

REPORTER

THIS ISSUE

Tenth Annual NCESA Regatta Results

Photo Coverage & Yarns About the Muskegon Regatta

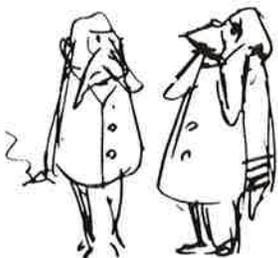
How To #8, "There's No Panacea (Amended)" by Nat Robbins

Blue Chip Regatta Results & Coverage

Special Report on Muskegon by Head Judge, Ed Malone

More Anguish & Controversy Concerning Aluminum Spar





THE COMMODORE COMMENTS
by Walter Smedley

In past issues I've had much to say about the Aluminum Spar Experiment and the eventual significance and responsibility involving all E-Scow sailors when the time of decision arrives. Because of this, I've prevailed on Nat Robbins to put forth his current, candid thoughts on this vital issue. His views follow:

We have all been exposed to the problem of whether the Class E scow should have an aluminum mast. We have been exposed to this in the terms of articles in the REPORTER, in discussions at our annual meetings, and many of us have raced against the experimental boat owned by K. Larkin. I am sure for those of you who are really interested in this experiment, your own opinions are fairly well implanted. Our Commodore, Walter Smedley, thought it might be interesting if some of you were exposed to my thoughts.

To be direct about it, I think the E scow should have an aluminum mast and boom. I think it should have this modern material for several reasons. The first four reasons are very general.

First, the consistency of the material will make it easier for us to tune and adjust the boat for different conditions. It will allow the sailmakers enough uniformity from one mast to another so that their job and the results of their work is easier for them and beneficial to us all.

Secondly, the reduced weight makes the rigging easier to handle in stepping and taking down the mast.

Thirdly, the material will be much easier to maintain from day to day and from year to year. Gone is the need

for re-varnishing, filling of nicks and scratches, and other upkeep.

Fourth, all modern sailing craft designs are using aluminum masts and booms. If we expect our boats to be accepted on a national basis and to retain their popularity, we must stay modern. This means changes of this type from time to time.

You will notice that none of the above arguments cover performance. The above arguments apply to where the mast is stepped through the deck or swiveled on the deck. Originally, I was of the opinion that a swiveling aluminum mast would be preferable. I have changed that opinion. I think the stepped through mast is superior and that in the long pull we should be more satisfied with that rig. The performance improvement in heavy weather is clear; I don't think we have to dwell on it. It is not established whether a swiveled aluminum mast would have equal performance. Chances are it would not have, but we should establish this fact before any decision is reached.

What are problems and what are reluctances? The big stumbling block is the initial cost and the unwillingness of people to subject themselves to this change, should it be presented to us. I think this is a natural thing; it is almost like voting on a school bond issue. You know it is for the best, but the increased costs are difficult to absorb. I think we should face up to this change and what it may cost us, hitch up our belts, and go ahead. I think if we approve the change for acceptance enough years ahead, we could all prepare and budget for it. For example, approve the use of the aluminum mast in 1971 and then plan accordingly.

In closing this brief comment, let me again emphasize, I believe this is for the good of the class and that in the long pull the economics are in our favor. This being the case, we should get our heads together, make a firm recommendation as to what is the best rigging desirable, and then all of us agree to go ahead, because we will be better off and our boats will be better off as well.

Nat Robbins, Jr.
Vice Commodore



National Class E Scow Association
Ives Building, Narberth,
Pennsylvania

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10th ANNUAL NATIONAL E SCOW REGATTA

TO BRAD ROBINSON

Minnetonka's Brad Robinson again proved in unmistakable terms that he is the best E-scow sailor in the land by successfully defending his National Crown in this tenth annual National E-Scow Championship at Muskegon Lake, Muskegon, Michigan on September 5-7, 1968, against a strong, 41-boat field which included past National Champions Mike Meyer from Pewaukee, Nat Robbins from Minnetonka and Runnie Colie of Mantoloking. Also included were Eastern Champion Sam Merrick of Bay Head, Western Michigan's Champion Bruce Wathen and ILYA's Champion Bill Allen.

Sailing brilliantly in the first three races in moderate to heavy wind, Brad took the gun in each after a hard struggle up through the fleet to establish a commanding lead over Minnetonka's Bill Allen, the Pegels from Lake Geneva and Terry Bischoff from Pine Lake. The 25-30 knot gusts in the third race caught many unaware, including Colie and Merrick with late starts and Bischoff with a capsize at the jibe mark, from which he recovered, however, to finish in 7th place.

After the fourth race was postponed because of high winds (30-35 knots), the lighter air for Saturday's two races gave the leaders a chance to jockey for second place behind Robinson, who sailed a conservative 8th and 9th. Bob and

Jane Pegel's 5th and 2nd kept their slim margin in tact over Bischoff's 1st and 7th for second overall. Bill Allen got caught on the wrong side of a wind shift in the moderate 4th race to drop from 2nd to 6th overall, with perennial masters Mike Meyer and Runnie Colie taking advantage to move up to 4th and 5th respectively in the final standings.

All races consisted of a standard olympic course of approximately 10 miles, ably managed by Chief Judge, Ed Malone, with valuable local knowledge provided by Ted Mudgett. This olympic course, with its three off-wind legs, all at slightly different angles to the average wind, provided a particularly keen test of overall skill on these E-scows, which are usually sailed with a crew of four and have a choice of flat reaching spinnaker or full parachute. To these hot sailors who want an extra dimension of challenge, let them compete against this seasoned corps of experts who regularly turn out for the Nationals. They will be assured not only of a good lesson in sailing, but a gracious reception ashore. We were all indebted to Jack Davis, Paul Wickland, Bill Munroe, Muskegon YC Commodore Dave D'Alcorn and their many helpers for a sparkling reception and dinner as well as their individual hospitality, which was virtually unlimited at all times.

Walter Smedley, Jr.

PLACE	NAME	BOAT NO.	CLUB	POSITION					TOTAL POINTS
				1	2	3	4	5	
1	BRAD ROBINSON	M-1	MINNETONKA	1	1	1	8	9	29
2	BOB & JANE PEGEL	I-11	LAKE GENEVA	7	5	6	5	2	47.7
3	TERRY BISCHOFF	X-110	PINE LAKE	14	2	7	1	7	49
4	MIKE MEYER	V-77	PEWAUKEE	2	9	17	2	6	57
5	RUNYON COLIE	M-4	MANTOLOKING	3	6	21	3	4	58.1
6	BILL ALLEN	M-5	MINNETONKA	8	3	4	16	5	59.7
7	BRUCE WATHEN	M-11	MUSKEGON	5	7	13	12	16	82
8	KEN KORNOELJE	SL-8	SPRING LAKE	17	8	8	6	19	87.7
9	KAY LARKIN	T-77	TORCH LAKE	9	DNF	2	13	3	89.7
10	SAM MERRICK	B-2	BAY HEAD	13	28	11	14	1	90



Dear Ted:

I am sorry that I have been so remiss in answering your inquiry of last September.

As far as an article is concerned, I do not feel that I have a great deal to say. I would like to take this opportunity to say that, once again, Ed Malone did a beautiful job as head judge at the National Regatta. His decision not to sail in the extremely heavy air on Friday afternoon was in my judgement the correct decision. Ed's courses were very well set, considering the geographical limitations present at Muskegon Lake.

I am enclosing a copy of my letter of September 14 to Walter Smedley. It represents my personal and candid thoughts concerning the Aluminum Mast concept with regard to E scows. Print all or part of it as you see fit.

Brad Robinson

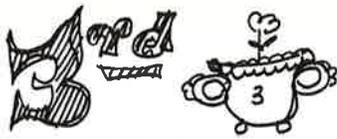
Dear Ted:

Each time we've sailed at Muskegon we've thoroughly enjoyed it. That has to be one of the finest scow sailing lakes around.

Maybe it's a sign of old age, but I liked sailing an eight mile course better than the ten mile course. Eight miles affords an adequate test, in my opinion, and does not make the legs seem to drag on and on. I'd like to see the class go back to the eight mile course permanently.

After sailing the regattas we've come to the conclusion that we're all going much faster than ever before and that the techniques of scow sailing are undergoing a change. But one old fundamental seems to remain true; "It pays to stay right-side-up!"

Jane Pegel



I. BISCHOFF and Company

Firstly, I'd like to compliment the Muskegon Yacht Club for putting on another fine series. This was the first time I had sailed over there and I am sorry now that I didn't attend the last National Regatta there. Also, I think the judging and race committee was excellent. Ed Malone and his crew did another outstanding job of giving the sailors excellent courses and lines. I know Ed always says that it's easy when you have wind, but I know that's modesty talking. It is never easy to set up good racing.

A week or so before the series, it looked as if I would not be able to go. Susie, my spinnaker handler, decided enough regattas had been sailed and it was time to get the kids to school, etc. Jim Pieper, who has sailed diligently for us the last three years, could go, but I still needed an experienced crew for either the middle or the front. After many futile phone calls, I finally asked Bud Melges if he knew of anyone from his area. He tried a few, but with no luck. A few days later I talked with Bud and he generously offered to come along. I couldn't have been more delighted, or scared.

My fears were justified early in the series, as we got off to a very poor start in the first race, and were way back in the pack at the first mark. My light air technique leaves much to be desired, and not even Bud could get me straightened out going to weather in that race. What ever good we did do in the first race was due to Buddy's fantastic spinnaker flying. We always do well downwind, but I was dumbfounded with Buddy's ability to fly a chute or reacher. This was incredibly true throughout the series as we passed boat after boat on the offwind legs. We finished that first race fourteenth. While the rest of the fleet disappeared to the pleasant confines of the Yacht Club, we set off downwind with our chute and a bit of practice. The wind was increasing, which is an aid to me, since I seem to sail better when I can perch on the high side. We re-sailed the weather leg and Bud got me to concentrate on the bow and the horizon, and worry only about keeping the boat flat and moving fast. He and Jimmy talked a few things over about the front of the boat, and I began to gain a little more confidence.

That practice session was just what I needed, and everything went better in the second race. The wind was up quite a bit from the morning and we seemed to have incredibly good boat speed. Bud raked the spar well aft to compensate for our light crew weight, about 560 pounds, and we footed like mad. We passed Brad on the second leg of the triangular part of the gold cup when he flew a chute and we stayed with our reacher. We kept the lead until the last third of the last leg, when we elected to keep ourselves between Brad and Bill Allen. Brad was pointing higher than we were with our



extreme rake, and he got inside of us on one puff and made it two in a row.

Then came Friday morning, a morning I'm not going to forget for many a season. The wind was really thrashing, and my crew couldn't have been more eager to put one in the bank. I guess we were third at the first mark and first the second time up. We were just flying to weather and even passed the aluminum spar in that air. Adn then it happened! Jim and Bud made the finest chute set I'd seen in a long time as we rounded the offset a few boat lengths ahead of Brad. The last thing I remember was someone screaming, "square with it," and then, "splash!" Chute and all were in the drink. I thought for sure she was going turtle, and if it did, I wanted to go with it. Needless to say, my two crew members, who had been killing themselves to hike in that air, wished I would, too. Anyway, to make a long story short, she didn't, and Bud did a speedy job of getting the chute back on the deck and the lines cleared before we flipped her up. Oh, the embarrassment! We took off downwind on port, reset the chute, jibed, then screamed along on a tight reach to leeward of the many boats we had lost. Remarkably, we picked up many of them before we got down to the home mark. We were about eighteenth then, and by the finish we had picked up to seventh, almost fifth.

Saturday morning everything seemed to fall into place for a change and again, with some great downwind sailing, we worked into first by jibing inside Ed Thiele at the jibe mark. Mike Meyer came on fast the last leg to weather, but with my knuckles white and Buddy sniffing the good ones, we hung on to win. Again, good downwind sailing, with Bud and Jim working together beautifully, made the ballgame for us. We really had only a very slim chance left to win the series, going into the last race, but we gave it a good try anyway. As it would go, I got the worst start of the series, and I guess we were fortunate to finish seventh. I shouldn't feel too badly, though, since Bill Allen had a miserable break right before the finish to add to his halyard problem before the fourth race. This allowed us to finish third overall behind Bob and Jane Pegel.

I can't say more about my crew during the regatta. We wanted to sail with three only, which I prefer, personally, and Bud and Jim knocked themselves out, especially in the two good blows. I am convinced that too many E boaters pack too much weight on during these series, probably due to the forced crew member rule. Mike Meyer had approximately the same weight as we did, as did the Pegels with four, although they had their daughter, Susie, along, who probably weighs less than ninety pounds. Mike was fourth overall, Pegels second, indicating that you don't need seven hundred pounds if the boat is tuned right and you have good sails, and of course, two smooth working hands forward. We gave a little away in pointing to Brad, but I felt we were footing faster than he in the heavy stuff, and we were certainly faster downwind with less weight. Of course, we all went to bed early each night, but it was worth it!

In the final analysis, it was great to sail with Bud. He is extremely competitive and hard working, and Jim and I learned a lot about an E that we didn't know before. And what can you say about Brad? In the last two years he's been phenomenal, and surely the boat to beat in every one of the series. Just a terrific sailor. But, oh to sail that third race again...



This being my second year in a row with your fine organization, I am now being called upon to view the last regatta with facts, figures and any extraordinary happenings that may have occurred.

The facts are easy. The Muskegon Yacht Club put on a very fine regatta. The race committee planning and execution, under the able guidance of Ted Mudgett, could not have been any better. Don Larson came down from White Lake to add to the stability and ability of the committee. 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." Any scuttlebut going around that Mike's crew of "engineers," in attempting to get enough weight on the offset bouy to make it stand up straight, put just the right amount on it to sink it, is nothing short of blasphemous. No engineer could ever be guilty of this. I really do not thing this scuttlebut is fact. What is fact, however, is that the courses set by Mike and his crew were excellent.

Someone slipped Bob Lewis, on the port end starting line boat, a cork anchor for the first race and Paul Wickland on the starboard end discovered he had one in the second race. Both races were started in good fashion after a slight delay.

The first two races were uneventful, outside of a tip-over or two, and a couple of collisions. A guy named Robinson from up north got out in front in both of them, stayed there, and things looked pretty tough for the rest of the fleet.

The next day it was a different story for awhile. One of Pine Lake's best worked himself into first place the second time up. With one of America's better sailors as a deck hand and in front of a large assemblage on the Yacht Club lawn and the assembled Race Committee in various craft; "Old Boreas" smote him a smite, from the wrong direction and over they went, chute and all. 'Never saw an E get back up on her feet as fast as that one. Lost a bunch of boats, however. When, dripping wet, they got themselves on the last leg, the deckhand informed the skipper that he had better make a few maneuvers to get them out of the hole that somebody had gotten them into. Maneuver they did, past a goodly bunch, to get up to seventh place. But then, they do that at

"Here come de HEAD Judge!"

OR

ED MALONE - (HIMSELF)
 [ILYA, NAYRU, NCESA, USCGFA & SA]

Pine Lake almost all the time. While all this was going on, do you know who won the race? Yeah! The guy from up north. That made it three in a row and besides, he was last year's champ. Well, Mr. Brennan, what chance does an ordinary guy have?

Mr. Robinson was stopped Friday afternoon. Not by the sailors, but by the Race Committee, those necessary doers of good and evil. How? Because it blew! Some fellow from the salt marshes of South Jersey took a ride and, what a ride! It was a short one, though, and he came back and it BLEW!

Everybody, almost everybody, adjourned to the Holiday Inn and visited one another and eventually a goodly crowd was gathered at a most convivial spot. On or in the spot was our line-jumping, conservative Commodore; but not a very conservative bartender. Did you ever have a little trouble finding your way up the hill to the country club?

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

Then came Saturday morning and back to business. The beautiful wind made the Race Committee decision of Friday afternoon look pretty good. Other people looking pretty good this fine morning were Mr. Bischoff and Mr. Meyers, who finished one-two. This tightened up the Regatta to the extent that some kind of a miracle could still do it for a couple of sailors. The deckhand thought Mr. B was pretty good after that one. Saturday's second race closed the door for the miracle men when Sam Merrick held on to win by a whisker over Bob and Jane Pegel. Sam had started the series with an eleventh in the first race. In the second race the Eastern Champ tangled with the Western Michigan Champ and Sam came away with a few planks missing. He managed to survive, however, and finished with a boat load of water and a twenty-eighth for his effort. It wasn't until the last race that he got cranked up again and showed why he was the Eastern Champ.

By finishing second in the last race, Bob and Jane Pegel earned the number two spot in the Regatta. Robinson and the Pegels were probably the most consistent sailors in the Regatta. Terry Bischoff had one poor race, the first. Mike Meyer and Runnie Colie were very consistent except for one race. Each picked the third race. Great sailing minds must run in the same channels.

I do not want to forget the protest committee who were beset with a couple of difficult decisions that, in my opinion, were decided right. They were, however, unfortunate decisions to say the least. Sherm Poppen, Mike Gautraud and Bob Lewis knew what they were about and decided all protests in the fairest manner possible.

Hats off to Jack Davis, Jerome Stern and the Muskegon Yacht Club; a great place to sail.

PEOPLE ASHORE - MUSKEGON (INTERVIEW WITH T. "SPASH" BISCHOFF)



"HOW DID WE HAPPEN TO DUMP WHILE RUNNING IN FIRST PLACE??
 ---- WELL, I'LL TELL YA!!!



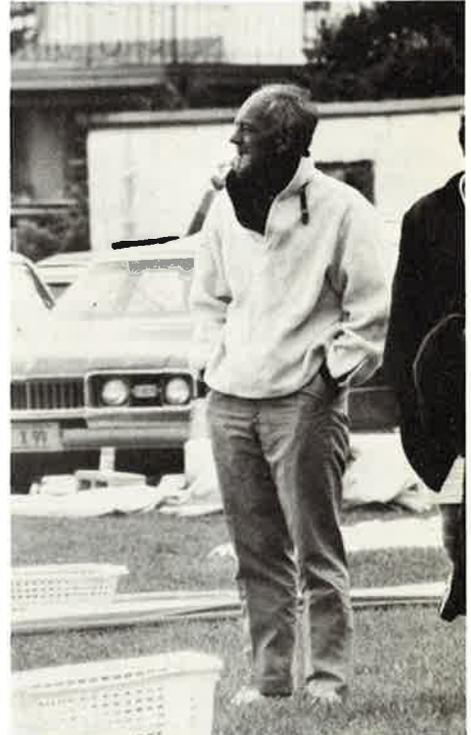
"... BUD AND JIM HAD THE CHUTE FLYING AT THE OFFSET BEFORE I HAD A CHANCE TO SQUARE... AND..."



MIKE LOOKING AT SAILS



RUNNIE SORT OF LOOKING AT SAILS



ED THIELE NOT LOOKING AT SAILS

(ALL PHOTOS HARTLEY COMFORT)



↑ Bud Melges & Commodore Bradley checking a list to port



← Susie Melges apparently buys nonsense to left but Johnny Baummeister ain't convinced —



↑ photo GORDON VONK



Editor Ted B has just received kind but futile assistance from 1 1/2 Lady Meyers



Don Larson, Paul Wickland relax (with 42 other crews) except for "the Honeymooners" — ALUMINUM AT THAT!



PHOTO KLEMM HARVEY

BOATS and PEOPLE AT MUSKEGON ~ 1968 ~



The Allen boat shaking around before the start - - - - - but all dressed up to weather - now.



"POOR BUTTERFLYS" PROVIDE WIND-SWEPT OPERETTA FOR RELUCTANT (SOME) E-SAILORS DURING CANCELLED FRIDAY AFT. RACE

Many dockwatchers enjoyed the junior exhibit and then went surfing in the wild, big lake..... ⚓



PHOTOS - KEMM HARVEY



↕ DOUBLE CROSSINGS



" --- a Pevaukee Sandwich "

PHOTOS · GORDON VONK · (MUSKEGON)

BOATS & PEOPLE -OR- STILL AT SEA AT MUSKEGON



← SPARTAN WAS JUST DAY SAILING WHEN THIS PUFF HIT - BUT THE PHOTO DOES DEMONSTRATE A FEW THINGS THAT HAPPEN QUICKLY FOR CRITICS TO CARP ABOUT - (1E) PORT BOARD DOWN, TRAVELER ↓ MAIN AMIDSHIP, HELM HARD OVER, CREW SNOOZING, DECK AWASH ETC.....



Photo GORDON VANK

↑ V.33, SNEEZING, AS SEEN FROM THE TRANSOM OF 1.77



Photo, GORDON VANK

LITTLE KNOWN DRAMA EXISTS BACK IN THE RANKS, OR, WHO WOULD REALIZE THAT A BITTER BOTTLE OF BEEFEATERS IS AT STAKE HERE?

(COURTESY BETTEMANN ARCHIVES)

NEXT ISSUE
 Details of CANADIAN E-SCOW
 ACTIVITY—(BUILDING-RACING)
 ON
 GEORGIAN BAY—!

APOLOGIES
 FOR THE LATE ISSUE - BUT
 THE ENTIRE (2) STAFF HAD THE
 HONG-KONG FLU !!

E-SCOW and M-20 MID-WINTER DATES SET

Fort Meyers, Florida, will again be the site for the 1969 Mid-Winter events for the E-Scows and the M-20s. They will be hosted by the Royal Palm Yacht Club. The club is located on the Caloosahatchee River, approximately eight miles up river from the ocean, on excellent sailing waters. The Es will begin sailing Thursday, March 20th, with a tune up race, and the actual series will start Friday morning, running through Sunday. Five races will be scheduled. The M-20 series will begin Friday, March 28th, and conclude on Sunday, the 30th. Five races are also scheduled for the M-20 fleet.

The Royal Palm Yacht Club leaves little to be desired as far as ideal facilities are concerned. Not only is the sailing area excellent, but the club itself offers all the amenities desirable for the visiting sailor. Excellent bar and restaurant facilities are at the club, as well as two cranes, so all the boats can be dry sailed. The clubhouse is quite new, and an extremely friendly and helpful atmosphere prevails around it. Historically, the Royal Palm Yacht Club has hosted a number of Flying Dutchman, Flying Scot, M-20 and last year's E-Mid-Winter regatta with a great degree of success. Therefore, we feel that we are quite fortunate, knowing their members have again agreed to host these events come next spring.

As is the case in all Florida resort areas, better than adequate accommodations are available close to the club. There is an excellent Holiday Inn within two blocks of the club, where most of the visiting sailors have stayed before.

Fort Meyers is easily accessible to all parts of scow land. The freeway system from the north is almost completed from Chicago to Tampa/St. Pete, with only a few hundred miles not yet open. Good systems are also available from the east coast.

For anyone wanting to combine a Florida vacation with a spot of sailing to boot, these regattas shouldn't be missed. Vacation areas abound close by, and there is something near for all members of the family on Florida's fabled west coast. It would be very helpful for those planning the E-regatta if a rough estimate of those intending to come would let Terry Bischoff know. Write him at box 117, Nashota, Wisconsin 53058. Why not take in both regattas? See you all there!

NCESA ANNUAL N. Y. MEETING/MEMBERS & DIRECTORS

The Annual January Meeting in New York will be held at 9:30 AM and 1:30 PM at the New York Yacht Club, Thursday, January 30, with dinner following at the Princeton Club at 7:00 PM.

'65 Johnson E ("Upset Too" M2), latest modifications, good racing record on Minnetonka and in regattas. Price complete including competitive racing sails -- \$1950.00.
Tom Jamieson - 5 E. St. Albans Rd. - Hopkins, Minn. 55343
Phone: 612/935-3156

'59 Melges E (1968 o.a. elapsed time winner of Lake of the Woods Internat'l. Regatta), completely cut out & race rigged with '66 Pidgeon Hollow Spar, '68 Melges Boom & Vang, all cam cleats, mostly new dacron lines, Bilge Rats, Stay-masters, excellent condition, hard glued, new deck and completely refinished summer '68. Two jibs, reacher, chute and main. Price \$1250.00.
Jeff Appel -- 933 Main St. -- Lake Geneva, Wis. 53147

ILYA DIRECTOR'S MEETING - OCTOBER, 1968

NORTH AMERICAN SCOW ASSOCIATION IDEA TO BE PURSUED

At the October meeting of the Board of Directors, a far reaching decision was made, which will undoubtedly affect scow sailing across the country. The Committee on a North American Scow Association, through its Chairman, Maynard W. Meyer, reported the results of a broad canvass of the Committee's recently formed, "Corresponding Members." A questionnaire sent to the 32 correspondents showed a complete unanimity on the need for geographic expansion into areas that now have no association ties as well as the strengthening of organizational format to achieve better representation from the now more remote areas where ties are too tenuous.

While the urge toward a North American Scow Association was exceedingly strong, there was a range of varying opinions on just how this should be accomplished. Heaviest response was for the ILYA to take the leadership in a new move forward, but at the same time suggesting that a change in the ILYA organizational structure is necessary. Regardless of what name is eventually assumed by the ultimate expanded association, it appears quite clear that both a broad geographic representation and strong fleet representation on the Board of Directors is imperative for the successful pursuit and development of scow sailing over this entire country and Canada.

A number of the correspondents felt that the ILYA should become one region of a group of regions, each of which could be relatively autonomous, and in this way the ILYA could retain its long established identity, while other associations, such as the Western Michigan Yachting Assn., the Eastern Class E Sloop Assn., etc., could do so similarly.

Many varying ideas have been put forth and now need sifting down before several well-thought-out alternatives can be presented to the existing scow associations as well as to those clubs and fleets that are likely to become a part of an expanded operation.

As a result of the ILYA Board of Director's action, the Committee was instructed to further pursue the subject and to report back to the Board at its Winter meeting with a precise plan.

The Chairman welcomes any and all comments that our ILYA members, or other interested scow sailors, may have in regard to this idea of a broadened scow association.

Please write to Maynard W. Meyer at 797 N. Jefferson St., Milwaukee, Wis. 53202.

- FOR SALE -

'55 Johnson E ("Quaker-Tiger"), double planked, sound hull in good condition, weight 985#, one set of good sails and several sets of old sails. Price without trailer \$800.00, with trailer \$950.00. Available-Philadelphia area or Jersey Coast. Walter Smedley -- Ives Bldg. -- Narberth, Pa. 19072
Phone: 215/664-7880

'63 Johnson E ("Prince"), Superior condition, '67 Spars, many racing extras; Ball Bearing main deck Traveller, Jib Downhaul, 15" Jib Clew Traveller, Double Lever Outhaul, Weight 980#, two competitive sets of sails incl. 3/4 oz. Spinnaker & excellent reacher. Available Philadelphia area or Jersey Coast. Price without trailer \$1600.00, with trailer \$1900.00. Walter Smedley -- see address above.



The Protest Corner

Dear Ted:

I am writing to Kay and asking her to give you the information as to how her wood mast sailed in the Blue Chip, as compared to her feelings on how she might have done had she been sailing the aluminum mast. You should hear from her shortly.

There is an important point that I think should be put in the next E-Scow REPORTER and this revolves, again, around the aluminum mast.

As you know, in the Inland, each fleet has a meeting of skippers and they kick around the problems and the beefs and the gripes and the compliments that they may have regarding anything that pertains to that particular class.

This information is then sent on to the Board of Directors who, maybe, will do something about it and, maybe they will not.

All of this was contained in the SCOW SLANTS, September Issue. You will note there, that under the C-Fleet, a good bit of their report turned around the fact that, no matter what the C-Fleet does, little action seems to be taken and, they have passed a resolution that they set up a committee to study forming their own association.

But, the purpose of this letter was to give you a report on what actually happened, or at least, what was actually reported concerning the aluminum mast. I am giving it to you as it appeared in the SCOW SLANTS.

"Item No. 4, Aluminum Masts. Again, a considerable amount of discussion was had concerning the Aluminum Mast Experiment of Kay Larkin's. A preferential straw vote was taken concerning Aluminum Masts. Fifteen people favored the concept of Aluminum Masts and twelve opposed the concept. After more discussion, it was moved and seconded that the present mast design be frozen for a period of two years. This motion passed by a twenty-one to five vote."

The thing that disturbs me is that out of more than 250 E-Skippers, 26 would over-ride, or create a problem that could adversely affect many other sailors and skippers. I have sent this on to Walter Smedley and my comment to him was, that I felt at our own National Meetings we should not let a small group (as I recall, we had 28 E-Skippers who were voting and expressing ideas on the Aluminum Mast project) be the determining factor in whether the project is rejected or accepted. I firmly believe that this should be put to a total vote of all of the members. Those interested will vote; those with no interest probably will not.

Yours truly,
Hartley B. Comfort

Dear Ted:

As a result of an invitation to the E Blue Chip Regatta at Pewaukee this September, Project Phantom entered a new and very interesting phase -- We were invited to attend minus our aluminum mast. So, Melges Boat Works placed a fairly thick aluminum plate over the hole in the deck, and

we borrowed Clayton Gaylord's wood mast and boom. We also borrowed some other sails but found that, due to the light wind conditions, we were able to use the same sails with which we had sailed the aluminum mast all summer. We also had basically the same crew -- Bill and Jean Freytag, my husband and myself.

There were 19 boats sailing and to say the least, I was awed by the competition. However, we placed (to the best of our now hazy memory) 3, 8, 15 and 17, and an exhausted 10th overall. Wood mast sailors have no idea how much harder they work on their boats than we do. The winds were shifty and relatively light but we, and especially me, were worn out trying to hold the boat down and trimming sails.

With the aluminum mast we found few occasions when hiking was necessary and the trimming of sails seemed much easier; but with the wood there was a constant need to shift weight around -- which made it harder on me to keep the sails properly trimmed. The boat did not seem nearly as lively or sensitive with the wood mast -- it seemed to take a great deal more concentration and hard work to get the same results.

As for the sails -- we used a Nelson main which was cut for the aluminum mast -- the only difference is that it is a little fuller at the top and frankly, we all agreed it looked as well, if not better, on the wood mast. I don't know what that means, but it does seem sails are easily interchangeable between the 2 masts. This sail on the wood mast was fine for light to medium air -- had the wind come up we would have had to switch sails; whereas with the aluminum mast we would have flattened the sail by bending and adjusting the mast and boom (basically by changing the blocking arrangement -- it's easy to do).

The ease of assembly and disassembly should be mentioned, too. The additional weight and wires and lines seemed more complicated than what we are used to. And as far as tuning the wood mast we found we were constantly fiddling with adjustments on the side and jack stays, whereas with the aluminum the adjustments are fewer and much easier for the novice to understand.

In closing, I'm sure it's no surprise that I still find the aluminum mast superior in ease of handling, need for fewer sails, lighter crew, added speed (which does increase with an increase in wind velocity), and lastly, it is so very much easier on my muscular structure.

Kay Larkin

Dear Walter:

I am writing in reply to your letter of September 18 with regard to the experimental aluminum mast. I have sailed this particular boat twice, once in 1967 at the E Invitational and, again, in 1966 at the National Regatta. I have also competed against Kay four times in the last two years. She has beaten me once out of the four regattas.

In my opinion, the aluminum mast concept is a Pandora's box which has had the lid barely opened. There is no question in my mind that an aluminum mast, stepped-through-the-deck, properly rigged, and fitted with properly cut sails would be vastly superior and would win over all comers under normal racing conditions.

I feel that the present rig is a "soft-sell" rig which will lead to further experiment and development on a much larger

scale by the entire class, if adopted as is. If the directors should decide to accept the aluminum mast concept, a program for adoption must be very carefully planned. This is necessary because those people with mechanical abilities will most certainly capitalize on the potential and will win by a considerably larger margin over any of the present wood mast rigs.

I would recommend that the present experimental rig be truly experimented with to bring it up to maximum potential. When this potential has been fully determined, I would then recommend that those people who are interested in adopting this rig do so. This, I feel, will develop two E fleets, the aluminum mast fleet and the wood mast fleet. As people decide to buy new boats and adopt the aluminum mast, they would, of course, move into the aluminum mast fleet.

I must say a few words about the cost of the aluminum

mast rig. I feel that the spar and rigging of an aluminum mast, when properly designed, will run about \$300.00. The hole through-the-deck to receive the mast will cost approximately \$100.00. The mainsails and jibs necessary for an aluminum rig will cost approximately \$900.00. This may sound a little high, but I am sure that two complete sets of working sails will be necessary to make an aluminum mast rig competitive. The total of these three amounts equals \$1,300.00. I realize that this sounds like a lot of money, but it will be a necessary expenditure for a competitively inclined sailor. I personally feel that the potential of an aluminum mast is well worth additional experimentation. I do feel that we should not jump into an aluminum mast rig until further experiments have been made.

Very truly yours,

Brad Robinson

OFFICIAL
BUSINESS

Report on Director's Meeting

MINUTES OF A MEETING OF THE DIRECTORS OF THE NCESA

Held at Muskegon Yacht Club - September 5, 1968

Present were:

Smedley	Robbins	Meyer
Cole	Blais	Sangmeister
Comfort	Brennan	Wathen

Commodore Smedley requested the Secretary to poll the ones present, which was done, and the Secretary reported that a quorum was present.

A motion duly made and seconded, the minutes of the last meeting were approved in the form which was mailed to all Directors.

Upon motion duly made and seconded, Comfort was elected Secretary/Treasurer for the coming year.

Upon motion duly made and seconded, Merrick agreed to continue as Chairman of the Judicial Committee and to recommend new people to serve on his Committee.

It was agreed that there was to be no change in the Publications Committee.

It was agreed that there was to be no change in the Membership Committee.

It was agreed that there was to be no change in the Scantling Rules Committee.

The Chairman appointed Pegel Chairman of the Regatta Committee. As Pegel sails at Lake Geneva and the 1969 Championship Regatta will be held in Lake Geneva, it was felt that this would facilitate matters. Pegel raised the question as to whether the Directors would approve dry sailing with Regatta. He stated that he felt that in approximately 45 minutes, every boat could be taken out of the water and kept on dry land with the new facilities of the Lake

Geneva Yacht Club. There was no action taken on this.

It was agreed that there was to be no change in the Finance Committee.

It was reported, again, that the 1969 NCESA Championship Regatta would be held at Lake Geneva, Wisconsin, on the Thursday, Friday and Saturday following Labor Day.

An invitation upon the part of Little Egg Harbor Yacht Club was presented to the Board by Commodore Smedley in the shape of an invitation to hold the 1970 NCESA Championship Regatta there.

It was moved by Wathen, seconded by Sangmeister, that the Board approve and accept this invitation.

Commodore Smedley reported that the NCESA Mid-Winter Regatta be held at Fort Meyers, Florida, and that the preferable time would be March 28, 29 and 30.

It was recommended that the Regatta Committee give this matter further study and to consult with Fort Meyers and the M-20 group, so that the two regattas could be properly coordinated.

Merrick, on behalf of the Judicial Committee, reviewed the problems pertaining to the motions which had been made by the Board of Directors at the May, 1968, Meeting.

Meyer moved, Robbins seconded, that the Board reverse itself on the motion made by the Board in May, 1968, regarding Experimental Programs. The motion was approved unanimously.

There were no further matters to come before the Meeting, and the Commodore adjourned same.

Respectfully submitted,

Hartley B. Comfort
Secretary/Treasurer



RACING YOUR BOAT -- "There's No Panacea"
by Nat Robbins

As the title suggests, in my opinion there is no one thing, nor even two things that will assure victories, not to mention consistently good placing. The new boat alone can't do it; the new sail alone can't do it; the new varnish job can't do it. Successful sailing, in my opinion, certainly requires having a good hull and a good sail but, also, it requires infinite care of many, many details.

Let me prove my point. Have you ever lost a race, or a position in a race, by 50 feet? Of course you have. It happens to everyone in every race and, frequently, by a lot less.

There are hundreds of things which will improve your speed by that much more. Let's examine some of them:

1. HULL

I did not mean to imply that a new hull is not important. Certainly the shape of this hull is vitally important. Nevertheless, do not neglect shape and keep the hull in good condition by proper care. Make certain the bunks of your lift are level and that the bow is not a great deal higher than the stern, thus placing excessive weight on the lowest portion of the boat. Keep it dry. Work at keeping hull weight down.

2. SAILS

Likewise, a good sail is paramount. I think that our sail manufacturers have been able to consistently duplicate their wares to the point where one can reasonably count on an excellent article from them. Thus, if you buy a new sail and someone else does, also, you are going to have to count on doing something more to assure that you are faster. In either case, make sure that you take care of that sail. Fold it after use and for as long as possible, keep it from getting crinkled and losing its shape and finish. We won the last two races of an Inland Regatta with a three year old sail, so there must be something to proper care providing long life.

3. CREW

I have heard one excellent skipper say that he really can not get too upset when his crew makes a mistake because he himself can account for 200 to 400 yards in just one error of picking a poor tack. I cannot subscribe to this theory as I think that a good crew is an extremely important factor. I remember the last race of the Inland at Minnetonka when a squall set upon us shortly before the end of the race. It had been quite hectic up to that time and halyards, light sails and rigging were in general confusion. Nevertheless, one of our top competitors was right next to us on the last run to the finish. We both started to set our reachers at the same time. Neither of us set a record for this task but because our crew was able to unscramble our equipment more quickly, we picked up a few yards, which he could not overcome, and raised our race place by one position. This I attribute solely to the crew. Let there be no mistake; a good working crew, that thinks ahead, is an enormous asset to any skipper.

4. HELMSMANSHIP

I am certain that in our concern over the hull, crew, sails, tuning, etc., we tend to overlook the importance that helmsmanship alone has in making a boat go fast. We learned this particularly in the finals for the Mallory Cup in 1958. All of the boats were reasonably similar and the sails had all been made at one time, yet the better skippers could always make their given boat go just a little bit faster. It wasn't the start, it wasn't the sailing of the windshifts - the

good skipper, somehow, seemed to be able to adjust the sails and handle the boat and the waves in just the right manner to make it go just a little bit faster. This applies equally well to our own boats and we must all constantly apply ourselves to handle the boat better and more smoothly to attain a maximum speed.

5. BOTTOM SURFACE

The best surface for minimum friction is a very controversial point. Some feel the surface should be wetted as one gets when washing with a detergent, and others feel that a waxy surface is superior. To my knowledge, it has not been proven as to which has been correct. In either case I am sure the minute pits, bubbles, and dust particles that can be felt on any newly varnished hull are a detriment and should be removed. Rubbing the surface lightly with number 600 wet sandpaper and a detergent solution is the best treatment I know. Naturally, be certain that all the planking is smoothly faired and that none of the varnish is peeling or in a roughened condition. Also, check the surface between the under part of the rub rail and the chine of the hull. This can be quite an area for irregular surface conditions.

7. BILGEBOARD and RUDDER EDGES

If bilgeboards and rudders were always aligned perfectly with the direction of flow of the water past them, a knife edge would be the best profile for the leading edge of these surfaces. We find, however, that these surfaces are almost always presenting some angle of attack with the water. Therefore, a smoothly rounded edge provides the least resistance for the wide variety of conditions encountered. The knife edge would cause stalling at the smaller angle of attack with a subsequent increase in resistance. The trailing edge of these surfaces should always be as sharp as the rule will allow. Be sure that there are no nicks or scratches on either edge and particularly check the corner of the board which is first to hit bottom and become blunt.

How often do you check for weeds on the rudders and boards? I remember the start of the last race in a regatta at Mendota when about 80% of the starting line was in a weeded area. We purposely started towards the lower end of the line to avoid any problems and made a careful point to clear the port rudder and board just prior to the starting gun so that the long starboard tack could be made as fast as our boat would allow us to go.

8. RIGGING WINDAGE

The resistance to the forward motion of our boats is greatly increased by the area produced by the rigging. Make sure that your spinnaker halyards are as close to the mast as possible and that as much rigging as possible is in line with the leading edge of the mast and not along side of it. Keep all halyards tight as an oscillating halyard presents more resistance than one which is not vibrating.

Most of the boat manufacturers use 1/8" cable for the fore-stay and the back-stays. There is no reason why this cannot be 3/32" cable, again reducing the resistance to a slight degree.

9. CREW WINDAGE

The crew alone offers more windage than all the rigging combined. Minimize this resistance whenever possible.

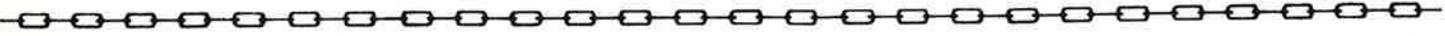
Have you ever noticed Gordon Lindemann's crew? They sit shoulder to shoulder and present this minimum resistance.

10. WEIGHT

Our rules require minimum weight of the hull and rigging. Nevertheless, many people exceed this weight when they do not have to and are quite careless in what they throw into a boat. Such things as an anchor, extra line, sail cover, extra food & beer, paddle, ice, an extra change of clothing, etc., are all items that are nice to have but not absolutely necessary. I remember when I was a young boy sailing these boats that we were so fanatical about all this gear we left our painter and sail bags on shore. I know of one championship

C boat skipper who even removes the ditty box. To me, this is an extreme measure, as I think in the long run some additional equipment for repairs should be kept aboard in order to handle an emergency.

You will readily note that most of these items will have a very small effect individually, but add them all together, plus many other things which your imagination will allow you to consider, and you will be able to pick up those extra few feet which might make the difference. More important, however, this type of thinking represents a discipline, a frame of mind or an attitude which, in itself, will help you improve your sailing.



B L U E C H I P

CLASS E BLUE CHIP REGATTA
Pewaukee Lake, Wisconsin
September 21-22, 1968

The Third Annual Class E Blue Chip Regatta was held at Pewaukee Lake, Wisconsin, on September 21st and 22nd. Eighteen of the best E-Class skippers from the East and Midwest attended. Minnetonka, which probably has the best E-fleet in the world right now, accounted for 6 of the invited 18 E-skippers. The mystery guest, Bruce Goldsmith, 1967 North American Lightning Champion and Pan American Games Gold Medal winner, completed the fleet of 19 scows. Bruce is with Murphy and Nye (sailmakers) in Chicago and, appropriately, appeared with an exclamation mark for a sail number.

Saturday's racing was under way before 10:00 a.m. in an attempt to meet the schedule of three Saturday races and two on Sunday. Nat Robbins from Minnetonka won the first race, which was a windward/leeward course sailed in light winds and which continually shifted back and forth through a 15 degree scope. Bob and Jane Pegel from Lake Geneva, Wisconsin, were second. They are the 1967 defending Blue Chip Champions. Bob and Jane are really co-champions, since they share the helmsman's (helmswoman's?) duties. Third place was taken by Sam Merrick of Bay Head, N.J.

Saturday's second race was sailed as soon as the judges could re-position the marks, since the easterly wind started showing a marked preference for a more southerly direction. Race Number 2 was an olympic course and when the smoke cleared at the finish, Nat Robbins' M-9 had done it again, followed by Bill Allen, also from Minnetonka, Bruce Wathen sailed his borrowed M-7, from Muskegon, Michigan, into third place.

The third race was sailed after lunch. By this time the light wind was coming out of the south, or across the lake, which necessitated a short windward leg with two long reaching legs. Bill Allen took a commanding lead at the first mark and increased it on almost every leg of the course. Mystery Guest, Bruce Goldsmith, was a strong second until he fell victim to the still shifting winds, allowing almost invincible Robbins to finish second. Kay Larkin from Lake Geneva, Wisconsin, who has been sailing the experimental aluminum mast for the last two seasons, took third. For the Blue Chip, Kay was asked to convert her boat to a regulation wooden mast and her performance with a regular mast suggests that her success has not been entirely due to the metal

spar. The end of the first day's sailing gave Robbins the lead with a hard-to-beat 1-1-2, while Allen was second with an 11-2-1 and Danny Bowers was third with a consistent 4-4-4.

Sunday dawned warm, sunny and glassy. By 11:00 a.m. a nice wind had risen out of the southwest and a windward/leeward race was started. Again, Allen took a long lead but was soon being chased by Cliff Campbell from Tom's River, N.J. Campbell had arrived with only a main and jib. He borrowed light sails, boat and crew. As the race progressed, Campbell gained as the wind lightened until the two leaders were only a boat length apart, 200 yards from the finish, with the wind completely flat. Allen apparently dropped anchor, for as Campbell slowly drifted towards the finish line, the rest of the fleet slowly sailed past Bill, who never moved. Campbell won, followed by Bowers (second) and Skip Johnson from White Bear Lake, Minnesota, third. Skip was sailing a 1969 Johnson he had finished building the day before the regatta. Skip was followed by Wathen (4th), next by Merrick (5th), and Robbins in 6th before Allen finally became unglued from the bottom and struggled in for what must have been one of the most frustrating 7th places he will ever get.

There was no possibility of sailing a second race so the regatta was called complete after four races. Final results are shown in the accompanying table along with the major 1968 Regatta Records of the competitors. It is obvious that the Minnetonka fleet has made a record that other E-fleets around the country will have trouble equalling. The high level of competition is illustrated by the fact that four out of five of the major regatta winners of '68 were present and they finished 9, 10, 11 and 12.

The Head Judge was Ed Malone and he was ably assisted by Peter Friend, Pine Lake, Wisconsin; Bob Hancock, Lac LaBelle; Harold Koch, Pewaukee; and Ed Zinn, Pewaukee.

Next year, the Fourth Annual Class E Blue Chip Regatta will be held on Pewaukee, September 20th and 21st, two weeks after the NCESA at Lake Geneva, Wisconsin. We hope the proximity of Pewaukee to Lake Geneva will make it more convenient for Eastern boats to attend, but we will have to go a long, long way to find a finer, more competitive fleet than attended the Blue Chip this year.

Coleman Norris
1968 E Blue Chip
Regatta Chairman

MYSTERY GUEST REPORT

by Ace Lightning
Champ & sailmaker
BRUCE GOLDSMITH

When asked to be your "Mystery Guest", it brought back memories of my associate's disaster* experience of the year before. Still chuckling, I rounded up two Pewaukee regulars and old friends of mine, Joe Boland and Art Mitchell, as crew. Joe graciously had his wife, Sue, rig up their E and make me some breakfast.

Before the start of the first race I underestimated the upwind speed of your machines because in taking a trial upwind tack or two we ended up six minutes from the line at the five-minute gun. This race was spent trying to "hook one" along the south shore. With poor upwind technique and speed, combined with lousey timing on getting to the south shore lift, we finished in the tank.

In the next race you were too tough for us again. However, on the last beat we forgot to let the leach cord go and we had much better speed (A hint that our main leach was a tad loose as it came from the sailmaker?). This time we were in the middle at the finish.

After a rather aggressive start in race three, and with leach cord on slightly, upwind, we found ourselves leading near the weather mark. All of a sudden, three and one third times around seemed like a long race. Fourth or fifth at the finish line gave us encouragement that we were gaining and that tomorrow would be even better.

However, our enthusiasm far outdid our skill in the light stuff on Sunday. The regatta ended after four races for lack of wind. Some day I'd like to come back in a big breeze for that fifth race - just for the ride.

Thanks to all of you and especially, to Sue and Joe Boland for a fun weekend.

Bruce Goldsmith

*Ed. Note; Bruce is referring to Super-Star Boat skipper Dick Stearns' capsize problems in 35 mph winds with an all "non-scow" crew.

⚓ blue chip standings ⚓

PLACE	SKIPPER	BOAT	HOME LAKE	1ST RACE	2ND RACE	3RD RACE	4TH RACE	TOTAL POINTS
1	NAT ROBBINS 3RD ILYA INVITAT'L 3RD ILYA CHAMP'SHIP	M-9	MINNETONKA	1	1	2	6	14.7
2	DANNY BOWERS 8TH ILYA CHAMP'SHIP	M-14	MINNETONKA	4	4	4	2	27
3	BILL ALLEN 5TH ILYA CHAMP'SHIP 6TH NCESA	M-5	MINNETONKA	11	2	1	7	33
4	BRUCE WATHEN 2ND W. MICHIGAN 7TH NCESA	M-7	MUSKEGON	9	3	7	4	41.7
5	SKIP JOHNSON 4TH ILYA INVITAT'L 10TH ILYA CHAMP'SHIP	W-30	WHITE BEAR	7	5	13	3	47.7
6	BOB & JANE PEGEL 4TH ILYA CHAMP'SHIP 2ND NCESA	I-11	LAKE GENEVA	2	6	6	16	48.4
7	CLIFF CAMPBELL 2ND ECESA	T-17	TOM'S RIVER, N.J.	6	17	12	1	52.7
8	MIKE MEYER 4TH NCESA	V-77	PEWAUKEE	5	10	10	11	59
9	SAM MERRICK 1ST ECESA 10TH NCESA	B-2	BAY HEAD, N.J.	3	14	18	5	59.7
10	KAY LARKIN 1ST ILYA INVITAT'L 9TH NCESA	T-77	LAKE GENEVA	8	16	3	15	62.7
11	BRAD ROBINSON 2ND ILYA CHAMP'SHIP 1ST NCESA	M-1	MINNETONKA	13	7	11	8	63
12	STU WELLS 1ST ILYA CHAMP'SHIP	W-67	WHITE BEAR	10	8	9	DNF	71
13	BRUCE GOLDSMITH MYSTERY GUEST '67 N. AM. LIGHTN'G CHAMP '67 PAN AM. GAMES GOLD MEDAL	!	CHICAGO	18	13	5	14	73
14	CHIPS SWALLOW 9TH ILYA CHAMP'SHIP	X-8	PINE LAKE	12	9	19	10	74
15	ED THIELE 6TH ILYA CHAMP'SHIP	M-50	MINNETONKA	15	11	16	9	75
16	JIM ROSENHEIMER 2ND ILYA INVITAT'L	A-9	CEDAR LAKE	14	12	15	13	78
17	TERRY BISCHOFF 7TH ILYA CHAMP'SHIP 3RD NCESA	X-110	PINE LAKE	16	19	8	DNF	87
18	TOM BARNETT 5TH ILYA INVITAT'L	M-8	MINNETONKA	17	18	17	12	88
19	KEN KORNOELJE 3RD W. MICHIGAN 8TH NCESA	SL-8	SPRING LAKE MICHIGAN	19	15	14	17	89