# NCESA REPORTER

LATE SPRING VOL.2 NO.2

## THIS ISSUE

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# OFFICIAL BUSINESS

Capsule Report on the NCESA Directors Meeting,
January 20, 1966

Eight of the nine directors and many Committee Chairmen and members put aside business and personal commitments to join Commodore Smedley for a full day's discussion at the New York Yacht Club. In very brief form, here is what transpired. If you would like more detail on any subject, contact Secretary Nat Robbins.

1) Universal boat numbering was discussed and then handed to the Regatta Committee. Chances are this will not come to pass.

2) The NCESA Regatta subsidy was limited to 25% of yearly dues, but the exact amount depends on action by the board.

3) The official "Advisory Committee" now consists of only two members, and they feel the constitutional power is excessive. The Judiciary Committee will explore and report.

4) The 1966 budget was proposed and accepted. It involves a break-even plan of income and expenses at $2,250.

5) The Publication Committee received a bouquet for the REPORTER. There was some hope that costs could be held down without sacrificing our fantastic quality.

6) The Membership Committee reported an aggressive and sensible program.

7) The Judiciary Committee reported on a number of recommended changes in the by-laws which will be studied by the board and reported to the membership separately.

8) THE 1966 REGATTA WILL BE AT LAKE MINNETONKA ON SEPTEMBER 8, 9, AND 10. In 1967 — Torch Lake, Michigan, and in 1968 — Lake Chautauqua, New York.

9) There will be 5 races at Minnetonka, with Saturday afternoon left open for make-up races. The banquet will be Friday evening.

10) There was considerable discussion about crew weight versus the same number of crew members for the 1966 Regatta (see the Commodore's special message in this issue).

11) The Rules Committee reported that they are attempting to gain complete agreement with the ILYA rule changes on such questions as jib luff wire, dimensions on the splash rub rail, etc.

12) On the social side, a testimonial dinner to retiring Commodore Meyer was a smash!

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Capsule Report on the NCESA Directors Meeting
April 20, 1966

A full slate of Officers and Directors held an afternoon meeting at the Chicago Yacht Club and were later joined for cocktails and dinner by approximately forty interested sailors and their wives. The dinner was highlighted by a free-wheeling report on the ONE OF A KIND Regatta. Chief spokesmen were Publisher Knowles Pitman and Editor Bruce Kirby of One Design Yachtsman and Mike Meyer, Bob Pegel and Dick Sawyer.

Main points of the afternoon meeting were:

1. The crew weight problem still presents the most difficult area to resolve. A ballot (enclosed with this issue) will either sustain or reject the board's proposed new bylaw change.

2. A motion was seconded that NCESA adopt the new IYRU scoring system as modified by the ILYA.

3. The duties and responsibilities of the Judicial Committee were defined in detail.

4. The Regatta Committee are studying the Yacht numbering system.

5. Procedure for amendment changes will be voted on at the Minnetonka Regatta Meeting.

6. The Annual Regatta was established as the cut-off date for active memberships.

7. Measurement procedures are being studied by Brad Robinson to establish workable, uniform standards which can be turned over to the host club prior to the National Regatta.

Mr. Nat. Robbins, Jr., Secretary
National Class E Scow Association

Dear Sir:

I've trying to think of ways to increase the enthusiasm in our E Scow fleet. We have 6 scows in our fleet and there are many more in the Colorado area. I believe that there are a couple things that might help.

1. A closer association with the National organization. I would like to obtain for my boat a Class E sail insignia. Do you issue these, if so please send a pair for my main and bill me for them. I'll use them to get others to join.

2. Would you have any movies of E Scow activity that you could send to us for our meetings? If so what is the procedure?

Yours truly,

F. A. Shedd
Fleet Captain
Denver, Colorado

Dear Mr. Shedd:

. . . I am turning your letter over to Mr. Hartley Comfort because of your thoughts, and also I want our Commodore Walter Smedley to see your note. Hartley is responsible for our membership effort and would be able to help you. I, however, will see that you receive a pair of Class E sailing insignia.

In regard to movies, I only know of one or two that might be worth while for you. John Biddle took some movies of the Mallory Cup finals on Lake Mendota when Bud Melges won his second championship. John advertises his movies in Yachting magazine and perhaps you could contact him directly. By copy of this letter to Walter Smedley perhaps he can line up some other movies that he has heard of that I am not familiar with.

If there is anything more we can do, please be sure to let us know.

Sincerely yours,

Nathaniel Robbins, Jr.

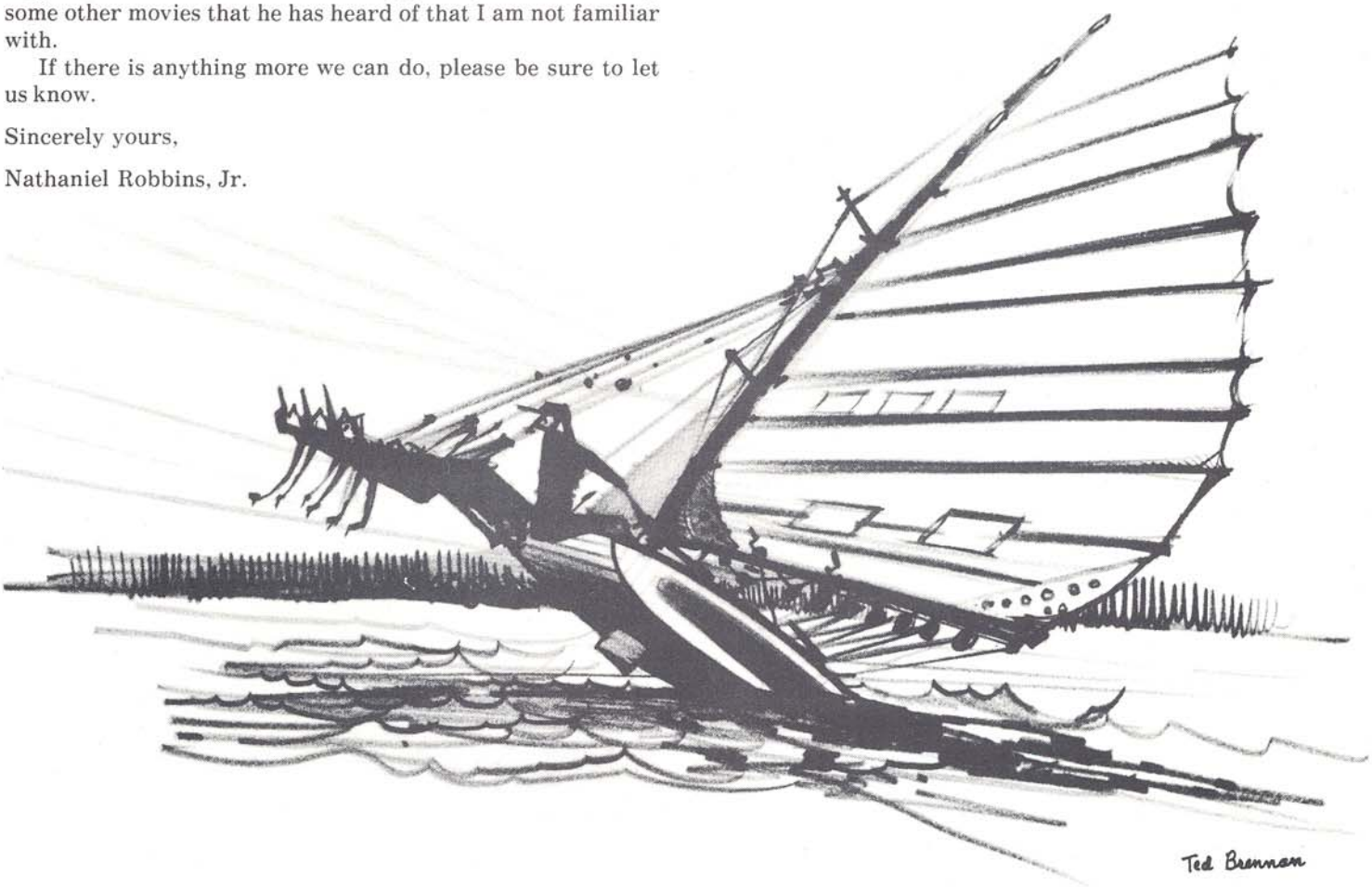
# The Protest Corner

Dear Editor:

I believe that E sailors are missing the point on why the E Scow is not "keeping pace with the current boom in sailboats." A review of letters in the Protest Corner gives the impression that there is a widespread feeling that the E Scow is an inadequate performer in modern times. Anyone who has ever sailed an E on a good planning reach knows that the class is an excellent performer. I cannot believe that the classes popularity will suddenly become boundless if we make it the hottest thing afloat by reducing weight to 500 lbs., add transverse battens and hang two crewmen on a trapeze. We may get some new faces, but we would lose many who appreciated the solid "old style" E boat. This is not to suggest that the gradual evolution we have had over the past forty years should not continue.

I suggest that a problem does exist, but that it lies in the realm of promotion rather than performance of the boat itself. The class has simply had too little exposure to the non-scow sailing world.

Continued →



I also must question the premise that there is a boom in sailcraft relative to "stinkpots." In particular I doubt that there is a boom in sales of high-performance sailboats. Of the approximately 170 "centerboard monohulls" listed in the January issue of "One Design and Offshore Yachtsman" one-third are in the non-sailboard 12-15 foot size range. Only four are 24 foot or larger, including the A and E Scows. Of the 24 multi-hulls listed only six have over 100 boats in the USA. Of these six only three could possibly be labeled as high-performance. The point is that the so-called boom in sailboats is not in high-performance models. (As an aside — in ODY most of the catamarans are listed for daysailing as well as racing. All of the Scows are listed as racing only. This hurts our image as well as being inaccurate.)

I would guess that most E Scow owners started sailing in other classes, unless their fathers sailed E Scows before them. The situation closely parallels the light aircraft industry — ie., you sell more light twins if you also produce smaller, less expensive and less complicated models. This is why promotion of M-16's, M-20's and C Scows is important to E sailors. Our future growth will be largely drawn from the other scow classes.

If we hope to significantly speed the growth of the E Class we must increase exposure in non-scow areas. Builders can help by national advertising of any and all scow classes — particularly those constructed of fiberglass. (There is high initial resistance to wood boats in many non-scow areas.) The real promotional task is up to the sailors themselves. Each E Scow sailor can help by attending at least one open class type regatta next summer. If you can get enough friends to go to qualify as a trophy class all the better. If not, go alone. In either case your purpose should be to demonstrate the scow type to sailors not familiar with these fine boats. Many excellent sailors across the country have never seen a Scow in action. This is our own fault — we have been much too clannish. I would urge all Scow sailors (especially if they are already planning a trip out of Scow country to visit Aunt Mary) to check the open regatta schedule to see if it is possible to attend one. In all probability you will have no one to race — but you will help provide some much needed exposure for the Scow type.

The best salesman is the satisfied customer, and I for one am satisfied that the E Scow is the best high-performance sailboat for semi-protected waters available on the market today. I hope all other NCESA members feel the same way.

Very truly yours,

Robert C. Summers
14 Carlton Road
Hutchinson, Kansas

The Reporter says:
Well said!

Editors note: A few years ago Ted Brennan and I did a piece for One Design Yachtsman called How Now Brown Scow. It provoked one delightful letter from a kindred soul who worked for Lowell North and owned an old E with 5 others in San Diego. Incidentally, he thought it should be used as a Planter! We think there are 2 E's in Dallas. There are 6 in Denver and one at least in Hutchinson. Let's get a census on the outlander E population. Let's get all these people signed up. Seems to us they'd get a great charge out of Minnetonka and the other glories of NCESA membership.

The NCESA REPORTER

# 1966

CALENDAR OF E REGATTAS

| | |
|---|---|
| EASTERN FLEETS | |
| Toms River - Barnegat Bay | July 30-31 |
| Eastern Class E Sloop Regatta, Lake Hopatcong. | Aug. 4-5-6 |
| Little Egg Harbor - Annual Regatta (open) | Aug. 13-14 |
| WESTERN MICHIGAN | |
| Annual Muskegon E Boat Invitational | July 16-17 |
| Western Michigan Regatta - Crystal Lake | Aug. 5-6-7 |
| ILYA | |
| ILYA Invitational - Lake Geneva | July 15-16-17 |
| ILYA Championship Regatta - Winnebago (Oshkosh) | Aug. 22-27 |
| 8th Annual *National* Class E Regatta - Lake Minnetonka, Minnesota | Sept. 8-9-10 |

# the HOT LINE

While this Mod Mag isn't set up as a poop sheet, we are sometimes inclined to pass along certain news items of more than passing interest. Take note: Several E sailors who forsook the Ski for the Sea not only enjoyed warm salty air but distinguished themselves in some pretty stiff sailing competition.

1) Bud Melges, 1965 E National Champion, returned to Olympic love, the Flying Dutchman, long enough to cop the prize at the Midwinter Regatta with Bill Bentsen back on the trapeze — and in a borrowed boat to boot.

2) The same Bentsen skipped Don Quixote, a classic A scow from Lake Geneva, to an impressive elapsed time victory in Yachting's one-of-a-kind showdown. The big ferocious Cats were just purring as Bill, with a sharp crew, poured it on — 4 wins in 5 starts.

3) Jane and Bob Pegel slipped easily into the M-20 (in which Jane won the Adams cup in 1964) to win the Midwinters.

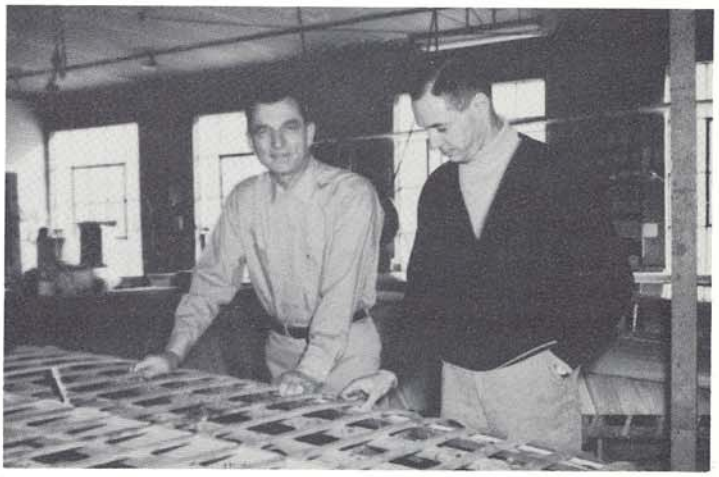
4) Jane won the big DN ice boat business too.

5) And our sorely missed Pine Lake friend who had such a fine touch with an E, twice champeen Gordie Lindemann, won the 5.5 Johnson Cup in Nassau.

Have we missed anybody?

# SPRING BOAT CARE

BY IVER JOHNSON



Well-known and popular head of Johnson Boat Works, White Bear Lake, Minnesota; designers and builders of inland sailing craft since 1896.

With the racing season just around the corner, some of the sailors are anxious to start on their boats and get them ready for the sailing season. It is a little early but there are some things you can do now.

1. Get the spars out and check all rigging. Be sure to watch for any broken strands. Check swaged fittings; if the wire has been bent at the swage, chances are that if this wire is straightened, it will fracture and may break during the sailing season. It should therefore be replaced. Put some penetrating oil in the turnbuckles. Replace safety wires and cotter pins. After you have thoroughly checked over the mast, sand it and give it a coat of good spar varnish.

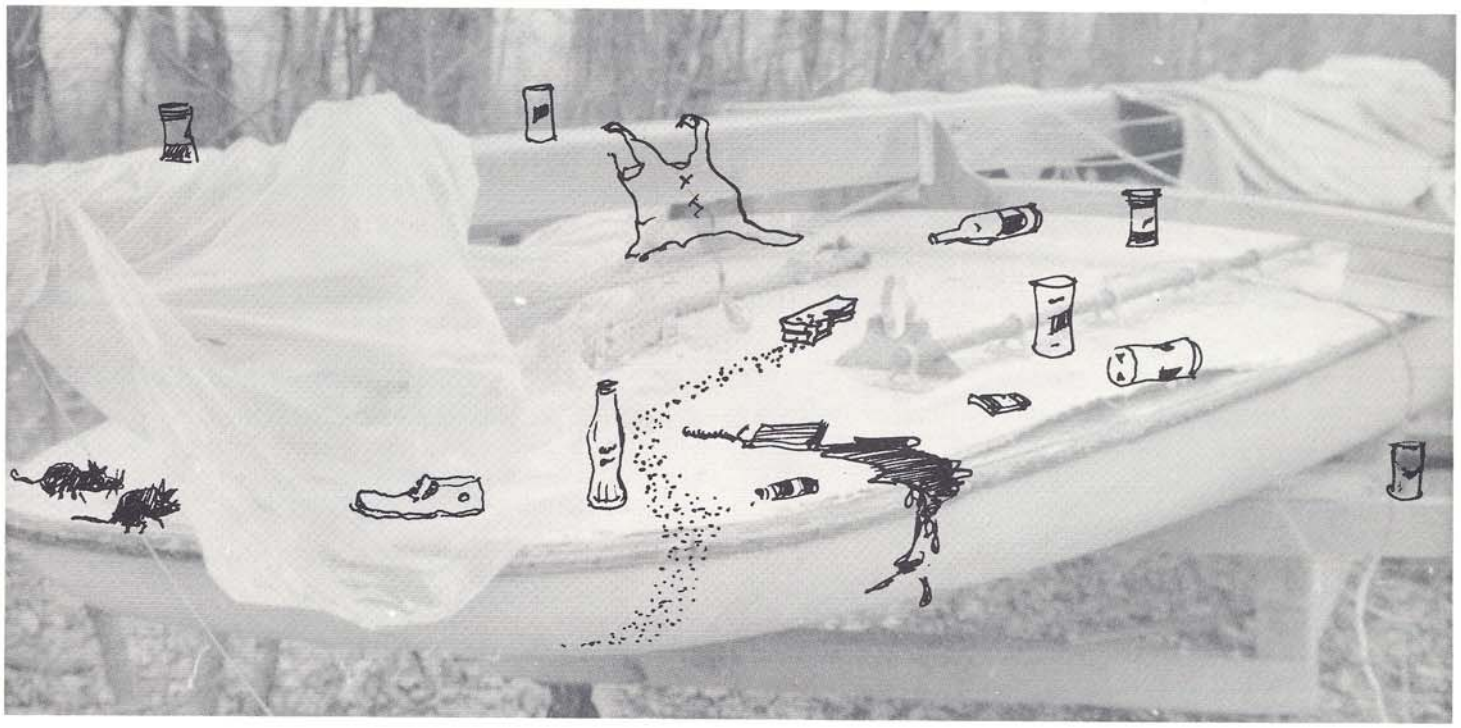
2. Check the bilge boards. Put a straight edge on them to see if they are straight. Grind off any nicks which may have resulted from hitting the bottom or rocks the previous year. To check the rudders, put tillers in the normal position and with a ruler measure between the bottom leading edge and the bottom trailing edge to see that they are parallel. Polish if necessary.

3. Check all lines and running rigging. Replace if necessary.

4. Examine the hull carefully for any scratches or gouges. With all of the epoxies on the market today, it is possible to mix a little epoxy with some whiting and enough yellow ochre to match the color of the planking. Using this mixture as a putty, fill in any deep scratches or gouges. After this has hardened, sand smooth and give these spots a coat or two of varnish. This saves giving the entire hull two or more coats when it isn't necessary. Now see to it that the boat is washed off with a detergent to remove any water marks, stains, or foreign material which has accumulated over the winter. Sand the entire hull with 100 grit sandpaper. Then go over it again with 180 grit paper to get it really smooth. Next clean the hull with a vacuum cleaner. Be sure to get all the dust away from the molding and board boxes. Then wipe with a tac rag. You are ready to apply a coat of any good spar varnish. Chances are that if your boat has been well kept up, only one coat will be necessary. If you find you want to give it a second coat, sand between coats. For an extra good finish, after the varnish hardens thoroughly in from three to four weeks, wet sand the hull with 350-400 wet-or-dry paper. This makes a perfect finish.

5. Deck. After all of the trim such as molding, coaming, etc. has been varnished; examine the deck to see if it needs a coat of paint. If so, be sure to thin the paint out with turpentine and give it a light coat of paint. I emphasize light coat because when there is a build up of thick paint on the deck, it has a tendency to crack. If the deck is in good shape, skip a year and paint only when necessary.

Now you have your boat ready to go and I hope you have a good sailing season.



# WORKING SAILS

## HOW TO SET AND TRIM FOR SPEED

BY MEL JONES

ABOUT THE AUTHOR: Mel Jones' first scow was a Class B in 1920, and his second was an A in 1923! The big boat remains his first love, but he skips and crews on E's to keep in close touch.

Mel's key ambition in life had been to become an aeronautical engineer, but in 1911 when he saw his first air show, there were really no major opportunities in this field, so he worked on automobiles instead! Later he drifted into sail making to help out Harry Nye one summer, then joined the Joys brothers in 1948. Mel has had his own loft for 10 years, and his sails have powered E champions (and other scows) ever since.

Working Sails
How to Set and Trim for Speed

Let's start by recognizing that sailboat racing is not a scientific activity, but a practical one. Set up your boat so that it goes fast. Worry about the reasons at the bar or at the end of the season.

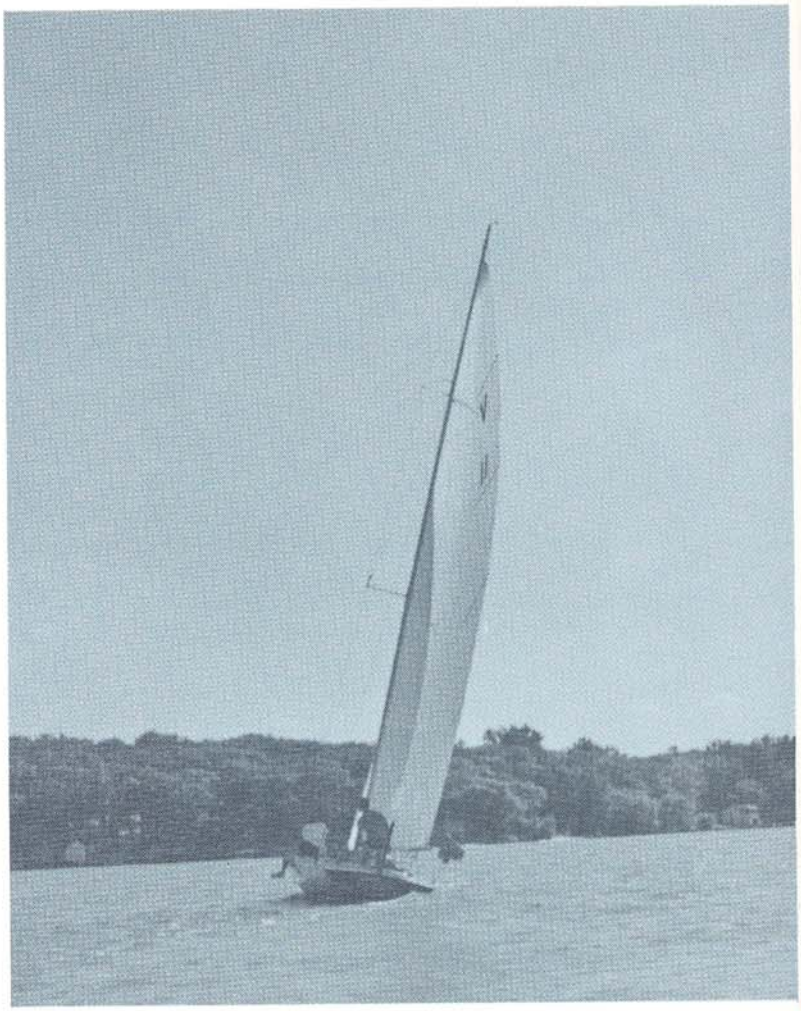
But let's also bear in mind that the successful skippers occupy that enviable position largely because they attend to a host of details before and during the race. While watching one design class championship series where all of the contestants are experts, it is obvious when one skipper sails away from the fleet that he has set his boat better for the conditions than have his competitors.

There are many adjustments that control the performance of a sailing yacht. They will be easier to understand if we group them. Starting with the mainsail we quickly find that the tension applied along the luff and foot is critical.

The greater the tension along the luff, the further forward the "draft" (actually the point of deepest draft) will be moved. Conversely, the less the tension, the further aft the draft moves. There is a resultant of these changes that needs to be kept in mind. As the draft is moved forward, the leech will become freer. If the draft is moved aft, the leech becomes tigther. It is important to balance all of the changes to suit the external conditions of course, wind, and sea, and the internal factors of mainsail shape, mast curvature, weight of crew, and the efficiency of the boat's tuning.

Other factors involved in the proper setting of the mainsail are jumper stay tension, shroud tautness, backstay tightness, degree of mast rotation, thrust forward from the boom, mainsheet trim and traveler setting. Further, the shape of the mainsail may not match the bending characteristics of the mast.

Now you have a project. You talk to the experts and find that there is no agreement among them. You try tuning on your own. Likely as not, the results are unfortunate. Then you watch the settings used by the leaders in your class, especially those who are consistent. This is not a sure way because of the great number of variables. But, as you learn to bracket the results of the changes, you will be making progress. One of the primary rules of tuning is to make only one change at a time. Test the results thoroughly and, if unsatisfactory, return to the original setting. Later, after other successful adjustments, you may find that the earlier trial is now satisfactory. Keep well in mind that every change will affect other factors. Tuning is a never ending process.



These two photos of Herman Nunnemacher's
the Yacht fast, but with

It is generally accepted that the location of maximum draft ought to fall between 35 and 45 per cent (of the chord) aft of the luff of the mainsail. When the luff tension remains fixed, but the mast bends, the position of the draft will move aft.

1964 ILYA Class A Champion illustrate a mainsail with ample draft to drive a free leech section that has minimum drag and heeling moment.

Usually the leech will slacken too. Generally, but depending upon the design of the mainsail, the luff tension will need to be increased as the mast bends. Draft control rings, worked a few inches above the tack, will extend the effective range of the sail into higher wind velocities.

Select one factor at a time, and check the results while sailing under normal conditions. Until you have seen the changes that result, and can recognize them, you will be working in the dark. Thus, time at the tiller is all-important.

The control of the mainsail foot is straightforward. The more the clew is hauled aft, the flatter the sail becomes and the freer the leech. Conversely, to increase the draft, allow the clew to move forward.

Now, if you think that the correct tension along the foot of the mainsail is not critical, consider the importance that you place upon the proper fore and aft location of the jib sheet lead. You carefully balance the loading along the leech and the foot to gain optimum efficiency from the sail. Further, your reacher and parachute react in the same way. In summary, all sails call for a suitable balance between the trim along the leech and the foot.

Roughly, to windward the draft needs to be well forward and the leech free. On a reach it is better to have the draft further aft, deeper, and the leech tighter. On a run, even more

so. The setting always depends upon the conditions. This is the reason that it is so important to understand the various adjustments if you are going to be successful. Even though you do not make the desired changes, someone in the fleet will do so, and profit thereby.

The most complex factor in the setting of sails is the athwartships location of the mainsheet blocks. The "Rule of Thumb" is simple. Keep the boom trimmed as close in as you can and still have the boat foot fast and point high.

A number of facts may be established. Trimming too close in causes a greater angle between the wind and the sail, thus making a larger drag angle and area of the aft part of the sail. The harder the main is trimmed, the greater the effect. If this is excessive, the boat will heel more than is desirable. This combination requires an adept skipper to prevent stalling.

Conversely, the further out the main is trimmed, the less the drag area and angle, hence less heeling. This makes the boat sail fast and be easy to steer. So, a balance between the two extremes must be sought. The factors involved are wind strength, waves, course, etc. Because of all these variables, it is not possible to set hard and fast rules. The skipper with adjustable travelers will do well to mark the position that he has found to be best, and then test in or out for the existing circumstances. When uncertain, use the normal. You will then be better able to concentrate on racing the boat.

The jib adjustments are identical to those for the mainsail in principle, only much more critical and important to the yacht's results. For most classes it seems best to have the draft relatively further forward, and the leech freer. The luff of the jib reacts to its control in the same way as for the main, but the degree of adjustment is far more exacting.

Jibs are the most critical sail on any size of yacht. Be sure that you have a good one if you intend to be among the prize winners.

The athwartships location of the jib sheet lead is readily found after the mainsail settings have been established. Carry the leads as close in as you can without upsetting the boat's performance. Try in too close first, then out too far, and rapidly work toward the optimum placement.

The fore and aft location requires closer study. As before, try too far aft and then too far forward until you are satisfied. The results of minor changes are difficult to determine. It takes time, usually against another boat. Remember to reset your jib for changes in wind strength and course, same as for the mainsail. You will find it rewarding.

There are important gains to be realized by having fittings that will permit you to make the desired adjustments when you want them, not just when the fitting will tolerate the change. The necessary mental effort to recognize what is wanted, and the initiative to do it, are the crux of accomplishment.

Dacron and nylon sails require a minimum of care. They should not be allowed to shake unnecessarily at the mooring. When the wind is really strong, you might try going out with mainsail alone. Run off momentarily while setting the jib, and you will save many broken battens and torn pockets.

The synthetics should not be exposed to sunlight any longer than is necessary, especially nylon. Don't leave your spinnakers on the lawn all day. Heat is also harmful. Automobile trunks are serious offenders during hot summer weather. Some dacrons will turn yellow under these conditions. During the winter store in a cool place. The usual living quarters are too warm. Be especially careful to avoid grease and oil. The stains are almost impossible to remove.

Sailing calls for many attributes, and successful racing for many more. Knowledge, imagination, and initiative are essential. Likewise, attention to detail and tenacious efforts for boat speed. There are so many possible combinations that yacht racing is not likely to become a routine activity for anyone . . . after 45 years, it is still incredibly intriguing and exciting.

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:
Staff Publisher, Ted Brennan; Chairman, Editorial Board, Wm. Bentsen; Managing Editor, George Eddy.

Reporter appreciation to: The cooperative contributors to this issue. Howard "Bud" Knight for continuing assistance in final layout. Chicago Repro-Print for printing and Typecrafters for new tying method.

SUPPORT THE NCESA by sending $10.00 dues to: Nat Robbins, Jr.; Sec.-Treas.
5023 Wooddale Lane - Minneapolis, Minn. 55424

JOIN THE NCESA NOW Support a Great Yachting Association Become a subscriber to the REPORTER free

The Commodore Comments:

# A TIME FOR DECISION

by Walter Smedley

The establishment of a National Association to handle E-scow affairs has been an ambitious undertaking. We have been successful thus far because we provide something for E-scow owners which they didn't have before. Whether the emphasis be on intersectional competition and exchange of information, concentration on E-scow affairs exclusively, the voice of an individual member in the affairs of the Association through his vote, or something else, it is this concept of added value which makes NCESA worth the cost.

Cost can be measured in various terms: money, effort, the subordination of one's personal desires for the good of the whole, to name a few. In this spring of 1966, the start of our eighth season, each member has an opportunity to shoulder his personal share of this "cost" by facing a difficult problem squarely and making a decision in the best interests of E-scow sailing and the NCESA. We must resolve the crew weight problem.

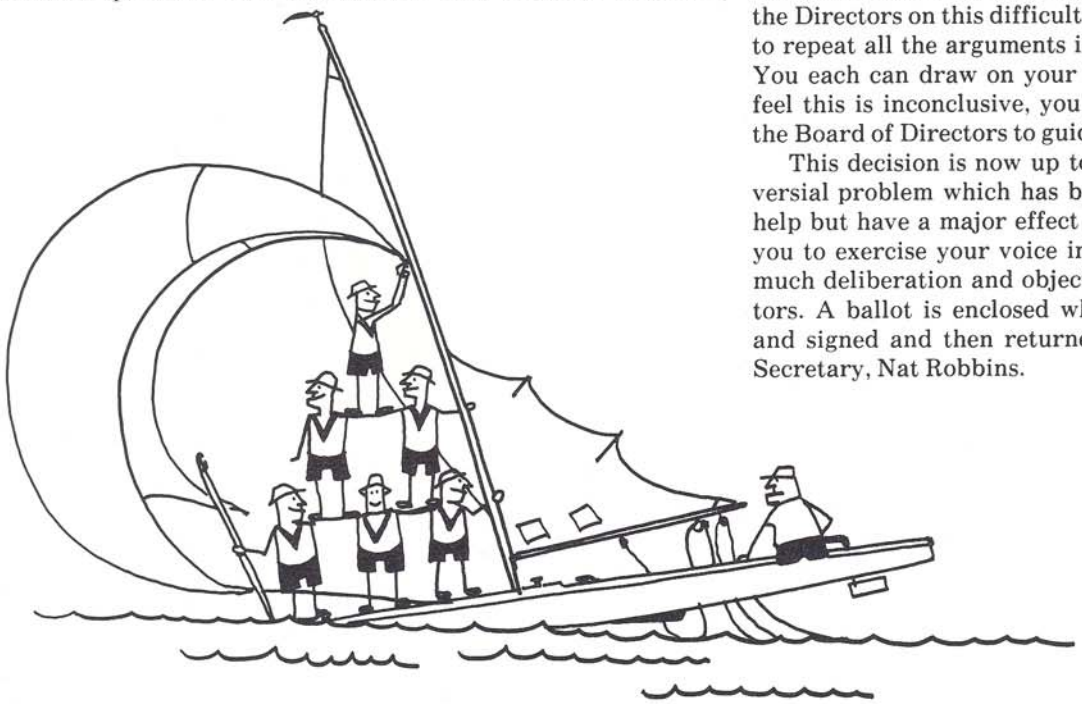
From our first discussions at the original National Regatta at Chautauqua in 1959, the question of the crew weight rule provided a problem which had no ready solution. This was further apparent when the formal Constitution and By-Laws were drawn up in New York in January 1964. Feeling ran as high for a change to the ILYA concept of variable crew under a maximum weight limit as for the opposite concept of fixed crew for any given regatta. With so much else to decide in the January 1964 meeting, it was agreed to set aside this crew weight decision for two years, using the intervening time to obtain experience with the variable crew concept. The By-Laws specifically state that the Directors were to recommend a crew weight rule at their January 1966 meeting for adoption by the members.

This crew weight rule received most thorough consideration in January 1966 by the whole Board of Directors as well as the Regatta Committee. With the weight of seven years' experience bearing on the discussion, it was apparent that strong proponents of both concepts still existed. Unfortunately, like the fork in the road down one of which branches one must travel unless one is to stop entirely or split in two, we must adopt either the variable or the fixed crew weight concept. We can't have both.

The air was cleared at the New York meeting by Mike Meyer's suggestion, which ultimately formed the basis of the proposed new rule, that the only limit on crew be that a given Regatta be sailed by the same crew members throughout. This proposal received approval by a 5-2 vote of the Directors. Again, at the April Board meeting in Chicago, a thorough discussion of this subject took place. Again the vote of the Directors approved this proposal by a 4-1 count. The two meetings provided an opportunity for all nine Directors to express themselves, and the combined opinion is 7 to 2 in favor of this fixed crew concept.

Now as the By-Laws prescribe and in accordance with one of the basic principles of NCESA that each member has a voice in important decisions, each of you regular members is being asked to record your approval or disapproval of the recommendation so carefully and deliberately prepared by the Directors on this difficult question. It would be redundant to repeat all the arguments in favor of one side or the other. You each can draw on your own experience, and where you feel this is inconclusive, you have the considered opinion of the Board of Directors to guide you.

This decision is now up to you. Your vote on this controversial problem which has been with us from the start can't help but have a major effect on the future of NCESA. I urge you to exercise your voice in the affairs of NCESA with as much deliberation and objectivity as did each of your Directors. A ballot is enclosed which should be suitably marked and signed and then returned by the close of voting to the Secretary, Nat Robbins.



# REACHING WITH REACHERS

HELPFUL NUGGETS
gathered by
Bill Bentsen
chairman of the Editorial Board

Reaching with reachers is a part of sailing that is hard to do really well, which in itself is a hopeful thought — if so few people do it well, then there's plenty of opportunity and reward for those who study and practice and improve!

The first question is really when the reacher should be used at all. This depends on the angle of the true wind to the course, how hard the wind is blowing, and length of the leg. Sometimes the decision is easy — if it's a very close reach and blowing like crazy, the reacher will pay off only if kept in the bag. Or, in a light breeze with a broad reach, set your chute. (Drifters are another story.)

But it's the in-between times that make life difficult. If you're not the first boat around, maybe you can just follow the leaders — watch to see how well their reachers pay. But if you're not sure, keep these ideas in mind:

1. In very strong winds, and in light winds (but not drifting conditions), boatspeed is relatively high for the wind available. This makes the apparent wind shift the most at these times. Thus in a good breeze remember that the wind will swing forward quite a bit when you round the weather mark, and you may not be able to carry the reacher. The same influence is important in light air, when you're trying to decide between a chute and a reacher. It could be that you'll get going faster with the reacher, unless it's really quite a broad reach (nearly a run).

2. A short leg (on a small lake, for example) in a good breeze may go faster if you don't set the reacher even when it could be carried. If you have a cracker-jack crew, this won't be a problem. Otherwise, the time required to set and douse the sail may cost more boatlengths than it's worth.

3. In a drifter, use the reacher if in doubt. The chute may be hard to fill, or it may fill only if you don't heel the boat at all (which would cause the luff to fall in). So the reacher will pay because it allows you to get some extra sail power, and still be able to heel the boat. Reducing the wetted surface of the hull pays considerably in light-light conditions.

Question #2 is how to set and douse the reacher; there are several systems, depending on whether you have a symmetrical (easy-jibe) or the traditional reacher (more area, harder to jibe), and on the rig of your particular boat. Here's George Eddy's system, used with a "wrap-around" sheet-guy arrangement for both chute and reacher, and with the traditional reacher.

We have two systems for handling the reacher. The *organized* for flying this beauty under relaxed conditions and the *improvised* for fighting this beast in condition RED. During these times of quasi-controlled chaos, we get it up someway and fly it somehow — eventually. Let's confine this discussion to the former where we think we know what we're doing!

Our light-sail set up is this: wrap-around sheet/guy, one pole in the cockpit, two extra lines — coiled and hooked under the deck, the chute in one basket and the reacher (non-symmetrical) in another.

Assume a gold cup course with a likelihood of the second leg a starboard reach. The wrap-arounds are hooked together and remain fastened while flying the sail. The port line will be used as the sheet. To prepare, this is fed around the aft block and cleated amid-ship. The starboard line is also fed to the aft block and cleated with slack. The fittings are positioned between the back stay and the side stay on the port side.

One of the separate lines is uncoiled for use as the guy. The pole is on the starboard side of the cockpit. The guy is connected to the pole, led aft around the starboard side stay and secured to the jam cleat at a pre-marked position that would allow the pole to rest against the jib stay when the reacher is up. All of this has been done before the start.

As we approach the top mark on starboard (we hope), the port halyard is attached, the pole is pushed forward along the deck and connected to the spar. As we round, the reacher is hoisted, the foredeck man walks the tack up under the jib and connects it to the guy fitting (which is in the pole). This is a fairly standard technique.

Our routine for jibing is not original either — sort of a "modified Melges" — but it may be new and interesting to some of you. It goes like this: The foredeck man uncleats the guy and keeps it taut. As he walks forward, he holds onto the pole and acts briefly as a "living guy." When my wife does this role, she's a (you guessed it) "living doll."

Now he throws the guy into the water on the port side. It is picked up and cleated. Just before jibing, we head downwind and the foredeck man releases the pole from the spar. Facing aft at the bow, sort of straddling the forestay, he holds the pole straight up in the air. Since the guy is cleated, it gives him something to pull against for balance.

At the instant of jibing, the port wrap-around (old sheet) is released, and the starboard wrap-around (to be the new sheet) is hauled in as fast as possible. Thus the clew of the reacher is pulled around between the free pole and the

When we strike, the tack is released from the guy and the sail taken in to leeward. The wraparounds stay fastened together for the next use.

Any questions??

An interesting development in recent years has been the symmetrical reacher. Jane Pegel describes its advantages:

The symmetrical double-luff reacher is just that: either luff can go forward. We trim it to a point about a foot ahead of the back-stay. The pole attaches to the mast so that it angles down at the forward end to put tension on the luff. The hand that tends the sheet does so just as with any other

reacher — ease as much as possible without luffing. The jibing maneuver is just like that used with a chute.

We've been using this type of reacher since 1963. In fact, we're still using the original one. The prime reason we adopted it was the convenience with which it can be jibed. But we promised ourselves we wouldn't use it unless it made the boat go. It has done its job beautifully and gives nothing away to the single luff reacher on any point. So far as we're concerned, it's as fast or faster. Its dimensions are not extreme; it's a good all-around sail. We like it so much that if we were allowed three light sails, we'd take this reacher and two chutes.

The third question (but *the* most important) is how to make the boat *go* with the reacher. First, have a sheet-hand who will think of the reacher as a spinnaker; to be cased and trimmed every second. Reason — the wind and the boat's course are always changing (if you sail the reaching leg right), and the sail should always be right too, for maximum power. If you're undertrimmed, the sail luffs and power is wasted. If you're overtrimmed, the other two sails are backwinded besides. So have a man who really will watch the sail.

Next, have the board about half-way up, and the mainsail sacked up (foot and downhaul loosened), and you're ready to go. Head the boat up a little until you start to heel or feel overpowered, then ease main a bit, while bearing off. Then trim the main again. Sometimes it pays for the crew to get their weight out a little more at the same time (if it's not blowing so hard they're all the way out already). Don't bear off too far; you can feel the boat "go dead" and lose power. Keep it feeling live by freshening (heading up) as soon as the dead feeling hits you.

As puffs come across the course, be ready. Bear off with a little ease (then immediate trim) of the main, only so far as the "dead" point. Then begin coming up again.

This is the pattern the entire leg; keep the boat going fast all the time. If the mark is lower than you like, bring some of the crew weight in — if it's higher, keep the weight out and use the lulls to work upwind when you can.

Notice that the reacher hasn't been mentioned much here; it requires no special technique except concentration on perfect trim. The rest is up to helmsman and crew.

COMPLIMENTS

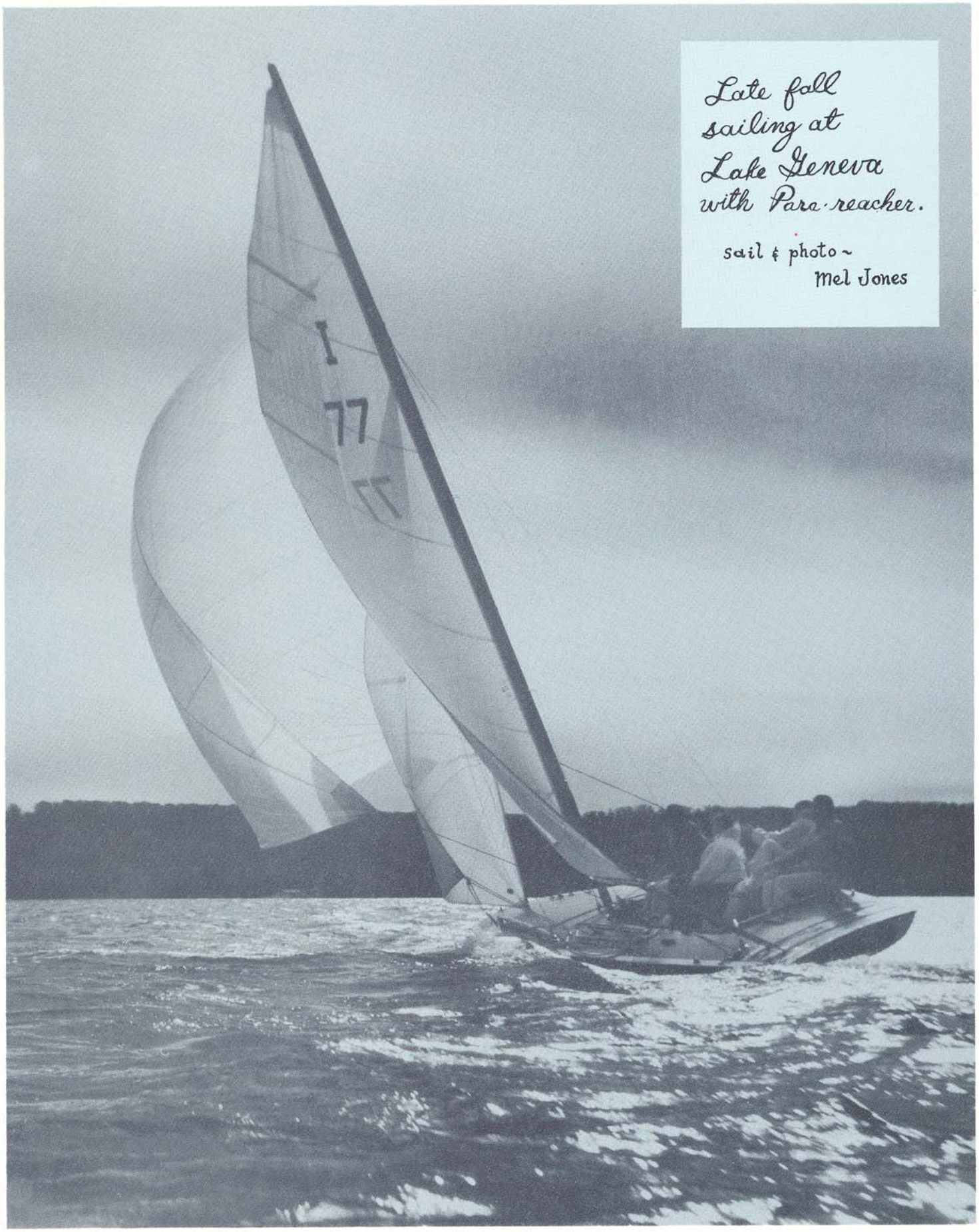
OF

THE CATAMARAN FLEET

## 11th Hour Dept.

⚓ -- We left out Mike Meyer's 3-1-1-1-1 elapsed time record in Div. 2.

⚓ -- Typecrafters proofed everything but their own credit line in the Contents box.




Mel Jones' experimental "Para reacher" on Publisher Brennan's INEPTUNE.