

**NCESA**

SUMMER 1969

Vol. 5 No. 2

## **REPORTER**

### **THIS ISSUE:**

**PREVIEW OF 11th ANNUAL REGATTA, LAKE GENEVA, WISCONSIN**

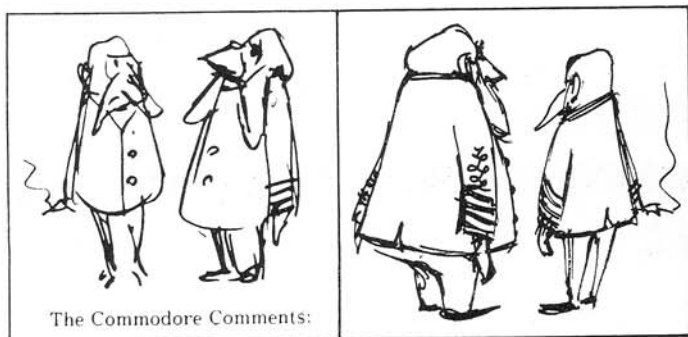
**HOW TO #10 - MIKE MEYER**

**REGATTA RESULTS**

**SELECTED SHORT SUBJECTS**



**DRY SAILING CRANES WILL LAUNCH AND RETRIEVE AT LAKE GENEVA YC**



### THE COMMODORE SALUTES THE NCESA

We're on our way to Lake Geneva YC to start our second decade! What a difference from ten years ago when the first "National Regatta" was held at Chautauqua in September of 1959! There was enough concern that a national regatta might draw interest away from established regional events that, as Commodore of the ECESA that summer, I didn't learn of these plans until August at our ECESA Championship. I did get to White Lake the following year where we established the "Interim Committee," and I haven't missed a championship regatta since.

Who would have believed the progress these ten years have produced? We have a stable national organization that has addressed itself successfully to a full range of problems from regatta management and crew weight through publications and membership to scantling rules and the character of the boat we sail. Our success has been due to the hard work and dedication of our officers, directors and committee members. But equally as important has been the cooperation and understanding of the individual scow sailors in all parts of the country, as well as our sister scow organizations, the ECESA, the WMYA and the ILYA.

The next ten years should show equally significant progress. There is the imminent prospect of a North American Scow Association, which will be responsible for the fortunes of our five major scow classes; A, E, C, M-20 and M-16, on a continent-wide basis. We are in the middle of an investigation to establish the best design and material for our

spars. And there is virgin territory to cultivate, ideally suited to the kind of scow sailing we all recognize as the best sailing in the world.

As I pen these last thoughts to you as your Commodore, I find words inadequate to express my feelings. There is a deep sense of gratitude to all of you for the support, enthusiasm and suggestions which have made these last four years so enjoyable for me and so full of progress for the Class. But there is more. We have an exciting future in store.

As Browning says:

"Grow old along with me,  
For the best is yet to be;  
The last, for which the first was made."



National Class E Scow Association  
Ives Building, Narberth,  
Pennsylvania

Commodore: W. Smedley, Jr.  
Vice Commodore: N. Robbins, Jr.  
Rear Commodore: Hartley Comfort, Sr.

Directors: Ted Brennan, Roy Mordaunt  
Mike Meyer, John Sangmeister  
Dick Turner, Bruce Wathen  
Robert Cole, Tom Blais

NCESA Reporter Staff:  
Staff Publisher, Editor and Printer's Devil: Ted Brennan

REPORTER appreciation to: The cooperative contributors to this issue. Bud Appel for layout help and type composition, and Hartley Comfort for Printing.

SUPPORT THE NCESA by sending \$10.00 dues to: Hartley Comfort, Secretary/Treasurer  
1611 Locust Street - St. Louis, Missouri 63103

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From John Sangmeister:

The central idea behind the one design concept is that the contest should be limited to sailing skill; therefore, the boats should be as identical as possible.

In an attempt to keep the boats of a given one design class the same, what frequently happened was that new materials and new construction that were not foreseen in the original design obsolete or begin to obsolete the class. All one design classes started before 1950 would prohibit dacron sails and fiberglass hulls if they were truly one design. If we take "one design" literally, Penguins, Lightnings, Comets, Stars, E scows, Snipes and many others can't be called "one design," but everybody does.

I think this loose and incorrect terminology creates trouble. Because everybody had "one design" fixed in their minds, they wrote rules to govern the boats that allowed for no change. When dacron or fiberglass or aluminum became better than cotton or wood and many of the sailors would have liked the economy or speed of the new material, there was no orderly way in the rules to change. Eventually change did occur, but not till there was endless argument, meeting, delays and uncertainties. Owners with an investment proclaimed "one design;" others saw the class falling behind and losing newcomers.

A better way, it seems to me, would be to restate the philosophy, from that the terminology, and from that, the implementation of that philosophy in the rules.

A. Philosophy -- that small sailboat racing should be a sailing contest, not a design contest, and, therefore, the boats should be as much the same as practical. However, the responsibility of the class and its officers does not stop with keeping the boats practically the same. Recognizing the technological change of our times, it is the responsibility of the class and its officers to keep the boats reasonably abreast of the latest proven sailboat major technology.

B. Such a class of sailboats to be called a "restricted class."

C. In addition to the usual class machinery, I suggest the following:

1. A five or seven man Technical Committee selected for their knowledge of the technical side of sailboats.

2. A committee representing a cross section of the sailors of the class. The fifth, tenth, fifteenth, twentieth, and twenty-fifth finishers in the National Championship would automatically eliminate these appointees from politics. I will call this the Sailor's Committee.

The present scantling rules amendment procedure would be eliminated. Instead, the following procedure would take effect:

1. Only the Technical Committee could initiate a scantling rule change, i.e., move for the adoption of a change. In addition, only the Technical Committee could initiate an experiment to be conducted under our experimental clause. The reason for limiting initiation of technical change to the

Technical Committee is that when these matters are left to an unselected group, the discussion is more education than enlightenment. This does not stop the bringing of ideas to the Technical Committee.

2. In the case of an experiment a majority vote of the Board of Directors would be decisive.

3. In the case of a scantling rule change, the majority vote of the Board of Directors would count as one vote, the majority vote of the Technical Committee would count as one vote, and the majority vote of the Sailor's Committee would count as one vote. The majority of these three votes would be decisive in scantling rule changes.

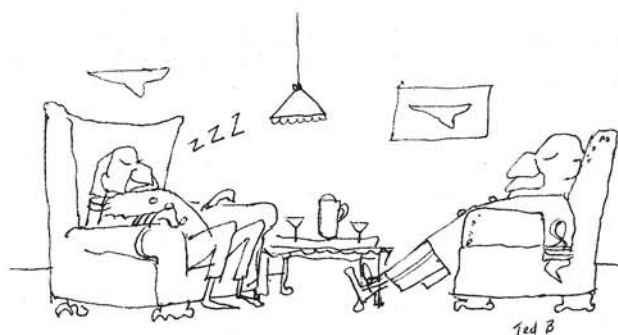
The important departures from present thinking and procedures in this proposal are:

1. It is not good for the sailors or the class for the boats to be forever frozen.

2. The present machinery for change is too insensitive and too cumbersome.

3. The proposed procedures would relieve the Board of Directors from endless technical arguments which the Directors, because of their selection procedure, are poorly qualified to debate. Rather their vote, when they are properly briefed, would properly reflect their debate of the future of the class and their responsibility to the present owners, both of which now get lost because the time goes to technical arguments.

4. The Sailor's Committee eliminates the present necessity to submit scantling rule changes to the entire membership. This is recognition of the fact that the voting membership is never in one place at one time, mail voting is most unreliable or slow, and the membership is not well informed on scantling rules. A small representative group could easily be assembled and could be educated on the scantling rules.



Dear Mr. Comfort:

Enclosed find check for support and membership in the NCESA.

The Reporter has more information about tuning, racing, tactics, etc., in condensed form than I've been able to filter from all the sailing books on the market (E scows of course).

I wish we all had known about the NCESA sooner!

Hoping the other skippers from Grand Lake YC will join with the same enthusiasm.

Keep up the good work!

Sincerely,

Dr. James F. Munn





When I first started to sail scows, right after the war, we didn't do much traveling. Emphasis was on the rivalry among our skippers for Club championship and traditional cup trophies. The fleet was small, and our's was dominated by a single sailor who apparently could do nothing wrong. For fifteen years he won the Club championship and almost all of the individual cups. We sometimes crossed his bow early in the race, but eventually, if not sooner, he got out to a commanding lead, which came to be known as the "Galloway Lead."

We newer sailors were proffered all kinds of advice as to how to attack this seemingly unassailable position. In those days I sailed with two fellows who had been around a lot longer than I, each of whom had his own solution to the problem. "You've got to work at it harder, Walt," said one; "Use all the tricks from psychology to newer and better equipment. And most important of all, get your crew shaped up. That's the only way to beat him. And believe me (which at that time was hard to do), he can be beaten."

"Don't worry about beating him," counselled the other.

"You're not a professional sailor and neither am I. We come down every weekend to have fun, not to win races. If we can't enjoy the racing for what it is, count me out."

This was a confrontation I hadn't expected in my leisure time activities. I was becoming used to the "shape up or ship out" concept in the business world, but frankly, I took up scow sailing as a recreational activity, the essence of which was enjoyment, not more hard work. What was I to do now that I was confronted week after week with a "Galloway Lead" and the comments on the dock, "What's the matter with you scow sailors -- can't you beat Galloway?" Did I now have to "shape up or ship out" of scow sailing?

After the trauma of discovering I had to make a major decision, my answer came easier than expected. I would work as hard as I could, but as soon as what I was doing took on the aspects of "work," I would back off. If what I was doing wasn't fun for me and my crew, we'd retreat back to the fun side of that line of demarcation between the two.

That's the attitude I decided to take twenty years ago toward scow sailing, based on a considered judgement of the two alternates. For me the rewards have been far more gratifying than I dreamed. And the bread cast on the waters has returned in unexpected ways. With our emphasis on fun rather than performance (i.e. winning), I could choose my crew with more latitude. I always enjoyed sailing with my family, and fortunately, our E scows can take a good many, especially if they are little ones. We judged our performance against our own potential instead of against Galloway. We concentrated on job description and division of responsibility between crew members, assigning tasks to fit the physical capabilities and mental attitudes of each individual.

CONTINUED ON BACK COVER

## Regatta Check-off List

1. Each skipper must be a regular member of NCESA.
2. Crew members must be regular or associate members of NCESA.
3. Advance entry with entry fee will be helpful. It will speed your launching and save you \$5.00 if it is in prior to September 1st.
4. Substantial anchor and float with 100 feet of line are required (would be helpful at noon hour, etc.).
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment at Lake Geneva, will be considered as having been weighed and measured for this event.
6. All boats that have not participated in one of these Championship Regattas will be measured at this NCESA Regatta. If you use a sail not used at one of the Championship Regattas, this will have to be measured.
7. The NCESA emblem must be displayed on both sides of the mainsail.
8. Each sail used in the regatta must have a NCESA royalty label sewed to it if it was purchased after January 17, 1967.
9. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rule. This is only a partial check list to assist you. There are more equally important rules to be met.

# OFFICIAL NOTICE

## NCESA CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY -- SEPTEMBER 4, 5 and 6

LAKE GENEVA YACHT CLUB

LAKE GENEVA, WISCONSIN

### RULES

All races are under the jurisdiction of the National Class E Scow Association and will be managed in accordance with the By-Laws, Articles VII, VIII, and IX. All yachts competing in this event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the National Class E Scow Association in its current rules, or as officially modified.

### PROGRAM (All times shown are Central Daylight Saving Time)

Registration, weighing, launching --

Wednesday, September 3 -- 10:00 a.m. to 9:00 p.m.

Thursday, September 4 -- 7:30 a.m. to 10:00 a.m.

Skipper's Meeting --

Thursday, September 4 -- 9:00 a.m.

First Race --

Thursday, September 4 -- 11:00 Warning Signal

### ENTRIES

Entries should be filed on the enclosed entry blank and mailed to the Lake Geneva Yacht Club, Lake Geneva, Wisconsin 53147. You may enter at the time of the regatta, but advance registration will speed the launching of your boat. Only registered boats will be weighed and launched.

Your entry should be accompanied by a check for \$30.00, on or before September 1st, made payable to the E regatta, Lake Geneva Yacht Club. The late fee will be \$35.00.

### ELIGIBILITY

A yacht is eligible and considered as a class E scow only if it conforms to all measurement rules, has been properly registered and owned and is skippered by a regular member with regular or associate members as crew, all members to be in good standing at the time.

### PRIZES

There are keeper trophies for places one through ten in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Jr. Trophy to the winning crew.

### HOUSING

Make reservations directly with a motel or hotel of your choice. Find motel list in the REPORTER. It is recommended that you make reservations early.

# 11th ANNUAL NATIONAL

SEPTEMBER 4, 5 and 6 --

## JUDGES:

Ed Malone, Head Judge  
Oshkosh, Wisconsin

John W. Hunt  
Minnetonka, Minnesota

Donald E. Larson  
Muskegon, Michigan

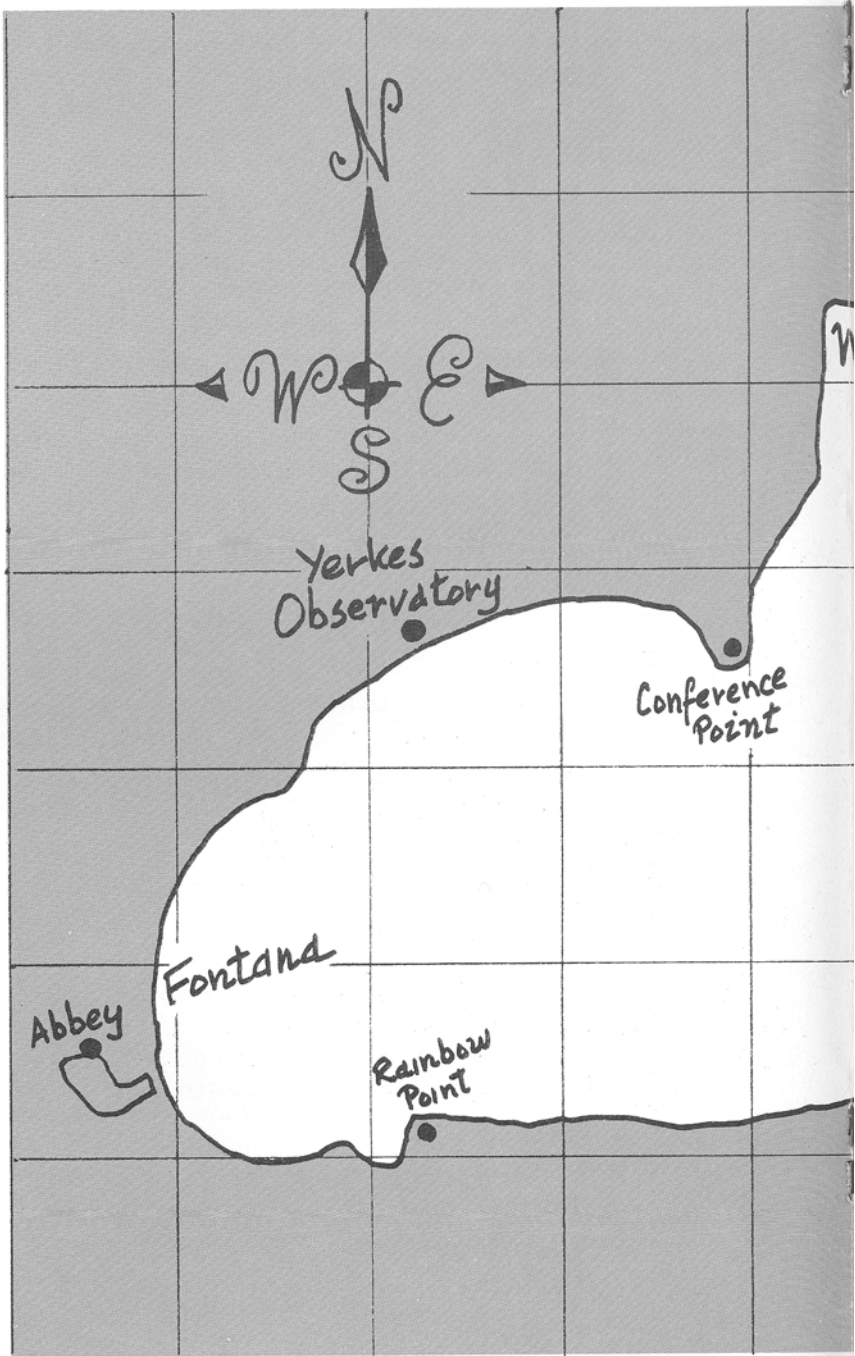
Ed Zinn  
Pewaukee, Wisconsin

## HONORARY JUDGES:

Ernie Schmidt  
Harold Koch

## NCESA OFFICIAL RACE COMMITTEE

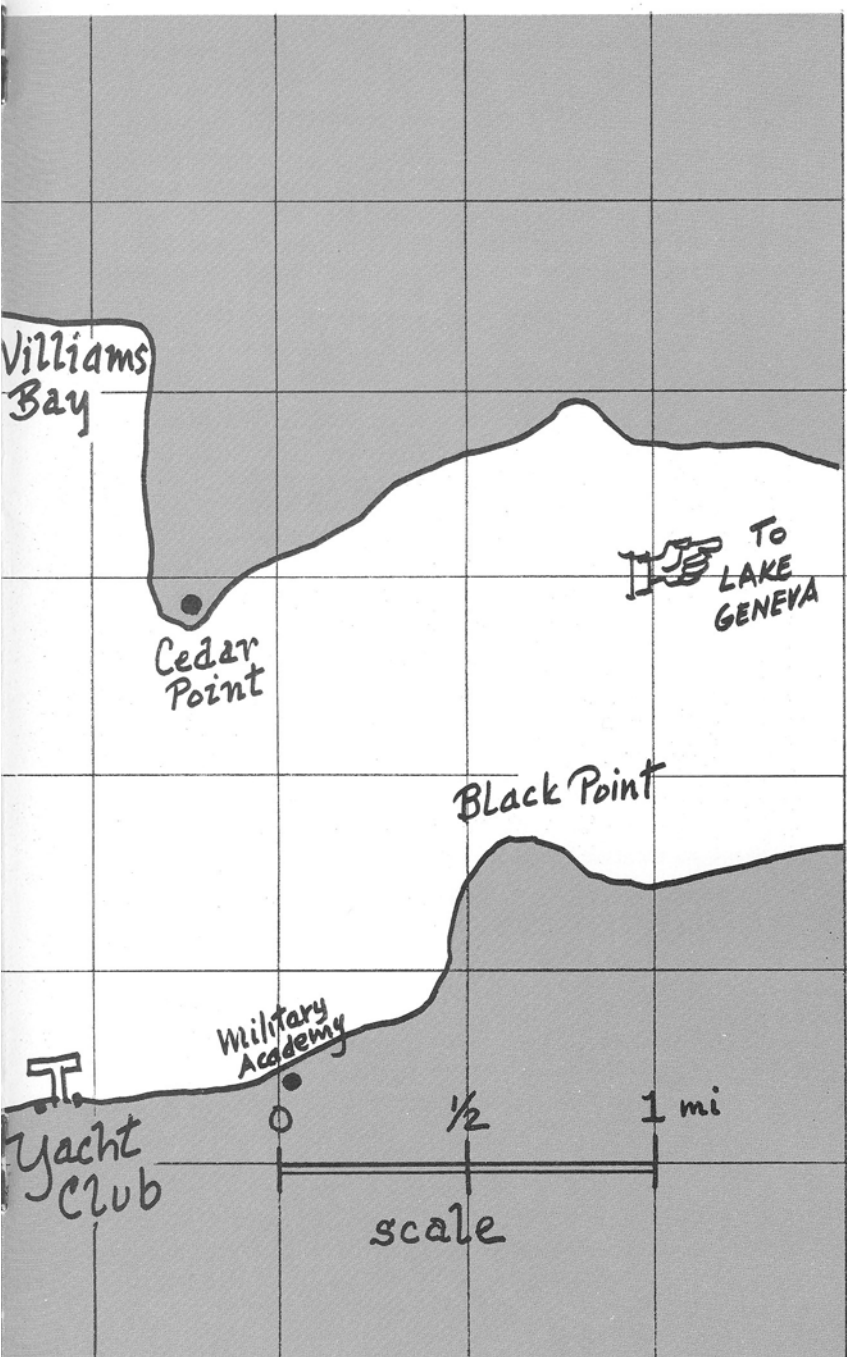
Bob Pegel  
Terry Bischoff  
Runyon Colie  
Bruce Wathen  
John Perrigo





# LAKE GENEVA SCOW REGATTA

LAKE GENEVA, WISCONSIN



## ACCOMMODATIONS:

The ABBEY  
Fontana, Wis.

BAY SHORE LODGE  
Williams Bay, Wis.

COUNTRY MOTEL  
Highway 50  
Williams Bay, Wis.

HOTEL NORMANDIE  
Williams Bay, Wis.

SOMERSET LODGE  
Williams Bay, Wis.

ALPINE MOTEL  
Lake Geneva, Wis.

ARROWHEAD LODGE  
Lake Geneva, Wis.

BOULEVARD MOTEL  
Lake Geneva, Wis.

DAIRYLAND MOTEL  
Lake Geneva, Wis.

GODFREY'S MOTEL  
Lake Geneva, Wis.

LIN-CHRIS MOTEL  
Lake Geneva, Wis.

MOTEL PLAZA  
Lake Geneva, Wis.

PINE TREE MOTEL  
Lake Geneva, Wis.

REDWOOD LODGE  
Fontana, Wis.

SHADY LAWN MOTEL  
Lake Geneva, Wis.

SURREY MOTEL  
Lake Geneva, Wis.

PLAYBOY CLUB  
Lake Geneva, Wis.

# Sailing Lake Geneva

by Bud Melges

Local knowledge, experts say, is helpful in getting around the course, especially if traditional shifts, slants and holes hold true. We ran across this article, written by Bud Melges for Scow Slants in 1959, and figure that the increased boat, aircraft and people population hasn't been enough to significantly alter the prevailing vagaries of the wind that Bud describes below. (Ed.)

Geneva is a beautiful spring fed lake loaded with sailboats from June 1st until the ducks arrive. The following are a few tips for the many local and visiting yachtsmen. Geneva is long and narrow, being 7 miles in length and 2 miles wide. However, most of our racing is done at the west end where a good windward leeward or triangle may be set with little obstruction of wind direction.

Course No. 1: A southwesterly is our prevailing wind so will therewith start our tips, setting up a course with the start at Williams Bay, sailing west to Fontana and return. If the start should be within the mouth of the Bay we sail for Conference Point, pick up our lift and start south to the middle of the lake.

Depending on the set up we should try for the south side of the middle, picking up the southerly hookers off that side. If by chance we are forced up the north shore, stay with it until just short of lay line at which time we should flop, and hope for westerly shifts out of the Fontana draw.

## START ANYWHERE ON THE LINE

Course No. 2: West wind - Club to Fontana. Our local starts are between buoy & pier. Start anywhere on the line; your guess as good as any. Take starboard tack for shore, pier hopping and laying about one block west of Yacht Club. At this point we should pick a nice lift on port tack & carry it out until knocked off, 1/2 mile offshore or less. Then flop on starboard and carry to Ulman's Point, pick up port shift to mark.

Again we have alternatives which are great: Should we be pushed to the north, go only to the middle, never beyond, (unless wind is northwesterly). Take starboard west, stick to the middle with short hitchers or head again for Ulman's Point. If we stay to the middle, terrific lifts will pick us up 1/4 to 1/2 mile east of mark. Play for all they are worth.

## TWO WAYS ON COURSE 3

Course No. 3: Northwest Wind - Club to stake at Observatory. This course may be sailed two ways, never the middle but either going west to lay line or north to lay line. Both sides have good lifters but "something's gotta give" at top mark & again it's second guessing which may be better.

Course No. 4: North wind - Yacht Club to Williams Bay. Sail it any way you like. I've yet to get there twice in good shape.

Course No. 5: Northeast wind - Club to Black Point. Again we have a choice of two courses to follow. The first is playing the south shore getting the lifts from Grunow's Bay until we reach the lay line, flop on starboard for the mark. The other is going for the middle (never all the way to Cedar Point: it's 1 in 100), and playing it east to the mark. It usually looks bad on tack getting out, but many times it really pays. Carry your port for Black Point and lay line.

Course No. 6: S'east wind - Williams Bay to Black Point. Again we head for a point, Cedar this time, and play it close to the tip. Port out to the middle and star to mark or short hitchers may pay off up the north shore to lay line, and port to mark.

Course No. 7: South wind - Williams Bay to Yacht Club. Same as Course No. 4.

I'll not be held responsible for the foregoing conclusions. Each has goofed the writer at one time or another.

Good Luck!



"... or, sailing Course #4 to Williams Bay."



# Lake Geneva Yacht Club - 1969



Lake Geneva's request to host the 1969 NCESA Championship Regatta was made in anticipation of welcoming back those who had competed here in 1961 and, hopefully, many new boats from the various associations. When the request was made last year, Lake Geneva was without physical facilities and at best, only a paper concept of the dock, launching area, clubhouse, etc. Fortunately, this optimism was later justified by an all out group effort ranging from financial donation to committee and individual participation too numerous and detailed to describe here.

The 1969 season opening saw a complete new waterfront and launching area, which included two cranes and a ramp for self-launching from trailers. Boat and trailer parking is directly in back of the club house, which is a two-story building capable of handling all club social events as well as regatta requirements. Expected and unexpected problems and frustrations have cropped up in bringing a project of this scope to near-completion in time to get the sailing sea-

son under way. Undoubtedly, the most unexpected frustration has been a constant seige of wet weather, which made black-topping the launching and boat parking area impossible until the third week in July.

Two regattas have helped to establish procedures for handling the launching and retrieving of large quantities of boats. The M-20 Spring Regatta in early June saw about 40 boats and the ILYA Class X Championship Regatta was just completed and ran 120 entries. A general recall of both Class X fleets, due to a pending storm, was a good test of the boat handling committee.

Perhaps the grass will be planted and some additional refinements incorporated by September 3, and we do feel that we are ready to provide an interesting affair (comparable, we hope, to 1961). The upper deck with huge barbecue grills, as well as the Topside Commodore's Lounge, are ready to welcome all E sailors who are urged to make a small private plea for their favorite weather.

# REGATTA RESULTS

## ILYA - MADISON

### SKIP JOHNSON TAKES E INVITATIONAL

The Mendota Yacht Club hosted the ILYA E Invitational Regatta, on July 11-13. 43 E's sailed in what turned out to be a test of light weather ability. Skip Johnson, sailing his Yellow Jacket from the White Bear Yacht Club, posted finishes of 2, 2, 5, 4 to nose out Bill Allen from Lake Minnetonka. Allen had finishes of 1, 12, 3 and 2. John Perrigo of Lake Geneva, who shared skipping duties with Bud Melges, finished third.

Unfortunately, the winds through the weekend were light and fickle, which forced the first race to be drifted out. Friday afternoon there was a little more air, and Bill Allen led Johnson and Melges across the finish line, with Dan Bowers and Mike Meyer taking fourth and fifth. Saturday morning brought the same weather, but local sailor Bill Mattison found the right shifts and finished with 3 minutes left on the time limit. Johnson finished second, Brad Robinson of Minnetonka third, local sailor Jack Loew was fourth, Perrigo fifth. The afternoon race started following a short rain squall, and had the only medium wind of the series. Terry Lentz caught a beauty on the second leg to weather, and maintained his nice lead over Perrigo and Allen. Meyer finished fourth and Johnson was in there again with a fifth.

Sunday the judges planned to sail two back to back races, but again mother nature was uncooperative. After waiting an hour and a half, a race was finally started in light going again. This time the Bowers brothers took over for their first win. Allen sailed well again for second with Meyer third. Johnson was again with the leaders finishing fourth, and first year E boater George Beukema from Geneva was fifth.

Excepting the fickle winds, the regatta was enjoyable and well run by the Mendota staff. Hopefully, there will be more wind in Madison next year, when the ILYA holds its Annual Regatta there for classes A, E and C.

#### Final standings:

1. Skip Johnson, White Bear	24.0
2. Bill Allen, Minnetonka	26.7
3. John Perrigo, Lake Geneva	34.7
4. Dan Bowers, Minnetonka	37.0
5. Mike Meyer, Pewaukee	39.7
6. Jack Loew, Mendota	50.7
7. Brad Robinson, Minnetonka	57.7
8. Terry Lentz	58.7
9. George Beukema, Geneva	72.7
10. Bill Mattison, Mendota	73.0

## BELLPORT

### COMMODORE SMEDLEY TAKES THE LIBAIRE TROPHY

Surviving the brutal 35-40 knot winds of the second race,

National Class E Commodore Walter Smedley went on to win the third annual renewal of the Libaire Trophy for E scows held May 17 and 18 on Great South Bay under the auspices of the Bellport Y.C. Local E scow sailor, Bob Starke, took the gun in the first race in a steady 25 knot breeze, which saw the lead change several times between Starke, Smedley and Pete Rand, the defending champion, depending on who spotted the turning marks first. The Commodore was a close second, with Rand third.

Brad Smith of Lake Hopatcong managed to cross the line first in the second race, which saw everyone in trouble of some kind sooner or later. Looking back on that race, it is incredible that anyone managed to finish in the strong south-wester which was reinforced by the afternoon thermal effect and clocked by those ashore at a steady 35 with gusts over 40.

Everyone hoped for a let-up on Sunday morning for the race-off between Rand and Smedley, who were tied at 8.7 points and Brad Smith who was 0.7 point ahead. But the wind held at its morning force of about 20-25. Perhaps because of the previous day's experience, no one had trouble and planing down wind was the order of the day, with or without lightsails, depending on the heading. After a shaky start, the Commodore's new "Halcyon" took charge and led the fleet back to the barn with Roger Carlson of the local fleet, second, and Brad Smith just enough ahead of Pete Rand to get third. Final standings:

Walter Smedley, Little Egg Harbor YC...	8.7
Brad Smith, Lake Hopatcong YC.....	13.7
Pete Rand, Lake Hopatcong YC.....	16.7
Bob Starke, Bellport YC.....	21.7
Roger Carlson, Bellport YC.....	24.7

Though more blustery than desirable, conditions at Bellport again proved that this part of Great South Bay is an ideal place to race these fast E scows. The horizon is unobstructed, producing steady wind directions which, combined with the relatively protected water, make for an excellent test of racing skill. Amenities ashore were most graciously managed by Mr. and Mrs. Starke who, together with the other contestants, urge all scow sailors to put the Libaire Trophy on their calendar next year.

## MICHIGAN

### 1969 MUSKEGON E INVITATIONAL

Fifteen boats competed in winds ranging from light to moderately heavy, according to Jack Davis (MYC).

#### The top four finishers were:

1. Dave D'Alcorn, Muskegon	4 - 5 - 5 - 1
2. Ed Schindler, Crystal Lake	5 - 6 - 1 - 4
3. Bruce Wathen, Muskegon	6 - 1 - 4 - 6
4. Craig Welch, Muskegon	3 - 3 - (withdrew)

Hamlin Lake is interested in sponsoring this annual regatta in 1970 and apparently the Muskegon sailors would be willing to sail it on Hamlin.



## RACING YOUR BOAT

By Mike Meyer



The following is a reprint of an article by Mike Meyer which appeared in *Scow Slants* in 1959. Read it well as ten years haven't changed the message. Ed.

I was very much taken with Hank Cawthra's (International Lightning champion from Detroit) story, "Better Racing," and am going to pass on to you some of his thoughts on the subject. He pointed out many things not ordinarily mentioned in sailing articles -- each one of which adds up to a winning combination.

One of Hank's first points is that you should sail as much as possible. "It's not the number of years that one has sailed that counts, nor the hours spent on the water, but simply the number of races," he says. In other words, competition makes the sailor, and the keener the fleet, the more boats from your lake you will see ending up in front.

A couple of years ago Gordie Lindemann instituted the double race system on Pine Lake. Instead of sailing one race per weekend, they cut the length of each race and sailed two -- one right after the other. This means twice as much practice starting, more competition in close just after the start, and an evening out of the "lucky breaks." All in all, it about doubled the amount of racing experience for the season. This is important if you want to win.

Cawthra's second point is to evaluate (carefully and honestly) your own weak points. Evaluate your crew, sails, hull, rig, gear -- and above all, the skipper. Know where you are weaker and where stronger than your competitors -- then work toward making the most of your strong points and lose least on your weak points. Hank's stress on the coordination of the crew, their split second timing and precision is possibly even more important on a scow than on his favorite boat, the Lightning.

Practice each task until it is accomplished with complete precision and utmost efficiency and economy of effort. The skipper and crew are the major moving parts of a racing machine -- the smoother the operation the faster you go!

Each race should be carefully planned in advance. Know where you are going to start and where you are going to be three minutes later and three minutes after that. Plan your tactics in advance and stick to them. Don't let a starboard tack boat change your plans. Instead of being forced about and away from your planned course, lose a little, drop behind his stern, but stick to your plan.

Again, in speaking about the coordination and efficiency of the crew's work, Hank makes this very sound observation, "An experienced crew, on the other hand, works constantly and continually from the preparatory gun until the finish -- observing, thinking, planning, preparing, and acting in an orderly, unhurried manner. Thus the crises that beset inexperienced crews never occur because they have been foreseen and proper steps taken to prevent them."

I don't know of any other sport where I have seen people even of "great experience" get so rattled and confused dur-

ing certain crises. I agree heartily with Cawthra, that it is only because the skipper and crew have not kept thinking, planning and preparing during every minute of the race.

While all of the above is good sound advice from a most successful and thoroughly experienced racing sailor, what intrigued me most about the article were 12 items which he terms, "thought stimulators." A number of these points have been discussed from time to time over favorite ILYA bars, but I have rarely heard them even as far east as Detroit. Cawthra's "thought stimulators" are well worth your consideration, so they follow here as food for thought during those long fall evenings that are just around the corner. Here they are:

1. I suspect that in very light air one should have a relatively flat sail.

2. I am quite sure that in very light air one should have a heavy sail.

3. For a long time the theory on sails was to keep the draft forward in strong air and more in the center in light air. Now this is being questioned, if not reversed, by many sailors and sailmakers.

4. On certain boats I have proven that, with no other changes, moving the rig forward increases weather helm.

5. I believe that even without planning, a light boat's advantage over a heavy one gets relatively greater as the wind increases.

6. Other things being equal, a center-boarder's advantage over a keel boat is relatively greater in windward work than off-the-wind.

7. Have you determined the effect on your boat of raking the mast when leaving the center of effort the same? Incidentally, do not forget that changing mast rake also changes the angle of attack of the jib stay.

8. I suspect that at certain speeds a microscopically smooth bottom may not be advantageous. Think of the effect of Johanneson gauge blocks when placed together and remember that in wet snow skis should be waxed in steps. Why do crews "ooch" to "break suction?"

9. Do you think that your center board and rudder should have certain shapes of leading and trailing edges because of what is used on other boats? Doesn't it stand to reason that these things should vary with the aspect ratio, the breadth-to-thickness ratio, the angle of attack, etc.?

10. Why do most people spend a lot of time setting up a rig according to some fixed procedure and then hang sails on it like a woman hanging clothes on a line? Doesn't it make more sense to take the best sails you have and adjust the rig so that those sails develop the most driving power? Perhaps your spars need some of those bends and twists that are supposed to rob the sails of all their power. Remember that sailmakers are human beings like yourself and have been known to make mistakes once in awhile. Every sail and every combination is different and to think that the same rig set-up, sheet leads, outhaul and downhaul tensions should be used on all your sails is just as illogical as to say the jib sheet leads should be set at a certain angle on all boats. (Incidentally, most of the above is a good argument for having one suit of sails.)

11. Do you and your crew sit in certain spots in your boat because Joe Doe, the champion, does? I believe that every individual hull has to be trimmed a different way on

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every different point of sailing and at every different speed. Fortunately for beginners, some boats are fairly insensitive to trim changes, but many others are not, and some are both sensitive and insensitive to trim.

12. Fifty to eighty years ago sail plans were low and broad and all that counted was area. Then we went through a period in the 20's and 30's when all that counted was hoist, and luff-foot ratios got over 3-1/2:1. Those who raced in each of these periods were quite certain that what they were doing was correct. Now we are tending back toward lower sails and perhaps 10 years from now we will have tall, narrow ones again. Of course, in any given class, you can't change the sail plan, but the above is a good illustration of what I am trying to get across; that is, the inclination is to follow the crowd and accept current practices without question. Probably the biggest single fallacy of all this kind of thinking is the tendency to want the same sails, bottom paint, tell-tales, etc., that some champion or other is using. Even if you get all of the same gear you probably wouldn't beat the champ anyway because the chances are he can sail

a little better than you. Shouldn't you be trying to buy, invent, or make something different and better than he has?

My final suggestion seems quite simple and elementary. It is to try to drive your boat at its maximum speed during every second of every race. You may think you are trying to do that, but if you are an average skipper, I know from observation that you are not; you only do it when you are up near or just in front of the first few boats in a race. Even more than experience or ability, the habit of driving the boat hard at all times is what distinguishes the top skippers from the mediocre ones. The latter drive hard at the start, when up in front, and when near other boats in which they are particularly interested. When way ahead they relax and when behind they become discouraged. The really successful skippers on the other hand never relax and never become discouraged. They know that the conditions under which boats are raced are so uncertain that their position at any given moment is only incidental, and that the only thing that counts is where you are at the finish.

Well, that's it. There's only one answer. We Inland Scow sailors must keep thinking and keep making our scows go faster and even faster!

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#### SOME REMINISCENCES, CONTINUED FROM PAGE 4

One of our cardinal rules was that the "old man" was always ultimately to blame for whatever went wrong -- and prevented us from coming in first.

A "steady" crew was considered desirable, but for most of the twenty years this concept was inconsistent with our basic principle of having fun. Many are the races I have lost because my "best" sailors couldn't be with us, but there were also many races I won through "picking up" one of the boys or girls who had raced with me in years past.

This summer I am in one of those awkward periods where my family is all scattered. None are with us. To compound the situation, we have a new boat which is really hot! My nephew, Sam, who had sailed casually with us as number three or four last summer, said he would like to move up, and promised to sail regularly until he went into the army sometime this summer. The Bellport Regatta and its 25-35 knot power gave him some confidence at number three, but this assurance was quickly shattered when he took over number two for our first race at the Club. In a 20-25 knot breeze, a comfortable lead evaporated quickly through a combination of uncertain spinnaker work, poor timing on the jib and some faulty navigation. A second place finish was an unexpected letdown.

"Let's get some more practice," he suggested, "but can't we find a way to do it when it isn't blowing so hard that I can't figure out what's going wrong?" Good idea," I replied. "Let's go through all the motions with the boat on the trailer ashore, but without the sails." This proved quite enlightening, particularly in the matter of pole handling and clearing lines aloft when setting, jibing and retrieving the parachute. Luckily, the next morning brought a sunny, mild breeze from the ocean which allowed just the two of us to go out alone. There was enough wind to show up improper technique, but not enough to snarl things up beyond recognition. We rounded, raised, trimmed, and then lowered the spinnaker, repeating the sequence about five times, then came in for lunch.

To round out our crew for the afternoon's race, I had picked up Jock Christie, my trusted number two from years ago. We had campaigned old "Seven Up" vigorously together all over the east, but he hadn't ever sailed in "Halcyon," nor for that matter, in any modern E scow. His wife came along in fourth position.

As race time approached, and the afternoon thermal began to kick up white caps on the bay, I wasn't too sure what we were getting into. But no matter what happened, we were sure to have some fun planing around the bay.

Things went well up wind, and Jock was impressed with the simplicity of the new boats. Yet, they were not so much different that he didn't quickly feel at home. Sam popped the chute for the tight off wind leg as if it were second nature. We passed the boats ahead and were feeling pretty good. Then came our moment of truth!

At the turning mark in a freshening breeze, which was almost abeam, the chute didn't want to come down in its usual tame fashion. Over the side it went, full standing, bringing us to a halt so suddenly I thought we had hit a dock. The smiles on the faces of our nearest rivals were broadening when Jock reached back in his memory and in a reflex action tossed the guy completely free. This was enough to let us all put forth one mighty heave which landed the chute in the cockpit like a drowned cow. Our jibe was completed amid the melee and off we charged on the tight reach to the down wind pin, miraculously still ahead of the pack.

Getting the gun at the finish was as much of an anticlimax as this thrilling event can ever be.

On the sail back to the Club, Sam said, "Boy, was that fun! For the first time I actually knew what it was I had done wrong!" Jock and Penny said, "Boy, was that fun! A lot like old "Seven Up" but with lots of improvements!" I thought, "You better believe it was fun! And how great to have Jock back in the act, and to have Sam enjoy himself up in that exciting and demanding number two position."