

## **REPORTER**

### **THIS ISSUE:**

- E-SCOW SLALOM: Championship II by Peter Wright
- Keys to winning on Inland Lakes by Gordy Bowers
- Thoughts on Olympic Prospects by Sam Merrick
- Reports on Mast Weight and Deflection by Willie DeCamp & Sam Merrick

TALLY HO! ---OR A NEAR MISS ON THE SLALOM COURSE:



PHOTO: PAUL MELLO

# NEEDED: MORE HELP!

I seem to be once again Chairman of the Publications Committee, a title which enables the bearer to be principal editorial assistant to our one and only Ted Brennan whose creativity and talent has been responsible for making **The Reporter** the best of class publications.

However, I should report that both of us believe that the time has come for new blood. This is not because we do not and have not enjoyed our job of inflicting our thoughts on you readers, but because we think fresh ideas are in order, with younger sailors assuming the responsibilities we have born.

Which brings up the wider issue of responsibilities for class administration. NCESA was forged in the concept that E boaters in Minnesota, New York, New Jersey and Wisconsin have a common interest in reaching decisions on how the boat is allowed to develop, with voting control firmly in the hands of those who actively sail. To carry out such a concept requires active administration. Those past commodores, Mike Meyer, Walter Smedley and Nat Robbins who presently serve as our Nominating Committee put much time and energy into the early years of NCESA - they made it what it became. But unless others come along not just **willing** to serve a year or so, but **interested** in the nuts and bolts of class administration, NCESA will atrophy - cease its capacity to deliver a quality product and muddle along with band aids for the crises.

1981 is the end of the two year officer cycle. Stu Wells is retiring as our head man after many years of real devotion and hard work on our behalf. The new faces will take over soon and they need a rededication from all the members to make the association vital to its purpose.

**Sam Merrick**

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PHOTO: PAUL MELLO

## E-SCOW SLALOM: CHAMPIONSHIP II

By Peter Wright

There can be no argument that E boats are among the greatest racing sailboats in the world. We all have our own great tales or races, legs, or even practice sessions that were wild beyond belief. Most would recount howling winds, huge waves, or flat-water screaming reaches. Most would also fall within some conventional racing or practice format. An E Scow Slalom is not conventional. It is fast and furious action that leaves crew members draped over decks breathless at the ends of races.

Consider a match race on a 14 mark, windward-leeward course. The rules require that you tack at each mark upwind and complete a gybe with spinnaker at each mark downwind. In a medium breeze, a race lasts less than 5 minutes. The race is not once around, but twice around the course. A judge observes both competitors throughout the race to make sure that neither had an unfair advantage at the start, that both complete all tacks and gybes as required by the rules, and that neither competitor violates the privilege of bumping marks. The judge can assess time penalties for infractions of any rules. The course consists of 2 parallel lines of marks, 7 marks to each line. The marks are about 60 feet apart up and downwind. The lines of marks are about 100 feet apart across the wind. The competitors start by pushing off from the Committee boat which is anchored to leeward and between the two lines of marks. Each competitor sails close hauled to his line of marks. He then slaloms up that line, crosses over to his opponents line, slaloms down, gybing his chute at each mark, then rounds up and slaloms to weather, crosses again to his original line and gybes downwind to finish at the bottom of the course.

Lowenbrau and the Bilgeboarders hosted such an event in June of this year at Seaside Park Yacht Club (New

Jersey). It was a spectacular spectator event in spite of light to medium air. Spectators hoping for an opportunity to witness a crash and burn or two may have been disappointed, but any disappointment soon yielded to amazement at all of the crews ability to handle 7 gybes in less time and distance than many of us take to complete one gybe. Walter Smedley narrated the event. Not a minute passed in the course of a full, eight hour day that wasn't filled with an anecdote or note of encouragement from Walter. Howard Cosell move over! John Biddle filmed the entire event for his 26th annual sailing film show. He spent some time in the cockpit with Runnie Colie but filmed mostly from the photographer's boat that trailed competitors up and down the course as if glued to their transoms. Paul Mello recorded the event for **Yacht Racing/Cruising**. He took over 700 incredible color slides. He captured the E well and crews hard at work.

Dan Crabbe designed the course to be as challenging as possible for the competitors and to be manageable for the race committee. He succeeded on both counts. The course consisted of marks made from plastic milk containers painted fluorescent orange and anchored with an adjustable line attached to a brick. Each brick was attached to a long line at pre-marked intervals, thus connecting all 7 of the marks at each side of the course one to another. The thought here is that if you anchor the top end of this line and allow the marks to float freely, suspending their bricks above the bottom, the line of marks should align itself with the wind. This worked quite well and with a small amount of coaxing, a fair course could be maintained easily with the help of two radio dispatched Boston Whalers. This meant that competitors always had a course of evenly spaced marks aligned with the wind.

On Saturday morning, an hour before the scheduled skipper's meeting, no competitors had arrived. The course had been set but had never been tested. The kegs of Lowenbrau were well chilled, but untapped. Walter's sound system was being installed at the end of the Club dock. The wind had already veered northeast from the cold front generated northwesterly of the evening before. All seemed as though it might work, but all was new. Thirteen competitors met for the skipper's meeting and were assigned their racing numbers and given rotation sheets. The key problems of a good slalom were discussed. It was noted that maintaining the course and having competitors arrive promptly for their starts were problems that had developed at St. Francis in the Laser heavy weather slalom. All competitors were asked to cooperate with the committee to eliminate these problems.

The 13 boats raced for 6 hours on Saturday - each competitor racing 6 times. The competitors were always ready to start at their appointed times. The races went in rapid succession with the exception of breaks for adjusting the course to a new wind. Thirty-nine races were held. There were 6 or 7 races per hour. That is a lot when you considered from the point of view of the committee. However, a competitor only raced once per hour. Clearly, there is some room for innovation and improvement in this area.

Runnie Colie and Doug Love showed everyone the value of having your regular crew, and having spent some years practicing with them. Both Runnie and Doug scored 5 wins and a loss on Saturday. Both showed the other competitors and spectators what teamwork on an E is all about. Their

work gybing down a tight slalom was incredible.

Sunday morning was hardly the kind of morning that would allow you to forget the previous days' many Lowenbraus. It was rainy, windy, cold, a little foggy and generally dark. By 9:30 no skippers had arrived for the skipper's meeting. Obviously a compliment to the previous days' workout. Within an hour 6 crews arrived, dragging their skippers behind, the course was set and the days racing began in a lightening wind and rain. Each boat raced twice before Runnie Colie, Mike Fortenbaugh, John Harkrader and Dick Wight were chosen as semi-finalists. Wight quickly upset favorite Colie in the best of 3 series by winning the first 2 races. Harkrader advanced to the finals by beating fortенbaugh in the third race of their series. Dick Wight had assembled his regular crew overnight and demonstrated again how important that is. Wight went on to win the best of 5 finals with a 3 straight victory over Harkrader. Wight and his crew of Mike Heinrich, Jay Darling, and Amy Wardel treated spectators to the best racing of the championship. The spectators cheered their display of precision and teamwork. It may be hard for many E sailors to remember a gybe that would have rated applause let alone a series of 7 gybes in less than a minute. Wight's final leeward leg moved head judge, Cliff Campbell, to stand up in his Whaler and applaud.

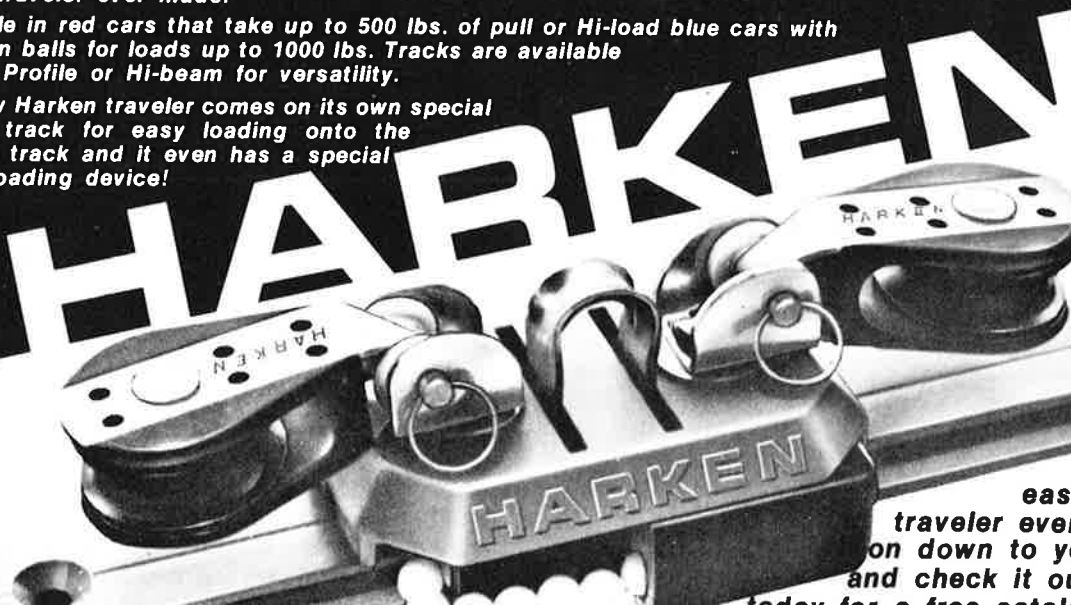
Slalom II is history, but at least it is recorded history. We hope that many will be able to see either John Biddle's movie or some of Paul Mello's slides, but more importantly, we hope that many more E sailors will have the opportunity to practice or compete on a slalom course.

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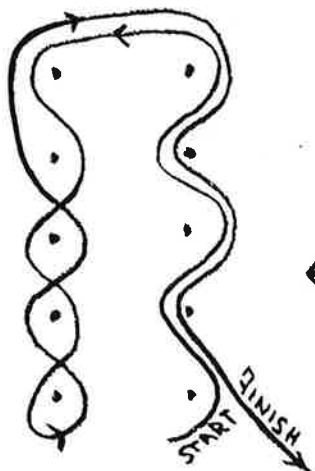
*The Reporter would like to express appreciation to Peter Wright for his good work not only in organizing the E-Slalom but for his taking time to send in a comprehensive report as well as the accompanying material originally published in the fine new publication MAINSHEET located in Bay Head and Highland Park N.J. Some of the material may be a bit redundant but we felt that all available detail concerning this unique regatta would be of interest.*

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## SAILING INSTRUCTIONS

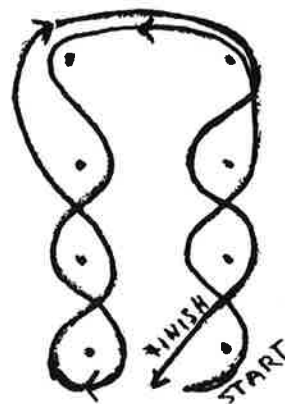
**SCORING:** Scoring will be based on each competitors' win/loss record. Pairings and groupings will be determined by formula. After the preliminary rounds are completed, two finalists will be chosen (if time allows, semifinalists may be chosen) to race a three of five final series.

**RULES:** USYRU rules will apply with the following exceptions: (A) Starts will be made from a luffing position astern of the committee boat at a time when the Starter determines the competitors to be EVEN. The Judge will order restarts at his discretion, if the competitors are not almost even at the first mark. (B) Use of the rules to interfere with the other competitor's progress in the race is prohibited. (C) When crossing from one windward mark to the other, the Port tack boat must pass to windward of the Starboard tack boat. The Starboard tack boat is obligated to sail a straight line from one windward mark to the other. If the Starboard tack boat cannot, or does not, sail a straight course, the Port tack boat is obligated only to keep clear and need not stay to windward. (D) Buoys may be hit occasionally without penalty. (E) However, competitors will be judged on their abuse of the mark hitting privilege and on proper completion of gybes. (Gybe completion will be defined according to wind velocity.) Flagrant violations will be cause for disqualification by the Judge. (F) Any race may be resailed at the discretion of the Judge. (G) If a competitor tips over, his opponent wins that heat. Both boats should leave the course immediately. (H) A finish line official will call finishes at a line extending through the two marks at the base of the course. (I) Decisions of the Judge will be final.

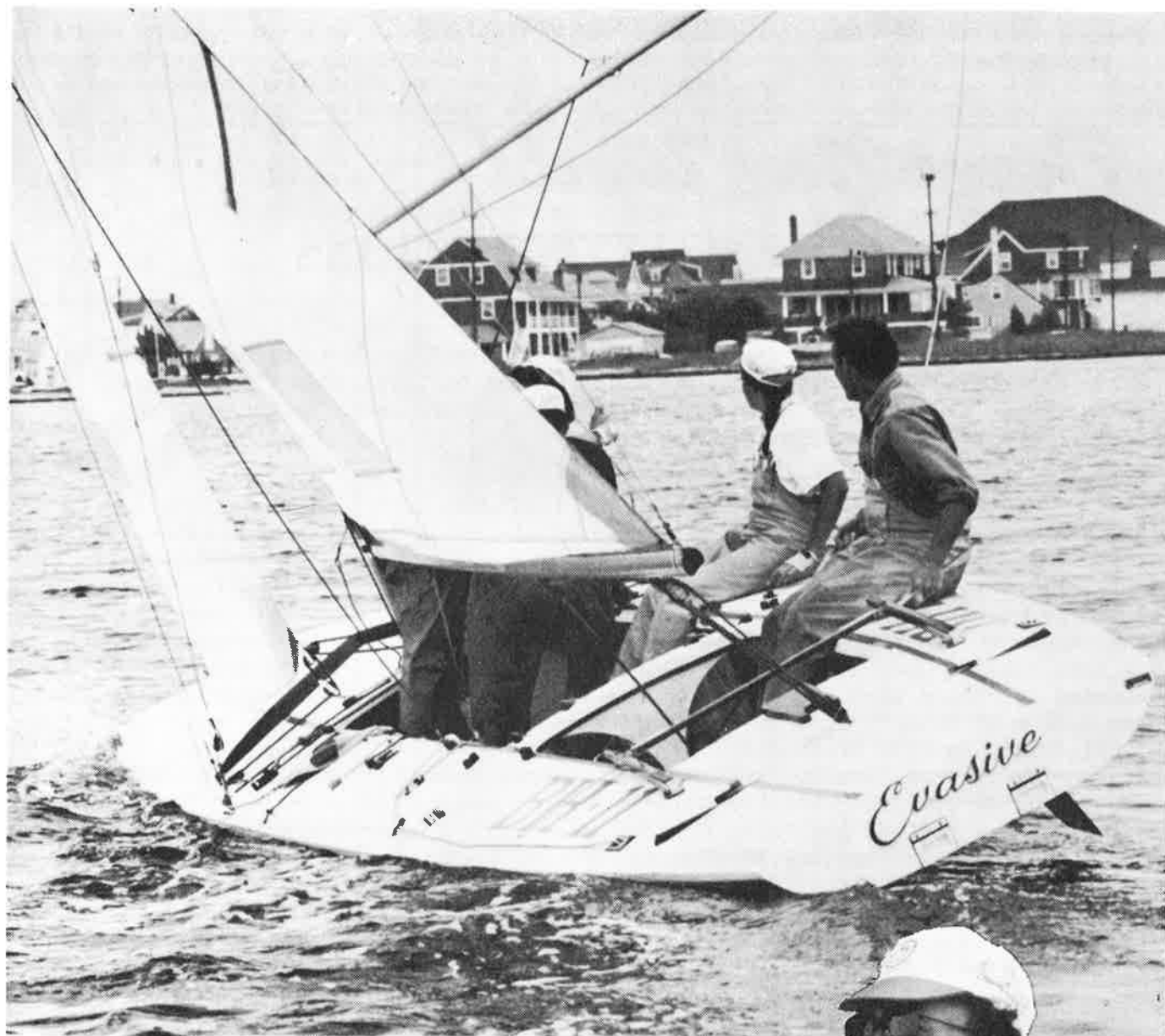


Note: Each line of marks may have either an odd or even number of marks, depending on wind conditions. We will try to have it be an odd number. If it is, you must leave the last two marks of the second weather leg to the same side.

If each line of marks has an even number of marks, you must leave the last two marks of each weather leg to the same side.



**STARTING:** CONTESTANTS ARE RESPONSIBLE FOR BEING IN POSITION TO START AT THEIR APPOINTED TIME. The Race Deck Chairman will inform competitors of starting sequence and pairings. Each competitor must check with him frequently. Each competitor should dock his boat in the staging area between races and have a crew member assigned to checking in with the Race Deck Chairman. Failure to be on time at the start will result in forfeiture.



John Harkrader (BH-11) rounds the leeward mark and starts upwind. Harkrader and his crew of Debbie Harkrader, Ed Vienckowski and Kurt Stadele beat Mike Fortenbaugh in the semifinals before losing to Dick Wight in the finals.

photo by Paul J. Mello

Peter Wright hands out race instructions at the skipper's meeting. Wright organized the slalom championship.

photo by Mike Fortenbaugh



W

# E-Scow Slalom Championship II

Don't be fooled by the word slalom which conjures up images of Phil Mahre on skis at Lake Placid or daredevils in Lasers on San Francisco Bay. Slalom is for E-Scows as thirteen crews discovered on June 13 and 14.

The E-Scow Slalom Championship II was organized by Peter Wright and sailed off the Seaside Park Yacht Club. Dan Crabbe constructed a special course of fourteen orange bouys each spaced about 90 feet apart. John Calahan and Mary Jo Campbell kept the scores and to make sure everything was fair, Cliff Campbell acted as head judge. The championship flowed smoothly thanks in part to the lubrication (25 cent Lowenbrau provided by John Wardell).

Light easterly winds of 5 to 12 knots greeted sailors as they arrived on Saturday morning. The boats were all given numbers from one to thirteen and then two fleets were formed. Fleet A composed of boats 1 to 6 and fleet B was 7 to 13. Peter Wright distributed rotation sheets at the skipper's

Loud speakers on the dock amplified his voice as he shouted encouragement to the crews. "Quick Jeff," yelled Smedley. "Jibe that pole quicker!"

By noontime, spectators had lined the docks with an array of cameras hoping to catch the excitement. Among them was Paul Mello who was covering the slalom for Yacht Racing/Cruising.

The typical strong southeaster never appeared on Saturday. Some spectators who hoped to see E-Scows fly out-of-control through the course were disappointed and John Biddle grew edgy but the competition continued.

## Sunday Results

Runnie Colle	2-1
Mike Fortenbaugh	2-0
Stu Wells	1-1
Dick Wight	1-1
Rick Turner	0-2
John Harkrader	0-2

Walter Smedley still provided enough air as he boomed, "While the race committee is changing the course, ladies and gentlemen, you might enjoy your sponsor, Lowenbrau."

When racing ended on Saturday, Doug Love led the A-fleet with a 5-1 record. Bob Broege (4-2) was in second followed by Tom Barton (3-3), Stu Wells (3-3), Dean Lennox (2-4) and Tony Hermann (1-5).

Runnie Colle lost only once and led the B-fleet with a 5-1 record. Tied for second with 4-2 records were Mike Fortenbaugh, John Harkrader and Dick Wight. Following

them were Will DeCamp (2-4), Ed Vlenckowski (2-4) and Rick Turner (0-6).

Sunday morning was rainy and only six boats returned. Competitors were lumped into one fleet and racing began after an hour delay. Runnie Colle and Mike Fortenbaugh each won their two races while Stu Wells and Dick Wight split.

The judges tabulated the results and the four semifinalists were Runnie Colle, Mike Fortenbaugh, John Harkrader and Dick Wight.

In the semifinals, Runnie Colle was pitted against Dick Wight while Mike Fortenbaugh sailed John Harkrader. Wight quickly upset favorite Colle in the best of three series by winning the first two races. Harkrader also advanced to the finals by beating Fortenbaugh in the last race of a close series.

The finals were a best of five series but Wight stunned Harkrader and the spectators with the best racing of the championship. Wight's crew of Mike Heinrich, Jay Darling and Amy Wardell tacked and jibed with such precision and smoothness that spectators began cheering. Wight completed the course in record time and even caused head judge Cliff Campbell to stand up in his whaler and applaud. After three quick races, Dick Wight was the champ.

At the awards ceremony, Walter Smedley noted that John Harkrader went down "like a true competitor," losing three straight. Before the final award, the sailors acknowledged with three cheers Peter Wright's outstanding organization of the slalom and then Walter Smedley invited everyone back next year.

## Saturday Results

A-fleet	
Doug Love	5-1
Bob Broege	4-2
Tom Barton	3-3
Stu Wells	3-3
Dean Lennox	2-4
Tony Hermann	1-5

## B-fleet

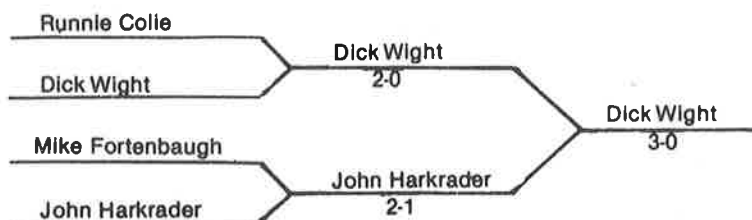
Runnie Colle	5-1
Mike Fortenbaugh	4-2
John Harkrader	4-2
Dick Wight	4-2
Will DeCamp	2-4
Ed Vlenckowski	2-4
Rick Turner	0-6


meeting and film maker John Biddle slipped about looking for better camera angles.

Racing began around 11 a.m. with three practice races for the A-fleet. Doug Love of the A-fleet, quickly scored two victories in the first round and Ed Vlenckowski did likewise to lead the B-fleet.

To make the event fun for spectators, Walter Smedley acted as commentator while perched atop a boat's flying bridge.

## E-Scow Slalom Championship II





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and stronger at free style and slalom competition than they are around the buoys. Moreover we are enmeshed in the legal glue of patent problems affecting the mere presence of Windgliders within our borders. This is hampering the development of the Windglider class. In Europe, a sailboard schedule is packed with weekly events which typically attract 100 entries for competition on Olympic type courses. That is where our best amateurs must go to catch up.

Fortunately we are a big country with lots of competitive

sailing which somehow has kept us in the forefront of Olympic competition in the past. But the level of organized effort in every country, those who take to sport on our terms as well as those where sport is an extension of their national image, is steadily increasing. We are responding by upgrading our own organization and increasing the funds which are now an essential element to an Olympic campaign.

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ALL THOSE PEOPLE TAKE ?

YEAH---AND WHATEVER  
HAPPENS TO ALL THOSE  
ARTICLES AND STUFF THAT  
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?



\* 1<sup>st</sup> Bilge Worm



\* 2<sup>nd</sup> Bilge Worm

(\* Fiberglass eating Terredos to you)

T.B



**Slalom sailing involves bad backs, girls pulling s**



**strings at the right times and getting the word**

PHOTOS: PAUL MELLO

**EDITOR'S NOTE:** *The following material appeared in the June 1981 issue of YACHT RACING/CRUISING under the title "Keys to Winning on Inland Lakes." Gordy Bowers showed he knows what he's talking about by winning the E Invitational on Lake Pewaukee in light air running on that lake's North-South axis. Need we say more? [Yes, Gordy's main point is "USE YOUR EYES!"]*

**Veteran inland lake racer Gordy Bowers provides some tips on how to approach the unruly world of cat's-paws, wind bends and shoreline lulls.**



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 (10 issues), U.S. and Canada, \$18  
annually; all other countries, \$27.

## Keys to Winning on Inland Lakes

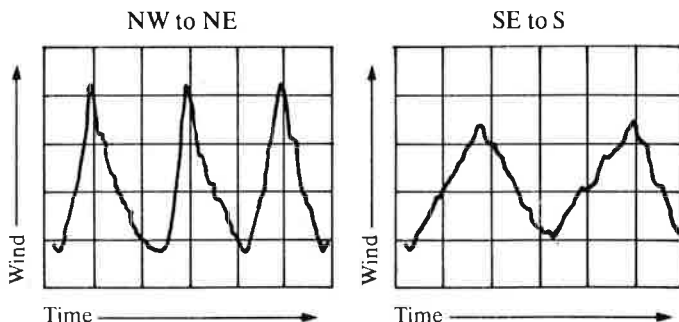
*The night before your first regatta at Seesaw Lake, you take time out to listen to the local weather forecast, which calls for a gradual veer in the breeze throughout the next day. You smile, thinking this is just the information you need to have an edge in tomorrow's racing.*

*The next morning the cat's-paws are wild and erratic across the less than one-mile-wide lake, but you are still confident. After a good start, you immediately head off to the right corner, in hopes of finding the expected shift. But halfway up the leg, you suddenly realize that the boats that went left are about to round the weather mark.*

*After two reaching legs in the back of the pack, you attack the second beat, resolved to hit the left corner hard. But it isn't long before you realize that, incredibly, the boats on the right are making out like bandits! Hopelessly in the tank, you cross the finish line, wondering how anyone could find an order amidst all of this inland lake madness.*

**E**ven the experienced lake sailor has had more than one of those days on the race course when "nothing made sense." Unlike large bodies of water, which are often characterized by stationary or slow-moving wind systems, a small lake presents a faster-moving, less predictable wind pattern. With so many things happening at once, a premium is put on simple observation.

However, far too many competitors get so locked into reading their compass cards or looking for a predicted shift that they lose sight of what is happening directly ahead of them. Developments that should have been obvious, had they kept a careful eye out on the course, go undetected until it is too late. To be successful on a shifty lake, any plan of attack must be open to revision if your eyes tell you something unexpected is about to happen.



*In a cold front (NW to NE winds), a puff builds very quickly, creating a highly detectable pattern of ripples. On the other hand, in a warm front (SE to S winds), a puff builds more slowly, making the pattern on the water fuzzier and harder to read.*



*Midwestern sailmaker Gordy Bowers has proven himself to be a master of the inland lake scene, winning countless championships in C and E scows, not to mention titles in classes ranging from the DN iceboat to the Finn and Flying Dutchman.*

By learning how to “read” the water, you can gain the valuable first-hand information you need to anticipate even the most chaotic winds. When this ability is combined with an understanding of how land masses influence wind direction, the inland-lake racer can start using the wind’s variability to his tactical advantage.

### *Spotting the Patterns*

A knowledge of how weather systems affect the nature of the wind can help you sort out the ripple patterns that appear on the water. Most studies conclude that wind strength increases suddenly, but decreases slowly. This particular pattern is certainly true in a cold front (north-westerly winds), in which the colder air from aloft is brought down to the surface. However, changes in the prevailing weather system can modify this general pattern. If the cold air has been around for several days and has gradually shifted toward the northeast, the wind usually diminishes faster as well. This type of day will make it

much easier to see the wind, because it will appear on the water as a black-and-white pattern — either very light or very dark. In a warm front, however, the pattern will not be as clearly defined, since the wind strength and direction change less abruptly (see graphs).

There are several factors besides the nature of the wind that influence the ease with which you read the water, the presence of clouds being one. Cold-front days often have many small cumulus clouds that cast shadows on the water that can be deceptive, since they look like patches of increased wind strength. Conversely, a warm-front day is often totally overcast, eliminating the problem of shadows.

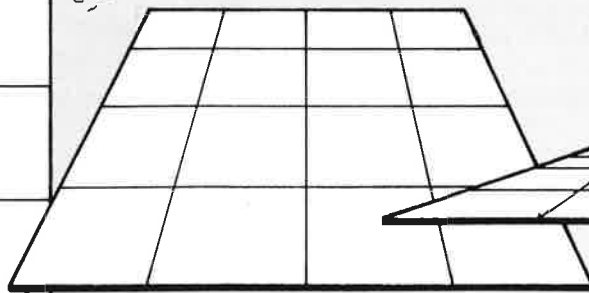
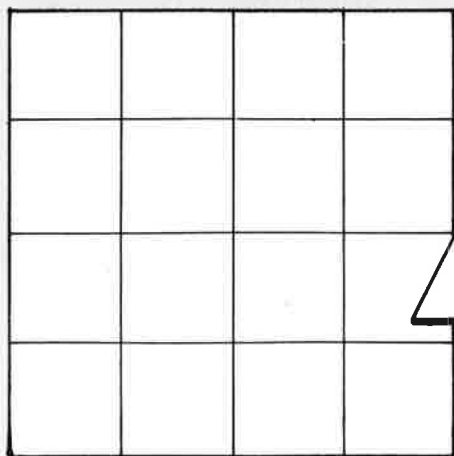
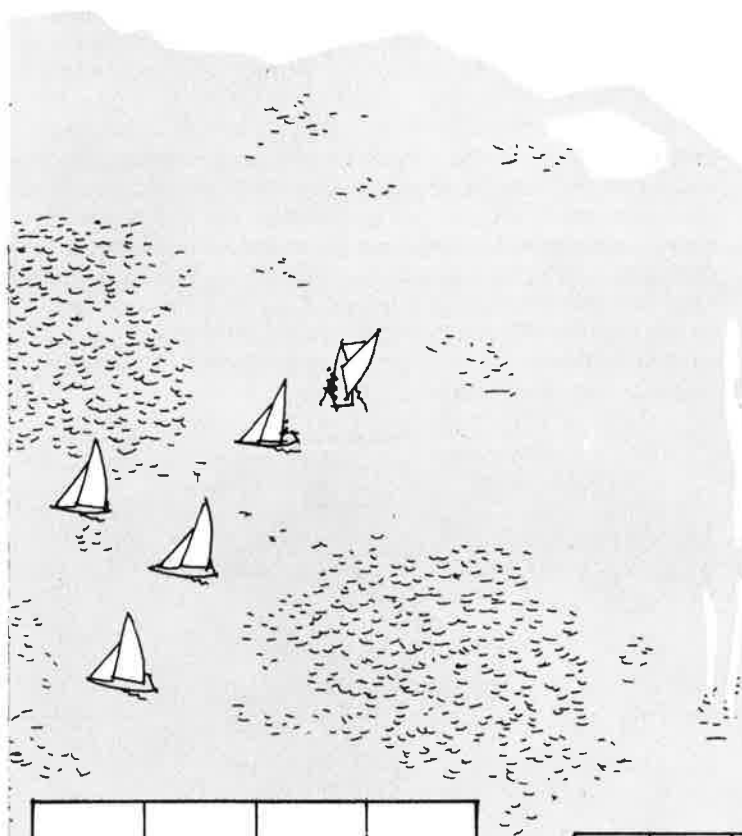
The angle of the sun can also aid or hinder your assessment of wind strength. With the wind from the north, the sun is at your back when going upwind, and glare will not be a problem. However, wind from the southerly quadrants will have you squinting into the sun on the upwind legs, making it more difficult to spot approaching puffs. In this situation, you are often reduced to watching other boats for indications of wind strength and direction.

Finally, the color of the water can influence your judgment of wind strength. Blue water of the northern inland lakes is easy to read compared to the brown water of reservoirs or the blue-green of the ocean.

### *Gaining a Perspective*

If you are on a hill overlooking a lake, the black-and-white patterns of a northeasterly’s puffs and lulls are easy enough to spot. However, problems arise when you are in a sailboat on the water’s surface and can no longer see the puffs from a bird’s eye perspective, since foreshortening has the effect of blending the contrasts (see diagram). So when you are in doubt as to what you are actually seeing on the water, the trick is to stand up. This helps improve your angle of vision.

Before the start of a race, it’s a good idea to sail part of the weather leg on your feet, so that you can better study how the wind influences your boat. With the knowledge you gain from this sort of pre-race analysis, you’ll have a better understanding of what you are seeing while on your duff during the race.

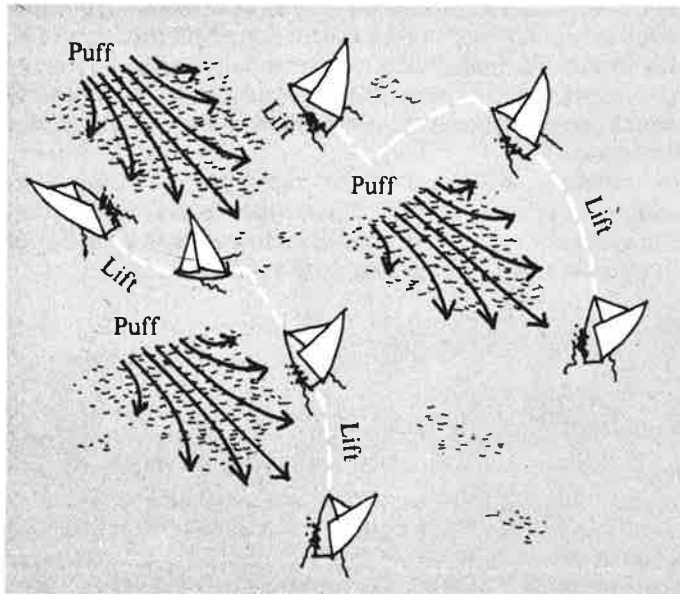


*If you could view the lake from above (left), tracking puffs would not be difficult. However, since a sailor’s perspective is only a few feet above the water’s surface, the ripple patterns tend to blend together in the same way that the squares of a checkerboard distort when the board is brought to eye level.*

## Playing the Puffs

The best basic rule, in an environment so fickle that most rules are broken several times on a single weather leg, is to go for the puffs. Even if the direction doesn't change, a greater amount of wind will enable you to sail faster, increasing your apparent wind and thus allowing you to point higher. So when in doubt about what direction the wind will take, sail for the dark ripples.

However, this dictum can be refined once one understands the structure of a puff. A gust's fan-like shape (see diagram) means that the changes in wind direction at its edges provide a lift for a boat sailing along the puff's back side. When confronted with several gusts coming down the lake, try to sail a series of back edges so as to profit from both the fanning effect and the added wind strength.



An understanding of puff structure will also allow you to observe the events of the race with an increased objectivity. If a competitor behind you catches the leading edge of a gust and suddenly spurts out to windward, you should realize that in that instance the wind favored the other boat, and there is no reason to start questioning your ability as a helmsman. A good lake sailor will view such events with patience and look for a puff *he* can use to gain back the distance lost.

## Surveying the Scene

To help find those crucial puffs, it pays to establish specific reference points on the course, which keep you in touch with the shifting wind patterns across the lake. When I am sailing a weather leg, I have three areas with which I am in constant visual contact — the two corners and the center of the course. By limiting the horizon to three specific check points for monitoring the lake's ever-changing wind patterns, the amount of time spent staring off into space is reduced.

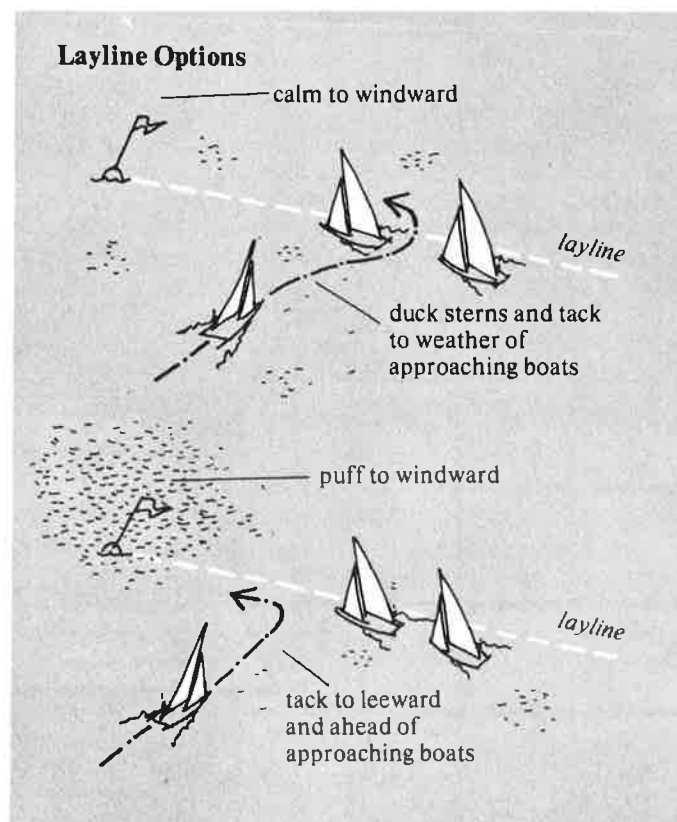
When racing close to shore, breaks in topography can facilitate this process of assessing what shifts will be coming down the lake. Bays and dips in the treeline allow the wind to break out onto the water faster. So when scouting the weather shoreline for puffs, clue in on such areas for some advanced warning.

Downwind is no time to stop using these same techniques of observation. Many skippers seem to forget where the wind is coming from while reaching and running and insist on only looking forward. Although the range of things you can do on an offwind leg is necessarily limited, knowing where the wind is coming from is just as critical. So turn your head around and look for the puffs coming down from behind you.

Of course, keeping your eyes out of the boat and on the water means that you will have less visual contact with your sails and overall trim. Practice is the only way to gain the familiarity with your boat that you need to keep it on its feet while watching for the wind patterns around you.

## Layline Planning

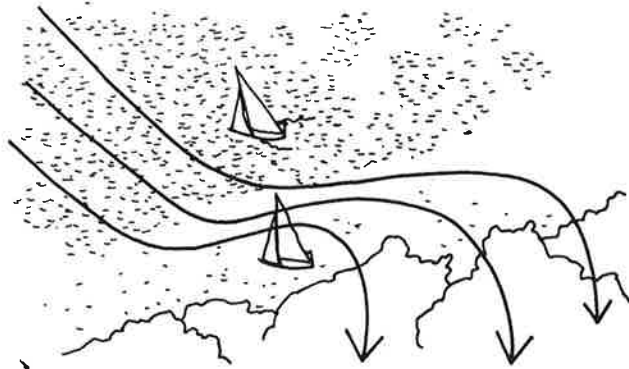
Since the wind can shift so quickly on an inland lake, judging laylines often becomes a process of approximation. However, anticipating what the wind will do when you make your final approach to the mark can help you decide when to tack. If, as you approach the starboard layline (assuming a port rounding), you see that it's going to be light around the mark, it will probably pay to continue a little bit past the layline. This will position you above the general traffic at the mark, allowing you to pass the boats that won't be able to lay the mark in the subsequent lull. On the other hand, if you see a good puff coming down the lake, you can tack somewhat short of the layline with the knowledge that the change in velocity will enable you to point higher (see diagram). This pre-planning will help you decide whether to duck a group of boats on the starboard layline (which you should probably do if a lull is imminent) or tack ahead and to leeward of them (if a puff is in the works).



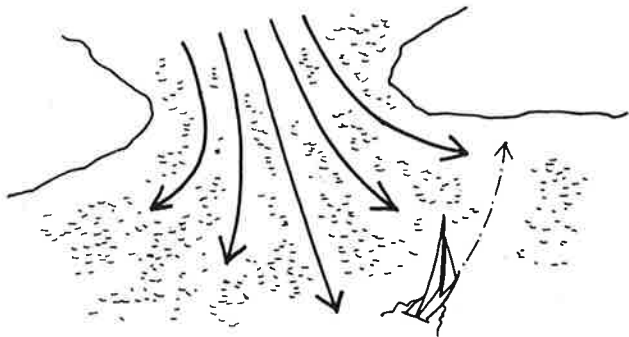
## Land Lessons

What vastly complicates the wind patterns on an inland lake is the inevitable presence of land. Although land masses can really carve up the wind, they often do so in a predictable way. With a few guidelines, it is possible to block off areas of the course that will most likely not be the places to go.

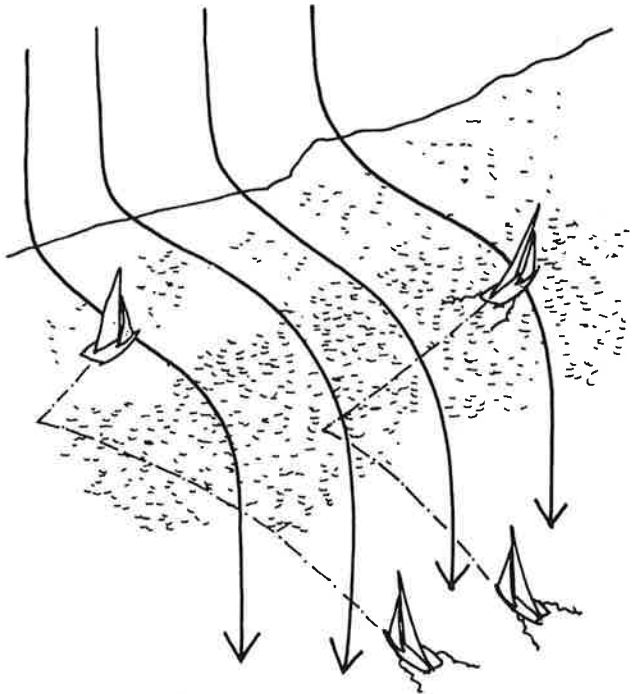
- Generally, I feel a leeward shore is a good place to avoid, mainly because the wind wants to rise off the water in order to go over the trees on the shoreline — a phenomenon that starts happening at a distance of three or four times the tree height from the shore. However, there is an area where the wind is bent in a direction parallel to the shore, but this is an exceedingly difficult shift to take advantage of.



- Wind will often fan out of a bay, enabling you to catch a lift just outside the bay's edge.



- If the weather shore is at an angle to the prevailing breeze, the textbook says the wind will be pulled in a direction perpendicular to the shoreline. Although this shift can benefit a boat sailing up the shore, the wind is also lighter near the land — consequently, you can get in too deep. The trick is to be close enough to get the shift, but not lose any wind strength.

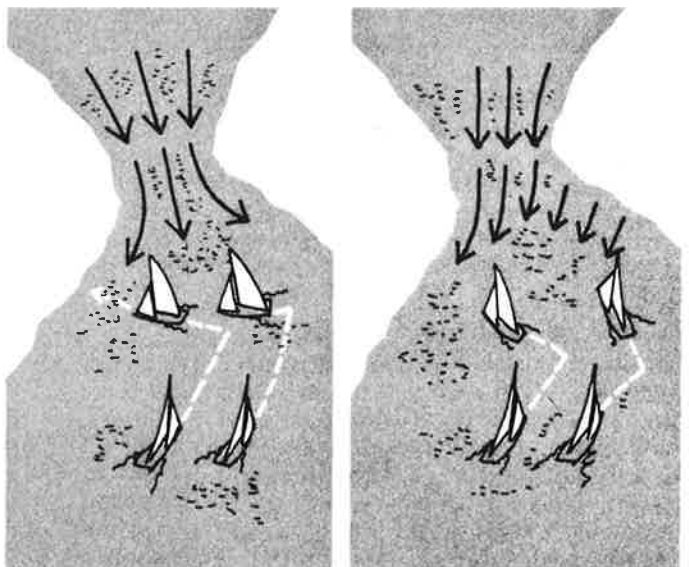


## Shifts and Land

Bodies of land have a way of exaggerating the swing of what would otherwise be a relatively limited windshift: When the wind shifts from directly down the middle of the lake towards its right shore, the perpendicular shoreline effect will pull it to the right even more.

Great gains can be made by taking advantage of this phenomenon. If, for example, you are racing upwind into a narrow opening, the wind will tend to spread out from the narrow in a fan-like pattern. At the edges of the opening, the wind will be lighter and shifted against you for the tack towards the center from both shore sides (see diagram). However, if the wind shifts slightly to the right, the shoreline effect will create a sizeable starboard tack lift on the right side.

The moral is simple — try to get both the wind and topography working for you. This combination is hard to beat.

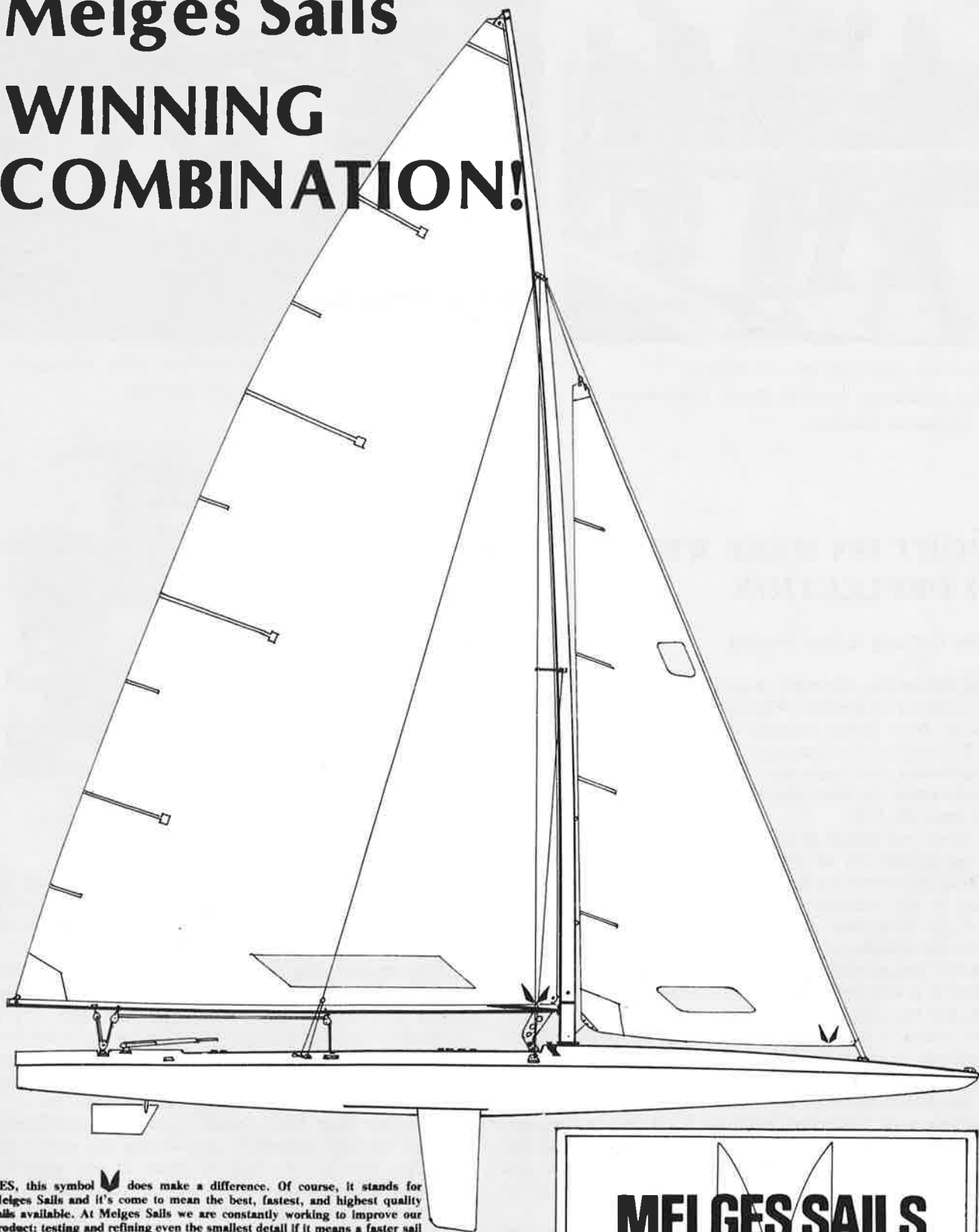



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DEMONSTRATE---THERE'S A  
RIGHT WAY AND THEN THERE'S  
ANOTHER WAY.



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DAVE LOUGHRAN SITTING DOWN ON THE JOB. MICHAEL FORTENBAUGH, TONY HERMAN (IN CHARGE)

## REPORT ON MAST WEIGHT AND DEFLECTION

By Willie DeCamp & Sam Merrick

Tony Hermann, Olympic hopeful in the FINN Class, once a resident of Racine, Wisconsin, transplanted to New Brunswick, New Jersey brought something of Finn culture to the E Scows of the Barnegot Bay fleet by conducting a mast deflection test upon nine spars taken from as many boats inhabiting the Mantoloking Yacht Club boat park. All this on June 28, 1981.

For those not addicts of amkine one designs go fast, the resulting spectacle of twenty serious human beings occupying themselves for six hours must go down as madness in the summer sunshine. But if others are so inclined, let them first get themselves a good Finn sailor and sent the results to **The Reporter** for publication. The reason for procuring the Finn sailor is because mast deflection is a key element in his performance. If you think about it, the unstayed spar of a Finn capable of lots of bend must be related to weight of the driver and the conditions of wind and sea to be encountered. Finn sailors are therefore connaisseurs at careful deflection measurement - careful to insure identical treatment as a basis of comparability. For scow sailors mast deflection must be a smaller percentage of the elements governing his speed. Moreover we tend not to tamper with what we get. Ginnsters do we just try to get the sailmaker to provide the amount of Luff curve suited to the spar.

The method of testing bend was as follows: The masts were secured on horses at the black bands with the track facing up. The  $\frac{1}{4}$ ,  $\frac{1}{2}$  and  $\frac{3}{4}$  stations were measured out between the black bands. Seventy-five pounds was then attached to the mid-station, and the resulting deflection was measured at each station from a string held tight from band to band. In order to measure sideways deflection above the



WILLIE D. UNDER THE HAT. DAVE LOVE ABOUT TO DEPART FOR TENNIS, RICK TURNER.

hounds, the mast was supported on its side and held flat from the base up to the hounds. The seventy-five pounds was then attached to the tip of the spare, and the resulting deflection was measured at the tip.

The reader may judge the results for himself, some comment may help. The resulting measurements (typically about  $2\frac{1}{2}$  inches at the mid-station and  $3\frac{1}{2}$  inches sideways) would translate into high amounts under heavy air conditions, and would have to be added to one side deflection figures to get some idea how easily the leech opens or how much crew weight is desirable, etc.

The lone Holt Allen turned out to be significantly stiffer than all for side deflection and among the stiffer fore and aft. This flies in the face of some of our experience in practice where that spar was too soft. The low bend measurements are probably not of much significance since the power of the vang dictates what happens rather than inherent minor differences in the spar. The weight differences are more than expected, but may be accounted for by rigging since the spars were not weighed bare.

So when you sort it all out, what is the bottom line? A fast spar is that that is well matched to the sail you put on and the skill you apply to adapt to the sailing conditions.

All deflection  
dimensions converted to  
to sixteenths of inch.

	Deflection Fore and Aft			Side Deflection Hounds to Tip	Weight incl. Rigging	Balance point From Deck	Side plus Upper
	Low	Mid	Upper				
Johnson '79 - DeCamp	37	56	39	56	55	13'4"	*95
Johnson '78 - Love	32	46	30	62	53	13'3½"	92
Johnson '81 - Hermann	28	44	30	62	56½	13'½"	92
Johnson '79 - Peter Coright	26	42	26	58	58	13'1"	84
Melges '81 - Dick Wight	31	38	24	52	57½	13'3-3/4"	*76
Melges '79 - Bill Wight	26	39	25	57	58	13'4"	82
Melges '78 - Brolge	25	39	26	59	57	13'3½"	85
Melges '80 - Fortenbaugh	24	38	26	58	58½	13'3½"	84
Holt Allen '78 - Cox	30	41	26	46	NA	NA	68

\*Extremes not include Holt Allen

E SAILORS HAVE OTHER  
THAN MASTS TO GIVE  
SERIOUS CONSIDERATION  
TO AS SHOWN IN THIS  
PLEASANT PHOTO SENT  
BY WILLIE DECAMP  
SHOWING JAY DARLING  
AND THE LUCAS CREW  
IN A DEEP ANALYSIS OF  
CORDAGE PROBLEMS.

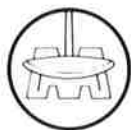


PHOTO: PAUL MELLO

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## TRIVIA CORNER

*Editors  
Note*

God help Boothbay Harbor if these birds stage a Slalom along with their main event!

**for drunken sailors only** *Expect to enter this race sometime.*

Some of the ideas that work the best are the simplest.

That's the whole concept behind either the 8th or the 9th (nobody knows for sure) Great Annual Drunken Sailors Race at Boothbay Harbor that took place this past Sunday. Conceived several years ago among local fishermen and mariners at the harbor's venerable Thistle Inn, the boozy sailing competition is a good-natured spoof of the prim seamanship and gothic marine habits of the yacht club set.

The race itself is a wacky but judicious meeting of sauce and sail, and would seem to forever disprove the legendary canard about Down Easters being dour or lacking in humorous impulse. Rules (minimal to be sure) of the race call for each vessel to race with at least one male and one female, and the couple must polish off either one case of beer, one quart of liquor, or one gallon of wine before crossing the finish line.

Vessels can't be longer than 400 feet or shorter than four feet; all boats must have at least one female aboard but the rules committee chairman has the right to "confiscate" any alleged excess of the gender. Winners are produced in a different manner, also, with the race committee reserving the "unquestionable right to determine the actual winners."

Sunday's race, for example, was won by Boothbay's "Moe" Rice, who, although crossing the finish line a disheveled last, was judged by the committee to have exhibited the most excellent seamanship and actually saving three lives (his own and those of his two-man crew) by just getting the boat back safely. Rice quenched his salt water thirst with two fifths of rum in the process and this also scored points with the committee. The

committee also was won over by the fact this was the first race in eight years of trying that Rice had actually finished.

The race itself fairly terrorized the harbor as 17 official entries, about 10 unofficial entries, the committee boat (local dragger *Lady of the Gulf*) and scores of motor craft damply followed the course around Squirrel Island and back to the Malpeque fish plant at Boothbay. The finish was perhaps the most riotous of any kind of race held anywhere, ever. Only horns, hand signals, and hollers saved several near miss collisions as the waters of Boothbay Harbor were churned and choppy with quick wakes and a free-for-all interpretation of the rules of the road.

The committee boat carried a four-piece band and the spectators aboard drank and danced their way through the race. Back at the Malpeque plant there were two bands for the clambake, and what simpler place to hold a seafood dinner than in a fish factory? The drinking and dancing continued, with a noticeable lack of any so-called generation gap, as Massachusetts fishermen, local fishermen, elderly ladies, children, freaks, straights, lawyers, engineers, and a redoubtable contingent from Monhegan Island led by Craig Sproul all exhausted themselves through a trouble-free day.

Race officials now fear that the popularity of the event may impose some organizational strictures on their free-form efforts, and that's the last thing they want. Committee chairman Conrad "Cuzz" Peters feels that without organization and other folderol the Great Drunken Sailors Race at Boozebay Harbor matches anything put on by any of the yacht clubs in the Northeast.

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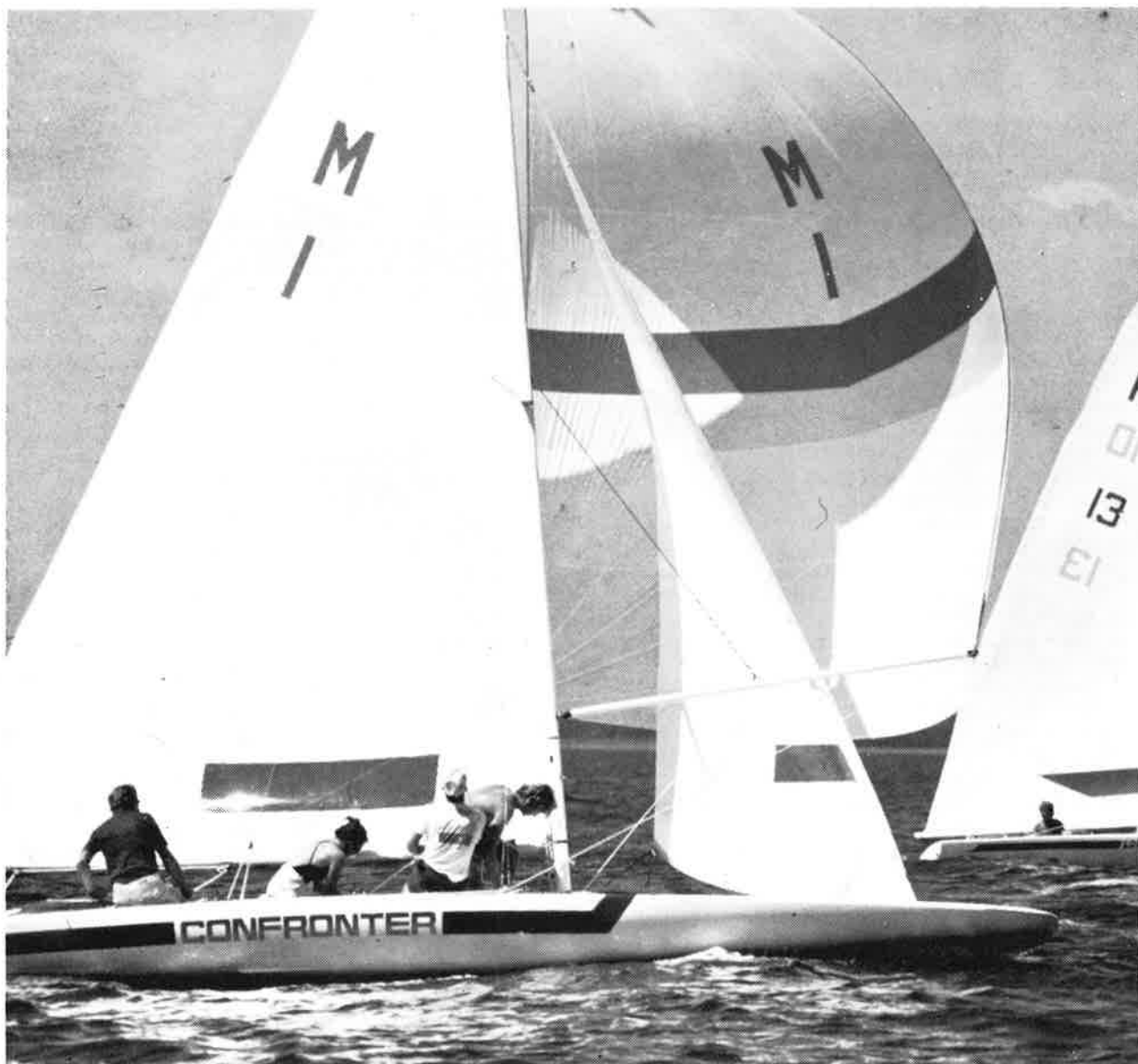
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