, No. 2 - reprint article entitled "For drunken sailors only" which deals with a remarkable "GREAT ANNUAL DRUNKEN SAILORS RACE" at Boothbay Harbor, Me. - makes one wonder if "E.H. Morgan" was the author?*



# PHOTO ALBUM

## ACTION AT EASTERN '81 CHAMP



*Sensing danger, Colie orders crew to douse spinnaker.*



*Lake Hopatcong at its finest*



*National Champ-to-be Bill Campbell leads Erik Johnson, Ed Barbehenn and Rick Turner past an unfortunate.*





t. [Though not, perhaps, in the opinion of Sam Merrick!]

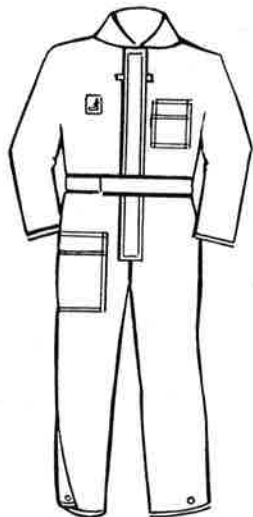


Bob Cole and crew ride out a wild one before setting chute.



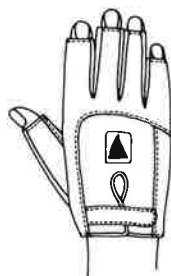
De Camp and company standing by to jibe in hurricane gulch.

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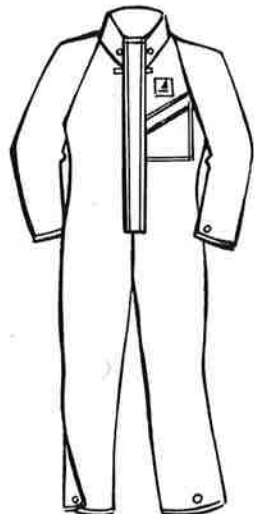
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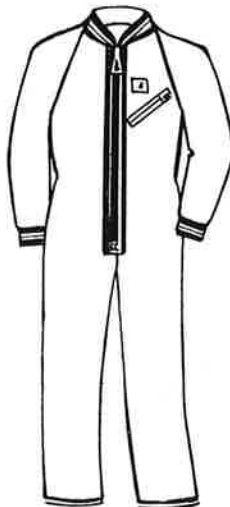
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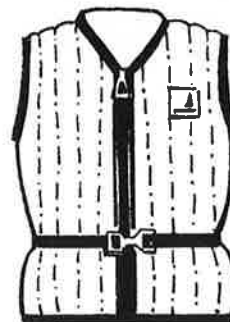
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# JIBING IN 30 KTS

by Bill Allen

For those of you that weren't fortunate enough to be invited to the 1981 Blue Chip (some that were may have wished they weren't), I would like to tell a tale of horror at 30 knots. The problem was very simple. How do you navigate a 2½ starboard windward leeward without once jibing. Obviously, you douse the spinnaker and tack at each leeward mark. Of course, this alternative as a Blue Chip contestant, with spectators looking on, would be totally unexceutable! After all you've been selected as one of the best "E" Scow sailors in the world. How would it look?

Therefore the question remains: How do you jibe an "E" scow in 30 knots of wind and remain dry at the same time? Most sailors would suggest that you round the mark, set the spinnaker, sail downwind to the layline and make one careful jibe to the mark. This, in fact, is what many people did. Unfortunately on Pewaukee Lake this would have meant sailing right along the south shore hoping that the only time you would be in a lull was when it came time to jibe. Our solution to the problem meant two more jibes, but the first two were to be performed in fairly flat water and at the crew's leisure. We chose a course which called for a jibe as soon as the spinnaker was full, sailing a course towards the north shore. Then a jibe back about 2/3 of the way across the lake when we were in a lull and a puff (black one) was brewing off our starboard side. Our third jibe was performed in about the middle of the lake about 3/4 of the way down the leg before the waves got too big. This jibe would be on the lay line and give us plenty of time to get the boat under control and ready for a clean take down and rounding.

Now comes the good stuff. How do you make that last critical jibe when you really can't wait for a lull? The secret is again simple. Speed! The faster you can get the boat going relative to the wind the less pressure there will be on the sails. In preparation for the jibe your crew should perform all the normal functions: board down (not too far though), vang eased slightly and the jib eased out. The twings should both be pulled on to keep the corners down and the fourth crew (hopefully you have one) should prepare to ease and trim the backstays. At this point the skipper should head up slightly for speed and the spinnaker trimmer should pump (trim) both the sheet and the guy to really get the boat planing. As soon as the skipper feels the acceleration he must begin turning the boat, first very quickly until the boom begins to come across and then slowing down until the boom clears centerline at which time the skipper must follow the boom with the bow. All this time the pole is being jibed and the spinnaker is being

trimmed slowly to prevent it from flying upwards and oscillating. The spinnaker trimmer should be standing in the middle of the boat with a hand on both the sheet and the guy.

The extra pull on the sheets gets the boat going extra fast and takes the pressure off the main, making it much easier to pull across. It also helps in wavy conditions to lift the bow out of the wave, when the crew steps up to jibe the pole. Whatever you do, don't ease the vang too much until the boom is across, because then the top of the leach comes across way behind the boom or sometimes not at all. If it doesn't make it you can count on getting your first lesson in deep sea diving. To be safe about the vang, the fourth crew should grab the backstay and the vang rope at the same time, pulling in the backstay and letting the vang go all together. Just make sure the boom is crossing the centerline.

By following these steps carefully anyone should be able to do it, right? My only other suggestion would be to act quickly before you and your crew have too much time to think about how crazy the idea of you being out there in the first place is. Whatever you do don't let yourself get into a situation where you have to douse the spinnaker, jibe and immediately round the mark. It is a sure way to lose distance and maybe even break some gear. The forces on the main can be tremendous.

Who knows, maybe next season you'll be lucky enough to be invited to a regatta where the race committee feels that since you are one of the best, you should be able to perform these sorts of stunts. One thing is for sure, those who came to watch didn't get cheated.

## Comment -

Bill Allen has made an important contribution to our "How to" literature. It might have been entitled "Jibing in Heavy Air" - anything over 15 knots - because the lessons Bill gives should be applied and practiced in such reasonable conditions before engaging in the more hair raising velocities.

At the end of the third paragraph, Bill says: "The spinnaker trimmer should be standing in the middle of the boat with a hand on both sheet and guy." Who is that trimmer with his arms being pulled from their sockets? My own practice is not to allow even a gorilla (when available) to be "holding" both guy and sheet. With good cam-jams, cleating one while the other is being adjusted is safer given the potential for letting one or the other get away. If that happens, deep sea diving is the next step.

Sam Merrick



REPORTER PHOTO

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## RACE RESULTS 1981

### E SCOW

Invitational	1
ILYA	2-3-4
Interlake	1-2-4-5
Nagawicka	3
Spring White Bear	1-2
Western Michigan	1

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# Tuning Your Spar for Performance

by Art Brereton

When analyzing your spar tune and performance, keep one thing in mind. Everything above the mast step and chain plates must act in harmony. This not only means the mast, but sail, boom, spreaders, etc. as well. All must be assembled and tuned to compliment each other. The solution to the right ingredients can vary significantly from class to class, so be careful when applying new trends from other classes.

The main purpose of any rigging is to adjust the fore and aft tune of the spar to accommodate power requirements while maintaining an essentially in-column sideways or athwartships tune. The design and rule limitations of the "E" scow rig make this problem a unique one. Since the spar is stepped on deck, a ram system for controlling fore and aft bend is not feasible such as can be found on the Star, 470, and the new A-scows. With the unusually long boom of the "E", a permanent backstay is impossible for bend control which is very effective on Solings, M-20's and many other classes. The only means that exist for adjusting fore and aft tune on the "E" spar consist of spreaders, rake, vang and main sheet tension. It's important to understand what each one of these do to affect your entire sail plan.

## SPREADERS:

The spreader sweep fore and aft can either induce or restrict forward bend. This is accomplished by having the spreader tips aft or forward of the straight line from upper shroud tang to chain plate (see fig. 1). This may not seem significant, but in a typical sailing condition of 1000 lbs. of

FIG. 1

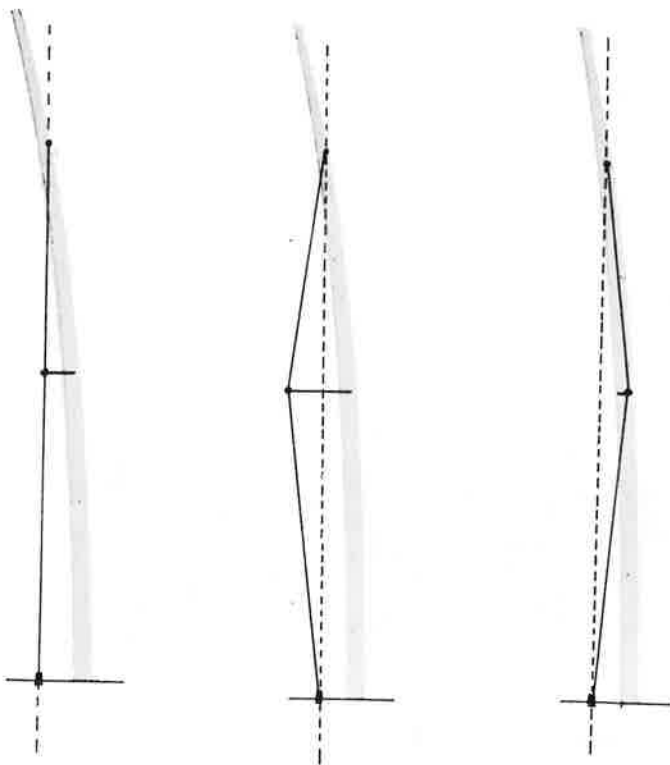
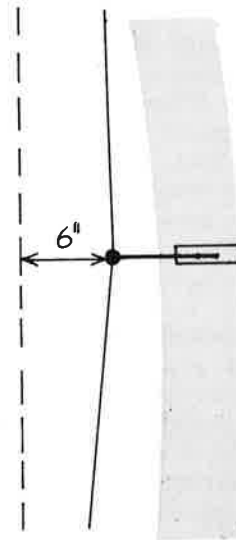


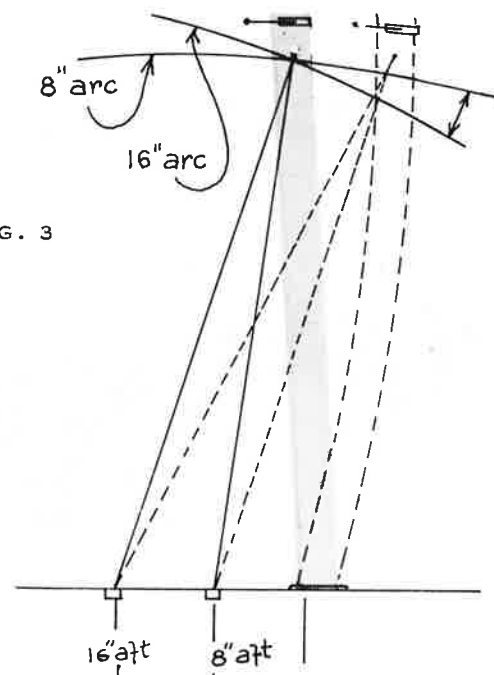
FIG. 2



upper shroud load and a six inch spreader tip displacement (fig. 2), about 80 lbs. of directly aft load at the spreader base will result. If you have ever done any deflection tests on spars, you know that 80 lbs. will result in a pretty significant bend.

Also of significance is spreader length and chain plate location. There is a large range allowed in the rules for both of these, and they are interrelated. The chain plates must be between 8 and 16 inches aft of the mast line. Since the lower shrouds are not directly on the athwartships center line of the spar, as the spar bends or rakes fore and aft the tension on the lowers will change, and more dramatically as the chain plates are moved further aft (fig. 3). Not only does fore and aft bending affect lower shroud tension and tune, but spreader length does also.

FIG. 3



Class rules allow between a 24 and 30 inch spreader length. As the spreader length increases from 24-30 inches, upper shroud tension is reduced 19% (for the same lateral support at the hounds). But spreader compression onto the mast well is increased 37%. These figures and Fig. 3 demonstrate that longer spreaders and chain plates aft make the lower stay tension more variable, thereby requiring more tuning for different amounts of spar bend. At minimum spreader lengths and chain plates forward, changes in upper shroud loads and fore and aft bend have less of an effect on lower shroud tension. This results in a spar that will maintain its athwartship tune as fore and aft bend changes. This is what is required to obtain a system that is simple and acts in harmony with its components.

#### VANG:

With the varying wind conditions that are commonplace on our inland lakes and most other sailing areas, it is impossible to set spreader sweep before the start and expect the proper amount of mast bend for the entire race. We need to be able to constantly increase and decrease power to keep the boat moving as fast as possible. The new internal solid vang have become a new tool to do this. With their higher efficiency, the amount of spar bend can be doubled over what has been possible with other vang systems, coupled with a stiffer boom to translate more load to the mast and make the system even more effective, we can control mast bend, draft down low, and leech tension. All of this means that the rig can be easily de-powered and the skipper can use his main sheet more effectively for inboard and outboard control without placing so much emphasis on the rear traveler. This can be a big help, especially for some of the lighter crews.

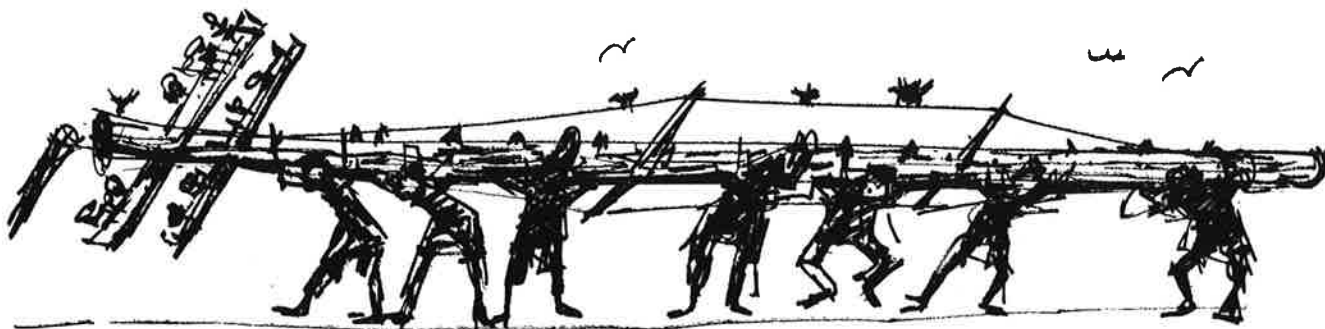
Once you understand what various components of your rig do, you are ready to utilize them to your best advantage. Talk to your sailmaker and be sure you have the correct rake measurement, but what seems to be the accepted standard is maximum forward of 33'-11" and maximum aft of 33'-6" (measured with a tape attached from the main halyard shackle hoisted at the upper band to the intersection of the deck and transom). Too many people have speed and pointing problems because they cannot locate their spar rake within this range. Be sure you know your rake position with a positive numbering system. Once your rake is established, make sure the spar is in column athwartships. First determine that the tip of the mast is in the middle of the boat by measuring to either chain plate with the main halyard. Don't depend on numbered turnbuckles since it is

almost impossible to have two stays the exact same length. With the spar raked maximum aft the uppers should be tight. The lowers then should be tuned while sailing to weather so that the middle of the spar is in line with the jib hounds.

Always sight up the luff of the sail as looking up the front side of the spar is often inaccurate. Once the spar is in tune athwartships, it takes a lot of experimentation to find out what rake numbers and spreader locations are best for your spar and sail, but as the wind increases, the spreaders will have to be swept forward to maintain leech tension. This may also be required in lumpier conditions to maintain fullness and power. Keep the spar forward in the light stuff and rake back to improve helm and depower as the wind picks up. The important thing is to experiment with your own boat and sails to find proper settings. Usually two spreader locations will be all that are necessary but your spreader bracket should have more so that you can locate in the correct two of the range of sweep. Also some spreader systems may elongate the pin hole through the course of the season, and the position that was fast at the beginning of the season may wear enough that the spreader is 2 inches further aft by championship regatta time. Be sure that your spreader bracket is adequate to avoid this problem. Now that you have your spar in tune to make the boat go through the water as fast as possible, use your vang traveler to depower as required to keep the boat on her lines.

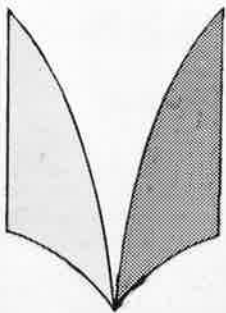
Also a quick note on backstays. While it is true that in many conditions you can get away without backstays, keep in mind that for a 100 lbs. of backstay tension, that reduces the upper stay load by almost 750 lbs. and spar compression by 650 lbs. That 750 lbs. of upper shroud tension will only counteract 36 lbs. of horizontal forward load at the hounds, so that demonstrates how ineffective the shrouds are at keeping the spar from going forward. You can see this for yourself by watching the large amount of jib sag with the backstays off going down wind in any kind of breeze at all.

Remember, having the right equipment working properly is only half the battle. Make sure you know how to set your boat up for various wind and water conditions. Think about the conditions you expect at various regattas and spend extra time tuning your rig when you get those conditions for your club races. The extra effort will translate into better boat speed when you set up your rig properly for any conditions you will face.



*Back in the days of wooden sticks this was one of the ways of tuning.*

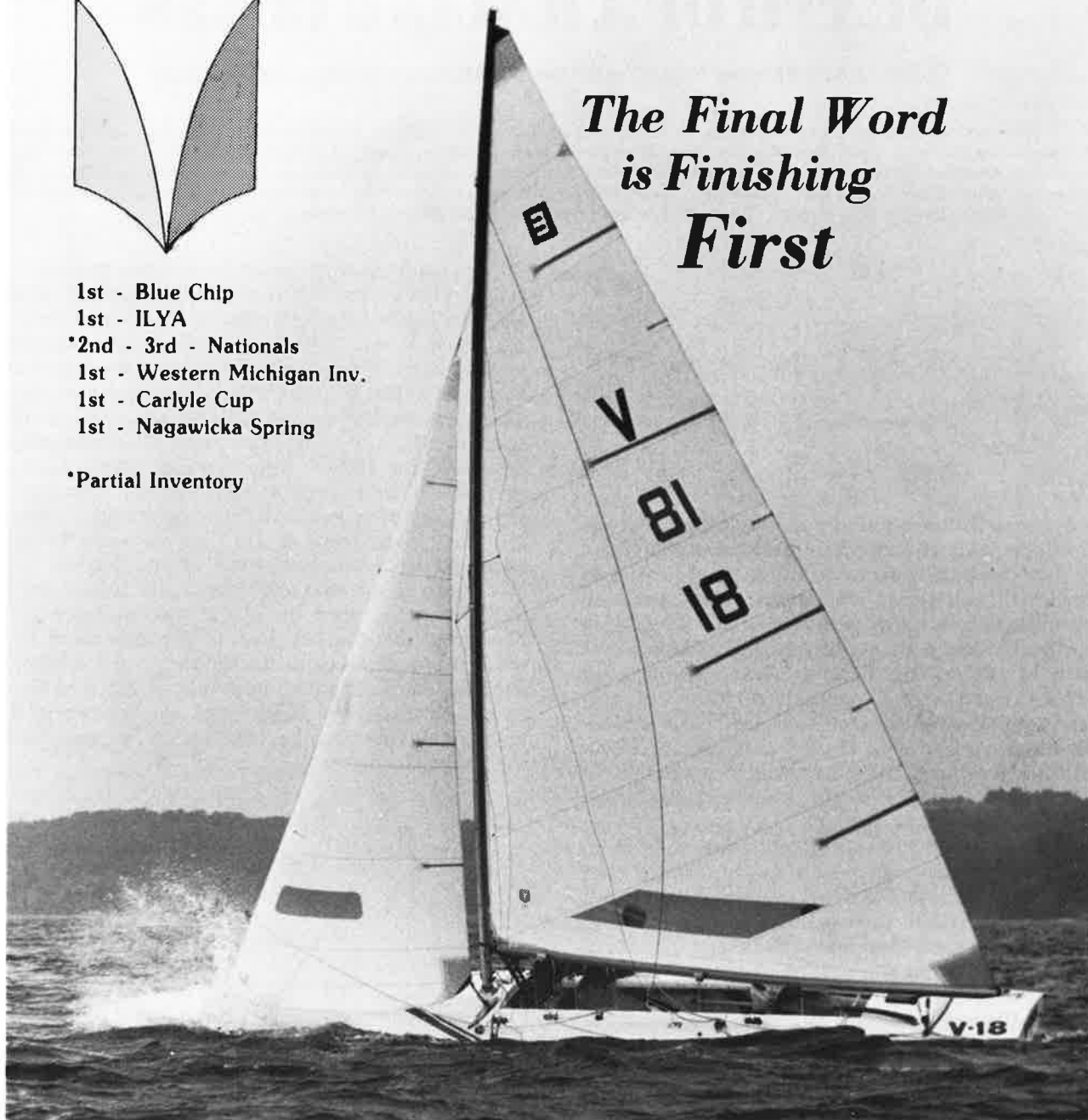




1st - Blue Chip  
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## DEATH OF A RACING CLASS

Culled by Ted Brennan from "Traditions and Memories of American Yachting"

*Ed. Note: E-Scow sailors currently fretting and voting on issues such as the viability of 1/8th inch tolerance of bilge board clearance might be interested in some of the regulatory issues sailors were contending with in the late 1800's as described in William P. Stephen's fine book "Traditions and Memories of American Yachting". The Following excerpts point up consequences of decisions stemming from the unceasing infighting between the "Innovators" [Rule-Cheaters] and the "Regulators" [Authorities] resulting in the obliteration of at least one long-established type of racing "machine", the Sandbagger... oddly enough with no deep sense of mourning by yachtsmen as a whole.*



"By the second half of the sixties the racing sandbagger had captured the fancy of many New York yachtsmen (also North and South seaboard and the Inland Lakes), growing in favor through the seventies and middle eighties, then declining until extinguished by various changes in yachting methods. While it lasted it was the most sensational and exciting form of yacht racing. From a purely sporting point of view but little can be said of its ethics and its practices. It was largely professional in its personnel, the racing was for substantial money prizes, and there was much incidental betting, with the inevitable disputes ... and it cannot be said that it did anything to advance the study of naval architecture."

"Built under one restriction, of length, with no limit on sail, the yachts were all of one general model, though each builder had his own ideas as to detail of form. The type, at least, was standardized to an extent seen today only in one-design classes; plumb stem and sternpost, a breadth of about 36 percent of the length, a draft of about 7 percent, the midship section about 66 percent of the total length from the bow. Classed generally as "open boats", there was a large oval cockpit with wide sidedecks for the ballast bags. The rig included but two sails, mainsail and jib; the latter being boomed out with a setting-out pole. The stability of these boats depended entirely on the weight piled on the weather deck, each carried iron or lead to the weight of 600 or 700 pounds stowed as low as possible, to keep her upright when at anchor. The ballast bags were made of heavy canvas, the roping forming handles, and contained from 50 to 60 pounds, gravel being preferred to sand as being heavier and less likely to rot the bags. The bags were piled along the planksheer not touching. A general rule was that all ballast must be brought home, but this was one cause of discussion in making a match, and in some cases it was permissible to dump ballast after turning the weather mark. Where this was not permitted it might happen that some bags slipped overboard, while a knife in a sack served the same end. (Ed. note: This same ballast "ethic" occurs in the Bahamian Workboat Regattas today.) The gambling element predominated and exercised a controlling influence over both building and racing."

The manning of the great fleet of sandbaggers called for skilled hands; first the boat handler, captain of the yacht and also holding the long tiller with which all were steered. He was in a class of his own, similar to that occupied today by the heroes of the diamond and the prize ring. Next to the skipper was the jib-sheet tender, stationed near the shrouds where he could keep the sheets clear and handle them quickly. On him, perhaps, more than any other crew, depended the safety from capsizes which were at times inevitable. The mainsheet man was aft, near the captain, ready to ship the sheet into the snatchblock as she came on the wind, and to call on the crew for beef. In the cockpit were, on a 28-foot boat, nine or ten huskies under the leadership of one who might be called second mate, as his duties were to direct the others; two or three pulling the bags from the weather deck as the time came for a tack, while two or three more stacked them on the other deck as she filled away. The time from tack to tack was short, much had to be done, and fights were not unknown in the hurry and bustle. One bilge-boy was carried, to man the pump or the bailing scoop."



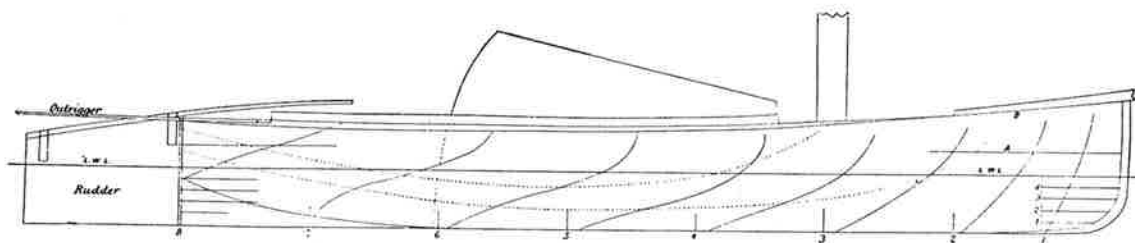
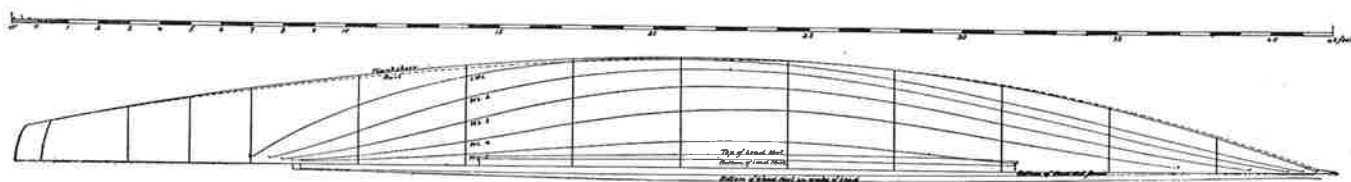
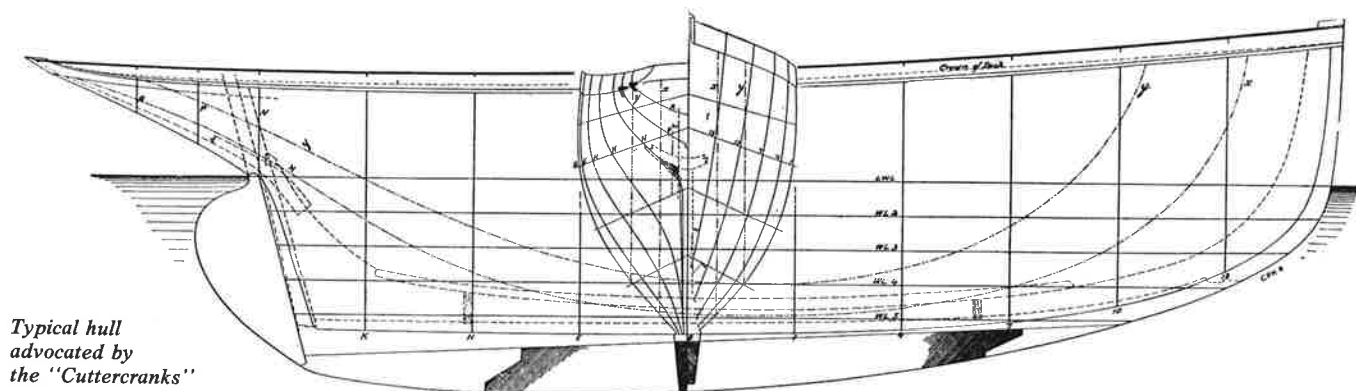
OLD GRAVEL WAGON "E.Z. SLOAT" IN 1896  
SIFTS ALONG WITH ABOUT 600 LBS OF SAND  
(photo: ROSENFELD)

"A race of ten miles and back might be sailed in three hours or might run well into the night, so the provisioning was an important matter. Sandwiches for instance would not have fitted in with an afternoon tea; slabs of bread, probably homemade from stoneground and undoctored flour, a quarter of an inch of butter, a great slice of beef or ham, and enough mustard to bring tears to the eyes of even a sandbag tosser. The rule was that the grub box was not to be broken out until the first mark was turned. The liquor, if carried, was under the same limitation. The main reason for carrying pie in this menu was once given by A. Cary Smith. The pie plates were not of cardboard, nor even, in those pre-McKinly days, of poor American steel with a wash of tin, but of honest Welsh iron with two coats of hand-rubbed tin, a substantial and lasting material. Going home in the twilight after a drifting match, six or eight of these discs wielded silently but skillfully along the lee side might mean the winning of a race."

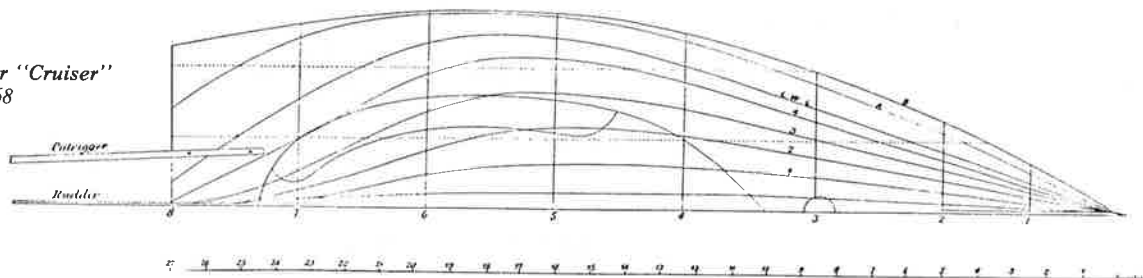
"A man must be a sailor to handle these small vessels in a breeze; he can't stand a minute or two scanning the clouds and his canvas, speculating as to whether or not he must reef, as one may do in large yachts. In his case action

must be simultaneous with the change which necessitates it, he must work as much by instinct as by thought or knowledge; and if the amateur sailor in his tyro days does not find this faculty in his nature or comes by practice, he had better buy a big boat and become a passenger in his cabin, or join the go-ahead-and-back-her fraternity, and scud along the coast with the aid of a tea-kettle."

"Throughout the first half of the 19th century American yachting flowed in a smooth and placid course. Measurement was mainly by length, with no limit on sail. The centerboard was in the ascendant and keel yachts in the minority. There was no limit on breadth or ballast, so the great schooners grew wider and more shoal with added sail spread, and the small craft carried these features to an even more dangerous extreme. With the beginning of the last quarter century a change became manifest. There were protests against extreme breadth and shoal body, against shifting ballast, a demand for a limitation on sail, objections to the anchor start and the flying start, a crusade for Corinthian sailing, proposals for small keel cruising yachts, even so far as to propose the British cutter."



Typical Sandbagger "Cruiser" built in 1868



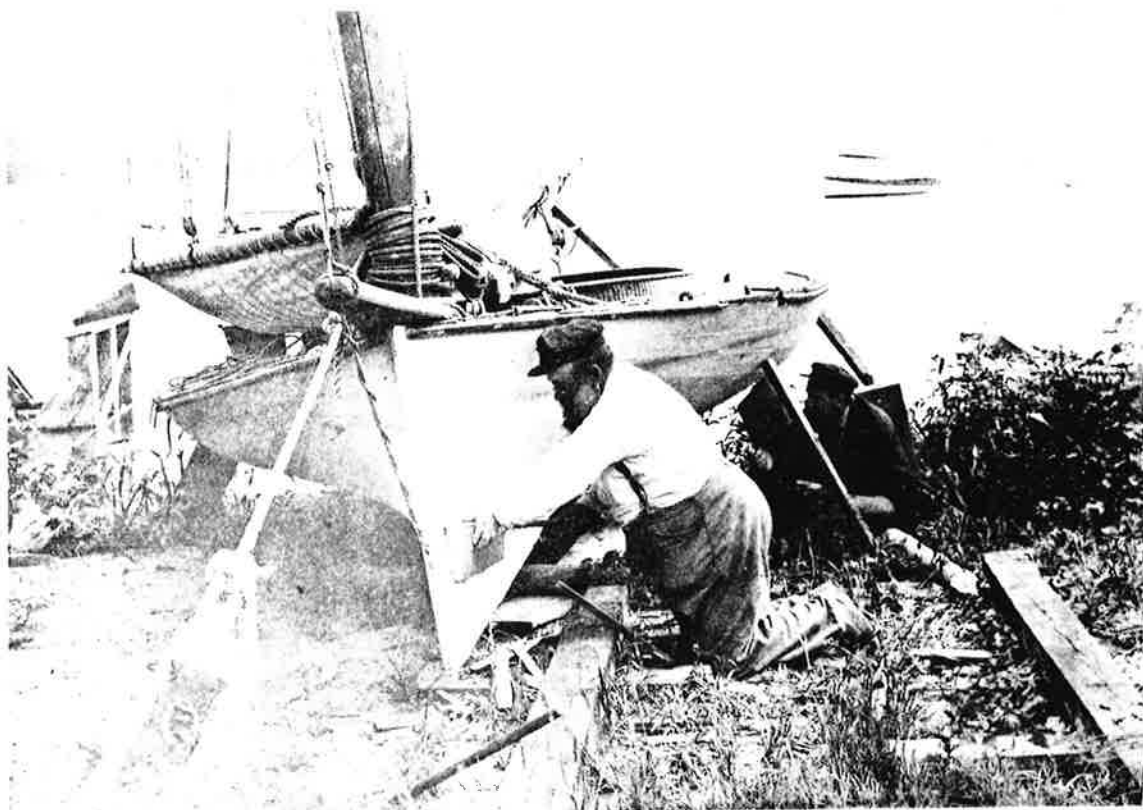


Photo Courtesy L. G. Y. C.

"The Seawanaka Yacht Club, established in 1871, started with a fleet of sandbaggers, the only two cabin yachts being GLANCE and SALUS. The club grew rapidly, both in membership and yachts, and its first Sailing Regulations, appearing in the club book for 1878, Rule V reads: "Yachts in Corinthian races must be manned by amateurs exclusively." Rule VI continuing: "Every yacht, before starting in a Corinthian race, must have filed with the Regatta Committee a list of names composing her crew, with the occupation of each." To add to this, Rule VII began: "Every yacht winning a prize in any regatta of this club shall deposit with the Secretary, her lines accurately taken off and drawn upon paper by the Measurer of the Club, or approved or certified by him."

"These restrictions, though not directly designed as such, constituted a fatal blow to sandbag racing should they be generally adopted. The filing of the crew certificate was specially objectional; in one case of a crew from the Bayonne shore all hands were entered as "agriculturests" though their farming was limited to tending oyster beds in Raritan Bay. The demand for the lines of winning yachts was resented as an attempt to steal the brains of the modeller (designer)."

"The search for a satisfactory rule of measurement continued for forty years after the organization of the New York Yacht Club, innumerable plans being advanced, and many tested only to be rejected. The basic idea in most of them was to tax length and leave sail free. In 1882 the Seawanaka Yacht Club adopted a system in which both length and sail were taxed, and in the following year embodied the idea in a new formula known as the length-and-sail-area rule ... the load water line added to the square root of the sail area and the sum divided by two. Another change at this time was the introduction of the one-gun start in place of the anchor start and the flying start. All such changes as they were generally adopted, acted to hasten the disappearance of the sandbagger, but it must be said that while a new class established today at a cost of some thousand dollars for a small half-decked yacht in a one-design class has a life of but five or six years, the sandbagger can boast a life of a full generation, from at least 1850 to 1885 or later. It served a purpose in a day of experiment and developement, it bred a host of bold, hardy and skillful sailors, and its history deserves a prominent place in the records of American Yachting."

"The following appeared in "Forest and Stream" on





*Sandbagger Tattler underway in Sheridan Regatta at Lake Geneva in 1893 represented the ultimate extreme used on the East Coast or Midwest. Note size and length of spinnaker pole stowed along the bowsprit.*

December 26, 1896, as comment on a meeting of the Yacht Racing Union of Long Island Sound at which the old length rule was replaced by the length and sail area rule: "Shortly before midnight on December 18, 1896, in one of the parlors of the Fifth Avenue Hotel, New York, there passed away quietly and peacefully an historic feature of American yachting. Though the end was in no way sudden or unexpected, no friend was near to cheer the final moments; and along among a heartless and indifferent throng the American sandbagger dumped its sandbags overboard for the last time, and gave up a struggle that has long been hopeless. Among the number present, probably everyone of whom learned his yachting on the weather rail with his

lap full of sandbags, not one raised his voice in behalf of his old ally; and the motion to amend the rule was passed as a matter of course by a unanimous vote. We do not propose to write the obituary of the sandbagger, we in the past have written too many obituaries of its victims. Granted that it was at one time a necessity, and that those who survived to graduate from its severe curriculum have been a credit to it as a teacher of sailor men, the harm that has been done to American yachting to the long and close adherence to sandbag models and sandbag methods, to say nothing of the direct loss of life, is even yet felt in yachting. The least we can say by way of epitaph is to quote the words of the "noble High Executioner"; It NEVER will be Missed.





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*Reporter Photo*

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