

REPORTER

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photo: Art Wilder





**THE
COMMODORE
COMMENTS:**

**WORLD CLASS CHAMPION SAILING
KEUKA LAKE, SEPTEMBER, 1984**

That's the way the Finger Lake brochures described our 26th National Championship Regatta. How aptly put. I would only add that the participants and the Keuka Lake hosts are also a world championship caliber group of people in more ways than just their sailing ability.

The Keuka Regatta was a first class event which all of us enjoyed in the beautiful Finger Lake region of Northwestern New York State. The on-shore warm hospitality was appreciated by all.

I came away with one other strong impression. I was very impressed with our younger sailors. Their conduct, their appearance, and courtesy on and off the course speaks very well for the future of our Class and **their numbers were very significant.**

As we look ahead, our 27th National Championship will be at Little Egg Harbor in New Jersey -- an event and place you will not want to miss.

At the annual meeting, several issues were raised. The purpose of the annual meeting is to raise issues and discuss them. It is not the place to come to conclusions. The informal discussion that took place the next several days was very meaningful as the Board must come to some conclusions as to their recommendations to the Class as a whole.

I have one other impression from the annual meeting at the regatta. That relates to the responsibility of the Association to assure some constancy in the format of the racing itself such as buoys that are visible, flags and signals, and so forth. This is a matter that will be discussed by the Board in November.

The Association should undertake to prepare a simplified Race Committee Procedural Manual. The 1985 championship is a good time to do that because of the excellent Race Committee personnel and equipment of the Little Egg Yacht Club.

At Keuka, we also had the opportunity to recognize an individual who has made a significant contribution to our sport, not only in the E Class but to United States sailing, not only with his sailing abilities but because of the time and work he has contributed and his administrative skills. Of course, Sam Merrick. As members of the United States sailing community, we must all be proud of the performance of three Gold and four Silver medals in seven events of the United States Olympic sailing team. We are pleased that several of our E Scow sailors and crew made the Olympic effort -- the Porters, Allens, Chapins, and Melgeses. We encourage them and others to try again for the next Olympics. Elsewhere in the *Reporter* we discuss the tribute paid to Sam Merrick at the Commodore's Banquet. A recognition certainly well deserved for a friend and fine individual and gentleman.

As usual on these issues or other issues, your comments are always welcome. As this year comes to a close, I wish you a happy holiday season and look forward to a great year in 1985.

James R. Klauser, Commodore

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Madison, Wisconsin 53704

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The Great Anti-Turtling Device Controversy

Fifteen years after adopting the aluminum spar, the Anti-Turtling Flotation Device controversy is (at last) heating up. Two well thought through concepts were presented to the Board of Directors at the November meeting in Chicago. One, a "passive" method based on attaching formed foam headboards for buoyancy and the other, an "active" system which employs a manually inflated "balloon" attached at the top of the mast. (Details of these are reviewed later.

Of a certain irony during the meeting was Sam Merrick's reading of excerpts from the 1970 (Vol. 6 No. 3) REPORTER commenting on the first year's experience with the metal spar. The first by Mike Meyer:

"I think the decision taken by the Board of Directors of the NCEA and the ILYA, simultaneously, in adopting the new rig was a good decision for the class as a whole, was a wise one.

Nonetheless, I see major problems that still have to be resolved: FLOTATION - This is now the first order of business. We knew this when we adopted the aluminum spar, but did not have an answer at that time, and did not wish to see this point hold up adoption. Nor do we have an answer at this writing. We must find a

Dear Jim:

I am in complete accord with your position stated in the current Reporter: the E Scow class must act quickly to correct the turtle-turn-over.

I have given some thought to the problem since reading your editorial. I would like to toss into the hopper the following:

1. The system should be easy to retro-fit onto all mains.
2. The system should be transferable from sail to sail.
3. The system should be physically flexible; no break if bent.

My suggestion is to add onto every mainsail an upside down pocket on each side of the top 3 feet (or whatever measurement that testing would verify) of the sail. This pocket would be open at the bottom with a Velcro sealing edge to hold in the insert. The ideal insert would be one inch (or whatever? thick styrofoam. IF it could be made flexible. Ted, at Johnson Boat Works, suggested Insulite foam pads used by campers for sleeping pads. It comes in various thicknesses, is flexible, light, non water absorbant. Perhaps you, or others would have a better insert material in mind.

Experiments with a flaping main would determine how wide the Velcro flap would have to be so as to not release the insert.

Our sail makers can work out the details of how to design the pockets so they would be basically the same whether retro-fitted or on a new sail.

I hope these ideas have some merit.

Best regards,
Walker E. Wynkoop

proper solution to that of "going turtle". I believe it can be done through two triangles of styrofoam on either side of the mainsail headboard -- however, we have virtually no test data on this to date, but I believe this is the direction in which to start."

Another quote was by Sam himself:

"The big disadvantage of course is the "turtle" experience when the boat does capsize. The turtling occurs more frequently because the aluminum spar has less flotation than the wood. The crew must act much faster to get out on the boards if the boat is to be righted. Turtling is a total inconvenience in deep water, but can be expensive in shallow water where the spar can be driven into the lake or bay bottom. Flotation can be licked in several ways -- probably some kind of inflatable bag can be automatically activated. Where is some engineering talent for this project?"

Before discussing the flotation presentation and the Board's reaction we would like to include letters on this subject from concerned sailors who were willing to spend the time to express their opinions. Vendors letters were not solicited for comment awaiting fuller development.

Re: E Scow Turtling

I think the class is kidding itself on this problem. There is no easy solution.

1) The class had the solution at the beginning - an untapered, sealed spar. The C Scows, thank goodness, still have these and do not have a problem.

2) Flotation devices in sails are so-so. Also, the customer keeps paying over and over again for flotation.

3) Untapered spars are much less expensive than tapered, thus a less expensive boat.

4) Holes in the sides of the boats (on deck) for lines to go through cause the boat to sink even if the boat does not go turtle.

Pure cosmetics have caused the E Scow: #1) to be more expensive, #2) to turn turtle, #3) to sink up to deck level.

Now that we have done all this, we have a real hot boat that has limited appeal. So live with **that** OR go back to sealed side decks and untapered masts.

Sincerely,
NORTH SAILS MIDWEST
Charles F. Miller
Manager

To: NCEA REPORTER

Yes, the issue is fraught. But you will at least note one important thing: the issue is approached, across the board, with good will, earnestness and honesty by whoever - without regard for where his or her argument or line or reasoning comes down.

My prime info stems from a) mailings of the Class. b) having attended the last (most recent) Class officers meeting (as an outside guest) held at Corinthian Y.C. in Philadelphia last Feb. or March (?) at which the topic was carefully covered by Dr. Theodore H. Beier and others, plus display of fiberglass covered (foam-coated) shapes made up by Buddy Melges, for exterior affixing to the head of sail. Previously flexible foam shapes had been looked at for insertion in pockets at head of mainsail.

(At Phila. meeting I had quickly come up with the suggestion that masthead flotation be worked out as an end-plate shape - "wings" if you like. Later I checked with brother Bill and wrote Doug Love, Dan Crabbe, Dr. Beier and Jim Klauser a retraction. Reason: 1) endplate must be **much** larger than one would suspect (starting with Flettner rotor and going onwards). 2) Endplate is more effective in light/moderate airs than in heavy (when it would probably become a de-stabilizing, heel-enhancing gadget). 3) In short, a "nothing" suggestion.

Back to the basic discussion: It is either a dead end or it should continue with the constructive thrust which prompted it in the first place. Noting the difficulties facing a successful solution, I think everybody would hope for a deus-ex-machina or technical-fix solution which is foolproof, reliable (despite rough treatment in putting spars up and down, despite sunlight and dampness exposures etc.) Something running inside the mast powered by compressed air (cans/cannister) or by anything else which would inflate a compact object at masthead and do this job and probably deflate **after** the boat was upright again and get smaller. We are told a previous effort in this direction was no good because of unreliability (rubber of balloon rotted, or something else went wrong). Halyard interference with inside-mast tubing is/would be another drawback. An immersion-triggered "switch" would have to be proof against penetration by rainwater. And it looks difficult. My personal inclination is to hope for such a sophisticated technical "fix" that would work say 90% of the time, last a season with out maintenance, and be mountable exterior to the spar, and cost \$90 or less (?\$150?) This would be a "first for the class, for a portion of the class or for a fleet - But it's just a dream - at this writing.

The pocket scheme (for putting flotation bilaterally in pockets at the head of the sail) seems to embrace two or more ideas:

- I) the question of obligatory or non-compulsory (when weather observed or weather forecast calls for 20 mph and up winds). Subquestion of how to get the word out if it is obligatory (to carry the self-rescue sail). Equity question, if non-compulsory.
- II) another question which divides the discussion some:
 - a) idea you can race effectively with a "pocketed" sail which has had the flotation elements removed from the pockets. A number are dubious about this or doubt it. This would apply to a yacht arriving at starting area and finding the observed or forecast windstrength has dropped to 12 mph or 14 and under, and wishes to remove the flotation. (If it **remains** mandatory in a mandatory setup, that option doesn't come into question).
 - b) idea that flotation device (affixed externally, or put into pockets) will in some way require each owner to have built a special heavy-air mainsail to accommodate the device - And that cost is about \$700/\$750 I believe. If you "buy" (a) then the owner-resistance to a one-purpose mainsail becomes increased, heightened.

Lurking in the background all the time is the Class question of whether problems in self-righting lead prospective new-entry owners into the Class to go somewhere else' conversely, whether self-rescue sure-shot device (not harmful to boat performance or in an obligatory/mandatory-use scheme) would bring new people into the Class as **the** decisive ingredient in their personal go-no-go decisions about buying an "E" Sloop. (Only somebody who has talked to a **lot** of people sniffing around and mulling over whether to buy an E or not to buy an E at all can answer whether this is a big issue in their decisions or just one added issue or ingredient).

Final comment: I haven't claimed to say much in this letter. More importantly - some really sharp, intelligent members of the Class have put important, technically well-based time into study of this problem. I have not. They should be encouraged to continue their efforts. Comments from "outsiders" who have not adequately done their homework, (such as me) are not worth a heck of a lot.

My personal dream is the technological "quick-fix" out of the affixable to the top-front of the mast 12" up and down, 5" fore and aft, and a width equal to that of average mast tip or slightly more if necessary - parabolic shape in front or leading edge. As said, though, this is a dream - and not necessarily the real thing, or realistically within reach. (2 drycells to power water-activated release or actuation switch which is hooded from rainwater).

Shades of Tom Swift and Buck Rogers . . .

Best regards,
Gardner Cox

Dear Commodore Klauser:

I was running a USYRU Clinic Director course at the Lake Geneva Yacht Club last week and Bob Pegel showed me your editorial concerning the serious problem of turtling.

Before taking up my present post as Training Director for USYRU, I was previously the Training Manager of the Royal Yachting Association, England. Over a period of 13 years I spearheaded the inception and development of seven major national training and certification programs.

Most significant progress was made in making boats safer for training and, indirectly, racing, by persuading manufacturers to design buoyancy tanks to ensure that boats floated on their sides after a capsized.

Where it was not possible to influence shortsighted designers or class associations, we devised masthead flotation panels as you suggest.

If it will help, here's how you go about determining how much buoyancy material you need in the panel.

CRITERIA: The flotation material will raise the mast from a depth of 4 to 5 feet so that the boat floats comfortably without any risk of turtling.

CREW TRAINING: All crews must understand that if they place their weight on the topsides of a capsized boat it will turtle. By implication, they have to get off the boat when it capsizes.

DETERMINING THE CORRECT AMOUNT OF FLOTATION

1. Select a boat which is typical of the class.
2. Attach an empty gallon bottle to the top of the mast.
3. Immerse the mast to the required depth with a pole (or large weight on a separate rope) -- and see whether the mast tip comes to the surface when the pole or weight are removed.
4. Add water to the gallon bottle until the mast "comfortably" returns to the surface.

5. Calculate the cubic volume of air remaining in the bottle and translate that into the size of the sheets needed to be placed either side of the upper part of the sail.
6. To make the concept more attractive to class members, you might think of encouraging personal designs -- heraldic or otherwise -- on the panels such as personal racing flags used by many owners.
7. The enclosed diagram shows how the closed cell foam panels can be inserted into the spinnaker material "envelopes" and how the lipped seam secures them and enables the panel to be tacked lightly to the sail.

Congratulations for having the courage to place this matter before the class members. You deserve to get all the support possible from those who have been frightened away by the inevitability of turtling.

Kind regards,
Robert J. Bond
Training Director

To: NCESA REPORTER

Re: E-Scow Flotation Question

Maynard Meyers said at the E-National dinner in Keuka that he thought the E-scow should be kept the best and fastest racing boat around. He thought that those who wanted to join the class should learn to keep the boat upright.

Before I hear Mr. Meyers' opinion, I felt that to attract people to the class maybe flotation was necessary. My brother and I have been sailing an A-scow for the last five years, and there is a real turtle problem in that class. If an "A" tips there is a 99% chance it will turtle. When we joined the class in 1980 there were nine A's in our first regatta. There were problems with the turtling and with broken masts after turtling. But those sailors who experienc-

ed this a few times learned not to do it. Of course it will still happen once in a while, but the A-fleet has become a boat handling fleet out of necessity. In the 1984 Inland we had 23 boats, and the first race had winds over 25 and only one or two boats turtled. It is fun to watch this fleet handle itself under very difficult circumstances.

I read the letters sent to **NCESA Reaches**. One suggestion by a sailmaker was untapered sealed spars. This would help prevent turtling and bring down the cost of the boat. Also, the holes in the sides of the boat for the lines to go through cause the boat to sink, even if the boat does not turtle.

This may be true, but I think we need to look at what makes our scows more attractive. These same people did not like the A-scow development in the early 80's with new tapered spars, better rigging and higher costs. But the A-fleet has grown very fast, and there will be five more boats next year. I believe the reason for the growth in the A class and the new young and older talent is that the A is a great racing machine. Melges Boat Works and Spar Shop have done a fantastic job in the development of this boat. And even if the cost has gone up for A's and E's, the value for our money cannot be compared to any other classes in the world. After much thought about flotation and trying to decide if it will actually help the class grow, I have to agree with Mr. Meyers. The way to keep the E-fleet attractive and growing is to make it a fast racing machine. I think there will be very few who will not sail an E because of the turtling. The E-class will more than make up for those lost sailors with new ones who love the best racing machines in the world.

Melges Boat Works and Johnson Boat Works are to be commended for the development of the class.

Respectfully submitted,
John Porter

The two concepts reviewed at the Director's Meeting

A. "PASSIVE" FLOTATION

Ted Beier and Willie deCamp, with Dev Colie pursued the foam head board concept. Ted sewed his panels directly to the sail whereas Willie and Dev put them into zippered "pockets" affixed to the sail.

The following is a recent letter from Ted Beier to Willie deCamp:

Dear Willie,

Happy Halloween!

In response to your letter to Jim Klauser, I can tell you that I have a presentation on this subject for the Director's Meeting. It will outline the following facts (among others):

1. I made another set of panels like the ones I sent you. I have been racing with them and can find no discernible performance penalty.
2. I sewed them on instead of messing with pockets and they behaved very well with no tendency to gap or diverge. There was no tendency to cause sail wrinkles or ruin the shape of the sail. I have some photos which I will bring along.
3. The panels provide 62.5 lb. of buoyancy; 75% of which is sufficient to do the job. The production version would provide slightly more buoyancy because:

- A) they would not have the clipped aft edge; a consequence of using 24 in. foam sheet stock
- B) if cast, the surface layer(s) of cells would not be ruptured as they are by grinding the shapes

These claims are based on "quiet water" testing and calculations. I have **no** doubt that this amount of foam is sufficient.

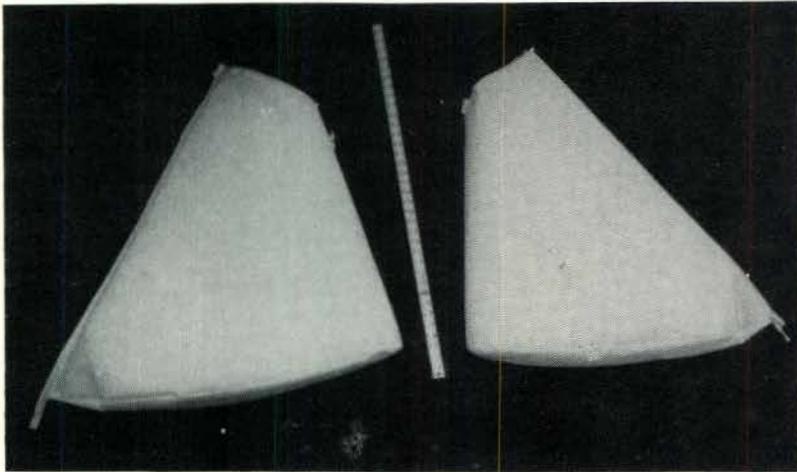
A small production run of cast panels may cause a significant increase in cost. I am trying to find out how much right now. I hope to have the answers on the 17th.

The other technical problem remaining is hull swamping and the lack of buoyancy of the glass boats. The big holes outboard of the cockpit combing need plugging, and the hulls need about 4 ft of additional foam per side.

The biggest problem remaining is to overcome the feeling among the members that the foam headboard is a blow to the macho image of the E Scow sailor. On the contrary, while using the panels on my sail I was not laughed at or joked about. I received favorable comment from experienced racers and novices alike. If the membership is against this floatation, I cannot understand why.

Sincerely
T. H. Beier

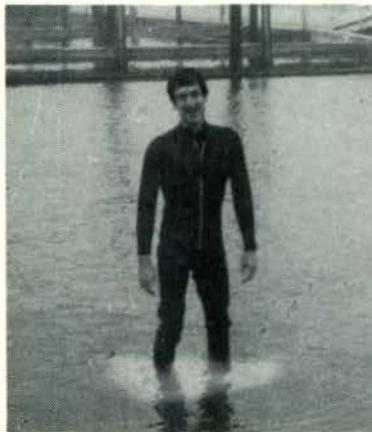
“PASSIVE” FLOTATION — deCamp/Colie



Two pieces of shaped, closed-cell foam made by Ted Beier were put in envelopes and attached by zipper along luff and leech.



Ann Colie holds Sam Merrick's mainsail with flotation zipped in.



Willie standing on both halves of foam.



Willie on mast, it sinks very slowly.



Mast and sail float indefinitely in this position in a dead calm and hull not sunk.



In contrast to the mast, the boom went straight to the mud.



With wind above 7 mph, sailshape is excellent. Wrinkles in immediate area of foam and slight huckle there of the leech are only minor effects.

“Passive” Flotation (con.)

Ted Beier's Development

MASTHEAD FLOTATION

Requirement — Provide sufficient flotation to prevent turtling

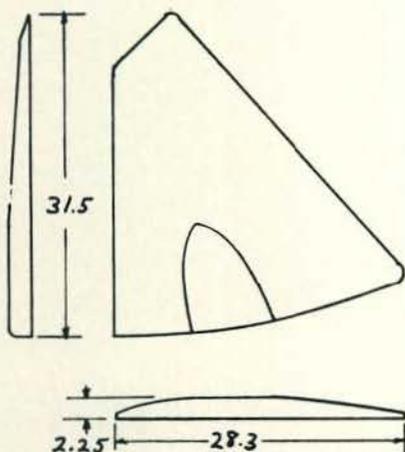
Concerns (Objections) -

- Is proposed solution sufficient?
- Cost
- Loss of performance
- Ridicule of other sailors

Solution - Two flexible polyethaline foam panels
 - Total thickness: 4.5 in.; Span: 3 ft.; Root chord: 2.3 ft.
 - Total added weight: 2.0 lb.; Foam; 4 oz. (est.)

Attachments

- Maximum thickness: 33% chord
- Buoyancy addition: 62.5 lb



Substantiation - technical

- Total adverse tip movement (incl. hull, spars, sails, wind pressure on hull) 1165 ft lb
- Total added buoyancy moment (measured) 1810 ft lb
- Excess buoyancy moment (36%) 645 lb
- Additional drag (calculated) Less than 1%

Other considerations

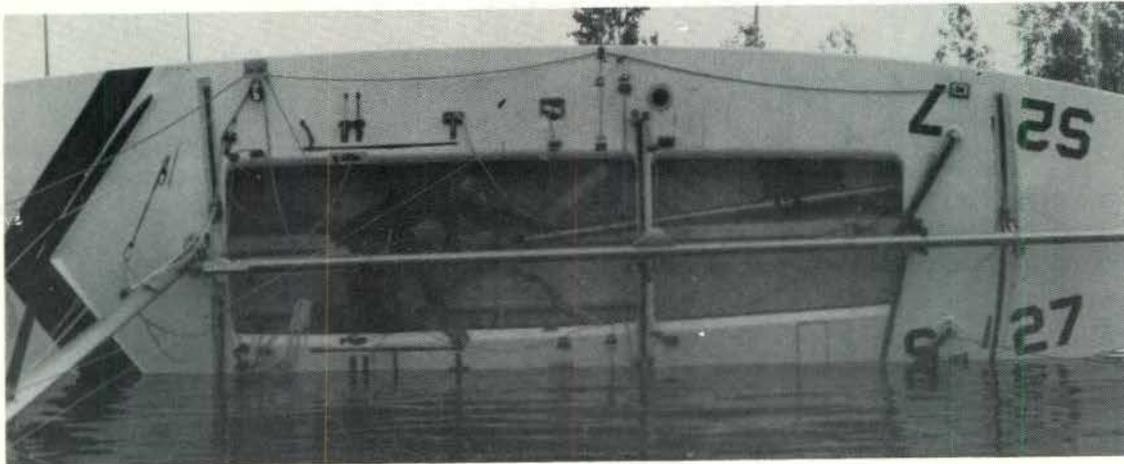
- Cost (estimated): Approx. \$10.00 per panel (we supply molds)
- No ridicule encountered after sailing with panels on my sail on many occasions at several locations

Recommendations

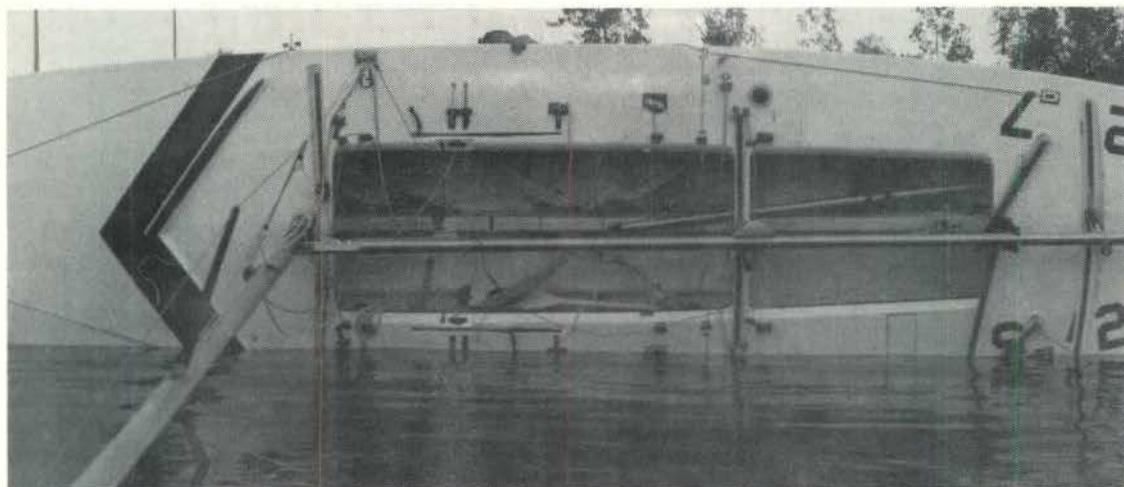
- Adopt these scantlings as the approved type of panel
- Promote and partially finance their adoption as a standard part of the boat
- Develop incentives for their acceptance
- Minimize thru deck holes outboard on the deck (see next sheet)
- Add an additional 8 cu. ft. of foam inside the hulls, mostly in the ends



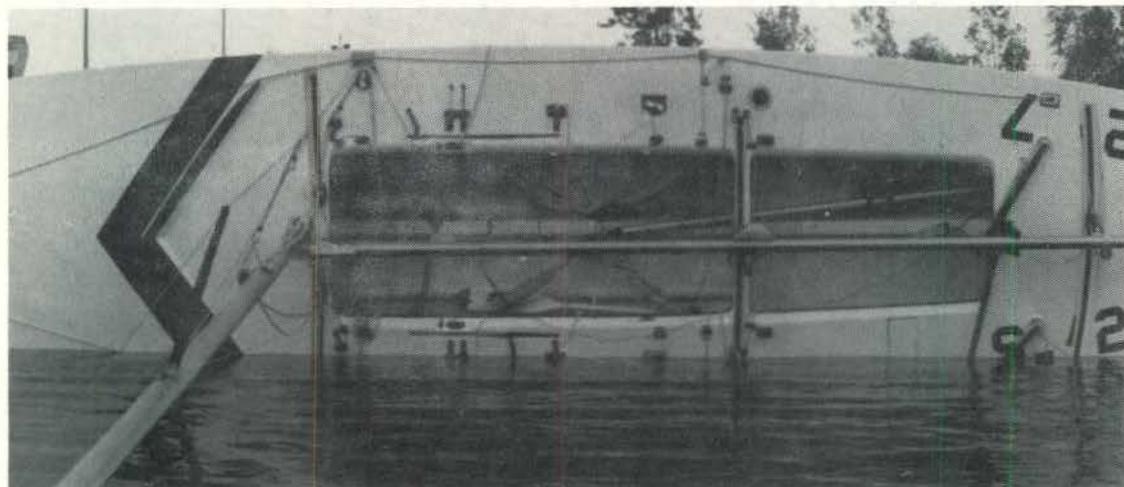
*Both boards up, mast tip supported by foam.
 (Basis for following photos.)*



Lower board down, equivalent of 215 lb. on rail.



Lower board down, 215 lb. hanging on rail.



Lower board down, 215 lb. on lower board.

ED. NOTE: As indicated in photo on page 6, Willie deCamp stated that the mainsail shape is unimpaired with wind at 7 mph on up, except for minor wrinkles in the immediate area adjacent to the foam.

He does say when the wind is below 4 mph the sailshape is poor and tends to develop a seam or ridge down the sail just ahead of the battens. (We might have had similar problems in drifters without the foam.)

Ted Beier, if we recall correctly, stated this his "sewn-on" sail appeared "normal" under light and very light conditions.

URGENTLY NEEDED:

Ways of producing limited numbers of both devices for 1985 use at minimum cost are needed. We need help from people with skills in soft metal and plastics machining (lathe work) and molding or shaping poly-ethaline or similar foams. Further, persons willing to try either system during 1985 are desired; preferably persons who travel to some regattas to give the items as wide an exposure as possible. Interested parties should contact Ted Beier, 5614 Rosa Ave., St. Louis, Missouri; (314) 353-3168.

Sincerely
T.H. Beier

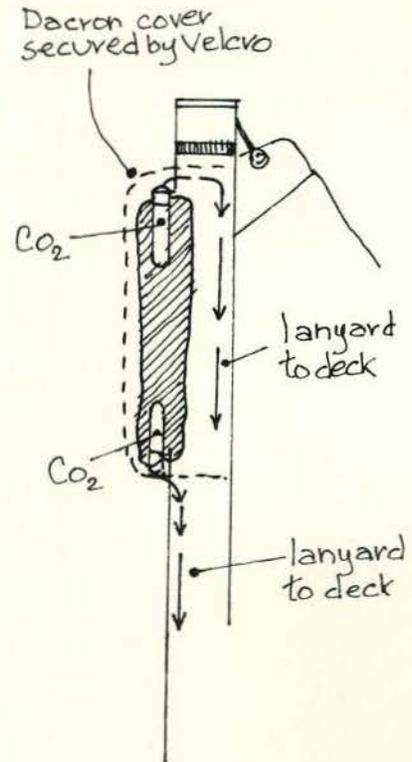
"ACTIVE" FLOTATIONS

Mike Scharph, Commodore of the Oshkosh YC developed this during the '84 summer and brought it to Lake Geneva just prior to the Board meeting. He and Buddy Melges watched the young Melges crew capsize an E in heavy air (see photos) and with no threat of a turtle.

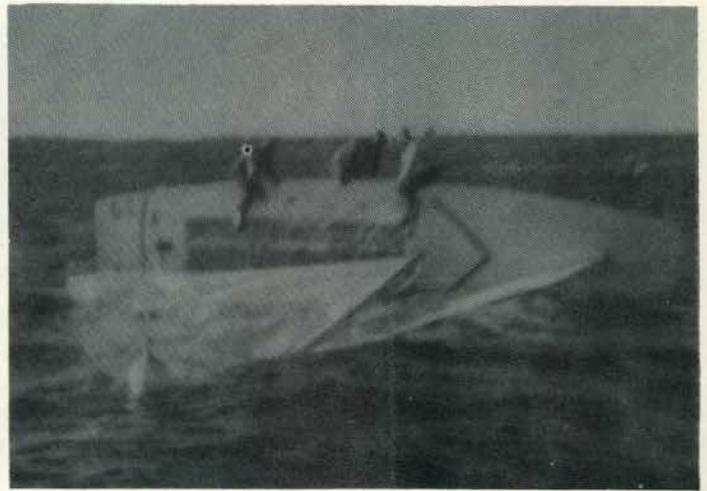
This system utilizes a stock, inflatable "balloon" used by scuba divers as a marker and is activated by a CO₂ cartridge at either end by lanyards available to the jib man at either side of the deck. The "balloon" measures approximately 14" x 3" and weighs about 1-1/2 lbs. including cartridges and is fastened to the front face of the mast with little or no windage.



Mid-November capsizes on Lake Geneva called for wet suits.



Mast tip hit water hard and sail cushioned impact as "balloon" inflated.



Sail has settled into water but mast has no intention of sinking.

Costs of both systems appear reasonable and will be more precisely determined for limited production along with design detail improvements and modifications during the '85 season.

The Board's initial reaction to the presentation was very favorable and tempered only with the realization of the obvious considerations of legislation and implementation to be ironed out.

WESTERN MICHIGAN CHAMPIONSHIP

BY JOANNE WICKLAND

The 55th annual Western Michigan Championship was held on White Lake, the site of the 1960 second annual NCEA Championship; White Lake is located twenty miles north of Muskegon.

Not only were E-scows racing, but C's, MC's, Lasers and Butterflies also competed over the four-day event held on August 9, 10, 11, and 12.

E-boats representing Torch, Crystal, Indian and Spring Lakes raced for four individual perpetual trophies, the winning crew trophy and the Muskegon Chronicle Trophy for the team that captured the series.

Each morning of the regatta sailors were greeted with light and variable winds. Fortunately, the E's were scheduled for an afternoon gun each day, and all five races were sailed in 15-20 mph winds.

In 1983 the WMYA adopted a rule that crew could be dropped or added during the regatta, but the wind stayed strong enough to have four people on each boat.

Larry Price, SL-13, the 1983 Champion, repeated his performance again as the 1984 winner. Larry, with his brother Ted, his son Pete, and D.J. Ederly from Spring Lake, sailed consistently well in every race. Price, winner of Races #1, #2, and #4 had a comfortable lead going into the final race. After the first four races had been sailed, Paul Wickland, Jr. was in second with 19.7; Happy Fox was in third with 20.4, and Paul Eggert was in fourth place with 30.4.

The fifth race was the one that turned the standings around. Eggert sailed second throughout the entire race behind Charlie Harrett, Sr., who overtook him on the final windward leg. Eggert finished first; Wickland sixth and Fox fifth, which made the final standings very close.

The commodore of the WMYA, Duane Pierson, and also the members of White Lake Yacht Club, put on a fantastic regatta with over 125 sailboats racing in the 4-day event, with ideal winds and weather predominating.



55th ANNUAL WESTERN MICHIGAN CHAMPIONSHIP

1. Larry Price	(SL-13)	11.4 points
2. Happy Fox	(SL-8)	31.0 points
3. Paul Eggert	(SL-39)	31.0 points
4. Paul Wickland, Jr.	(SL-22)	31.4 points
5. Charlie Harrett, Sr.	(SL-111)	54 points
6. Mike Huck, Jr.	(CR-82)	62.7 points
7. Pat O'Brien	(SL-3)	63.7 points
8. Tom Klaban	(ID-11)	66 points
9. Dan Detar	(TO-13)	77.7 points
10. Tad Welch	(SL-12)	78 points

1984 MESA CHAMPIONSHIP REGATTA

by AUGIE WISNOSKI

I don't know what kind of weather the rest of "E" country was experiencing on July 27-29, but for the Mid States E Scow Association Championship at Island Bay Yacht Club, Springfield, IL, it was near perfect. Temperatures were in the low 80's, skies were blue, and fairly persistent N to NE breezes allowed the Committee to get 6 races in a scheduled 5-race regatta.

14 boats participated with crews from Ohio, Indiana, Oklahoma, Missouri and Illinois.

Let's get to the racing!

Friday A.M., July 27 — Race #1, OW-1, NW 5-10K. George Snook got an early lead to the first weather mark. Tom Cappellin was 2nd, followed by Tom Ewing, Jim Singleton and Augie Wisnoski. Then chaos at the jibe mark began to sort out the fleet. Tom Klaban moved up from 9th position to first. Tom maintained the lead while positions changed behind him. Klaban gets the gun; Herb Perlmutter came up from 12th at mark 1 to finish 2nd. Lew Powell came up from 7th to 3rd. Jim Singleton held on to 4th all morning. Tom Ewing, 10th at mark 1, was 5th on the long course. Winds were (shifty. There were 3 course changes during the race.)

Race #2, OW-1, N 3-10-K, w/holes. Lewis Powell took an early lead. Lew's local knowledge of the lake kept him in the air all the way to the gun. Bob Robinson, in 2nd position most of the race, dropped to 4th then came back to finish 2nd. George Snook found a breeze on the last beat to lift him from 6th to 3rd. Herb Perlmutter crossed the line 4th with a "I" flag flying. Pete Gass, who sailed well in the PM, lost 3 boats on the beat to finish and was 5th.

Saturday A.M., July 28 - Race #3, OW-, 6-12 K - The Pin end was favored. Only Augie Wisnoski tried the port start and easily cleared the fleet without ducking one stern. Tom Klaban saw the lift and joined Augie on the same tack and same air. The speed of ID-11 was incredible upwind. We weren't that slow, but Klaban had a perfectly turned boat. Frustrating! Tom sailed by to hold the lead. E.C. Haas caught IB-100 downwind to take 2nd. Wisnoski was 3rd, Herb Perlmutter 4th and Pete Gass 5th.

Race #4, O-1, 6-12 K - Powell led to the first mark, and Klaban was 2nd. Klaban took the lead to the leeward, proving his speed off the air. Klaban saw IB-100 (who was a premature starter) move up from 14th to 6th by taking the lifts on the right side, and went right and got another bullet. Powell went on for 2nd, Perlmutter 3rd and Bob Robinson caught some puffs in the big chute downwind and went by Cappellin. Bob was 4th, George Snook found the lifts on the beat to finish and slipped into 5th.

Some close tacking between ID-11 (Klaban) and LS-4 (Powell) caused LS-4 to register a protest which was eventually lost by ID-11. Klaban had to take a 60% P. The stage was set for Race #5. 4 crews have a shot at the championship. Powell was 1st with 21.7; Klaban was 2nd with 27 points and Perlmutter had 30.7. Bob Robinson had an outside chance if 6 races were sailed and he got 2 firsts and would throw out his 11th.

Race #5, OW-1, 6-12 K - Bob Robinson had a super start and led to the first weather mark. Klaban was 2nd, but took the lead downwind - never to lose it. Bob Robinson maintained 2nd.

photos: Bill Prather



Port Starter, IB-100 (Augie) found some lifts on the right side and moved him from D.A.L. to the middle of the fleet.



Quicker spinnaker set by Tom Klaban pulls ID-11 ahead of Bob Robinson.

MESA REGATTA

Perlmutter kept working on the lifts and finished 3rd. Tom Ewing caught the last lift of the day as LS-4 and IB-100 watched him go by. Ewing was 4th and Powell was 5th. It was a 3 boat contest with six races: Powell, Perlmutter and Klaban.

Race #6, July 29, OW-1, 6-12 K - Klaban wasted no time getting to the first mark. Bob Robinson and E. C. Haas were close on the beat to finish. Herb Perlmutter, "The Silver Fox," was setting himself up to take the "Kid" Robinson to school! 3 boats were on the same tack to finish. Robinson was above Haas and ahead of Perlmutter. Perlmutter saw a puff coming and hoped it would keep Robinson and Haas busy. Herb tacked and nobody covered. Bob Robinson figured Haas was his problem. Rob Robinson was in the "the classic box." Perlmutter could fetch the mark, and Bob reacted too late! He then tacked into that hole. (It's always there!) Bob watched Perlmutter and Haas finish, the Robinson. Lew Powell 5th.

Tom Klaban, Indian Lake, Ohio, showed the MESA sailors some boat speed that would have made "Coach" Buddy Melges smile. Tom and the Tompkins brothers spent a week in Melgesland with Buddy tuning, trimming and learning how to get the most out of "Twilight." It worked! Tom captured the Western Michigan Championship and now the MESA (3 time winner). Tom will give 'em fits at the Blue Chip if its blowing a bit. At this point, his only vulnerability is light air, in the opinion of the "Wiz."

Herb Perlmutter, the Silver Fox, formerly of Lake Carlyle now of IBYC, had some clinics of his own during the weekend. Herb loves long courses; they give him a chance to recover. In the 6

races sailed, Herb was never higher than 5th at the halfway point, and usually 7th to 12th; yet Herb's worst finish was fourth. I think Herb had more fun at the '84 MESA than any of the others during his tenure as the E skipper of some 20 years.

Lewis Powell, last year's champ, sailed well, particularly off the wind. Lewis had to work hard this year, with the exception of race #2, where Lew's savvy in lighter air got him to the first mark in 1st place, which he held to the finish. Lewis had to come up from the middle of the fleet to finish 3rd in the regatta.

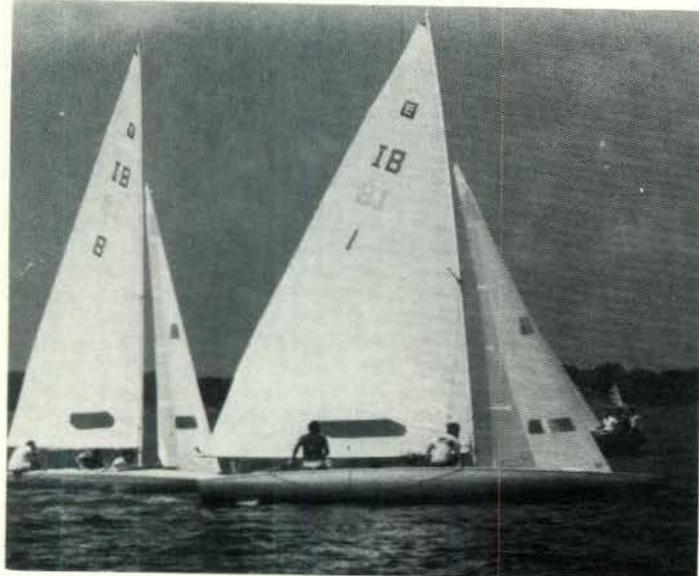
Bob Robinson, a sophomore skipper, who had a few year's crew experience with MESA Commodore and Dad, Jack Robinson, surprised the fleet wit his 4th place finish. Bob was quick on the start and usually among the leaders at all marks.

E.C. Haas, an excellent C skipper, with a crew of C sailors, Carl Thunman and Hayden Davis, mastered the challenge of a properly rigged boat (one with a jib and spinnaker) to take the fifth.

The beautiful conditions during the weekend numbed the 14 skippers and crews to the fact that they had raced over 70 miles in those 6 races. All seemed to be in good spirits while packing for the journey home.

Chairpeople Joe and Sylvia Brewer and their committees excelled in every respect to make the '84 MESA a great one. Personal thanks to field correspondents Jana Cappellin and Sylvia Brewer for all mark rounding data. The Mesa Meeting for '85 will be on Lake Wawasee or Indian Lake . . . we'll know soon. Tom Klaban was elected '85 Commodore. Congratulations twice, Tom.

photo: Marilyn Schaffer



Father and son skippers Jack (IB-1) and Bob (IB-8) Robinson rounding the leeward mark. Dad has the edge at the moment.

photo: Bill Prather



The "Wiz" appears concerned about the photo boat who is about to come aboard.

MESA Regatta

photos: Bill Prather



Troy Heeren's view of the fleet



Tom Klaban's view of the fleet



Rare moment. Tom Cappelin ahead of Lew Powell



Port start enables IB-100 to round top mark ahead of all but Klaban.

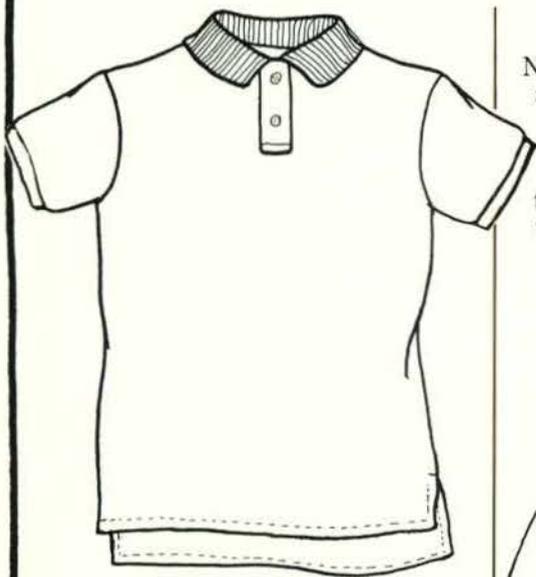
MESA CHAMPIONSHIP RESULTS

		Race 1	Race 2	Race 3	Race 4	Race 5	6	Total
Tom Klaban	ID-11	1	7	1	1 P	1	1	13.0
Herb Perlmuter	A-20	2	4 I	4	3	3	2	25.4
Lewis Powell	LS-4	3	1	7	2	5	5	28.7
Bob Robinson	IB-8	11	2	6	4	2	4	33.7
E. C. Haas	IB-10	9	6	2	10	9	3	50.4
Augie Wisnosky	IB-100	8	DNF	3	6	6	8	57.1
George Snook	WA-20	6	3	8	5	10	DNF	57.4
Tom Ewing	ID-4	5	9	9	7	4	10	62.0
Pete Gass	S-14	10	5	5	11	11	12	70.0
Tom Cappellin	IB-3	12	DNF	13	8	8	6	76.7
Chuck Blue	OK-1	14	8	DNS	12	7	7	78
Jim Singleton	IB-2	4	12	12	9	14	13	78
Jack Robinson	IB-1	7	10	10	13	12	11	80
Troy Heeren	IB-7	13	11	11	14	13	9	87



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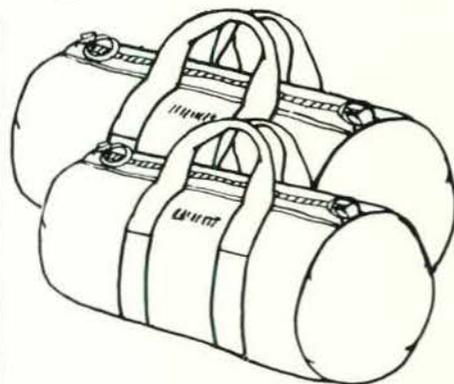
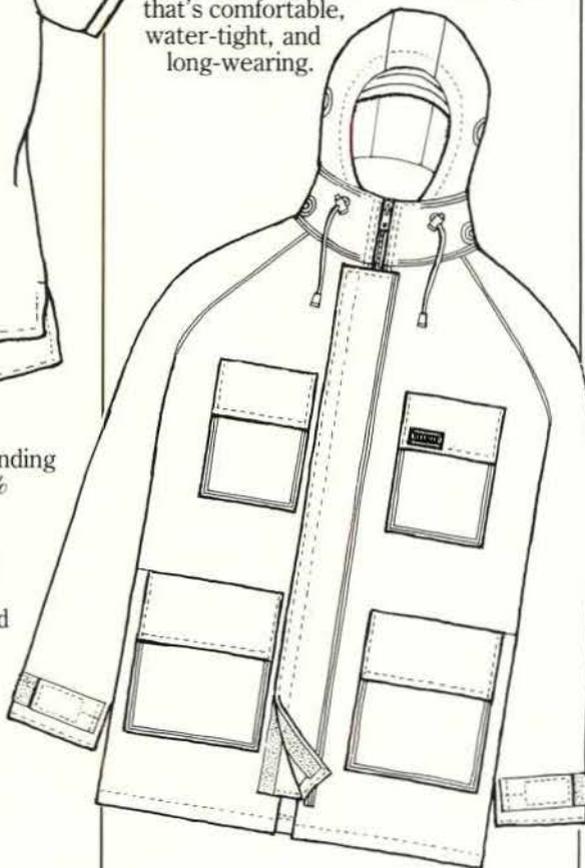


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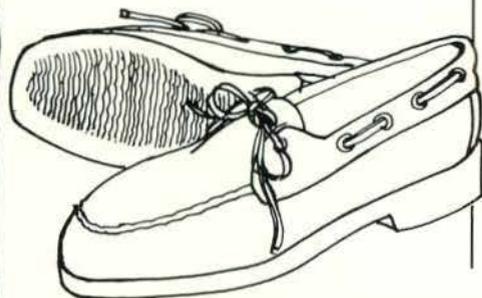
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1984 INLAND CHAMPIONSHIP

By David Chute

The Inland Championship Regatta was held on Lake Mendota at Madison this year. The E-boats sailed the first half of the week-long event and enjoyed good breezes for six consecutive races. Although the wind was somewhat light and inconsistent the first day, it seemed to build a little with each race, and we finished up with some nice heavy air sailing.

Race #1 saw a northeasterly breeze 5-15 mph that was extremely variable in speed and direction. Gordy Bowers took advantage of persistent shifts off the left side and gained a large early lead, which he maintained throughout the race. The shifts were severe but brief, and it was generally more important to be in the puffs than on the lift. Tom Burton played it well and finished the race in second, followed by Gallun and Melges.

The wind in Race #2 had shifted well to the east by this time and things went left at the start, causing much confusion and many protests. Bill Freytag managed to port tack the fleet and lead for most of the race. The first beat was so shifty that sailors had to tack constantly. The wind picked up as the race wore on and the reaches got a little wild, since most skippers had gone with three. Bill Allen lurked behind Freytag until halfway up the last beat when a tacking duel ensued, and Allen squeaked by to win it right at the finish. Burton was fourth and Bowers sixth.

The third race left skippers debating about whether to go with three or four. Those conditions were ideal for Brian Porter and company, and they won in close competition with Burton, Allen and Melges.

In the fourth race the lead changed hands many times; Charlie Hurd had the early lead; Gordy Bowers led during the middle of the race, and then the last time down the lead boats got killed on

the right and Tom Burton slid into first at the mark. He held that lead to the end with Bill Allen close behind.

Race #5 was a fast paced heavy air race in which the fleet stayed very close together. It was a somewhat short windward-leeward, and it seemed impossible to ever lock into a position and stay there. The Porters and Bill Allen fought for the lead throughout, with Allen winning in the end. Tom Burton was third and Jules Hannaford was fourth.

It was evident going into the last race that everybody was determined to be up on the line for that last try. Tom Burton was leading the regatta, having sailed extremely consistently, but Bill Allen was coming on strong with three or four points separating the two of them. Almost everyone's final position hinged on this race.

So it was no big surprise that the majority of the fleet was over the line about thirty seconds before the gun or that this happened four times in a row. Finally the heavy air starts wore people down a bit and the fifth try worked. Several boats were called back, amongst them Jake Hoeschler, who had led the race for two legs until he withdrew, and Tom Burton, whose chances of winning the event suddenly evaporated. David Chute led most of the race with Harry Melges and Jay Ecklund close at hand. Melges got inside Chute at the bottom of the last beat to take the gun. Ecklund was second and Chute third. Bill Allen finished sixth, which gave him more than enough points to cinch the victory. A protest disputing the fact that Tom Burton was a premature starter was heard following the race, but it was disallowed.

It was a nice change of pace to have such cooperative winds for the Inland Championship, but unfortunately rumor had it that Wisconsin won the annual Minnesota-Wisconsin hockey match-up . . .

Boat	Name	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total PL/PT
M44	Wild Hope Minnetonka	Bill Allen	8/14	1/0	3/5.7	2/3	1/0	6/11.7	1/34.4
M9	Free Enterprise Minnetonka	Tom Burton	2/3	4/8	2/3	1/0	3/5.7	36/42	2/61.7
I1	Teal Lake Geneva	Harry Melges	4/8	15/21	4/8	8/14	6/11.7	1/0	3/62.7
I49	Shadowfax Lake Geneva	Brian Porter	17/23	16/22	1/0	5/10	2/3	4/8	4/66
I18	Small Frey Lake Geneva	Bill Freytag	13/19	2/3	7/13	7/13	9/15	10/16	5/79
M11	Sluggo Minnetonka	Gordy Bowers	1/0	6/11.7	13/19	6/11.7	23/29	5/10	6/81.4
I5	Capt Fog Lake Geneva	Jeff Baker	23/29	10/16	17/23	3/3.5	12/18	8/14	7/105.7
M4	Jaws Minnetonka	Bob Allen	28/34	17/23	5/20	4/8	7/13	17/23	8/111
M1	Confronter Minnetonka	Jay Eckland	25/21	22/28	10/16	13/19	13/19	2/3	9/121
W1	Lady Luck White Bear	Jule Hannaford	33/39	13/19	6/11.7	26/32	4/8	23/18	10/127.7
M8	China Cat Minnetonka	Dave Chute	22/28	7/13	16/22	25/31	26/32	3/5.7	11/131.7
Sved- ala	Lars Brunk Lake Geneva	6/11.7	20/26	18/24	13/19	17/23	24/23	24/30	12/113.7
M51	Seal Minnetonka	Edmund Chute	5/10	24/30	26/32	16/22	8/14	26/32	13/140
I47	Zephyr Lake Geneva	Jim McGinley	11/17	26/32	23/29	24/30	14/20	9/15	14/143

X5	Porcupine Pine Lake	Richard Gallun	3/5.7	8/14	14/20	21/27	38/44	28/34	15/144.7
M17	Walter Minnetonka	Charlie Hurd	12/18	19/25	35/41	9/15	21/27	18/24	16/150
H1	Toad Mendota	Doug Tormey	27/33	3/5.7	32/38	22/28	19/25	15/21	17/150.7
V69	Steal Your Face Pewaukee	Eric Wilson	24/30	21/27	19/25	19/25	10/16	27/33	18/156
M111	Presto Minnetonka	Doug Kuller	14/20	43/49	25/31	23/29	5/10	14/20	19/159
V48	E-Merging Pewaukee	Brian Van Horn	30/36	18/24	8/14	27/33	24/30	23/29	20/166
W30	Shadow White Bear	Skip Johnson	21/27	27/33	10/16	35/41	16/22	25/31	21/170
J46	Stormbringer Oshkosh	Dan Buckstaff	10/16	12/18	22/28	20/26	DNS/58	22/172	
W10	Special Ex White Bear	Bob Zak	16/22	11/17	21/27	39/45	31/37	20/26	23/174
V12	Twelve Park Pewaukee	Bob Guidinger	7/13	5/10	24/30	31/37	DNS/58	22/28	24/176
D5	E-Racer Delavan	Fred Spritt	31/37	37/43	9/15	40/46	18/24	7/13	24/178
M127	Kangaroo Minnetonka	David Carisch	26/32	29/35	20/26	32/38	27/33	16/22	26/186
D55	Pacemaker Delavan	Tim O'Keefe	18/24	23/29	12/18	18/24	29/35	DNS/58	27/188
V111	Pegasus Pewaukee	Pete Barrett	25/31	32/38	29/35	11/17	11/17	DNS/58	28/196
I44	Bushwacker Lake Geneva	Todd Perrigo	36/42	DNS/58	15/21	17/23	30/36	13/19	29/199
W154	Crab White Bear	Don Nelson	29/35	25/31	33/39	14/20	DNS/58	11/17	30/200
H9	Fetish Mendota	Marsh Krone	20/26	28/34	31/37	33/39	25/31	32/38	31/205
J12	Quicksilver Oshkosh	Jack Schlosser	39/45	30/36	36/42	12/18	31/37	32/212	
M27	Bolt Minnetonka	Bob Evans	37/43	9/15	30/36	41/47	15/21	DNS/58	33/220
H14	Honeybucket Mendota	Bill Mattison	9/15	34/40	43/49	34/40	32/38	34/40	34/222
M6	Wild Turkey Minnetonka	Jake Hoeschler	19/25	31P/52	11/17	15/21	DNF/58	DNS/58	35/231
V115	Lulu Pewaukee	Todd Haines	42/48	14/20	38/44	45/51	35/41	21/27	36/231
W87	Synthesis White Bear	Ken Broen	34/40	42/48	39/45	37/43	22/28	30/36	37/40
H7	Mirage Mendota	Tera Schoor	38/44	41/47	27/33	36/42	36/42	35/41	38/259
Z16	Infinity Clear Lake	Tom Erickson	47/53	38/44	40/46	38/44	33/39	19/25	39/251
W17	Loon E White Bear	Michael Schwartz	46/52	40/46	37/43	28/34	39/45	29/35	40/255
X8	Avanti Pine Lake	Kingston Swallow	32/38	36/42	42/48	29/35	34/40	DNS/58	41/261
H101	Ring Dang Doo Mendota	Bill Shelton	44/50	46/52	41/47	42/48	37/43	33/39	42/279
UM88	Totall E Upper Minnetonka	Jeff Fox	41/47	39/45	44/50	44/50	40/46	37/43	43/281
A14	Irish Navy X Cedar Lake	David Reilly	35/41 35 /41	34P/55	30/36	DNS/58	DNS/58	44/289	
H74	Hi Jack Mendota	Jack Loew	40/46	33/39	45/51	46/52	45/51	DNS/58	45/297
M55	Baranca Minnetonka	Tom Bugbee	48/54	48/54	50/56	43/49	41/47	38/44	46/304
A11	Emory Boards IV Cedar Lake	Will Emory	45/51	44/50	47/53	DNF/58	42/48	39/45	47/305
M18	Bluenose Minnetonka	Mike Swift	49/55	47/53	48/54	47/53	43/49	40/46	48/310
M5	Shady Lady Minnetonka	John Wicks	43/49	45/51	46/52	DNF/58	44/50	SNA/58	49/318
IM1	Cassiopeia MacBride	Jim Reilly	DNF/58	DNF/58	49/55	DNF/58	DNS/58	DNS/58	50/345
W137	Scottish Mist Whitefish Chain	Greg Perlick	50/56	DNF/58	51/57	DNF/58	DNS/58	DNS/58	51/345

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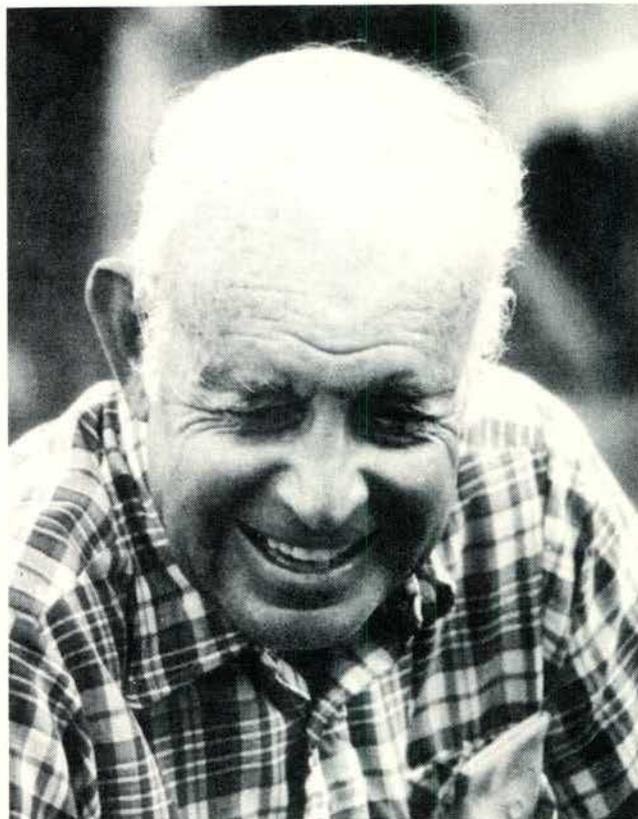
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ED. NOTE: Sam has gotten so much good press in numerous publications that it is difficult to sort out the most appropriate accolades for publication in the REPORTER as our way of paying tribute to him. So, we decided to keep it in the fleet and go with our old (ex) E-scow buddy George Eddy's Yacht Racing & Cruising's article on Sam.

Reprinted from YACHT RACING & CRUISING MAGAZINE® Yacht Racing & Cruising magazine is published by North American Publishing Co., 401 N. Broad St., Philadelphia, PA 19108 U.S.A. One-year subscriptions (11 issues), U.S. and Canada, \$21.75 annually; all other countries \$33.75



PROFILE:

Sam Merrick

The motivating force behind the American Olympic yachting effort is a hard-working scow sailor from Washington, D.C. By David Dellenbaugh. Photos by Roger Kennedy.

It is a grey, late-winter morning in the nation's capitol, and snowflakes swirl occasionally around tips of daffodils that poke up through the soil in the warmest places. In the cozy, neat den of a townhouse in the southwest part of the city, Sam Merrick is talking on the phone. The conversation is about 470s and how much money each funded American boat is supposed to get for traveling to the Worlds in New Zealand. Next it turns to the upcoming Soling "elite" clinic in St. Petersburg, Fla., and finally to arrangements for the U.S. Olympic Trials. The conversation lasts almost an hour, and within 30 seconds of hanging up, the phone rings again, and another Olympic-related discussion ensues. This clamor continues until lunchtime, when Sam turns on his tape machine for a brief respite.

At age 70, Sam Merrick is spending another day hard at work, on the phone as usual. This tall, gentle sailor, who lives in Washington and summers on Barnegat Bay in New Jersey, has been director of

the U.S. Olympic Yachting Committee (USOYC) since 1977—working more than full time, without pay, to coordinate and improve the American Olympic yachting effort. When he is not on the road at a meeting or Olympic class regatta, Sam often spends five or six hours a day on the phone, making shipping arrangements for FDs or Tornados, lining up coaches and clinics, deciding who should get funding, and generally keeping up-to-date with the people and boats of the national and international Olympic sailing scene.

"Sailing has been a pretty important thing since I was young," explains Sam, "because I had been sick and couldn't play other sports. So sailing really got to be the concentration." He grew up in Sneakboxes and E Scows and has remained a hard-core one-design sailor. His strength, he claims, is tactics on a run. With a strong background in speedy scows, he is well-attuned to jibing angles and sensitive to windshifts and variations in velocity. His weakest area, he ad-

mits, is starting. "It takes longer than it should to turn on the speed or position myself defensively. I've noticed that my mind slows up, and I think of things later than I should. I don't really remember doing that 10 years ago. Downwind I guess things happen a little more slowly"

Prior to the 1976 Olympics, there was no such thing as director of the USOYC. Only after the USOYC became part of the U.S. Yacht Racing Union (USYRU) in the mid '70s did the committee decide that they should have a director to carry out their tasks. Sam, who was about to retire from both his job and his role as Soling class president, accepted the volunteer position in 1977. Three years later, after the frustrating Olympic boycott, Sam consented to carry on in his role as director and also replaced Dick Stearns as chairman of the committee. This meant that, in addition to doing the committee's detail work, Sam became responsible for dealing with broader issues.

“Sam knows how to maintain trust between the committee and the sailors. At the same time, he’s able to separate himself from friendships, make objective judgments and say no to people in a way that’s understandable.” — *John Rousmaniere*

In the world of yachting politics and top-level competition, Sam is looked up to almost universally as an “elder statesman” and respected for his wisdom. “Sam is exceptionally good at taking a system and administering it fairly,” explains John Rousmaniere, author and member of the USOYC. “He knows how to maintain trust between the committee and the sailors. At the same time, he’s able to separate himself from friendships, make objective judgments and say no to people in a way that’s understandable.” His warm sense of humor and willingness to give of himself are clearly assets to his position, as is his mastery of the kind of detail work required by the directorship. “Sam is an amazing person to work with because he is very sharp,” says Jonathan Harley, USYRU one-design director who is currently acting as assistant director to the USOYC. “He’s able, for example, to remember obscure facts that were talked about at a meeting a long time ago.”

One thing that enables Sam to function so well in his role is his extensive racing background. He prides himself on winning the Barnegat Bay E Scow championship last summer—50 years after he first won it! Sam raced Thistles in the 1950s (he was second and third in the nationals) and frostbited International 14s in the ‘60s. In 1970, at age 56, he decided that 14s were a bit much to handle and got a Soling, which he also began to frostbite in Annapolis (and still does every Sunday all winter). Going into the 1972 Olympic Trials on San Francisco Bay, he was one of the best Soling sailors in the country (behind Buddy Melges and Bruce Goldsmith), but a windy series and bad back combined to kill his chances to

make that year’s Olympic team. One of Sam’s most memorable regattas ever was the Bermuda Race Week of that year where he got all firsts in the Soling class.

What has helped Sam to run the USOYC even more than his racing, however, is his professional background. He admits that he was always “too career oriented to think of (himself) as a serious contender for anything,” and he devoted most of his pre-USOYC energy to jobs that dealt with labor and congressional relations. After graduating from U. of Pennsylvania law school, Sam worked 11 years on the National Labor Relations Board, two years with the World Labor Board

and three years for the Senate Labor Committee. He was involved with the first manpower training act, became legislative director for the Labor Department, and eventually, in the late ‘60s, commuted to Boston for three years to work for Mayor Kevin White. After a brief stint with the League of Cities and Conference of Mayors, Sam became part of two post-Watergate governmental commissions until he retired in 1978.

With this background, Sam fits well into the political world of the USOYC: “He’s a natural administrator,” says his wife, Eleanor, who is an accomplished piano player and teacher, “and this is the only job that’s ever really recognized that.” Sam’s government experience has clearly helped him establish equitable procedures and tactfully handle a number of competing interests. “I suppose,” says Sam matter-of-factly, “that my experience in mediating and negotiating things and trying to make sense out of confusion has been helpful.”

During Sam’s tenure as director and chairman, the USOYC has grown in stature and importance. Its annual budget has increased from \$15,000 to \$250,000, which



has enabled many more American sailors to be funded for international events that are essential to improve their chances for Olympic medals. This year the USOYC received an additional \$228,000 as part of the U.S. Olympic Committee's (USOC) "medal enhancement program." The money, raised from the sale of the USOC's Olympic coins, brought the USOYC's budget to \$478,000 and permitted additional activities such as the hiring of a full-time coach, a more in-depth study of the weather at Long Beach and the flying of four Flying Dutchmans and crews back from the Worlds in France so they can make the Olympic Trials. It also provided funds for top Tornado sailor Randy Smyth to go to Australia to learn the new tuning techniques of the Australian who has beaten him in the last two Worlds.

Besides an increase in the amount of funds, Sam points to other positive changes that the USOYC has brought about. Before 1976, the method of giving grants to sailors was relatively arbitrary. For the 1980 Olympics the process was overly structured. Now there is a balance between the two—a spelled-out procedure with some discretionary funding (distributed largely according to Sam's judgment) built in. Coaching for potential Olympic sailors has also improved greatly during the past eight years, thanks in part to the clinic system begun by Gary Jobson (who crewed on Sam's E Scow all through high school) in 1976 and carried on by the USOYC and USYRU. And the format of the Olympic Selection Trials has also changed for the better—from separate, class-run events in 1972 and before to coordinated, 10-race regattas this spring.

Perhaps the biggest feather of all in the USOYC's cap has been the development of a first-rate Flying Dutchman team that produced a world champion last summer after being way behind the Europeans as few as three years ago. This remarkable success has come because Sam and the rest of the USOYC saw a need several years ago for strengthening the class. They encouraged Mark Lindsay Boatbuilders to build a first-rate American FD and then funded the top six boats to major international regattas over the past two years.

Finally, they got Robert Hopkins to coach the group as a team. "He's made a remarkable effort with the FDs," says Sam. "Here it is so close to their Trials and they're still sharing knowledge." A similar accomplishment that Sam is proud of is USOYC's development of the U.S. Boardsailing Team. This kind of organization, which consists of a team of eight top boardsailors, is unprecedented in American yachting.

In spite of the positive changes, however, Sam can still identify a number of areas that need work. One of these is coaching. There are few people who can effectively coach our top sailors; the coaches that are

"He's a natural administrator," says his wife, Eleanor, "and this is the only job that's ever really recognized that."

available are often involved with college teams and are therefore tied up at critical times. Staffing may also be difficult in the future. As Sam puts it, "Nobody's paying me a salary, and I'm not quite sure how you'd put this together without somebody of my particular set of drives—it's very full time."

Perhaps the most fundamental issue at hand for the committee is the question of "how much you do for how many." The unique aspect of American sailing is that there is depth in almost all Olympic classes, and this makes it difficult to fund everyone. Should you distribute a little money equally to all or concentrate on improving your best sailors? The USOYC has resolved, to an extent, to do the latter and run "elite" clinics, but "It's obvious," explains Sam, "that the political process of deciding whom not to invite is very difficult. I think this whole question is a very elemental problem in American Olympic participation."

These are questions that will obviously have to be resolved more fully the next time around. For now, Sam's priority is to ensure that

the Olympic Selection Trials run smoothly. For the past three years he has been hammering out details for this two-month-long event in Long Beach: ordering trophies, arranging parties, preparing budgets, getting housing for judges, securing jury boats, dealing with the Coast Guard and city, etc. It has been a seemingly endless, and often thankless, task. Sam moved to California in mid-April and will stay there through the Games in August, during which time his job as manager of the U.S. Olympic Team will be to prepare our sailors as well as possible.

Being on location in California will put a temporary damper on Sam's other activities, which make up an impressive list by themselves. He plans to take the summer off from E Scow sailing, and his last Soling regatta for a while was the Nationals in St. Petersburg. His position as editor of the Soling newsletter *Leading Edge* (a job he has held for five years) has been changed to co-editor to free up some of his time. He remains a director of the E Scow class and on the executive committee of the International Soling class, as well as a member of USYRU's Board of Directors, Rules Committee and Committee on Eligibility. He will undoubtedly still find time to do lots of reading (novels of Henry James' and Henry Adams' vintage are his favorites) and listen to classical music.

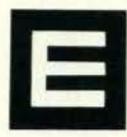
As for what happens after the Games, Sam is undecided: at least for a while he will have a lot more time for himself. He obviously enjoys the challenge of his job and has had a lot of fun. He also likes his role of, as he puts it, "mother hen" ("I was always the person who dragged drunken crew home") and proudly accepts the respect that comes with his position. But he's not sure that it would be the best thing for the USOYC to keep the same director/chairman for the next four years, and he admits that at times it has seemed like a lot of work.

Sam Merrick seems to thrive on hard work, however. So it wouldn't surprise anyone who knows him if, when the daffodils are pushing up through the snow again in the spring of '88, Sam is inside on the phone—arranging to take an American sailing entourage to Pusan, Korea. ●

*Walter Case
Walter Case
Walter Case
Cliff & Mary Campbell*

*Margaret & J
Joseph & de me*

INTERNATIONAL CLASS E SCOW ASSOCIATION



To All That Shall Witness This Declaration

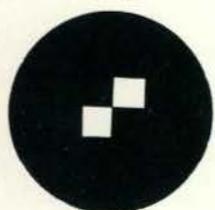
AHOY

Know ye that in Recognition of the exceptional Allegiance, Patience, Perseverance, Devotion, Diplomacy and Seaworthiness of

SAMUEL H. MERRICK

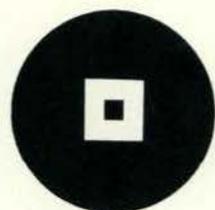
through his outstanding achievements as the 1984 United States Olympic Sailing Team Coordinator, by invincibly providing winners in all seven classes, totalling Three Gold Medals and Four Silver Medals; to wit:

STAR



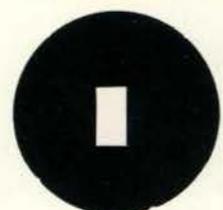
Bill Buchan

SOLING



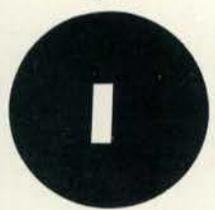
Robie Haines

FLYING DUTCHMAN



Johnathan McKee

FINN



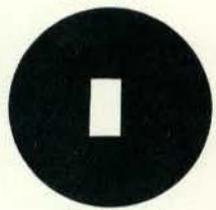
John Bertrand

470



Steve Benjamin

TORNADO



Randy Smyth

WINDGLIDER



Scott Steele

We the undersigned, gathered at the 26th NCESA National Championship Regatta, at Lake Keuka, in the State of New York, this 6th day of September, 1984 do hereby tender him this token of the esteem and honor in which he is held by all of the stalwart sailors of his most favorite of all yachts, the Class E Scow.

*Walter Case
Walter Case
Walter Case
Cliff & Mary Campbell
Margaret & J
Joseph & de me
Louis McGowan
CWD Ulrich
Bob & Julia Sampson KV*



Shown on the previous page is a photo of a testimonial plaque awarded to Sam by the NCESA sailors for his remarkable Olympic Managerial achievements.

Walt Smedley came up with the concept, Mike Meyer developed the copy/prose/graphic layout which was executed by Ted Brennan with an assist by Graphic Printing.

The following "quotes" are from an article by Christian Williams which appeared in *THE YACHT* (No. 4) Magazine and used with their permission. (Incidentally this is a beautiful publication rivalled only by *Nautical Quarterly*.)

"He's an old curmudgeon labor lawyer who is adept at moving through bureaucracies," says Thomas F. Ehman, executive director of the United States Yacht Racing Union, in which Merrick is technically one of 48 committee chairmen. "He can be tough and nasty and mean, and then the next moment easy-going and fun loving. We bat heads, but we always room together on the road."

In the past years, there has been some question of whether American sailors — despite the benefits of the high U.S. standard of living — could fairly compete with foreign nations which provided direct government support to yachting athletes. "This brings us close to the Canadians," said Merrick, "even to the Russians. Russian support is hard to compute. All we know is that their people live better than the rest of the population. They have cars, they winter on the Black Sea and summer on the Baltic. But they don't get to travel as our sailors do — they don't let their boys out to play very often."

"The Olympic Committee is a juggling act," he said, "and the main idea is not to drop any of the balls. I suppose my legislative experience has served me well in the job. When you have fifteen bills in two houses of Congress, all of them churning, you have to keep your eyes open. You learn to be honest — brutally frank. The Olympic Committee, well, let's say that dealing with sailors is the easiest part. Some guys just can't resist playing tinker toys with your game."

When Merrick's three sons grew up, he bought a Thistle. In 1967 he bought back the E Scow he'd had built in 1939, and with the help of a young crewman named Gary Jobson, took back the East Coast Scow Championship he had won the first time it was

held in 1932. Meanwhile, he had begun racing all winter in International 14's in Annapolis, where to win he had to beat a pediatrician who was as aggressive as he was.

That was Dr. Stuart Walker, the scholar of dinghy tactics and strategy, and the rivalry now continues in Solings. In Walker's recent book on the psychology of competition, he confesses that his greatest joy is often in beating Merrick, and that "occasionally we become so preoccupied with each other that our performances suffer."

With a good breeze, attached flow, and an overlap on Walker, who needs big boats? "I guess a Scow just spoils you for everything else," Merrick said. "On a reach, even a Soling is a pig. Big boats are just bigger pigs. When the wind comes up they just start to plow and lean over."

Merrick's greatest advantage, Tom Ehman says, is that he is "first and foremost an active racing sailor, at age 70. He has the ability to get close to the elite athletes. He can deal with the sailboards, which are brand new and have brand new problems, but then he can also attend to the Star class, which has been around a long time and which has a different perspective."

Merrick himself, in his eight years as a U.S.Y.R.U. committeeman, has seldom if ever experienced moments of doubt regarding priorities. "We get along very well, even though I'm just the Olympic chairman," he said. "Of course, I'm spending a big piece of their whole budget. They notice that, sometimes. Sometimes they say, hey, just a minute! They're interested in 12-meters, in ocean racing. Ha! My job is to fend them off."

photos: Shirley Klausner



Grandiloquent oratory by Walt Smedley (not shown) and Mike Meyer shook the hall during the presentation.

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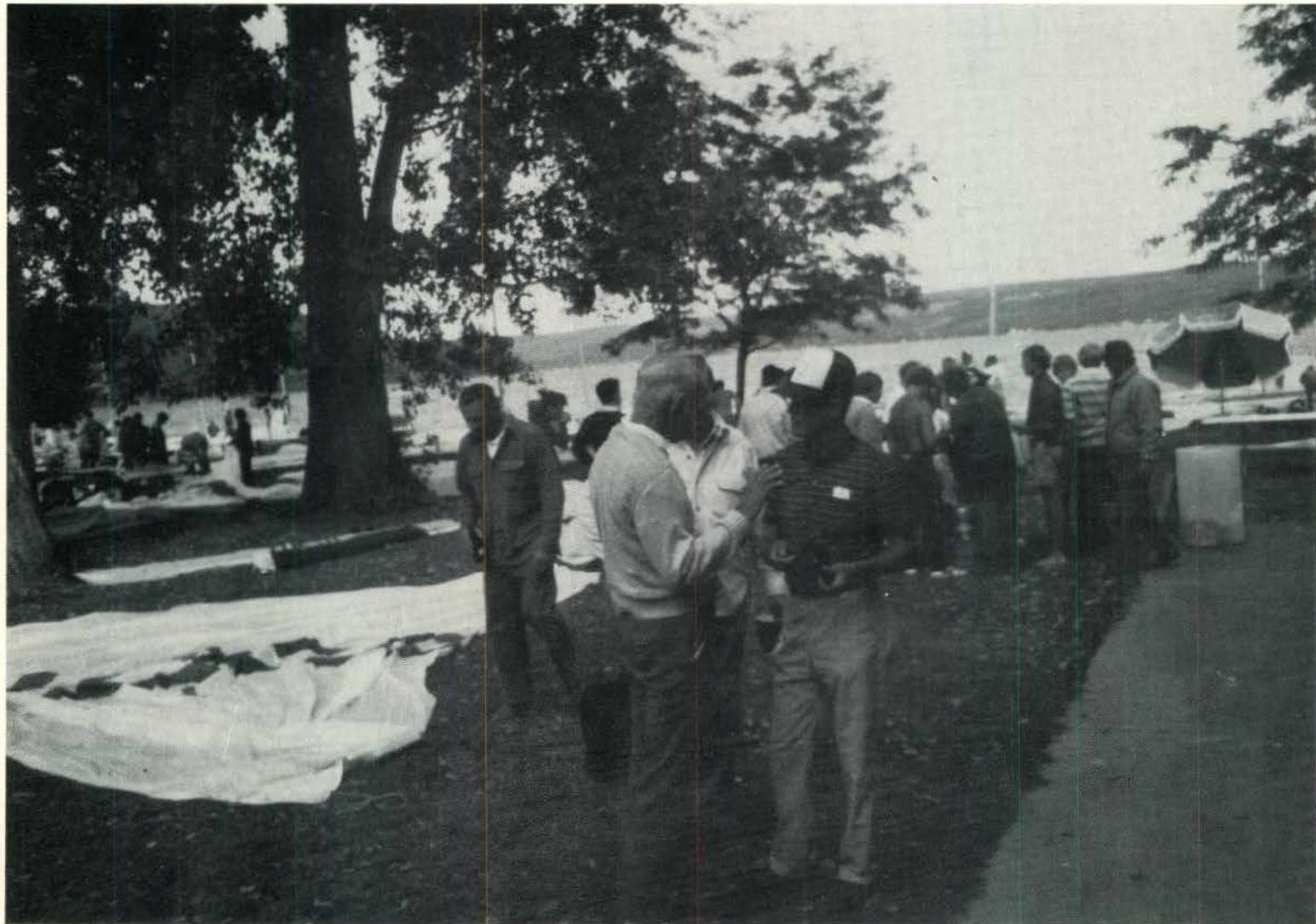
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1984 NATIONAL CHAMPIONSHIP REGATTA ON KEUKA LAKE

September, 1984

by SAM MERRICK



Shore scene between races

photo: John Stull

Brian Porter, with the assistance of his brother John and Tom Freytag, became the 1984 National "E" boat champion by compiling a record 1-3-4-2-5 in five contests. Because of the regatta throwout, the Porter team could have sat out the sixth race in which they finished eighth since their pursuers had lost the mathematical possibility of overtaking them. Their final score was 26.7. Bill Allen finished with 34.0 points, Dick Wight 39.7, Bud Melges 44.7 and Erik Johnson 56.7.

The regatta site was Keuka Lake, certainly the most scenic lake anywhere east of the Rockies supporting a class "E" fleet. Fortunately the wind cooperated by not blowing west or east — a possibility that would provide constant crap shoot conditions in the light of the lake's basic north-south (slightly northeast-southwest) alignment formed by canyon-like hills which are the

source of its beauty. As it was, six races were sailed more or less on schedule with only one race playing total high jinx. Great sailing was the only way to describe the experience conducted with good organization and hospitality by the Keuka Lake Yacht Club, well known for "doing its thing" even when there is no wind. (Volleyball tournaments are contested with as much zeal as sailboat races on Keuka Lake.)

Of the top six finishers, five won races. Had Brick, the sixth finisher, won Race #5. Runnie Colie won Race #3. The even distribution of hardware was unusual for this event. The Weldon trophy for "first crew" went to the Porter team. Harriet Barton on Dick Wight's third place boat was the leading female and winner of the Dede Meyer trophy.

SOME MISCELLANEOUS THOUGHTS

---The windward-leeward course configuration was used in every race. A "B" triangle was added in the first race to get in enough prescribed mileage. Without a doubt, W-L courses keep all boats in the fleet together with close racing (and therefore important teaching experiences to both ends of the fleet).

---For some it turned out to be too close at the leeward mark since many competitors coming in on port jibe failed to recognize their obligations to those on starboard as being overlapped. The apparent flagrant violations at the leeward mark induced the Race Committee to become referee with the announced purpose of protesting. Perhaps the future might produce the presence of a video camera.

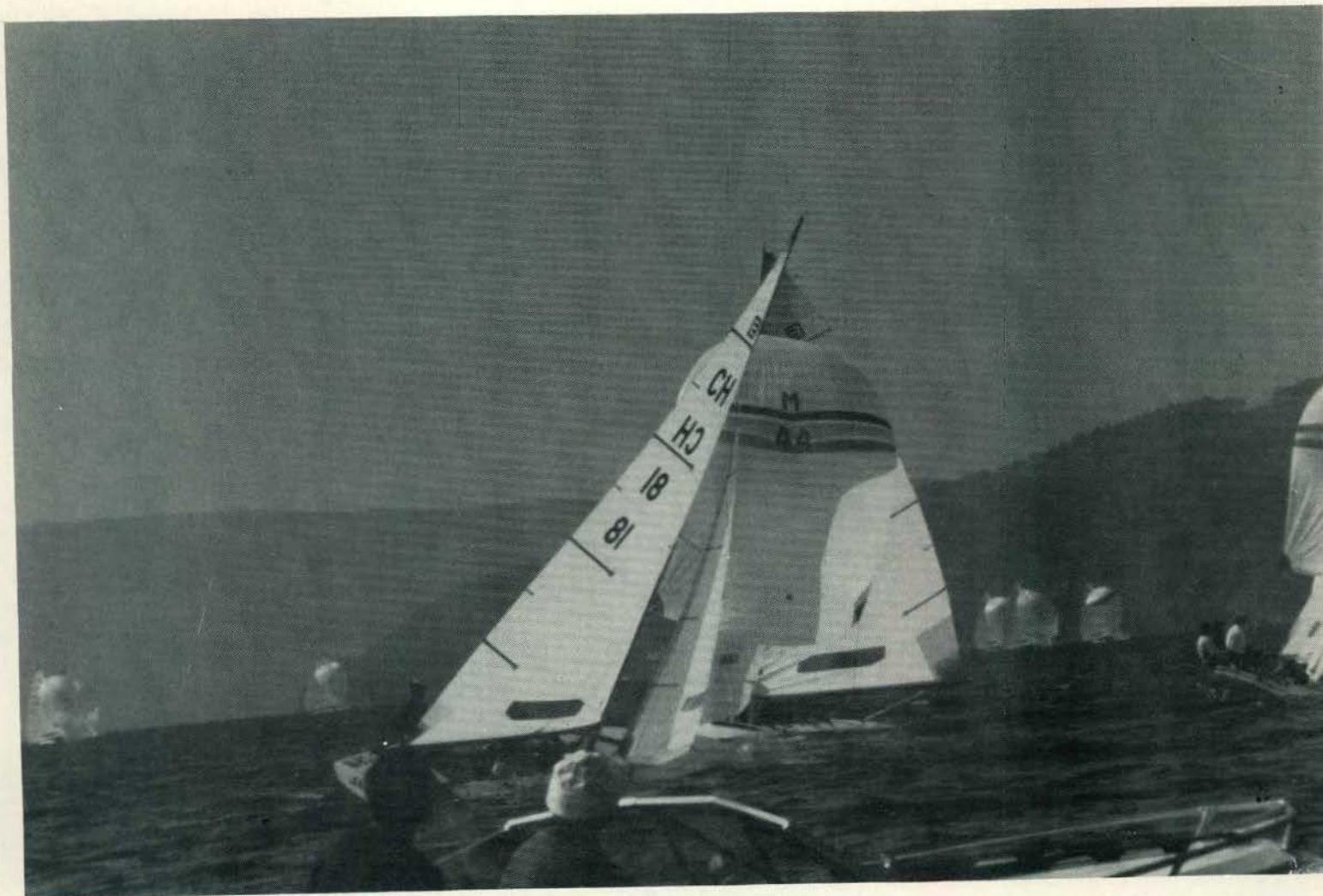
---The mast flotation problem got an airing at the Annual Meeting. There were some who felt mast head flotation was the end of "high performance." However, the class health (people buying boats) is a high priority for class existence. So there was plenty of support for giving power to race organizers to compel some form of flotation when wind speed increases to capsize levels. The question is what system will work. There are several experiments taking place for winter adoption.

---One of the rare occasions where the "drop the worst score" feature changed the order of top finishers was in the case of Dick Wight, who was freed from a 32nd plus 30% penalty and jumped into a regatta third -- thanks to a lot of good sailing in five other contests.

---The Keuka Lake Yacht Club organization was under the direction of Curt Wright, who was an official entry as well. Probably the "most valuable player" on shore (when she wasn't crewing for Walter Smedley) was Betty Lou Herter. Visiting race committee members were Mike Meyer (Pewaukee), Chuck Snyder (Nagawicka), George Hill (White Bear) and Sam Merrick (Barneгат). The protest committee was chaired by Bob Cole, Sr. -- once an active "E" sailor, but since gone to the horses. His weekend was highlighted by the birth of a granddaughter, Katie Marie, to his son Bob Cole, Jr. and daughter-in-law Marie McKee. ---Some rowdiness unbecoming gentlemen occurred. Food fighting with rolls and grapes for ammunition engaged the kiddies -- but one very senior stalwart was photographed aiming grapes from the balcony upon his friends on the ground floor.

---For those who concerned themselves about "gear changing" and adjusting their sail shape, the lake provided plenty of challenge. Going to windward on the first beat was in "smooth water" conditions. After that, confusing chop developed from the wakes set up by scows careening downwind. Of course wind velocity covered a wide range.

---Coming from behind is what it takes. Both Porter and Allen had some important ones quite apart from Allen's recall in Race #6, which he won. First mark roundings for Porter were 3 - 19 - 21 - 9 - 14 - 11; for Allen they were 13 - 3 - 10 - 18 - 11 - 9. The moral of such statistics is that it pays to be smart and persistent.



Erik Johnson and Billy Allen on different legs

photo: John Stull

RACE #1 COURSE: W-L 2½
WIND: 320 degrees at start. Changed to 010 degrees for the third beat.
VELOCITY: 6-12 mph

The wind direction required a beat diagonally toward the west shore and high bank. Dick Wight, Dave Chute and Brian Porter got to the right of the fleet on short port tack hitches from the start. Shifts tended to favor the right side of the course. Wight rounded the first mark just ahead of Chute, followed by Porter and Dan Buckstaff. Chute took the lead until Porter got into first on the second beat. Wight, Chute and Buckstaff traded positions at various times, with Chute dropping back to fourth behind Buckstaff at the finish.

RACE #2 COURSE: W-L 2½
WIND: 025 degrees at the start with big shifts left for the first beat. The course changed to 010 degrees for the run, then 360 degrees for the final beat.
VELOCITY: 0-12 mph

This race was started despite frequent shifts. A major shift left shortly after the start put pin end starters in good shape, but those out in the lake got persistently more air. The wind became fitful, but finally brought the entire fleet down to the bottom mark in a mess. Melges first mark rounding was wiped out, but he managed to get back into a good lead at the top of the second beat with Chute leading the rest of the pack. Again the wind deserted Melges, so that at the final turn he was not more than a boat length ahead of Scott Callahan and Had Brick. Allen and Porter, by staying on the east side of the course, converted a fifth and seventh mark rounding to second and third at the finish -- critical accomplishments in this close regatta. Melges won going away.

RACE #3 COURSE: W-L 3½
WIND: 205 degrees at the start. Later changed to 200 degrees. The wind settled into a southerly direction for the rest of the regatta.
VELOCITY: 10-14 mph

This race produced lots of "ups and downs" for nearly everyone except for Colie, who rounded no mark in less than third place and won going away. Bill Freytag rounded first at the initial mark but finished fifteenth. Porter made the same journey from 20th to fourth. Mike Fortenbaugh took over the lead at the second beat but lost it on the third. Playing the west shore became "the thing to do" providing sailors picked a good time to leave.

RACE #4 COURSE: W-L 3½
WIND: 190 degrees

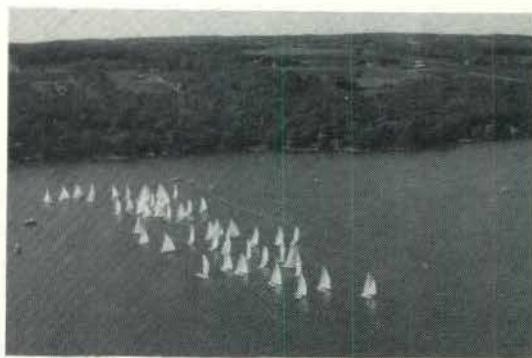
It took time to get this race going -- one general recall and one last minute postponement were needed to reset the line. Six boats were over early. Five were recalled with varying degrees of promptness. One, Dave Magno, was never recalled and was given average points after finishing 17th. His early start helped him round ahead of the fleet at the first mark. The race became dominated by Erik Johnson, who blew by Melges and Ed Vienckowski on the first run and established a good lead for the rest of the race. Dan Crabbe, Vienckowski and John Harkrader all had good finishes by sneaking to the east shore and confounding the local wisdom. Melges took a 30% penalty although finishing third just behind Porter in second.

RACE #5 COURSE: W-L 3½
WIND: 190 degrees

Two boats that sail on Toms River dominated this race. Had Brick led early and at every windward mark. Cliff Campbell was second all the way. Erik Johnson got into third on the first run after rounding ninth at the first mark -- and stayed there. Porter and Allen, never far apart, worked themselves up from 14th and 11th at the first mark to finish 4th and 5th. For Porter, this made him the National Champion, unbeatable by anything that might happen in the final contest with a "drop" total of 16.7. The other ultimately top five (Allen, Wight, Melges, and Johnson) were hovering with a five-point spread -- substantially tied for the final contest.

RACE #6 COURSE: W-L 2½
WIND: 205 degrees

The wind was almost in line with the lake's axis so that full two mile legs became possible. The opportunity Bill Allen had at staying in second place for the regatta seemed ended by his being recalled at the start. Undaunted, he followed the wisdom of the west shore for a while, tacking on a shift heading east that found him in the middle of the lake still lifted -- but then a big header and a great port tack into the mark brought him not far in back of the leaders in ninth. Dick Wight rounded fifth. Both stayed on starboard jibe long enough to carry lots of wind past the fleet. The result was Wight-Allen, one-two at the bottom mark. Russ Lucas, who found his first mark rounding lead, came in third. Melges went from second to 17th on that run, so dismal was the usually favored west shore; regatta position to Allen and Wight. Allen got by Wight on the second beat thanks to an effort by Wight to catch air that had gone by on his arrival.



photos: J. Johnson



This was a regatta highlight (or debacle). 2nd race: 1st leeward rounding is utter chaos! Porters sailed into the mess worse than 30th and rounded in 5th spot! - - - no hands?



Keuka Lake YC

photo: Al Wilder



Fifth crew sniffing for lifters -- possibly for K-9.

Silver Time at the 26th Championship



The Porter boat takes the big one.



Billy Allen & Co. a close 2nd.



Had Brick blowing a mean 6th.



Willie de was 9th.



Dan Buckstaff & crew 10th.

Regatta — Keuka Lake YC

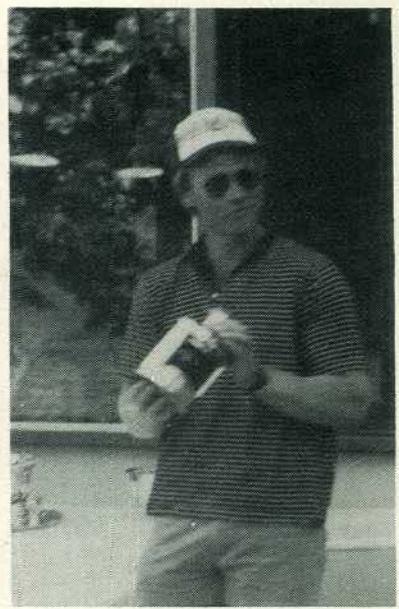
photos: J. Norman Johnson



Dick Wight, 3rd



Buddy Melges 4th



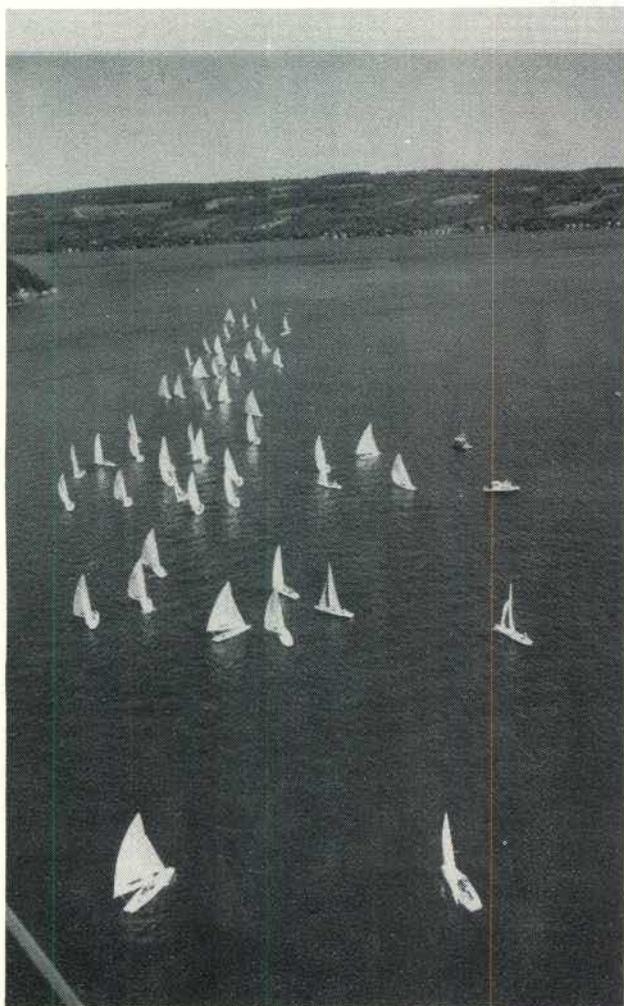
Erik Johnson 5th



Lady Barton walked off with the gal's top award.



Does Runnie get all these?

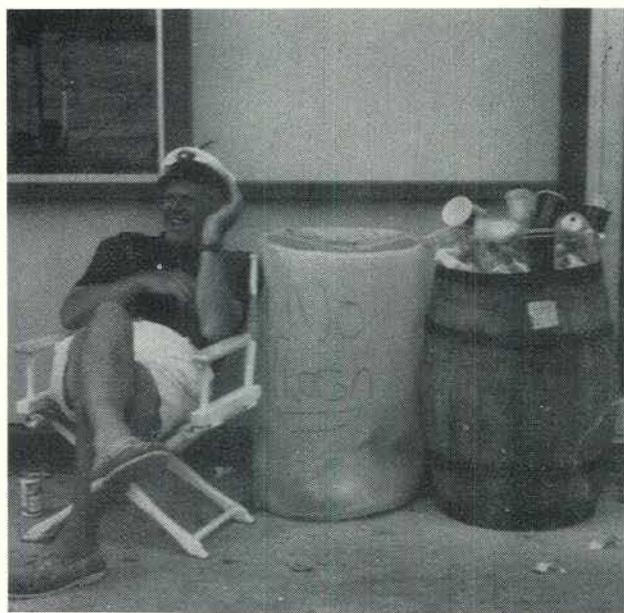


photos: Al Wilder/J. Johnson

(Plane at upper right took aerial shots)



Runnie crossing Bill Campbell



Walter S. and a barrel of used Diet Cokes?

RESULTS FROM THE 1984 NATIONAL CHAMPIONSHIP ON KEUKA LAKE

I-49	Brian Porter	1	3	4	2	5	8	26.7
M-44	Bill Allen	5	2	7	11	4	1	34
MA-10	Dick Wight	2	32*	3	8	8	2	39.4
I-5	Bud Melges	6	1	5	3*	9	4	44.7
CH-18	Erik Johnson	13	15	9	1	3	11	56.7
IH-27	Had Brick	12	5	11	12	1	10	61
BH-37	Scott Callahan	19	6	2	7	20	9	67.7
MA-9	Willie deCamp	8	4	14	24	6	29	72.7
J-46	Dan Buckstaff	3	36	6	16	7	19	77.4
BH-17	Mike Fortenbaugh	10	42	8	9	12	13	82
M-8	Dave Chute	4	10	33	10	11	28	92
BH-11	John Harkrader	15	18	19	6	17	31	104.7
V-69	Eric Wilson	14	12	30	14	32	7	107
T-8	Dan Crabbe	17	8	41	4	25	27	108
W-1	Jules Hannaford	18	13	24	39	10	14	109
T-17	Cliff Campbell	21	22	16	30	2	25	111
MA-7	Ed Viencowski	24	35	25	5	24	6	112.7
M-1	Jay Ecklund	9	26	22	DNS	13	17	117
BH-7	Corby Day	46	23	18	21	23	5	119
LA-99	Dave Magno	29	11	12	25	22	20	120
T-67	Stu Wells	DNF	29	13	18	15	18	123
W-30	Skip Johnson	16	16	29	29	18	21	130
MA-5	Runie Colie	20	38	1	DNF	14	34	132
HO-42	Dean Lennox	11	17	37	34	28	22	142
T-5	Bill Campbell	30	25	27	15	16	32	143
BH-6	Russ Lucas	42	28	44	22	21	3	144.7
BH-13	Bill Fortenbaugh	37	14	32	24	26	23	149
KU-5	Irv Spear	23	24	17	31	38	26	151
MA-3	Bob Armstrong	22	20	36	42	30	15	153
I-18	Bill Freytag	27	40	15	20	39	12	156
CH-6	Rick Turner	28	7	21	35	40	38	159
KU-15	Russ Cook	34	45	10	32	27	30	163
KU-37	Curt Wright	25	30	28	19	35	33	165
M-41	Gamble	36	39	45	37	41	44	177
MA-55	Gardner Cox	33	19	40	23	37*	37	182
LE-8	Mike McGraw	7	46	43	46	29	40	185
SL-39	Paul Eggert	38	9*	31	25	19**	24	186
MC-1	Dale Dunston	26	21	51	38	43	43	201
LE-9	Sencindiver	51	44	26	DNS	36	16	203
MA-5	Bill Wight	43	47	23	26	34	DNS	203
CH-5	Dick Turner	31	33	47	17	31	36	205
S-1	Herb Purlmutter	39	27	20*	33	42	DNF	207
W-17	Mike Schwartz	44	49	34	28	33	35*	218
KU-7	Phil McHenry	40	41	35**	27	44	41	223
KU-3	Chris Hawk	32	31	42*	DNF	47	39	233
KU-1	George Welch	35	48	39	41	52	47	233
CH-12	Chip Ulrich	41	43	38	44	46	48	242
LE-32	John Christie	47	34	46**	43	49	46	249
SL-1	Ron Dunwell	48	37	53	45	45	DNS	258
LE-7	Walter Smedley	50	51	52	48	48	42	269
CH-181	Ben Herter	DNF	DNS	48	40	50	45	269
HO-25	Tom Wiss IV	45	50	49	36**	51	DNS	279
CR-75	Bob Wynkoop	49	DNF	50	47	DNF	DNF	283

Recall Mania: Its Cause and Cure

by WILLIE deCAMP

As one who has experienced the agonies of multiple general recalls both as a competitor and as a race committee member, I am not unmindful of the numerous and sometimes bizarre pitfalls awaiting the race committee on the starting line. They deserve our sympathy. It has been my observation, however, that race committees seldom, if ever, avail themselves of the full range of tricks for keeping the fleet below the line. If the full bag of tricks were used, general recalls would not be a frequent occurrence in E-Scow sailing.

Sailors do not want to be over the starting line either individually or as a fleet. Competitors who crowd and prematurely cross the line are responding to factors which the race committee has **prestructured into the starting procedure** - e.g., a favored end, a too-short line, a line of which it is difficult to determine the exact location.

The sailors who populate the front row on the starting line know well that the outcome of a long race is going to be determined primarily by the competitors' relative boat speeds. The Melges, Porters and Allens have not real inclination to go for broke at the start; on the contrary, they are only too willing to start toward the middle of the line where it is easier to get clear air.

The complications set in when race committee mismanagement forces the skippers to seek clear air by distancing themselves from the competition in an upwind direction rather than in a lateral direction. To encourage lateral spacing and to discourage upwind spacing is the great desideratum in starting sailboat races. In their efforts to do this, any committee would do well to keep in mind the following factors, some gross, some subtle.

1 - The competitors must find each end of the starting line equally enticing. The term "square line," denoting a line set at right angles to the wind, is potentially misleading. If everybody in the fleet wants to go toward the same favored side of the course, then a line which is "square" to the wind will be wholly inadequate as far as lateral spacing of the competitors is concerned.

When the fleet bunches up at one end, the opposite end of the line must be moved sufficiently far to windward to invite some (but not all) of the sailors to start near it. At the Olympic regatta site at Long Beach the righthand side of the course is often heavily favored. USOYC Chairman Sam Merrick reports that to prevent a mob from assembling at the starboard end of the line the committee usually slants the line several degrees to windward at the port end.

The point to remember is that even when you are certain that the line is properly set you may still have to reset it **in response to the fleet's perception of a favored end.** They may be perfect idiots bunching up at the unfavored side; nevertheless, you will never get a start off until you indulge them by giving them a line which they perceive as being equally attractive along its full length.

2 - The line must be ample in length. Race committees frequently fail to perceive that a line is lacking in length. This is because on a too short line the problem will always **appear to be that the competitors are starting too aggressively.** Actually, any psychiatrist will tell you that people will become aggressive anytime they are too closely confined. If the first leg is a mile long, there is no real need to worry about the starting line being too long. Each boat should have abundant space in which to start.

If as a race committee your first reaction is to think, "The line is angled properly, but these guys are all starting too aggressively," you must think again. The correct translation is: "These guys need more space." Do not be afraid of being criticized for a line that is too long — it never happens. I have been racing almost twenty-five years and have yet to hear a complaint that a starting line was too long. Give them their space!

3 - Tether a long anti-barging buoy off the stern of the stern of the starboard starting boat. This device had its origin as an insurance policy against scratches or worse on the stern of the committee boat, but it has evolved into a great anti-barging tool. This buoy, which ranks as part of the boat, limits access to the area around the starting boat, thereby creating space on this part of the line and improving the visibility for those sitting the line. By denying bargers space to come in at about twenty seconds, it creates space on the line at the gun.

Commodore Klauser reports that this device worked well at the Mendota Nationals. Past Commodore Merrick confirms this and adds that the tether was sufficiently long to cause him to consider ducking in alongside it with about twenty seconds to go to "hide out" until the gun. Alas, he lacked the moxie to make the attempt.

4 - Station the flags at the bows of the starting boats. The next three tips involve allowing sailors to know exactly where the line is - or, barring that, allowing them to assume that it is farther downwind than it actually is.

Stu Wells, a veteran of as many general recalls as anyone else in scow country, has observed that the incidence of general recalls is greatly reduced when the flags which form the precise ends of the line are fixed extremely far forward on the lineboats. Especially on a long line, sailors have a tendency to think of the start as being "between those two boats" rather than between two staffs flying orange flags.

In the seconds before the start we place ourselves "between those two boats" and then allow the pressures imposed by surrounding competitors to serve as the determinant of our further forward progress. If the flags on the lineboat are aft, the whole fleet may go over together; if they are in the extreme forward position, the fleet sets up farther away from the line, and fewer recalls result.

This method requires the extra effort of rigging a mast far forward in the boat. Consequently, it could and should be used more often than it is.

5 - Cruise close to the line with the gunboat. If the gunboat cruises at an assigned distance, say one boatlength, above the starting line, then the sailors have a better idea of the exact location of the line. The number of premature starters is therefore reduced.

As previously stated, skippers tend to steer their boats over the line early only because they are forced to do so in order to maintain clear air. When the exact whereabouts of the line is uncertain, everyone is forced as far to windward as the skipper with the worst judgement. This skipper sails over the line and sets off a chain reaction in which other skippers cross early in order to keep clear air. With the gunboat cruising close to the line, sheepdogging the fleet if you like, the sailors have a better idea where the line is and thus a better opportunity not to sail over the line unnecessarily.

Mike Meyer used approximately this technique when he ran the Nationals at Lake Geneva. In five races for seventy-nine boats there was just one general recall.

6 - Station a midline buoy on the starting line. A midline buoy helps the sailors know more precisely where the line is, and therefore has all the positive effects just cited concerning the gunboat patrolling near the line.

This technique has several variations. The midline buoy can simply be an unofficial guideline for locating the line. Second, it can be used as an official part of the line with each lineboat calling boats over between itself and the midline buoy. Third, instead of a buoy, a Boston Whaler can be stationed as a third starting boat in the middle of the line helping to call boats over between itself and the lineboats.

7 - Once you know that a start will have to be recalled, immediately recall or postpone it. To delay recalling a runaway fleet until after the starting gun only surrenders your psychological control of the situation, which has an extremely adverse effect on your subsequent efforts to start a race. Here's why: Any delay in recalling the fleet causes the sailors to say to themselves "This guy doesn't know a forty degree windshift when he sees one," or "This guy actually considered letting that start go." At this point the sailors start to question your ability to execute a proper start. They then conclude that if there is going to be a race at all, it will be when you finally give up and just let the fleet go. When the sailors reach that conclusion, the truly legendary attacks of recall mania occur.

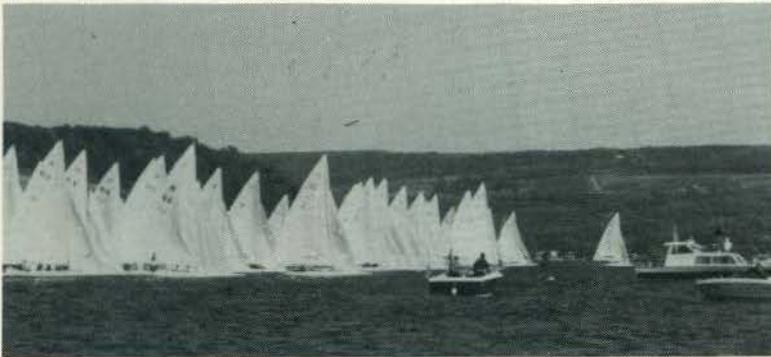
It is not my intention to make starting sailboat races look easy - for such is not the case - but rather to increase awareness of the many unused weapons at the disposal of the race committee. There are some today who maintain the necessity of imposing severer penalties such as disqualification or a percentage foul on premature starters. I believe that the above listed techniques constitute a big enough arsenal to solve any problems we now have in the E Scow class without recourse to more draconian measures.

In tackling the problem of recalls by making improvements in the starting line, we simultaneously improve the quality of the racing. This emphatically can **not** be said of any penalty system. If the competitors are held back from the line by fear of disqualification, there is essentially no concrete pressure on the race committee to set adequate lines. A poorer quality of racing will necessarily result.

Let us remember that a horde of boats prematurely over a line is not a disease but a symptom - a symptom of a flawed starting line. As such, it should be regarded not as a cure but as a gentle reminder to the committee that it can, and **must**, do better.

Willie deCamp has recently begun racing DN iceboats, which start from a standing position.

photos: Al Wilder



We've tried to study this starting line sequence.

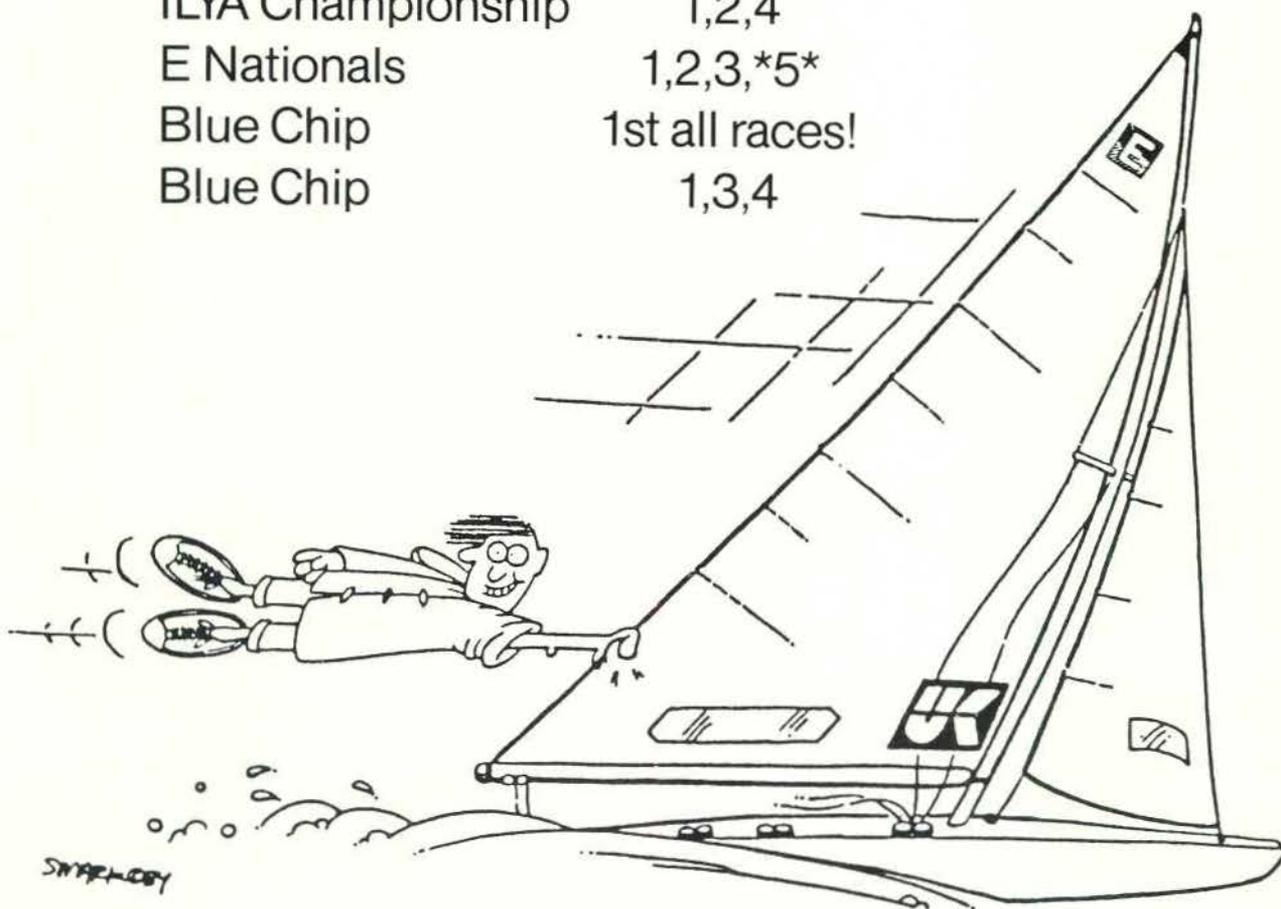


We've looked at this starting line sequence in an attempt to tie it in with Willie's observations but came to no conclusions.

SPEED DEFINED

1984 E SCOW RESULTS

ILYA Championship	1,2,4
E Nationals	1,2,3,*5*
Blue Chip	1st all races!
Blue Chip	1,3,4



*Partial inventories

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EASTERN CHAMPIONSHIP

by JAY DARLING

EDITOR'S NOTE: Jay Darling neglects (modestly) to tell the readers that he, along with Mike Heinrich and Christ Wight, were part of Dick Wight's championship crew.

Dick Wight, sailing a consistent 2-3-5-8-3 on lower Barnegat Bay, won his fifth Eastern Championship and joined the select company of veterans Runnie Colie and Sam Merrick as the only skippers to have garnered the Eastern crown at least five times.

The regatta, well hosted by Toms River Yacht Club, was sailed not on the usual Wanamaker course but instead on Barnegat Bay several miles south of the mouth of the river, opposite Island Beach State Park and well within sight of the Barnegat Light House on Long Beach Island. This site, possessing deep water and being generally free of the enormous recreational traffic that frustrates all racing further north, provided five close, enjoyable races that more than made up for the arduous tow to and from the clubhouse.

As expected, the prevailing August sea-breeze provided the locomotion for all of the races, with the typical full-day schedule being (1) tow to the course in mid-morning; (2) swim off the stern in the late-morning doldrums; (3) race in the light and building southeasterly; (4) race again in the by then steady southerly. All races were of the preferred windward-leeward variety, providing much closer racing and avoiding entirely the uneventful "parade" often associated with Olympic courses.

The retelling of the actual competition centers on three boats, the regatta marked as a three-horse contest from early among Dick Wight, Mike Fortenbaugh (who would win three of the five races, but not the regatta), and Had Brick. The overall positions among these three changed after each race of the series, and the final point spread between first and third place was a scant 2.3 points.

Race #1 (Wednesday afternoon) began in a steady 12-14 mph southerly, and the cardinal rule, without exception, for all weather legs was to go right, and then go further right, toward flatter water and kinder shifts. Wight led Brick to the first weather mark, but could not hold off Brick's charge as the race progressed; Brick was possessed of superior boat speed for not only the race but the regatta as well. Brick won this race without being seriously threatened, and was followed by Wight, Scott Callahan, Mike Fortenbaugh, and Cliff Campbell.

It again paid to go right on all weather legs in Race #2 (Thursday morning). There was a light 5-8 mph southerly, especially on that last leg, which bestowed a welcomed 20 degree shift to those with their noses in the right corner. Among those persons was Mike Fortenbaugh, who seized the first of three bullets and demonstrated blazing boat speed of his own. In second place was father Bill Fortenbaugh, who would later remark how easy scow racing was when one had a seeing-eye son who successfully picked his way through all the shifts. The Fortenbaughs were followed by Wight, Brick, and Cliff Campbell.

The only drama of this race occurred in the final 300 yards, when Wight, perhaps already sensing the strong regatta threat to be presented by Brick, brought from the recesses of his Laser past the tactic where he reached well down below his fastest course to finish in order to camp in front of Brick (behind and to leeward) with the design of allowing Campbell to slip between the two of them. The ploy failed miserably, and almost totally, as Brick, who seemed to get faster and faster as the regatta progressed, nearly caught Wight and passed him at the finish as if to thank him for his consideration.

The anticipated 8-12 mph southerly presented itself for the third race (Thursday afternoon). Not expected, however, were the two significant shifts that appeared, Pewaukee-like, midway up the first weather leg. At the start it once again paid to go right, as Brick and Wight did. One-third of the way up the leg, however, a big port filled in, bringing Runnie Colie to the front of the pack. By the time the rest of the fleet was plugged in to the port, the now-fickle breeze swung way back to the right, aiding the leaders, but causing great confusion and dozen of dropped places further back in the chase.

As the race progressed, foul weather settled in, with hazy conditions and spotty rain. These conditions were ideal for Runnie Colie, who snuck by Brick at the last leeward mark rounding by being the privileged boat in a port/starboard confrontation. As all who have tried to sneak by Colie as he nears the finish know, it is a grim, joyless task, and neither Doug Love (who hammered the right-hand corner on the last leg to gain many places), Brick, John Harkrader, Wight (who grew slow in the light stuff) nor Bob Broege were up to the effort.

At this spot along the chronology of the series, it was Brick on top comfortably with a 1-3-3, followed by Wight's ever-worsening 2-3-5. Apparently out of contention was Mike Fortenbaugh, who, having been second over all after Race #2 with a 4-1, responded miserably with a 25 in Race #3. He just managed to outdo Scott Callahan, who had been in a close fourth place prior to Race #3, but then limped in with an 18 to genuinely impair any run for overall honors.

The fourth race, a light southeasterly, provided the moments upon which Wight and Tom Wiss from Hoptacong will undoubtedly reflect upon fondly all winter long. Wiss, of course, slam-dunked the first three shifts and was so far ahead two-thirds of the way up the weather leg that it looked as though he had started earlier with a different class.

Wight arrived at the weather mark much, much later, in the mid-teens, but was greeted by the sight of Brick sitting dead in the water between the weather mark and the offset mark -- steamrolled by one, then another, and then by a never-ending string of scows, Wight by then having joined in the parade. Nevertheless, Brick rebounded quickly and slipped by two boats here, and three boats there. By the finish he had recovered many of the places that had earlier seemed permanently lost, finishing 18 to Wight's 8th.

Wight now had the regatta lead for the first time, but was anything but cocky. Looming over one shoulder was Brick, who demonstrated superior boat speed over Wight throughout the three days. And over the other shoulder and making a blazing spring back into contention Lazarus-like was Mike Fortenbaugh, who had nailed the right corner in the second weather leg of Race #4 and not only grabbed the bullet, but also put himself right back in the hunt.

The fifth and last race (Friday afternoon) was sailed in the predicted 12-15 mph southerly. Wight had a brilliant start at the weather end and, he stated later, had intended to steam for the routinely favored right side of the course. Just prior to tacking, however, he glimpsed Brick being called back to leeward and, in the same glance, saw Fortenbaugh directly to leeward on starboard.

The program was then simple: cover Fortenbaugh like a blanket and ignore Brick, who, it was assumed, undoubtedly could not pick his way back through the entire fleet to challenge again. This program was flawed, however. Fortenbaugh was lightning fast and simply sailed right out from under Wight, changed directions at the corner and led Wight and Bill Fortenbaugh comfortably at the first mark.

Wight was not especially distressed at this point, for even with Fortenbaugh's conceded bullet, Wight could finish as far back as third and still win the regatta. Fortenbaugh, of course, was attempting the delicate balance of covering Wight in such a fashion so as to put two boats between them. For Wight to triumph, he had to finish third or better and only then if Brick did not win.

It took only two more legs for Brick to literally sail right over Wight. Fortenbaugh could no longer fool with Wight, for he needed to beat Brick head to head, and he began his sprint to the finish, pursued relentlessly by Brick. Wight, meanwhile, was stumbling mightily trying to hang on to third place, rushing off to cover one pursuer, then off to the other side to cover another.

Mercifully, the race ran out of legs before anyone could edge past Wight into third, and he became the 1984 Champion, a scant .6 points ahead of Fortenbaugh and 2.3 points ahead of Brick.

-- A THOUGHT TO PONDER--

At the trophy presentation concluding the regatta festivities, Dr. William Fortenbaugh, Professor of Classics at Rutgers University, received his prize from the regatta committee: a stuffed toy duck. With that spontaneity that alludes most of us, but that one would expect from such an esteemed scholar, Fortenbaugh quipped:

Behold the duck
It cannot cluck
Because a cluck it lacks
It quacks.

Perhaps that provocative piece should serve as an inspiration to those scow sailors who attended the 1984 Eastern Championship -- a regatta where perserverance and ingenuity paid off!



MA55 -- aptly named "E-QUALITY" -- broke possibly new ground in the Class on Barnegat Bay on Saturday June 23rd when an all-distaff aggregation took the field against male and mixed aggregations which traditionally have made up the BBYRA Fleet. They were Vida Cox, Chris Wight (Formerly of Peter Commette's Championship Crew), and Ann Colie (Navigator for her father Runny), and Margaret Pilling (former member of Sam Merrick's Afterguard).

1984 Easterns

Toms River Yacht Club

			1st	2nd	3rd	4th	5th	Total	
1	Dick Wight	MA 10	Feather	2	3	5	8	3	38.4
2	Mike Fortenbaugh	BH 17	Sweet Dreams	4	1	25	1	1	39
3	Had Brick	IH 27	Barneget Sleigh Ride	1	4	3	18	2	40.7
4	Scott Callahan	BH 37	Resolution	3	7	18	2	4	53.7
5	Runnie Colle, Jr.	MA 4	Doon VI	12	17	1	3	11	63.7
6	Doug Love	MA 31	Leptokutosis	9	12	2	10	10	68
7	Corbin Day	BH 7	E- Spirit	16	8	8	5	5	70
8	Cliff Campbell	T 17	01' Blue	5	5	6	20	7	70.7
9	Bill Campbell	T 5	Dark star	7	6	11	15	6	74.2
10	Bob Broege	BH 4	Hugger Muggler	11	9	7	16	12	85
11	Dave Magno	LA 99	Magnum Force	18	13	14	4	13	90
12	John Harkrader	BH 11	<i>Evasive</i>	19	21	4	22	25	107
13	Bill Fortenbaugh	BH 13	Theophrastus	14	2	35	23	15	114
14	Tony Herrmann	MA 33	Max-E	22	23	9	6	29	118.7
15	Ed Vienckowski	MA 7	Synergy	13	26	13	24	14	120
16	Michael McGraw	LE 8	Elusive	6	19	17	30	22	123.7
17	Bob Armstrong	MA 3	Emotion	8	18	16	27	9	133
18	Dale Dunston	MC 1	E- Conke	32	11	24	7	31	135
19	Gardner Cox	MA 55	Equality	20	16	15	31	27	139
20	Stuart Wells	T 67	R. A. A.	24	22	34	13	18	141
21	Rick Turner	CH 6	<i>Atchatague</i>	33	24	21	11	24	143
22	Nick Post	MA 5		26	15	29	14	30	144
23	Jack Lampman	LE 31	Stinger	17	20	22	39	20	148
24	Willie de Camp	MA 9	Sudbine	10	10	DNF	17	DNF	151
25	Irv Spear	KU 2	Trident VI	23	28	38	19	17	155
26	Pete Rochelle	HO 31	Happ-E-Ness	36	14	20	29	28	157
27	Dan Crabbe	T 8	Shellback	15	27	DNS	35	8	157
28	George Drawbaugh	HO 37	Sensation	21	32	28	26	21	158
29	Dean Lennox	HO 42	Liberator	30	25	23	28	23	159
30	Jeff Lines/Nick Imperato	T 2	Who Scow	28	37	10	33	16	160
31	Bill Warner	T 1	Eraser	29	30	27	12	32	160
32	Dick Turner	Ch 5	Falcon	31	38	31	21	25	176
33	Ken Rand	HO 18	Kudos	40	29	12	36	35	182
34	Tom Wess	HO 32	<i>Penny</i>	35	41	30	9	38	183
35	Russ Cook	KU 15	Cook-E	39	33	33	25	26	186
36	Art Bailey	IH 44		27	31	26	41	34	189
37	Cliff Lewis	MA 18	Waanataa	38	35	19	DNS	DNS	206
38	Jeff Condon	LE 30	<i>Rum Runner</i>	25	40	DNS	34	DNS	213
39	Craig Bradley	HO 13	<i>Loose Ends</i>	34	34	37	37	DNF	214
40	E. J. Lill	HO 38	Hat Trick	DNF	36	32	32	33	216
41	Bill Kwaak	MA 6	Enock Train	37	39	36	40	36	218
42	Winfred Ginter	HO 41	Wool "E" Bully	DNF	42	39	38	37	228

NOT YOUR AVERAGE "CHOPPER"



Tim Zeigler and James Wiebrecht sailing their C Scow "Chopper" to victory over 100 plus competitors at the 1984 ILYA Championships.

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Scott Callahan is a first-year "E" skipper out of New Jersey's Bay Head Yacht Club, whose speed (and skill!) earned him a BBYRA season first in '84. Willie deCamp suggested that Scott put together some thoughts on just how he managed to make his scow go as fast as he did, which is the background for this article. In addition to sailing "E's," Scott has had a successful career in Lasers and M-Scows, winning the M-Scow Easterns in 1980. He teaches sailing and wind surfing at the Bitter End resort on Virgin Gorda in the British Virgin Islands, and is also an ice-boat enthusiast.

BOAT SPEED: (You don't buy it in the store)

by SCOTT CALLAHAN

Boat speed, It's easy to recognize, but not all of us have it. You have boat speed when you motor through the lee of a boat that got off the line before you did. You have boat speed when you go to an unfavored shore but wind up crossing even with the leaders. You have boat speed when you come from the middle of the fleet to plane into a hundred yard lead ahead of those who beat you to the weather mark.

I've found that good boat speed requires a good boat, good boat handling, and experienced sailors. Whether you buy a new or used Melges or Johnson, the boat must be modified for your personal sailing style. Last fall I decided to buy a used boat; one with a good record, used but not abused. The first thing that I did was to sail my boat in early fall in many different conditions. After a lot of sailing, I made the following refinements:

- I. The Hull
 - A. Take boards and rudders out
 - B. Turn boat over on trailer
 1. Clean bottom
 2. Wet sand with #320
 3. Wet sand with #400
 4. Wet sand with #600
 - C. Square board wells and transom for better water release
 - D. Sand rough spots in board well and transom area
 - E. Do a final sanding with #800 over entire hull
 - F. Compound with #1200 and machine buffer
 - G. Compound with teflon
- II. The Boards
 - A. Round leading edge with file
 - Wet sand with #400 and #600
- III. The Rudders
 - A. Have rudder shaft welded to blade
 - B. Wrap glass tape around shaft and sand for a tight fit
 - C. Fair rudders and sand smooth
 - D. Prime and paint rudders
- IV. The Mast
 - A. Measure band lines
 - B. Replace up and downhaul with kevlar 3/32 with color-coated outer case
 - C. Make spinnaker halyard reverse purchase 1:2/ 5/32 pre-stitch color-coated line.
 - D. Remove backstays
- B. The Boom
 - A. Use Melges boom
- VI. The Deck Lay Out
 - A. Complete a finger tip adjustment on all controls
 - B. Use thinnest line possible

- C. Use kevlar (no or little water gain)
- D. Use tapered line where possible
- E. Use continuous kevlar jib sheets
- F. Use color-coated jib luff/car
- G. Use Melges boom vang
- H. Use cassett system
- I. Use Johnson clutch system with 1/8" kevlar release line for board control
- J. Use color-coated line for traveler
- K. Use pre-stretch line on traveler car
- L. Use 1/4" kevlar sheets for spinnaker
- M. Use 1/8" kevlar twing line for spinnaker
- N. Use tapered main sheet
- O. Make tillers 5 1/2" longer
- P. Make cross bar linkage with less play

SETTING THE RIGGING AND SAILS

When sailing in air from 0-5 mph, the spreaders should be back and pinned 6-7 inches. The uppers should be loose for increased jib sag, and the jib should be trimmed in 14-16 inches.

When sailing in 6-12 mph winds, the spreaders can be moved further forward if the water is choppy. In all cases, the top batten should be parallel to the boom. In choppy air the jib should be trimmed 13"; otherwise, it should be trimmed 12-13".

When sailing in 12-18 mph winds with a crew weight totalling 600 pounds or more, the spreaders should be 3 1/2" back. (The uppers may be tighter if sailing under 550 pounds.) With a heavier crew, the leeward upper may be tight. In puffs, vang first and then east the main sheet. You'll go faster by watching the water and sailing the boat rather than by jerking the traveler up and down. The jib trim in 12-18 mph winds should be 15-16".

When the wind is up, say 18-24 mph, the boat must be sailed at a proper angle of heel. You won't maximize boat speed by letting the boat ride up in puffs. In these conditions steering is everything! A good helmsman must determine if a puff is a lift or a header before it reaches him. All eyes must be on the water; the crew must be in total harmony with the wind. The spreader should be forward at 2-2 1/4"; the uppers should be tighter, and this is when I rake the mast to improve my steering. The mast can have a 1/4" of sag so in the lulls the vang can be used to give the sails power. If I am sailing with under 550 lbs. of crew weight, I rake to 33 ft. 9" and make the leeward upper-tight. I may pull the board up 4"; remember to vang hard and to trim the jib 18".

When I sail in 25+ mph winds, I keep the spreaders at 3-3 1/2". The uppers can remain the same. I rake from 33 feet 8" to 33 feet 6" and pull the board up 4" to 7" after the start. The vang should be on very hard, and the boat should be sailed flat. The jib trim should be 18"-20", and the jib should be moved up on the clue board.

GOOD SAILS

Good sails are very important. Sails give the boat power. No matter how slippery the boat is or how good your crew is, without power, speed, and pointing, you aren't going anywhere. Sails must be matched to the mast and your style of sailing. A good sail on one boat may be a dog on another. What to look for in a sail is a smooth overall shape. Don't expect to take a new suit of sails out of the bag, hang them on the mast and go fast. Sails must be tailored like a fine suit of clothes.

Before the race, I sail the boat to windward and look at the sails. Does the boat feel right? If the boat feels slow, I look at the leach of the main and the jib slot. If the leach of the main is hooking to windward, I tighten the lower. A good starting point in tuning is to set the spreaders at 4" and to set the rake at 34 feet. Keep the mast in column with 800 lbs. of upper tension. If I am not confident with my boat speed, I experiment. It is important to watch others. Train your eye for what is fast and what is slow.

GOOD SPINNAKERS

Reachers are like jibs in two ways. They don't last long, and they are either fast or slow. If they are slow, they don't get faster. Runners, on the other hand, can last a long time because the stress on them is much less. When I am sailing a reach or a run, I sail it much like I sail an ice boat: up to build apparent wind and then burn off the speed when I can.

GOOD CREW

A good crew requires a blend of experience, strength and smarts. By far the most important element is experience. How many times have you seen out-of-class hot shots be disappointing in their performances?

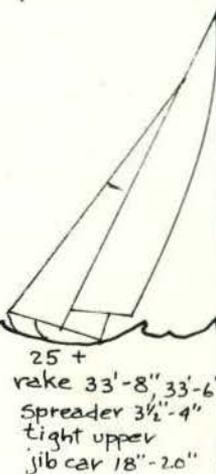
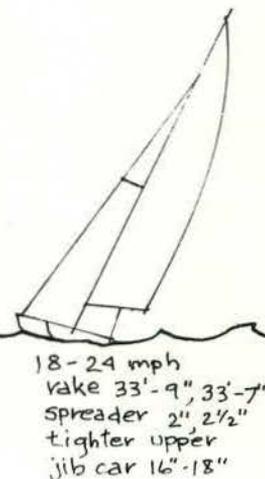
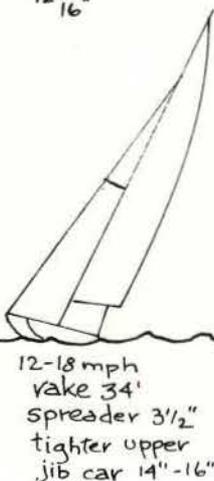
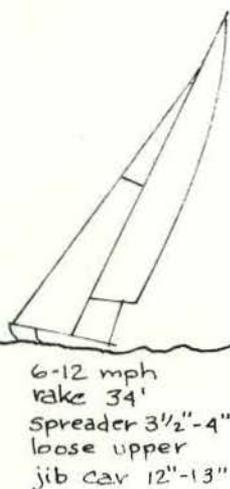
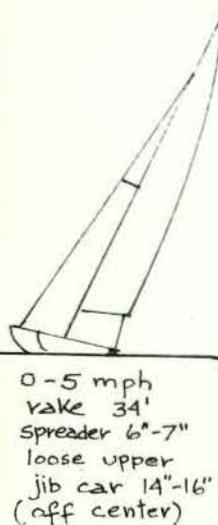
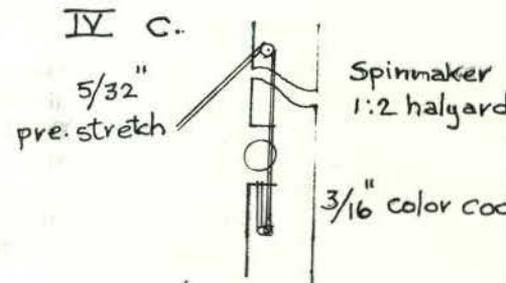
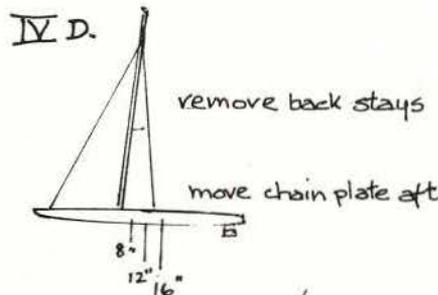
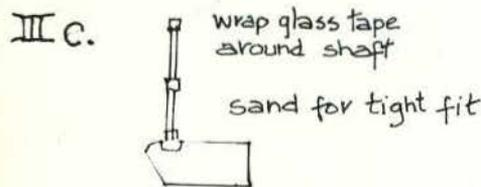
THINGS THAT YOUR PROBABLY DON'T KNOW

- * When sailing downwind in 15+ mph winds, three seconds before you gybe you should head up 5 degrees to increase boat speed.

- * When sailing downwind in all conditions, you should lower the windward board before you gybe so that your boat tracks.
- * Your vang should be eased to give maximum power on reaches. When a vang is on too hard, it robs the main of fullness.
- * Keep your jib eased on reaches so as not to cause your spinnaker to collapse. An overtrimmed jib causes a vacuum.
- * You should overtrim the main on reaches to open the slot between it and the spinnaker.
- * The skipper should move to the leeward side of the boat to keep the boat heeled as the crew sets the spinnaker.
- * You should not wash sails. Washing takes the life out of sails.
- * You should not leave your spinnaker packed for a long time because it causes unwanted ripples.
- * If your boat is stalled, let the jib car out.
- * You should leave the jib luff off for a more sensitive jib and an easier read.
- * When you rake the mast back, you should move up one or two holes on the jib clue board.
- * You can not have the jib traveler in and the main traveler out.
- * At the start of the race, the jib man should have both sheets in hand so that the jib can be backed easily.
- * The compass is more important on larger bodies of water because there are fewer reference points on land.
- * The inversion of the mainsail is caused by the jib car being too high and the main too flat aft.
- * Avoid using old reachers in light-air, rainy days because sails gain weight.

CONCLUSION

A well-thought out, well-equipped boat can give you an advantage in overcoming your competition. Never stop reviewing gear and thinking up new ways and methods to go fast. This applies not only to the boat but also to your tactics. To go fast, keep these things in mind: a good boat, good gear, good sails and a good crew. Consider yourself good too -- who knows!





Ed. Note:

Psyched up and forewarned by reading Scott Callahan's preceding article, the fearless REPORTER fantasized about this photo's wind velocity (which could be in the 25mph+ range) and came up with the following boat speed subtleties:

I. The Hull

- A. Put in extra 35 cu. ft. of Styrofoam®.
- B. Fill remaining voids with life jackets.
- C. Remain in cockpit and hang on.

II. The Rudders

- A. Make certain they're still there.
- B. Don't move them port or starboard.

III. The Mast

- A. Rake to about 12'-6", 11'-9".
- B. Forget spreaders.
- C. Attach duplicate uppers & lowers of locomotive stainless cable.
- D. Ignore jib car.

IV. Sailing

- A. Don't look at the water - keep your eyes glued on the bailers.
- B. Don't listen to the crew, they can't help.
- C. Try not to think about why you are where you are.

V. Conclusion

- A. Use hindsight and head for the bar—wishing the rest of them well.

TEAM BREATHLESS ON SPECIAL ASSIGNMENT

OR

COVERING THE BLUE CHIP PECADILLOS

by
Mike Fortenbaugh

ABOUT THE AUTHOR: Mike Fortenbaugh is a Princeton senior whose creativity shines in his entertaining account of the annual Pewaukee classic told from the perspective of a first timer. One footnote for those who didn't make it to the prestigious event: BREATHLESS is the name of Mike's boat — after the Jerry Lee Lewis tune by the same name.

I'm breathless. Or rather, we're breathless. You see, we're a team. Some people call us "Team Breathless" and others call us "Team Breathless Inc." but don't worry about our name; this isn't about us. What this is about is something that happened to Team Breathless someplace far away. Ever heard of Pewaukee? Neither had we.

A package arrived by mail a few weeks back. It contained a cassette tape with Robin Johnson's voice. She said something like this, "Your mission, should you decide to accept it, is to infiltrate this regatta on Lake Pewaukee and bring back a comprehensive report for those who didn't attend." Courteously, we accepted. Team Breathless took to the air.

We managed to find Pewaukee in time for the opening festivities on Friday morning. Armed with pencils and note pads like dutiful journalists, we crept inconspicuously toward the clubhouse to catch any juicy gossip before our identities were known. You could imagine our shock when they expected us to race! By chance our sails happened to lie in the trunk of our rent-a-car, but we obviously hadn't brought any battens.

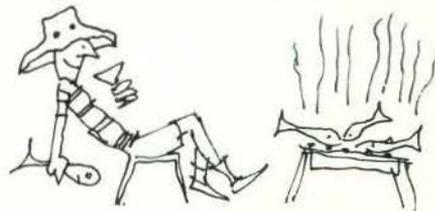
What a dilemma! When you politely ask one of those over-competitive westerners to borrow some battens, they lend you a penknife, some advice and point to the best tree for whittling. (Only non-western types read this magazine . . . I hope) Luckily for us, we found a large number of friendly easterners, among them, walking, talking, spare parts provider — Dick Wight.

Soon THE TIME came. Competitors climbed into their machines and pushed off. Our first reaction was not to sail too close to the hot teams because they sometimes bite. But we realized that everyone was here for friendly, laid-back competition. (Wanna buy the Brooklyn Bridge?) As a matter of fact, after the relaxing first start, we decided to hang back and view the fleet from the bottom half. "We could have seen things develop better," ran our explanation at the bar.

The racing was fun, but "Friday" in Wisconsinese does not mean sailing. It means fish-fry. The fish-fry contingent, made up almost exclusively of tourists, agreed to meet at the club and drive together to dinner. In our typically overzealous style, Team Breathless arrived early and discovered the yacht club bar was closed. But, the Pewaukee Yacht Club bar operated under very peculiar rules. "Closed" is relative. In Pewaukee, "closed" describes the cash register, not the liquor cabinet. Three (or four . . . we forget) cheers to good hospitality!

Finally, we escaped from the club with most of us still intact. The only casualties were two rather jolly sailors who exchanged pre-engagement vows over a bottle of champagne. Their lavish use of champagne continued throughout the night but our reporting of this particular incident should stop here.

A fish-fry is something that every American should do once, but usually only once. If affects some people like a full moon. Willie deCamp was sipping an infamous Moose River Hummer in public!



Here's the One, Two Three of it all.

photos: Jim O'Brien

A sad story of Mystery Guest Neilson's 2nd Race

photos: Jim O'Brien



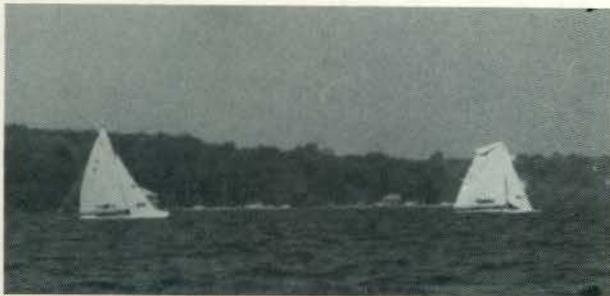
coming up for the second time with a fat lead - - -



Boy oh boy! Really smoking on this "horizon job"



BAM! Yoikes!!



— "well, better keep on going." meanwhile here comes David Chute.



"feels like we have a sea-anchor out"



"well, there goes M-8"



"hmm . . . here comes the mob"



"guess we might just as well pack it in."

Furthermore, when well-seasoned Paul Egee took a gulp of Willie's drink and instinctively spit it out, not seeing the lit candle and causing one of the most remarkable explosions, Willie just smiled, took another sip, and innocently said, "Gee, this is good. What's in it, Mike?" Just for the record, alcoholic beverages have no effect on Willie until one or two days after when he can be seen droop-hiking off Doug Love's boat, screaming "Weeeeeeeeeee!"

Fish-fries are great at honing the tactical mind. First, eat quickly — the faster you eat, the more fish you get. Second, eat slowly — the less you eat, the less you get (if you know what I mean). Finally, if the whole table is on one check, order filet mignon! Watch for my soon-to-be-published book, *Winning at Fish Fries*.

Before returning home, Paul Egee and Joe Federico demonstrated their latest interest besides sailing. Evidently, they're exploring the boundaries of break dancing. The requirements: a rent-a-car and a deft set of hands to straighten indentations. (Our advice: never buy a used rent-a-car, especially after seeing that Mantoloking skipper do a U-turn over a median. The only exception is if you are a farmer. Rent-a-cars drive very well in corn fields.)

Thank goodness there's racing to keep sailors out of trouble. Saturday's races came and went so fast that everyone was high and dry before most people had woken up. But what a day it had been with crashes here and bashes there and to top it all off, everything was on video tape! Do you ever want to see who actually does the most pushing off or the most barging at the leeward mark? The juries crowded eagerly around the television and boomed and hissed as the infracting skipper was forced to pay "indemnity" drinks. However, some skippers still fought the tape. "But guys," explain-

ed Dave Chute. "It wasn't like that" Nevermind Dave, we'll wait until next year for our drinks; just remember the interest they'll accumulate over the winter.

Well, the afternoon was a long one and by the time the steak dinner was being prepared, a thick haze had settled over the lake. Through the dense fog, one idea rose. From a corner table of pseudo-philosophers came the new thought and motto for several teams: We're Better Than We Are. We believe it has potential as a boat name.

The steak dinner needed no support, it was scrumde-licious! Afterwards, the hosts showed a movie about the America's Cup from the Australian perspective. We found out how bad and devious the New York Yacht Club actually is (from a down under view). Our local trivia buff shed some light on the film. Evidently, Pewaukee is home of a lot of pro-Aussie sentiment since John Bertrand lived in town for one or two years.

With a full moon shining, the civilized sailors went to bed and those known for their questionable behavior at night took to their cars and followed Pewaukee's famed hoodlum-sailor through the bars and beers and corn fields and all sorts of other things which no reporter will admit to remembering.

With several sighs of relief, Team Breathless woke the next morning to the beautiful still of a glass lake. In a few hours, the abandonment would sound and the easterners would depart in various ways, passing each other on the highways and miraculously catching flights. A job is done, mission complete, and Team Breathless may sleep and recover.

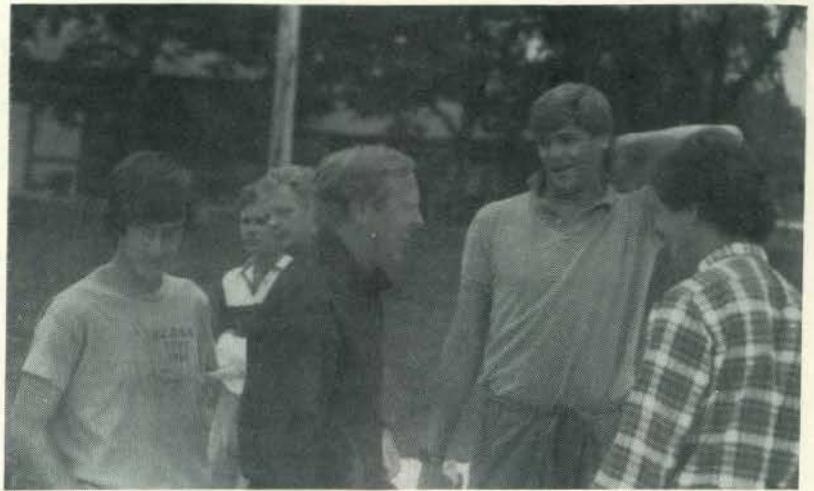
photos: Jim O'Brien



Good humor prevails on that Gloomy Sunday



Mark Bower, Buddy Zinn and friend.



Willie, Doug and Brian re-hashing.



I-10 packing up.



This is the way it was all morning



One of the many O'Malleys?



Gordy Bowers lugging a big fish he caught in the 4th race.



Chris Gary



Charlie Meier, Joe Boland

Reporter Photos

“We’re Better Than We Are”

By Erik Johnson

RACE #1 WINDS E-SE 8-12 mph / Course OW

As people left the dock Friday morning for Race #1, most were surprised to find the velocity of the wind to be as strong as it was at the leeward end of the lake. Most entrants would concede that to do well at Pewaukee a good start helps, but being able to play the shifts and to change gears are equally as important. The first weather leg saw Bill Allen, Bob Allen and Dick Wight all getting out early and looking good on the middle to right side of the course. Brian Porter, the new national champion, started at the leeward end and appeared to cross all 18 sterns after the start. Thank you, Brian, for the handicap! After two aggressive reach legs, the fleet was still bunched closely, with Bill Allen leading; Gordy Bowers and Bob Allen were fighting for second and third. Things remained basically the same until the last weather leg. Bowers made a charge for first and ended up two boat lengths short while Bill Allen took the gun. Meanwhile, the third through sixth place finishers had become very close, and boats were only seconds apart as they crossed the line. Bob Allen hung on to finish third, Dick Wight fourth, Erik Johnson fifth and Dave Chute of Minnetonka sixth.

*SPECIAL NOTES ON RACE #1

Brian Porter, whose worst race at the National Championship was eighth, finished thirteenth.

Tom Klaban, the MESA Champion, joined the swim team at the leeward mark.

RACE #2 Winds E-SE 8-12 mph / Course W3½

The afternoon race started in almost the same breeze as the morning race, but the right side of the course didn't seem to be quite as heavily favored as the earlier race. At the weather mark, our mystery guest, Terry Neilson, was showing us all why he won a bronze medal in L.A. After a 17th in the first race, one can only infer that Terry had an incredible lunch or learned what all those funny lines go to . . .

On the second beat, Terry was pulling what many refer to as an “horizon job” on the “cream of the crop,” when his mast unexpectedly broke at the hounds. Dave Chute, in second at the time, was glad to take over the lead and hold it for the gun. Meanwhile, Jeff Baker, after a disappointing morning race, appeared to be back in the “groove” and sailed his way through the fleet to finish second. Bowers posted a third to lead the regatta after two races. Jay Ecklund sailed well to beat fellow Minnetonkan Bill Allen for fourth.

RACE #3 WINDS S 8-12 mph / Course W3½

The word on Saturday morning was more wind and possibly a

storm front coming into the area. The race committee advised everyone to expect back-to-back races. With a change in wind direction for Race #3, we also had a change in leaders. Bob Allen hit the right side hard at the weather pin and led a tight pack of Blue Chippers downhill. Bill Allen, Dick Wight and Erik Johnson got away from the rest of the fleet to form a convenient foursome, which sailed together to the finish.

At the first leeward mark the spectators got their money's worth as thirteen boats converged at once, and all claimed to have certain rights, some of which were undeserved. Bill Freytag, sailing “Small Frey” with its new Ghost Buster's chute, wore several of the scars when he came out of the tangle, but he also escaped the pack. The last weather leg proved to be the decider as Bob Allen regained the lead to win; Bill Allen finished second and Wight nipped Johnson for third. All four competitors finished within thirty seconds of each other.

RACE #4 Winds Wst 8-20 mph / X Course W 3½

Race #4 was sailed back-to-back with Race #3 as the expected weather front moved in, and the wind shifted from the South to the West. With the shift came a dramatic increase in velocity between races with winds blowing from 10 to 25 mph. Many of the skippers scurried to their fourths as Pewaukee has become well known for its late season blow-outs. By the time the Race Committee had changed the course and set a starting line, the wind had settled to approximately 20 mph out of the west. Dick Wight led the fleet around the weather mark with Eric Wilson, Porter and Johnson in hot pursuit down the right side of the course. Somewhere back around 14th place, Bill Allen staggered, around the top mark and jibed at the offset looking for clean air. With his jibe came a shot of air which he rode all the way to the head of the class. Bill Freytag joined the party and rounded the leeward pin with Allen and Porter all tightly bunched together. The second weather leg saw Allen and Freytag turn on their after-burners and leave the fleet behind for good. Porter, in third, led the second group and eventually finished in that position. Wight held on to fourth ahead of White Bear's Jules Hannaford.

Sunday morning dawned without a whisper of wind. Newspapers and philosophy seemed to fill the void. While we all waited for the fofth and final race which wasn't to be, Paul Egee, member of the famed Team Breathless, made the provocative comment, “We're better than we are.” The implications of that statement are almost unlimited, but most who travel to Pewaukee every fall for a weekend with the best know where he's coming from. And so, with our cups in hand, we set sail for home with a long winter ahead. See you in South Carolina!



"Mystery Guest"

Terry Neilson, our Mystery Guest for 1984, is from Toronto Canada. Terry recently finished competing in the 1984 Summer Olympic Games in Los Angeles, where he won the Bronze medal in the Finn Class competition, sailing on the Canadian team. Among his other noteworthy accomplishments are a Gold medal in the Pan American Games, two time champion of the U.S. Finn Championship, four time winner in the Canadian Championship and a 2nd in the 1984 Finn World Gold Cup competition.

Terry has been the World Champion in the Laser Worlds, a three time winner of the Canadian Laser Championship as well as a champion in European Laser competition. He also competes in Solings and 505's.

Terry and his family reside on Toronto, Canada, where he works in his family's insurance business.



photo: Jim O'Brien

close up of "trouble at the hounds"

PAST E-BLUE CHIP CHAMPIONS Held at Pewaukee Yacht Club

1966 - Gordy Bowers, M	1985 - Harry Allen, M
1967 - Jane and Bob Pegel I	1976 - Bill Allen, I
1968 - Nat Robbins, M	1977 - Dennis Conner (Mystery Guest)
1969 - Gordon Lindemann (Mystery Guest)	1978 - John Gluek, I
1970 - Stu Wells, W	1979 - John Gluek, I
1971 - Bill Allen, M	1980 - Willie deCamp, MA
1972 - Bill Allen, M	1981 - John Gluek, I
1973 - Bill Allen, M	1982 - Bill Allen, M
1974 - Bud Melges, I	1983 - Gordy Bowers, M

BLUE CHIP REGATTA

1. M-44	Bill Allen	1	5	2	1	13 points
2. MA-10	Dick Wight	4	6	3	4	33.4 points
3. M-4	Bob Allen	3	8	1	10	35.7 points
4. M-11	Gordy Bowers	2	3	5	14	38.7 points
5. M-8	Dave Chute	6	1	11	8	42.7 points
6. CH-18	Erik Johnson	5	7	4	6*	48 points
7. M-1	Jay Ecklund	12	4	6	9	52.7 points
8. I-10	Jeff Baker	11	2	11	11	54 points TIE
8. I-18	Bill Freytag	11*	10	7	2	54 points TIE
10. I-49	Brian Porter	13	15	8	3	59.7 points
11. BH-17	Mike Fortenbaugh	8	12	9	7	60 points
12. W-1	Jules Hannaford	7	9	18	5	62 points
13. V-69	Eric Wilson	9	14	14	12	72 points
14. MA-31	Doug Love	10	16	10*	13	77 points
15. I-10	Jim Smith	16	11	16	16	82 points
16. SL-3	Happy Fox	15	13	15	DNS	83 points
17. Mystery Guest	Terry Nielson	17	DNF	13	DNS	88 points
18. ID-11	Tom Klaban	DNF	17	17**	DNF	104 points

* 30%

** 60%

⁵ average points



Jackie Baker and Kathy Smith hot-rod-ding about the course.



Dede Meyer still faithfully scoring the Blue Chip Regatta.

ED. NOTE: This space was reserved for one of our former advertisers (and friends) but they chose not to run. So see page 51 of this issue.

HERE COMES THE SOUND OF A WINNER.

It isn't hard to spot a serious small boat sailor. Just listen for the defiant scream of his ratcheting tackle as he puts his high tech racing machine through its moves. The click and whine of quality rigging components strikes fear in the hearts of low budget racers, and wins the instant admiration of dockside passers by.

Up until now, this powerful psychological



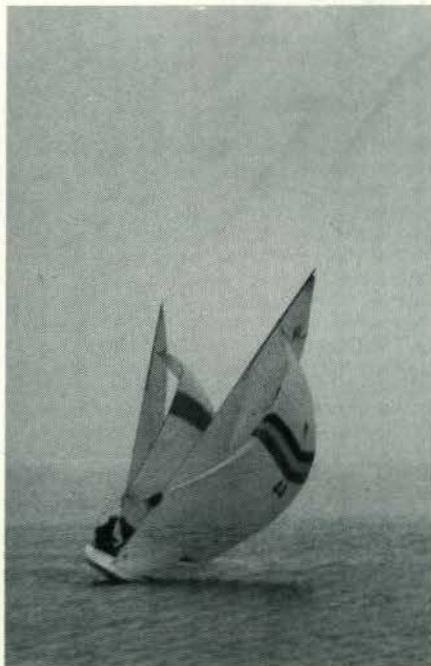
edge was out of the economic reach of the below average sailor. But the Harken Oppressor has changed that. It is an inexpensive nautical noisemaker which creates the illusion of quality hardware for little more than the cost of a New Year's Eve noisemaker. Give your vessel the high-tech boat sound and break the sound barrier.

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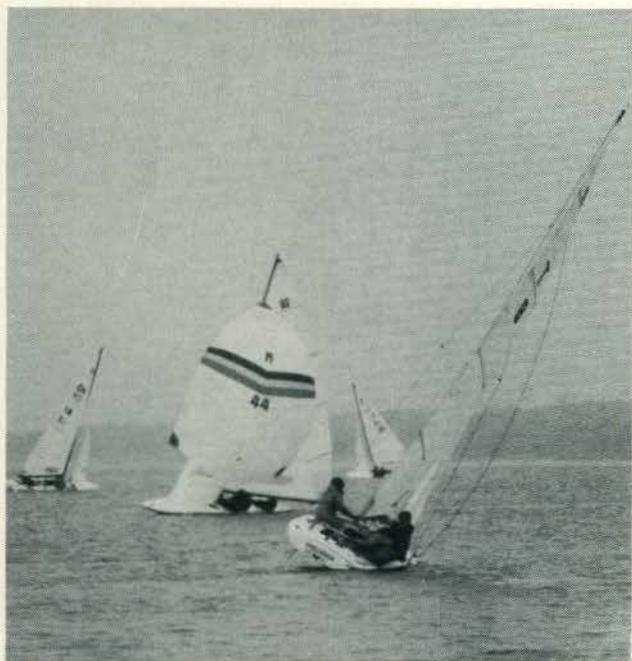
When you want to sound high tech.

Action at the South Carolina EASTER Regatta

photos: Ted Slater



Ain't it wonderful what a tiny, little puff can do?



Nice, easy going

Erik, were you talking to that weather boat?



Skip on the inside track getting to the chow line.



Looks like he made it with time to spare.



Just nice, easy going --



-- and that's all folks.

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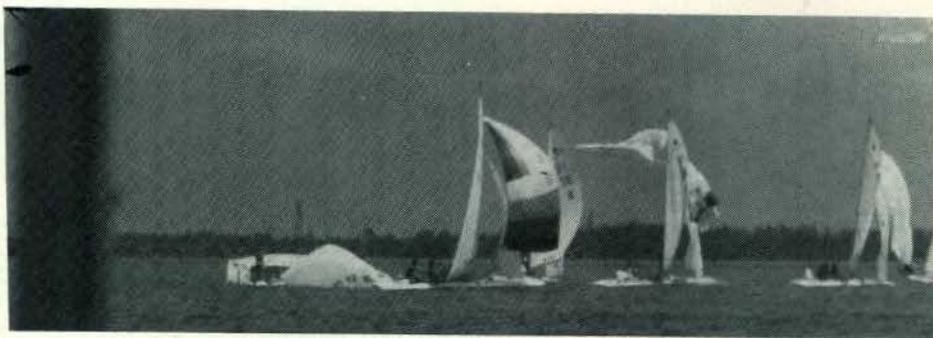
Jeff Baker working on a healthy lead.



Some of the chutes are getting away.



oops! it was puffy!



ED. NOTE: For those who haven't seen the parody publication YAACHTING and would enjoy a good laugh at 185 pages of spoofing YACHTING's complete format we recommend contacting YAACHTING at:

★ **Feature Articles Include:** ★

- A visit with Muddy Bilges, Wisconsin hog farmer and Olympic aspirant.
- The Flying Squat Nationals.
- Tom Blackballer looks ahead.
- Cruising the Persian Gulf.
- and many ads such as we have reproduced on page 48 in this issue.

Yaachting

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TRIVIA QUIZ:

WHICH MANUFACTURER'S "E" SCOW
WON THE 1984 INLAND CHAMPIONSHIP
AND ALSO THE 1984 BLUE CHIP REGATTA?
(SEE ANSWER AT BOTTOM OF PAGE)



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