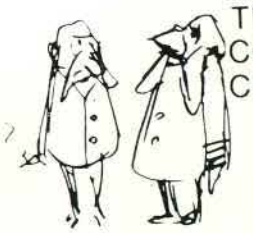
NCESA

SUMMER 1987 • VOL. 23 NO. 1

REPORTER

THIS ISSUE:



THE COMMODORE COMMENTS:

Win at all cost?

For the gifted few, sailing comes naturally. The vagaries of the wind are totally obvious to them. I remember our local "gifted one" saying once, something to the effect of; "I can't understand why they insisted on going right when the new wind was coming in from the left." He never gave it a thought that none of us mortals ever had a clue which way it was coming from.

For the rest of us that generally pick which side of the course to sail from an imaginary dartboard, there are only three ingredients which we have to maximize in hopes of competing on the same lake with the "gifted": 1) situation tactics; 2) working knowledge of the rules; 3) boatspeed. Of the three, boatspeed is the one most responsive to the input of pesos. And therein lies the point of these comments.

I accept the fact that good (new) sails and well equipped (late model) hulls are mandatory for a C + or better showing in anything other than club racing. That's part of the deal and if you can't afford the ante, you probably can't afford to play the game. What I can't understand are the expensive gimmicks and gadgets which give a small relative speed advantage over our less well heeled comrades (like me).

The latest round of these gimmicks deals with hull drag reduction. For a cool few thousand, you can slap on a new "slippery skin" (12 M technology) and be ever so slightly faster than that guy next to you. What a good deal, no work, no effort, no extra time in the boat. Just lay down some bucks, and presto, instant speed. What a typically American solution to a situation. But wait, what has happened? The guy you just plunked down a small fortune to beat, is all of a sudden just as fast as you. I'll be dipped. . . he went and spent the same small fortune and got the same results. Net speed increase for the good guys: "0". Net increase in the cost of a competitive hull: "$$$$$$$$$$$".

Fortunately, our wise "old" sages, who drafted the NCESA Scantlings, saw fit to use language to ". . . permit only (that which is) specified and no other." In other words, unless the scantlings specifically allow it, you can't use (or do) it. Hull treatments are mercifully not permitted by our scantlings.

I hope we E boaters can continue to have a contest of sailing skills and not of wallet thickness.

Happy sailing!

Commodore Chip Ulrich

ILYA'S SH)WCASE BROCHURE (Cover Photo)

In 1962, coming off of back to back National Field Archery amateur championships, Bob Sevey took his first sailboat ride, hung up the bow, and bought a ''C'' scow. Some 1200 races later, with numerous local, regional and an Inland Championship behind him, under pressure from two former crew, this Fall he purchased his first ''E'' scow. Bob was Commodore of the ILYA 1984-86 during the creation of the new ''Scow Showcase'' brochure.

EDITOR'S NOTE:

Perhaps not every E boater has seen the beautiful brochure in living color for the whole family of scows — from the MC all the way up to the queenly A. The cover is our favorite E under full power on the dancing waters of Lake Minnetonka.

The brochure is the product of the Inland Lake Yachting Association — one organization as responsible as anyone for the development and evolution of our wonder boats.

The Reporter *asked one of NCESA's directors who participated in the decisions which produced the brochure — why now this strenuous effort, this confirming of resources? Bunny Kuller tells us why.*

''Grow or die''; ''The only thing constant is change'';''If it ain't broke don't fix it''; ''Remember the good old days when. . .''

These conflicts are present in almost every aspect of our society. Sailboat racing in general and scow sailing in particular is no exception.

The Inland Lakes Yachting Association, or Inland as it is commonly referred to was established in 1898 to ''encourage, develop, promote and foster amateur yachting and yacht racing on the inland lakes of the Middle West of the United States''. Formed as an organization of ''Clubs'' the officers and directors were buffered from the individual sailors by a bureaucratic layer of Club delegates. This seemingly cumbersome management structure served to prevent rapid and sometimes ill-advised changes. It also possibly slowed timely promotion and growth.

The ''Inland'' is sometimes referred to as midwest sailing's best kept secret. For years it ran the only show in town. Then man discovered the ''fiberglass forest'' and the floating cabinet maker was replaced with spray guns, gel coat, resin, cloth and acetone. Suddenly almost anyone could make a one design boat in his garage and sailing, in all aspects, grew at a previously unheard of pace.

With solid control of the scantlings in the hands of the ILYA and National organizations, ''scows'' moved from wood to fiberglass and aluminum with relatively little pain. Scows were, however, confronted for the first time with real competition for the sailing dollar.

Beginner and novice day sailors found it drier and less frightening to learn in a cabin or open cockpit keel boat than a planing ''E'' scow. Racers were lured to all sorts of ''hot'' rides from catamarans to sailboards.

While sailing in general grew — scow sailing and racing remained relatively static in both active clubs and individual memberships.

Recently the ILYA decided to come ''out of the closet''. A marketing committee composed of boat builders and sailmakers was formed to guide the promotion effort. Funded partly by sail patch and boat royalties and partly by ILYA matching funds, the first material evidence of this committee's efforts appeared this last summer at the Annual Inland Championships at Okoboji, Iowa in the form of a nine page color brochure titled ''Scow Showcase.''

This brochure depicts each of the six scow classes with pictures, technical data and editorial comments. The front cover is a reaching ''E'' with spinnaker set and the center fold is a full spread typical ''E'' regatta start. Brochures are available from the ILYA Executive Secretary, Jim Smith, P.O. Box 311, Fontana, WI 53125, to anyone on a no charge basis for the sole purpose of **selling scows**. Boat builders, sailmakers and other interested parties are being encouraged to use these brochures as hand-outs at boat shows and other promotional events.

In conjunction with strong national organizations such as the NCESA, the growth of scow sailing outside of traditionally strong scow country should be both an immediate and long range goal.

Wherever there are sheltered bodies of water with approximately one-mile or more of open area the question should be — Why aren't scows racing here?

We've been spoiled and selfish and we owe it to our peers and future generations to expose this best kept of sailing secrets.

Through combined efforts at regional and national boat shows, seminars and sailing events, and by individual promotion at the local sports and health club, by the pool, near the court, at the cocktail party etc. we can and will successfully self propagate.

ANNUAL NATIONAL E SC W REGATTA

by Paul Wickland

Welcome to Muskegon Yacht Club, the site of the 1987 E National Championships.

Muskegon is located on the eastern shore of Lake Michigan, 3 hours driving north of Chicago and west of Detroit.

The lake itself is 5 miles long east/west and 2½ miles wide north/south. Because of Muskegon Lake's large channel to Lake Michigan, Muskegon is considered an international port. Within the last few years, two large yacht basins have been developed, to accommodate the influx of sail and motor boat traffic to and from Lake Michigan.

Muskegon Yacht Club, located at the western end of the lake, will headquarter the racing and social programs for the regatta. In the spring of 1986 a new flotation dock system was installed, this system now accommodates more than 3 times the number of boats than before.

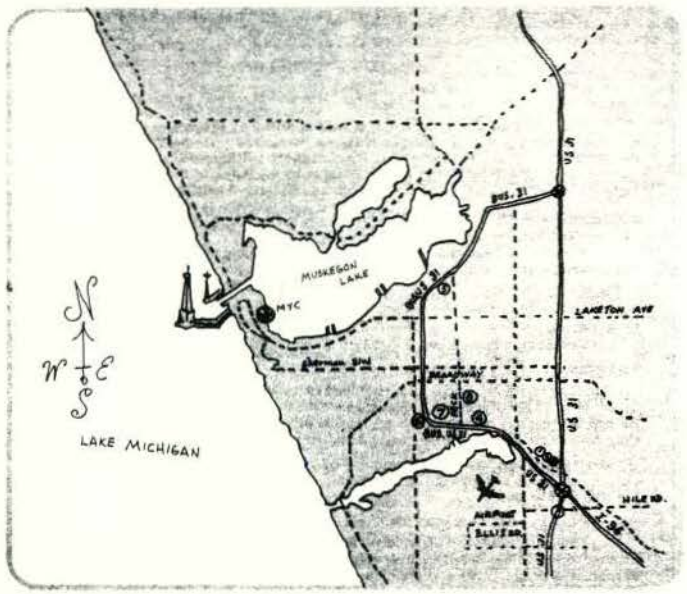
The racing area will be located in the western half of the lake. The normal wind direction range is south to west to north and the predominate patterns being southwest and northwest; with increasing speeds throughout the afternoon. These systems are building speed over the one to two miles of sand dunes between Lake Michigan and Muskegon Lake. These directions and speeds usually begin in May and end in mid-September.

For those 'E' sailors who have raced on Muskegon Lake, the S-SW winds are somewhat predictable. The chase to the "Coal Pile" located on the SW shore, and then a right turn to the windward mark should be a relatively easy map to follow. The same holds true when the wind is N-NW. A majority of the racers will make a straight shot to the north shore and then proceed left to the windward mark. These patterns are in most cases predictable. The emphasis is on upwind boat speed while boat handling will in most cases take a back seat. With fleets of 15-20 boats the lake's patterns are easy to follow. In large fleets, such game plans often go by the wayside.

Muskegon Yacht Club has undergone a major face lift and the club grounds have improved as well as the parking, launching and outside facilities.

The Club's 260 members are looking forward to seeing E-scows racing on Muskegon Lake again in September.

1981 was good. E Championships for Muskegon, this year, will be even better. Please join us for championship fun.



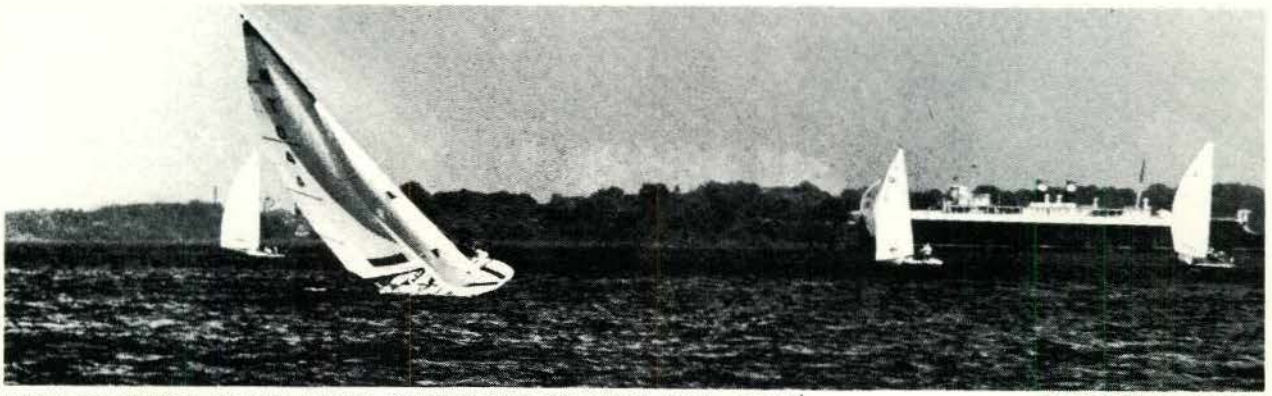
ED MALONE'S COMMENT

The Muskegon Yacht Club put on a very fine regatta. The race committee planning and execution, under the able guidance of Ted Mudgett, coult not have been any better. Mike Gautraud had a book like the "Sears Catalog" in which he had courses laid out for any conceivable condition. I believe he had one with notes that read, "No compass course needed — Just follow your nose until your eyes water and then make a sharp turn to your left."

That was a good one. But then, what wasn't good around Muskegon? (Ed. Note: Smoke from the paper mill).

SAM MERRICK

"Go for the Coal" was the key to success in this 23rd running of the premier event for E boats. The coal was a substantial mountain stored for fueling a nearby paper mill. With the wind in the southwest, as it was for the first four races, these landmarks along with two large docked Lake Michigan ferries produced healthy port tack lifts off the shore on the left side of the course. These factors put a stiff premium on getting clear air at the start for the bee line to that left shore on starboard tack. An early port tack on the other hand to get out from under was a near certain loser.



LOOK AT THOSE BLACK LIFTS GENERATED BY THAT COAL PILE! REPORTER PHOTO

GETTING H)ME Q 'JICKLY

by Harry Melges III

On the way home from the E Nationals in Minnetonka, I began to wonder why we have been doing so well and how come? After a great deal of discussion with my over-partied, hungover crew; we came up with a few deductions that may or may not have anything to do with winning E scow races. Of course, my crew attributes our success to their supernatural boat handling abilities. I obviously had no choice but to agree, and for the most part, they are probably right. On the other hand, I began a technical analysis and comparison of our style to the majority of the fleet.

Going over the hulls and the rigging we found three major differences. First of all, not many people have taken advantage of the 4:1 backstay. Secondly, practically no one had taken advantage of the wireless jib luffs. And thirdly, many boats had much tighter sidestays than we had. Now, these three things are all interrelated along with the lever vang.

By removing the wire from the jib luff you are accomplishing several things. The jib halyard and jib sleeve box will now have much less load, and less compression will take place on the spar. This will greatly reduce the chance of breakdown, and allow the mast to bend more freely. Also, the mast rake is now controlled by the forestay, with a much larger sleeve box in the hull than would be possible in the spar. Rake adjustment becomes effortless. Another advantage to not having a wire in the luff, is to have the ability to raise and lower the jib without changing the mast rake. By doing this, you can change your jib twist and fullness without changing the jib sheet position on the clewboard. However, we do not utilize this system because we are great believers in simplicity.

Probably the greatest benefit that we have found is the ability to ease the jib tack and actually let scallops form in the luff. This allows you to move the draft position much farther aft while still being able to pull it back forward again. Another great benefit of a wireless jib is that it becomes very easy to roll.

The 4:1 backstay system is also a big advantage. I know that many people sail without backstays, but I do not agree with that. The 4:1 backstay system allows you to sail with looser shrouds which is a must. Loose shrouds allow the spar to bend more freely, while tight shrouds will restrict bend and cause a very constipated boat. Also, tight shrouds create a constantly tight headstay, which is like staying in 5th gear after you stop at a light.

With the 4:1 backstays, you can sail with 3 people in stronger winds. Because you are capable of flattening the jib, by pulling the backstay, which straightens the headstay. Also, you can sail with a fuller jib in stronger winds for the same reasons. The 4:1 backstay becomes as important as jib and main trim and cunningham and outhaul. Pull it in the puffs, and ease it in the lulls. In fact, we have ours lead between the jib and middle person so that they can both pull on it to get enough tension.

The lever vang is also very important. Many people think that the vang tightens the headstay. This is true to some extent when not sailing, but when sailing the headstay tension created by the vang is minimal if not reversed. What the vang actually does is compress the lower part of the spar and force forward bend into it. The boom is also bent down. This is why a mast, boom, and sail must all fit together perfectly to create the ultimate all-purpose set up. In the breeze the vang will bend the spar, and the boom, thus flattening the sail and actually freeing the leech, or straightening the leech fore and aft.

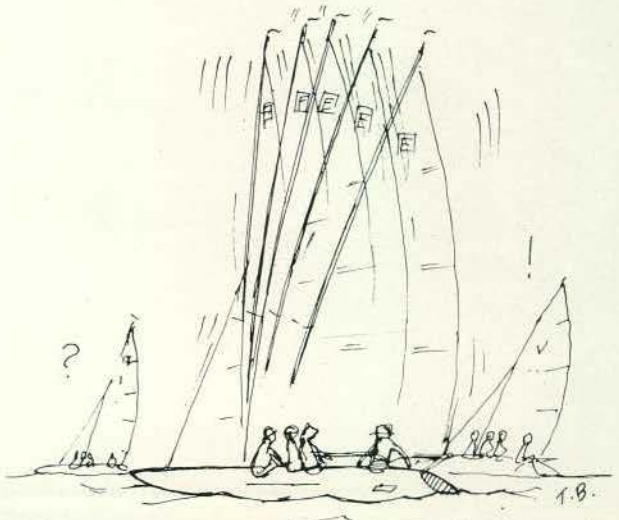
The next time you go sailing a little experiment with the main cleated in a proper trim position (top batten parallel to the centerline of the boat) pull the vang on real hard and watch the mast and boom bend and the change in sail shape, and the headstay movement. In most cases with a lever vang the headstay will sag more when the vang is pulled, and straighten up when the vang is eased.

Some of the other things that we do you may already do, but we did notice some differences at the Nationals. The biggest differences were downwind, and this is where a lot of distance was made or lost.

Many sailors tend to reach a lot downwind, which is alright if the wind is very steady. But, when the wind is puffy you've got to reach in the lulls and run in the puffs. And to have the ability to run with a puff, you've got to do the following. First, we pull our mast all the way forward downwind. This allows a better angle of attack for the wind to hit your sail plan. It also opens up the slot between the spinnaker and the jib and main. We also pull a substantial amount of leech cord on which, to me, can make a world of difference. It changes the shape of the main drastically, making it fuller and more powerful. There is definitely a difference when we do not use it. The vang is also critical downwind. A slight twist in the mainsail is fast, Hint; it is better to undervang than to overvang downwind. Mainsail trim is also critical and it coincides with spinnaker trim. If the main and spinnaker are over trimmed you will be very slow, again, it is better to undertrim than to overtrim.

A few things we do on tight reaches, we have found to also pay off a great deal. When a reach becomes tight you should lower your pole to open up your leech. The tendency is to raise the pole, which is slower. If a reach becomes too tight to fly a spinnaker, trim your spinnaker sheet in all the way while simultaneously releasing the spinnaker halyard. But, be sure to leave the guy cleated. The spinnaker will blow off to leeward creating minimal drag without going in the water. This will enable you to sail high for a short distance and then rehoist. Be careful that your spinnaker halyard does not come unclipped while the spinnaker isn't full.

These are some of the things that work well on our boat. However, when it comes down to it I believe that time in the boat will create good boat handling and good tactics and ultimately good results.



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THE 4:1 BACKSTAY — BENEFIT OR BURDEN

by Sam Merrick

In an article elsewhere in this issue of the Reporter, the very talented National Champ Harry Melges acceded to our request that he tell us a little about the secrets of his success. His response is modest. But he gives more than a little credit to the 4:1 advantage to control backstays which is now permitted in the Rule Book.

Because there are some rumblings in the barnyard, some expressions of criticism that we had made a mistake in allowing a device that complicates sailing our boats, it serves a purpose to set forth how this change was adopted and the reasons for it. It was of course adopted by the sailors/members of NCESA, like all changes in the Scantlings (Part V of the Rule Book) must be made.

Dated December 10, 1985, the 150 or so regular members of NCESA received a ballot devised by a vote of the Board at its fall meeting for marking in accordance with wisdom and preference on three subjects. The first was a change in the Constitution by which we recognized we were no longer able to block appeals to USYRU from our protest decisions. The vote on that was 54 in favor, 8 against. The third numbered item was a proposal to for a Scantling option to permit jibs to be set on the headstay without a luff wire which in turn would allow mast raking to be controlled by the headstay rather than the jib halyard. A boat equipped with this option won't go faster, but the engineering will be simpler. It was approved 52 to 10.

The second item (the one about backstays) also proposed a Scantling change — this one received 45-18 approval. The vote allowed a 4:1 mechanical advantage rather than the more restricted 2:1 that had been standard on E Scows since 1925, when masts were stepped through the deck — and by golly, you had better get the backstay secured! The explanation given with the ballot: "to provide better ability to use the backstay for controlling headstay sag and to provide an incentive to retain backstays" (the latter for those abusing their boats by sailing without). "Head-stay sag" is synonymous with the sag of the jib luff enclosing its one-eighth wire which in the normal course acts as the headstay.

This preliminary helps to spread the blame (if blame there be) for what Harry Melges says provides more speed. It also offers an opportunity for our members to examine how the NCESA's procedures work in practice — perhaps not as well as they should.

Conversion from 2:1 to 4:1 should not be a burden on our engineering skill. What's there now remains; except where the line dead-ends on the deck, it goes through the deck to a turning block, thence to any arrangement for a 2:1 tackle, with an exit somewhere convenient. A few more Harken blocks and some extra line should do the job. There are probably any number of ways to arrive at the same result. Maybe you should ask how to do it of others who have experience.

At one level of consideration, the arguments in favor of the device are not complex. If the old 2:1 set-up got cleated late after a jibe, why not get the help from 4:1 to take up what's missing? If some smart crews were getting the advantage (conceded) of a tight jib luff by setting up the leeward backstay before tacking, why resort to uncalculable stress on the deck which will be imposed after the tack is completed? And, finally, if a crew-gorilla can get a tight jib luff by sweating on the 2:1 backstay, why not make it possible for normal crews to get such an advantage with 4:1?

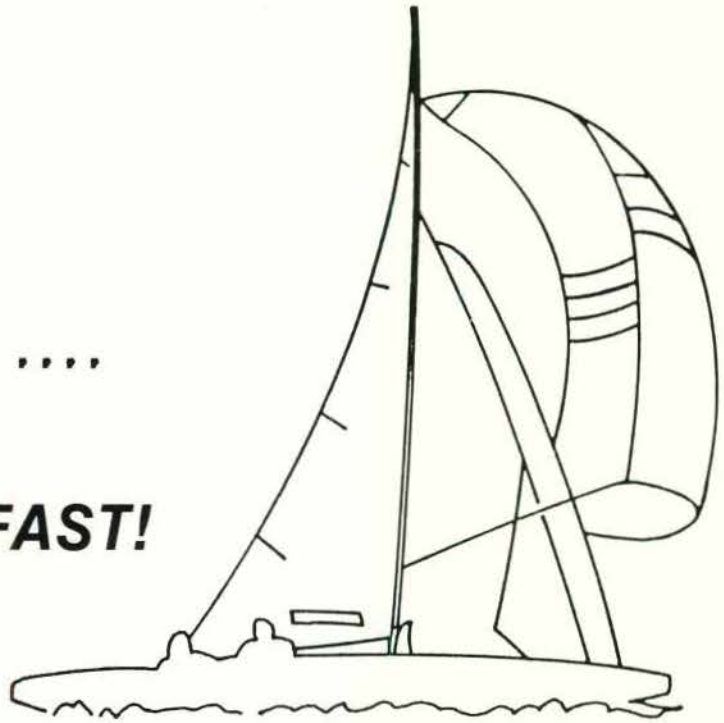
But there is a more fundamental issue riding on the 4:1 backstay relevant to the health of the Class at the local fleet level. Have we been dragged into the complicated world where headstay sag is a tool of the hot shots by which they, because they understand what they are doing, distance themselves further ahead of the rest of us week-enders? If we had been observant, we would have seen more than ten years ago how Bill Allen used his spinnaker halyard on the deckplate to pull his mast forward and allow the jib luff to sag in light conditions. No doubt a 4:1 backstay will insure in heavier conditions a tighter headstay more reliably than before. Less headstay sag means that a jib that is designed full enough to compensate for the amount of sag expected to be suitable for a higher wind velocity. In short what has been allowed is a "throttle" to power the jib depending on wind strength; or, to say it differently, the ability to extend over a wider wind range the ideal jib shape for any particular wind velocity. You can "change gears" as they say. You could before, but with less exactitude.

Now the question is, are we expecting our sailors to be smarter than they want to be? Is this another example of "one-design creep" that is probably hurting one-design racing? Are sailors going to shy away from buying an E boat because it has too many strings like an FD?

Have we opened a door that cannot be closed? Our Rules Committee under Bunny Kuller should be the cockpit for those who believe we should look again at the soundness of our decision. This brings up a point that perhaps was overlooked in handling the 4:1 matter. The Board is empowered to recommend Scantling changes, but it seems appropriate to expect "staffing" by the Rules Committee before the members are asked to mark a ballot. Perhaps the Board should decline to take up such matters unless the Rules Committee has considered them first.

For this writer, he agrees with Harry Melges that better backstay control is faster. After sailing a Soling for several years, he believes the principles involved are not too demanding on his intellect — but that is one man's opinion watching others learn.

I'D RATHER BE ~~SAILING~~ *Winning!*



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DC WNWIND CONSII ERATI)NS

by Sam Merrick

EDITOR'S NOTE: For us in scow racing, courses without reaches have become frequent. The switch started back in 1972 at the Keuka Lake Nationals when Peter Barrett used a Soling Class chute (smaller than our big one but bigger than the reacher — really a kind of genoa set on the spinnaker pole) and showed how much speed could be generated on a run.

We know that some skippers are better at getting to the leeward mark faster than others. Sam Merrick who sails Solings nine months of the year wrote the following for Soling sailors who have joined the trend away from reaches. It is the Soling experience that reaches especially in lighter air become parades unless the wind has shifted so that one reach becomes a run. (Hence the new skill of which Sam has written.)

Over the past several years the E Class has promoted the importance of the traditional "run" downward either by eliminating the reaches entirely or by swapping the run for the reaches after the first beat in the Olympic choreography.

Time was when the beat to windward was the major topic of every book on sailing. The reach got some attention, but the run was neglected except for ice boats, catamarans and scows. You got to the windward mark, scrambled getting the spinnakers set, then broke out the sandwiches and relaxed. Just steering to the leeward mark was sufficient. Although this is somewhat of an exaggeration, many sailors today, not exposed to VMG calculations, approach the run with little appreciation for the great gains available to them. They have skillfully applied their knowledge and experience on the beat, staying in phase, searching for more wind in the darker water and keeping a healthy distance from laylines. Having attained the windward mark, their attentions are apparently aimed toward getting downwind, in the general direction of the leeward mark, with enough deviation from the rhumb line to keep the spinnaker full (at least the visible part of it)! Only a converging right of way competitor or an overtaking (wind taking) boat might change such an unimaginative course. However, there are a myriad of other considerations that will increase interest as well as racing performance on these downwind legs. Let's break out for close analysis only the principal elements necessary for successful downwind sailing.

1. *Get away from "traffic,"* not only those who are close astern disturbing your air, but those just ahead. If you are going to make gains with the techniques described here you are going to need maneuvering room. A clearing hitch upwind has the equivalent effect downwind. Avoid luffing matches which can only lock you in to the calculations others are making and can take you quickly out of your own game plan. Timing your jibe away from traffic is crucial. A momentary wind shift or a distraction on a competitor's boat are both good opportunities for making your move.

2. *Go for darker water.* Wind comes in gusts and follows channels. You stay in the gust longer going downwind than you do upwind, because the boat's speed is added to the gust duration rather than subtracted as it is upwind. It is therefore a more significant influence on the boat's speed. You must take special steps to get your heads out of the boat to see the gusts. Looking ahead is so natural, but is really more useful going upwind. A good crew who knows that looking backwards downwind is more useful than looking ahead can be a great asset. The skippers should sit sideways downwind, so that by turning their heads ninety degrees they can take in the whole panorama or the wind on the water. Steering the boat in the path of the gust gains places.

3. *Get on the jibe* (in the racing rules it's called tack) *which is appropriate for the wind direction.* Going upwind we are accustomed to tacking on headers and staying on lifts whereas downwind we must stay on headers (and steer down) and jibe on lifts. Elementary you might say. But the difficulty is in being able to identify exact wind direction and detecting wind shifts, a process that is immediately apparent upwind, but not down, especially in the lighter wind ranges. Speed loss can be felt and if it is not the result of less velocity, it is probably a windshift, a lift. "Freshening," or heading higher (it will show on the compass) is one response, or a jibing (if the shift is confirmed) is another. All those telltales you've put everywhere on the rigging should be of great assistance if you've learned how to read them, not an easy task. Personally, I find a masthead indicator, with two reference points of greater value in detecting those shifts.

4. *Develop a sense of lay-lines.* The location of lay-lines (and frequent relocation) for downwind calculations is affected not only by wind direction shifts, but by changes in wind velocity as well. For example: In a wind of five knots, you will get to the leeward mark soonest if you steer a course (let's guess) thirty-five degrees away from the rhumb line, assuming wind and rhumb line are aligned. As the wind increases, you can head lower so as to be able to reduce that angle to twenty-five or so. Thus, in the absence of wind direction change, the lay-line (another way of describing the ideal heading for a mark) will relocate itself. Contrast this with the simplicity of lay-line calculations going upwind. Except for the loss of a few degrees at the extremes of wind velocity or chop, the lay-line is a predictable angle to the wind's direction represented by the boat's tacking angle, whether the wind velocity is three or eighteen knots. The significance of downwind lay-lines needs no emphasis if you understand their upwind impact. Going past them is traveling extra distance. Going close, except near the mark, runs the risk that a windshift will relocate the lay-line with you outside, so you've already wasted distance compared to the boat positioning itself so as to remain within the lay-line cone.

5. *Sail enough so your boat communicates* its most efficient angle to the wind (VMG) in various wind strengths. Boats with instruments develop tables for this purpose. For those of us in small boats, seat of the pants feel is our only resource, a product of sailing experience. The different behavior of Scows and Solings illustrates the point. A Soling, in eighteen knots of wind, with its keel, is in the grip of drag forces which will not let it exceed its directly downwind speed, will go no faster if headed at a different angle to the wind. However, as the wind drops below ten knots and less, the speed will significantly increase (enough to compensate for the additional distance traveled) as the wind's angle of attack becomes less. By three knots, it may be as little as fifty degrees (that is jibing angles of one hundred degrees). On the other hand the Scow (like an ice boat) will be slow dead downwind, even in eighteen knots. But freshen it fifteen degrees and there will be a huge speed increase immediately. The response challenge lies principally in the wind range between five and fifteen knots, in velocity, variations of two or three knots, conditions characteristic of most of our small boat racing. The key question (assuming no change in wind direction) is where to head the boat as the wind increases or decreases; how much more toward the leeward mark should the boat be headed to take advantage of a slight increase in velocity, and conversely, how much higher in decrease. You won't get answers to such ques-

Continued on page 15.

ACTI N AT THE MINNET ONKA'S

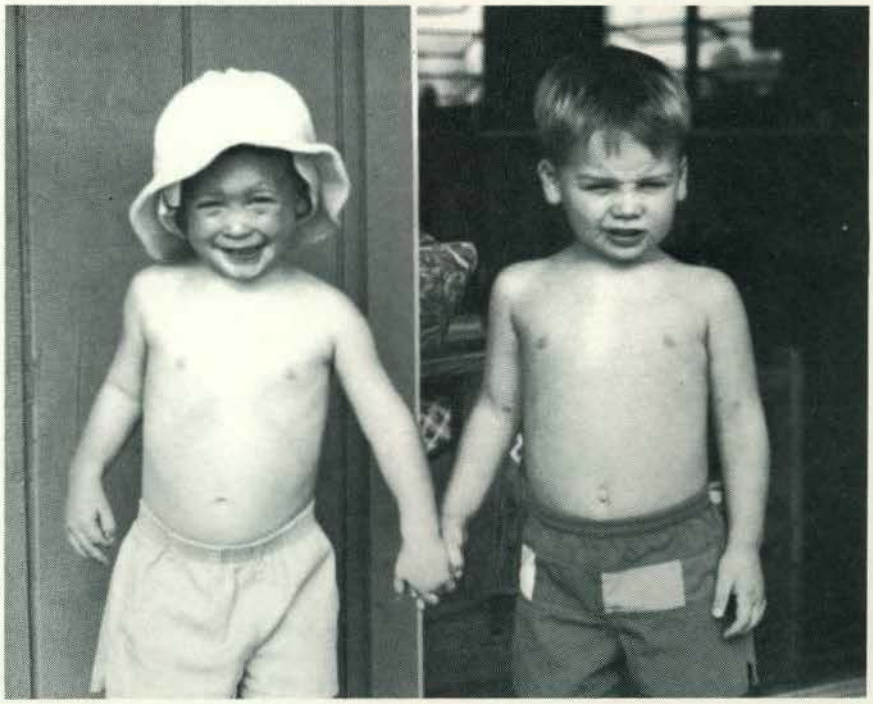
Photo Nancy Middleton

Photo Nancy Middleton

Nancy Middleton (ex E Boat Sailor) took these shots from gunboat #1. (Wish she had taken more!)

1976 CHAMPIONSHIP RE GATTA

Photo Nancy Middleton



These old sailing buddies, Clay Johnson (CH-18) and Andrew Campbell (T-5) are shown celebrating Thanksgiving together in the Bahamas. (Lucky ducks!)

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For over 40 years the Melges name has supplied the fastest boats to the scow sailors of North America.

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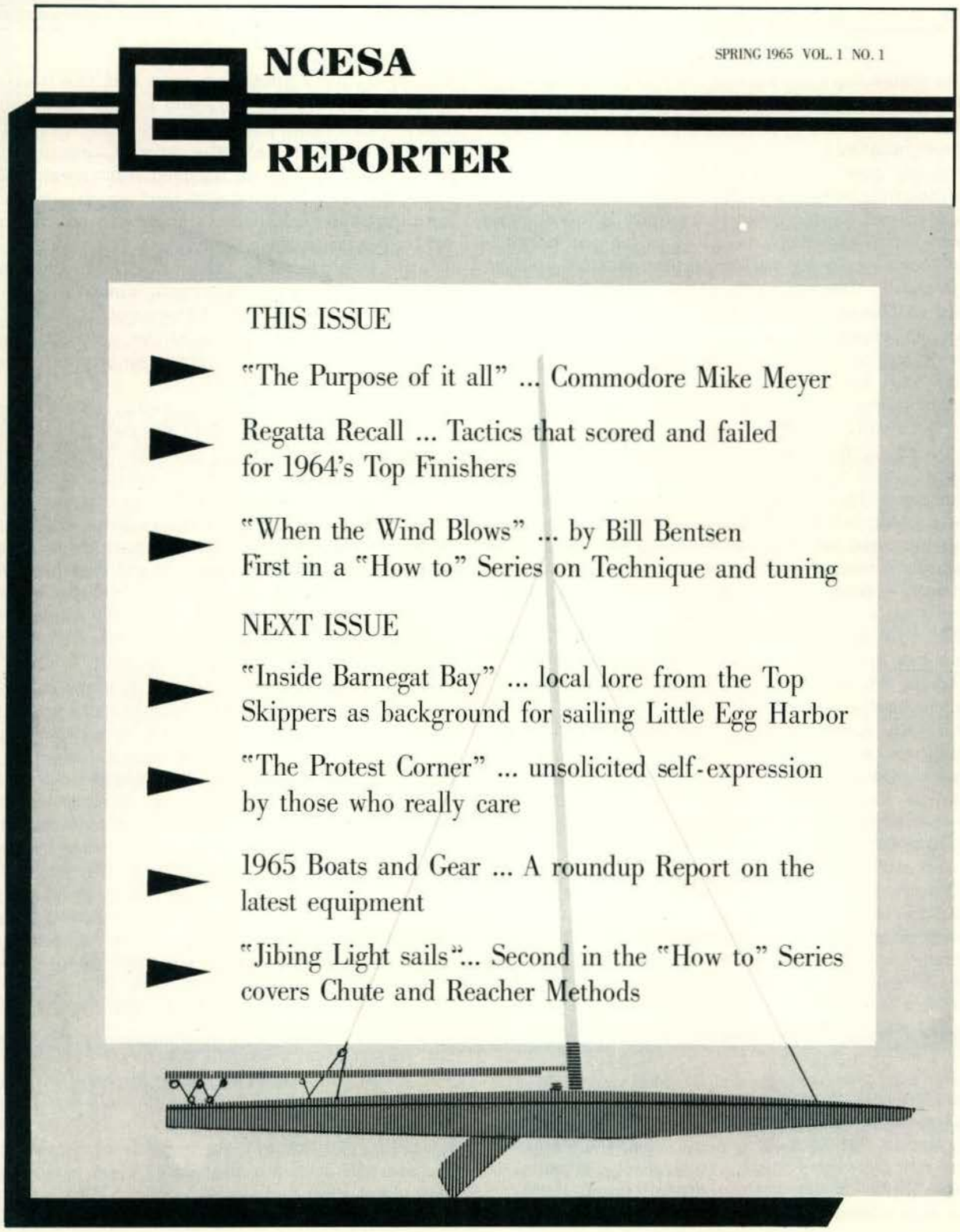
FROM THE ARCHIVES

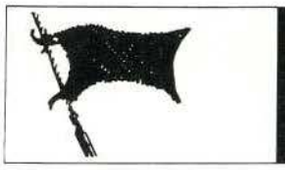
Editor's Note:

We are re-running this twenty-odd year old material for a couple of reasons.

1. *For lack of material on hand for this issue (3 out of 7 hoped for articles showed up)*
2. *Probably most of skippers and crews today never read the early issues and might be interested in some of the E class outlook of the 1960's.*
3. *Our first and best "typo" was having the rudder fall off the cover layout, below, in the darkroom.*



How Now



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the new course if necessary, to get some acceleration. Pumping main two or three times also helps to shift down into second gear momentarily.

Rounding the top mark to best advantage means sailing around the arc of a large circle smoothly. Sail beyond the mark till you're sure of not hitting it if you do have to bear off sharply. Let the jib suck forward, easing it at just the right time as the course changes; if necessary ease the main sharply to keep the hull on its feet. In other words, keep the boat moving fast; worry about getting the chute or reacher up afterward.

When jibbing, go from a run to a run, rather than reach to reach. Even though you may be turning a reaching mark, make the turn gradual enough so that the jibe itself takes place when you're headed downwind. Things will be more under control that way.

Getting back on the wind at the leeward mark is not hard if both sails are trimmed approximately together. Notice that the sails themselves are almost more important than the rudders, for steering in heavy weather.

With the race over, getting home again is the last project. In judging your landing, remember that both the wind and the waves will slow you quickly---don't allow too much room before you head into the wind. Come in fairly fast, and trim the main as you turn. Don't allow anyone forward of the mast until you are actually headed into the wind; otherwise making the turn is much harder. The entire crew should be ready to back down and go out again for another try if the first attempt falls short.

Finally, get the sails down and off the boat now. Don't head for the clubhouse until everything is secure and ideally until the boat is out of the water.

A word about capsizes: Avoiding them is mostly a matter of everyone constantly on the alert, ready to shift weight or ease sheets the moment it's needed. Apart from that, keep the boat close to the wind on the weather legs, jamming her into the wind if a really hard puff hits, and downwind be ready to ease main and bear off sharply in the puffs. (Don't ease the jib; this prevents you from bearing off fast.)

If you do capsize don't give up. Get one or two people on the low board, pronto. Then someone out to the bow, to swim the boat into the wind. Now someone on the highboard and start bouncing. The mast will rise slowly, then quickly as the wind gets under the sails. Be sure everyone hangs onto the boat, however. It will drift faster than you can swim.

After your first heavy-weather day this season, read this again. You'll probably have some new ideas of your own on dealing with the days...when it blows.

11th Hour Editor's Comment (written in haste) — or will we ever stay out of the Turtle Soup?

Just prior to going to press with this issue your editor witnessed a flying-jibe turtle executed by his son on Lake Geneva. One hour and (about) fifteen minutes later the Farwell/Brennan E was finally upright with the assistance of two experienced Safety Patrol boats.

This sent a rude and clear message to those involved (including this observer) that they hadn't even given a passing consideration to the fact that anti-turtling provisions have become available. This lack of awareness was painfully clear to the editor despite his longtime involvement with the flotation problem. The ingrained "It Won't Happen to Me" syndrome that prevails is hard to put aside. (When Bill Bensten wrote the above article about heavy air in 1965 there were no aluminum masts or booms to aggrevate the turtling problem!)

Hans Melges was sailing (the same day) without head boards in a large and relatively inexperienced fleet at Lake Wauwassee, Indiana and turtled, getting the boat up but not finishing — others had the same problem. Those who did have the flotation boards recovered and finished — one competitor capsizing four times.

This has be point up the fact that there is definite merit in a device such as the foam head board. However, it is becoming evident that the flotation progress is still in a somewhat crude developmental stage.

(A) When the foam is not in place, the zippers appear to create some unusual turbulence causing the leech to flap very noticeably. (Taping over the zipper is being considered).

(B) Appraisal and analysis in the laboratory, no matter how meticulous, doesn't actually reveal how performance is affected, one way or another, under actual racing conditions.

(C) Sailmaker Harry Melges III and the Porters and other top seeded sailors are planning to trade back and forth in club races this summer to see what they can find out about the effect on performance. (If Harry III is in the dark about this, where does this put the rest of us?)

(D) Harry is hopeful that the class will, in the future, allow the individual sail makers to shape the foam to fit the individual sails within specific measurements of cross-section and square inch area. He stated that several experienced customers are upset that this is not allowed — apparently the stock foam board can create ungainly wrinkles, etc.

CONCLUSION:

1. The flotation foam is a good idea.

2. Development of the contouring should be pursued. As sailmaker Harry III candidly remarked "who knows, maybe a well tailored panel will actually help boat speed especially in a heavy chop."

3. When and if the head boards prove competitive, more of the "middle of the fleet on back" will use them.

4. If performance proves only marginally affected or perhaps a stand-off, then it should become mandatory or it will never fly.

DOWNWIND CONSIDERATIONS...

Continued from Page 9.

tions on shore, you have to "feel" them. If you inject a wind shift into this illustration, it is easy to see why an onboard computer could be helpful. You can bet that computers were working hard, on both boats, in that 1983 America's Cup Race when Australia made up 57 seconds and passed Liberty on the run of the last race of the series.

6. *Perfect jibing technique* goes hand in hand with the application of these perceptions. Ideally, the spinnaker should remain full throughout the jibing maneuver, and the boat rounding to a wind angle that is appropriate to wind velocity and direction. There should be no reluctance, no feeling that it's a "big deal" to make a jibe, whether in the middle of a leg or near the leeward mark. The last point warrants very special emphasis. "Near the leeward mark" means within 200 feet, where it's tempting to head for the mark even though that's straight downwind and *very* slow.

How Now E Scow?

ONE DESIGN...

OR WHAT?

It is quite clear that the single most important question facing E-scow owners today involves the problem of design changes and the Rules under which such changes will take place.

Earlier this fall we circulated a questionnaire to all members soliciting their individual feelings on specific items of design as well as on matters of a more general nature. Questionnaires are of uncertain value, especially when they deal with technical matters. The results of this questionnaire are published elsewhere in this issue, but this tabulation can't convey the inconsistencies of many of the answers.

Allowing a certain amount of interpretation, it is possible to group the 47 replies into three general categories: 14 favoring strict adherence to the one-design concept with careful specifications of all the important variables; 26 approving the one-design concept generally but encouraging improvements in boat and sail handling, materials, costs, etc.; and 7 voting for considerable latitude within a general specification.

Perhaps the most valuable information is contained in the letters which resulted from the consideration each person gave to this complex problem. A number of these letters are also being published elsewhere in this issue for two reasons: first, the general feeling they convey; and second, the further discussion they will generate.

We have a set of scantling rules at present which was adopted along with our Constitution and By Laws two years ago. These Scantling rules were taken for the most part directly from the ILYA rules, and at that time contained no significant differences. Principally to protect individual owners from arbitrary changes made behind closed doors, our Constitution provides a lengthy process to amend our scantling rules: first, any change must be approved by the Rules Committee; second, the change must be approved by the complete Board of Directors; and third, the change must be approved by a three-fourths vote of the membership. Such a procedure will insure at best a decision based on full knowledge and consideration by the most capable brains available, and at worst a decision in which each member may take part.

Our annual meeting at Beach Haven produced three changes in our scantling rules and rejected a fourth change. In the meantime, the ILYA made certain changes in their 1965 rules and we understand are considering further changes in the 1966 rules. As a result, at this point there are some differences between the NCESA rules and the ILYA rules, probably not of significance, but we're not sure because we don't know where ILYA stands for 1966.

The two questionnaires circulated to scow owners this fall, the NCESA one referred to above and the ILYA one sent out by Brad Robinson, will provide fresh raw material from which Dick Turner and his Rules Committee will make recommendations to the Board at the January meeting in New York. We expect that his committee's recommendations will reflect the best thinking available, and in any event, each member of NCESA will be informed promptly of any action taken, and will have the opportunity to be counted in any decision made.

A most necessary adjunct to the basic scantling rules is uniform interpretation and enforcement. It was surprising to note at the Nationals the deviations from the rules exhibited even by those boats which had participated in 1965 Regional Regattas. In this area, one may not make a distinction between "unimportant details" and "basic" violation of the rules. If every boat must conform to the rules, and the rules require, to cite an example, a deck stripe to show the "J" dimension, then such a stripe must be on the boat.

Uniform interpretation and fair enforcement, however, do not come easily, particularly when boats are spread over thousands of miles. John Sangmeister has agreed to tackle this problem through the post of Chief Measurer. This is a difficult assignment, but it can be done.

RESULTS OF NCESA QUESTIONNAIRE — OCTOBER 1965

GROUP I. HULL DESIGN

1. MAST

7 a. Favor aluminum mast
16 b. Do not favor aluminum mast
30 c. Favor experimentation with aluminum mast
8 d. Do not favor experimentation with aluminum mast
31 e. Favor deck step, as is
3 f. Favor keel step

2. HULL WEIGHT

32 a. Keep 965# limit
1 b. Raise limit to 975#
17 c. Lower limit to various #

3. SPINNAKER POLE

34 a. Lift in middle of pole
2 b. Lift at outboard end of pole
3 c. Lift using bridle to each end of pole
9 d. Pole down haul at bow
16 e. No pole downhaul, as is

4. DECK MOLDING

8 a. No limit
24 b. Limit of 2 1/2" x 1 1/2" maximum

5. RIB CROSS SECTION

21 a. Allow 1/4"-3/8" rounding of upper edges
22 b. Keep as is

6. DECK "J" DIMENSION

28 a. Retain, as is
9 b. Eliminate - give reason

GROUP II. SAILS

1. NO. OF SAILS

11 a. Add extra spinnaker (reacher)
4 b. Add extra main & jib
0 c. Reduce number of mains & jibs
31 d. Keep same

2. SPINNAKER RIGHT OF WAY RULE

24 a. Adopt ILYA Rule
24 b. Keep NAYRU Rule

3. JIB LUFF WIRE

17 a. Establish maximum of 22' - 6"
8 b. Establish lower maximum _____
17 c. Leave with no restriction

NOTE: The sail cloth presently has a limit of 22' - 0" at the luff.

GROUP III. REGATTA MATTERS

1. LIFTING BRIDLE

33 a. Approve
10 b. Disapprove

2. LIFE JACKETS

17 a. Require only U.S. Coast Guard approved
23 b. Require either U.S. Coast Guard approved or ski-belts
5 c. No requirements

3. LENGTH OF ANNUAL REGATTA

28 a. Leave as is
4 b. Six races total
16 c. Six races with one throw-out
0 d. Less than 5 races -- how many? _____

4. SCORING

34 a. Low point, as is
12 b. Curve, similar to ILYA, Olympic, etc.

5. COURSES

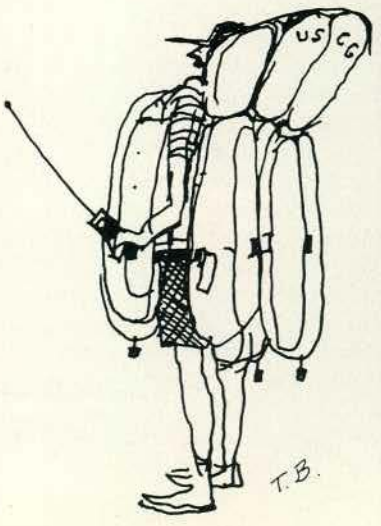
46 a. Olympic, as is
0 b. Other -- what kind? _____
24 c. Length as is
1 d. Shorter -- what length? _____
3 e. Longer -- what length? _____

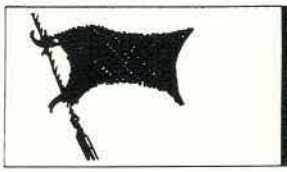
6. CREW WEIGHT RULE

19 a. 650# maximum--No restriction on number of people or change in weight under maximum
11 b. Unlimited weight, but must keep same weight in all races
11 c. Keep same weight in all races with maximum weight of _____ and minimum weight of _____.
2 d. Other suggestion (explain on back)

7. HIKING STRAPS

36 a. Approve as is
0 b. Further restrictions? (Explain on back)
6 c. Disapprove





The Protest Corner

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Joe Boland

"How about this fellow capsizers! Our first and quite rare written compliment.

"...I would like to comment further on my one-design stand. This is a question on which one cannot say that he is on one side of the fence or the other. All will agree that the class must be protected from 'monster' boats and on the other extreme its survival and expansion should not be cramped by obsolete rules. These are the two extremes that must be avoided. The large area in between is where we are fluctuating now. To eliminate this, scantling rules with 'workable' tolerances should be agreed upon and enforced. There should be one set of these rules for both ILYA and NCESA.

"I also believe that the class should realize that it is competing in a 'sailor's market' and must adopt a more liberal attitude toward experiment and development. Changes can be made over a period of time (weight) and thus avoid 'premature obsolescence'.

"Arguments along this line should be weighed carefully. For example a 10# per year weight reduction will not make any boat obsolete any faster than maintaining the weight limit.

"Changes, then, must be provided for. They should be proposed to the membership and passed before they are allowed. For this to result in any constructive developments the class must realize its position in a competitive market.

Peter Wright

"...generally I think the E-scow should be one design, but I feel strongly that there should be experimentation to keep the boat as fast and exciting as possible, even though this may put owners of older boats at some disadvantage. They are already in that position by owning an older boat. I would hope that at some point the modifications would be minimal but in the next 10 years or so we should strive for <u>speed</u>.

Kathryn C. Meyer

"...I attended the series this year as a crew. I can tell you that the annual class meeting was an eye opener to me with two groups arguing over last summer's regattas and the racing and boat measurement rules. I do not think that after such a session anyone could really know what was going to happen next. Several people with whom I have talked since that time were very upset.

"To continue to push boat measurement rules in an attempt to ease out the rules used by the Inland will only lead to the downfall of the National Association. The bulk of the boats are under Inland control and the big competition lies within the Inland. For us to get good racing and for the winners to feel they have beaten the best, the Inland sailors need only to compete among themselves. We do not need the National Association to have good racing and if the National Association continues to be so juvenile, you can keep it. And, besides the Inland boats, the Western Michigan boats conform to Inland rules.

"The Inland has kept the E under good control for almost 40 years. Slow development has been allowed. Changes come from the owners, through their fleet representative, to the rules committee, to the directors. These people have years of experience and are not pushed around by anyone. Yet I think you will find that the National Association will go around in circles each year as a different group dominates the meeting held at the annual regatta because that meeting is held in different parts of the country.

"There is nothing worse for a class than to have a new group grab a hold every year or two and come up with a lot of 'bright' ideas. The lack of stability in measurement rules that results from such turnover does much to 'turn the stomachs' of those truly interested in good racing--and what better reason is there for owning these wonderful boats. To gain stability a knowledgeable group should be in control. The only group eligible is the Inland Lake YA. All E fleets should join that group and spend their time sailing instead of arguing.

R. E. Pegel

NATIONAL CLASS E SCOW ASSOCIATION

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