NCESA SUMMER 1968 Vol. 4 No. 2

REPORTER

THIS ISSUE

Tenth Annual NCESA Regatta Official Notice & Preview
Aluminum Spar Discussion
Regional Summer Regatta Results
Some Strong Personal Comments

by Walter Smedley Jr.

The Commodore Comments:

Those of you who have attended our Director's Meetings (all members are urged to attend, you know) are aware of the discussion now taking place on the subject of a North American Scow Association (NASA). Since this subject is of particular interest to NCESA members, let me briefly review where we stand at present.

Certain Scow classes, of which the E is the principal example, have established a National organization to take care of those sailors outside the ILYA jurisdiction and to promore their class in areas not served by the traditional Scow sponsor, the ILYA. The success achieved by these groups has been tempered by certain congential problems, principal among which are dual alegiance on the part of members and dual control, particularly with regard to Class Scantling Rules, on the part of the respective organizations.

A year or so ago, informal discussion of this subject led to the appointment of a committee of the ILYA, chaired by Mike Meyer, which prepared a comprehensive report for the ILYA Annual Meeting last fall. Likewise, at our Winter Meeting in New York, the NCESA Board appointed a committee of Roy Mordaunt, Runny Colie, Nat Robbins and Hartley Comfort, chaired by David Langworthy, to consider this idea. Langworthy's committee reported to the Board at the Chicago meeting, and we understand the ILYA committee is preparing a further report for presentation this fall.

Dealing, as it must, with the basic structure, in fact the very survival, of entrenched organizations, the discussion must be responsible, unemotional, and mindful of the other fellow's stature. It must also be frank. That the respective committees have met thses requirements is evident by the continuing discussion and is greatly to the credit of the individual committee members and their chairmen.

There is a widespread feeling in support of a single, national or international (to include Canada) organization. Present discussion revolves not so much about whether or not to promote a NASA as about what form of structure such an organization should have. Should it be a strong, centrally controlled group of scow classes, or a loose organization of strong individual scow classes? Should the individual scow classes, essentially, be responsible for their own scantling rules or should the central association control the scantling rules for all classes? Questions of less importance include whether the basic unit of power is an individual member or a group of members such as a fleet or club, the extent to which geographic distribution shall be represented on the governing boards; the classes of scows to be included; etc.

At the April meeting the Board expressed its thanks and appreciation for Langworthy's Committees' work and instructed it to remain in tact and to be prepared to carry on such further discussion, either with NCESA members or the ILYA, as occasion requires. As interested and concerned E-scow sailors, we urge you to discuss these matters among yourselves and with your appointed committee in the same fine spirit achieved thus far.

At the expense of filling the value of our Experimental Clause by overemphasis (I have remarked on it in the last two issues of the REPORTER), I do think it is important that members be aware of action taken at the Chicago meeting concerning certain aspects of this clause. As I pointed out in the Spring issue, there is a certain hesitancy to accept an experimental boat as a full-standing, first class competitor, eligible for all the hardware, in spite of the careful prescriptions and approvals necessary for official designation. In that issue I presented the reasoning of the Board when it established the rules for this experimental clause, including the right to compete as an equal. In spite of this original thinking, and perhaps partly because the Spring Reporter had not been issued at the time of the Chicago meeting, the Board approved a motion that an experimental boat may not be eligible for specific trophies being competed for but shall, instead, be awarded a special substitute trophy.

Further discussion will take place on this motion before final adoption. It will be most helpful to the Board if each of you who has an opinion, one way or the other on this subject, will write one of the officers or the Reporter accordingly.

National Class E Scow Association
Ives Building, Narberth,
Pennsylvania

Commodore: W. Smedley, Jr.
Vice Commodore: N. Robbins, Jr.
Rear Commodore: Hartley Comfort, Sr.

Directors: Ted Brennan, Roy Mordaunt
Mike Meyer, John Sangmeister
Dick Turner, Bruce Walthen

NCESA Reporter Staff:
Staff Publisher, Editor and Printer's Devil, Ted Brennan

Reporter appreciation to: The cooperative contributers to this issue. Bud Appel for layout help and type composition, and Hartley Comfort for Printing.

SUPPORT THE NCESA by sending $10.00 dues to: Hartley Comfort, Secretary/Treasurer
1611 Locust Street - St. Louis, Missouri 63103

JOIN THE NCESA NOW Support a Great Yachting Association Become a subscriber to the REPORTER free.

The Protest Corner

Dear Ted:

So you want me to write something! I've been sitting here all afternoon trying to think up something catchy for SCOW SLANTS. And now THIS!

Well, I'm sorta at a loss for words, but one aspect of recent NCESA events has bothered me. That is the crew situation in general, fixed number at the Championship, and specifically using the same rule at the Midwinter Series. So here goes:

Dear Editor:

After having competed in both Midwinter E Regattas, I more strongly than ever feel that the fixed crew number rule is regressive and against the best interests of the class, especially for a vacation type of series. I'm sure the Board of NCESA will not agree with me in toto, but I'm wondering if the rule shouldn't be ammended for our winter regatta. A number of reasons come to my mind for this change.

First of all, the Midwinter Regatta is not a National Championship or even a Regional Championship. Obviously, no entrant has spent weeks gearing up his crew and equipment for the event. As was the case this year, three of the boats were in the water for the first time and one other, although used, was new to the skipper. Under these conditions no one can expect too much expertise on the race course. However, since the majority of the E's sail the ILYA weight rule, possibly these people would like to see how this equipment handles in light air with their standard three-man crew rather than being saddled with four for the whole event.

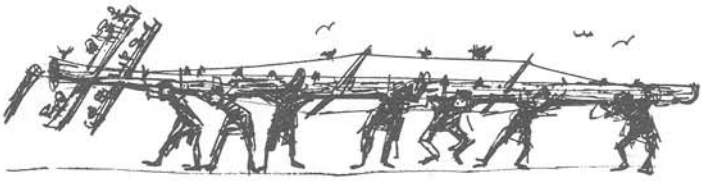
Secondly, and probably more important, this is a vacation series. Quite possibly there are camp followers down from the north who come over to see their friends race, and would also like to crew for a race or two. However, exchanging crew in this fashion is verboten by the rule, as only an Act of Congress will allow a switch, even if the individual's weights are comparable. This seems ridiculous when one considers that part of the crew might just as soon relax in the Florida sun on a cruiser for one afternoon during the series and let someone else have the fun of sailing for the first time in six months.

Last March one boat from New Jersey had a serious misfortune at the start of the first race, and was not able to sail again. Two members of that crew got berths on other boats to replace sailing crew members. However, later in the series, the other two were not allowed to replace existing crew members just to be able to sail one race. This also seems ridiculous when one considers they had a 2500 mile round trip drive to Florida with a boat and couldn't sail.

One other person was not allowed to sail through an error in the registration of crew members, since one was flying in after the regatta's start. With all this, it seems to me a more equitable rule should be written for this event.

Therefore, I strongly urge the Board of Directors to consider ammending the number of crew rule for our Midwinter event. This series is not to decide any champion as such. It's being sailed for fun and as an opportunity to check out new or existing equipment a bit early. So let's not get so encumbered in legislation that part of the fun is spoiled.

Terry Bischoff



REBUTTLING PRIOR REBUTTALS

(Ed. Note: Finn and Star sailor, Ev Temme, reacting to comments by Bud Appel and Bud Melges on (his) criticism of the E spar (telephone pole), had (roughly) the following observations on the subject during a gloomily illuminated lunch -- (napkin notes are hard to read).

-- "no direct comparison intended (as far as boats go) between Finn, or any other, with E scow -- main interest is better way to improve rigging."

-- "spar heavier than necessary - obviously wrong material."

-- "no way to effectively bend the spar in a meaningful way (compared to other racing classes)."

-- "should have been stepped through the deck years ago." (Ev: it was!)

-- "okey, so the fittings on the new boats are lighter -- but there is still a lot of hardware on competing boats that is relatively heavy and with little strength factor."

-- "again emphasize the point that I didn't intend to compare boat vs. boat, but what would make the E more efficient than she already is."

-- "the Phantom Experiment points out what could and should be done. E's are currently spectacular, but could be better and require less crew to have control.

-- "we've all watched other classes evolve despite much resistance."

-- "no matter how you slice it -- that wood spar is huge - even if it does have extra tough forces to accommodate."

-- (Ed: anyone care to triplerebuttal?)

The Protest Corner

Continued . . .

Dear Mr. Brennan:

Regarding the Commodore's Comments, page 2 of the Spring Reporter, I feel a strong responsibility towards the officers and members of the Eastern Class E Sloop Association to set the record straight.

The particular comments which we take exception to are as follows: "when the Eastern E Scow Sailors vote to exclude this rig from their Championship Regatta ... it's time to sit up and take notice. An obvious attitude of suspicion and reluctance on the part of individual members demands attention."

First of all, Mr. Hartley Comfort with his experimental rig was cordially invited to sail in the 1968 ECESA Championship Regatta at Lake Keuka, August 8, 9 and 10. (Copy of my letter of 2/2/68 and Hartley's letter of 2/15/68 attached).

Secondly, I know of no "attitude of suspicion and reluctance" on the part of individual Eastern members toward Project Phantom. Quite to the contrary, many of us have seen (or read) about the Project and are very excited about it.

Thirdly, the ECESA consists of 6 member fleets, through which its member fleets participate in regattas, and the administration of the organization. Rightly or wrongly, the ECESA By-Laws are very specific about who may be eligible to receive trophies.

Fourthly, the great majority of our members support the NCESA enthusiastically and are dues paying members. It is a requirement that all ECESA skippers and crews must be members of NCESA in order to participate in the Annual Championship Regatta.

In conclusion, I might add that it seems to us that the key to this or any other experimental rig is exposure to as many varied and new conditions as possible. It is in keeping with this thought that the ECESA invited Mr. Comfort to sail with us in August and we sincerely hope he will be able to attend.

Charles D. Pulis, Jr.
Commodore, ECESA

Dear Hartley:

Today I received the last votes regarding your request to participate in the ECESA Regatta at Lake Keuka in August.

The vote was in favor of honoring your request with the following reservations -- that you will not be eligible to receive any trophies. I sincerely hope that you will join us as I feel the exposure and publicity is the key to this project.

Lake Keuka is a beautiful lake and has proven to be ideal for the E Scow.

We all look forward to welcoming you and hope you will accept this invitation to join us.

Charles D. Pulis, Jr.

Dear Bud:

Thank you very much for your nice letter of Feb. 2nd.

Quite naturally we are disappointed that we would not be allowed to sail the Experimental E Scow with the same full privileges that every other boat is accorded, but if this is your decision, that is it.

I would appreciate it if you would give me the time and the program for the ECESA Regatta at Lake Keuka.

Also, can you give me some indication on how to get there once we reach Lake Keuka?

We are not at all certain that we can make it, but we would like to be able to work it into our schedule and so I would hope that you could have this information to me as soon as possible.

Hartley B. Comfort

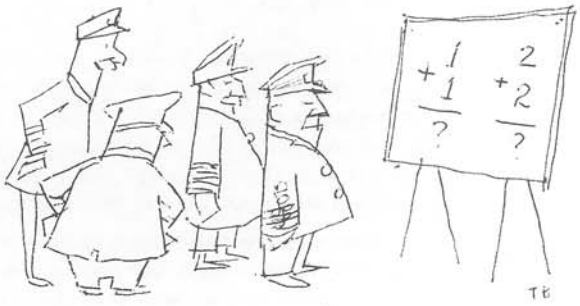
Dear Mike:

At our Bellport Regatta last weekend we used the NCESA scoring system. There continues to be some confusion with the points for DNF and DNS. Will you give us your interpretation?

There were ten entries. If all boats finish, last place gets 16 points. Now, do DNF and DNS always get 16 points regardless of how many boats actually cross the finish line, or do DNF and DNS get the points corresponding to one place higher than the last boat to actually finish?

The committee used the latter interpretation so that in the first race where only three boats finished, the three DNF and four DNS were each assigned eight points. Again, in the third race, the two DNS were each assigned fifteen points. Was this scoring correct?

Walter Smedley



Dear Walter:

I guess your letter of June 26th got filed away somewhere. Sorry it was unanswered - I didn't mean to neglect the question.

Regarding the Bellport Regatta scoring - I am afraid the committee erred in their interpretation of the rule.

It is quite simple: on page 16 of the new NCESA By-Laws, Article VIII, Item 3 (c) starting with the second sentence, it reads, "In all cases, no matter how many yachts are racing, the first place yacht receives zero points and so on up according to the table. The points assigned last place will correspond to the number of officially registered entries in the regatta, etc...

Then, in Item (d) it states further that DNS or DNF shall receive the number of points corresponding to last place.

Then, to answer your letter of July 11th, I believe this is so clear that it would be an insult to our readership to explain the english language to them in our REPORTER when we could tell them things to make them go faster.

Really, Walter, I don't think the question is worth an article on it.

Maynard W. Meyer

P. S. What is the status of the O'Malley Aluminum Spar? And what is Cliff Campbell sailing?

OFFICIAL NOTICE

NCESA CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY -- SEPTEMBER 5, 6 and 7

MUSKEGON YACHT CLUB

MUSKEGON, MICHIGAN

RULES

All races are under the jurisdiction of the National Class E Scow Association and will be managed in accordance with the By-Laws, Articles VII, VIII, and IX. All yachts competing in this event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the National Class E Scow Association in its current rules, or as officially modified.

PROGRAM (All times shown are Eastern Daylight Saving Time)

Registration, weighing, launching --
Wednesday, September 4 -- 10:00 a.m. to 9:00 p.m.
Thursday, September 5 -- 7:30 a.m. to 10:00 a.m.

Skipper's Meeting --
Thursday, September 5 -- 9:00 a.m.

First Race --
Thursday, September 5 -- 11:00 Warning Signal

ENTRIES

Entries should be filed on the enclosed entry blank and mailed to the Muskegon Yacht Club, 3198 Edgewater, Muskegon, Michigan 49441. You may enter at the time of the regatta, but advance registration will speed the launching of your boat. Only registered boats will be weighed and launched.

Your entry should be accompanied by a check for $25.00, on or before September 1st, made payable to the E regatta, Muskegon Yacht Club. The late entry fee will be $30.00.

ELIGIBILITY

A yacht is eligible and considered as a class E scow only if it conforms to all measurement rules, has been properly registered and owned and is skippered by a regular member with regular or associate members as crew, all members to be in good standing at the time.

PRIZES

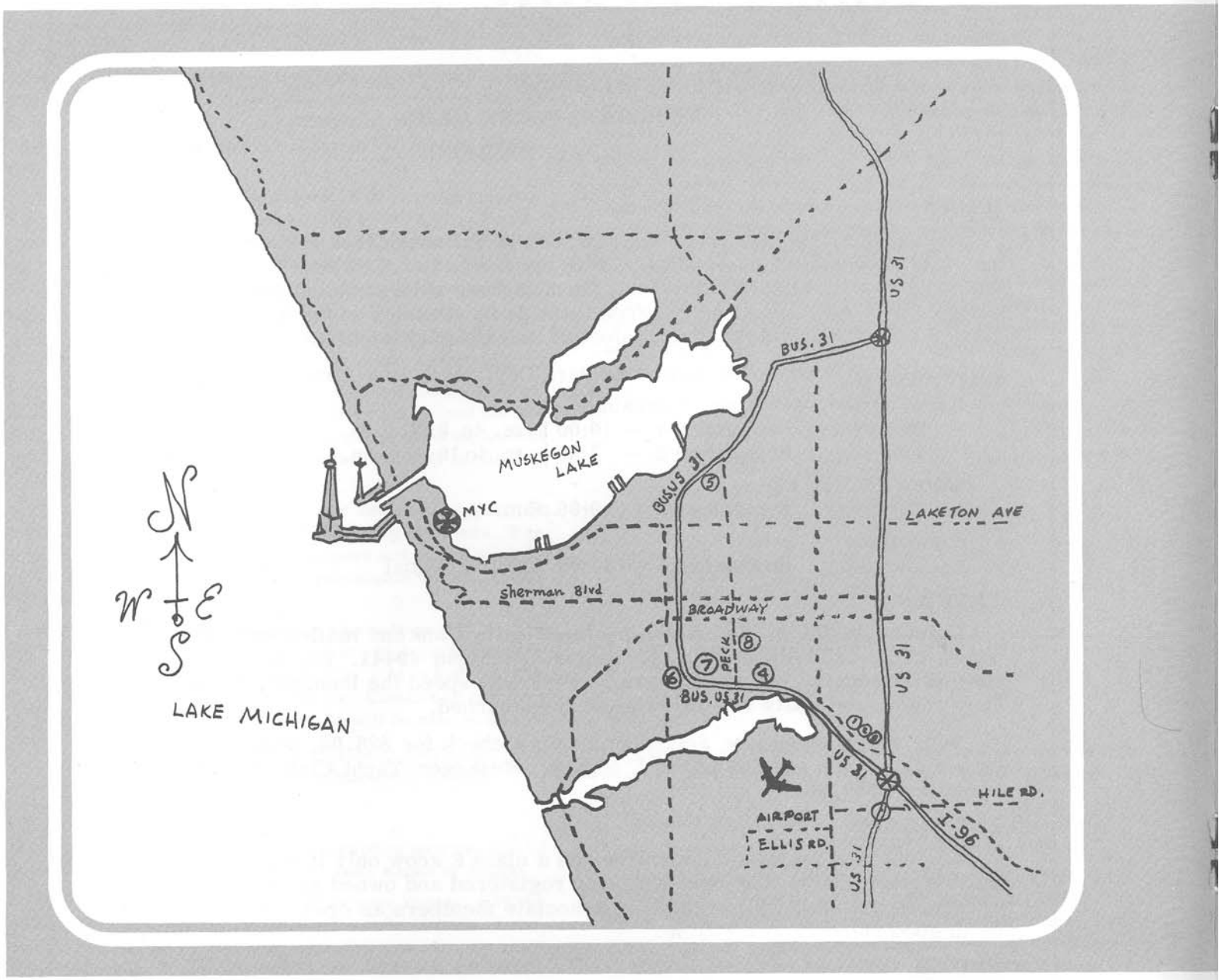
There are keeper trophies for places one through ten in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Jr. Trophy to the winning crew.

HOUSING

Make reservations directly with a motel or hotel of your choice. Find motel list in the REPORTER. It is recommended that you make reservations early.

10th ANNUAL NATION

SEPTEMBER 5, 6, and 7

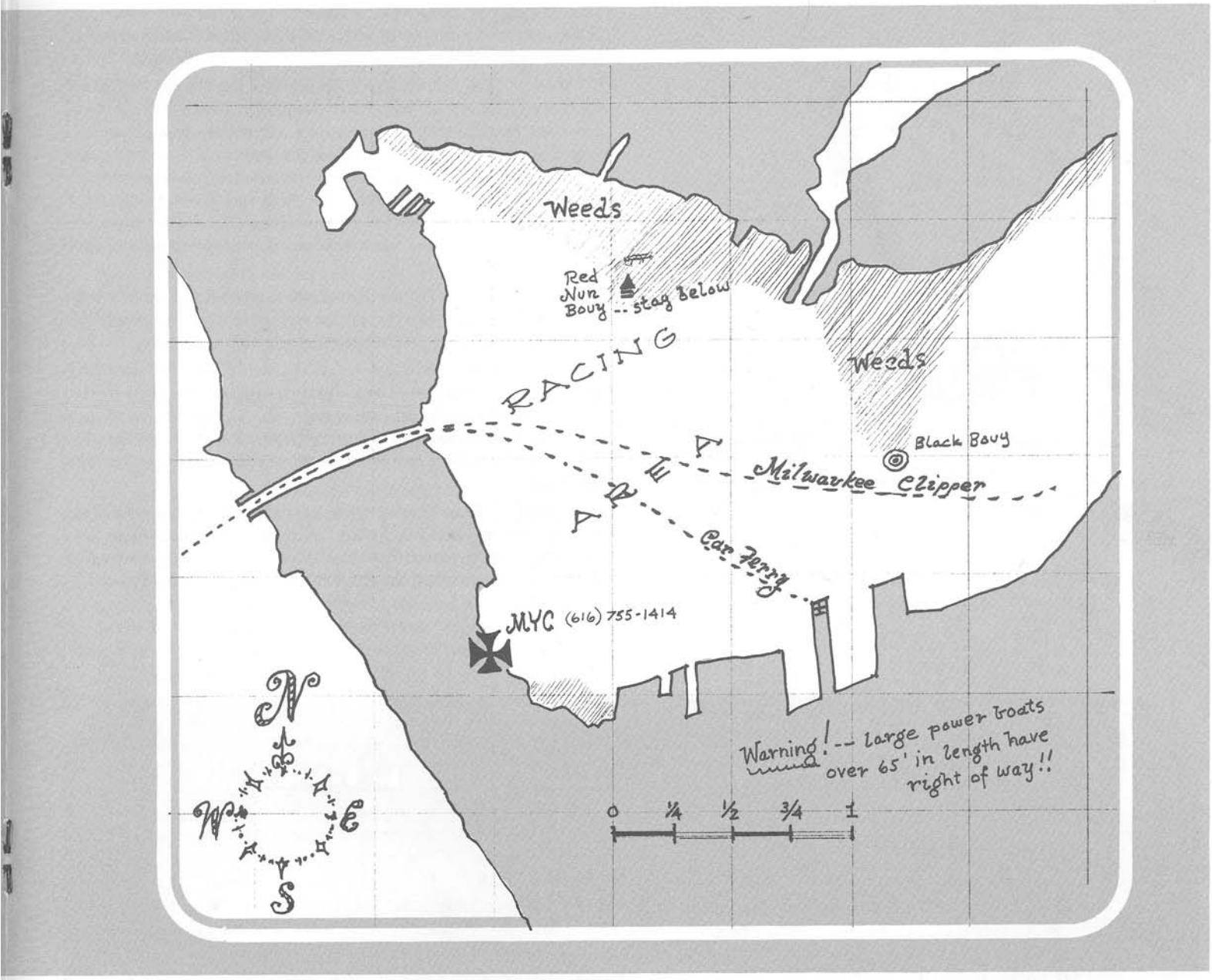


MUSKEGON, MICHIGAN -- ACCOMMODATIONS

	UNITS	SINGLE	DOUBLE	FOUR
1. Bel-Aire Motel 4240 Airline Rd. 616-733-2196	18	$ 9.00	$13.00	$15.00
2. El Royal Motel 4620 Airline Rd. 616-733-2511	12	$ 7.00	$ 9.00	$13.50
3. Motel Haven 4434 Airline Rd. 616-733-1256	12	$ 8.00	$11.00	$15.00
4. Holiday Inn Seaway Dr. at Hoyt 616-733-2601	140	$10.00	$12.00	$18.00
5. Downtowner Motor Inn 331 West Muskegon 616-726-5034	103	$12.00	$13.00	$19.00
6. Norton Motel 3350 Glade 616-733-1056	12	$ 9.00	$11.00	$16.00
7. Seaway Motel 631 Norton 616-733-1220	29	$ 9.00	$12.00	$18.00
8. Vista Motel 3300 Hoyt 616-733-1985	20	$ 6.50	$ 8.00	$12.00

IAL E SCOW REGATTA

-- MUSKEGON, MICHIGAN



JUDGES:

Head Judge -- Ed Malone
Oshkosh, Wisconsin

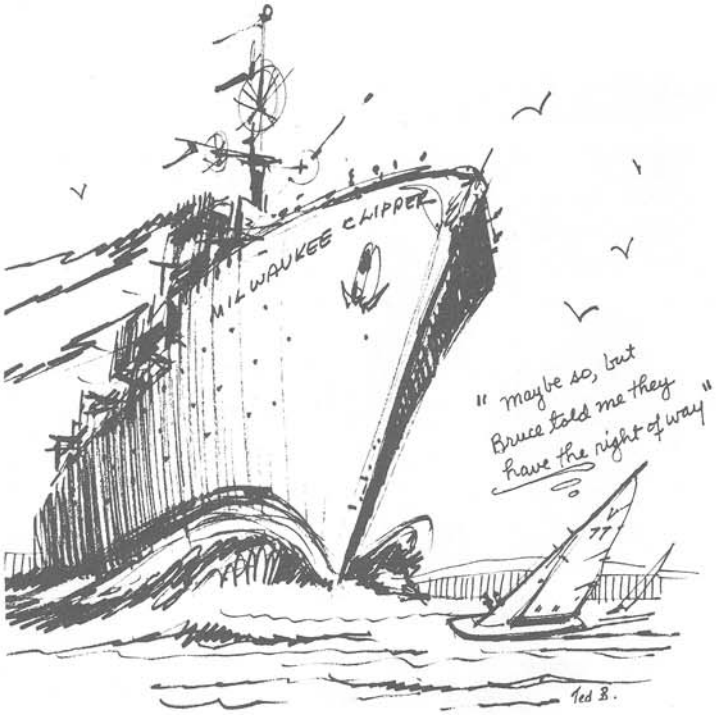
John W. Hunt
Minnetonka, Minnesota

Donald E. Larson
Muskegon, Michigan

Ted Mudgett
Muskegon, Michigan

WHAT EVERY VISITING SCOWMAN MIGHT NEED TO KNOW ABOUT SAILING AT MUSKEGON

by Bruce Wathen



The race course at Muskegon is an unobstructed area of deep water, free of weeds, and surrounded by relatively flat shoreline. So, theoretically, the way to win the race is to cross the starting line on time and sail fastest. However, there are a couple of teensy-weensy problems that might arise to slow down the unsuspecting visitor.

Firstly, the Milwaukee Clipper and the Grand Trunk RR Carferries have, on occasion, deemed it necessary to traverse the sailing area during a race since they have right-of-way over sailboats in the harbor confines and have economic incentives to keep on schedule. The alert skipper sees them coming and chooses a course which allows him to cross their tract in plenty of time or to stay as far away as possible from their extensive wind shadow if obliged to sail to leeward of them.

Secondly, the swift sailor spurns the siren song of the shore shift situated to the north and east of the race course boundries because of a messy weed problem here.

And, finally, the success of the Michigan Conservation Department's Coho Salmon planting program has (you should excuse the expression) spawned a fleet of sport fishermen just learning to operate their new power boats. It is possible we might encounter some of them as they head out for Lake Michigan.

Actually, I am not serious about any potential problems during the regatta. Visiting sailors, including the 1964 NCESA Regatta participants, have always enjoyed racing here. We at Muskegon Yacht Club hope to see you all in September.

REGATTA CHECK-OFF LIST.

1. Each skipper must be a regular member of NCESA.
2. Crew members must be regular or associate members of NCESA.
3. Advance entry with entry fee will be helpful. It will speed your launching and save you $5.00 if it is in prior to September 1st.
4. Substantial anchor and float with 70 feet of line are required.
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment in Muskegon, will be considered as having been weighed and measured for this event.
6. All boats that have not participated in one of these Championship Regattas will be measured at this NCESA Regatta. If you use a sail not used at one of the Championship Regattas, this will have to be measured.
7. The NCESA emblem must be displayed on both sides of the mainsail.
8. Each sail used in the regatta must have a NCESA royalty label sewed to it if it was purchased after January 17, 1967.
9. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rule. This is only a partial check list to assist you. There are more equally important rules to be met.

---FIRST EASTERN ALUMINUM

TO: ALL DIRECTORS

Subject: Aluminum Mast Experiment

Gentlemen:

I am pleased to have Hartley Comfort's further report of July 18 on his aluminum mast and am intrigued with the suggestion he makes of having a small round robin at Muskegon using his boat in connection with the Annual Regatta.

Since the summer season is when interest is at its peak regarding these matters, it seems worth while to draw some tentative conclusions from the information in hand in order to use the remaining time before the Annual Regatta to best advantage. With this in mind, here is what we have learned about the swivel aluminum mast in the last couple of weeks.

The section used is the standard Shark catamaran section produced by Gibbs Boat Company, LaSalle, Michigan. It is approximately 3" x 4" oval section non-tapered. The deflection without stays was approximately one-half that of a standard wood mast.

The first design used a single spreader 12" long, halyards latched at the bottom (the main internal and the jib external), and the side stays attached at the same point as the jib halyard on the front of the mast.

In a steady moderate breeze (approx. 12 knots) the mast seriously over rotated, undoubtedly due to the attachment point of the side stays, and took a severe bend, approx. 4-1/2 ft. at mid point, probably caused by the over rotation and the bow string effect of the halyards. Since the mast took a permanent set of several inches, a second mast was used for further experiments. It is noteworthy that this section could take such a severe bend without buckling.

The second design was rigged in as close a manner as possible to a standard wood mast. Halyards were latched at the top, the conventional spreaders were used, the upper 8" and the lower 8-1/2", and the side stays were attached just forward of the transverse center line of the mast cross section. Again in a steady moderate breeze of 10-12 knots the mast behaved very much like a wood mast. The rotation was about the same, a little less if anything, and the bend was also about the same shape. Observers from along side reported that the bend was regular up to the hound, then the mast was straight from there to the top. This is understandable as the top is not tapered.

A great deal of work remains to be done, particularly in the area of tuning the rig. The first mast was completed the day before racing, and when it failed so badly, the second mast was prepared the following week, with final adjustments being made on the way to the starting line. I am impressed, however, with the similarity of this mast to the behavior of a standard wood mast, and am convinced it can be refined to the point where it is at least as effective as a standard mast even without a tapered upper section.

This mast is completely interchangeable with the wood mast. In fact, I sail Saturdays with the wood and Sundays with the aluminum. We use the same boom, merely changing the mast. The costs are not in yet, but it is estimated that the mast complete with rigging is less than $200.00. This figure does not include labor to prepare and rig the bare mast tube.

The weight of the first mast was 55 lbs and the center of gravity was 13'10" above deck. The second mast is probably about 5 lbs heavier, and the center of gravity perhaps a few inches higher. I would expect that a refined design would reduce the weight by approx. 5 lbs.

A brief summary of the principal parameters are given below:

	Std. Wood	Thru-deck Alum.	Swivel Al.
Cost	$425.00 (?)	$492.00	$250 approx.
Weight	72 lbs *	54 lbs	55-60 lbs
Center gravity	12'-11"*	12'-8-1/2"	13'-10"
Cost to convert boat	-	$100.00	-
Performance	-	Superior (?)	Equivalent(?)

* These figures are from my wood mast. I understand wood masts can vary from 65 lbs to 85 lbs.

The thing that appeals to me so much in Hartley's suggestion of a round robin is the expression we will obtain from skillful and experienced scow sailors as to how they like the feel and handling of the aluminum mast. The data thus far assembled suggest there may be something desirable for the class in approving aluminum. Figures, however, need to be supplemented by experienced judgement.

IMPORTANT ☆

DIG UP YOUR SCANTLING RULES AND SEE WHERE YOU STAND!

Dear Walter:

The ballots on the June 10th vote on the change on the Scantling Rules are all in and the tabulation is as follows:

	For	Against
Item 1	27	0
Item 2	27	0
Item 3	25	2
Item 4	26	1
Item 5	27	0
Item 6	26	1
Item 7	27	0

From this it would show that each of the seven items have been approved by the membership vote.

If there is any further comment that you need, please let me know.

Hartley B. Comfort

ANNOUNCEMENT

NCESA MEMBERS WISHING THE SAILING WORLD TO KNOW OF PENDING "E" HULL OR SAILS TRANSACTIONS - CONTACT THE REPORTER - FOR SPACE FREE

---more Aluminum Info.

Dear Hartley:

Considerable concern was expressed by the Directors at the Chicago meeting that the Board have a formal interim report from you in Project Phantom. We had discussed such a report and when I saw that it was included in the Spring '68 REPORTER, I thought it was what we were all looking for.

Now that I have read this report, I feel that it should be supplemented. The "ground rules" for this experiment were outlined in the Spring '67 REPORTER. Information is essential in four areas: (a) Complete design, including the weight, (b) an accurate estimate of the cost based on production quantities, (c) the method of adapting the change to present boats, and (d) the advantages to be expected. Of these, the advantages, point (d), seem to be the only area covered in any detail.

In making the report, the Board requested that you include the following:

1. Weight of mast, complete.
2. Weight of boom, complete.
3. Center of gravity of mast above deck.
4. Estimated cost based on production quantities.
5. Estimate of cost and a description of the necessary conversion for a conventional boat.
6. A brief description of the tuning procedure to adapt one suit of sails to various wind conditions to supplement benefit #5 in your REPORTER article.

It is not necessary to wait for the next Directors' which will be at Muskegon in September. In fact, it will be most helpful for the Directors to have this report for their consideration during the summer.

Dear Walter:

Would you please refer to your letter of May 29, 1968 which has to do with the report that you and the Board requested on the "Project Phantom." I believe that I have all of the information that you need to complete the report.

1. Weight of mast, complete, including rigging - 54 lbs.
2. Weight of boom, complete with rigging and blocks -- 17 lbs.
3. Center of gravity of mast above deck -- 12'-3-1/2".
4. As of this date, the cost of the Procter Aluminum Spar, less standing rigging -- $273.15.

   The boom by Procter, less blocks -- $93.24.

   Standing rigging -- $68.13 Running rigging -- $23.40. Labor to rig -- $30.00 Sharpnack blocks -- $27.50. Air freight for boom and spar -- $70.08. Customs and Duty -- $27.32.
5. Estimate of cost and a description of the necessary conversion for a conventional boat. A thru-the-deck mast well can be put in the conventional "E" boat with the necessary backbone build up and other work that is involved would, at today's prices, be between $75 and $100. A description of the necessary conversion for a conventional boat would cover the fact that the deck would be opened with enough of a slot to permit the mast to go into the slot. The framing under the deck would be altered so that there would be ample framing on either side of the boom to support the deck at that point. Of course, this would include the hardware along the center board of the boat so that the mast would have a proper seating place. It also includes the cross bar to cover the gate, once the mast is set upright and it also includes the necessary blocks for blocking the mast fore and aft.
6. The process for tuning. We find that we have used, principally, only one adjustment from light to heavy wind and that is the jib halyard change, making just a single, one notch adjustment.

   As for the main draft control, we use the conventional downhaul and outhaul adjustments - in other words, the heavier the wind, the harder you trim, because this will flex the mast and flatten the sail.
7. Complete design. A complete design of the framing is found in the late Spring, '67 REPORTER. Also, the complete design of the stays on the mast, with one exception. We have added a stay on each side of the spar from the top of the spar down to about 3" above the spreader on the stay. The purpose of this is to strengthen the top of the spar and keep it from falling off to leeward as much as it did without this additional stay.

   We are presently working on some additional modification of the jib halyard arrangement so as to make this a little less complicated. When this is determined and ultimately settled upon, we will pass it on to you.

There are several other things that I would like to discuss with you that I think might be of some interest in this experiment.

What would you say to be the possibility of getting sort of a Skipper's Regatta, in connection with the National at Muskegon - by getting fellows like Runnie, Mike, Nat, Sam or any of the say, five top skippers to agree to sail a round robin series of four or five races with each of them sailing their own boat and rotating through the group of boats so that each one would have a chance to sail this boat in a race. This could prove something and, likewise, it could prove nothing, but I think one of the problems that we have had has been that we haven't been able to get the top sailors to sail the boat and to go out in it and actually, really look at it.

I think that we are building up much more enthusiasm for this Project and I base this upon the interest which we have had in the various regattas in which we've sailed this year; but, we are still a long way from getting the really top-notch sailors to come aboard and look at it and give it a whirl by taking it out and sailing it.

Therefore, one of the things I would like to have considered would be whether or not this Project ought to be given one more year to work on, because last year we had so much trouble with the hardware and so much trouble with the main and jib falling down, and causing us many problems, that I don't believe we were able to show the boat to full advantage; plus the fact that I would very much like to have this boat race against one of the boats with the "rotating aluminum spar."

I am sure that by this time you have accomplished something along this line and for this reason, I would like the Directors to consider the extension of the two Aluminum Mast Projects through the 1969 sailing season, so that we could get these two Mast Projects to race against one another and hopefully, we could get top-notch sailors to race this boat against some of the others to see just how it would do, when real good skippers make it go.

Hartley B. Comfort

REGIONAL REGATTAS

8th ANNUAL MUSKEGON E SCOW REGATTA
July 13, 14, 1968

(Thanks to Bruce Walthen and Jack Davis, we have the following report on the Muskegon affair).

Twenty-three boats sailed four races in winds ranging from 5-8 mph (1st race); 8-12 mph (2nd race); 15-22 mph (3rd and 4th races). The NCESA crew weight rule was in effect, which may have helped the light crews in the first race (i.e. Craig Welch - 540 lbs), but had to hurt in the heavier going (three capsizes in the third race.

The 1968 Johnson and Melges hulls appear to be very fast and the top eight Western Michigan boats are shaping up as tough competition for the coming National Regatta.

Paul Eggert is the perennial WMYA - E Champion; Bruce Walthen has won the Muskegon Regatta six times; and Ken Koernoelje has won the WMYA - E Championship several times.

Individual race winners were:

	Hull Year	Crew Weight
Race 1 - Craig Welch, Muskegon	'68	540
Race 2 - Paul Eggert, Spring Lake	'62	600
Race 3 - Bruce Walthen, Muskegon	'59	680
Race 4 - Paul Wickland Jr., Muskegon	'68	630

Regatta top finishers were:

		Hull Year
1. Paul Eggert, SLYC	4, 1, 2, 5	'62
2. Paul Wickland, Jr., MYC	6, 5, 8, 1	'68
3. Ken Koernoelje, SLYC	5, 4, 3, 7	'68
4. Bruce Walthen, MYC	WDR, 2, 1, 4	'59

ILYA - E INVITATIONAL
WHITE BEAR LAKE, MINNESOTA

(Ed. Note: T. Bischoff's report is lost in the U.S. Mail, but here is our brief impression of the affair).

Three races were held. One was cancelled due to light air and the final on Sunday was blown out by thunderstorms that plagued the Regatta. Overall winner was Kay Larkin's T-77 experimental aluminum spar. Brad Robinson chased her hard, especially in winds 35-40 mph in the last race, which saw most of the 44 contestants hanging on to the dock or coming in with hardware failures. Brad said that Kay's boat got knocked hard as did his on the heavy weather legs, but the aluminum rig acted like a shock absorber.

ECESA BELLPORT YACHT CLUB REGATTA

Ed. Note: -- for shame! I have lost Walter Smedley's fine write up, but here are the results:

BELLPORT BAY YACHT CLUB

.: _____ RECORDER: _____ _____
ES: _____ RACE COMMITTEE MEMBERS: _____

NAME	OWNER	FIRST RACE	SECOND RACE	THIRD RACE	TOTAL POINTS	FINAL STANDING
—	ROGER CARLSON	DNS 8	3 5.7	7 13	26.7	6
EYA.	LEON NUIZEL	DNS 8	7 13	5 10	31	7
SHOW BOAT	D. [illegible]	2 3	5 10	4 8	21	(3)
CATS PAW	CRAIG [illegible]	DNF 8	9 15	DNS 15	38	9
PRINCE	WALTER SMEDLEY	DNF 8	4 8	3 5.7	21.7	4
H2O	EDWARDS SMITH	DNS 8	1 0	6 11.7	19.7	(2)
FLIGHT	ROB STARKE	DNF 8	8 14	2 3	25	5
MIKI WIKI	FRANK SCANLON	3 5.7	6 11.7	8 14	31.4	8
FINESSE	KEN LAND JR	1 0	2 3	1 0	3	(1)
WISSPER	THOMAS WISS	DNS 8	DNS 16	DNS 15	39	10

* PS. NONE LOOKED LIKE THIS

WHAT'S IN A NAME?

--- Soap Opera dept.

Ed. Note: Since it's up to the editor to fill up this issue (somehow), I'll take advantage of the office to talk about my boat. Equal time will be accorded to anyone caring to indulge in equivalent sob-sister reporting in future issues.

Some readers may recall a couple of articles in ODY magazine put together by George Eddy and me entitled "How Now Brown Scow," etc., which related the water pratt-falls of the Eddy - Kauffmann - Brennan E scow syndicate, whose first boat (ex - Fred Fischl "Poga") was re-christened "Ineptune" in an effort to have a psuedo-salty, yet appropriate tag concerning our abilities.

Various trading up situations saw us (and subsequently, me) through "Ineptune II, III, and IV." Number IV was a brand new (1966) craft and was to last me forever but, an unfortunate fire last fall roasted her badly enough to try yet one more new boat.

Eight years is hardly a lifetime of sailing experience, but when you're a senior-delinquent beginner like me -- well meaning friends feel that a positive attitude should be assumed and I rather smugly concurred that a brand new boat shouldn't be burdened with all the Keystone Cop foibles of the "Ineptune's" -- that this new craft should carve out her own record, unfettered by her predecessor's track records of finishing rather sensationally at the rear of regattas.

- Okey -- one day while starting to letter the transom, renamed "Ineptune V," enough reaction to past urgings took over and, after rejecting the name "Firebug," I asked my family to consider "Firefly," as it did have a recall of the unhappy cause and also seemed a friendly, direct name, becoming to small lake boats -- maybe even a sand-bagger (also, fireflies do tend to operate erratically and unpredictably at times).

Well sir, here's the 1968 track record to date:

1. Right at the start of the first point race, in heavy air, I took a final haul on the main, lost my footing and fell into the cockpit -- to watch, hypnotized, while the mainsheet ran out through all nine blocks like a 16 mm film, unimpeded by anyone having tied a knot in its end, or securing it.

2. Second race. Heavy air again. (Baggy sails put on 2 hours before start to be sure to be on line on time). Noticed RC flag requiring life jackets with 4 minutes to go. Flailed about -- got them sort of on, arrived on the line to find a capsized E in front of me -- bore off on a very fast plane away from the line as the gun fired, tried to harden up (holding my own main again), lost control of the main and the helm -- retreated away from the line again on a dandy plane; this pattern repeated itself several times until my crew quite simply requested me to forget the whole thing - retired from the course.

3. Third race. New light/medium main, at last, to go with the new boat! But headboard has three holes in it for the halyard. Made a guess and attached halyard at middle hole. Wind came up strong at start. Came up on the line with board all the way down and thanks to remarkably strong windward helm, helped by tension on leach of sail (thanks to the halyard attachment), Firefly promptly went into stays opposite the committee boat as the cannon fired. After an embarassing recovery, we chased the fleet to the top mark, rounded, put up chute, closed on fleet in great, snorting puff and until the backstay cam cleat gave up -- resulting in crew resembling marines hoisting Old Glory at Iwo Jima until we could get the chute down. Headed into wind to recover some composure, but succeeded only in sailing backwards for several frustrating minutes under the scrutiny of the spectator boats until, finally, Phil Kauffmann realized the leach cord was full on. Retired from the course.

4. E Invitational at White Bear.
First race: traditional finish -- well back.

Second race: great boat speed but late at start by three minutes due to acey-duecy games at lunch.

Third race: finally showed a glimmer of intelligence by retiring from the race shortly after start as winds were building to 35 knots and over.

5. Fourth (point) race: Home again. Good first leg. Third around top mark and then skillfully lost one or two boats on each leg thereafter. Race completed!

6. Flat calm -- "nobody in their right mind would start a race this morning" -- but they did. In fact, two minutes before "Firefly" could nudge over the line -- causing her skipper to try wild flier to other side of the lake to overtake the fleet -- once again, the gamble failed to pay off. Retired from course.

Well, the season isn't quite over -- maybe things/somebody will change for the better. But at this moment I can't help wondering if I-77 will show up at Muskegon as "Ineptune V" instead of "Firefly."