

## **REPORTER**

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- Local Color Comments and Sailing Hints About Little Egg
- "How To Series" - - - "Stepping Out" by Walter Goes
- Early Summer Regatta Reports

**AREIAL VIEW OF LITTLE EGG ACTION IN THE MID-60'S - NOTE THE TWO JIB-MAN COCKPITS FORWARD OF MAST - STARTING CLOCKWISE FROM TOP OF PICTURE, BOATS ARE: G. BOWERS, JOHNSON-BUCKBEE, MINNETONKA M-11 ??, M. MEYER -- ??? -- O'MALLEY AND REED-GRAVES.**





THE  
COMMODORE  
COMMENTS:

With the 1975 sailing season nearly half over, most of us are now looking toward the various regattas in our various areas, which will be climaxed with the Annual NCESA Regatta at Little Egg Harbor.

Everyone, I'm sure, is working hard, tuning their boats, sharpening up their sailing skills for the respective regattas where they will be competing.

It is certainly our earnest hope and desire that as many of you as possible will journey to Little Egg Harbor for this National Regatta.

For those of you who have been there before, you know it's one of the really great places to sail - plus one of the really great places to have fun on that beautiful beach and in the wonderful ocean. It's well worth the trip, even though it is sometimes very long.

So as to be sure that everyone understands the date. Our first races will be on Thursday, September 4, with two races September 4, two races September 5, and two races September 6. This will enable us to have a throw-out race.

There will be no races on Sunday. That day is being saved for the travellers to get back to their homes and jobs.

The Commodore wishes all the sailors great success during the latter part of the season - and particularly as you race in your own regatta. But, remember, let us all get to Little Egg Harbor and make it one of the largest regattas that we've every had!

Good luck - and see you at Little Egg.

Some of our regular members - and associate members from 1974 - have not paid their 1975 dues. We are sure this is an oversight, but we do want you to know that this is the last issue of The Reporter that will be sent to anyone who has not paid their 1975 dues.

If you find a dues envelope with the issue of The Reporter, it will be your indication that your dues for 1975 have not been paid. Won't you promptly put a check in the dues envelope, covering the amount of due payable for your type of membership, and return it to us by return mail.

It is only by the payment of the dues by our members that we are able to financially serve those members.



National Class E Scow Association  
1611 Locust Street  
St. Louis, Mo. 63103

Commodore: Hartley B. Comfort  
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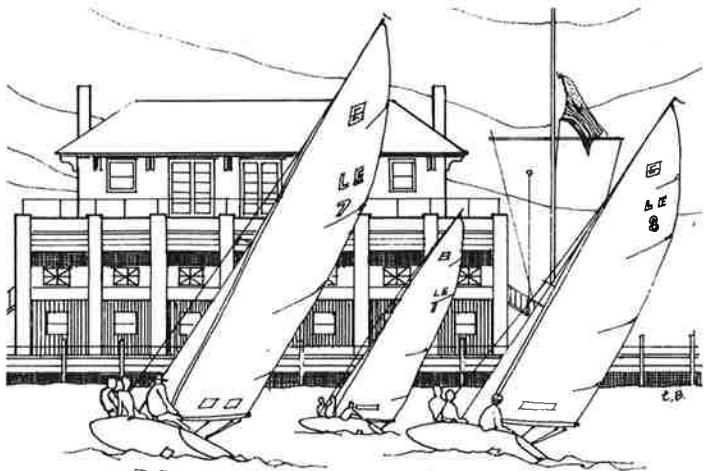
NCESA REPORTER STAFF:

Staff Publisher, Editor and Printer's Devil: Ted Brennan

REPORTER appreciation to: The cooperative contributors of this issue,  
and Bud Appel for layout help and composition.

SUPPORT the NCESA by sending \$15.00 dues to: Mike Kotovic,  
210 Cottonwood Avenue, Hartland, Wisconsin 53209.

JOIN THE NCESA NOW! Support a Great Yachting Association.  
Become a subscriber to the REPORTER with membership.



### LITTLE EGG HARBOR YACHT CLUB

Located on a barrier beach some six miles from the mainland, Little Egg Harbor Yacht Club offers some of the best sailing on the whole East Coast, a discovery which has been exploited by the generations of sailors who followed the club's founders sixty three years ago in 1912. Those early boats looked much like our inland lake scows - 12 foot "sneakboxes" with their walnut shell shape and sprit rig, some sixty of which still serve as the beginners class, their 15 foot counterparts, called "Perines" after the original builder, and the senior "25 footers".

E scows, always called "E Sloops", were introduced in the twenties and fierce rivalry with the neighboring "up bay" clubs was started which still provides the backbone of our summer sailing. Those were the days of those giants of E Sloops - Sam Merrick, Brit and Henry Chance, Runnie Colie, Dick Bertram, Sonny and Tooty Neff, Frank Watson, Charlie Conlan - who took on the best of Montreal and the Inlands with creditable results. Many of them you will instantly recognize as hallmarks of the present sailing world.

Doug Galloway, current Commodore of LEHYC, has probably won more E scow races at Beach Haven than any other sailor. Sailing with his father before the war, he returned summer after summer from 1946 onward to set the standards and coin the phrase "a Galloway lead", meaning he was almost hull down ahead of the competition at the finish. It could as well have been remarked of Doug as of the "America" - "Madam, there is no second!" Doug won the second Eastern Championship in 1940, again in 1948 at Mantoloking, surviving a nasty nor'easter, and for the third time at Little Egg in the mid-fifties. Commuting 350 miles every weekend from his home in Chambersburg, he didn't attend many away regattas, but he did make the second NCESA at White Lake in 1960, and finished sixth the following year at LEHYC. Doug was the inspiration of a whole generation of scow sailors, notably his son, Doug IV, who carries on with "Adhara" and the Galloway call letters "LE-4", and which has included David Langworthy, Charlie Dore, Walter Browning, Ed Lampman, the Stahl brothers, as well as LEHYC's present sailors Jim McGowan, Jock Christie and your truly.

Racing at Little Egg was not always the pure sport it is today. Runnie Colie has described the old course as "a real obstacle course". Starting in the narrow channel opposite the Clubhouse between Mordecai Island and Marjorie's Bar, the first leg was a buck into the south wind and flood tide, followed by a 180 degree reverse spinnaker run and hairy jibe around the "black and white" mid-channel buoy out the west channel to the back bay. The day wasn't considered complete if one didn't run aground, get cursed at by the fishing fleet returning from the inlet, or tip over in the current and wind

on the jibe at the Black and White. In an ebb tide the strategy was to run down on top of Marjorie's Bar with boards up to escape the current. One of the few instances of a smashed transom occurred when one of the Hopatcong boats, in a light ECESA Championship, stopped cold when his rudders ran aground, and Walter Browning, following closely with his huge spinnaker draped over the bow, ran him down, just like ramming the car ahead at a stop light. The back bay was a forest of oyster stakes over by the mainland, a condition which, combined with the distance from the clubhouse, discouraged full use of this perfect racing area. But the stakes have now all but disappeared and the larger fleet of spectator boats makes us feel comfortable to make use of the whole of this protected but expansive area.

Little Egg's waters have seen the cream of the Western fleet in three previous NCESA Championships. The pioneers in 1961 included Roy Mordaunt, Jule Hannaford, Mike Meyer, Bruce Wathen, Dave D'Alcorn, Klemm Harvey, an old Beach Havener, our Commodore Hartley Comfort, and at the head of the fleet after four good races, Nat Robbins. It is curious that Nat won his only Championship at Little Egg, showing his transom to the likes of such salt water experts as Runnie Colie, John Sangmeister, Doug Galloway and Tom Chapman, while Runnie won his only crown five years later at Minnetonka, as far away from home base as Nat. Mike Meyer's misfortune of losing his stick in the first of two back to back races dropped him out of the top ten for the only time in thirteen consecutive championships until his retirement in 1972, a circumstance which led us to prohibit back to back races.

1965 saw Bud Melges beat out Nat for his first Championship in five stout shore-type races. The series was noteworthy for the appearance of two firsts: Cliff Campbell's initiation to the group with a strong fourth place finish, and Charlie Dore's limber star boat rig which helped him to a close third. Those who finished will long remember that scintillating sleigh ride across the freshening ENE breeze which sped us home to the clubhouse after the last race to the award ceremony.

By the next LE Championship in 1970, a covey of new faces shared the top ten with the old regulars. Aluminum masts were enjoying their first year of supremacy and Bill Allen used his awesome power to win his first of three Championships. Stu Wells, Gordie Bowers, Ken Kornoelje and Ed O'Malley were up there pushing around the old regulars Campbell, Meyer, Melges, Robbins, Colie. Ed Malone managed his first regatta on salt water with intrepid skill. After a hard southerly the first day, which disabled a quarter of the fleet, including Commodore Nat, he sent us out the next morning in an awesome northwester, the result of a September cold front which had come through during the night. But the course is smooth under the lee of Rose Point, and Ed will be forever remembered by us shore sailors for the most exciting scow race we have ever had.

The NCESA Championship is a racing event, and hopefully the chairman of our weather committee will have the daring, to provide comparable conditions. But don't overlook the other goodies at the shore - that rolling, inviting warm September surf, just 500 yards from the Clubhouse - steamed clams, broiled bluefish, delicate flaky Jersey flounder - the mellow gold of the marshes where the summer herons, egrets, oyster catchers, night skimmers and smaller peeps share the county with the fall visitors on their migration southward - and best of all, a reunion with old friends around a beer keg on the clubhouse porch, swapping tall tales of mighty deeds at the sticks or before the mast of the most exciting boat of all.

Come to Little Egg !! Walter Smedley



- KEEP CLEAR OF THOSE TALL MARKS.

### SAILING LITTLE EGG HARBOR

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

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

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

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

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

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

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

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

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

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

Summing up, you can generally count on:

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

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

Walter Smedley

OFFICIAL NOTICE  
**NCESA CHAMPIONSHIP REGATTA**

Thursday, Friday, Saturday - September 4, 5, 6, 1975

BEACH HAVEN, NEW JERSEY

RULES

All races are under the jurisdiction of the National Class E Scow Association and will be managed in accordance with the By-Laws, Articles VII, VIII and IX. All yachts competing in this event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the NCESA in its current rules; or as officially modified.

PROGRAM

All times shown, Eastern Daylight Saving Time.  
Registration, weighing, launching:  
Wednesday, Sept. 3 - 12:00 Noon to 10:00 PM  
Thursday, Sept. 4 - 7:00 AM to 9:00 AM  
Skippers Meeting at LEHYC  
Thursday, Sept. 4 - 9:00 AM  
First Race  
Thursday, Sept. 4 - 10:30 AM  
(Note: A Sixth Race will be held Sat., Sept. 6 at 2:00 PM)

ENTRIES

Entries should be filed on the enclosed entry blank and mailed with entry fee to Sec'y/Treas., John F. Cristie III,

40 East Airy Street, Northtown, PA 19404.

You may enter at the time of the regatta, but advance registration will speed the launching of your boat. Only registered boats will be weighed and launched.

ELIGIBILITY

A yacht is eligible and considered as a class E Scow only if it conforms to all measurement rules, has been properly registered and owned and is skippered by a regular member with regular or associate members as crew, all members to be in good standing at the time.

PRIZES

There are keeper trophies for places 1 thru 10 in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden Trophy to the winning crew. Also crew prizes for first three boats in final standings.

HOUSING

Make reservations directly with a motel or a hotel of your choice (see list in Reporter). It is recommended you make your reservations early.

FOR SALE

CLASS E ALUMINUM TRAILER - \$850.00

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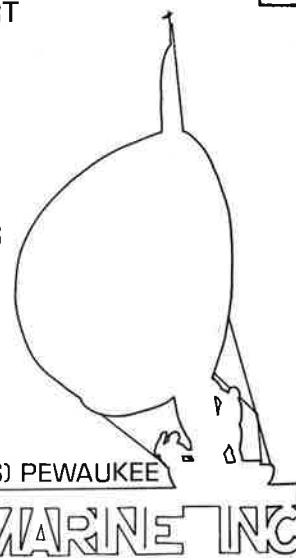
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**NORVAN MARINE INC**

# 17th. ANNUAL NATIONAL

SEPTEMBER

BEACH HA

## JUDGES

Ed Malone, Oshkosh, Wis., Head Judge  
Nat Robbins, Jr., Minnetonka, Minn.  
John Hunt, Minnetonka, Minn.  
Arthur Best, Cedar Lake, Wis.  
Gordon Tousey, Muskegon, Mich.

## LEHYC OFFICERS

C. Douglas Galloway IV, Commodore  
John M. Walton, III, Vice-Commodore  
P. Victor Senchdiver, Rear-Commodore  
A.M. (Sandy) MacNicol, Fleet Captain  
Samuel M. Murdock, Chairman Race Committee  
Carl A. Beck, Vice-Chairman Race Committee  
John F. Christie III, Co-Chairman Regatta Committee  
John C. Schwendeman, Co-Chairman Regatta Committee

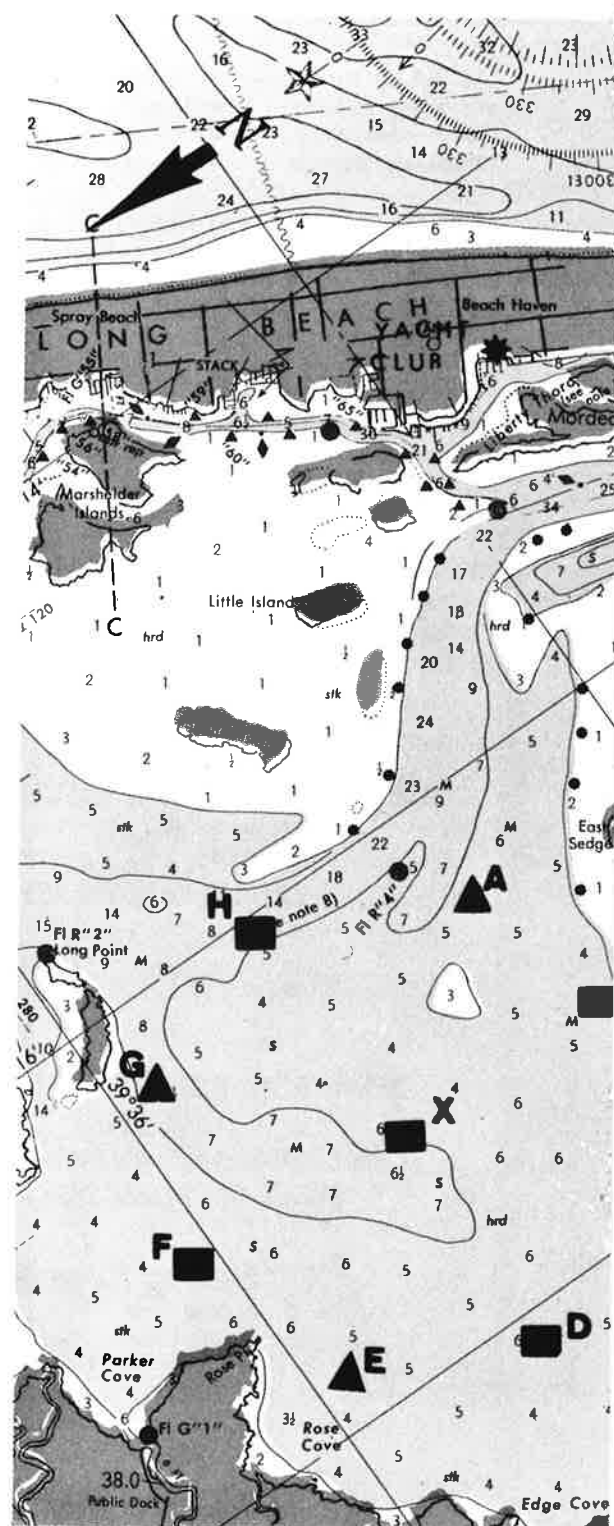


## REGATTA SOCIAL CALENDAR

Thursday --- 12:00 Noon ... Lunch at Club (tickets req.)  
5:00 PM ... Beer Party at Club  
5:30 PM ... NCESA Annual Membership meeting at Club.  
7:30-10:30 PM ... Seafood Dinner-Boat House Restaurant  
Beach Haven (Tickets req. - BYOL)

Friday --- 12:00 Noon ... Lunch at Club (tickets req.)  
6:00-7:00 PM ... Cocktails at Club  
7:30 PM ... Banquet at Gus & Whities' "Port O'Call"  
Restaurant, Beach Haven (Tickets req.)

Saturday --- 12:00 Noon ... Lunch at Club (tickets req.)  
5:00 PM (approximate-after sixth race) Beer Party and  
Awarding of Trophies

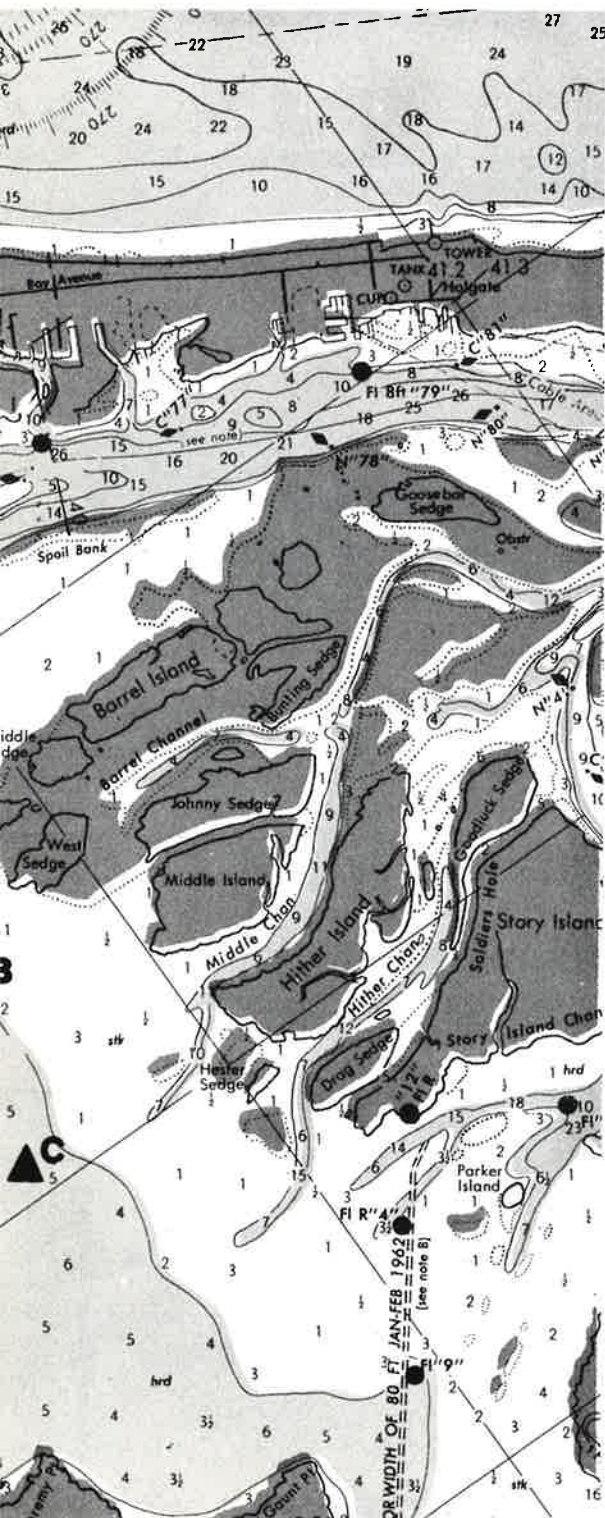




# AL E SCOW REGATTA

4, 5, 6, 1975

VEN N.J.



## ACCOMMODATIONS

### MOTELS:

Engleside Motel  
30 Engleside Ave., Beach Haven 08008  
609-492-1251

Sans Motel  
Pearl & Atlantic, Beach Haven  
492-2217

Sea Shell Motel & Club  
Center & Atlantic, Beach Haven  
492-4611

Sierra Motel  
Amber & Ocean, Beach Haven  
492-3851

Harborside  
Bay Ave., Beach Haven Gardens  
492-2233

Mariner Motor Inn  
3300 & Long Beach Blvd., Beach Haven Gardens  
492-1235

Buccaneer Motel  
2600 N Bay Ave., Spray Beach  
492-4582

All within  
one-half  
mile of club  
and on ocean  
front.

About  
2 miles.

1-2 miles

### REAL ESTATE AGENTS

Lackey Realty  
300 & Bay, Beach Haven  
492-4329

Van Dyk  
Boulevard & Octco, Beach Haven Terrace  
492-1511

Zackarie  
330 8th Ave.  
Ship Bottom, N.J.  
494-7272

These people may have cottages or apartments  
in Beach Haven or nearby for the week under  
more attractive circumstances than a standard  
motel.

NOTE: THERE ARE NO CAMPSITES ON LONG BEACH ISLAND

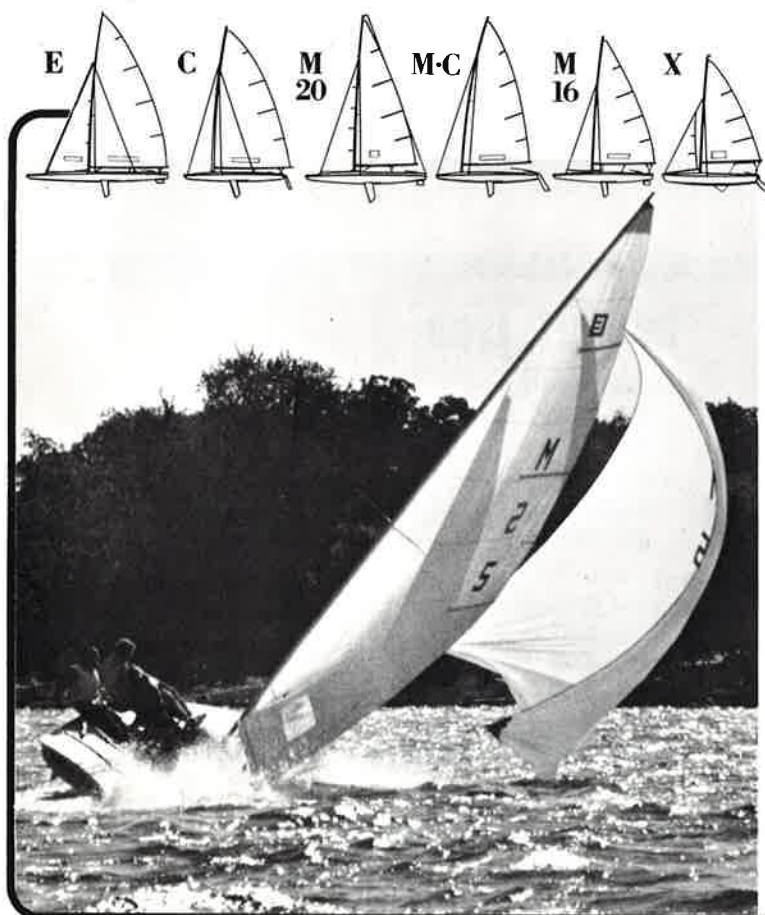
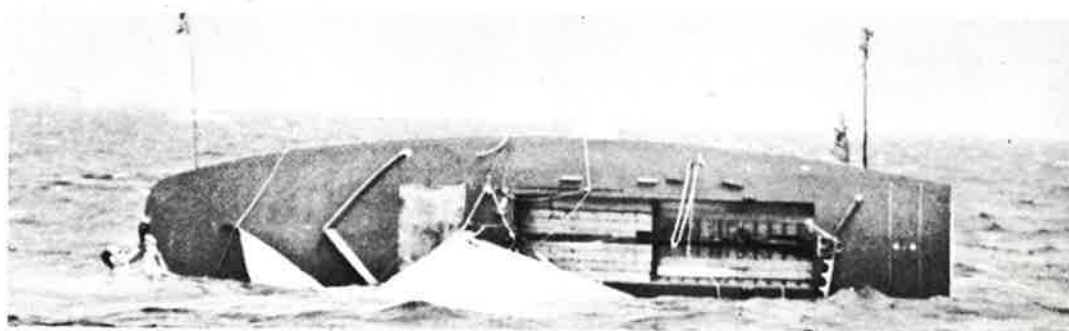
# 17th Annual NCESA Regatta

## REGATTA CHECK-OFF LIST

1. Each skipper must be a regular member of the NCESA.
2. Crew members must be regular or associate members of the NCESA.
3. Advance entry with entry fee, will be helpful. It will speed your launching and save you \$10.00 if it is in prior to August 20th.
4. You are required to bring a 5 lb. Danforth anchor (or equivalent) and 50 ft. tackle for possible use on race course. Regatta will be dry-sailed.
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regatta, and will use the same equipment at Green Lake, will be considered as having been measured for this event. Bring your boat measurement certificate.
6. All boats that have not participated in one of these Championship Regatta will be measured at this NCESA Regatta. If you use a sail not used at one of the Championship Regatta, this will have to be measured. (If, however, a boat or sail has been officially measured, but did not compete in an area Championship Regatta, this measurement will be accepted). Prescribed fees will apply.
7. The NCESA emblem must be displayed on both sides of the mainsail.
8. Sails purchased since 1974 must display makers' royalty patch.
9. Code Flag B and Code Flag I should be brought along.
10. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rules. This is only a partial check list to assist you. There are more equally important rules to be met.



YOU MID-WEST  
FARMERS KEEP  
CLEAR OF THEM  
FISH STAKES!



# MELGES '75

## IT'S A VERY

## GOOD YEAR!

'74 saw Melges boats at the top of their class in nearly every fleet in the country . . . and in '75 we're trying even harder with improvements in every class. Look for our new FIBERGLASS "E" to be introduced this summer at the Inland Regatta and "E" Nationals. It will be unbeatable in design, construction, and performance . . . another innovation . . . "the Melges way".

If you want to get into the spirit of '76 start with a Melges '75!



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Zenda, Wis. 53195 414-248-6621



How come - well i guess just because or at the time or i suppose my crew wasn't around - that's right two years ago before the Magawicka regatta i took the week off to work on my boat that's when i first figures it out, jim smith said it couldn't be done i suppose he still thinks that cause he hasn't seen me do it myself i use to do it on my cub boat too - actually it's all very simple

your first solo step is always the best and the rest will come just as easy - all you need is a hole in your set  
First you need your mast - photo #9



Photo #9 (above) is being shown in place of photo #1, which is lost and showed the lone topping-lift line coming thru a hole in the mast step casting. This photo does show Walters' concept of "everything thru the deck-step" or "Stepping Out."

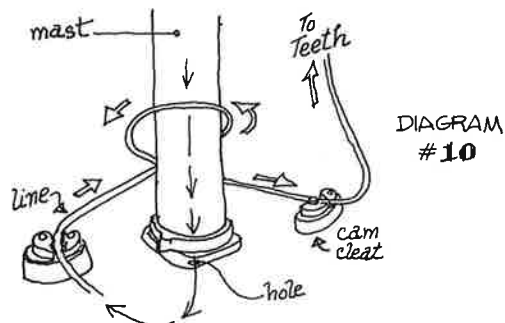
One of the lines (third from the right) controls the mast head fly.

my boat is a very clean 1973 melges built with the pole topping lift running down through the inside of the mast through a hole in the step which comes out beneath the deck at the front of the cockpit to a cam cleat since this is obsoleted by the adjustable pole down haul which enters and comes out at the bottom of the mast along with the revised topping lift to two cam cleats which need to be on a stainless thing a mijig at the bottom of the mast which needs to be rivitted - if my crew reads this please remind me i keep forgetting

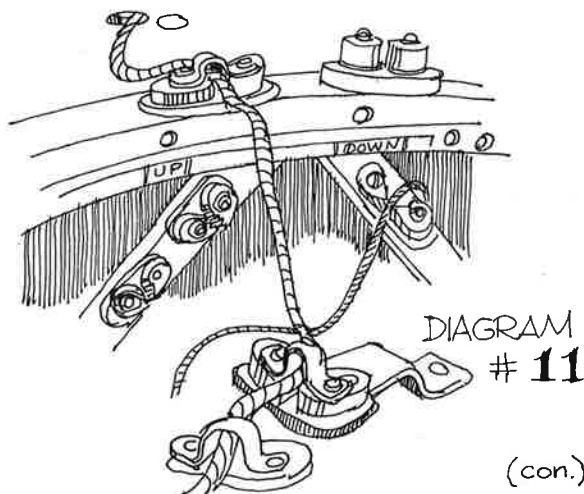


--- some crews don't impress easy

so from the above case study this simple hole is not being used in the step thus when i am stepping and unstepping my mast i run a line through either the topping lift or down haul pole hole which then is secured on one of the cam cleats, then once around the mast to the other cleat for a back up - diagram #10

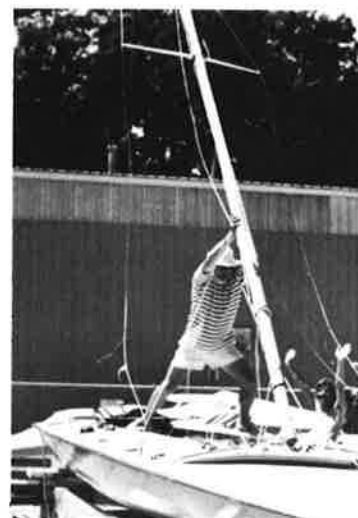


this is the first step of our count down then slip rope down through the hole in the mast step if your boat does not have one don't worry get a drill and drill one on an angle then pull line taunt with foot of mast at step then cleat under deck i already have a cam cleat under deck, which is one of the spinmaker halyard cleats if you need a cleat add it - diagram #11

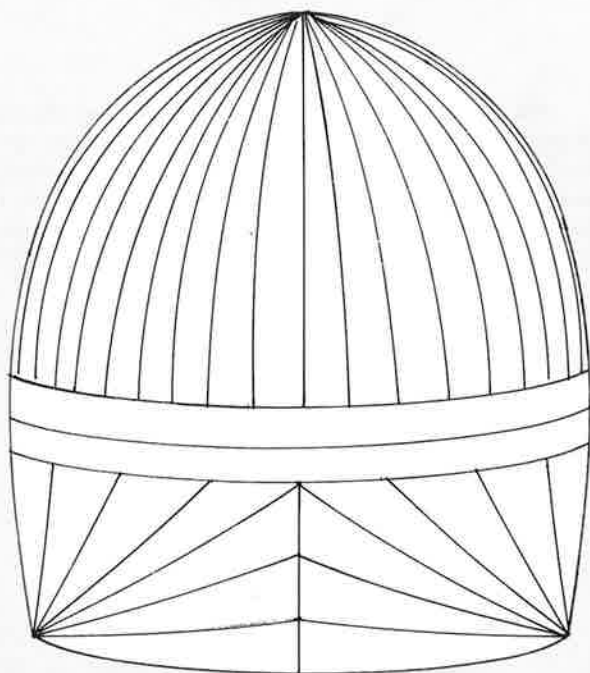


(con.)

woollaa  
 we are set, check all lines and stays if you want a safety line  
 hook it to jib halyard run through bow plate back along deck  
 to cockpit all set we now retreat to the stem and lift mast over  
 our head we have a lift off conditions go walk mast up to your  
 normal rate - photo #14-15



you will have a little play in step  
 rope as mast angle  $^{\circ}$  gets smaller that ok just don't look at it  
 when all the way up slip mast into step, while holding mast  
 forward unclat step rope at foot of mast pick up safety rope  
 and cleat it then advance to bow to hook up forestay



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you do the same when unstepping mast



this is called STEPPING OUT

If you do not understand the article please read Robert Frost's famous quotes

thanks to Ted for pictures and diagrams, unfortunately diagrams 1-9 were either lost or censored

if this does not work for you please don't let Ted or i know about it.

# THANKS!

FROM THE WORLD'S LARGEST  
PRODUCER OF CLASS E SCOWS



## JOHNSON BOAT WORKS

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## COWAN LAKE "UP YOUR MAST" REGATTA

"How do you like sailing in our wind shifts?" "Well, I feel like the tomcat that made love to a skunk - I enjoyed all of it I could stand."

The above exchange between a local skipper and a visitor was overheard during the Cowan Lake "Up Your Mast" E-Scow Regatta, May 10 and 11. Twenty-three E's headed for a start line is a lovely sight.

Four races were held Saturday in winds that started out fresh and dropped all day to a drifter for the last race. The wind was out of the north and very shifty - runs became reaches; reaches became boats and wind shifts plastered spinners back against masts (nothing like a E sailing backwards). However, the report by one skipper that he sailed one complete lap on starboard tack is not true. The fifth race Sunday was held in a fair breeze that came up just in time to prevent cancelling the race.

Bill Allen gave us all a lesson with finishes of 3,1,1,2,1. (If what Allen is doing is sailing, what the hell are the rest of us doing?) Paul Wickland, who won it all last year, proved it

was no accident by finishing 2nd this year. Pete Price took 3rd back to Michigan. Hartley Comfort II, with his father (our National Commodore) as crew was 4th. Dave D'Alcorn made it a clean sweep by the visitors by taking 5th.

The "Wood-E" trophy (for the highest finishing boat with a wood mast) was won by Steve Glaser. Steve brought his boat in as high as 8th in one race, sailing a 15 year old boat with a wood mast and a mainsail from the loft of Moses and Methuselah.

To all our visiting skippers and crew, we at Cowan Lake would like to say thanks for coming - we learned a lot from you - please come back next year - and bring one of your slower friends with you.

Dick Weeber  
Cowan Lake E-Scow Fleet

P.S. The Cowan Lake Yacht Club has applied for membership in the Western Michigan Yachting Association. Our request will be acted upon at the fall meeting. Of course, since Cowan Lake is in Ohio, Western Michigan will have to change their name. We suggest the Woody Hayes Memorial Yachting Association.

### Western Michigan Notes:

*Larry Price did his best to submit details and overall results of a regatta won by Hartley Comfort Jr. Unfortunately, we received the regatta expenses invoice.*



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