



NCESA

LATE SPRING 1967 VOL.2 VOL.3 NO.1

REPORTER

THIS ISSUE

"Project Phantom"... Aluminum Spar and boom
NCESA approved development project

So. Carolina's NCESA Spring Regatta story

Reports on NYC and Chicago meetings

Protest Corner

NEXT ISSUE

Feature ...The coming 9th Annual Regatta
at Chataqua, N.Y.

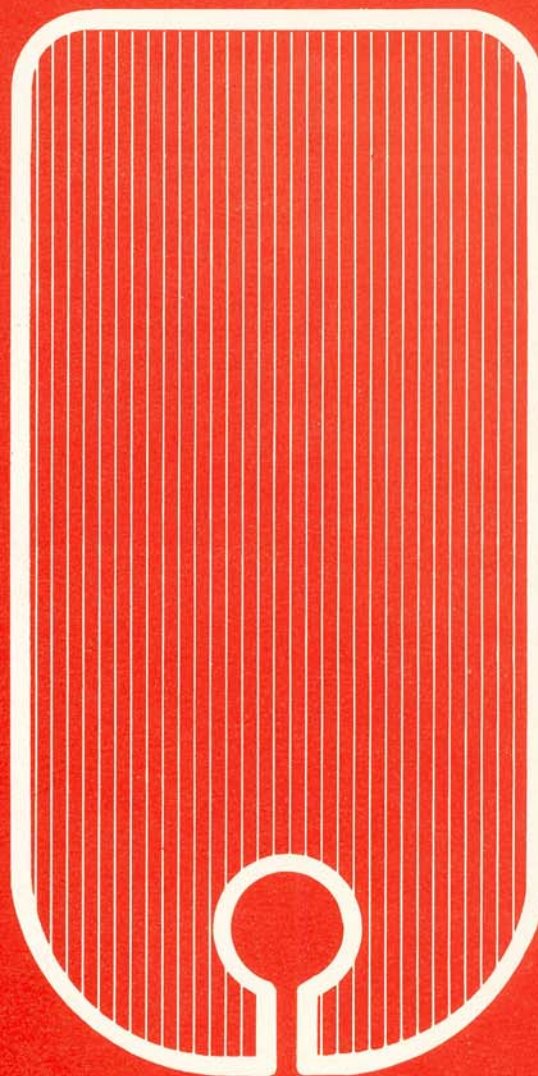
Historical East - West rivalry

"How to No.7"

Regular Features



ALUMINUM



vs

WOOD

OFFICIAL BUSINESS

Capsule Report on the NCESA Directors Meeting. January 17, 1967 Princeton Club NYC

Eight board members, many committee chairmen and members met for a full day's meeting. In brief, here is what happened. If you would like more detail on any subject, contact Secretary Nat Robbins.

1. Brad Robinson was appointed chief measurer for the NCESA.
2. David Langworthy presented the Financial Committee report plus means for raising additional revenue. A boat measurement fee plus a Sail royalty fee were proposed and approved.
3. Norb Weldon proposed that the trophy for the National Champion's main sheet tender be retired and a new trophy with updated recording of crews on prior championship yachts be introduced. The motion was passed and the Commodore expressed the Association's appreciation.
4. Harold Flinsch of the Columbia Sailing Corporation of South Carolina proposed a NCESA approved Regatta to take place at Lake Murray, So. Carolina, March 24, 25 and 26, 1967. The invitation was approved. (see Regatta report this issue)
5. The Regatta Committee agreed that the local or host club work with advisors selected by the NCESA to help manage the Regatta.
6. The Rules Committee recommended no change in said numbering at the Regatta. Duplicate letters will be specifically contended with at each Regatta.
7. The remainder of the meeting was devoted to consideration of Hartley Comfort-Melges Boat Works proposal for an aluminum, step-through-the-deck mast. During the discussion a counter proposal was made by Sam Merrick in favor of an aluminum swivel mast as employed by the Canadian Sabre Scow. The motion and the amendment were passed. (The Comfort-Melges proposal is featured in detail in this issue)
8. All hands retired to the St. Regis Hotel for a dinner honoring past champions.

Capsule Report on the NCESA Directors Meeting April 28, 1967 CYC Chicago, Ill.

Seven Officers and Directors held an afternoon meeting at the Chicago Yacht Club. After a brief Directors meeting, about forty members participated in an open-meeting discussion as to what direction should the NCESA urge the class development to go. Cocktails and dinner followed.

Main points of the afternoon meetings were:

1. A motion concerning measuring the boats was passed. (This will be discussed in detail in the next issue.)
2. Dues collection was discussed concerning effective means of getting delinquent members to come through.
3. Sail patch royalties are going reasonably well.
4. A motion was made and passed that the Commodore send out an appeal to all potential members and owners to join and support the NCESA.
5. Bob Pegel submitted the Regatta Committee report. (in Dick Turner's absence) Several competent judges have been contacted and signed for the Championship Regatta. Bob has submitted to the chairman a list of requirements and actions for a successfully managed regatta.
6. A motion was made and passed that the NCESA Spring Regatta be continued and a committee should determine location and date.
7. Gordon Tousey passed on a message of appreciation from Mrs. Nile Eggert for NCESA's recognition of her son Paul.

The Reporter regretfully says goodbye to George Eddy, who is moving to NYC and out of E competition. (for a while). George was invaluable in on the Reporter efforts from the start of its brief career and his editing, writing and organizing abilities will be sorely missed.

National Class E Scow Association
Ives Building, Narberth,
Pennsylvania

Commodore: W. Smedley, Jr.
Vice Commodore: J. G. K. Harvey
Rear Commodore: N. Robbins, Jr.

Directors: Ted Brennan, Mike Meyer
Roy Mordaunt, John Sangmeister
Dick Turner, Bruce Wathen

NCESA Reporter Staff: Publisher-Editor, Ted Brennan

Reporter appreciation to: The cooperative contributors to this issue. Howard "Bud" Knight for continuing assistance in final layout. Chicago Repro-Print for printing and Allservice Phototypesetting Co. for type.

The Reporter believes the following correspondence by those concerned with the Aluminum Spar project is of interest to all E owners and sailors.

Dear Walter:

October 28, 1966

I am commenting on Hartley Comfort's October 18 letter regarding the plan for an aluminum spar, and also on Melges' October 12 letter on the same subject. Basically, I am in favor of evolving to an aluminum spar in our Class E boat, assuming that it proves satisfactory, and I am sure it will. I think before we go to the expense of the experimentation, however, we should ask our respective associations and our members whether they will accept a rule change to the aluminum spar if it is proven superior. There is no sense in going to the work of the experiment plus the investment, plus the communication of the results, if the people don't want it in the first place. Therefore, I suggest either a questionnaire or an agreement with the associations that we will adapt the change if there is a measureable improvement either in performance or cost by adapting an aluminum spar.

I don't think that Melges' proposal that he and Bill Benson sail the experimental boat to prove out the spar under racing conditions is completely adequate. Certainly Bud should sail the boat, should test the spar, and should understand its performance, but putting Melges in any boat is going to improve its performance and certainly could influence our results. Therefore, we should consider experimenting with more than one boat, and over a longer period of time, and with a variety of skippers. Perhaps this is implicit in the plan, but at least it should be spelled out more definitely.

I personally disagree with Bud on the step through the deck approach. There is no question that this can provide a successful mast. It has been proven so on the A boats and on many other classes. The only problem is what section is the best. I think the simplicity and ease of stepping the spar warrants continuing with the swiveling mast; furthermore, I think it will provide more universal acceptance by our own sailors.

I am afraid that if we are going to have to institute this thing by vote it will never go through with the two proposed changes: (1) use of aluminum material, and (2) completely new rigging.

Well, Hartley has invited comments, and these are mine.

Sincerely,

Nathaniel Robbins, Jr.

Dear Nat:

November 3, 1966

I'm pleased that debate has started on the aluminum mast, our first opportunity to use the new experimental clause in the Scantling Rules. Being our first encounter, a number of questions will arise and you have come up with a couple of good ones.

First, let me state what I think are the various steps in this process. I have reviewed these steps carefully with Hartley and feel that he fully understands them.

1. Hartley must make formal application to the Board for this aluminum mast experiment. Included in the application should be definitive information on (a) the complete design including the weight, (b) an accurate estimate of the cost based on production quantities, (c) the method of adapting the change to present boats and (d) the advantages to be expected.



The Protest Corner

2. The Board of Directors will consider this application carefully, asking such additional questions and obtaining such assurances from Hartley as they may need. Only the Board need vote to approve the application. Approval should include the length of time and scope of the experiment and may well impose other requirements which the Board deems desirable in the interests of the class.
3. When approved, Hartley may proceed and use this new design in any sanctioned regatta for the duration of the experiment. It is to be hoped that various regional groups (South Carolina, ECESA, Western Michigan YA, ILYA, etc.) will recognize the value of this experiment and allow Hartley to compete on a fully approved basis in any regatta. Certainly he will be entirely free to compete in any regatta sponsored by NCESA.
4. After sufficient evidence has been gathered, the Board may again vote on a formal amendment to change the Scantling Rules as dictated by the evidence. Such an amendment will require a two-thirds approval of the membership.
5. At any time, the Board may consider additional applications from members wishing to duplicate Hartley's design, or, for that matter, any variation. I would think approval of the same design would be automatic. A variation of the design would, of course, be considered on its merits.
6. During the development of the design, and particularly during the trial period, every effort must be made to keep the membership informed.

This sounds like a cumbersome procedure reminiscent of our Rule Book maze which required Sam Merrick's clear head to untangle. I hope, however, and certainly expect, the Board to consider Hartley's proposal from the viewpoint of the best interests of the class, considering that improvements will benefit everyone, and that such a large step as this will involve considerable expense which Hartley is prepared to assume. The Board's action should be prompt and approval, if granted, should be concise with any comment confined to the major parameters. The experiment itself will resolve the details, and if Hartley expects to gain final approval he must anticipate the various objections in his development of the design.

Turning now to your comments, Nat, there is no need to obtain further opinion at this time either from the members or the associations. In this connection, the questionnaire last fall revealed 37 essentially in favor of experimentation with an aluminum mast and 24 against. The purpose of the above procedure is to develop practical experience upon which a meaningful vote can be made, first by the Board and then by the members.

Certainly, others than Bud will sail the rig under competitive conditions. I hope we can set up a March regatta in South Carolina where Hartley can sail. Perhaps there will be an eastern boat with Hartley's rig.

Regarding stepping the mast on deck or under deck, almost everyone has his own opinion. I personally will reserve mine until I learn more about the detail of the rig and the necessity of the through deck design. Perhaps Bud put his finger on the key point when he observed "If we cannot get a versatile mast bend as well as light weight, there is no need for the experiment."

Your comments are much appreciated. I hope the other Directors will discuss this proposal in public prior to our January meeting so we can make a good decision.

Best regards,

Walter Smedley

Dear Walter:

21 November 1966

This is the first opportunity I have had to make comments on Nat's letter of October 28th, your reply to him of November 3rd, Hartley's letter on the subject, or the case in general.

Firstly, I see the procedure for legal experimentation exactly as you outlined it in the November 3rd letter. I am in 100% agreement on this.

Next, regarding Hartley's request for trial of an aluminum spar, I would like to refresh some memories and/or report some history. This relates primarily to mast (bending) control rather than the use of aluminum. Exactly ten years ago, in 1956, we had two "E"s with round spars stepped through the deck and designed to take blocking at the deck line to help provide the most appropriate bending for the weather conditions. These boats were both skipped by absolutely top-notch skippers and with all equipment, sails and crews equally top-notch. One boat was a Johnson hull, the other a Melges. The first was skipped by Herman Nunnemacher and the other by William R. Perrigo. In light or moderate winds the rigs were not perceptibly faster, but as the wind increased the relative speed increased tremendously. In a particularly heavy wind race at the ILYA Regatta that year at Oshkosh (25-30 mph or more), Perrigo won by almost a leg. I've forgotten what happened to Nunnemacher in that race, but Perrigo's speed is quite clear in my mind. It was clearly established by those two boats that the through-the-deck rig, with blocking devices, was the faster rig in the very heavy going.

On the contrary, however, in very light going, and even in moderate air I believe we still thought the flat swiveling spar provided more power and was faster.

I think, furthermore, that Dore's rig at Little Egg Harbor in 1965 was the fastest boat out there in the kinds of wind we had. This again was a "controlled" round spar.

Now, initial improvement to either of our presently allowable rigs would be to further streamline the "flat" rotating spar and to streamline the round spar.

Secondly, on the flat spar we know we can increase its speed and effectiveness by allowing a deeper fore and aft dimension. By increasing this dimension one can also then cut down the athwartship dimension which would make it even more efficient.

None of the above modifications has anything to do with aluminum. I think the material is immaterial until cost enters the picture. If aluminum can be a great deal cheaper, then it should be considered, otherwise let's keep talking mast efficiency as opposed to materials.

I have a personal belief that in going to a through deck, fixed spar we are going backwards in development. This type of "old fashioned" rig may be all right for a 12 meter yacht, and it *may* even be all right for an "A" scow, although I'm not convinced that it is. But I certainly do not think it is the best rig for a scow the size of an "E." I thoroughly believe we can develop a faster, more powerful spar than an aluminum through deck, fixed rig. Going to an aluminum through deck spar now would become a "fad" which everyone would want to change to, and it would take another twenty years or more to again get on the right track! Don't forget the fact that our present spar was designed and first tried out in 1932. It has remained fixed to the same scantlings for approximately thirty-four years now. The present day flat swiveling spar is virtually unchanged from the very first trial mast.

And what are the catamarans doing? They have not gone back to an old displacement boat rig, but instead they have taken our swiveling rig and carried it to a more efficient width-depth ratio, just as we have in our ice-boats. Our scantling rules in Class E scows have prevented us from developing a better swiveling spar. If we move from our present rig at all I suggest this direction as the right one for our "E" scows and would be willing to accept experimentation along this direction rather than going backwards in development.

May I have some reactions?

Very sincerely yours,

Maynard W. Meyer

Dear Walter:

January 4, 1967

There has been some active interest in making changes to the E Scow scantling rules which will permit modernization of the rig. I believe that some well planned, well financed development work along these lines is essential to keeping the class active and competitive.

Except for enlarging the fore triangle, there have been no changes to the sail plan of the E Scow since its inception. Other classes have made improvements and new classes have come into being that have superior characteristics and are just as sporting and interesting to sail. If we do not adapt to improvements in sails, spars, and riggings, the inevitable results will be sailors drifting away from the E Class Scow and new sailors going into other classes.

Gordy Lindemann some years back tried to pioneer this kind of work and was given no support. Mike Meyers and Bud Melges today have some interesting ideas that are worthy of experimentation. This activity can best be done by the association since it will benefit all members, and without the backing of the association, it is doomed to failure.

My belief is that we should develop a high aspect rig with a permanent back stay and a flexing aluminum spar. This will make the E Scow easier to handle and it will afford economies in cost rigging and sails. We should not strive for greater speed but to modernize the rig so that the old rig is still competitive with the new. This will permit the change over to take place over a period of years.

Sorry I won't be there at the meeting. Best wishes for a prosperous New Year.

Sincerely, Clayton Gaylord

December 28, 1966

Dear Walter:

Since I will be unable to attend the New York Annual Meeting, I am offering these thoughts by letter.

. . . aluminum spar experiment—I believe that most of the E boaters would like to see new spars tried out in competition, but would certainly not vote for *quick* acceptance of a new, substantially different design for the class.

Shape—Round or tear drop or wing type

Uniform cross section or vertically tapered

Stepping—On deck—swiveling

On deck—non swiveling

Thru deck—non swivel (This spar would be 18" longer and harder to transport and step)

Material—Spruce or aluminum

Cost (vis-a-vis present box spar)—

Vertically tapered *round* aluminum might compete cost wise.

Vertically tapered round spruce and tear drop and wing type aluminum or spruce would be more expensive.

Performance—

A. Bending—(Done best with skinny round spars or a Finn-type which is wider than it is deep in cross section)

Extreme bending will increase the velocity range of a full-cut sail, but the full cut sail cannot beat a good heavy-weather sail on a straighter mast unless a very heavy crew is used. (in a blow)

B. Windage—My guess is that Dore's spar worked well in heavy air because it was much smaller and has less windage rather than because of more bend.

C. Sail area—(Wing-type spar)—Catamarrans use wing-type spars (and extreme roach held out with full-length battens) to get more sail area. They have the extra stability to take more power while the E scow does not. Also, the wing-type spar would not be a bendy spar.

My strong hunch is that a slim round spar (of spruce or aluminum), tapered vertically and stepped on deck but non-swiveling would be the most practical change that has a good chance to out-perform the present swiveling box section in a wide range of winds.

I suspect that the present unit is hard to improve on for light air.

Best Regards,

Bruce Wathen

1967 Regional Class E Calendar

ECESA

May 20-21 — Bellport Regatta, Bellport YC, Bellport, Long Island, N.Y.

July 29-30 — Up Bay Regatta, Beachwood YC, Beachwood, N.J.

Aug. 3, 4, & 5 — ECESA Championship, Little Egg Harbor YC, Beach Haven, N.J.

Aug. 12-13 — LEHYC Invitation Regatta, Little Egg Harbor YC, Beach Haven, N.J.

Sept. 7, 8, & 9 — NCESA Championship, Chautauqua Lake YC, Lakewood, N.Y.

WESTERN MICHIGAN

July 22-23 — Muskegon Annual Invitational Regatta, Muskegon, Michigan

Aug. 11-12 — Western Michigan Championship Regatta

ILYA

July 14-15-16 ILYA Invitational Regatta, Pewaukee, Wisconsin

Aug. 13-14-15-16-17-18 ILYA Championship Regatta, Oshkosh, Wisconsin

SUPPORT THE NCESA by sending \$10.00 dues to:

Nat Robbins, Jr.; Sec.-Treas.

5023 Wooddale Lane - Minneapolis, Minn. 55424

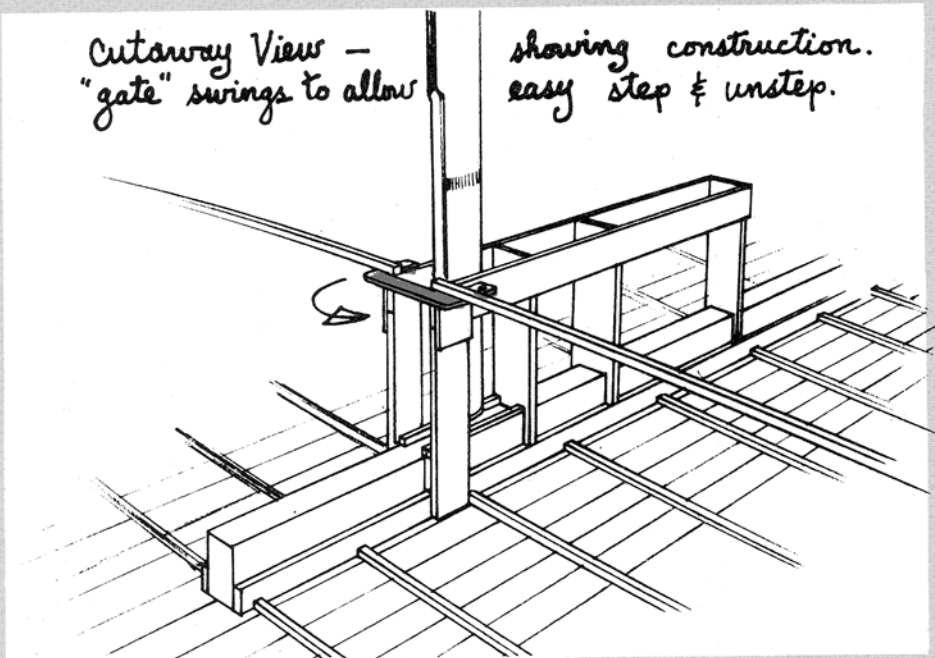
PROJECT

Phantom

The Reporter is pleased to print the complete Aluminum Spar Project as proposed to and accepted by the Officers and Directors of the NCESA at the NYC meeting, January 17, 1967.

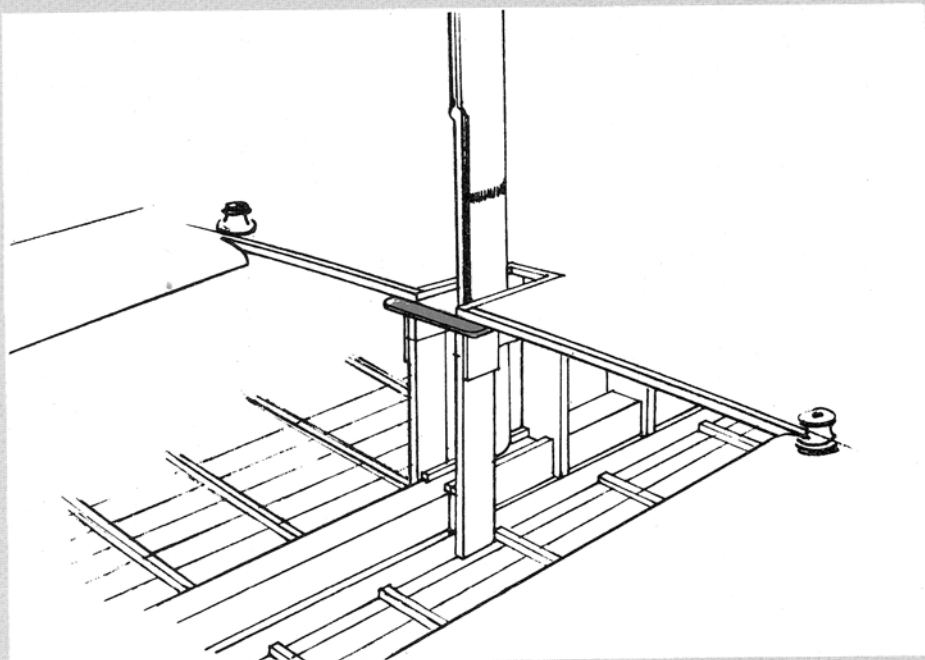
Cutaway View -
"gate" swings to allow

showing construction.
easy step & unstep.



Proctor main halyard
sheave hardware

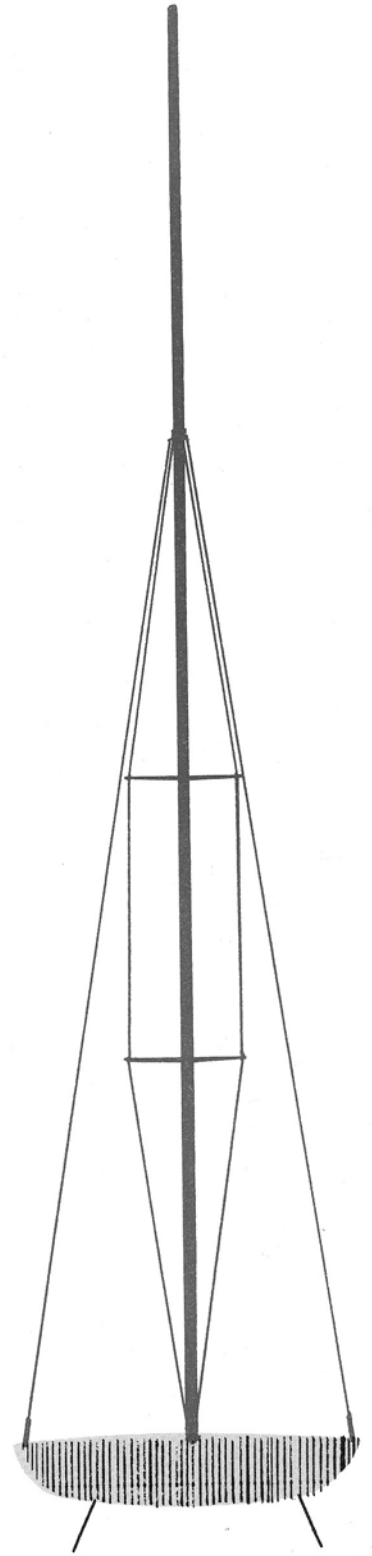
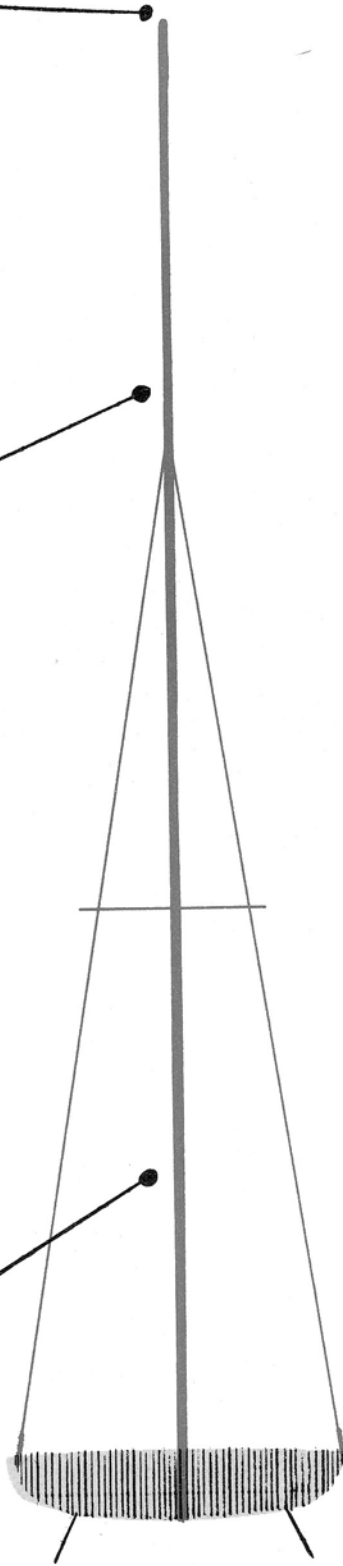
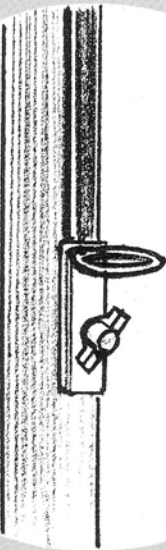
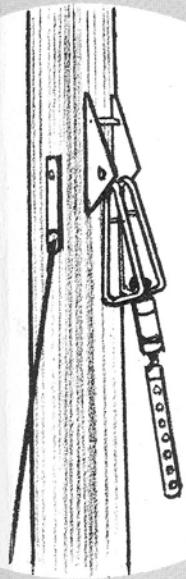
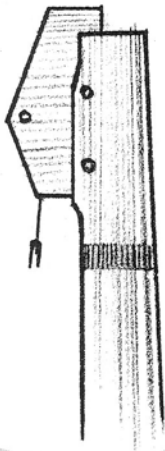
jib halyard "cage"
with adjustable jib
head device



sliding pole fitting
for light sails

At Muskegon in 1964, at Little Egg Harbor in 1965, and again at the Chicago Yacht Club in 1966 a substantial majority of the E boat sailors expressed their desire that our bylaws provide for experimentation in the construction, sails, and Scantling rules of the E scow to provide for a continuing improvement in the class.

In 1965 we directed a letter to Commodore Smedley requesting permission of the Board of Directors to experiment with the use of aluminum spars and to be given permission to sail in all sanctioned events, under this Board permission, with aluminum spars. At that time, because of pending changes in the bylaws, which changes have now been made, Commodore Smedley suggested that a delay in this request be made.



In August of 1966 we directed another letter to Commodore Smedley and requested again that the Board of Directors of the National Class E Scow Association approve our experimentation with aluminum spars on a Class E scow.

This request culminated in my being invited to the Board of Directors meeting at Minnetonka. At this meeting it was explained briefly what we hoped to do.

It was recommended by the Board of Directors that we proceed with the study of the use of the aluminum spars and that we prepare and return to the Board of Directors a comprehensive proposal for the use of aluminum spars.

Through this period leading up to the meeting in Minnetonka we have discussed the matter of aluminum spars with Harry Melges, Jr., and he has worked on it during that period.

This we have continued to do and we are pleased to submit at this time a proposal to the Board of Directors in which we ask specifically for permission under the bylaws to carry on an experiment with aluminum spars during as many races and regattas as is possible. At the end of that time we will make a written recommendation to the Board of Directors regarding the use of aluminum spars on Class E Scows.

The following people have given of their time, knowledge and energies and I am deeply grateful of the help which they have been in determining the proper kind and type of spars and rigging for this proposed experiment:

Harry Melges, Sr., Harry Melges, Jr.,
William Bentsen, Nat Robbins, Jr.
Maynard Meyer, B. E. Perry, of Ian Proctor
Metal Masts, Ltd. and others.

We have relied principally on Harry Melges, Jr. for his study, ideas, and thoughts in this matter; and I know that Bud has arrived at his decisions in this matter only after serious and lengthy consideration.

Attached to and made a part of this proposal is a summary of Bud's conclusion and sketches showing the proposed mast and boom and how they would be rigged on the boat.

Probably the principle item of discussion has been whether to step the mast on the deck or to step the mast through the deck.

I, for one, will defer to Melges' judgment, which is based on the judgment of a number of people who have had a part of this proposal. I realize the merit and the suggestions that have been made by some that we stay with the mast stepped on the deck. But I believe the preponderance of the experts feel that the experiment will be a successful one only if the mast is stepped through the deck. You will note Mr. Melges' comment, "That he would have no part of the experiment if the mast were stepped on the deck." In all fairness to him, I believe we must respect his judgment even though it may be proven wrong; in which case during the two year period there may be the opportunity to experiment with an aluminum spar stepped on the deck. But for the immediate purpose, I believe that we must accept his recommendations if the experiment is to be made.

The same comments, I believe, should refer also to the rigging, because here again we have to depend upon the experts to make, in their judgment, the proper mechanical approach to this experiment.

It has been requested that we make some report of cost. Bud covers this in his letter, which is attached.

Bud has assured us that any boat could be modified to take the through the deck spar at the cost of approximately \$50.00 for this work. Of course, the spar would be an additional cost the same as the present spruce spar.

We have been asked to enumerate the advantages.

1. A potential savings of cost in manufacturing of sales.
2. A potentially faster E Scow.
3. A distinct weight aloft advantage, which is one of the most important factors.
4. Enclosed halyards resulting in a cleaner spar.
5. A uniform spar eliminating the wide variance presently experienced in spruce spars.
6. Eliminating dependence upon a questionable supply of proper spruce.
7. A mast that would be as easy to step as the present deck spar.
8. A potential saving in cost over spruce spars.

As a part of our proposal we would sail in as many regattas and as many races during the two year experimentation period as it would be humanly possible to do.

We would sail against any and all competition in E Scows. We would make constant adjustments and necessary alterations in the rig to determine the best under the terms of this experiment. The boat would be available for observation by E Scow sailors in as wide an area as possible. The boat would be made available for sailing by those sailors interested and within the time limits that would be available. We would ask that the various associations would permit us to sail in their various regattas wherever possible. We would assure them that we would take whatever steps from a financial standpoint that are necessary to become a member of their legal requirements.

In summation.

We are asking that the Board approve this as an experiment provided for under our bylaws.

The Board is not being asked to change the bylaws, nor the Scantling rules. That question would be put before the Board at the end of the two year period when a written report, by our group, would be made giving exhaustive details of each operation and phase of this experiment.

May I quote from "one of a kind, Bob Smith."

"However, like, in most one design classes interested in survival and growth, fiberglass construction and aluminum spars have been made legal."

We believe the members of our association have indicated a desire to see the Class move forward. The question as to whether aluminum spars stepped through the deck is a forward movement can only be determined by someone spending the time, the money, and the energy to secure proper results on the race course.

After the results of the experiment are known then the Directors and the membership would have to decide the major decision as to whether or not this would be good for the class.

We respectfully request a favorable decision by the Board of Directors giving us permission to make this experiment and for permission to race in any Class E sanctioned event during this two year period.

Respectfully submitted.

Yours truly,

Hartley B. Comfort

PROJECT PHANTOM, a through-deck stepped Aluminum extruded spar by Proctor.

The real purpose of this experimentation is to improve the handling characteristics of our "E" sloops, to stay modern, and if possible to reduce the over-all price. The design of this spar is enclosed herewith to scale and should answer all questions as to cross section, tapers and placement of fittings.

The spreader arrangement has been changed from the first drawings. I have decided on a spar to main shroud spreader of limited swing action to stabilize the lower two-thirds of the spar. It has been with great thought and conversation with people familiar with such a rig capable of advising that the change was made.

You have also found enclosed a comparison of cross sections between the Proctor "J" section and our current Class "E" sloop spar. This cross section was taken 12 feet off the deck.

All halyards will be placed inside main, jib, spi and topping lift. The spar will be choked at the deck line to start or restrain bend. We may find it necessary to put forward jumpers where the spreaders intersect.

The Proctor spar on this single order has been quoted at \$245.75 to include all fittings, stay tangs, jib and main halyard sheaves, gooseneck, spi pole eye, gate sheaves for exit of main, jib, spi and topping lift halyards, 12 percent Duty and brokerage fees, less standing rigging. Standing rigging is \$89.70, Labor in rigging is \$35. The boom with outhaul, pulley bails, less boom blocks to include Duty and brokerage fees is \$95.55. Boom blocks—\$37, Labor in rigging—\$15. The above prices do not include freight: I would make an estimate that to have the mast and boom shipped by Air would cost approximately \$50. The price of our present "E" spar less fittings is \$230: the full-up price with all fittings, standing rigging, spi halyards, and Labor is \$434.36. An "E" boom bare is \$55, with hardware depending on blocks—\$100. As you see, we are quite close on our cost comparison: in fact, the Aluminum spar appears to be a bit cheaper on the long haul.

We have talked about design and costs, we should now speak of advantages in such a spar. The Simplicity in rig will be great step forward: the F.D. type spreader, spar to shroud, will eliminate windage and simplify spar tune. The interior halyards will eliminate windage, cut down on foul ups and enhance the beauty of a clean spar.

As you have noticed, our mast slot at the deck extends into the cockpit with a removable gate. This gate will allow for a conventional method of stepping the spar; attaching side stays and placing the spar foot on step and walking up. With her light weight, the job of rigging is again simplified and made easier by the use of the through-deck stepped Aluminum spar.

The control that we gain with the through-deck stepped spar will facilitate in offering a greater range to one main sail. Without question, a fuller sail can be used on this spar in light wind. Yet, as the wind increases the spar can be bent sufficiently enough to flatten: without question, a proven fact, greater speeds in winds of 12 mile on up. To control the bend in the lower half on the spar, we intend to use multiple size blocks or wedges for chocking on the fore and aft side on the spar. We may find it necessary to rigidly pin the spar athwartships (experienced in the F.D. Class at present: light, whip-

ping spars have proven this necessary). By controlling the spar lower, we accomplish the effective use of the afore mentioned fuller sail. Another big factor is when sailing free legs of the course with the reacher set, the spar will stay positive fore and aft and not reverse its bend. The flat, revolving spars when set up for heavy air definitely bend back into the sail creating more draft and over powering the ship. The fact that the Aluminum spar will remain rigid will translate more instant drive into the boat without flexing: we may compare this with driving a nail with a rubber hammer.

The single spreaders, we feel, will afford the athwartships stability that we need. Some design work will be necessary in sail manufacture as we have in mind at present to eliminate forward jumpers above the forestay intersection.

In direct comparison of Aluminum to wood, there are a number of advantages of this design versus the wood swiveling. Possible the most important in favor of the Aluminum is the weight differential: The Aluminum has a full up weight of 45½ pounds—the wood spar in contrast averages 72 pounds.

This 26½ pound difference means a fantastic amount to the up-right stability of a Class "E" sloop. The Aluminum consistency of 45½ pounds is always guaranteed. I have known wood spars to be as light as 65 pounds and as heavy as 84, built identically with identical interior blocking. The consistency of the wood, the moisture factor are very, very cognizant in the manufacturing of a wood spar. It has further been proven to me that the lightest wood spars are not the best and in some cases have been out sailed by the heavier wood. Skippers would almost always know what changes to make to get certain bends year in and year out. When one eliminates guess work, he has a faster boat.

Availability may or may not be considered a point at this time. Our Company has been fortunate in obtaining excellent Spruce in what is considered a time of crisis with said lumber. As a matter of fact, a car is enroute at this writing. However, to obtain the better cuts of lumber and to maintain consistency in the grading of same, the price has tripled in the last two years. This has, to a degree, been effected in price hiked by most builders.

The Proctor spar that we would like to order is produced in England. I have not found an American manufacturer to offer the quality and price that we gain by going abroad.

To emphasize the above, the weight savings, the versatile mast flexing, the opening of the slot—main to jib relation, will all definitely improve our present "E" boat's speed through the water. All of the afore mentioned advantages except possibly the stepping of the spar are all directly responsible to boat speed.

In approving this experiment, with the possible adoption within Class Rules, would help in the modernization if for no other reason than the Aluminum material from which the spar is built. If then in future years higher aspect ratio, permanent backstays or what have you come about, our designed, herewith submitted, would lead more appropriately to these future developments.

We believe that the afore mentioned experiment will perpetuate the "E" sloop and add healthy, long years to her life. Therefore, we ask your acceptance of PROJECT PHANTOM.

Respectfully submitted,

Hartley B. Comfort
Bud Melges

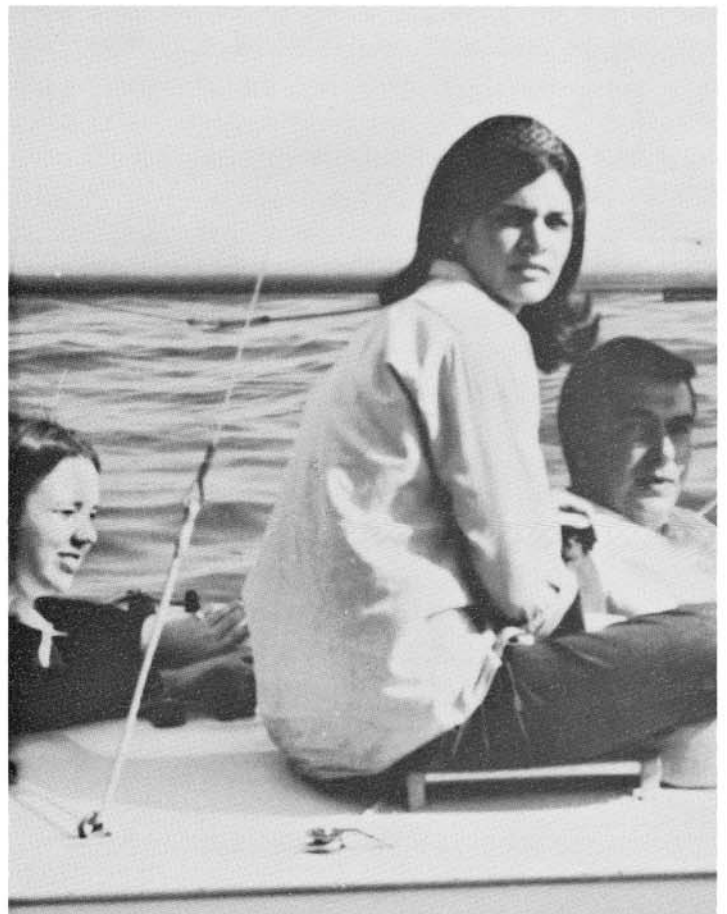
Columbia Sailing Club Easter E-Scow Invitational Regatta



"A mid-winter regatta in E-scows? You must be crazy — my boat is buried in two feet of snow! — South Carolina?? They may be big in magnolias and Muffins, Southern style, but what do they know about scows?" So went the comments of the unbelievers, who, as usual, missed history in the making as well as an exciting regatta.

We had everything: Boats—14 of them; sun—five hot days' worth; E-cake—local and imported; hiking out—mostly to leeward; stories—ask John Farwell about passing trailer tractors in the mountains, or Walt Smedley about whether a Ford station wagon will float; an old-fashioned oyster roast—only 13 wounds were reported; competition—only 2.3 points separated 2nd from 4th place; and most important, a true champion who earned three great firsts and a second.

The brilliant sun and fresh breeze that greeted us the first day on 20-mile long Lake Murray provided an unbelievable contrast to the raw northern countryside with four inches of wet snow we had left behind. But the heavy stuff didn't last for the racing, though the sun did. Typical of the lighter going was the last race. Defending a reasonably safe second place, your reporter was ready for the finish line when he worked past Jack Helms (3rd at the time by 4.3 points) and was threatening Terry Bischoff (5th by 7.7 points). But we had two tedious legs to go. Running aground in search of a whiff of air off the trees we lost Jack Helms. That's o.k., we said, but wait a minute! Look at that Bischoff sneak past Joe Boland! Yes, that's right, if Terry finishes first and we fourth, he picks up 8 points on us and vaults from 5th to 2nd! Our last hope was extinguished when Terry got the gun with four minutes to go on the time limit.



The Joe Bolands from Pine Lake with the Gordie Bowers as crew showed us all the handsome transom of their brand new Johnson. Their firsts in the first three races were earned in close competition, but were nonetheless impressive. Terry Bischoff from Pewaukee pulled a brilliant first out of that last race to add to two thirds and a seventh, ranking second overall. Third was relegated to the Commodore with a second, a third and two fourths. Jack Helms, Columbia, took maximum advantage of his local knowledge to place consistently well in his fiberglass scow: a 2nd, a 3rd, a 4th and a 5th earning him a solid fourth place. Fifth was Columbia's Phil McLain, whose old boat reminded us of Ed Thiele's without the teeth. David Langworthy, Little Egg Harbor, completed the group who shared the hardware.

Much credit is due Hal Flinsch and Jim Weston for inaugurating the first Easter E-scow Regatta. Lake Murray is beautiful and large enough for ideal E-scow sailing. Though the Columbia Sailing Club is relatively new, their Race Committee was unusually competent and their management of racing details reflected the background of their two elder citizens, Dr. Harold Flinsch and George V. Sumner, who learned scow sailing in the Wisconsin and Minnesota lakes. We all owe this gay group many thanks for starting us on a mid-winter schedule which is bound to grow, to the delight of all E-scow sailors.



The Commodore Comments:

Sure, I always look through the NCESA Reporter as soon as the mailman brings it. They should publish it more often.

Yes, I agree there's more activity now in E-scows, and next winter I'm going to have a try at that Southern sun, fun and hardware. Maybe, even, a winter vacation will soften up the keeper of the purse enough to sneak in one of those new big chutes!

But what do they think they're doing with this experimental rule? Don't they know they'll obsolete the class in one fell swoop? I'm going to have to drop in at the Chicago Yacht Club for the Spring Meeting and tell them a thing or two! After all, I've got a sizeable investment to protect!

Dues? Oh yes, I guess I ought to join, but ten dollar bills don't grow on trees. They got NCESA started without me, didn't they? And there will be Reporters and Regattas and Meetings and Rules Committees whether I belong or not.

If you're lucky, mister, there may be. But even so, you're missing the greatest satisfaction of all—that of *participating* in something you really believe in, of pulling your own oar for all you're worth. Just as it's more fun to be in that scow as it peels off across a fresh breeze than to listen to someone else tell about it, just as there is more satisfaction in really hiking to windward with all your strength than just to pretend to do so, so it is with your NCESA.

Your officers and directors are striving to give you plenty of value for your dues dollar, and with luck and inspiration they will be successful. But the value of NCESA to you is measured as much by what you put in as by what you get out. Get your full share of value by sending in your dues now, and by signing up your crew and also your competitors.

Pull your own oar, and pull it with a will!

Final Position	Skipper	Race Position				Total Points
		1st	2nd	3rd	4th	
1.	Boland	1	1	1	2	3
2.	Bischoff	3	3	7	1	24.4
3.	Smedley	4	2	3	4	24.7
4.	Helms	5	4	2	3	26.7
5.	McLain	2	5	5	6	34.7
6.	Langworthy	7	6	4	9	47.7
7.	Jones	DNF	8	6	5	57.7
8.	Farwell (Geneva)	6	7	8	DNF	59.7
9.	Sumner	10	9	10	7	60.0
10.T	Galloway	9	DNF	12	11	71
10.T	Kirkpatrick	12	11	11	13	71
12.T	Flinsch	13	DNF	14	8	74
12.T	Simons	DSQ	10	9	10	74
14.	Langley	11	DNF	13	12	75
15.	Blais (Muskegon)	8	DNF	DNF	DNF	77

General Membership Discussion at Chicago Meeting as recorded by Sec. Treasurer Nat Robbins Jr.

1. Jacques Chatain – “Further development should be allowed; higher aspect ratio and trapezes would be an intriguing possibility.
2. John Sangmeister – “We can develop the under water surfaces (rudders and bilge boards) and make the boat lighter. We should make them lighter. Speed could be improved by changing the shape of the boards. An experiment should be allowed to determine what could be done.
3. Bud Melges – “Are you sure that the boards are responsible for the improved performance of your boat, John? The point being made is that we should allow much more experimentation or none.
4. John Sangemeister – “Experiments should be limited to practical ideas which if good will be acceptable.
5. Bill Benson – “John, is tow in angle critical?” John answers, “Yes.” Bill asks “should tow in be in or out?” No answer given.
6. Joe Boland – “We must be careful to control experimentation because too revolutionary a change would discourage owners because so many boats would be obsolete. Do we want the fastest boat or good competition? We should consider promotion and how we can get more sailors to purchase our boats.
7. Walter Smedley – “What direction do we want this class experimentation to go?
8. Ted Brennan – wants to get rid of the back stays.
9. Mike Meyer – wants a higher aspect ratio.
10. Terry Bischoff – asks if we want more speed why not go back to the variable crew size? The Class C boats are asking to omit the maximum crew weight. Others agree that a minimum weight might be more appropriate.
11. Walter Smedley asked Iver Johnson if we will ever go to a fiber glass boat. Iver says not until someone comes up with a faster fiber glass boat. Bud Melges says a fiber glass boat can be as fast if it is light and rigid but no one will tool up a mold until it is proven to stay modern for a few years. Walter argued that a fixed mold would be advantageous.
12. Terry Bischoff asked “can we eliminate the limits on the number of sails?” A number of pros and cons on the merit of that rule were then discussed.
13. Brad Robinson points out that there is no problem on measuring, only the problem of administration of labels, collecting money, registration fee and records. The class needs direction.
14. Hartley Comfort states that we all really deep down want a boat which will be faster than any other. This is what we should point toward.

There were no final conclusions of these discussions and they are on the record as of this moment.

