

NCESA

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REPORTER

THIS ISSUE:

1970 CHAMPIONSHIP REGATTA REPORT & RESULTS, LITTLE EGG HARBOR

ECESA REGATTA REPORT

BLUE CHIP REGATTA REPORT

TOP COMPETITOR'S OBSERVATIONS OF FIRST YEAR WITH ALUMINUM SPAR





THE COMMODORE COMMENTS

By Nat Robbins Jr.

THE ALUMINUM MAST:

Having adopted the aluminum mast for the Class E boat, both the NCESA and the ILYA still have some problems to resolve. Fortunately, the consensus of the members of these organizations is in agreement with the fact that we must continue to pin down scantling rules covering the mast so that we can assure a more uniform rig and, hence, more uniform competition. I particularly call to your attention the appeal that Stu Wells has made in his comments in which he has asked for restraint on the part of the sailors and the boat builders from trying to find some major improvement in performance over and above the aluminum masts that were being used this past season. I concur with Stu that there is a considerable amount of similarity in performance, but if somebody should stumble onto a new extrusion that offered superiority, it could be disastrous for us. Therefore, this restraint has got to be one of judgement and fairness on the part of all of us so that we will have time to pin down the rules and prevent any major break-through to occur.

Mike Meyer points out that the wide variety of sections that have been available to us all seem to perform nearly the same. Thus, if we can learn to write restrictive rules for those masts that are now available to us, we will achieve our long-term goals of uniformity and reduced cost.

As most people have implied, our major remaining problem is that of establishing means of flotation during capsizing. A number of ideas have been submitted and there is some experimentation going on. Brad Robinson has made enough calculations to indicate that it is not an easy problem to solve. My own opinion is that any solution will have to be carefully experimented with before we establish it as a rule. The ILYA is proposing the use of styrofoam pieces on either side of the peak of the main sail. Whether this will be effective is unknown to me at the present time, and thus I feel that we should make sure that we have experimented care-

fully so that we know the overall effect of any proposed solution. This will mean that a solution is not likely to jump out at us overnight, and it will probably take us at least until the end of the 1971 sailing season to arrive at a conclusion, assuming some good proposals come out.

In the meantime, I think it is fair to say that while we have a flotation problem when a boat capsizes, the boat is less likely to capsize with an aluminum mast than with a wooden mast. There are two reasons for this - first, the lowered center of gravity and lighter weight of the aluminum mast helps the righting moment of the boat and, second, the action of the mast is such that when an unexpected wind squall hits, there is more instant relief on the part of the aluminum mast than the wooden mast. How much difference there is between these two materials because of the above reasons is difficult to pin down, but I am sure they are there.

We did tip over in the second race of the National Championship Regatta while jibing downwind. The cause of the capsize was largely the responsibility of the skipper and with an all new crew, there was a certain lack of coordination which is so important for this maneuver, especially in a heavy wind. When we hit the water, the boat immediately tended to turtle. We got it swung around so that the cockpit was into the wind, and with the water as shallow as it was, the mast merely dragged along the bottom and didn't go all the way turtle. There was no great effort to right the boat at this time, but it is my opinion, as I think back, that we could have, if we worked at it a little harder. Once I got the spinnaker into the cockpit and the main sail down, I think it might have been possible to get the boat up, but by this time, I personally was both mentally and physically exhausted and chose not to make the attempt. I now wish I had, not only because of the knowledge to have been gained, but our position in the regatta was such that we would definitely have finished better overall with almost any kind of a race completion.

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CHAMPIONSHIP REGATTA

The Championship Regatta at Little Egg Harbor was one of the most outstanding regattas we have had in our whole successful series. There are several reasons for this. First of all, the personnel in the Little Egg Harbor Yacht Club are real pros at putting on a regatta. They simply do an outstanding job. They were ably assisted in the planning by Bob Pegel and in the execution by Ed Malone.

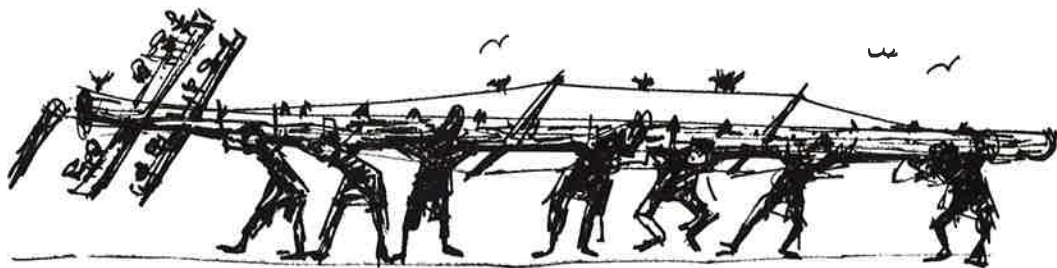
Second, the facilities and the sailing area at Little Egg are unequalled. It is a great place to have this event, and the amazing thing is that these facilities and the sailing area are brought to this peak of efficiency with a relatively few number of people involved. I can see why that Yacht Club is so willing and able to put on at least two formal regattas each year.

Third, the weather was definitely in our favor. We had

five races over a period of three days and every single one of them was in good, steady and sometimes quite strong winds. The result of these conditions was such that the competition was keen and, in my opinion, resulted in a real measure of boat speed. Bill Allen's performance was truly outstanding. There was no question about his superiority in this entire event. It is great to have a new champion crowned under conditions that left no question as to who was the superior skipper, crew and equipment.

I have left the thought with the officials at Little Egg Harbor that we will certainly look forward to returning there again if they should so honor us, but in the meantime, I would like to point out that the 1971 Championship Regatta at Oshkosh, Wisconsin will be sailed under similar conditions - weather permitting. Many of us have been at Oshkosh for the ILYA event, but I think this location will be simply superb for a large one class event. We are certainly looking forward to it.

COMMENTS FROM PROMINENT PALL BEARERS



COMMENTS FROM MIKE MEYER

In response to your inquiry of, "What is my reaction to the Aluminum Spar?" I have several very firm opinions on the matter which I shall be happy to relate.

1. I think the decision taken by the Board of Directors of the NCESA and the ILYA, simultaneously, in adopting the new rig was a good decision for the class as a whole, and a wise one.
2. If the Phantom rig had been adopted, the class would have been cut in two - not in two equal parts, but with only a handful going the Phantom way - and perhaps the wood spars going off on their own as a majority and thus ignoring the Phantom rigs and allowing those few to die on the vine. The wood spar group would have maintained a solidarity against the "Thru-deck few" - this would have been a disaster to the class.
3. The fact that an on deck stepped spar was adopted saved the day and allowed a step forward without killing the fleet.
4. The mast section decided upon was excellent because masts were available - both the new Soling section and the old one - which is slightly larger in cross-section, but as has been proven, not a detrimental item for our class. As a matter of fact, it was proven this past summer by both Pete Barrett and Tom Norris, both on Pewaukee. The section they sailed -

the old Soling section - was equally as fast or faster than the new section on our scows. And perhaps more importantly, they proved that the cost of the spar - rigged - is less than one can buy a wooden spar for! This fact again proves the point that the switch to Aluminum was in the interest of the fleet as a whole.

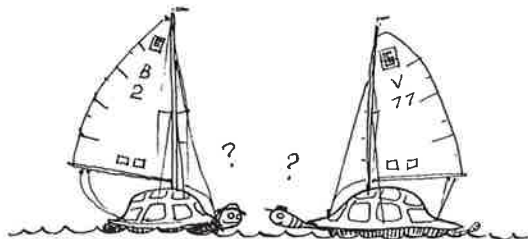
5. Nonetheless, I see two major problems that still have to be resolved:

- a) Flotation - This is now the first order of business. We knew this when we adopted the Aluminum spar, but did not have an answer at that time, and did not wish to see this point hold up adoption. Nor do we have an answer at this writing. We must find a proper solution to that of "going turtle". I believe it can be done thru two triangles of styrofoam on either side of the mainsail headboard - however, we have virtually no test data on this to date, but I believe this is the direction in which to start.
- b) As a result of sailing an aluminum spar since July 31, (Pegel please note) I am thoroughly convinced that, especially in the interest of the more novice sailor, that we must, without doubt, must, allow the lower shroud to be fastened at the deckline directly opposite the centerline of the mast. At the same time, we must insure, for safety reasons, that the uppers be fastened well aft of the mastline where we now have them. This one, simple, change would make it very much easier to control the spar bend and to understand the control of our superior new rig.

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6. There is no doubt in my mind that the flat, swivelling wooden spar that we have been sailing for now almost 40 years is the superior power plant in light, variable winds such as we know on most of the Inland Lakes and for most of the weather conditions in which we sail scows. However, under moderate to heavy weather conditions, and in steady air, the aluminum spar will prove faster and more easy to manage for the average sailor.

7. Considering all aspects of the problem, and not the least of which is production cost and availability, I believe we have made a significant step forward for the good of the class as a whole.



THOUGHTS ON THE ALUMINUM SPAR
FROM SAM MERRICK

The adoption by the class of an aluminum spar appears to me to have been a sound move - but the method, looking backward after the events, seems to have been haphazard and possibly productive of misunderstandings. But all the classes going to aluminum are having adjustment problems and those of us inclined to be critical must appreciate that the E Scow Class had more than its share of difficulties in arriving at the present result because of:

1. A duality of organization with ILYA and NCESA with having many members uninterested in the other group's affairs.
2. A laxity in scantling requirements and a tradition of tolerance that could only be justified by the high standards of performance and responsibility by the two boat manufacturers.
3. A boat which has certain peculiarities at least as presently designed, such as floating high when capsized and the need to avoid heavy concentrated stresses on a fragile hull. (I am thinking of backstays which might be used to bend the spar and the undesirability of seating the spar close to the hull.)

The experimental period adopted in 1966 was a failure, I think, because of our innocence in thinking that we would all be content racing against boats that would be faster, and because we did not define sufficiently what we wanted, i.e., a spar that would or would not be stepped on deck, that would involve certain rigging and that would be supplied under prescribed arrangements. We should have commissioned someone to do the job; instead, we spent two years producing an unsatisfactory set of solutions.

The critical point of decision was at the National Regatta at Lake Geneva in 1969 when the assembled gathering voted overwhelmingly to "go aluminum" for 1970. At that point,

the NCESA Board was in effect instructed to find an aluminum solution. By the following March, it did so in the form of the Soling section. That the ILYA and the NCESA acted substantially as one seemed at the time, and since, a miracle.

If I read all the motives accurately, it was made primarily because aluminum is more uniform than wood. There were also many who thought it would save money because the rig could be adjusted sufficiently so as to eliminate the need for different sails in varying wind speeds.

My own views add up to a series of plusses and some minuses:

1. The aluminum is substantially lighter than nearly all the wooden spars - probably 12 to 15 pounds lighter. It is difficult to make precise comparisons because of the wide variations in the weight of fittings which tend to be over-designed. Because the spar is lighter, the boats sail better and capsize less frequently. And, except for an experimental effort by an "off beat" supplier, none of the legitimate Soling spars is likely to break because of stress under sail - these are certainly advantages.
2. The spar is strong enough for a Soling which is a keel boat of over 2,000 lbs. By definition, it is stronger than necessary for an E boat. But, if an E boat is to have a spar nearer to its top demands, the controlling rig will have to be more sophisticated (i.e., complicated) and it is doubtful that a majority of the skippers want that. Hence, we have a compromise in which inflexible simplicity wins against flexible sophistication. But the compromise prevents the use of the same mainsail for all winds. When the same spar is used on a Soling, a 10 to 1 mechanical advantage is used on a permanent backstay, and you ought to see the spar bend then! So we have bought a mast which cannot be flexed to cover the whole spectrum of wind speeds (Bill Allen perhaps will disagree.)
3. We thought we were getting a spar costing the same as the wood one. At first the aluminum seemed to cost a lot until we found out the new price of a new wood one. The prices seem to be comparable. Perhaps by standardizing on one supply source, we can save money.
4. The big disadvantage of course is the "turtle" experience when the boat does capsize. The turtling occurs more frequently because the aluminum spar has less flotation than the wood. The crew must act much faster to get out on the boards if the boat is to be righted and continue the race. Turtling is a total inconvenience in deep water, but can be expensive in shallow water where the spar can be driven into the lake or bay bottom. The process of retrieving a spar out of 10 feet of mud requires skill whether the spar is wood or aluminum. It can be done by getting a motor boat anchored fifty feet or so away from the mast along its axis. When a rope is tied to the butt of the mast and all slack is taken in, the motor boat will provide a straight pull and (because of the anchor) will not veer from a straight pull. If one motor boat won't provide enough power, get another one lined up and anchored ahead of the first one. There is no reason why an aluminum spar will not respond to this treatment any

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differently than a wood one. This technique probably can be accomplished without detaching the boat from the spar but great care should be taken to assure a straight pull. Getting the boat off a spar which has been driven into the bottom is accomplished by the same anchored motor boat with a line from the motor boat around the E near the mast step. As slack is taken in (no motor helping please), there comes a time when the tension will be off the high side shroud. If the pin is then pulled, the boat can be made to fall right side up free of the spar. The spar can be extricated as indicated above. Please note that I have done this twice since 1930 and it works!

5. I am in favor of allowing more flexibility in the location of chain plates. There should be a requirement that one shroud meet the deck sufficiently far aft so as to prevent the rig from falling over the bow if someone forgets to get the backstay. But it makes little sense to require the shrouds to nestle within an inch of one another. The lower shroud on my boat does two things: it controls for and aft bend. In the interest of simplicity and at nominal cost (of a second chain plate), we should be allowed to clarify its function.
6. Flotation can be licked in several ways - probably some kind of inflatable bag can be automatically activated. Where is some engineering talent for this project?

In short, I think we've made progress.



GORDY BOWERS COMMENTS:

At the close of the 1970 racing season several arguments concerning the aluminum mast have been settled.

The aluminum mast seems to have much more uniform bend characteristics than the old wood spars. This means a more one-design class.

Secondly, the use of a non-rotating mast has allowed jibs to be trimmed much further inboard. Our jib trim is seven degrees off centerline in light and medium weather. The boats are pointing higher now and moving at the same speed as before. However, this close sheeting has increased the importance of the relationship between main and jib and a good jib man.

In heavy weather aluminum masts have shown a definite edge over the wood. The boat has an entirely different feel. As hard puffs hit the mast absorbs the shock and you merely ease the main traveler out to the tiller or beyond and feel the boat accelerate. In most sea conditions we keep our jib leads in to seven degrees. If the sea is unusually high and

short as it was for the second race of the Nationals, we let the jib leads go to leeward. We used eight degrees in that race to finish third with less weight aboard than our major competitors.

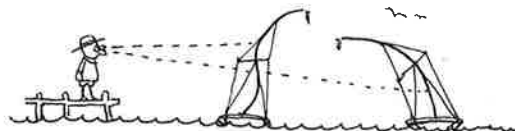
In tuning the aluminum mast two problems must be solved. The aluminum masts are fairly stiff fore and aft. After the Nationals I cut back the angle on our Melges spreaders so that we now have essentially an unlimited swing. In subsequent racing this change has allowed the mast to take on its fullest potential fore and aft bend in heavy weather. I also use a boom vang pulled very tight in moderate to heavy weather. The vang promotes bend in the lower mast sections which in turn flattens sail.

The second problem in tuning the aluminum mast is control of sidebend. Our masts have a tendency to fall off to leeward in medium weather. This will hurt pointing ability and must be corrected by keeping the uppers tight when the boat is at the dock with the desired mast rake. Push off and give your mast the eyeball test while underway.

If the mast is falling off at the top and you have enough weight to hold it flat, you correct it by loosening the lowers. Be careful not to go too far so that the spar sags to leeward in the middle. It will then take on an S shaped curve. The boat will point very high but will not move through the water very fast. In heavier weather when you cannot keep the boat flat, let off some on the uppers until the mast falls off slightly at the top and bends to weather in the middle thus opening the slot.

One further recommendation in tuning concerns mast rake. In winds from zero up until you cannot hold the boat down the mast should be raked so that the boom is raising slightly at the aft end or is parallel with the deck. In hard winds, however, you can drop the spar aft one to two balls on the jib halyard. This gets the boom low and corrects for a lee helm if you have to ease the main in the puffs. Be careful to drop the spar aft only so much as necessary to keep the boat on her feet and driving. Too much rake hurts pointing ability.

In summary, I am convinced that the potential of this new rig is very high. We are only beginning to understand the stationary aluminum mast and what it can do for our E Scow. Yet, I think that it will promote healthy class growth for the simple reason that you can depend on the mast bend to stay constant over time. Aluminum will not go soft as our wood masts did all too often. This puts the burden on skipper and crew to tune his rig. That is the way it should be.



STU WELLS COMMENTS:

You requested my thoughts, for publication, on the National E Regatta and on the aluminum mast question. I am delighted to supply you with my thoughts and hoped to have the National E reporter publish them and a summary of the rules changes adopted by the ILYA Board of Directors.

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As I reflect on the National E Regatta, the one thing that made the greatest impression on me was the evenness of the competition. I have never before seen a Regatta where the top ten yachts were as close in boat speed. The fleet was quite fortunate in having five races sailed in an extremely steady medium heavy wind so that this comparison was possible. Billy Allen sailed a fine Regatta and had a definite boat speed advantage over the rest of the fleet, but his speed advantage seemed relatively small. This small advantage was all it took to win in the steady winds we were encountering. The finish positions of the rest of the boats in the top ten are a good indication of how close those boats were in speed.

It is extremely important for the fleet to maintain this evenness of competition. I am therefore requesting all boat owners and suppliers to refrain from new experimentation in aluminum masts. The ILYA Class E Fleet committee and the rules committee of the National Class E Association are working together to prepare scantling rules which will restrict experimentation in mast design. The aluminum masts currently in use, seem to be virtually identical in performance. If someone were to design a new mast, within the current rules, that obsoleted all existing aluminum masts, the fleet would be very seriously hurt. A number of sailors have left the fleet already. Our only hope to retain the current size of the fleet and to grow in the future, is to restrict future changes as much as possible. The ILYA class E committee will propose further restrictions on the aluminum mast (and on aluminum booms) as soon as we know what to restrict. I ask you again not to try to deviate from the mast's currently in use in order to produce a superior rig. If you do so, you will get no sympathy from the ILYA when next year's rules are prepared.

I am particularly concerned about experimentation in the following areas: temper, wall thickness; shape, thickness and placement of web. Anyone who feels he can produce a mast similar to the ones now in use, but at a cheaper cost to the customer, has my blessing. If you contemplate producing a new mast section, I would appreciate receiving full specifications and a small sample of the mast section.

The ILYA Board of Directors has passed the following rules which the National Class E Rules Committee will consider:

- Spinnakers shall be constructed of at least 1/2 ounce material.
- Floation may be placed in or attached to the head of a sail used on a metal mast.
- No track may be used in connection with any backstay and no more than two part mechanical advantage may be used.
- Aluminum spars may not have their sail tunnel cut or notched to facilitate bending.
- The masts step and/or cup shall not extend more than five inches above the deck and shall be designed so as not to facilitate the bending of masts.
- Boom vang's may be attached at fixed points only and shall be of the block and tackle type, no track shall be allowed.
- Aluminum booms shall not be tapered and shall be between two and three inches wide and three and four inches deep.

SKIP JOHNSON COMMENTS:

After a full season using aluminum spars I have reached several conclusions which may be of interest to you. As you are well aware our boat works had strongly favored the rotating Gibbs section aluminum spar weighing 1.3 pounds to the foot. Our reasons for proposing this section were two-fold. First, it was a low cost, full season tested mast. Secondly, current sails would have been completely compatible with the new spar.

I have been speaking in the past tense because, of course, only the Soling section has been allowed. On the basis of the National Regatta and other events the stationary Soling spar has demonstrated its superiority over the conventional wood spar. Since this is the case and status of the aluminum spar and since many sailors have converted to it, I would strongly recommend the following:

From this date forward the National organization take the current Soling mast specification which we now have, freeze them, and retain for an indefinite period. This would put us in the driver's seat and eliminate the possibility of the Soling class making a change which would have an adverse affect on us.

On somewhat the same thought I believe we should do everything in our power to eliminate any further variation in aluminum spars and rigging. The importance of assuring such stability from this point forward cannot be underestimated. If the remaining portion of the fleet is to be encouraged to change over to the one aluminum rig, we must guarantee absolute stability with no exceptions.



BUD MELGES COMMENTS:

The year of 1970 will long be remembered in the annals of Class "E" scow sailing for the performance advances achieved. We at MELGES BOAT WORKS feel proud to have accomplished most of the groundwork in designing the rig chosen. Deemed by most to be the most healthy, progressive performance advance in "E" scow history.

The spar was accepted by the majority but without complete blessing of all "E" scow sailors. We feel that all will join the "fold" in short order to further promote the greatest one design class in the world.

Five aluminum soling sections have been tried this summer past. It is amazing that the five sections from four

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MELGES COMMENTS, CONT.

different manufacturers give almost identical performance. We felt this would be the case last January and our tests in Florida proved it to the few that attended. The summer has proved it to more. Now it is up to the rules committee to look this thing over once and for all so that the class may establish its direction for future years. More important is the intelligent promotion that can be achieved with an honest denial of obsoleting advances to the perspective newcomer.

There is definitely room for minor advances in sail cutting techniques and tuning techniques, but for the most part we've come closer to a one design status in our spars than any other class, other than solings, now in existence. We left only the hulls to be brought under one roof. Plans are

now in the works for this one designing which I expect will be accomplished by the end of our next sailing year.

In closing, it would be my hope as a builder to see the NCESA do some promotional work with National Yachting publications to promote new fleets on the North American continent. This promotion can be done in cooperation with the builders, sail makers, etc. We feel that this is going to be necessary to help dispose of the many used units with wood spars. New areas can get into these twenty-eight foot machines for a nominal cash outlay and help the core of scow activities progress into the new rig.

We compliment the NCESA and ILYA for their unity in 1970.





September 11, 1970

To the Directors and Members of the National
Class E Scow Association

Dear Fellow Members:

As a result of a year's experience with aluminum masts on a class wide basis, it has become apparent that we have problems in four major areas.

1. We do not have a domestic supplier.
2. We have a cost problem.
3. We do not have mast uniformity.
4. We have a safety problem.

After considerable thought and conversation, it appears to me that these four basic problems can be solved in the following manner.

I propose that the National Class E Scow Association purchase an extrusion die and 200 aluminum extruded tubes which would be sold to boat builders for further processing. I also propose, for purpose of safety, economics and structural mechanics that an untapered section be used. I realize that an untapered section may not lend itself to aesthetic beauty, but it does improve mast floatation, mast stiffness, and decrease the cost of fabrication. I also propose that the National Class E Scow Association rewrite the mast scantling rules to be effective for the 1972 season. Such rules should be written in a strict one design manner with no variation in stay placement, spreader placement, spreader length etc. The cost of 200 masts and the extrusion die amortized over the 200 masts would bring the total cost to \$10,000.00 for 200 masts or \$50.00 per mast. I further propose the formation of a corporate venture made up of National Class E Scow members to fund the \$10,000.00.

These four proposals are made in behalf of people who cannot afford the open end experimentation that we are now paying so heavily for.

In closing it will be necessary to develop good economics within our E fleet so as to maintain a large number of boats, maintain markets for used equipment, and to encourage new younger people to come into the E fleet. I ask that the directors give these proposals proper and full consideration.

Yours truly,

Brad Robinson

Dear Brad:

Your letter of September 11th discussing the mast situation, which you submitted to the Directors at the recent Annual Meeting, is most valuable. I agree further steps should be taken, and toward that end, I'd like to contribute some information and observations of my own.

Regarding safety and the problem of righting a capsized boat, I think this will tend to take care of itself. Last weekend, I saw movies of the famous second race in the Nationals at Little Egg Harbor, which included a complete sequence of the close call Bill Allen had at the jibe mark. These pictures clearly show him on his side momentarily with the crew out of the boat on the boards. A DNF instead of a first in this race would have dropped him to fifth place.

In the same race, Nat Robbins slipped on the down wind leg when he was in a safe fourth place. Had he recovered to finish tenth, which would not have been out of question with a wood mast, he would have been a serious contender.

In the Blue Chip at Pewaukee, Bud Melges' mast buckled. A second place would have given him the title, a third would have put him second by 0.1 point. By the same token, had Stu Wells traded a DNF for any but his worst race, he would have dropped to second.

Not being able to right a boat is a tremendous price to pay. It is even higher if the mast breaks or sails are lost overboard. I venture that competitive aluminum masts which can be righted will appear sooner rather than later. Further, I would guess that the solution will be better if it is the result of competitive effort by several interested people for a valuable market.

The aluminum mast is significantly lighter than the wood mast. I weighed a number of masts in the parking lot at the Nationals. Weights included all stays and halyards, etc. Two wood masts weighed 75# and 78#. Two aluminum masts were about 48#. Several others were in the 55-60 range, due to bronze spinnaker pole track and other heavy fittings. A boat is safer and easier to sail with 15-25# less at an effective height of 13' above the deck.

Clearly we need improvements as you point out. I wonder, though, whether we won't make more progress by picking the brains of the builders and the other classes rather than lock ourselves into a fixed design.

I hope others will voice their opinions on this vital subject. Our Rules Committee and the Directors can use all the help they can get.

Sincerely,

Walter Smedley

NCESA CHAMPIONSHIP - 1970

Little Egg Harbor Yacht Club

Little Egg Harbor Yacht Club put on a championship series worthy of the name, and Billy Allen came all the way from Minnetonka to claim the title in unmistakable terms. Seldom have we seen such ideal scow sailing conditions, and when the field of forty-three starters includes two Mallory champions, six ILYA champions, four NCESA champions and the Western Michigan champion, it was indeed a spectacular win.

We knew we were in for some good sailing the first day when the wind greeted us out of the south at about 15 knots. Everyone was a bit anxious and crowded Ed Malone's long starting line. Communication was still a bit ragged between committee boats and the fleet, but in time we all got the word and regrouped. The course was a perfect isosceles triangle and those who set reachers on both reach legs pulled well ahead. Billy Allen rapidly emerged from the pack and thereafter increased his lead at every mark, pursued in vain by the local experts, O'Malley and Campbell. Gordy Bowers had the bad luck not to learn he was over at the start until he reached the windward mark. In that planing breeze he wasn't able to retrieve better than 37th which cost him a possible 2nd or 3rd overall.

The afternoon race was more of the same and then some. With the air increasing to a steady 25 knots and a good 3 ft. chop at the leeward end of the course, it was a real test of seamanship and gear. Again, Bill was out in front, but this time Bud Melges got free early and gave him a real battle. It was indeed a sight to see them cover one another, especially on the downwind leg. They must have jibbed half a dozen times, each time Bud gaining as Bill's chute was becoming tougher and tougher to handle, until Bud pulled clear ahead at the downwind pin. He couldn't hold Bill on the last fierce beat, though, and Bill had his second gun of the day.

The Bowers brothers made sure they didn't get stuck at the start and screamed through to 3rd, followed by Merrick, Campbell, Meyer, and the ever present Colie. One of the many casualties of the afternoon was our Commodore, Nat Robbins, who lost a safe 4th place, and almost his mast, when a backstay got jammed on the last spinnaker jibe. Not so fortunate was Skip Wyncoop from Crystal, whose mast went down and was finally retrieved the following day in three pieces. Henry Bossett saved his aluminum mast when he went over, but not his boom. Two "woodies" flipped but both the Wickland brothers, who actually went over twice,

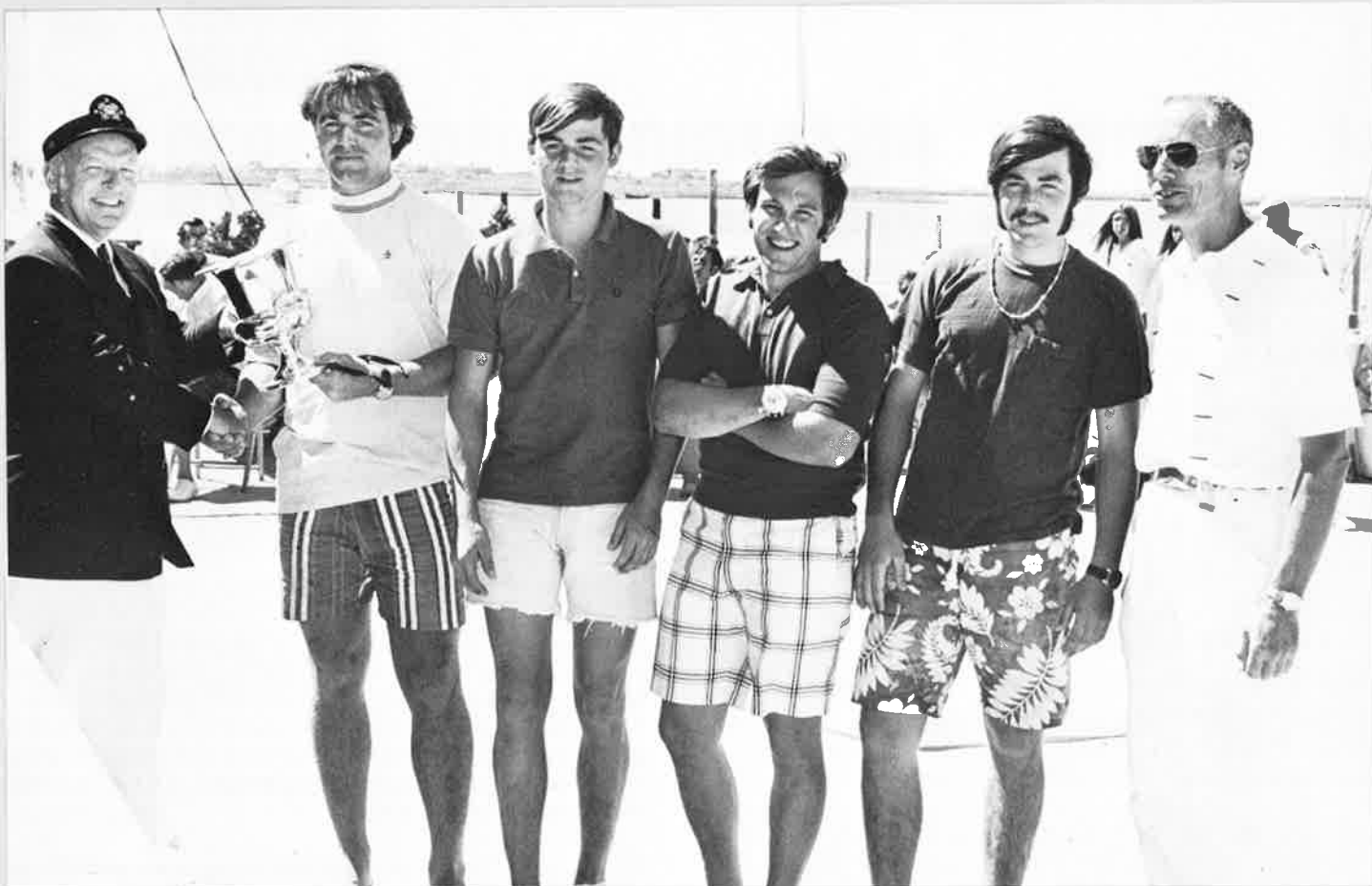
and Jim Hallahan recovered to complete the course. Another half dozen retired either with gear failures or just filling up in the heavy chop. It was indeed a race to remember!

That evening a cold front went through and Friday dawned clear, cold and windy. By race time the 30 knot northwester had moderated somewhat, and the smoother water gave us our best sailing of the Regatta. Planing with reacher drawing full was unbelievable, as were the full standing spinnaker jibes. Bud Melges was not to be denied this time. He stayed out front, but not without a good challenge from Stu Wells who finally broke his double eight pattern of the previous two races with a spanking second.

By afternoon, the wind had hauled to the east and lightened considerably. With the likelihood of it drawing further, and a favorable tide on the right side of the course, there was all the reason to port tack out to the corner. Adding his morning first to his previous second, Bud saw an opportunity to catch Allen when Bill headed in the opposite direction on starboard. The only trouble was that the wind was on the other side of the course and Bud spent the rest of the race laboriously climbing back to 13th. Ken Kornoelje led the fleet to starboard and withstood the onslaught of all the front runners but Allen, Bowers and Meyer. With this third win, Billy essentially clinched the championship.

The fifth race the following morning was primarily a contest for second place between Meyer (38.4), Melges (40), Campbell (40.7), and Wells (45). Conditions were a continuation of the easterly of the previous afternoon. Just to be contrary, this time the right side of the course paid off even though the tide here was foul. Henry Bossett, a young sailor from Up-bay who had flipped in that blustery second race, led the fleet around until the last leg when Stu Wells finally pulled by to get the gun. This win earned Stu second overall with Campbell third, Meyer fourth, and Melges, who again zigged when he should have zagged, dropping to fifth. Consistent sailing in all but the first race earned the Bowers brothers sixth; the Commodore was seventh even with his DNF; Colie eighth; Kornoelje's one good race raised him to ninth; and Ed O'Malley overcame a broken halyard DNF for tenth.

The competition was the keenest and the sailing conditions unsurpassed, but neither would have been possible without good race management. We E-Scow sailors can be justly proud of the standards of excellence our Regatta and Race Committees have established. This has been an effort ex-



~ 1970 NATIONAL CHAMPION BILL ALLEN & CREW FLANKED BY
LEHYC COMMODORE BOB HEDGES & NCSA COMMODORE NAT ROBBINS JR. ~



▲ THE COMMODORE CHASES THE CHAMPION IN VAIN
◀ DAVID LOUGHRAN (BLACK SPAR) & JAY ECKLUND

[COVER PHOTO & ALL PHOTOS THESE PAGES
COURTESY BOB DEGERBERG]



GORDY BOWERS AT FULL THROTTLE



JIM HALLAHAN, KEUKA LAKE, CATCHING A MEAN PUFF



BUDDY MELGES BOMBING THRU

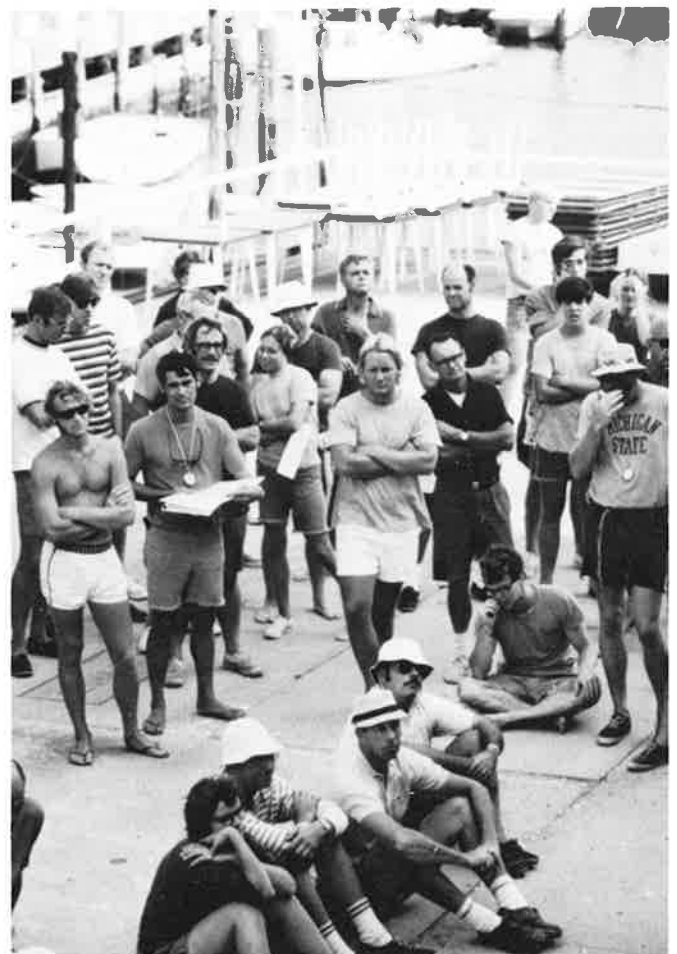


"TWINK" ROBBINS & CO. SCALING MT. EGG HARBOR.
(NOTE SPARLESS E IN BACKGROUND)

tending over many years and many people have helped. The leadership of Ed Malone, however, is strikingly apparent, not only in how skillfully he handles forty-three hot scows under these conditions, but in gathering such competent men for judges as Lanny Towne, John Hunt and Bob Pegel. A special debt is owed Bob Pegel for his untiring work in organizing all the details a successful Regatta requires, from race instructions to procuring the prizes. The only area we can think to improve is boat measuring, and we are working on this.

If Billy Allen is a fitting champion and Ed Malone the best of judges, certainly Commodore Bob Hedges and his Little Eggers had to be unsurpassed as hosts. They graciously accepted our many requirements for boats, equipment and personnel, and added a special flavor of their own. Who will ever forget that magnificent banquet put on by John and Maribel Maschall? Or swapping tall tales of the day on the Yacht Club porch? Or a dip in the ocean after a long day on the bay? Yes, it was truly a spectacular Regatta in all respects. Thank you Little Egg Harbor Yacht Club from all the E-Scow sailors.

	Name of Boat		Skipper	1st	2nd	3rd	4th	5th	Points
1.	Splinter II	M-5	Bill Allen	1	1	4	1	7	21
2.	K:O.D.	M-67	Stuart Wells	8	8	2	8	1	45
3.	Ol' Blue	T-17	Cliff Campbell	3	5	5	9	4	48.7
4.	Stingray IV	V-77	Mike Meyer	4	6	7	3	6	50.1
5.	Teal	I-1	Bud Melges	12	2	1	13	9	55
6.	Swan Fox	M-16	Gordy Bowers	37	3	6	2	8	77.4
7.	Culliver	M-9	Nat Robbins	6	DNF	3	5	2	79.4
8.	Calamity	M-4	Runnie Colie	7	7	8	7	23	82
9.	Buccaneer	SL-8	Ken Kornoelje	14	12	14	4	10	82
10.	Ripple	MA-8	Ed O'Malley	2	9	DNF	12	5	95
11.	Eurus II	MA-111	Dave Loughran	11	15	17	17	13	103
12.	Sisyphus	BH-2	Sam Merrick	9	4	DNF	6	22	111.7
13.	Vagabond VI	M-4	Jay Ecklund	5	DSQ	9	11	11	112
14.	Trident	M-3	Dave D'Alcorn	17	18	21	16	14	116
15.	Faina	BD-88	Bill Hornidge	16	13	18	25	16	118



1970 BLUE CHIP REGATTA

sept. 26, 27 pewaukee lake, wis.

by Coleman Norris

The 1970 Class E Blue Chip Regatta is now history, but we're sure that everyone who attended, either as a participant or spectator, will remember it for a long time to come. The regatta was a mixture of cool, brisk winds and hot, hot competition.

The first race was sailed Saturday morning. During the skippers' meeting at 8:30 a.m., it was raining. But, by the time the course was set, and the race started (about 9:45 a.m.), the rain had stopped. The wind was very fresh and blowing out of the west.

The first windward beat saw Terry Lentz retire with a broken halyard. Halfway through the second beat, Bud Melges' aluminum mast gave up the ghost and buckled at its midpoint. An aluminum mast does not explode and disintegrate in a flash like a wooden mast. Instead it just starts leaning, slowly increasing its bend until the tip hits the water . . . something like a camel getting on its knees and rolling on its side. The effect, however, is just as devastating as the "woodie" failure. Halfway through the race, Stu Wells broke from the pack and won going away. Second was Allen and third, Bowers.

The mystery guest, Olympic Gold Medal winner, Lowell North, trailed the fleet. Lowell had never sailed any scow until Friday and needed some familiarization with the boat. As he crossed the finish line, he was hit on the side by a blaster and proved, without a doubt, that there is NO WAY to keep a tin stick from going turtle. Lowell missed race number two, which was sailed immediately after the first.

Lentz and Melges were back on the race course for race number two. Conditions were similar to the first except that Bill Allen broke away and won with Stu Wells second and Bud Melges third. The amateurs were still on top with a torrid 1 - 2 for both Wells and Allen. The third race was sailed after lunch break. The wind had, if anything, slightly increased, blowing at around twenty. It had switched to a north westerly direction, necessitating a triangle, 4-1/3 times, with the windward mark under the north shore where the wind was shifty and gusty. Melges and Allen worked out into a good lead and rounded the last leeward mark with Bud two or three boat lengths ahead. The two of them engaged in a tacking duel, coming up the middle of the lake. Wells, with nothing to lose, took a long tack to the west, overstood the finish line a bit, and came reaching in with good air. Melges and Allen had battled up towards the shore and somewhat out of the wind, when they realized where the W-67 was, and almost too late. Three boats hit the finish line almost simultaneously and when the cannon smoke had cleared, the judges' cards read: Melges, Wells, Allen. Our mystery guest was beginning to get the feel of a scow and finished eleventh. The standings at the end of the first day were: Wells - 1-2-2 (6 points); Allen - 2-1-3 (8.7 points); Brad Robinson - 7-4-4 (29 points). Obviously, unless something unusual happened, the first two places in the regatta would be won by Bill Allen and Stu Wells.

Something unusual happened. Sunday dawned chilly, windy and sometimes sunny. The wind was more moderate than on Saturday, but still quite brisk and the blasters that came down the lake were still to be feared and handled with care. Shortly after the start the northwest wind shifted more to the west, helping the boats that had gone off the line on starboard and stuck close to the south shore. The boat in the best position to use the shift was Bud Melges. That is no surprise. Bud's ability to ferret out wind shifts is legendary. Bud led the race to the first mark, then was passed by Merrick on the second windward leg. Then Bud got out ahead again. Still in the running was Merrick, who apparently had studied race 3. Sam had taken a long starboard, overstood the finish line some and came planing in on full port reach to scare the living daylights out of Melges and cause such a commotion at the finish line that again, few knew what had transpired until after the smoke cleared and the waves (made by the spectator fleet desperately trying to dodge the man from New Jersey who was attacking the line from an undefended and unseen quarter) subsided. Melges won by less than a boat length. Merrick was second, Robinson third and Wells fourth. We said something unusual happened. That is not quite correct. Billy Allen did something normal. He had a bad race. With the exception of Wells, everyone had a bad race. For example: Melges finished the regatta with a first as his best race (s) and a DNF as his worst. Allen had a spread of 1st to 13th; Bowers, 1st to 16th; Pegel, 4th to 14th; and Merrick, 2nd to DSQ, etc.

The fifth race was sailed immediately after the fourth, starting about 11:30 Sunday morning. The wind had switched more northerly and necessitated another 4-1/3 triangle with a relatively short windward beat set across the narrow part of the lake. The windward mark was placed fairly close in where the wind tended to be a bit fluke. One minute before the start, the wind shifted more to the north favoring the port end of the line. Most of the fleet tried for the perfect leeward start. Only one boat (Lowell North, who else?) made it. The rest of the fleet seemed intent on getting into the judges' boat. Credit must be given to the sturdiness of the Boston Whaler. Any lesser craft would be at the bottom of Pewaukee Lake. After several boats had completed a circle of the battered judges' boat to restart, the race was underway. The first mark saw a bunching of four boats with mystery guest, Lowell North, in the lead. By the time the third leg was half over, the lead had changed hands three times and during the race the lead shifted many more times. Regardless of the fact that Stu Wells was over 13 points ahead of the second place boat and needed only to finish the race to win the regatta, the fifth race was perhaps the most hard fought. Melges sailed through the fleet after a poor position around the first mark and by the third lap, the fight for first included seven boats. The third (downwind) leg was as action filled as the windward leg. The wind had freshened out of the north and a chute with the green ones coming off the side took guts as well as skill. The last leeward mark saw Melges in the lead but halfway to the finish, Danny

CONTINUED NEXT PAGE

Bowers crossed Bud. Lowell North and Brad Robinson were right behind. Most boats had kept well out in the lake and were going to make a Wells/Merrick lunge at the finish line. Bowers had covered Melges to the west, overstanding the line by quite a bit and came reaching in. Wells, who was somewhat behind the leaders, tacked sooner so all three were heading for the finish . . . about equal distance, but with Bowers and Melges reaching, Wells on the wind. With the wind blowing hard out of the north and with all crews in the straps, the leaders (and later the rest of the fleet) experienced one of the most violent wind shifts ever seen on Pewaukee Lake. No warning was given nor did the wind diminish before the shift to the east hit the three leaders. In an instant three boats were heeled 30 degrees to what used to be windward. All crews disappeared under the beautiful blue waters of Pewaukee Lake. All crews reappeared in an instant (Melges sans hat) and it is probably very lucky that they were still out of earshot of the women and children in the spectator fleet. Wells went from closehauled on port to a starboard reach. Bowers and Melges went from a port reaching situation to a tight port tack without a prayer of fetching the line. The shift continued across the lake. It is a credit to the concentration of the crews in the fleet that they were paying so close attention to making their boats go fast that very few boats were prepared for the drastic change in wind direction. The shift was short lived and the wind

hauled back slowly. Nevertheless, the order of finish was again jumbled up. Bowers managed to survive and emerged damp but triumphant. Stu Wells had done it again and stole second place from Melges in a wild finish that was becoming common place for the 1970 regatta. Bud Melges was third, and Bill Allen sailed from absolutely nowhere into fourth. Skip Johnson finished fifth, Lowell North sixth, and Brad Robinson seventh.

Now it's all over. The regatta seems almost unreal. Three Olympic Medal winners were skippers. We had five sail makers and two boat builders in the fleet. Two crews came out from New Jersey, three from Michigan, six from Minnesota, and don't forget Lowell North from San Diego, California, who never had been in a scow before Friday, yet led the last race on four different occasions. We also had three wooden masts -- probably the last time you will ever see wooden masts at the E Blue Chip.

So, good bye sailing in 1970. The season ended on a wonderful high note. Let's get ready for 1971. It will be hard to top the 1970 E Blue Chip, but we are ready to try. Next year, the Nationals are at Oshkosh, so we hope for a good showing of eastern qualifiers. Stu Wells has already been invited back as defending 1970 E Blue Chip Champion, so the rest of you have some work to do to keep Stu from being the first to win the Blue Chip twice.

FINAL STANDINGS -- 1970 CLASS E BLUE CHIP								
	SKIPPER	1st Race	2nd Race	3rd Race	4th Race	5th Race	Points	
1	W-67	Stu Wells	1	2	2	4	2	17
2	I-1	Bud Melges	DNF	3	1	1	3	35.4
3	M-5	Bill Allen	2	1	3	13	4	35.7
4	M-1	Brad Robinson	7	4	4	3	7	47.4
5	M-14	Dan Bowers	3	8	16	5	1	51.7
6	W-30	Skip Johnson	5	10	5	12	5	64
7	I-11	Bob & Jane Pegel	4	5	14	9	11	70
8	M-9	Nat Robbins	13	7	6	7	9	71.7
9	V-77	Mike Meyer	11	6	9	11	8	74.7
10	BH-2	Sam Merrick	6	12	10	2	DSQ	76.7
11	A-88	Bob Sprinkman	8	15	7	16	10	86
12	?	Lowell North	16	DNS	11	8	6	88.6



Eastern Class E Sloop Association - 1970 Championship

Aug. 6,7,8 Chataqua, N.Y.

Sam Merrick from the Bay Head Yacht (N.J.) Club on Barnegat Bay sailing SISYPHUS won the 1970 championship of the Eastern Class E Sloop Association with four firsts and zero points. The regatta was sailed on Lake Chataqua near Jamestown, New York, on August 6, 7, and 8 under the threat of a stagnant high dominating the entire Northeast with light variable breezes.

The Race Committee and the contestants waited through two days of unpredictable zephyrs and were rewarded by good northwest winds after 5 p.m. No local expert was able to supply a meteorological explanation for such behavior. The third day brought a light to moderate east wind.

Merrick was followed by two skippers of established reputations in inland lake scow sailing from Lake Hopatcong, New Jersey, when Ken Rand edged out Bud Pulis 42.3 points to 43 points.

SISYPHUS, equipped with one of the newly legalized aluminum masts and all the go-fasts of modern sailboat racing, showed her heels in a most convincing fashion. In the first race with wind in the 10-15 range, she led at the first windward mark of the 10 mile Olympic course by nearly two minutes and stretched this to better than five at the finish. The second race, 24 hours later in the same wind and

same course, was a repeat except it was closer by half.

The third and fourth races were sailed back to back in winds shifting through forty-five degrees. SISYPHUS seemed to enjoy these conditions but was not able in the third race to establish her superiority by the first windward mark. However, she led shortly after and was never headed. The fourth race saw Merrick and his hot boat establish a firm lead within one minute of the start. He was occasionally threatened thanks to the vagaries of the breezes but each time reestablished commanding leads. Crewing for Merrick was John Spark, Ann Campbell and Willie DeCamp who put on a magnificent demonstration of what good crews can do.

		1st	2nd	3rd	4th	Points
1. Sam Merrick	Bay Head	1	1	1	1	0.0
2. Ken Rand Sr.	Hopatong	2	3	12	7	40.7
3. C.D. Pullis Jr.	Hopatong	5	4	12	3	41.7
4. Norm Johnson	Chataqua	9	9	5	2	43.0
5. Dick Turner	Chataqua	4	10	4	8	46.0
6. Bob Armstrong	Metedeconk	3	12	10	10	55.7
7. Irv Spear	Keuka	15	2	8	13	57.0
8. Phil McHenry	Keuka	DSQ	17	2	4	66.0
9. Craig Bradley	Hopatong	20	7	3	19	69.7
10. Bob Cole	Keuka	11	23	9	6	72.7



NATIONAL CLASS E SCOW ASSOCIATION
Meeting of the
BOARD OF DIRECTORS - September 10, 1970

Commodore Nat Robbins called the meeting to order at 10:15 in the evening.

-The problems of the means permitted for securing backstays was discussed and referred to the Rules Committee.

-A further discussion took place on the need to have ILYA and NCESA be uniform on scantlings. It was announced that a joint dinner was planned on September 28, at the Blue Chip Regatta.

-Cole announced that Irving Spear had tendered his resignation as Chief Treasurer. The Board accepted with regret.

-The Board appointed Stuart Wells (White Bear) and Edwin O'Malley (Mantoloking) to the Judicial Committee.

-m/s/c that the meeting adjourn at 10:45.

NATIONAL CLASS E SCOW ASSOCIATION
September 10, 1970
at the Little Egg Harbor Yacht Club
Beach Haven, New Jersey

The meeting was called to order by Commodore Robbins at 8:30 p.m.

-The minutes of the 1969 Annual Meeting were summarized. The minutes were then upon motion duly made and seconded adopted.

-Sam Merrick, as Secretary-Treasurer reported on the financial condition of the Association as follows (as of September 1, 1970)

Cash on hand	January 1, 1970	\$2157.19
	September 1, 1970	2036.38

Outstanding indebtedness: None

Moneys received since Jan. 1, 1970	
Dues from regular members	\$1820.00
Dues from associate members	390.00
Royalty labels	72.00
Total	<u>\$2282.00</u>

Expenditures since January 1, 1970.

Mid winter Directors Meeting	\$ 144.05
Printing, etc., Reporter and other	1863.39
Misc. expenses for Reporter	284.39
Telephone	34.40
	<u>\$2419.48</u>

-The Treasurer pointed out that the receipts were out of line with budget expectations by approximately \$3000. (\$400 less from regular memberships, \$700 from associates and \$1900 from royalty labels) and that the increase in regular dues (to \$15 already approved by the Directors) was clearly necessary as a replacement to the royalty label program due to be cancelled starting January 1, 1971.

-It was moved seconded and carried that the Treasurer's report be accepted.

-The Commodore requested members to take responsibility for writing material for the Reporter.

-Walter Smedley, as chairman of the Nominating Committee, reported the names of Robert Cole (Keuka), Roy Mordant (White Bear) and Ed Schindler (Crystal) to be Directors for terms running from January 1, 1971 to December 31, 1972.

-There being no further nominations, the Secretary was directed to cast a unanimous ballot electing the nominations as proposed.

-It was m/s/c to formally terminate the sail royalty program following the 1970 regatta.

-A general discussion took place on the aluminum spar. Highlights as follows:

1. Mascall expressed the view that there should be more rapid technological development looking toward a more sophisticated rig than that permitted.

2. Caspar (Dick) warned of the ever increasing expenses for buying and operating an E boat.

3. Colie urged the Directors to develop a useful method of weighing aluminum spars and pointed out that the present scantlings were at present unenforceable once a spar was rigged.

4. Campbell urged that the Directors designate perhaps four reliable manufacturers as suppliers.

5. Meyer expressed the view that flotation had to be adopted so as to prevent the present tendency of the boats "to turtle" when capsized. It was pointed out that Brad Robinson had already made tests demonstrating that the aluminum spars, even if water tight and untapered, would still fall short of the flotation provided by the wood spar, although it would be improved considerably.

6. Pegel believed that booms had to be standardized.

7. Robinson read his proposal that the Association should have an extrusion designed and manufactured, and should then have spars supplied for the use of the class, and the builders. He expects to report further when his work is completed. It was his belief that the cost of finished spars would be far less than at present and that uniformity would be assured.

8. Merrick pointed out that despite the difficulties we were having, there were clear advantages to the aluminum spar: (1) it was not so easily broken, (2) it weighed less and therefore was less likely to produce a capsize, (3) it was more uniform than the wooden spar.

9. A person (not identified) believed the Reporter should make every effort to run comment from all those using the aluminum spar.

-A further discussion took place on the need to make a comprehensive effort to develop scantlings to move in the direction of one-design requirements and to prevent costly and undesirable "go-fasts." Wells, as chairman of a 5-man committee of ILYA reported this was his goal. Robinson believed now was the time for rewriting Scantlings. Meyer, as chairman of the Rules Committee agreed we had to develop some solutions.

m/s/c that the 1971 Nationals would be held at Oshkosh and the 1972 Regatta at Lake Keuka.

-It was announced that the Directors would meet in New York in January 1971.

m/s/c to adjourn at 10:15 p.m.

Our sincere appreciation to Bob Degerberg, Dave Buckley and Hartley Comfort for their photographs appearing in this issue.