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Changing the Guard

The new year brings with it a new set of Officers and Directors for NCESA. It is appropriate that there be a change--standing still in this fast-moving world actually has the effect of moving backward. And, likewise, the term "guard" is appropriate. We look on our responsibilities during the next two years as guarding the position of our E-scow and its varied owners against the assaults of selfish opportunism as well as against the erosion of stagnation and ennui. For we do have a reputation to guard. The E-scow is the largest and fastest one-design class raced intersectionally and provides more sailing thrill per dollar of investment than any other class.

In another sense, however, the term "guard" is inadequate. Commodore Meyer's regime opened for us an exciting vista of wider interest in E-scows on an intersectional basis with the better racing and good fellowship which it affords and of improved individual performance through the exchange of techniques and information in our NCESA Reporter. The new Officers and Directors consider it their prime responsibility to carry forward this work with determination and the best skill they can command.

Who is on the new team? Serving as Vice-Commodore is Klemm Harvey from White Lake, Michigan, and as Rear Commodore, Nat Robbins from Minnetonka. Directors whose terms expire in 1966 are Roy Mordaunt of White Bear, Dick Turner of Chautauqua and Bruce Wathen of Muskegon. Ted Brennan of Lake Geneva, John Sangmeister of Beachwood and retiring Commodore Mike Meyer complete the roster of Directors with terms expiring in 1967. We are fortunate to have the valuable talents of Nat Robbins in a dual capacity, as he has agreed to fill the important post of Secretary-Treasurer as well as Rear Commodore. Not the least of our good fortune stems from Nat's background of experience with the ILYA. We consider it basic policy to balance the individual responsibilities on a sectional basis, and Nat will act as an effective partner with your Commodore.

Committee Chairmen will be much the same as last year, though they may each make certain changes in their individual committees as they feel appropriate. Dick Turner will again have the important Rules Committee, and John Sangmeister has agreed to take the responsibility of Chief Measurer to organize an effective group of local measurers. David Langworthy will have Finance again, Hartley Comfort - Membership, and Sam Merrick - Judicial. Ted Brennan will carry on with the important work of Publications. Bruce Wathen has agreed to replace Nat as head of the Regatta Committee, and Mike Meyer will use his vast knowledge of people as Nominating Committee Chairman.

This is a strong team, a group of men who are known as "do-ers" rather than "complainers." We all look forward to your help and support, without which no team can carry on.

The best of sailing to each of you during the coming year.

Sincerely,

Walter Smedley
Commodore-Elect



Mike...
pushes ahead
and
looks back
~ ~

As retiring Commodore of NCESA I would like to impart several thoughts to the membership, especially regarding the future of NCESA as a strong National Association.

First, however, I would also like to take this opportunity to thank all repeat all of the Officers and Directors of NCESA, the committee chairmen and committee members and all of the skippers and crew members who have taken an active part in the NCESA Championship regattas. In addition, I would like to single out for special thanks the many persons from the different clubs in the various parts of the country who hosted our past six national regattas. The loyalty to their own club of these persons who worked so well and hard and the generosity and wonderful hospitality shown our members has left me with a very proud feeling of having gotten to know and of being a part of such a gracious and great group of people. It is with real appreciation that I say, "Thanks, for letting me be a part of you and at the same time letting me compete with you. It has been a great six years!" But more than this, it is only the beginning. I am extremely pleased that so competent a person as Walter Smedley will take over the Commodore's duties for the next several years. Without Walter's organizational genius and his very devoted loyalty to our organization we would still be floundering about instead of being on the steady course we are now sailing. I believe my only words of caution for the future is that we always strive for and maintain as equitable as possible a geographic distribution of our Board of Directors and of each committee. I feel deeply that this point must be watched very carefully so that all of the E Scow fleets know that they have proper, intelligent and judicious representation in the national association. To date, and I hope it can remain so in the future, we have had a wonderful working relationship between the

widely dispersed geographic areas.

Probably the single item of business for the future that will demand the greatest amount of energy, thought and understanding is that of boat development and control. Sailors in the Inland Lake Yachting Association originated, designed and set up the scantlings for our Class E Scow. For the past 42 years the ILYA Rules Committee and the ILYA Board of Directors has very successfully allowed an evolutionary type of development to occur within a fairly loose set of scantling rules. This so-called control has been assisted in no small degree by the fact that there have been only a limited number of boat-builders either capable or willing to produce this type of boat. The problems facing the ILYA with a few builders within a radius of several hundred miles will have been in the past a great deal easier than the future holds for this Class now several thousand miles apart and with the advent of new potential builders, especially in materials other than the traditional wood rib and plank construction. What is obviously most needed is complete, indeed 100% complete, coordination and cooperation and collaboration between the ILYA and the NCESA in the development and control of the Class E Scow. There are several courses of action that can be taken; the decision to be arrived at is, which one? For instance, the ILYA with 42 years of experience in guiding the Class E development into a boat that has found broad national acceptance might continued to control the boat and NCESA simply accept the decisions of the ILYA. Or, the ILYA could abdicate its jurisdiction over the boat and give NCESA the control. Thirdly, both ILYA and NCESA could each control the boat as they see fit, and of course the result would be two different boats developing. A fourth alternative might be that of having a joint rules committee for Class E composed of members of the ILYA, the WMYA and the ECESA whose recommenda-

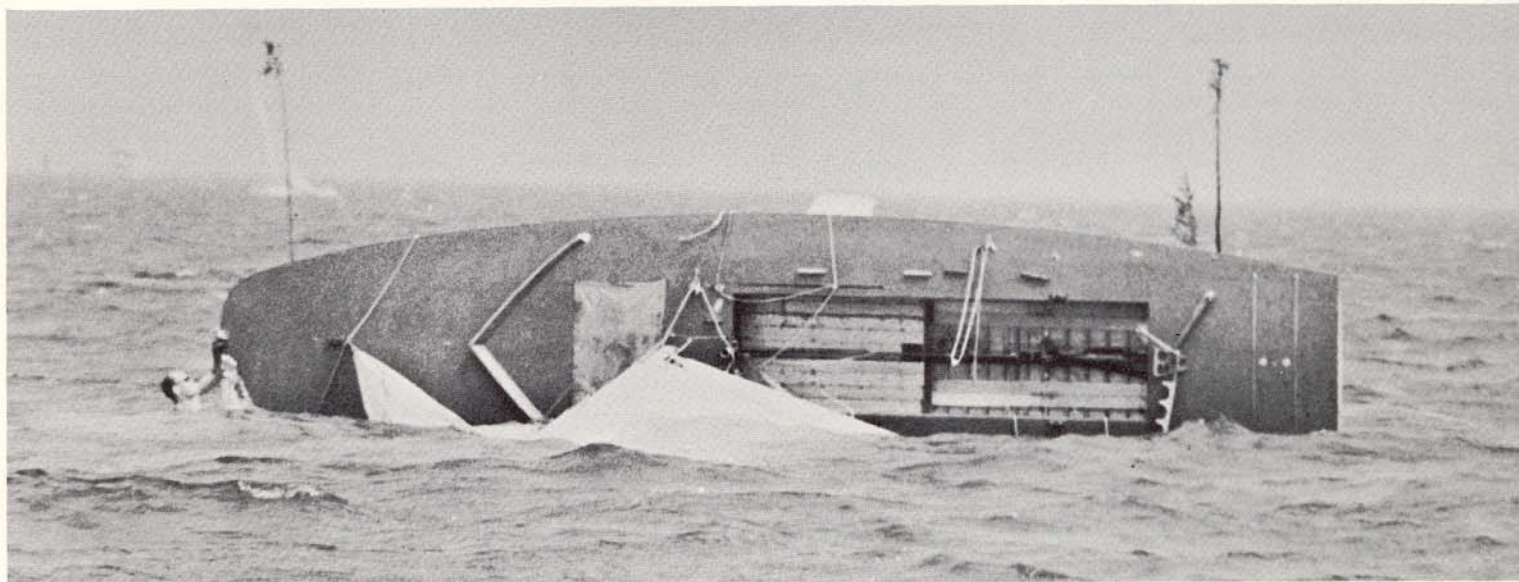
tions would have to be accepted by each Association's Board of Directors separately. This latter alternative is probably unworkable, and the fact that NCESA has been formed by the sailors of these three regional associations leads one to believe that the NCESA Rules Committee might itself meet with the ILYA Rules Committee to arrive at joint recommendations to each Board. Non-acceptance by either Board of any of the committee's recommendation would automatically cancel the recommendation for another year. These several alternatives are presented here as only a few among many possibilities. To date we have been able to surmount this critical question because at the present time all boats are closely adhering to ILYA Standards. It has always been true in the ILYA, and appears to be similar in the NCESA, that among the active sailors there is a group of very conservative ones on one side to very radical ones on the other. The ILYA has been quite fortunate in having had Boards of Directors usually always composed of, shall we say, moderate conservatives and moderate radicals. At least they have always been "moderate" enough to listen to the other side of a question and intelligent enough to make a compromise on a particular situation when a compromise had to be made. The

method, with the kind of people concerned, has proven very successful over the years, but certainly neither the very radical nor the very conservative has been completely happy, but you will always find them at the next regatta just as willing, just as eager and just as happy to be sailing as their counterpart on the far other side.

I guess what I am suggesting is that we proceed with this problem very slowly indeed; that we move ahead surely, but cautiously and intelligently; that we confer adequately Association with Association before final action is taken by one or the other. If it is possible to maintain a partial interlocking of Rules Committee Members and Directors between the two associations, ILYA and NCESA, I would strongly advise to do so as this will really be the Steering Committee. As we go into 1966, the annual meeting of NCESA Board and the mid-winter meeting of the ILYA Board will both take place in January. A good continuation of past cooperative efforts might be for each Board to invite the appropriate Rules Committee Members or Board Members to sit in on pertinent actions affecting the future of the Class E Scow.

Here's to seeing you all at Minnetonka!

Maynard W. Meyer



The Reporter cautions Bruce Wathen to beware similar fish-stakes at Minnetonka [per Nat R.]

TO JOIN NCESA AND RECEIVE FUTURE "REPORTERS" SEND DUES CHECK FOR TEN DOLLARS TO:

Nat Robbins, Secretary-elect NCESA
5023 Wooddale Lane - Minneapolis 24, Minnesota

National Class E Scow Association
Ives Building, Narberth,
Pennsylvania

Commodore: Mike Meyer
Vice Commodore: Walter Smedley
Rear Commodore: Klemm Harvey

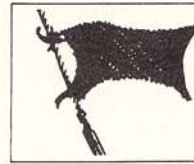
Directors: Runyon Colie, Gordon Lindeman
Roy Mordaunt, Nat Robbins
Dick Turner, Bruce Wathen

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

Reporter appreciation to: Skippers who contributed to the technical and "How to" material. Howard "Bud" Knight for technical help in final assembly. Chicago Repro-Print Inc. for helping us put together this issue. Dubow Letter Service for the typing.

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Become a subscriber to the REPORTER free



The Protest Corner

Dear Brad:

I certainly enjoyed reading your newsletter and contemplating my answers to your questionnaire. I gather that your meeting on September 17 was not conclusive and that the rules for the 1966 season are not yet established for the ILYA.

Some of your problems are strictly ILYA matters, but many of them affect all E-scow sailors and have been the subject of considerable debate in the NCESA. Would you be interested in a "straw vote" from the non-ILYA E-scow sailors on these general matters? If so, I will be happy to send you a copy of our mailing list. As you know, opinions are somewhat heated here in the East on some of the questions.

This discussion seems to raise the larger question of the part to be played in the E-scow specifications by the ILYA and the NCESA. I, for one, don't see why the two groups can't work together for the mutual advantage of both organizations.

Keep up the good work. I'll be most interested in the answers you get to your questionnaire. For what they are worth, my own comments are attached.

Best regards,

Walter Smedley

"...I would like to comment further on my one-design stand. This is a question on which one cannot say that he is on one side of the fence or the other. All will agree that the class must be protected from 'monster' boats and on the other extreme its survival and expansion should not be cramped by obsolete rules. These are the two extremes that must be avoided. The large area in between is where we are fluctuating now. To eliminate this, scantling rules with 'workable' tolerances should be agreed upon and enforced. There should be one set of these rules for both ILYA and NCESA.

"I also believe that the class should realize that it is competing in a 'sailor's market' and must adopt a more liberal attitude toward experiment and development. Changes can be made over a period of time (weight) and thus avoid 'premature obsolescence'.

"Arguments along this line should be weighed carefully. For example a 10# per year weight reduction will not make any boat obsolete any faster than maintaining the weight limit.

"Changes, then, must be provided for. They should be proposed to the membership and passed before they are allowed. For this to result in any constructive developments the class must realize its position in a competitive market.

Peter Wright
Bayhead, N. J."

"...My feelings on One-Design are perhaps a bit paradoxical. I feel very strongly that the E-scow should not go the way of many of the development classes which spend great sums of money seeking the 'ultimate' in design. Granted, this provides some exciting competition both on land and on water but it severely restricts those who can participate. Yet evolution is necessary in any class, and especially in scows, if we are to attract and hold the top sailors. Also, if we are to foster the younger men, who are the top sailors of tomorrow, we cannot evolve so fast that boats rapidly become obsolete nor can we restrict our scantling rules so they prevent innovations such as many skippers have done (e.g., Bob Pegel and Bill Bentsen in the last NCESA Reporter and Brad Robinson in November 1964's O-DY).

"What I am driving at is that to stay alive we have to have progress but let's be sure of where we are going and that the majority are not left hopelessly behind. Encourage experimentation, leave the scantlings a bit flexible but keep things from getting out-of-hand. It's a tough job, I know, but the reward is great--a strong, vigorous E-Scow association. Permit the man who wants to experiment to do so; indeed, encourage him. But keep it orderly so that the class may grow orderly, not chaotically (reference Richard Creagh-Osborne's letter on page 21 of September 1965's O-DY).

Sincerely,

Brandes H. Smith
Murray Hill, N. J."

"...Let me make a positive proposal: that the ILYA and the National E Association appoint a joint Technical committee to meet to consider specific prepared proposals by members of the committee in advance; that this committee be charged with the task of developing a long-range rule development plan, and making specific recommendations for the next few years. They should get counsel of designers and top sailors in the small-boat field, on technological matters as well as sales appeal, etc. The goal should be to keep the E a boat which will attract new blood from among the good younger sailors.

Yours,

Bill Bentsen"

"...generally I think the E-scow should be one design, but I feel strongly that there should be experimentation to keep the boat as fast and exciting as possible, even though this may put owners of older boats at some disadvantage. They are already in that position by owning an older boat. I would hope that at some point the modifications would be minimal but in the next 10 years or so we should strive for speed.

Kathryn C. Meyer
St. Louis, Mo."

"...Enclosed is my response to the NCESA questionnaire. My belief has been from the start that we should control the development of the scow, and this should include every aspect we can think of and perhaps some not thought of yet. We should not rule out experimentation, but after this experimentation is complete and found to have developed a desirable change, then and only then should we allow all boats to make changes.

"I think that we must tighten up the class considerably. Time is running out. New hull shapes, plans for 'Park Avenue' booms, new board designs, and lower centers of gravity which conform to the rules but are not in the spirit of the rules are making a good many scow owners feel a bit disheartened. I think that the matter is quite serious. We have noticed a diminishing number of participants in the last two years at the National. I believe that we must take a stand soon, and I hope that we can 'get organized' this winter. As you well know, we must have the support of the inland group, and I hope that this questionnaire will help to firm up their thinking so that we can take action.

Very truly yours,

Richard E. Turner
Falconer, N. Y."

"...I believe that the past several years has shown that the E can develop and grow into a modern and up-to-date racing machine, and keep current with the developments in sailing technique(s). This past development and growth has been accomplished without the active 'guidance' of an association. I think it best to leave the rules and tolerances the way they are. Making more rules often serves to stifle initiative rather than promote it.

"As long as the people in the class want to keep the boat 'up-to-date', it will be 'up-to-date'. Let us leave things the way they are. Then we have the lee-way to progress; that being our intention. I have little faith in centrally planned and promoted progress.

Yours truly,

James R. Klauser
Union Grove, Wisc."

"...I attended the series this year as a crew. I can tell you that the annual class meeting was an eye opener to me with two groups arguing over last summer's regattas and the racing and boat measurement rules. I do not think that after such a session anyone could really know what was going to happen next. Several people with whom I have talked since that time were very upset.

"To continue to push boat measurement rules in an attempt to ease out the rules used by the Inland will only lead to the downfall of the National Association. The bulk of the boats are under Inland control and the big competition lies within the Inland. For us to get good racing and for the winners to feel they have beaten the best, the Inland sailors need only to compete among themselves. We do not need the National Association to have good racing and if the National Association continues to be so juvenile, you can keep it. And, besides the Inland boats, the Western Michigan boats conform to Inland rules.

"The Inland has kept the E under good control for

almost 40 years. Slow development has been allowed. Changes come from the owners, through their fleet representative, to the rules committee, to the directors. These people have years of experience and are not pushed around by anyone. Yet I think you will find that the National Association will go around in circles each year as a different group dominates the meeting held at the annual regatta because that meeting is held in different parts of the country.

"There is nothing worse for a class than to have a new group grab a hold every year or two and come up with a lot of 'bright' ideas. The lack of stability in measurement rules that results from such turnover does much to 'turn the stomachs' of those truly interested in good racing--and what better reason is there for owning these wonderful boats. To gain stability a knowledgeable group should be in control. The only group eligible is the Inland Lake YA. All E fleets should join that group and spend their time sailing instead of arguing.

R. E. Pegel
Chicago, Ill."

"...I have enclosed a check for \$10.00 covering the '65-'66 dues for my 'E' boat V-33, sailing on Pewaukee Lake.

"I noticed in the last two issues of the class magazine that nowhere is it stated what the dues are, or how one should join the organization! I suggest that a 'clip out' form of some sort be included in the next issue to correct this...needless to say, the object of it all is to 'spread the word'!

"By the way, I think the magazine is the most outstanding periodical of its type, and all who have worked so hard to make it such should be congratulated for a job well done. It is not frequency of publication that matters, but quality, and in quality this is truly outstanding.

Sincerely,

Joe Boland
Mishawaka, Ind."

11th Hour Dept.

Thanks to ODY magazine for reprint material ie
↓ sketch of Bud Melges by Bob Smith (p.10)
↓ 2 of our old sketches (p.10 & p.12)

~ ALSO ~

Any resemblance to an authentic E hull
by the hull contours used to illustrate
Brad Robinson's article is COINCIDENTAL

~ ALSO ~

Howard "Bud" Knight (Geneva M-16 sailor
and E-Crew) promoted to FIREMAN 1st CLASS
for yeoman help in composition and
assembly of this issue.

7th ANNUAL
NATIONAL E REGATTA
SEPT 9-11 1965
BEACH HAVEN N.J.
LITTLE EGG HARBOR

ORDER OF FINISH:

Pos.	Name	Boat No.	Yacht Club	Total Points
1.	Buddy Melges	I-1	L. Geneva, Wisc.	9 1/2
2.	Nat Robbins, Jr.	M-9	Minnetonka, Minn.	21 3/4
3.	Charlie Dore	LE-15	LEHYC, N.J.	30
4.	Cliff Campbell	T-17	Toms River, N.J.	31
5.	Paul Eggert	S-39	Sp. Lake, Mich.	39
6.	Runie Colie	M-4	Mantoloking, N.J.	39 1/2
7.	Hartley Comfort	T-0	Torch Lake, Mich.	64
8.	Klemm Harvey	W-12	White Lake, Mich.	65
9.	Mike Meyer	V-77	Pewaukee, Wisc.	66
10.	Dick Eggert	S-18	Sp. Lake, Mich.	69 (T)



Winner Melges and crew receiving trophies and demonstrating why in photo below.



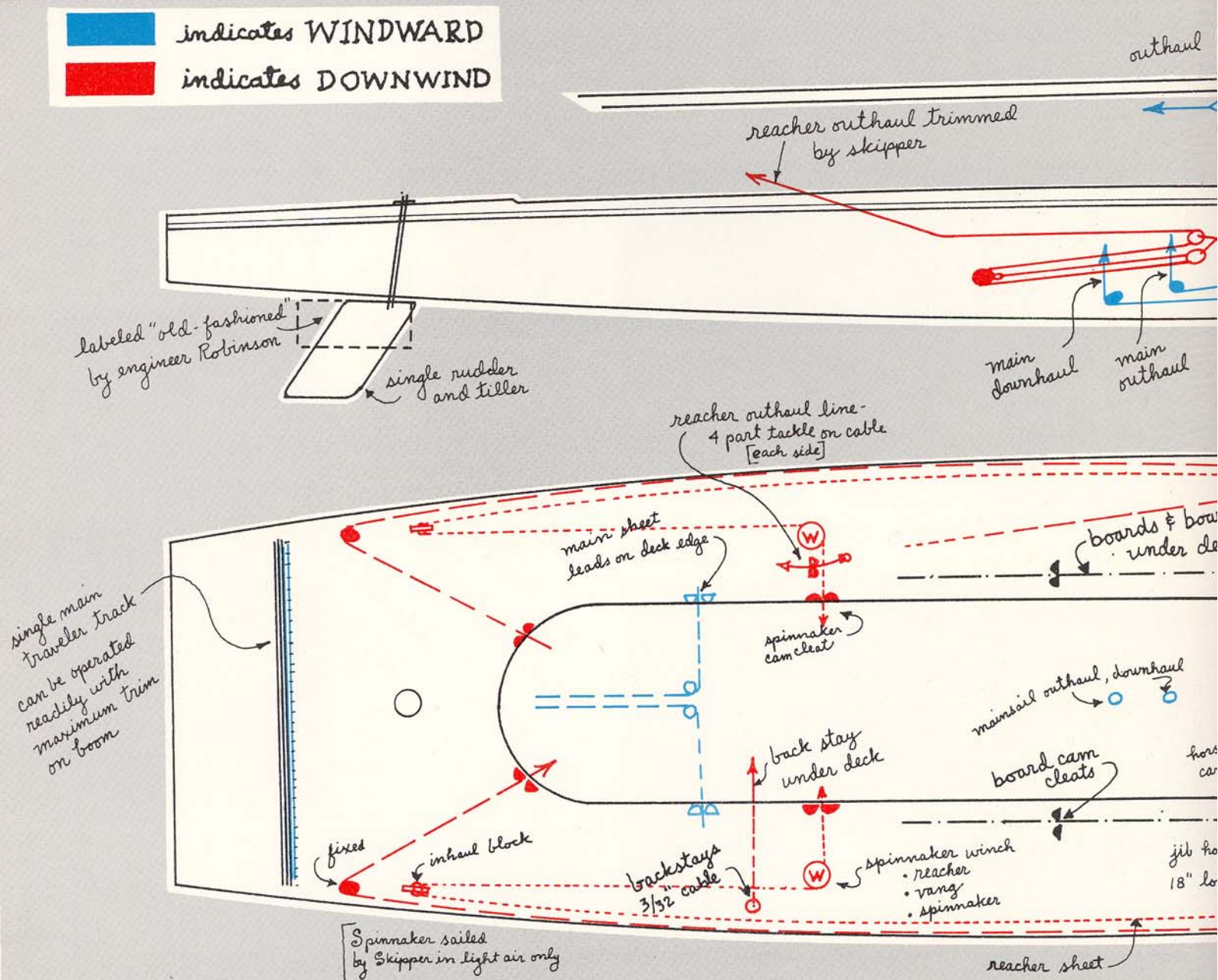
*Isn't it a change
and a relief to have
some E cake and
isn't it appropriate that
our heroine is non-other
than the daughter and
crew of the Commodore.
Elect ??!*



BRAD ROBINSON'S "ENGINEERED E"

Innovator Robinson
and REPORTER'S Brennan

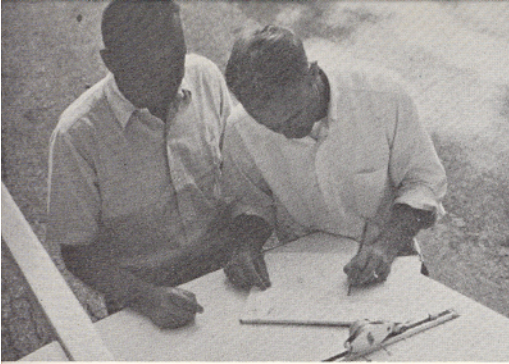
The REPORTER presents (with considerable help from Brad)
a unique and thoughtful execution of custom fittings with
systems to match. Result: an enviable racing record.



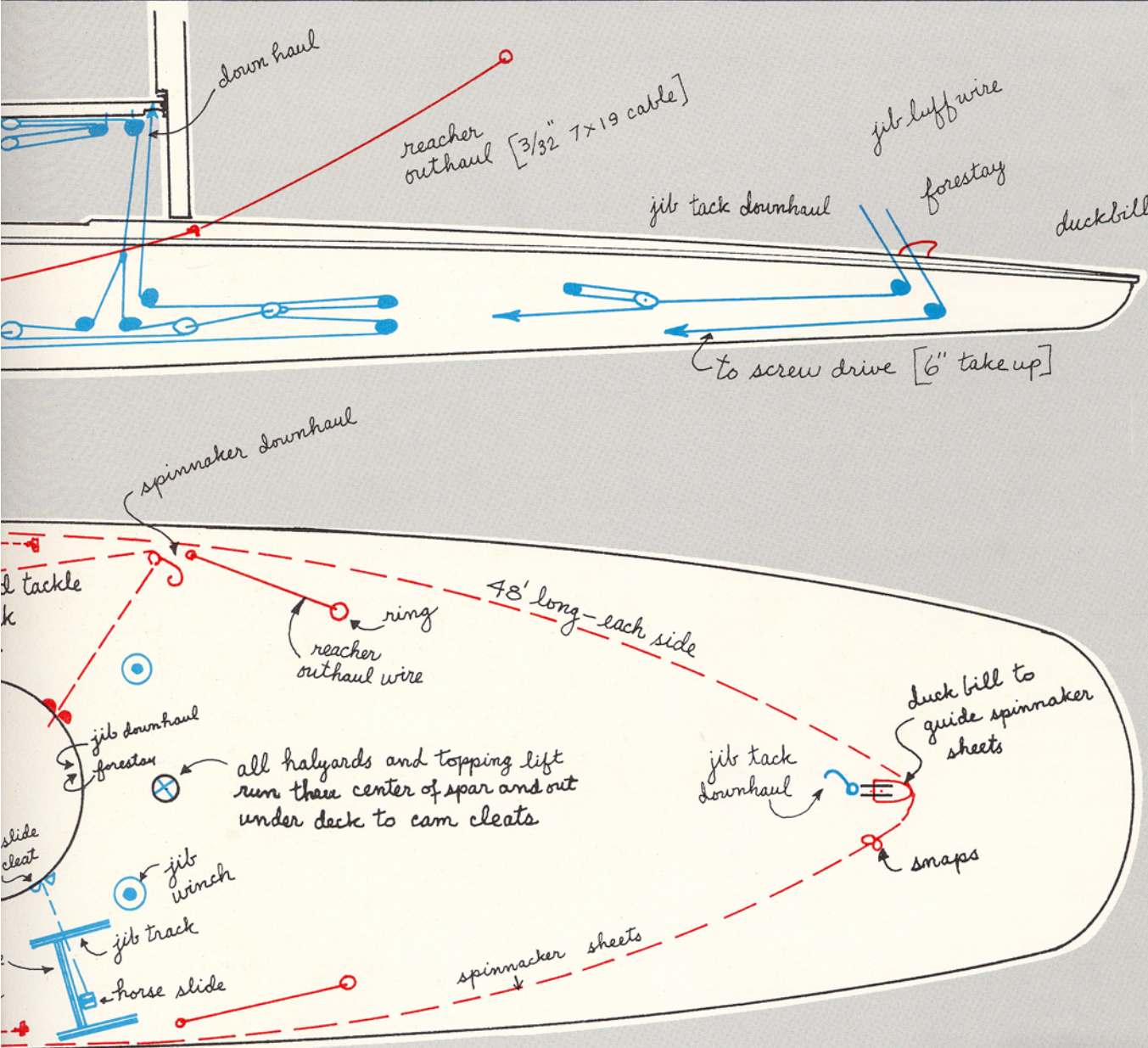
SPINNAKER

1. Spinnaker is set to leeward (or windward) as in Lightning Class boats.
2. Halyards snap to deck at side stay placement.





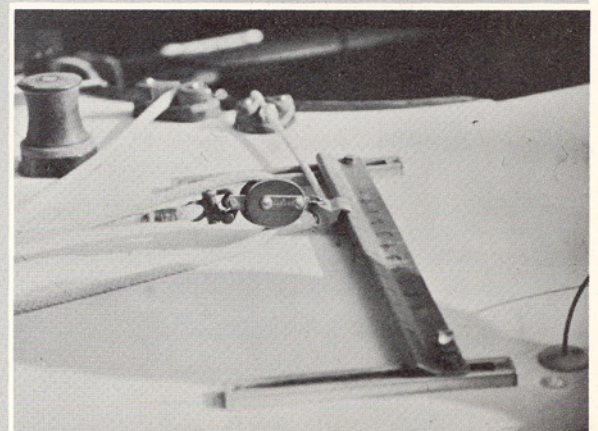
Autopsy at Pewaukee:
Brad's Boat and the
Coroner's Jury after
'65 ILYA Invitational



REACHER

Reacher sheets may also go around bow (but will cause mess).

If reacher is set to leeward, reacher sheet may be left at side stay. The tack is then pulled around to meet pole on the windward side of the forestay. Outhaul cable is snapped to outboard end of pole and then passed forward to meet the reacher tack.



BOAT SPEED OFF THE WIND

BY BUD MELGES



1965 National E Champion
Bronze Medal 1964 Olympics
3 times winner Mallory Cup
Advisor to sailors of all
ages and skills!

Ed. note: Some of us remember the '61 ILYA Championship at Green Lake when the author rounded the top mark 23rd; jibbed and laced his way thru the fleet to round the leeward mark in 3rd place!

There are so many little things that add up to fast sailing off the wind that we best begin from the trailer. Without question, the finish must be perfect. The many thoughts, ideas, applications, products are all great. Study them all, pick a method and stick with it to gain perfection in your finish.

My hull is ordinary spar varnish wet sanded using detergent in the water, cleaned and again detergent is applied. The finish should be at least one month old before sanding and soaping. 350 wet or dry sandpaper is used first followed by 500 paper, cleaning of surface and soaping again. This should be allowed to dry at least 24 hours before the race. The very same application can be done to boards and rudders and should be, to stay with the theme.

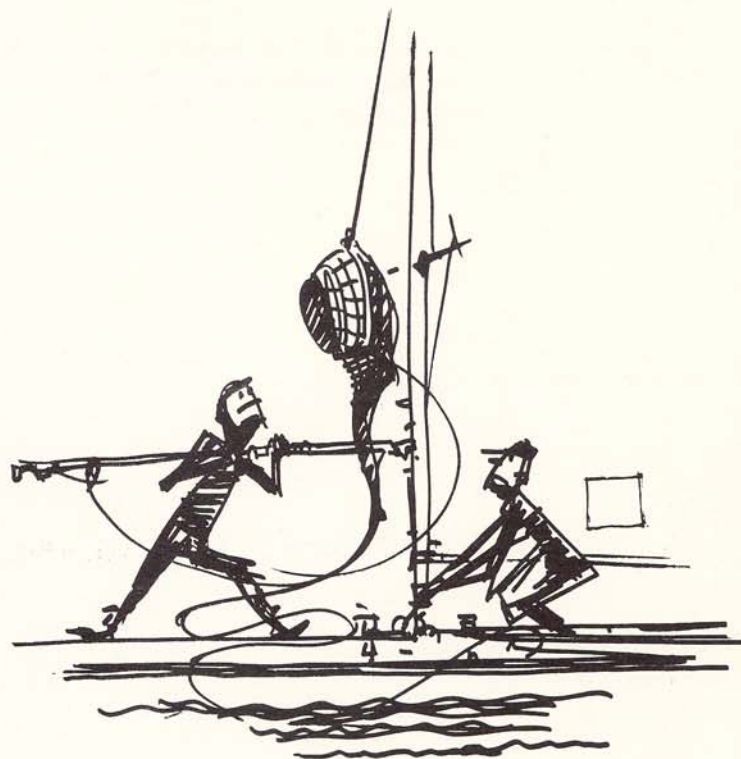
Next we must consider the steps to be performed by the crew in setting the light sails. Once the jobs are designated, practice for each crew member will be the only way to perfect the system. Talk over cocktails may bring about short cuts but will not smooth out the operation. For instance we, meaning crew and equipment, put in ten hours extracurricular before the 1965 I.L.Y.A. Championship Regatta. There was little doubt in our minds as we approached the windward mark as to choice of sail and how to set same. For this reason I felt we experienced the very best off wind legs of any regatta that I had sailed. The credit must go to my crew, Serge Graz and Tom Szymanski, for they were the best. Never did they grumble about spending evenings practicing. On the contrary, they were the prodders who got me out and going.

The trim of the ship is of utmost importance, and will be handled without a second thought by a top-notch crew. The rail should be kept wet on a light-medium reach. The middle man should keep the reacher always on the verge of breaking and in so doing, the slot between the leach of the reacher and the main is always open. His job is to glue his eyes to the reacher luff, as the skipper is constantly altering helm and the trim is always changing. The forward crew member works the balance, jib, pole, calls the puffs, and watches for other boats. It is important for the crew who is shifting his weight to always keep his legs beneath him and the weight on the balls of his feet to insure positive movement with no thumping. In many cases the skipper changes the helm direction to avoid over-heeling, increase speed, or shorten the course to the next mark. Puffs can be lengthened by squaring on contact: run the limit of the puff, then freshen through the lull to await the next fresh puff on which to square again. Now your competition may

think you have come unglued, but they will soon find out how much faster you are going.

Down wind sailing can put far more daylight between you and your competitors than most people realize. Work hard for the ultimate in speed, concentrate on the wind, every move will help. Use one competitor against the other whenever possible for a blanket, safe leeward, or just a block.

A slight heel when sailing with the chute is in order, the main boom kissing every wave top. The spinaker pole should have the wind attacking it at 90°. When possible, the pole is at least perpendicular to the spar or above in medium heavy air. In 20 M.P.H. or above, the pole could come down, as I like to trim the chute flatter in heavy air. The trim of the chute, like the reacher, must be on a curl verge at all times. The halyard may be let off up to 24". A constant vigil by crew and skipper alike is important. By allowing the pole to go forward the clew can also be eased and the sail will work ahead of the boat to again open the slot. The slot must be kept open at all times and especially in winds up to 18 miles per hour.



Tacking downwind with a chute gains best results in light puffy air, and we tack down wind to chase puffs more often than we sail a closer course to develop greater boat speed. I would guess that tacking down wind is effective from 0 to 12 miles of wind and start to reach a planing condition with little effort in winds over 12.

The bilge board can be hoisted all the way up, if the wind is a bit off the windward aft corner. When crabbing, (skidding sideways), or sailing by the lee, I feel boards must be dropped. When crabbing the lee board is used, when sailing by the lee, we should use the windward board and pull up the lee board.

In summary, I am going to list tricks that I have learned that may be of some use to you:

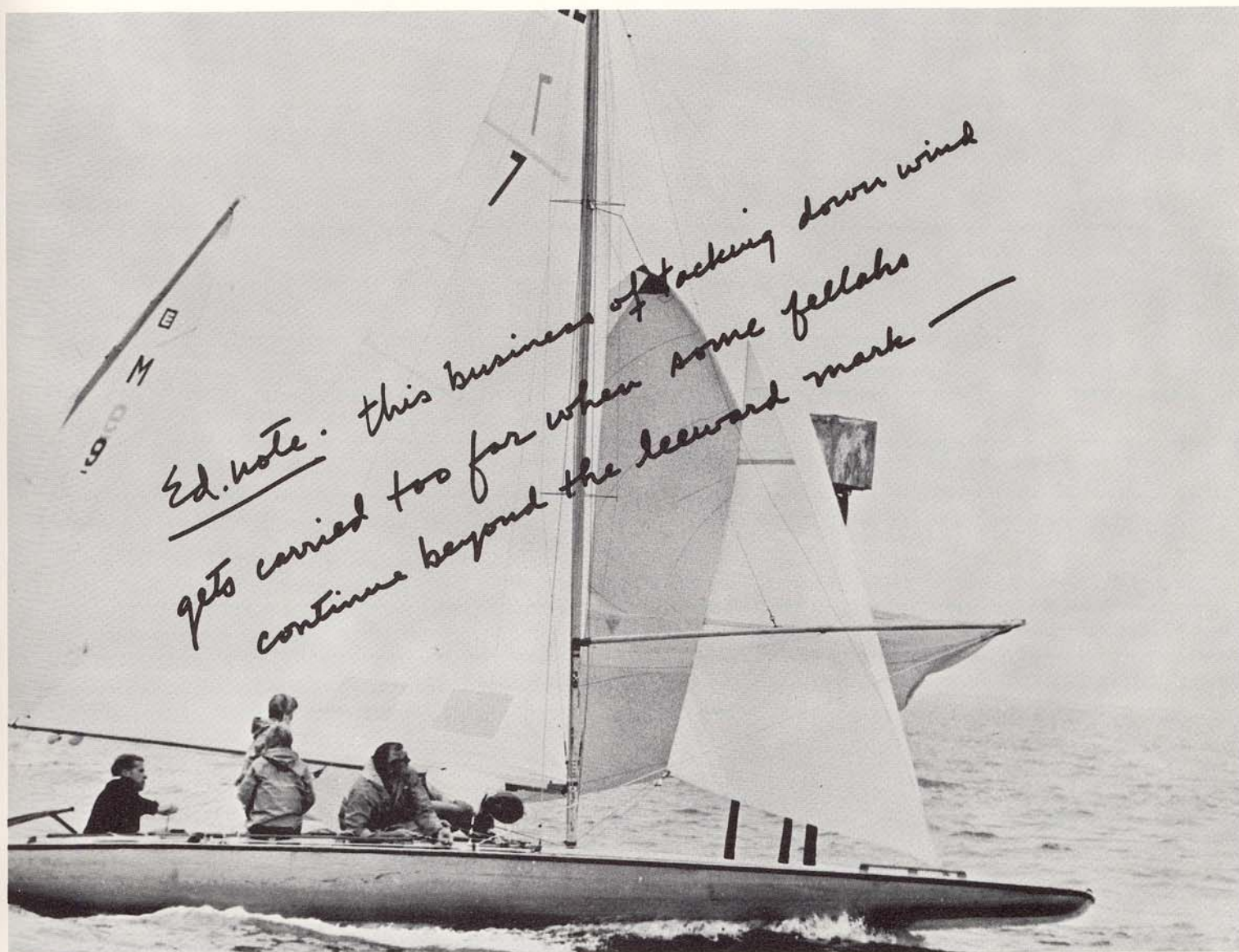
1. When sailing with a reacher set in light to medium airs on a course of board reaching, very little board should be used. You must heel the boat so that some water is on the deck: no one moves, you freshen to bend the apparent wind forward and pick up hull speed. As hull speed is gained, the boat crabs less and less. It's also heeling more when on the freshened course. The skipper will control the heeling with helm and trim of main. More with the helm so that the foil is not disturbed. He will peel away and continue to snake down the lake.

2. On the starting line when you are early and you have the room, abrupt changing of the helm will put your bilge board cross-ways in the water as well as the hull and should, for all purposes, stop you in your tracks.

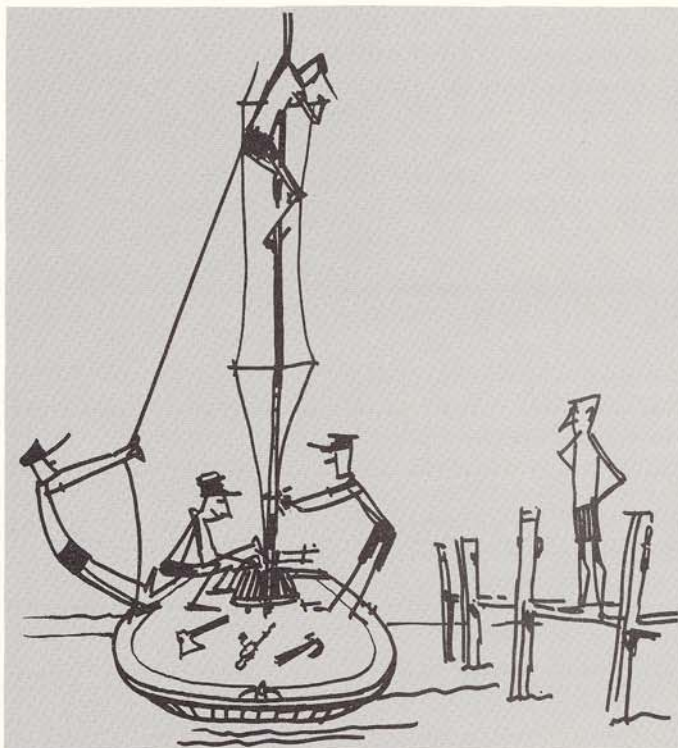
3. It's possible to stall an "E" within 20 feet of the starting line with sails full, a good jib man, and a good stick man to walk it down the line without danger of fouling. The boat's lee way is gradual enough so that someone cannot come from underneath and disturb your position.

4. Tuning from light to medium air: the boom should be a touch above parallel to the water with no one in the boat as she sets at her mooring. The rake is controlled by the jib halyard. Side stays at this time, while at rest, will be snug. When underway the boom will be trimmed approximately parallel. As wind increases, the jib halyard may be eased to allow the mast greater rake, the boom approximately parallel or a bit below so that when underway in a good breeze all pulleys, when laced, are chock-a-block.

5. Spinnaker containers could be an oblong wastebasket with two snaps whipped in: one at the top and one at the base. They could be snapped into two rings or brackets wherein the spinnaker could then hang on the shroud with everything lead including halyard: a system used frequently well by 5.5's.



ONE DESIGN...



OR WHAT?

It is quite clear that the single most important question facing E-scow owners today involves the problem of design changes and the Rules under which such changes will take place.

Earlier this fall we circulated a questionnaire to all members soliciting their individual feelings on specific items of design as well as on matters of a more general nature. Questionnaires are of uncertain value, especially when they deal with technical matters. The results of this questionnaire are published elsewhere in this issue, but this tabulation can't convey the inconsistencies of many of the answers.

Allowing a certain amount of interpretation, it is possible to group the 47 replies into three general categories: 14 favoring strict adherence to the one-design concept with careful specifications of all the important variables; 26 approving the one-design concept generally but encouraging improvements in boat and sail handling, materials, costs, etc.; and 7 voting for considerable latitude within a general specification.

Perhaps the most valuable information is contained in the letters which resulted from the consideration each person gave to this complex problem. A number of these letters are also being published elsewhere in this issue for two reasons: first, the general feeling they convey; and second, the further discussion they will generate.

We have a set of scantling rules at present which was adopted along with our Constitution and By Laws two years ago. These Scantling rules were taken for the most part directly from the ILYA rules, and at that time contained no significant differences. Principally to protect individual owners from arbitrary changes made behind closed doors, our Constitution provides a lengthy process to amend our scantling rules: first, any change must be approved by the Rules Committee; second, the change must be approved by the complete Board of Directors; and third, the change must be approved by a three-fourths vote of

the membership. Such a procedure will insure at best a decision based on full knowledge and consideration by the most capable brains available, and at worst a decision in which each member may take part.

Our annual meeting at Beach Haven produced three changes in our scantling rules and rejected a fourth change. In the meantime, the ILYA made certain changes in their 1965 rules and we understand are considering further changes in the 1966 rules. As a result, at this point there are some differences between the NCESA rules and the ILYA rules, probably not of significance, but we're not sure because we don't know where ILYA stands for 1966.

The two questionnaires circulated to scow owners this fall, the NCESA one referred to above and the ILYA one sent out by Brad Robinson, will provide fresh raw material from which Dick Turner and his Rules Committee will make recommendations to the Board at the January meeting in New York. We expect that his committee's recommendations will reflect the best thinking available, and in any event, each member of NCESA will be informed promptly of any action taken, and will have the opportunity to be counted in any decision made.

A most necessary adjunct to the basic scantling rules is uniform interpretation and enforcement. It was surprising to note at the Nationals the deviations from the rules exhibited even by those boats which had participated in 1965 Regional Regattas. In this area, one may not make a distinction between "unimportant details" and "basic" violation of the rules. If every boat must conform to the rules, and the rules require, to cite an example, a deck stripe to show the "J" dimension, then such a stripe must be on the boat.

Uniform interpretation and fair enforcement, however, do not come easily, particularly when boats are spread over thousands of miles. John Sangmeister has agreed to tackle this problem through the post of Chief Measurer. This is a difficult assignment, but it can be done.

GROUP I. HULL DESIGN

1. MAST

- 7 a. Favor aluminum mast
- 16 b. Do not favor aluminum mast
- 30 c. Favor experimentation with aluminum mast
- 8 d. Do not favor experimentation with aluminum mast
- 31 e. Favor deck step, as is
- 3 f. Favor keel step

2. HULL WEIGHT

- 22 a. Keep 965# limit
- 1 b. Raise limit to 975#
- 17 c. Lower limit to various #

3. SPINNAKER POLE

- 34 a. Lift in middle of pole
- 2 b. Lift at outboard end of pole
- 3 c. Lift using bridle to each end of pole
- 9 d. Pole down haul at bow
- 16 e. No pole downhaul, as is

4. DECK MOLDING

- 8 a. No limit
- 24 b. Limit of 2 1/2" x 1 1/2" maximum

5. RIB CROSS SECTION

- 21 a. Allow 1/4"-3/8" rounding of upper edges
- 22 b. Keep as is

6. DECK "J" DIMENSION

- 28 a. Retain, as is
- 9 b. Eliminate - give reason

GROUP II. SAILS

1. NO. OF SAILS

- 11 a. Add extra spinnaker (reacher)
- 4 b. Add extra main & jib
- 0 c. Reduce number of mains & jibs
- 31 d. Keep same

2. SPINNAKER RIGHT OF WAY RULE

- 24 a. Adopt ILYA Rule
- 24 b. Keep NAYRU Rule

3. JIB LUFF WIRE

- 17 a. Establish maximum of 22' - 6"
- 8 b. Establish lower maximum _____
- 17 c. Leave with no restriction

NOTE: The sail cloth presently has a limit of 22' - 0" at the luff.

GROUP III. REGATTA MATTERS

1. LIFTING BRIDLE

- 33 a. Approve
- 10 b. Disapprove

2. LIFE JACKETS

- 17 a. Require only U.S. Coast Guard approved
- 23 b. Require either U.S. Coast Guard approved or ski-belts
- 5 c. No requirements

3. LENGTH OF ANNUAL REGATTA

- 28 a. Leave as is
- 4 b. Six races total
- 16 c. Six races with one throw-out
- 0 d. Less than 5 races -- how many? _____

4. SCORING

- 34 a. Low point, as is
- 12 b. Curve, similar to ILYA, Olympic, etc.

5. COURSES

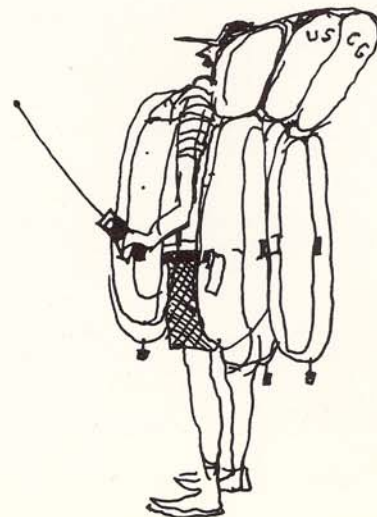
- 46 a. Olympic, as is
- 0 b. Other -- what kind? _____
- 24 c. Length as is
- 0 d. Shorter -- what length? _____
- 3 e. Longer -- what length? _____

6. CREW WEIGHT RULE

- 19 a. 650# maximum--No restriction on number of people or change in weight under maximum
- 11 b. Unlimited weight, but must keep same weight in all races
- 11 c. Keep same weight in all races with maximum weight of _____ and minimum weight of _____
- 2 d. Other suggestion (explain on back)

7. HIKING STRAPS

- 36 a. Approve as is
- 0 b. Further restrictions? (Explain on back)
- 6 c. Disapprove





FINE WEATHER, SPECTACULAR SAILING AREA,
FLAWLESS RACE COMMITTEE, WARM HOSPITALITY
AND KEEN COMPETITION MADE THE 7th ANNUAL
CHAMPIONSHIP REGATTA AN EXCITING AFFAIR.





Our very special thanks to Bob Degerberg
who contributed these fine photos to
the REPORTER without charge.



WEATHER:

First Race	Hazy	12-15	Knots	Steady	ENE
Second Race	Hazy	10-12	Knots	Steady	ENE
Third Race	Sunny	15-20	Knots	Steady	S
Fourth Race	Sunny	20-25	Knots	Steady	S
Fifth Race	Clear	5 increasing			
	to Cloudy	to 28	Knots		ENE



