








NCESA





SUMMER 1965 VOL. 1 NO 2

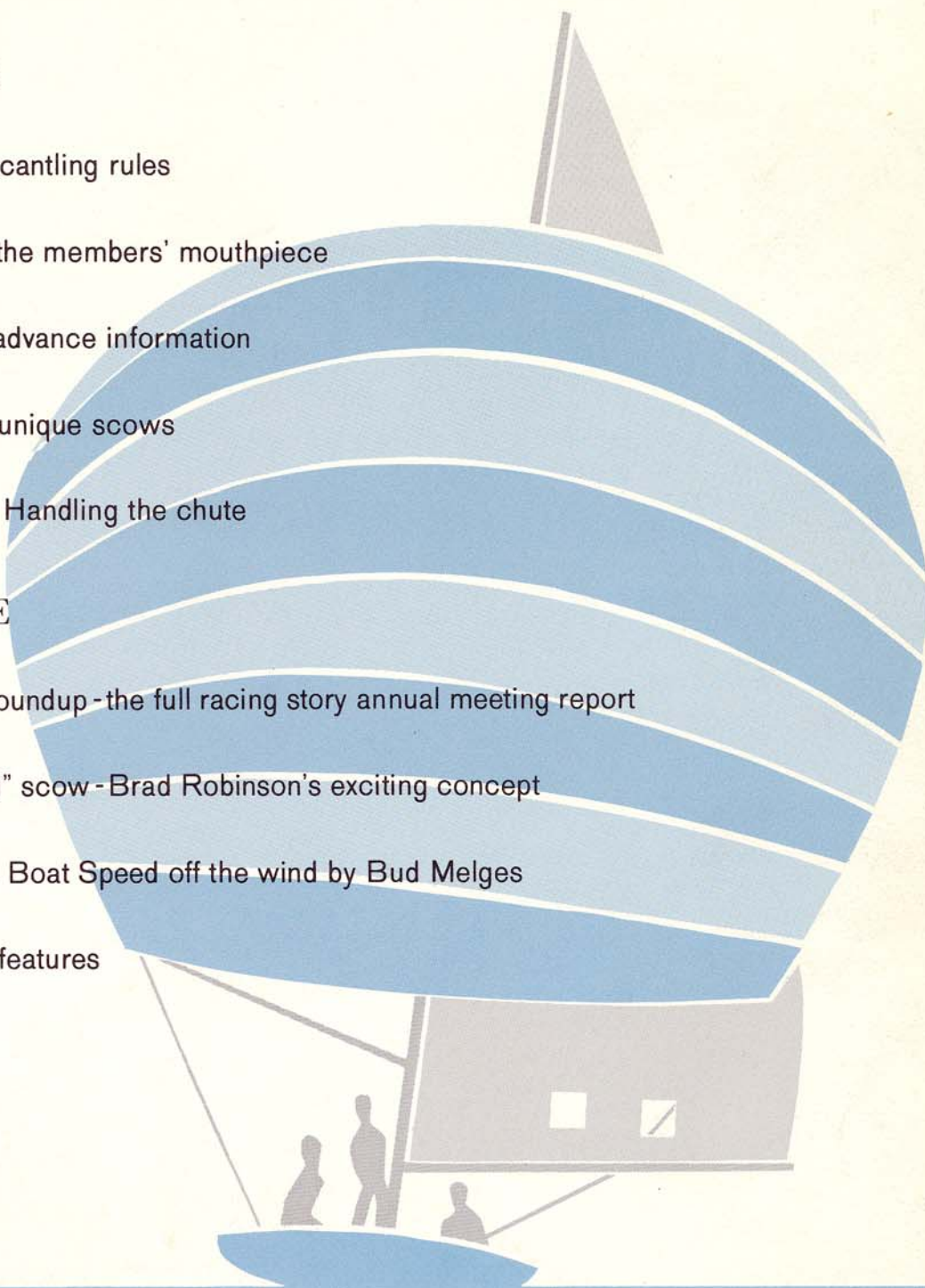
REPORTER

THIS ISSUE

-  Proposed new scantling rules
-  Protest corner - the members' mouthpiece
-  Little Egg - vital advance information
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-  How to No. 3... Boat Speed off the wind by Bud Melges
-  Plus ... regular features



SPECIAL FEATURE: 1965 NATIONAL REGATTA
September 8-11 Little Egg Harbor

How Now E SCOW?

OFFICIAL BUSINESS

Proposed new scantling rules



- a. Bilge boards be established at a maximum weight, approximately the same as the present aluminum boards.
- b. Two bilge boards be required.
- c. "Freeze" the current shape of the hull by suitable exchange of patterns by the existing builders.
- d. Adopt a uniform yearly reduction in the weight of the hulls.
- e., f., g. Spars and sails - These matters were referred back to the Rules Committee for further study and recommendations.

To become effective, the above changes to the Scantling Rules must be approved by a three-fourths vote of the Membership.

IF YOU DO NOT ATTEND THE REGATTA YOU MAY VOTE FOR OR AGAINST EACH OF THESE CHANGES BY WRITING IN TO -

Walter Smedley, Secretary NCESA
Ives Building - Narberth, Pa.

National Class E Scow Association
Ives Building, Narberth,
Pennsylvania

Commodore: Mike Meyer
Vice Commodore: Walter Smedley
Rear Commodore: Klemm Harvey

Directors: Runyon Colie, Gordon Lindeman
Roy Mordaunt, Nat Robbins
Dick Turner, Bruce Wathen

NCESA Reporter Staff Publisher, Ted Brennan; Chairman, Editorial Board, Wm. Bentsen; Managing Editor, George Eddy

Reporter appreciation to: the skippers and crew who contributed to the "How to" series and sent local knowledge of Little Egg Harbor waters. Howard "Bud" Knight for technical help in final assembly. Chicago Repro-Print Inc. for helping us put together this second issue. Dubow Letter Service for the typing.

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The Protest Corner

Mr. Maynard W. Meyer
797 North Jefferson
Milwaukee 2, Wisconsin

Dear Mike:

Please accept my sincere congratulations for the excellent promotional work being done by N C.E.S.A. We hope to have at least eight Hopatcong Boats at the Regatta and I am sure that the other E C.E.S.A. Fleets will make a similar effort.

As the interest in N.C E.S.A. continues to increase, however, we will soon be faced with the need for qualifying those eligible for the Nationals. We must recognize the fact that it is not fair for those in contention to be fouled up at the start by sailors that are not even familiar with the basic rules.

I realize that the question of sanctioned Regattas was discussed at length during your January 21st meeting at New York, and was shelved at the time. When the subject is reopened I fervently hope that the following suggestions be given consideration:

1. That the number of sanctioned Regattas be limited to those of greatest importance to the various regions involved.
2. That the Regattas having greatest seniority be given first consideration.

As Commodore of E.C.E.S.A. and as an old-timer that has attended virtually every Eastern Regatta since its inception, I plead that this Regatta be given prime consideration as the sanctioned Regatta of the Eastern Seaboard. It is the only Regatta that represents all fleets on the Eastern Seaboard.

It is my hope that some time in the future our growth will demand district qualification similar to the Star Class and that eligibility for the Nationals will be judged on an individual performance basis. Until then, however, limited sanctioned Regattas should prove to be an excellent stopgap.

Kenneth R. Rand
Commodore E.C.E.S.A.

Mr. Walter Smedley
Ives Building
Narberth, Pennsylvania

Dear Walter:

My feelings have not changed since the January meeting. Sailboating is booming and sales of E's certainly are not keeping up in growth in any sense of the word.

Fifteen years ago when I bought my first E, I made a choice of going into Stars, E's, or deep water racing (Mackinac's, Great Lakes, etc.). I chose E's because they were the hottest boats of their size anywhere with the best competition. In the last five years this situation has changed with no effort to keep abreast by the E Class. The E's can still be the best, durable construction, with prices held, if strong and courageous steps are taken. As it is, I can't help but feel the Class is fighting an uphill battle with other classes offering better challenges in competition.

If future legislation in the Class retards further action, it certainly won't help. By the way, front cockpits certainly offer advantages in time and motion of crew, and must be unfair in the spirit of similar boats, or any trend towards one design. It brings up the question as to where the Class wants to go.

Gordon Lindemann

Dear Mr. Smedley:

Thank you for your recent note and application for membership in the National Class E Scow Association. The completed application is enclosed herewith. I note on the application blank a quotation from the by-laws, Article V. In this connection I gather that to race my boat in the National Association Regatta all members of my crew must be members of the association. Is this correct?

Answer: Yes, crew members must be regular or associate members.

I would like to go on record as opposed to the reduction in the minimum weight of an E scow. I feel that an E boat needs a certain amount of "heft" and I am not interested in how well an E class scow, or as a matter of fact any scow, does in a one of a kind race.

Jack W. Wicks

Gentlemen:

Congratulations on the "birth" of a regular publication to E-Scow owners. In addition to providing news and useful advice, perhaps it can also serve as a medium for the exchange of opinions on pertinent subjects through a "Letters to the Editor" column. With this thought in mind, herewith are some personal observations on the subject of our present crew weight rule - 650 lbs. maximum with any variation under this limit permitted.

We sailed to this rule all last summer. A couple of times, it was convenient, so far as managing the boat was concerned, to lighten ship and sail with three. In those light air races, we may even have obtained a slight advantage over our competitors who kept their full crew. Our fourth member, however, was a real good sport about being left behind. She said she would rather not go through the tedium of a drifter, but I wonder if she wasn't being more considerate of "the old man" than candid in her opinion. I know of others in her position last summer who were not so gracious.

The crew is one of the more important items to be managed by the skipper in a successful campaign. But unlike sails, boat trim, rigging adjustments, etc., the crew is not an inanimate object. The crew is people--people with hopes, spirit and enthusiasm, as well as muscles, eyes and avoirdupois. It goes against my sense of fair play to have a rule which can put the skipper in the position of treating his crew like so much dead ballast.

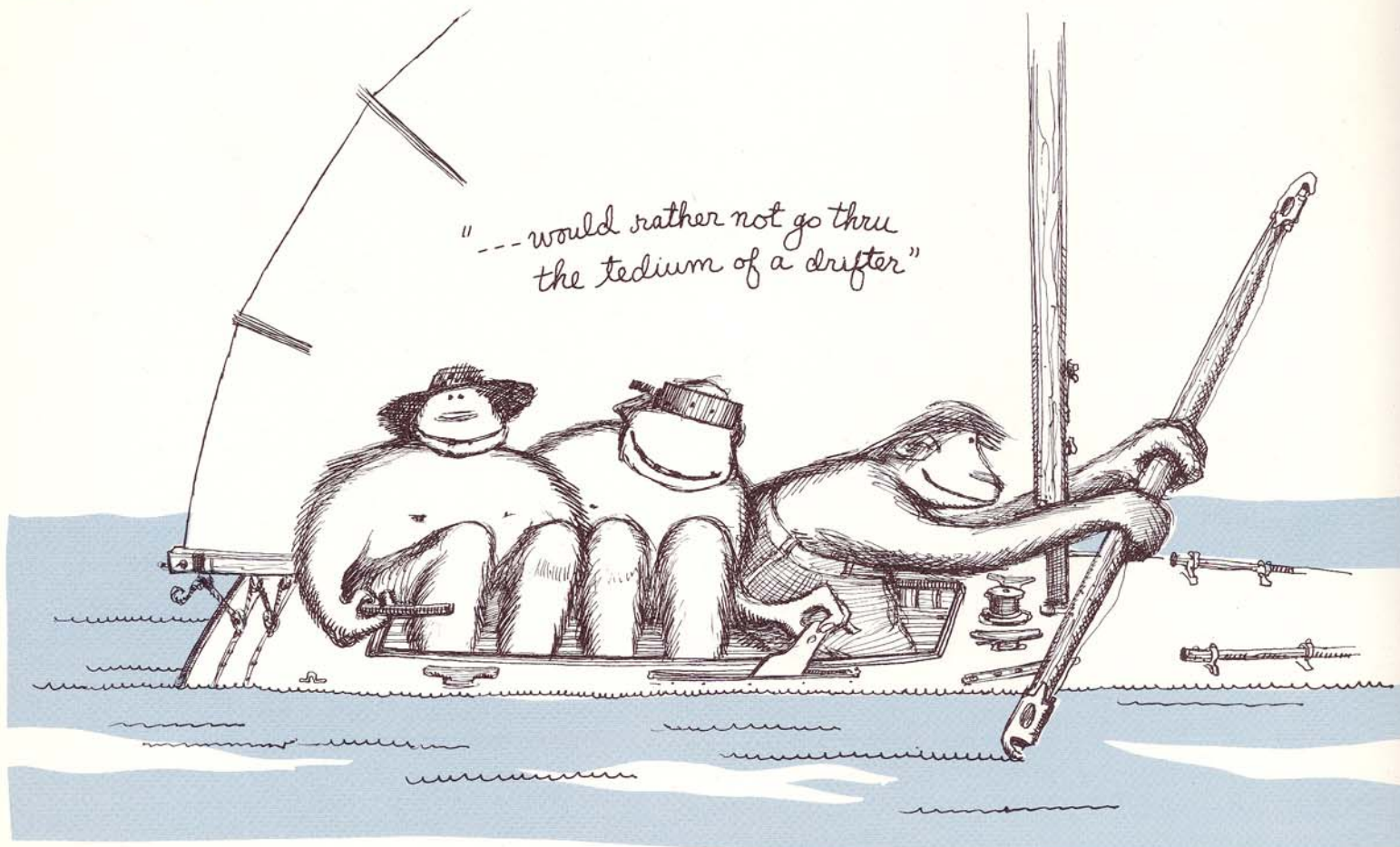
With this rule, there is also the awkwardness of planning for the extra crew on trips--the extra expense without assurance that (s)he will even sail. The alternate is to recruit local talent in a mad seller's market.

Is there a better solution to the crew weight problem? I think there is. The key is to keep the crew the same for the whole regatta. What crew you start a series with you have to keep throughout that series. In a three-day regatta, which most major regattas are, the advantage to an overly light (or heavy) crew is less than to a crew of average weight. Fixing the crew provides a solid basis for training the most efficient crew for all conditions. It also relieves the skipper of the anxiety of one of his many pre-race decisions. Perhaps we need a minimum aggregate crew weight, like the Penguins have, as well as a maximum, but either limit is less important than the idea of a fixed crew. Off hand, I know of no nationally known one design class which does not have a fixed crew. They can't all be wrong.

Our crew weight rule comes up for further discussion and decision at the January 1966 Directors' Meeting. We will use the present rule again this summer, and I hope it will be given a fair trial by those who are not familiar with it. In any event, those with firm convictions one way or the other should speak out this summer, so that the best rule can be devised at our winter meeting.

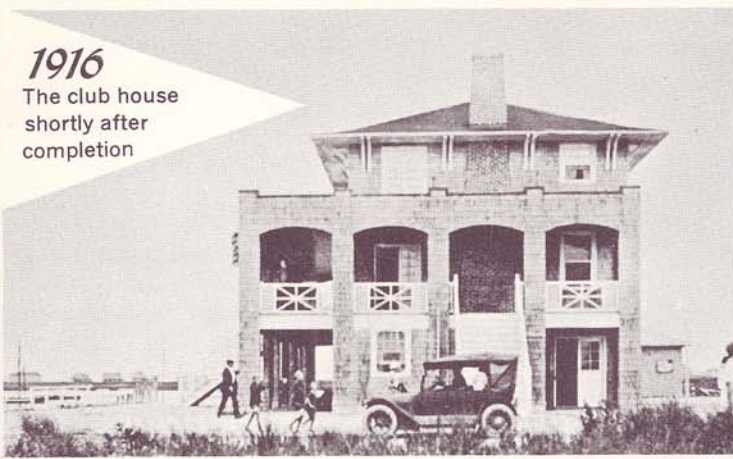
Walter Smedley

"---would rather not go thru
the tedium of a drifter"



1916

The club house
shortly after
completion



SPECIAL FEATURE: Advance information for the NATIONAL REGATTA

Founded in 1912, LEHYC record books show four scows competing in 1930, although Beach Haven reportedly had scows dating back to 1926.

The E class was introduced to Eastern Waters by Col. Chance. The story goes that he saw one of these boats in the Midwest and felt they would be ideally suited for Barnegat Bay and purchased a half dozen or so for his family and friends at Mantoloking. Fleets then developed at Hopatcong and Little Egg Harbor. Early hulls were Jones and Labore and fastened with galvanized iron. In depression days new boats could cost as little as \$350.00.

In 1937, an East-West team race was held at Mantoloking as a result of Brit Chance attending the Inland Regatta the previous year. The Eastern team comprised of Runnie Colie, Neff and Brit Chance won over Winkler, Hanneford (third skipper not recorded) of the Inland.

In 1938, at Lake Winnebago, Colie, Neff and Sam Merrick, representing the East, won handily over Friend, Winkler and Decoster of the West.

1939 saw the last of the series with the East (Chance, Colie and Merrick) again winning over the West (Mayer, Irwin and Gartz).

The first ECESA Regatta was held in 1939 at Mantoloking and was won by Sam Merrick.

After World War II, intersectional competition was revived with the first National E Regatta held at Little Egg Harbor in 1959.

VISITOR TO LITTLE EGG

I first took the forty mile trip south from Mantoloking to race sneak boxes at Little Egg more years ago than I like to think about; in 1928 to be specific. I have sailed on Little Egg at least once every year since then, except during World War II, and since 1936 it has been in E scows. The changes that have occurred in the Little Egg race course in that period are in themselves remarkable.

Without going into great detail about the pre-war course, I would suggest that those of you visiting Beach Haven for the first time try to picture what it would be like if one could leave the Yacht Club area only by passing south of Mordecai Island (the island directly opposite the Yacht Club and which forms its harbor); in other words, the present direct route which we now use was so shoal even the rudders would hit! And then try to picture a starting line set up across the narrow channel of the Inter-Coastal Waterway, with its swift current, directly opposite the Club House. This was the condition before the war, with the first leg either north or south in the

channel, regardless of the wind. After a real obstacle course, we would eventually get out to the general area of the present course, which I consider as fine as any on which I have ever sailed.

It seems to me that the course on which we will be sailing meets every requirement that one could ask of a Championship course. That portion of C. & G. S. Chart No. 826SC, covering Little Egg is printed on the following pages, and shows the nine marks which make up the course. On this course the current, which is such a factor in the area of the club, is negligible. There is some current in the channel on the eastern edge of the course, between F. L. R. "4" and F. L. R. "2". The flood runs north in the channel and the ebb south. This is, however, a rather weak current and I do not believe that you should worry about it too much unless the air should be quite light. Other than in this one part of the course, my experience has been that you can pretty much forget the current factor. And unless you should happen to wander in toward the sedge type islands beyond the southern edge of the course, you should have no trouble with shoal water. Also, because the nearby land is low and sedge-like the prevailing winds tend to be quite steady.

This should be true unless we have a West or Northwest wind. In this case the wind will be anything but steady, in both direction and velocity. The usual pattern for Little Egg, and the entire Jersey Shore for that matter, is a light, rather variable wind in the morning, with a good Southerly thermal coming in from the Ocean about noon. For this reason, in the morning race it may pay to keep an eye on Beach Haven and, if you see signs of a Southerly over there, get over in that direction as fast as you can. The warmer the day, the more chance there is of the thermal coming in, and the earlier it comes in, the harder it will blow. Should it blow all night, as it occasionally does, put on the flatest sails the next day. If it gets over about 20, you will run into a good chop, but nothing to bother any of you who have sailed on Winnebago.

In summary, you are going to a fine, open course, where you can expect to find good steady breezes, and where local knowledge should not be too much of a factor. As an added plus, you will be sailing under an excellent Race Committee and one that will not start you off until they are satisfied that the course and line are the best they can lay out.

See you at Beach Haven in September. Runnie Colie

7th. ANNUAL NATIONAL

SEPTEMBER 8 - 11, 1965

REGISTRATION - LEHYC Clubhouse
Tuesday & Wednesday
(for advance registration see form below)

POINT RACES
Two Thursday
Two Friday
One Saturday

SKIPPER'S MEETING
Wednesday evening at LEHYC

SOCIAL EVENTS

Thursday Evening

NCESA Annual Meeting all members
followed by Board of Directors
Meeting at Clubhouse

Friday Evening

Clambake and discotheque at club house

Saturday Evening

Banquet and Award of Trophies

***Continental breakfast and lunches
available at Clubhouse.

REGATTA FEES (per boat, 4 crew)

Prior to Sept. 1....\$30.00 After Sept. 1....\$35.00
Includes everything but lunches and the Clambake

ADVANCE REGISTRATION

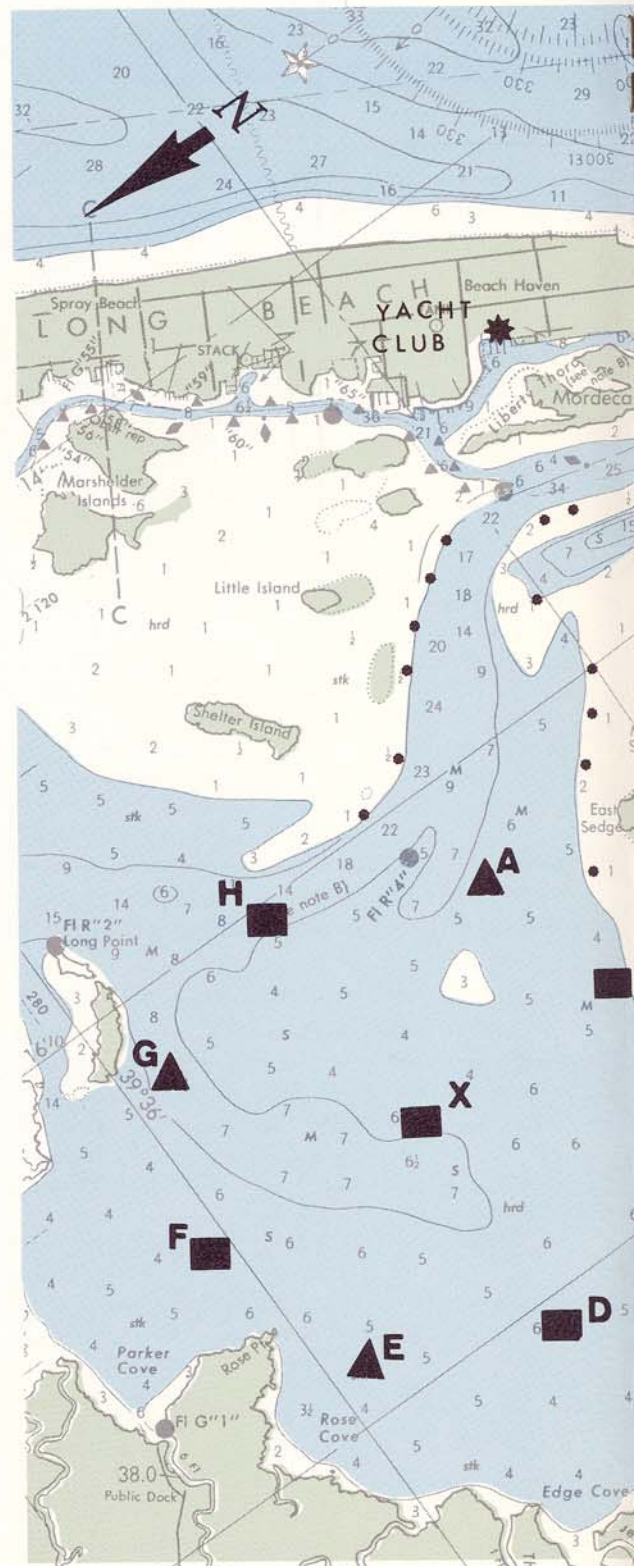
Mail to: E. K. West
Regatta Chairman
LEHYC
Beach Haven, New Jersey

NAME _____

ADDRESS _____

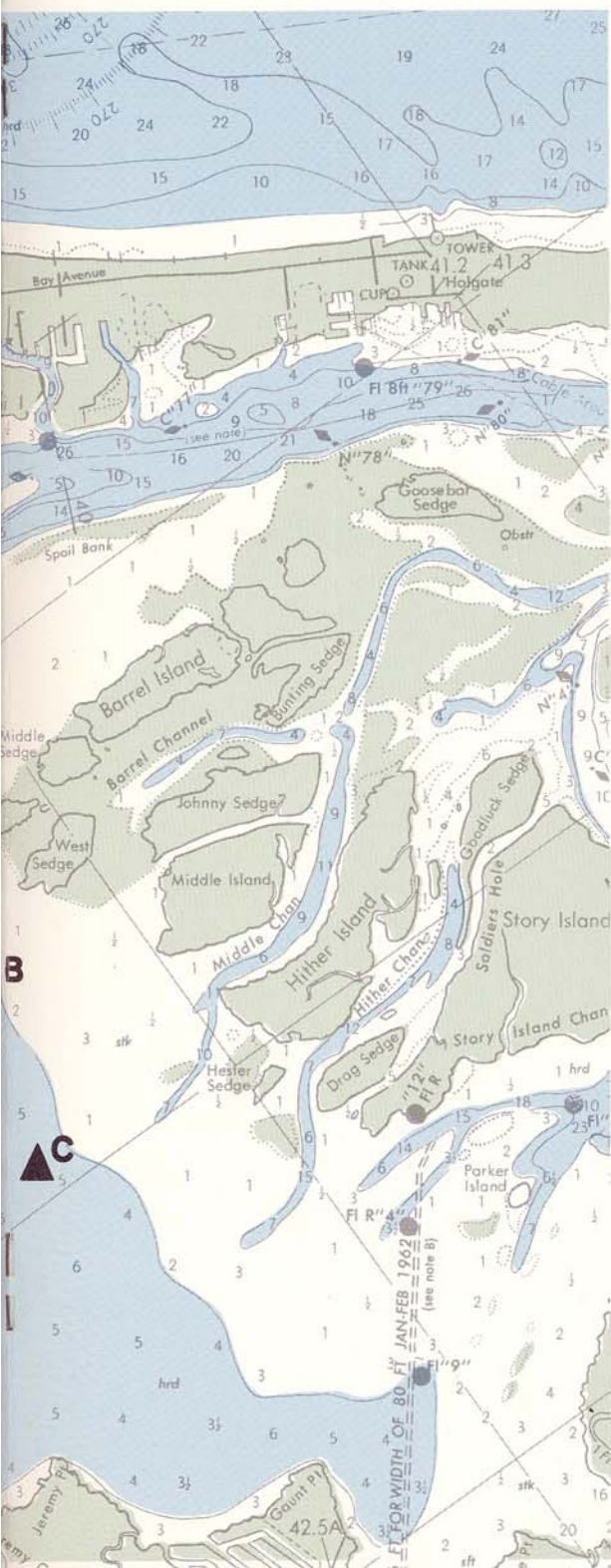
HOME YACHT CLUB _____ RACING
BOAT NO. _____

Fee...\$30.00 per boat prior to 9/1/65. \$35.00 after 9/1/65.



VAL E SCOW REGATTA

BEACH HAVEN N.J.



REGATTA INSTRUCTIONS

1. All boats must have NCESA certificate on file. Limited measurements available Tuesday and Wednesday.
2. NCESA rules to be followed strictly. No haul outs, crew weight.
3. NAYRU Racing Rules to be strictly observed.
4. Electric hoist launching and recovering.
5. Olympic courses -- 9 plus miles.
6. Safety equipment required on board -- wearable life jacket per person, anchor, paddle, pump or bailers. 8-10 lb. anchor (spinnaker sheet OK as scope).
7. Full instructions to be published.
8. Salt water precautions (see accompanying articles).

ACCOMMODATIONS

There are a number of good motels located within one-half mile of Little Egg Harbor Yacht Club.

Off-season rates (after Labor Day) average \$12.00 to \$15.00 double per day.

Seashell Club Motel (oceanfront)	(pool)
Sans Motel	(") (")
Engleside Motel	(") (")
Bayview Manor Hotel	(Bay adjacent to Club)

Information on additional facilities such as house rentals or rooming house accommodations can be obtained from LEHYC or local real estate agents - Lackey, Van Dyck and Zackarie.

GALLOWAY'S LOCAL KNOW-HOW

Visitors at Little Egg Harbor will find the racing as free of local conditions as any in the country. There is no high ground or obstruction within a mile or more of the racing area. The course is clear of all main channels and tidal flow is almost uniform over the entire area, eliminating this as a factor to be coped with except on the East boundary of the racing area.

Although the bay is not deep, there are no shoals or obstructions in the racing area to be avoided except some cedar stakes standing in the water which can cause trouble if your sails or rigging catch them.

All races will be sailed on Olympic courses with marks set around a 1-3/4 mile diameter circle. Buoys are pylons standing 10 feet above the water with orange colored cones and cylinders on top and are as visible as they can be made. However, it is wise to carry a compass for times of poor visibility and also knowledge of the prominent landmarks is helpful for navigation.

The chart of Little Egg Harbor indicates the main land marks. It also shows the tide flow stream on the east boundary of the racing area.

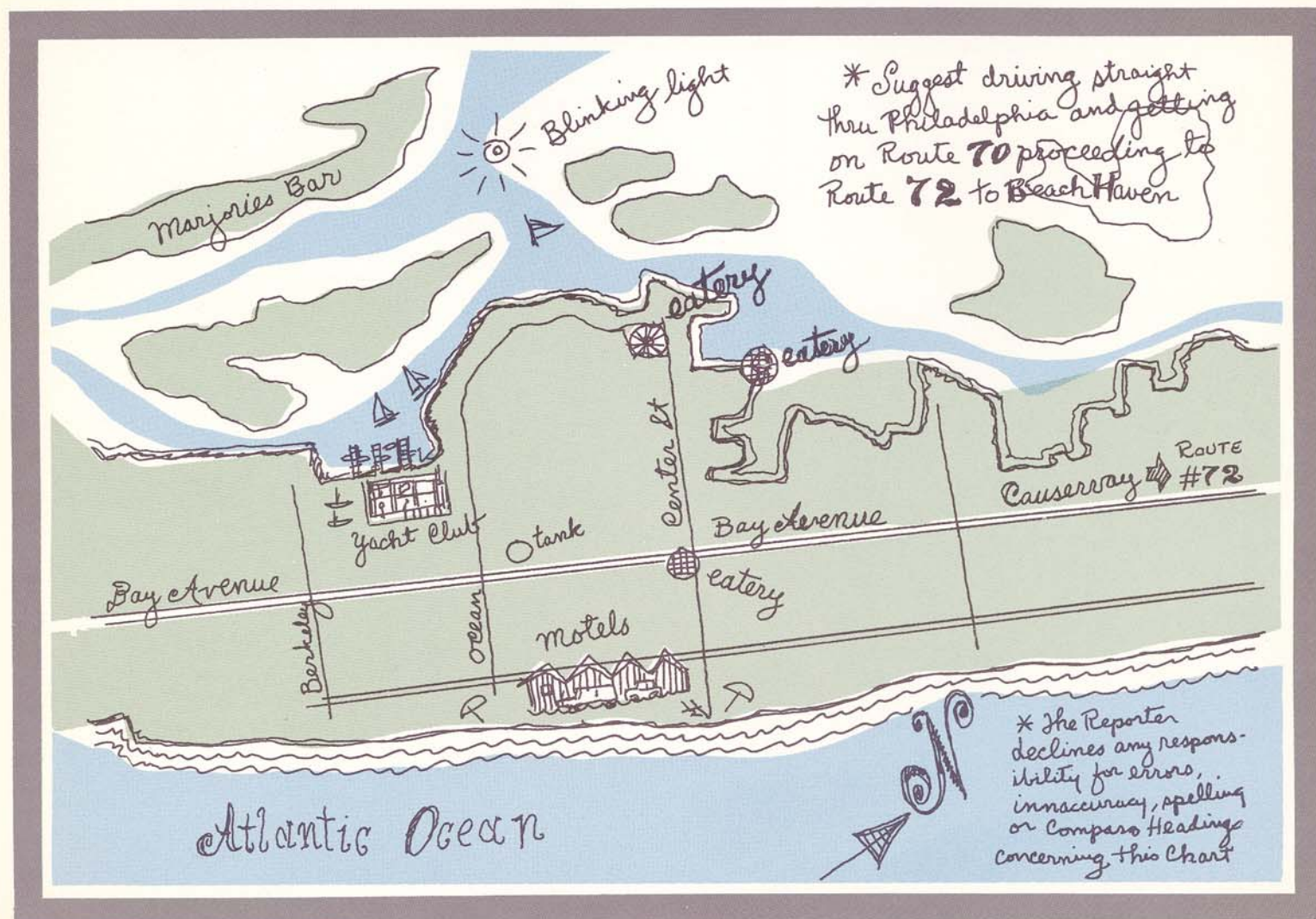
The prevailing winds during the sailing season are Southwest on the island and usually steady. These veer somewhat to the South as you approach the mainland side of the bay. If it is blowing Southwest in the morning and the weather is clear, the wind direction will probably hold and it will be blowing 18 to 25 by afternoon.

Winds from the West, Northwest and North are unreliable, shifty, always puffy and full of holes, particularly as you approach the west shore of the bay. They usually blow hardest in the morning and, if light then, will probably die and come in from the South or Southwest by afternoon.

Northeast, East, and Southeast winds are light, except under storm conditions, and fairly steady in September and October.

Do not be misled by the anemometer at the club house in your selection of sails. The reading is apt to be considerably less than the true wind velocity on the bay. Under heavy wind conditions self-bailers are important, as the seas will be short and steep, particularly at the leeward side of the course.

One more thought, in sailing out to the race course it is best to stay in the main channel, and a chart of the Club harbor will be posted on the bulletin board.



CUSTOMIZING SCOWS

BY GEORGE EDDY

The opportunities to modify an E scow within scantling rules are virtually unlimited. Optional designs and equipment now available (at extra cost) make the Ford Mustang accessory program pretty restrictive by comparison! And if you want a piece of gear that isn't on the market, make a sketch and someone will build it for you.

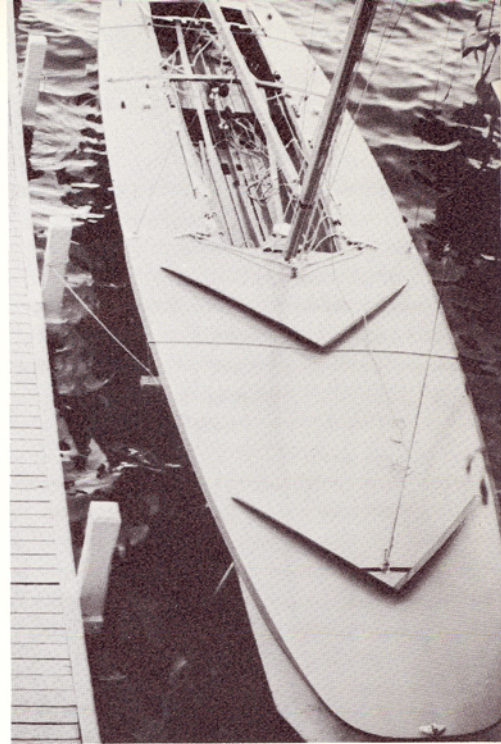
Here are two Melges boats that have been customized in different and interesting ways. Three changes were made in this year's stock model: somewhat modified bilge cross section, the mid-ship traveller (to bend the boom) and the cockpit opened fore and aft. All other modifications were specified by the two owners - Bill Bentsen and Bob Pegel. Since both have rather envious track records, it is safe to assume that they have done what was done to help win the race not the con-course d'elegance! Clearly anything that better shapes the sails or permits faster, easier, crew work is worth serious study and experimentation.

An alteration program need not be limited to new vessels. Witness Mike Meyer's forward cockpit which lightened an old hull, gave better fore and aft crew weight, and permitted exceptionally fast light sail handling (by an exceptionally fast light sail handler - his son Hans). There have been a host of other developments in the evolution of the E scow (we won't go back to the gaff rig), over the past few years:

- Cam-action cleats almost everywhere
- hiking straps - skipper and crew
- poles in the cockpit
- no rails or fittings forward
- rolled cockpit (you can plane off old combing for some more comfort)
- combination main outhaul/downhaul
- shock cord on the topping lift
- shock cord on the boards
- floor boards on the "floor"
- jib down-haul, adjustable from the cockpit
- wider spreaders
- swedish hooks
- ice-boat (or micarta) blocks
- dacron lines
- "one-hand" pole fittings

This could serve as a check list to see how well you have kept your boat up to date. What other modernization steps have you taken.....send them to the REPORTER.

Prediction: next year power windows for the Main!

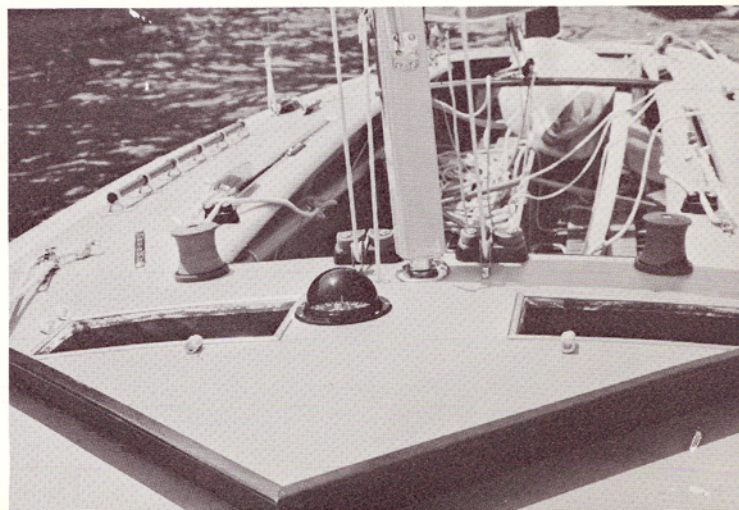


Bob Pegel's "FROZEN ASSET", plan view shows two splash boards mid-ship "horse", 2 spinnaker winches, 4 horse shoes on tiller bar.



Bob's Jib Winch

Bill Bentsen's "SANTANA", note cloth-lined wells for chute and reacher, small cams for holding sheet, guy and halyard, flushmounted compass, two jib winches.



HANDLING THE CHUTE

A TREASURY OF TIPS AND TECHNIQUES



G. Lindemann

It is certainly getting more and more difficult to keep ahead on any phase of sailing....let alone write about it! When discussing light canvas techniques it is even worse.

Books and articles by Curry, Knapp, Bavier, O'Day, Bill Cox, Bill Robinson, Shiels plus many E scow experts give every sailor a good idea of what to do and not to do. So concerning down wind, I first recommend study of this calibre of reading matter. The number of hours spent should be in direct proportion to the reader's desire to improve. Then crew ingenuity and practice can take over. Anyone who does just these two will be better than average.

My next favorite idea is to give any regular crew the responsibility to decide what light canvas will be used on each leg (subject to approval, of course!). Then preset the light canvas with sheet, guy and halyard attached and all set to go - before the five minute gun! The crew also washes, dries, talcum powders and packs chutes (talcum idea from Knapp's book and we still do it). And they should be able to interchange duties in case of any repair emergencies. I like the crew to do this - not that I'm lazy - but they become much more important in the program. Even more valuable, all the way to windward the crew will mentally check their decision and be alert to make a fast change in plans if necessary.

For example, in the final race of the 1963 Nationals at Chataqua, approaching the windward mark for the last downwind leg, we were in fifth or sixth place. Ricky and Bob Norton quickly rerigged the chute at the last moment for an immediate jibe at the mark to work over into more fresh air. They told me their plan with no alternative. It meant winning the race with most happy results and memories for the whole series. I call this good light canvas work.

Getting the right sail up at the right time is basically more important than having a super special touch on the spinnaker sheet, in my opinion. And general coordination by everyone on board is most important of all. The smoother you do it with the least crew movement, the better the boat maintains speed while putting up canvas, jibbing, taking it down or anything else.

Last month I crewed for a topnotch skipper with a fine chute man in a 5.5 meter series. In jibbing from reach to opposite reach, the skipper helped with a second or two directly down wind in the middle of the jibe. The chute man had only moments to transfer pole and get it on the mast, and I paced easing sheet and pulling in guy accordingly and continued to pace easing and taking in as guy and sheet reversed duties. We had good luck in keeping the chute full in all wind conditions. A half season together and I believe we would have been really great.

There is another side of the coin. I recently crewed with an inexperienced skipper and chute man in

a 5.5 race. We used the same techniques but we were miserable. The pole equipment was faulty and the fore-deck man couldn't get his job done in time. The skipper didn't make allowances and I couldn't even begin to coordinate with anyone. It was a mess with lots of crashing around and no boat speed. Bad equipment and poor coordination was the difference between these examples of good and bad chute work.

Finally, whether using turtles, baskets or raising from the cockpit, the light canvas program should be as simple and foolproof as possible. The skipper can elect to sharpen up a little and stay on the windward side or stay to leeward of the fleet. They both work as long as it's done right, and all persons working to better hull speed. I mention boat speed again and again because it really is all that counts. So often you see a crew working like crazy, but meanwhile the boat has managed to stop in the water. The operation was successful but the patient didn't make it. Please don't let that happen.

EQUIPMENT AND PLANNING Runyon Colie, Jr.

Ray Laffin, who handles light sails for me, is writing an article on the mechanical procedure he goes through in actually preparing the chute for setting, with emphasis on rolling a chute in the cockpit for a second or third setting.

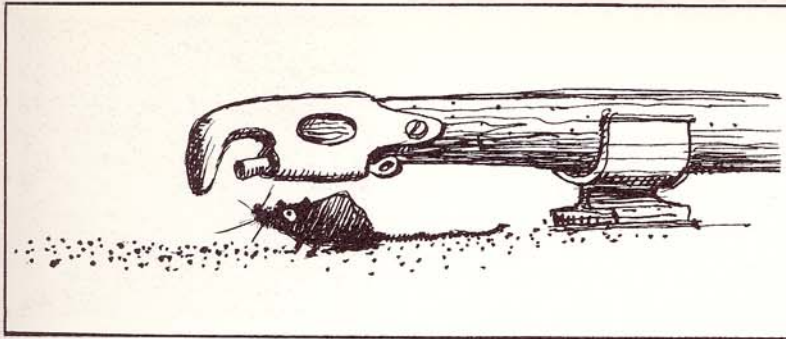
I always hope this can be done in such a way as to cause a minimum of distraction for the skipper and, if conditions require, be done with the spinnaker man lying out with only his arms and head in the boat. As Ray can meet both these requirements and still come up with a well prepared chute, I believe many of you who have had troubles in the past may find his suggestions of interest. I will confine myself to equipment and the planning that should be done from the helm.

The spinnaker man must, of course, be given proper equipment to work with. By trial and error we have ended up with the following:

So-called Swedish or Figure 8 Snaphooks on the halyards. These are the snaps that can be opened only by pushing a button on the side. They are excellent, but must be kept well oiled. We substituted them for the standard carriage snaps as we have had the latter type hook into rigging aloft (admittedly only when we had jumpers to the top of the mast - since removed). This can be most embarrassing and on one occasion required an intentional capsize to release the chute!

We carry four standard guy-sheets and two lightweight ones. All are of Pimm type Dacron, which we have found most satisfactory. It is, of course, essential, particularly in light air, to have the fittings as light as possible. To this end we have stolen a book from the Lightnings and use aluminum Brummel hooks on both the spinnaker tack and clew and the sheets.

Further, to assist in changing light sails we have two Brummels on the end of each standard size guy-sheet.



We knot and seize the end of the sheets in such a way as to have two arms, each about 2 inches long, with a Brummel on each. When changing light sails this permits the spinnaker man to put the new sail on the guy and have it drawing before he released the old one. With one exception we douse light sails by releasing the guy aft and letting everything run through the pole end and be taken in to leeward.

The exception is our reacher on close reaches, with which we use a wire guy. I find it most exasperating to have the guy set properly and then, when the sheet is trimmed a few inches, have the guy stretch and the pole go around the headstay. To prevent this we have a guy made of 1/8" stainless steel wire, tailed into 3/8" Dacron. At the outboard end we have a 2' diameter ring with a Brummel hook lashed onto this. The hook, of course, goes into the tack of the reacher while the pole fitting goes into the ring of the guy. This prevents the pole from riding back on the guy, which occasionally happens. To set the reacher with this guy it is necessary either to set from the bow or, as we generally do, set normally with a Dacron guy and then change to the wire guy. It is a bother, but is certainly nice to be able to set your guy and have it stay put on a long reaching plane.

Our figure of four standard guy-sheets is admittedly arbitrary, but if you are going to be changing headsails three is a minimum (a sheet for each sail and a single guy) and sheets have been known to go over the side. It is probable that lake sailors would put more emphasis on light sheets than we do.

From the skippers point of view, I would suggest that too many people, when faced with a choice between chute and reacher, make the wrong decision - we all seem to have a tendency to set the big one. And if you guess wrong here you can lose your shirt before you can get the chute off, whereas if you set the reacher in error, it is a simple job to change to the chute and little ground will normally be lost.

The skipper can often ease the spinnaker man's problems by trying to anticipate them. For example, the further ahead he can determine which lightsail to set or, on a run, which jibe it will first be set on, naturally the easier it will be for the spinnaker man to prepare. Here I am pathologically unable to practice what I preach. I find myself often changing my mind at the last minute, generally after the guy, sheet and halyard have been attached to the sail. Where there is a question, I sometimes suspect my crew of anticipating me and rigging the the sail I have not asked for. Another way the skipper can help is, other considerations being equal, to get on the tack on which he will round the mark at least a short distance from the mark, so as to give time to have the pole run forward, etc. This as opposed to tacking right at the mark. And particularly give your crew every opportunity to practice. It will pay dividends.

PREPARING THE CHUTE - On and Off the Boat Ray Laffin

A spinnaker man is pompous and arrogant by nature. His job involves, among other things, the preparation and setting of the light sails. In this capacity he is vital to the success of the downwind leg and reach. The competition is keen among spinnaker men and the secrets of preparation of the chute and rigging are passed like a legend from one crew to another.

As the spinnaker man on the Calamity, I make use of the "Swedish Roll" type of preparation. The "Swedish Roll" is the pride of the Eastern crew. The main virtue of the "Swedish Roll" is its compactness. If done correctly the technique will fold an "E" chute into a 4" to 6" roll. This facilitates easy storage up front and quick preparation for hoisting when nearing the mark.

Another virtue is its speed in setting and filling. The fast set is made much easier because early preparation is possible. Also by its nature the roll will catch the wind instantaneously as the chute unrolls and fills as it is hoisted. The earlier the sheet, guy, and halyard are attached the more time you have to set the pole and the less worry you have at the mark. The virtue most proclaimed by me however, is that the "Swedish Roll" will not go up in a knot (theoretically at least!). The knotted chute is the spinnaker man's Nemesis, if done correctly the "Swedish Roll" is infallible.

The actual preparation of the chute might best be explained on dry land first. The dry land preparation starts by initially laying out the chute. The first thing to be done is to inspect the sail for rips or tears procured in earlier contests. These rips usually result from screws or other hardware that the sail has come in contact with during the race. Make sure all sharp hardware is filed down or taped - it takes about a season.

After these tears are patched, starting with the head, run down each edge of the chute making three foot folds, one on top of the other until the clew and tack are on top. Pull the tack and clew eyes so that they form a straight line, one on each side of the head swivel. Now furl the chute - pulling the bottom material around over the folds, working from the head back. Start rolling the sail up towards the head, pulling the under material tight as you roll. Continue rolling till you reach the head and then tie the bundle with a stop. The head, tack and clew are all together at the end of the roll and ready to set.

After the first set the real trouble begins. The skipper's first concern is with the present windward leg and with his interests in mind start cleaning up the mess with as much speed and efficiency as possible. Lying on your stomach to keep down the windage and with your feet hanging out, first clear the halyards and put the sheet and guy around. With this done, find the head of the chute.

On the Calamity we have a large snap hook at the base of the mast inside the cockpit to snap the head swivel into. This helps to secure the head when coming about and to position the chute for rolling. Still lying on your belly, run your hands down each edge, making three foot folds one on top of the other until clew and tack are on top of the head. Then furl, roll and stop the chute. You are now ready to hook up the sail and set. One thing that must be remembered is an old Boy Scout cliché - be prepared, for anything. So before the verbal hallucinations begin, make sure all is clear aloft and the sheets are around and within each reach.

HANDLING THE CHUTE - On a 3-Man Boat

Bill Bentsen

The system we use is built on the assumption that the boat will be sailed by three people most of the time. Here is how it works.

Before the Start

There are two cloth-lined holes in the deck, slightly forward of the mast. The chute is in the port hole, with guys/sheets attached, the port one led directly aft thru a lead to a cam cleat, and the starboard forward around the forestay and then aft thru its lead to its camcleat. The port halyard is attached to the sail, and led out to a clip at the rail. All three lines are secured at the edge of the hole with little cams. The pole is in the cockpit and the pole-lift and "hickey" (guy downhauls) are pre-set for average settings.

Setting

The jib man puts pole on the weather guy (the sail can be hoisted either to windward or to leeward, incidentally), holds the pole at the proper height until he can attach the lift, move the pole along the guy to the sail, and finally ties up the jib to the forestay. The second man cleats the jib temporarily while hoisting (he has freed the little cams at the chute hole on the final port tack toward the weather mark), hoists rapidly to a mark on the halyard that allows the chute to fly a foot or so away from the mast when it is up (except on very light days), adjusts the pole lift, and uncleats the jib so it can be tied up by the jib man. The skipper trims both sheet and guy (one quite rapidly, since it must move quite a distance to get the sail more or less in front of the boat), and steers. When things have settled down the low board can be raised and pole lift and hickey given further adjustments.

All of these jobs must be done as quickly and as smoothly as possible, emphasis on smoothness and getting the sail to fill as soon as possible - even before the setting operation is completed.

Flying the Chute

Practice varies here, but probably the best system for most people will be for the skipper to steer, adjust the guy, and occasionally call for lift, hickey, or halyard adjustments, while the jib man trims main, sits on or holds out the boom, and keeps the skipper posted on wind and other boats astern. The third man concentrates exclusively on trimming the chute, but helps adjust the heel of the boat (often ignored but very important downwind, too) along with the rest of the crew. The chute trimmer can also adjust the pole lift and hickey to his liking. If the chute is being carried on a tight reach, things will have to be different. Cleat the guy, have the skipper trim main, third man watch the chute trim, and everyone watch heel carefully. The jib may be used too, although if in doubt, don't.

Jibbing

The skipper adjusts sheet and guy so the sail is right across the boat, each clew about even with the mast. He also frees the old backstay. The jib man moves the pole across. The third man changes the hickey and boards, trims main across and secures the new backstay. Proper steering and sheet-guy adjustment are the key.

Lowering

The skipper frees the guy and takes the main sheet. The jib man gets the board down, re-sets main downhaul and outhaul if they have been eased, unties the jib, removes the pole, and lowers the sail. Finally he trims jib as the mark is rounded. The third man takes the sail in (hopefully getting it back into the hole without twisting, but maybe just getting it into the cockpit).

On very windy days a 4th person is added and can handle main during the setting, and main and backstays on the jibes. He can concentrate on hull trim at other times. When dousing, he should get the board down and adjust downhaul and outhaul settings while the jib man is on the foredeck, then help get the sail in.

It is well worth practicing all of these operations before or after a race, slowly at first, then faster and faster - but always smooth!

