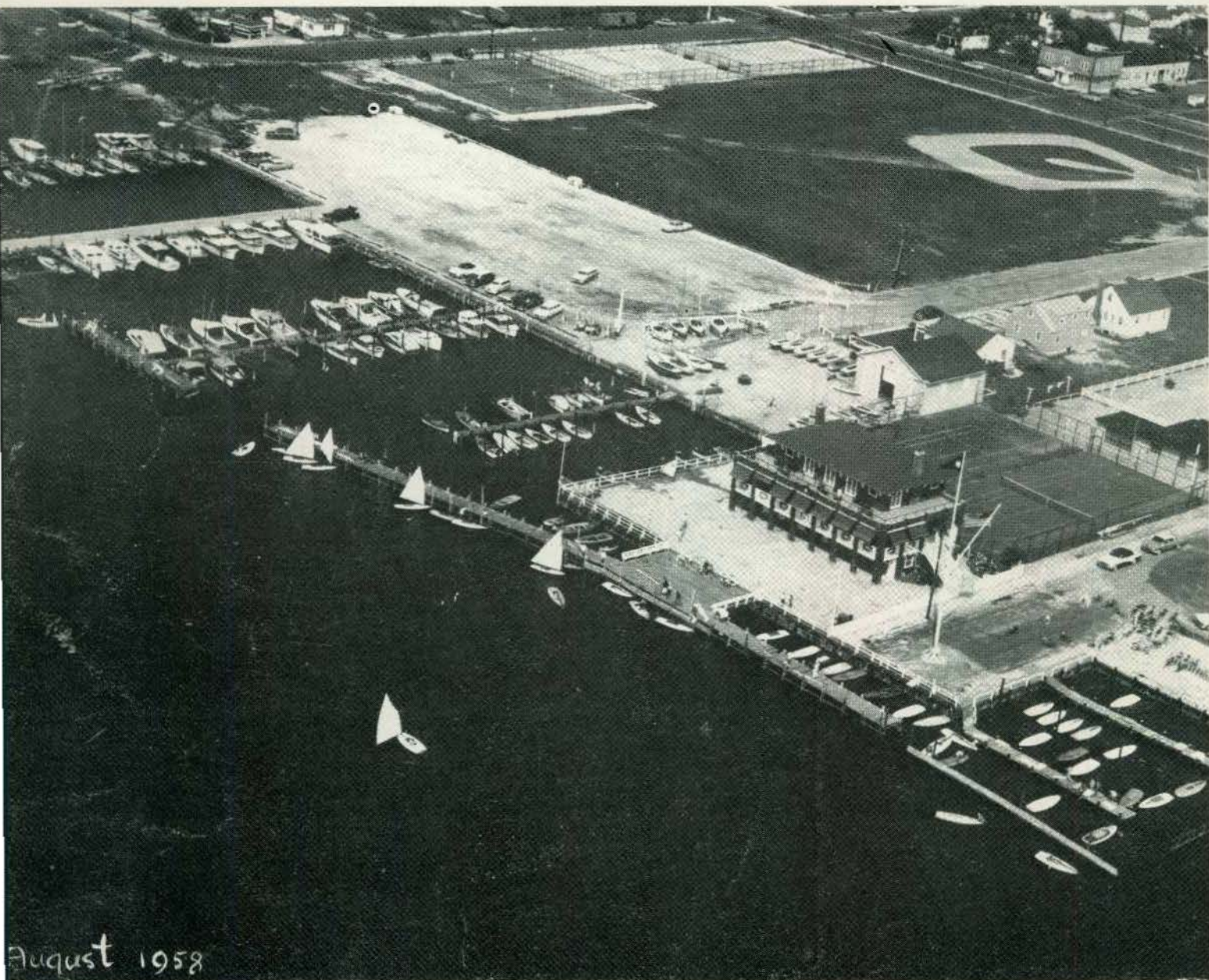


REPORTER

THIS ISSUE: — Sailing Little Egg by Sam, Runnie & Walter
— A look at the Racing Rules by Sam Merrick
— Have Your Own Boat Show by Ted Beier
— Setting and Flying Spinnakers by Willie deCamp
— Nostalgia: "How Now Brown Scow" by George Eddy



August 1958

This issue is dedicated to the memory of Harry C. Melges



HARRY C. MELGES SR.
1900 — 1985

This issue of *The Reporter* is dedicated to the first of three generations of scow sailors of that name — he who spent most of his life promoting and developing the racing scow.

“Father” Melges started going to regattas when he was eleven as a “sponge boy” on an A boat. He started sailing before that on his home water, Delavan Lake, thanks to a grandfather who bought old sailboats and fixed them up for the benefit of the local hotel trade. He thus started on an active sailing career that won many races — that qualified him to do some teaching about the sport to certain “comers.”

During summers, he worked as a kid for Charley Palmer, a famous scow builder in Fontana until World War II. Harry Senior became increasingly involved with the Palmer Boat Company as salesman and idea man so that by 1939 he became fully employed until all pleasure boat building stopped with the war. In 1945, there

was no longer a Palmer Boat Co., so the Melges Boat Works was inaugurated — soon to move to the urban locality known as Zenda, near Lake Geneva. Under Harry’s leadership, history unfolded for our benefit — not just E boats, but A’s and C’s from earlier times, and M-20’s and M-16’s as later additions to the scow family.

NCESA dates its inception from 1959 when the first of our annual “Nationals” was sailed. Actually three earlier E boat “Nationals” (1953-55) were promoted by Harry Melges under the aegis of the International Scow Yachting Association.

To those who knew him, Harry’s enthusiasm, his love of the sport, his pride in the beauty of his boats, and his family centered life will always be an inspiration. He was truly an individual of strength, of character and of leadership.

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MEASURER

Ed Malone

SECRETARY-TREASURER

Shirley Klauser
349 Lakewood Boulevard
Madison, Wisconsin 53704

Production/Printing/Mailing

Bud Appel
Graphic Printing Corp.
Lake Geneva, Wisconsin



COMMODORE'S COMMENTS

The fourth of July has passed and with it we come to the second half of the sailing season. Our National Championship Regatta at Little Egg planning is well underway and I believe it will be another outstanding event. Ed Lampman is doing a great job as LEHYC Regatta Chairman.

At Little Egg, I will also conclude my service to the Association as Commodore.

In the nearly 30 years that I have been associated with E boats, it is an understatement to say they have been a significant part of my life. It is through E boating that I met my wife and many close personal friends. Even though my term concludes, Shirley's and my association with the Class will not conclude.

Our Class is generally in a strong financial condition and contains some of the finest competitive sailors in the country. The list of positives is long; the list of problems is a good deal shorter, though there are some things that must be addressed.

We continue to struggle with the turtling problem. While there are means to solve this problem, it is incumbent on individual skippers to pursue those alternatives.

Class development-class promotion is something we must pursue with more vigor.

Financially, we are strong but must continue to be prudent in our expenditures. I believe additional income will be necessary, particularly in supporting regattas as they become more costly. Pursuing advertisers and sponsors is certainly an avenue to pursue.

All in all, our publications are outstanding and the number of volunteers and individuals working to make the Association what it is is another strong attribute.

Only one item has particularly disappointed me. That occurred most recently.

I have always believed that the participating, active sailor should have a primary voice in the direction of their class. I remember too many years ago when I first became the ILYA fleet captain when the fleet had made its recommendations, that they were essentially rejected in a closed meeting of the ILYA Board without our opportunity to participate. Much of that has since been changed by the ILYA Board.

The recent decision relative to the spinnaker rule and its summary rejection without discussion by the Class and with no evidence of critical need for haste is troublesome. One of the reasons for rejection is so that the rules conform to the USYRU. However, in the most recent issue of the ILYA newsletter, the Commodore suggests that the spinnaker rule be reinstated in the sailing instructions for E boat regattas. Hmmm?

It may or may not be that the spinnaker rule should be eliminated. I personally think it should not be and is more in conformity with the rules of the sea which place the burden on staying clear to the vessel more able to stay clear and should be retained. But, the most troublesome component is the hasty manner in which the decision was made. Only after questions were raised after the fact by this Association, is there any evidence of written correspondence with insurers and others. I hope the ILYA Board will not act so abruptly in the future. Our working relationship with them is excellent. They are an important part of us, as we are an important part of them. I am not only an NCESA member, but I have been a life member of the ILYA for about 20 years. So I clearly regard both groups very highly.

So as a new Commodore takes the helm with his team of officers, I wish them well. Shirley and I intend to be available to help and support you as you provide the leadership which our Association and Class needs. Hats off to everyone who makes this Class what it is, locally and nationally. We'll see you at Little Egg.

James R. Klauser, Commodore

RACING RULES TALK

by Sam Merrick

The Racing Rules under which we sail seem to have a life of their own. They are changed by IYRU every four years, and this allows our experts to explain what is new and why. Unless we are systematic and paste up our rule books, the subtleties and relationships, the relevance to appeals get lost in our memories. Fortunately books are published which allow us to understand better, and to prepare our thoughts when we get into trouble on the race course. An example of such a book is Dave Perry's just out, fine effort to integrate the appeals with discussion of each rule in the new book.

All of which brings up four items deserving special consideration by NCEA sailors:—

1. In our Constitution Section 6D of Article 12, the Judicial Committee is given control over appeals which it no longer possesses. It is the purpose of that section to provide an appeal "safety valve" from decisions of a protest committee which for example might have misinterpreted Rule 42.3(a)iii. USYRU recognizes the appropriateness of taking an appeal to a properly constituted class association body [Rule 77.1(e)], like our Judicial Committee, prior to going to the Appeals of the USYRU. But as of October 1983 in Appeal No. 252, our Committee can no longer block an appeal to USYRU — more importantly NCEA can no longer ignore the results of that appeal for the regatta standings and trophy awards. This may strike some as a potential hassle, but we have no option to avoid it.

2. As we all know, the Inland Yachting Association has formally voted to abandon for the 1985 season, and perhaps for good, its time tested spinnaker right of way rule. The reasons seem to have been mixed: too many other types of boats close to the racing which were unaware of the unusual rule, desire for uniformity with the rest of the yachting world, and possible litigation under the blanket liability insurance policy covering race committee personnel in the USYRU family. Our NCEA members by a 9 to 1 ballot this past winter expressed a preference to retain the rule for the National Regatta. But how does this fly in the light of the appeal problem discussed above? For many years the ILYA's spinnaker rule was not upset by a USYRU appeal case because there was an informal understanding that the rule was "experimental" and therefore honored in the event of an appeal. As a practical matter, USYRU did not want to "take on" ILYA. I wonder whether we, all alone, will be able to enjoy that privilege. On the merits, I believe the spinnaker rule recognizes that a blind sailor should have the right of way over one that can see, but there is no point in holding out against the possibility that USYRU will require the blind to see — if an appeal is taken. We need to find out how experimental we can be before the 1985 National Regatta.

3. A more complex problem also relates to our By-Law Section 1 of Article 8 in this sentence: the "USYRU rule permitting a fouled yacht to be disqualified for failing to protest a collision shall not be used". This refers to Rule 33.2. Here again the discussion regarding appeals probably dooms this particular language to a nullity. While I have considered 33.2 since it first appeared in 1972 undesirable and not congenial to the traditions of the sport, a revision in Rule 68.3(b) has made a major improvement in its impact. That requires an explanation, but we can certainly live more easily with 33.2 than we could before.

Recognizably our sport overlooks a large majority of rule infractions whether there has been a collision or not. Each of us has his own level of tolerance on being fouled; each, his particular code on acknowledgement, withdrawing, living with his conscience tinged with guilt. I have my own of both and I have schooled myself to respect (at least not to criticize) those with a different set — it's the only way. The concept that a collision (or touching) required a protest on pain of both being disqualified showed up in the 73-76 Rule Book. It was moved to part IV (the part of the book that must be observed) in the 77-80 edition. Despite the rule being more honored in its breach, it nevertheless lay in wait for that person at the end of the day's racing to bring a protest that 1) there had been a touching, and 2) neither boat had protested. If both conditions had prevailed, both were disqualified. It was to avoid such a result that NCEA adopted the language quoted above.

As of April 1, 1985, 68.3(b) had been modified in a way which greatly reduces the mischief element. Now, if Boat C watches A and B nudge one another and there is not a protest flag, C must protest with the usual 68.2 requirements (that is, a hail, a prompt red flag etc.). If C fails to take such action, she can't come in with a "sleeper" protest after the race. Since we must now face the possibility of an appeal to USYRU, the changed language will allow us to abandon our By-Law with less pain.

4. On a smaller point, the new Appendix 3 covering the percentage penalty option for an infringement of the rules has been cleaned up. Except of the percentage figures, much of it conforms to our By Law, Section 4. If we want to save some space in our own Year Book, we might want to include the appendix by reference.

While we are discussing rules: it struck me last September when I was the RC Chairman at the National Regatta that something more needed to be done at leeward marks to enforce the rights of boats under Rule 42 — either outside yachts failed to give room to those having an overlap, or those having no overlap forced their way regardless of consequences. I posted a notice that I was prepared to protest those appearing to violate this rule — that I would become a police man. I think it helped. But suppose we should experimentally adopt the following language proposed by a prominent member of the USYRU Appeals Committee. I would like any comment: —

3. Leeward Mark Turning — At a mark ending a leg of the course, with the wind abaft the beam, a yacht shall be deemed to have reached the mark when her bow crosses a line through the mark, at right angles to the leg, no matter what the lateral distance from the mark.

To obtain the right to room at the mark, an overlap must be established before the bow of the yacht ahead has reached a position within two of her overall lengths from the above line.

HELPFUL HINT: Get an Appeals Book from USYRU and spend several evenings going through it. The experience will surprise you.



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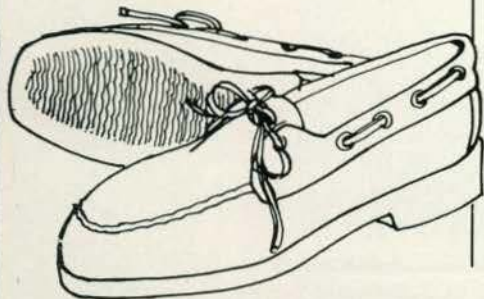
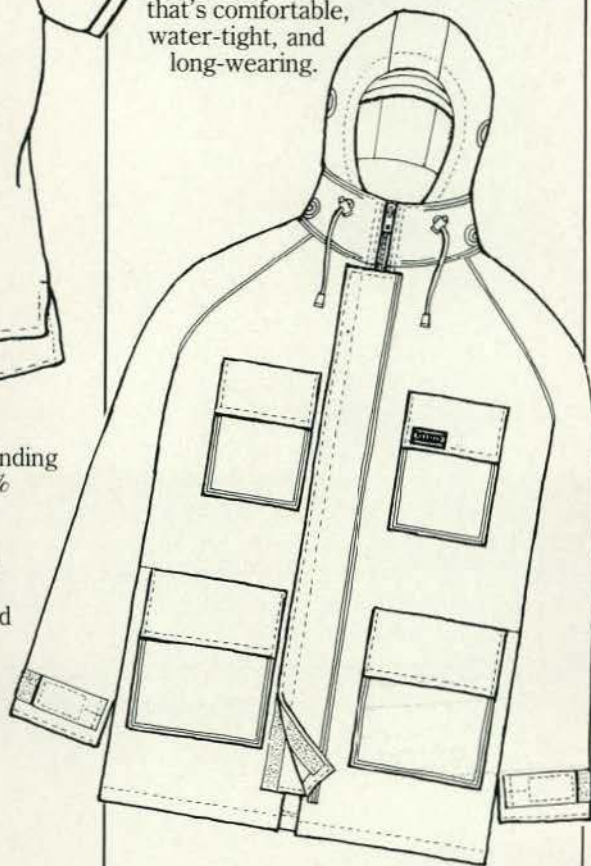


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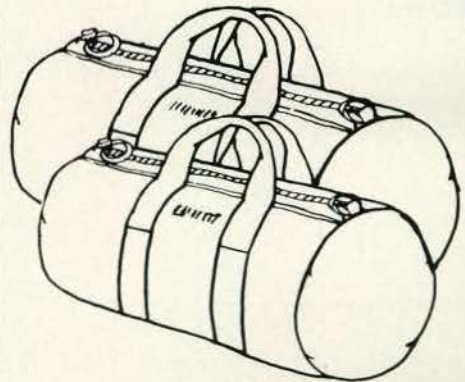
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A Few Tips on Setting

By Willie deCamp

Nobody knows everything about setting, flying and dousing spinnakers. You accumulate little tricks and develop an "eye" over the years, never supposing that your latest insight will be your last. Here for the benefit of beginners, intermediates and (maybe) even experts are a few suggestions on how to fly "those colorful sails that don't attach to anything along their edges."

Let's start with the most commonly asked question of all: How do you get 'em up without twists? Contrary to popular belief the primary cause of twists in spinnakers is not in the way they are packed prior to setting. The real cause of twists is almost always that the guy is not brought around fast enough. When the guy comes around slowly, the chute dangles on the halyard and "twists slowly in the wind." A rapidly trimmed guy, however, stretches the chute along its width, which makes it more resistant to twisting.

Your sets will be more reliable, therefore, if you think through all the possible ways in which the guy could be kept from coming around fast. Basically, there are two. First, things tend to get caught down around the chainplate and the leeward shroud. The brummel hooks and the cloth itself tend to hang up on fittings down there. Extra care should always be taken to do whatever it takes to ensure that the guy and spinnaker come around the chainplate area cleanly. This may mean taping fittings or holding the chute out by hand during the set.

The second big problem in getting the guy around fast on the set is that of keeping the spinnaker pole forward. As the guy is trimmed, the pole tends to work aft, which effectively jams the guy in the pole fitting and prevents the guy from being trimmed further. Thus the person holding the pole forward has got to lean on either the pole or the pole downhaul as he trims either the guy or halyard. The solution is for one man to stand on the foredeck and lean on the pole as he pulls the guy around while another crew member takes up the slack back in the cockpit. Boats that don't have the luxury of having four crew members have to work out other systems, but, in assigning crew responsibilities, holding the pole forward has to be thought of as a first order of priority. A guy that comes around fast can make even a set on a close reach a rather routine affair.

When setting the spinnaker, the sheet can be preset at a length which approximates the trim required to fill the chute. Then it can be ignored until someone has a free hand with which to fly the spinnaker. The halyard on the other hand obviously can not be preset (at least at the current level of technology). The correct way to pull up a spinnaker halyard is in a relatively small number of big huge pulls. Upon grabbing the halyard your arm should be fully extended in front of you. Then your hand should be pulled back until your arm is fully extended in back of your shoulder. This results in the longest possible pulls, which gets the spinnaker up in a hurry.

A couple of miscellaneous tips on setting will also be helpful. As you round a mark, always pull your board up before

setting. This takes very little time and ensures that if you blow the set, at least you won't also be sailing with your board fully down on the reach or run. A second precaution is to make sure that the pole downhaul is securely cleated before the hoist. If it isn't, the pole will sky and the odds are that you will break either the pole end or the fitting on the mast. Third, don't try to set with the jib way overtrimmed. The stalled flow that this creates may make it impossible for the chute to fill rapidly.

If you get the spinnaker up only to discover that despite your best efforts it is twisted, try a simple solution before running up and pulling the cloth straight by hand. Simply ease off the spinnaker halyard by a couple of feet. Then head down a little. This changed angle of attack may cause the twist to come out on its own.

Flying the Chute

Pole height is probably the most overlooked feature in flying spinnakers. A pole that is correctly positioned up and down will optimize two factors: the entry along the luff will be smooth and the clews of the spinnaker will be roughly the same height off the water.

The entry along the luff of the spinnaker needs to be smooth so that there will be efficient flow along both sides of the sail. If the pole is too low, the luff will develop a curve in it and the sail will not be "scooping up" as much wind. If the pole is too high, the luff of the spinnaker will become unstable and it will be hard to keep the spinnaker filled.



Now what do I do with it? Photo by George Hull



An extreme example of a closed slot. Photo by George Hull

and Flying Spinnakers



*The Mainsheet Editor researches chute flying while his father steers.
Photo by George Hull*

Most sailors make the big mistake of only thinking about the luff of the spinnaker when they adjust the pole height. This is only natural because it is the luff of the spinnaker that they are looking at the whole time. The clew of the chute, which is also a crucial factor, is hidden behind the mainsail and therefore doesn't get the attention that it should.

The pole has got to be set low enough to keep the tack as low as the clew. Failure to do this creates a spinnaker sailshape in which the slot between the mainsail and the spinnaker is much bigger in front than it is in back. This closed slot created by a pole which is carried too high slows down the wind passing through the slot. Both the mainsail and the spinnaker therefore become less efficient. So remember, don't just focus on the luff of the sail, level clews are important too!

Keeping the slot open is especially important in light air. This can be done by lowering the jib entirely, or at least so it is below the foot of the spinnaker. Lowering is vastly preferable to tying the jib off with a spare piece of line, which may create more turbulence than it prevents, especially on reaches. Other slot opening techniques are easing the halyard off a few inches (only to be considered on reaches) and overtrimming the mainsail slightly.

One Thought about Jibing

The idea of jibing the spinnaker seems to throw everybody into a nervous state.

The best approach for jibing the chute is to remember *how little* has to be done. As the skipper heads off to a run the guy has to be trimmed and the sheet eased, but during the jibe itself relatively little sheet adjustment has to be done as the spinnaker is free-flown with the pole unattached from both sheets and mast. Once after a series of poor jibes by a crew of which I was a member, Gardner Cox left the helm and took over the sheets to execute a flawless jibe. "What did you do?" asked his amazed and chagrined spinnaker trimmer. "Absolutely nothing," came the reply.

Three Types of Takedowns

The importance of a clean takedown is that it will both win you places in the vicinity of the leeward mark and allow you to concentrate on tactics on the windward leg that follows. Preparation for the douse is crucial and is almost always overlooked in the excitement of the race. Outhauls, travelers and cunninghams have got to be set for the upcoming beat before the takedown. The takedown has got to be planned on the side on which you will next want to set the spinnaker. Also the halyard and guy or sheet have got to be prepared to run free. I prefer to make neat piles of these lines rather than coils. The piles (with the tails at the bottom) may look messy, but actually they are less apt to result in knots than are coils.

The three types of takedowns - as I think of them - are windward, leeward, and reaching. The windward takedown is easiest when the boat is sailing on a broad reach or run. If the boat is reaching, it is helpful for the skipper to head high of the mark so that he can head down sharply at the time of the takedown. If the pole man has trouble taking the pole

off the mast, the spinnaker trimmer must sharply ease the sheet to relieve the pressure between the pole and the mast. Then, if there is time, the spinnaker can be free-flown while the pole is put away on the side on which it will next be needed. One method that my crew has used in light air is to bring the whole foot of the spinnaker around the windward sidestay before easing the halyard. Then when the halyard is finally eased the chute slithers neatly down the mainsail and into the boat, even if the boat is abreast of the mark and on a closehailed course.

The name of the game in a leeward takedown is to make sure that the guy runs completely free when eased. If it doesn't, the chute will partially fill to leeward, which will slow you down and heel you over and is most untoward. The halyard should be eased, first a little, then a lot. On leeward douses I have a hard and fast rule that the man easing the halyard must always watch the spinnaker rather than merely listen to instructions from the person who is gathering it. This is a good precaution against having your douse become an "underwater set".

The third kind of douse, the reaching douse, is the most fun of all. This is a leeward takedown with a difference: instead of easing the guy, you trim the sheet as hard as you can and cleat it. This grossly overtrims the spinnaker and stretches it out at the foot. Then when you let the halyard go all at once you can almost watch the spinnaker fall into the boat all on its own. After you have collected most of the cloth, you let the guy off to collect the rest. It is an amazing takedown - but never try it unless you are on a close reach. If you are sailing too free, the chute may come down in the drink!•



Photo by Bill Tubbs

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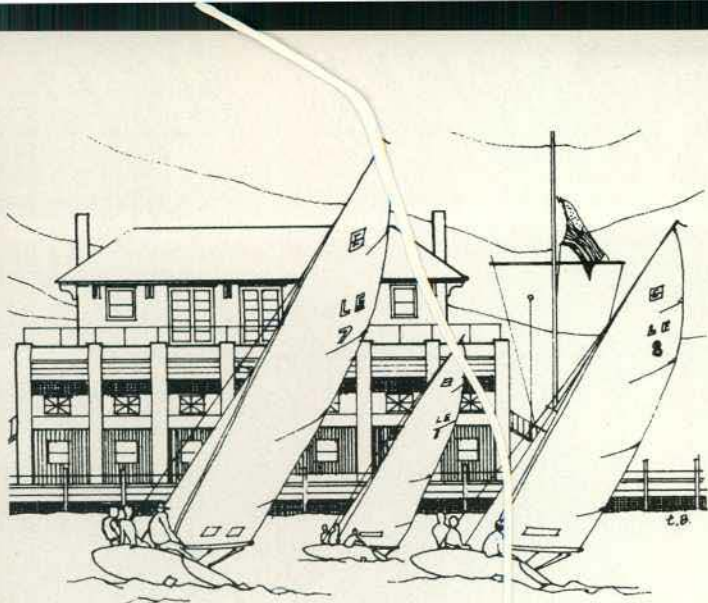
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ED. NOTE: Sam was good enough to send his 1985 thoughts on sailing at Little Egg Harbor. For added interest this is followed by reprint(ed) articles about Little Egg by Runnie Colie and Walter Smedley which appeared in REPORTER issues of 1965, 1970 and 1975.

In 1985 Little Egg Harbor is the site of the National E Regatta, as it has been every five years since 1965. By the reckoning of many, this is the best place in America to sail a scow. Walter Smedley's promotional enthusiasm for his home "lake" — loud as it is — may fairly be judged by those who have sailed there as understatement.

Getting to Beach Haven from the midwest offers no problems except all those miles — like 900 east of Chicago. Once on Long Beach Island (Directions are not a problem: "Just go to the Atlantic Ocean and turn right.") you will enjoy the scenic wonders of the Jersey Shore — fast foods, vacation accessories, clam joints and gas stations. But then, that's not why you are here. The three-story clubhouse presides over limitless parking spaces and efficient parking equipment, which puts you into the ocean-salty water. The barnacles exposed at low tide are further reminders of the proximity of a great ocean.

Leaving the dock and sailing about five minutes with a few sharp turns, you head approximately northwest away from the coast into a broad bay, which is about three miles wide and is edged by marshy "sedges". There are no hills or trees in sight — only the string of beach towns now left far behind.

Sailing these unobstructed waters is different from sailing inland lakes. Shifts are less pronounced and more likely to be caused by the thermal effects of warming land and the cool waters of the nearby Atlantic. Surprisingly few shifts are caused by the marshy shores. Compasses are important to detect windshifts in the absence of landmarks. On Little Egg Harbor there is almost no likelihood that the time limit will expire; the thermal breeze usually takes over if the cold front runs out of steam.

The local wisdom is to expect light air in the morning and stronger sea breeze from the south in the afternoon, but going over the records of the past ten years shows this happening around 20% of the time. The "stronger" breeze tends to be in the twenty knot range.

OF CLAMDIGGERS, SEDGES AND THERMALS: LITTLE EGG HARBOR TO HOST 1985 NATIONALS

by Sam Merrick

Tidal currents may sound intimidating if you sail Pewaukee, but the racing area is so uniform in depth that taking advantage of current differentials is not possible in most conditions. The direction of the current does, however, make a difference in the amount of chop. A strong sea breeze with an ebb tide (water flowing against the wind) is quite rough.

The Beach Haven course is not without its own eccentric menaces. Clamdiggers in little open boats have very little confidence in E boat skippers, and they have been known to use clams as ammunition against those getting too close (their evaluation). There are also occasional stakes (little trees) that make interesting problems when caught in a mainsheet part — just imagine having your boom (or half your spinnaker) come into the cockpit while planing at twenty knots! Jibmen be alert!

Having attempted to impart my enthusiasm about the sailing, let me add that the seafood is magnificent, the local hospitality superb and the race management capability as good as anywhere I have been. One more thing, Little Egg Harbor is not Barnegat Bay — they are thirty miles apart — and neither of them are called lakes (unless you are from Wisconsin)!

1985 marks the Class E Scow's 60th* birthday. The Fall/Winter REPORTER will feature this event. You can help make this entertaining by sending in any and all photos or personal anecdotes on how this nifty lady has influenced your life as well as your sailing.

**Development of the E began in 1923 but the first ILYA Regatta was sailed in 1925 and the E had changed from a center board to bilge boards.*



by Runnie Colie

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).

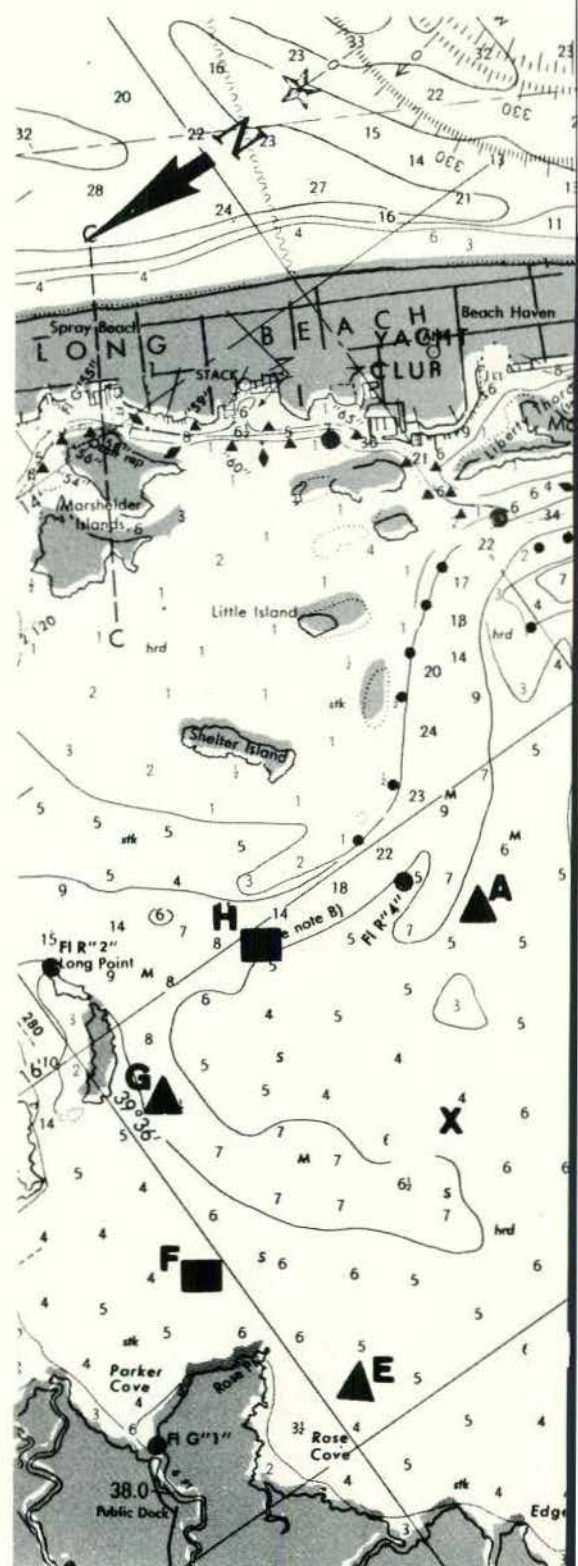
The first ECESA Regatta was held in 1939 at Mantoloking and was won by Sam Merrick.

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.

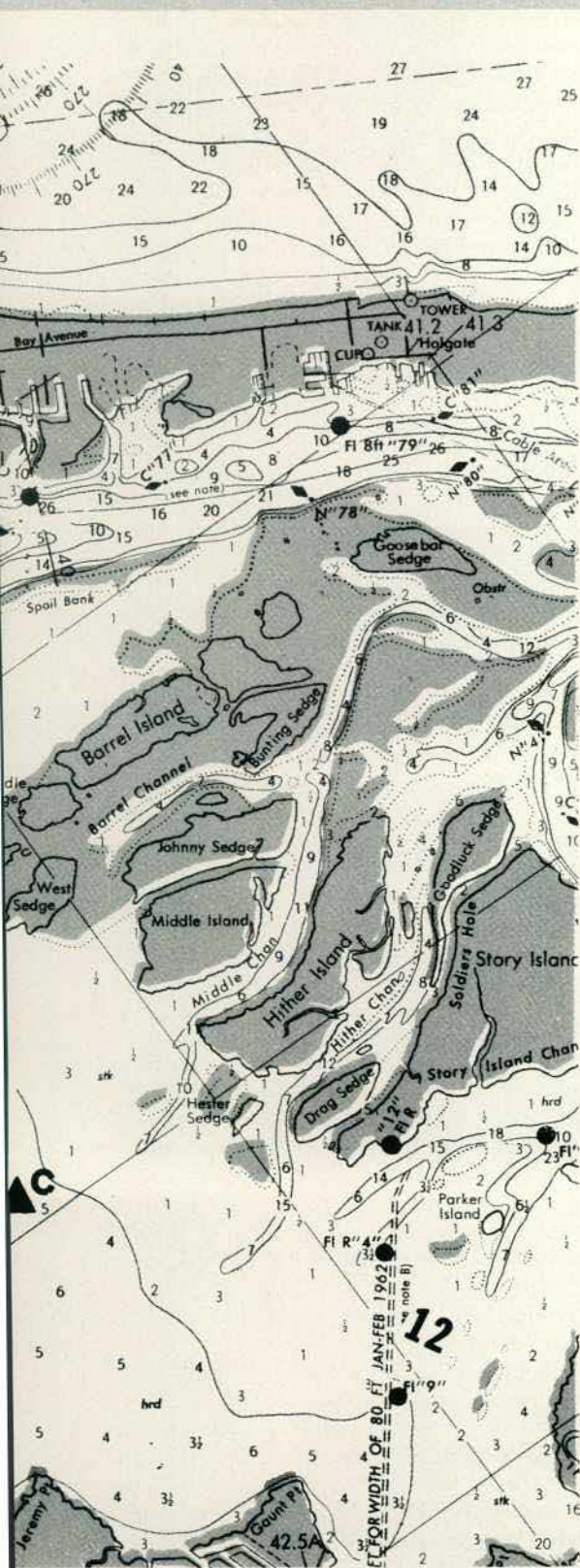
Without going into great detail about the pre-war course, I would suggest that those of you visiting Beach Haven for the first time try to picture what it would be like if one could leave the Yacht Club area only by passing south of Mordecai Island (the island directly opposite the Yacht Club and which 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



AL E SCOW REGATTA

6, 7, 1985

EN N.J.



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



—KEEP CLEAR OF THOSE TALL MARKS.

SAILING LITTLE EGG HARBOR

by Walter Smedley

"Beach Haven is where the wind blows!" How many times have I wished that were true! We shore sailors are used to quite steady winds, so when we come to the inland lakes we are confounded by the variable direction and velocity of what we find and tend to overemphasize the strength of our steady sea air. Not that it can't blow up a good breeze! A solid 25 knoter at the shore with a good three to four foot chop, will separate the men from the boys in a hurry. But as a general rule, our air in the summer and early fall is moderate and altogether delightful.

To understand our wind patterns, start first with our geography. The race course is essentially "off shore" several miles at sea. We are thus subject to the coast thermals. During the day the sun heats up the land and the air above it, which then tends to rise, being replaced by the cooler sea air. This is our summer "sea breeze" and is as much as 15 degrees cooler than the air inland. At night and especially early in the morning, the process is reversed. The land cools off faster than the water causing the thermal to flow the other way.

When a high pressure cell comes in on the back of a cold front, the initial northerly or northwesterly air in this cyclical pattern generally is modified by the nearby ocean to a steady northeasterly. As the day wears on, and the land gets warmer, this northeasterly draws around to east, then southeast right off the ocean (our coastline is NE-SW). This general "hauling" of the wind in a clockwise direction is aided by the passage of the center of the high from west to east. The normal summer and fall highs are not overly strong and pass through relatively quickly. They finally end up in a stalled condition a good way off shore in a pattern the meteorologists call a "Bermuda High". This high pumps in southwesterly air as its normal pattern which, during the day, is reinforced by the thermal sea breeze, and during the early morning is bucked by the reverse thermal land breeze.

Since the "Bermuda High" is our prevalent pattern, we have many days where the air starts out gently from the west or northwest, falls flat at midday, then picks up from the southeast (directly on shore) hauling through the south to the southwest, all the time picking up in velocity. If a good hot day finds a southeast or southerly already in force in the morning, look out for a solid 25-30 from the southwest by 3:00 PM, diminishing only toward evening.

Cloud cover tends to prevent the land from heating, thus reducing the thermal sea breeze. Easterlies often come this way and stay in the east all day, at a gentle and many times frustrating 5-8 knots.

Sometimes a particularly strong high pressure will appear with enough strength to drown out the thermal. It is on these infrequent occasions that we have our westerlies and north-easterlies. They are invariably strong, puffy and quite variable in direction, compared to winds from the other quadrants. Remember, when the air is northeast to southwest it has travelled only over water, and there is nothing to disturb its direction or velocity. A land breeze, however, is buffeted by the unevenness of the terrain and the thermal patterns of fields, woods, etc. over which it has just passed. It will therefore be much more like a "standard" inland breeze.

A note should be added concerning storms. Frontal disturbances come through with their line squalls, heavy thunder and lightning, and sometimes very heavy wind. Because of the low terrain, they can be seen well in advance. For some reason, these squalls in the bay are not as vicious nor do they seem as dangerous as the thunder squalls inland. There is usually a protective sedge nearby which can provide some shelter for the short duration of the squall.

A counter cyclical low pressure pattern is something else. Here the prevailing wind is east, backing to northeast where it can stay for several days, providing a steady wet 20-35 knots. This kind of weather makes miserable, if not impossible, sailing. Hopefully, the chairman of our weather committee will have managed to send such weather elsewhere for the second week in September.

In addition to the winds which affect sailing on our course, we have to consider the tidal currents. When you study your chart, remember that the current is strongest where the water is deepest. The ebb is in a generally southerly direction toward the inlet, and the flood is in the opposite direction. The current is nil at slack low and slack high, reaching maximum velocity about three hours after slack. Thus, at maximum ebb current, there will be a general set to the south all across the course. Of particular importance is the added strength of this southerly set from "G" to "H" to "A". If one is tacking from "E" to "A" in such an ebb, he will want to take a starboard tack first to get into the stronger fair current, then turn over to port at the corner. In doing so, remember a southerly may well draw further to the southwest, so one has to balance the favorable tidal current against the unfavorable wind shift.

On figuring the direction of the current, the islands to the south of the course act as a block. The ebb goes eastward between Shelter Island and East Sedge and also southwesterly past "A", "B" and "C", then southerly and southeasterly around Story Island. At "B", for example, an ebb will set you to the west, and a flood to the east.

Summing up, you can generally count on:

- The air being very steady, except for the rare westerlies and northwesterlies.
- The air drawing in a clockwise direction as the day wears on, but not beyond southwest.
- The air increasing in velocity in the afternoon, especially if it comes in southeast or south by noon.

You will want to take the tidal current into account on the east side of the course from "G" past "H" to "A" where the maximum current is about three knots. Elsewhere, the current is of much less velocity and is about the same over the whole course, so you only have to remember it when fetching a mark or laying on the starting line.

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HAVE YOUR OWN BOAT SHOW by Ted Beier

The expense of putting an E Scow in one of the large boat or sport shows is too high for the return one may expect. However, why not have your own boat show? Many of the newer enclosed shopping malls are large enough and have sufficient access to bring in boats of E Scow size and rig them. And, the crowd found in these places between Thursday and Sunday in early spring is very good. The way to start is to locate the mall manager and discuss possibilities.

Many malls are looking for promotions in spring which feature outdoor activities, and are receptive to obtaining a number of sailboats to decorate their premises with no effort or cost to them. The only limitations we have encountered involve prohibiting boats that are not in top condition, using extreme care to avoid damage while moving in and out, and prohibiting aggressive selling. Even without direct selling, enough exposure and contacts are obtained for later follow up to make the whole thing worth while. Also, the price is right. The biggest problem encountered is providing clean boats and trailers in the sloppy March weather.

For a number of years the Carlyle Sailing Association has been exhibiting about 20 boats in the St. Louis area at Chesterfield Mall in mid March. The entries range in size from El Toro and an International 470 to an E Scow and a J-24. We move in on a Wednesday night after closing time, and move out on Sunday after mall closing. At Chesterfield the E can be rigged with about two feet of ceiling clearance if the hull is sitting on cement blocks and 2 x 8's, as may be seen from the accompanying photos. They were taken on Sunday just before closing when the crowd had thinned out. The one drawback to such low level display is preventing small children with candy and ice cream from coming aboard.

Here are some tips for dealing with the viewers:

1. Let people walk up and show interest in the boat with more than a casual walk-around before attempting a conversation. Don't try to sell, just talk about E Scows.
2. Determine their level of interest; just inquisitive, like to go sailing, interested in crewing, or interested in owning a sailboat. Try to distinguish the genuinely interested from the blowhards.
3. If sufficient interest is indicated, ask if they would like to sail on an E and offer the referral slip (see example). Explain that they will be contacted in early summer to go for a sail.
4. If they are hesitant about filling out a slip, suggest they take it with them for reference and initiate contact if they wish.
5. For those who want to talk ownership, recommend starting with a good used boat and building equity. Have the used lists from Buddy and Skip available.

This method of "spreading the word" takes some effort and time to be productive, however it has produced some positive results for our local scow fleet. We have gotten several crew people and one new owner from each show in '83 and '84. This year we reduced Skip's used list by one, and passed copies of the Johnson and Melges lists to several others, but its too early to assess the total results yet.

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A public service message brought to you by this publication and USYRU.

ED. NOTE: This "contest" was compiled by a New Jersey cowboy who frequently sports a sea-going rodeo hat.

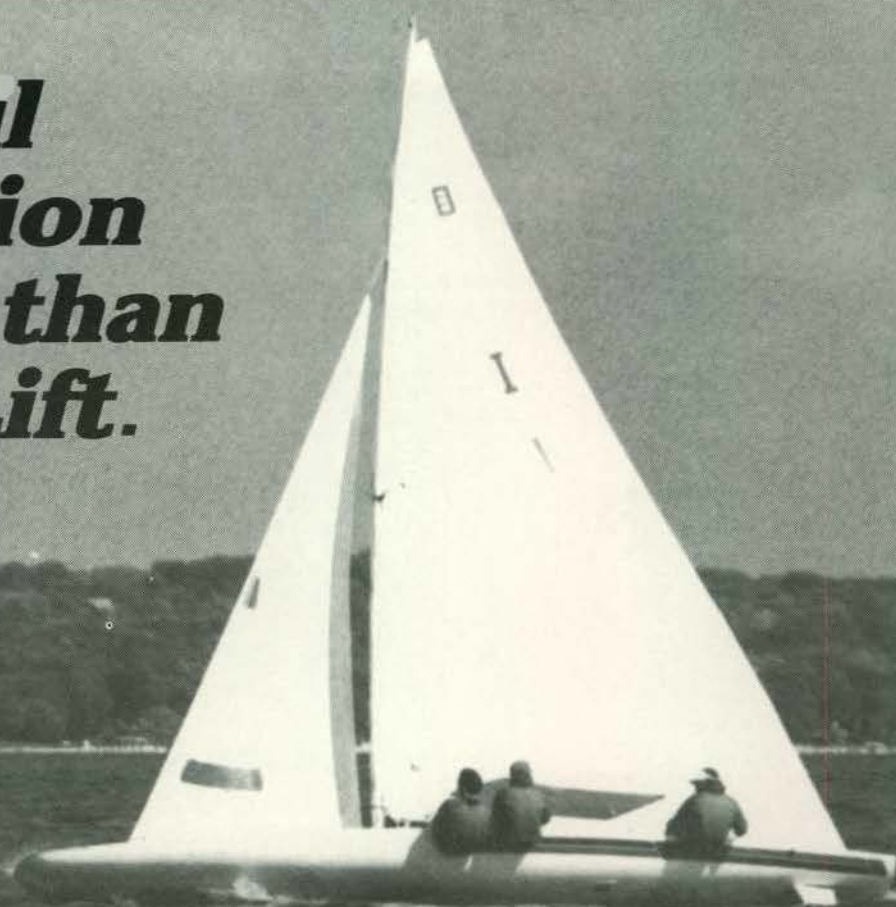


E REPORTER TRIVIA CONTEST

Impeccably patrician bearing and unflappability under extreme circumstances leave no doubt as to the identity of the individual in this photo: He is Sam V. Merrick, erstwhile chairman of the USOYC and NCESA Commodore, of Washington D.C., and Bay Head, New Jersey. *But what is he actually doing?* (First prize: a full season crew job aboard BH-2 or three hours of free telephone time with the NCESA ex-Commodore of your choice.)

- (a) A top Olympic hopeful and his boat and trailer are trapped in an avalanche high in a Rocky Mountain pass, and Sam is getting off intrepidly to the rescue.
- (b) Having landed a major motion picture contract, Sam is rehearsing his ride into Jerusalem on the back of a mule.
- (c) With all the honors that yachting can bestow tucked nearly inside his saddlebag, Merrick launches his campaign for the chairmanship of the United States Olympic Equestrian Team.
- (d) Leaving no stone unturned, Chairman Merrick is setting off into the foothills of the Sierra Nevada to do research into the Santa Anna wind.
- (e) Hi-ho three gold and four silver!

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HOW NOW BROWN SCOW?

by George A. Eddy

..... sketches by Ted Brennan

☆ ONE WAY to start sailboat racing is outlined by Beverly Smith in January *ONE-DESIGN* . . . sensible. There are others. Our indoctrination three years ago, for example . . . incredible!

A fast look at these facts has made old salts shudder:

1. The boat involved was a Scow — very fast planing hull and highly sensitive.
2. A class E Scow at that — 28' with a crew of usually 4, a spinnaker and a reacher. Split-second timing and coordination vital.
3. We bought it sight unseen.
4. None of the owners had ever skipped an E or crewed on one, or really even knew how to sail.
5. The racing fleet we joined was one of the most skillful in the country.

A slow look still gives us shudders, but some pretty exciting and pleasant memories. It all began with a simple day sail on White Lake, Michigan, in Jack Dennison's venerable E boat. Twenty knots of wind and a screaming reach and that was all. We were hooked.

Over the course of the winter of 1960, the syndicate and the plan was finalized. With three couples the cost would be modest. We'd alternate and rotate positions. We'd find a nice place to sail, maybe someday race, and start a whole 'nother life. The children would learn. Great family project.

No more 6-hour golf days. And that's the way it happened.

Ted Brennan, Phil Kauffmann and myself bought a 20-year old craft, over a martini and over the phone! The Great Adventure began. Our original cost *was* modest — \$550. Phil observed wryly that we'd probably have \$20,000 in it before we were through! Counting everything since then, we're about half-way there!

Now, keep in mind that we had, perhaps, 20 hours of pre-war Scow time between us, and maybe 30 hours of small boat experience altogether. There was still a bit of white scarf Army and Navy flying swagger in our souls but we soon lost this.

It was a winter of intense study. We became fluent disciples of Bavier, Ogilvy, Wells and longed for spring. There

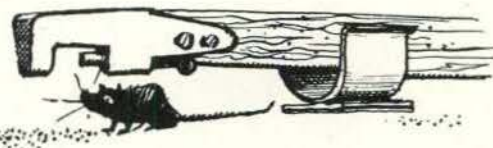
Three of us bought a 20-year old Scow, over a martini, over the phone, and the Great Adventure began!



were 3-hour lunches with our indulgent boat seller, Fred Fishl and marked-up tablecloths. Guests for cocktails or dinner were invariably sailors. Ted had small Scow models made so we could talk rules and tactics. His partner, Dick Latham, created "Latham's Log" (reproduced in OD-Y) to ease our ignorance.

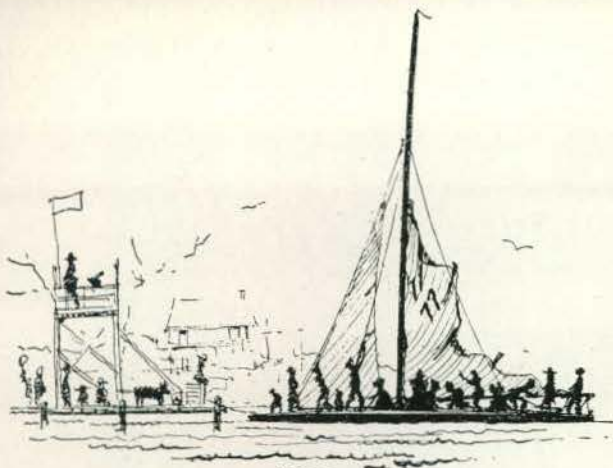
By March 1 we were like two-year olds in the starting gate. We were ready! Day sail-Hell! Fire the guns!

We almost forgot the boat! It was still at White Lake. Our first look produced far more gulps than ah-hs, but that rose-decked, brown-hulled scow was all ours. Even the tiny mouse that had wintered aboard. About 1000 loving man and woman hours later the restoration was complete. But where to race?



My short flirtation with Lake Geneva in the thirties made this a logical place to check. We checked no farther and it has become a happy affair. Little did we know that this was the home base of Buddy Melges, Bob and Jane Pegel, Bill Bentsen and a fleet that walks off with a trunk of silver at any regatta. It was quietly but universally decided that we were simply unbelievable.

Three couples owning one boat? And planning to race it? With hardly knowing port from starboard? A boat almost as old as the rest of the fleet combined? And cotton sails! We even had a charcoal grill for hamburger lunches aboard and an old French taxi horn. What they didn't know



was that it wasn't a gag. We simply didn't have the big picture. But we provided a lot of laughs. The old-timers looked forward to our landings at the pier like the Romans waited for the tiger and the lady. We ran aground twice, but by God we never ran 'er up on the lawn.

Finally the season started. Except for nudging the Commodore, whom we didn't know, and the Vice-Commodore, whom we had barely met, around the first mark in a drifter, we did pretty well in the tune-up. Fifth. All on book learning and osmosis. Of course we did import a veteran to skip, but this was a detail. We had great visions of old "Ineptune" upsetting the dope sheets and sailing on to a chain of victories. Which of us would be Yachtsman of the Year?

And then the lessons began. Without our guest expert we learned 108 new ways to come in last . . . one day by almost two hours. The couple that wasn't racing that day finally brought out sandwiches and iced tea to go with the giant-sized pickle. It was a kind of moral victory if we finished before the race committee boat went home. We invented ways to snag the spinnaker or drag it behind the boat that had never been considered possible.

Another day, trailing the fleet by a leg, we lost our mast. Some wag in the rescue craft asked "Are you in the race?" Another commented, "Every line on that boat is rotten!"

The enormity of our problem became crystal clear. Depressed? Miserable? Daunted? NEVER! Tense? A little. Why are those other boats going faster? SHUT UP. It's only a boat race. SHUT UP. Determined? BANZAI. And so the summer passed and came the National E Regatta.

Well, why don't we go? Yes, it will be good experience. Starting with 60 boats and all. SIXTY BOATS, are you mad? But we went. And we found out more reasons why people go to sailing school and start in smaller boats and spend a year or two crewing. We even learned how to dump by heading up in a puff on a reach. Since it was about the only puff on the lake, this was a little embarrassing. We did beat one boat. As I recall, it was sailed by three maiden schoolteachers and was gaff-rigged.

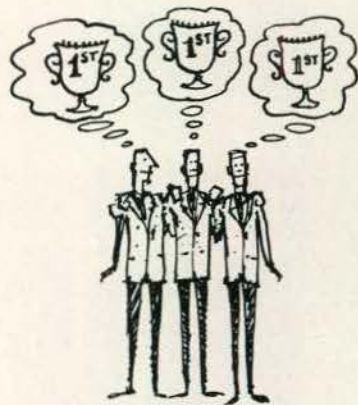
Came the snows again and Currie, Stuart Walker and Arthur Knapp. The frustrations of the previous season slowly disappeared. The answer to our problems was obvious . . . we bought a newer boat. With Ineptune II the next year unfolded quite differently.

We were still sort of a chuckle factory, but we had made some great sailing friends who patiently answered questions and even volunteered suggestions. This was the summer we found out you push the tiller the way you want the bow to go when drifting back from a dock and a dozen other rather clever tricks. How can there be so many things to learn about one sport?

The first year two pregnancies developed aboard the boat, as it were, so there was no real problem with 6 owners and a crew of 4. But the second time around everyone was eager and sailing two out of three races just didn't satisfy. We decided that our 15-year old son had laughed long enough from the spectator boats and he could start getting his fun first hand. Hoping we could pick up a fourth, we spun off from the syndicate and bought a used E of our own for the third campaign. . . Alouette, that's French for Lark (ha!)

Very s-l-o-w-l-y a little knowledge was sinking in. Despite the fierce competition from 15 yachts (ahem) something happened one day that I thought I'd never live to see. We won a race!

We just picked the right end of the starting line, spotted a wind shift, and were off. As we approached the windward mark I asked the crew if we shouldn't tack onto starboard to have right of way at the mark. "Are you kidding," was the remarkable reply. Only then did I realize there was a block of beautiful Lake Geneva between us and the next boat (yacht). On the last leg we had to cover Bob Pegel who was chewing up the margin in great bites. This was the first time I had enjoyed the panic-fraught ecstasy of protecting a lead. My touch on the tiller was as light and subtle as a Sonny Liston right. In spite of almost going into stays on every tack, we hung on.



I should mention for the record that Melges and Bentsen were out of town and we had aboard one of the best young sailors in the Inland, Bud's foredeck man, Eddie Smith. I tried desperately to be casual as I raced for the clubhouse to see what cup we had won. There was mild disappointment when we all realized it was a clock-barometer and a little awkward for drinking champagne at the trophy dinner. I wouldn't trade it for Cinderella's slipper, though. Each chime is the most exquisite note in the world.

Next year we have a new Melges E coming. Ted bought "Alouette", and Phil will sail Ineptune II. Like amoeba we are populating the fleet. It's pretty obvious our wild impulsive exposure infected us with the incurable disease of racing. Now, back to the books to prepare for summer. Let's see, red is port . . . like wine.

ED. NOTE:

Food For Thought: Would these three bird's ingenuous enthusiasm have persevered in similar fashion with the rigors of an aluminum mast.

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