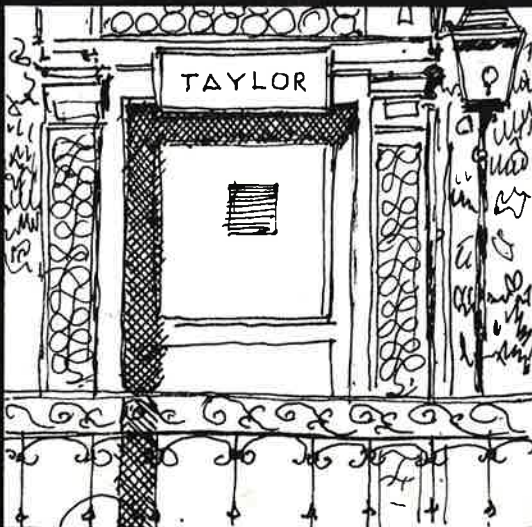
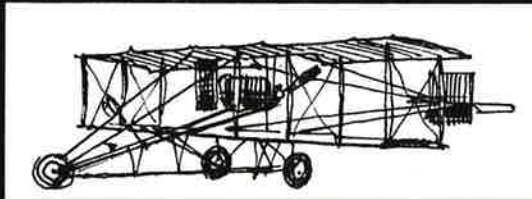
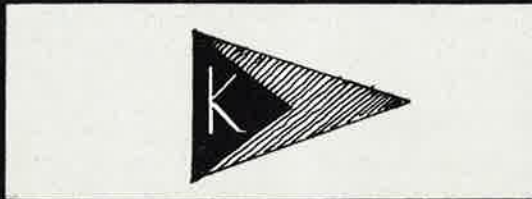
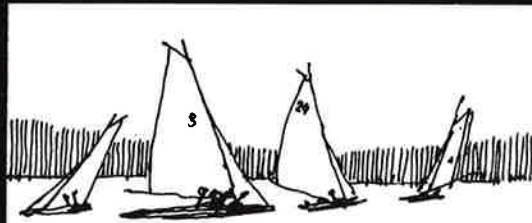
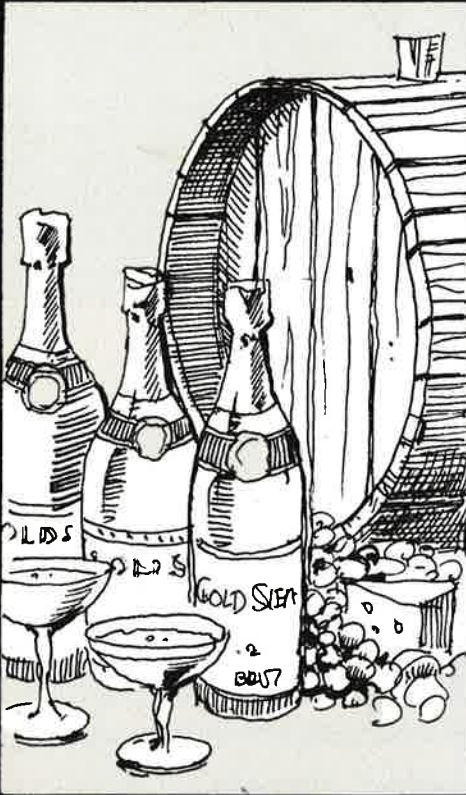


REPORTER

IN THIS ISSUE:

- * 14th Annual Regatta Information and Official Regatta Notice
- * ILYA E Invitational Regatta Results
- * Keuka of the Finger Lakes - by Bonnie Hawk
- * How To Series - Preliminary Survey Results on Tuning the Aluminum Rig

GOLD SEAL



TAYLOR

Great Western





THE COMMODORE COMMENTS:

The first order of business is congratulations to Buddy Melges, Bill Allen and Bill Bensten for their very superb performance in the Olympic Trials for the Soling Class. I am sure that by now most of you know that this all-scow crew put the series away with three straight bullets in the fourth, fifth and sixth races and could have easily had a first in the last race if they had chosen to go out instead of covering Lowell North, their nearest series competitor. This group of men are all previous E scow skippers, and we can certainly take pride in the showing they made. I would like to also mention that Sam Merrick competed in this series and distinguished himself by finishing 8th in the fleet. This was extremely tough competition under extremely trying conditions, and we can be very proud of our representatives. Good luck to you, Bud, Bill and Bill, in the Olympics at Kiel, Germany.

This is the time of the year when our member associations are meeting to elect representatives for the Board of Directors for the NCESA. I again urge all of you who are selecting these people to do so on the basis of their interest in our class and their willingness and ability to put time in our managing of class affairs. Believe me, we have much to do, and the only way we can do it is through the efforts of our national organization with each member of the Board of Directors participating to his utmost. Therefore, be prudent in your selections because in the long pull, it behooves us to have a strong Board of Directors. We have been blessed with this kind of individual over the years, and my only interest here is to get the best representatives and Board members that we can possibly have.

We are now entering regatta season for our various locations. I hope each of you will have the best of luck, and we will look forward to the culmination of these events at our National Championship Regatta September 7, 8, and 9 at Keuka Lake in New York. See you then.



National Class E Scow Association
5023 Wooddale Lane
Edina, Minnesota 55424

Commodore: Nat Robbins, Jr.
Vice Commodore: Hartley Comfort, Sr.
Rear Commodore: Sam Merrick

Directors: ILYA Area

Stu Wells, Bill Allen,
Dick Casper, Bob
Pegel, Joe Coyne

Western Michigan Area

Ed Schindler,
Larry Price

Eastern Area

Ed O'Malley, Bob Cole

NCESA REPORTER STAFF:

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

REPORTER appreciation to: The cooperative contributors of this issue.

Bud Appel for layout help and composition. Hartley Comfort for printing.

SUPPORT THE NCESA by sending \$15.00 dues to: Sam Merrick,
Sec'y/Treas., 401 North St. S.W., Washington, D.C. 20024

JOIN THE NCESA NOW! Support a Great Yachting Association. Become a subscriber to the REPORTER with membership.

Keuka of the Finger Lakes



By Bonnie Hawk, Fleet Secretary
Keuka Yacht Club E Fleet

ED. NOTE: THE KEUKA E SAILORS ASKED THAT WE MAKE SPECIAL MENTION OF BONNIE HAWK'S LONG STANDING EFFORTS ON BEHALF OF THEIR FLEET.

How credible the tale of the Seneca Indians: the Creator's hand rested heavily as He blessed the land of plenty. Clear, cool water lay in the depressions He formed; trees bowed down from the weight of their fruit; woodland grew tall and straight, sheltering the abundant game.

Keuka Lake is distinctive among the Finger Lakes; she was fashioned into a great blue "Y", with gently sloping hillsides and an imposing point, the Bluff separating her two arms. By Seneca's standards she is not deep -- 186 feet being maximum. Her 60 miles of shoreline are far more accessible and the most heavily populated by cottages of any lake in the state.

And she has a background:

To the Seneca Indians she was "Canoe Land-

ing," and their fishing paradise. Near Branchport, at the extrimity of the western arm, lived the famous indian philosopher, Otetiani, known to history as Red Jacket. Here, later, settled Jemima Wilkinson, the Universal Friend, whose religious cult formed the first settlement in the Genesee Country.

At the end of the eastern arm Pennsylvania Dutch and New England Yankees settled their sectionalsquabbles by changing the name of their community to Penn Yan.

Hammondsport, at the south end of the lake, has two distinctions. Here Glenn Curtiss, creator of World War I's famous "Jennie," made the world's first pre-announced plane flight in 1908, and later created an amphibious ship which rightfully distinguished Hammondsport as the birthplace of aviation. Lecture tours through the Glenn Curtiss Museum recall the thrills of these pioneers.

Here, too, is the hub of America's champagne industry, created in 1861, and still bubbling with good cheer. A drive through the vineyards above the lake will lead you to the unique Walter Taylor Museum on Bully Hill. Tours and refreshments are popular at Great Western, Taylor's, and Gold Seal Wineries.

From the turn of the century hundreds of thousands came to Lake Keuka. From Penn Yan to Hammondsport the water was churned white by steamboat traffic which rivaled any in the state. The Keuka Yacht Club was a popular rendezvous for the idle rich, enjoying incomes of, say, \$25 a week and up. It had a fleet of 10 Class A Sloops, as well as many cabin cruisers, the fastest steam yacht in the world, and plenty of putt-putts. To increase the competition in sailing, several interested members staked races at \$1000 a heat.

Resort Hotels waxed luxuriant at the steamboat

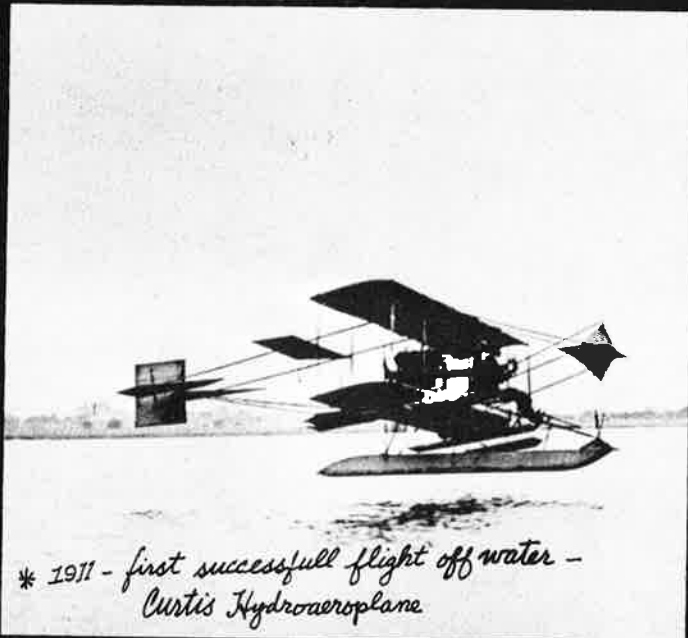
landings. The fleet of A scows was in popular demand to entertain the thousands who strolled on lawns and covered walk-ways; silver trophies were offered by resort owners for the privilege of the races being sailed from their docks. Young Fred Waring entertained in the lounges; Hoagie Carmichael penned "Stardust" while canoeing with a fair maiden.

The era of steamboats and grand hotels has passed, and the recent decade witnessed a lone surviving A scow age beyond repair. But a new vitality has breathed life into competitive sailing at the Keuka Yacht Club. Celebrating its centennial this year with the construction of a new club house, the members race six fleets -- E scows, Stars, M scows, Snipes, Lightnings and Kohinoors -- with an ambitious regatta schedule & weekly club races. In addition to its local pleasures, Keuka offers vacationers proximity to the Coming Museum of Glass, Watkins Glen, and the soaring capital of Harris Hill, Elmira.



VIEW OF THE OLD KEUKA YACHT CLUB BACK IN THE 1930'S

SOME 'FLYING' MACHINE of KEUKA LAKE'S PAST



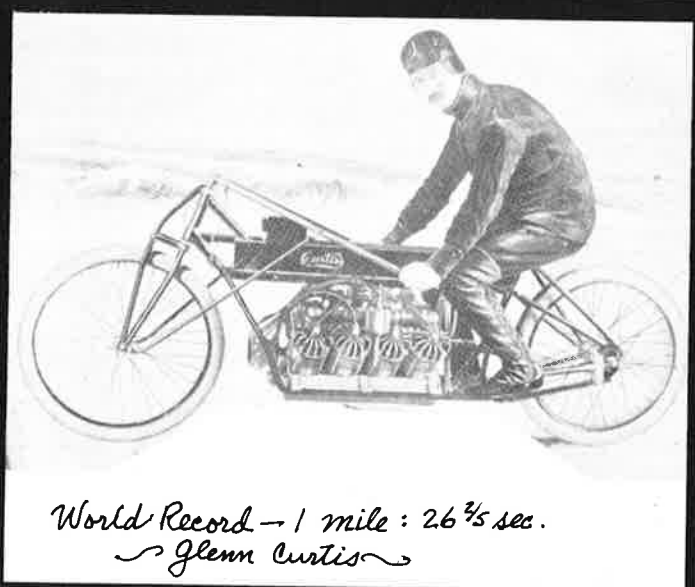
** 1911 - first successfull flight off water -
Curtis Hydroaeroplane*



A nice old A at Keuka -



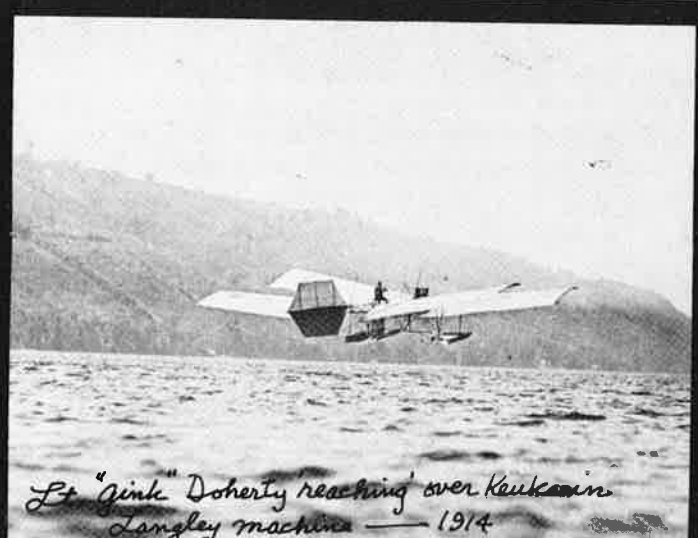
Early Glenn Curtis Flying Boat



*World Record - 1 mile : 26 ²/₅ sec.
Glenn Curtis*



some nice older A's at Keuka...



*Lt. "Gink" Doherty 'reaching' over Keuka in
Langley machine - 1914*



REGATTA SOCIAL CALENDAR

WEDNESDAY EVENING - - - HORS D'OEUVRES AT THE BAR

THURSDAY EVENING - - - COCKTAIL PARTY AT THE WINE MUSEUM
(Or at a Winery)

- - - NCESA MEMBERSHIP MEETING

- - - DINNER AVAILABLE AT THE YACHT CLUB

FRIDAY EVENING - - - BANQUET FEATURING A CHINESE DINNER
AT THE YACHT CLUB

FREE BREAKFAST TO ALL SAILORS WILL BE AVAILABLE AT THE YACHT CLUB
THURSDAY, FRIDAY AND SATURDAY MORNINGS BETWEEN 7:30 & 9:30 AM

14th ANNUAL NCESA REGATTA • Keuka Lake, Bath, N.Y.



OFFICIAL NOTICE

NCESA CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY -- SEPTEMBER 7, 8, 9, 1972
KEUKA LAKE YACHT CLUB -- BATH, NEW YORK

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 NCESA in its current rules, or as officially modified.

PROGRAM (All times shown, Eastern Daylight Saving Time)

Registration, weighing, launching --

Wed., Sept. 6 - 1 PM to 7 PM

Thur., Sept. 7 - 8 AM to 9 AM

Skippers' Meeting --

Thur., Sept. 7 - 9 AM

First Race --

Thur., Sept. 7 - 11 AM Warning Signal

ENTRIES

Entries should be filed on the enclosed entry blank and mailed to the Keuka Lake Yacht Club,

Box 334, Bath, New York 14810. 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.

ELIGIBILITY

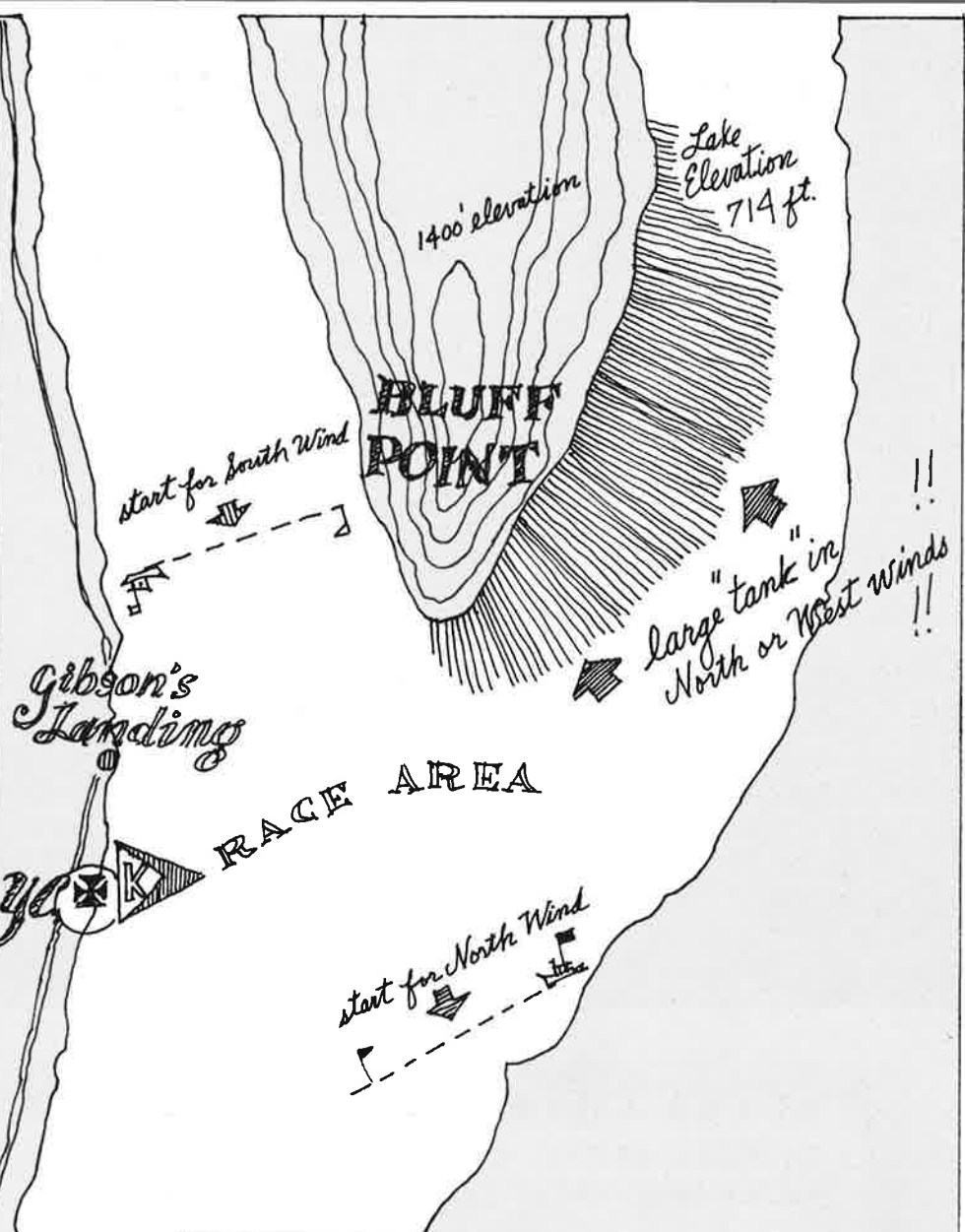
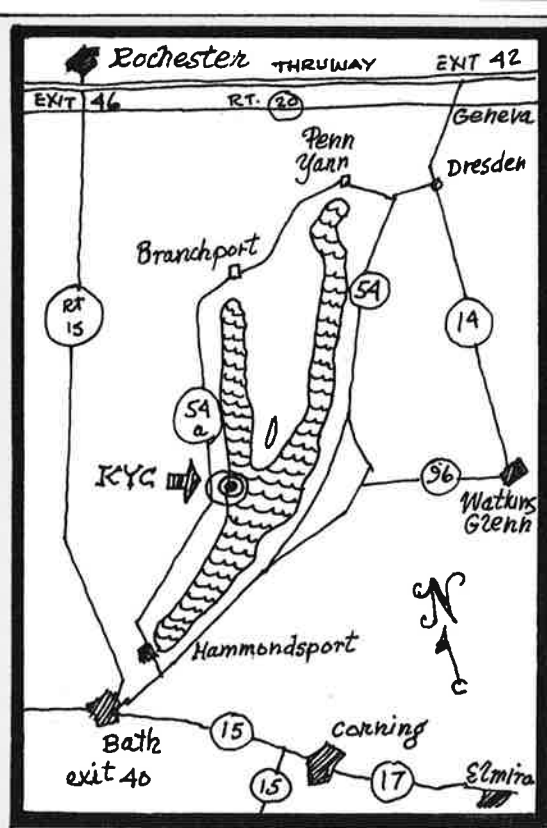
A yacht is eligible and considered as a class E scow only if it conforms to all measurement rules, has been properly registered and owned and is skippered by a regular member with regular or associate members as crew, all members to be in good standing at the time.

PRIZES

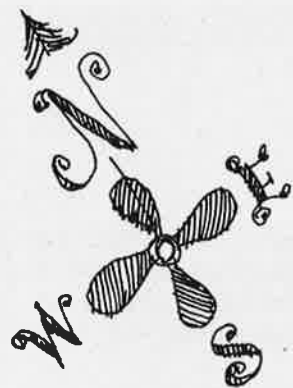
There are keeper trophies for places 1 thru 10 in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Trophy, to the winning crew.

HOUSING

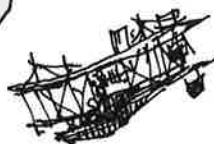
Make reservations directly with a motel or a hotel of your choice (see list in Reporter). It is recommended you make reservations early.



Henka Ye  RACE AREA



to Hammidsport

- ▶ ALL COURSES WILL BE STANDARD OLYMPIC COURSES.
- ▶ WESTERLY WINDS ARE VERY SHIFTY. IT IS COMMON LOCAL PRACTICE TO OVERSTAND WEATHER MARK.

~ JUDGES ~

ED MALONE ~ HEAD JUDGE
OSHKOSH

ART BEST, CEDAR LAKE

~ OTHER JUDGES TO BE ANNOUNCED ~

14th Annual NCESA Regatta

SEPTEMBER 7, 8, 9, 1972

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. Anchor not required, but it would be helpful, especially at noon.
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment at Keuka, will be considered as having been measured for this event. Bring your boat measurement certificate.
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. (If, however, a boat or sail has been officially measured, but did not compete in an area Championship Regatta, this measurement will be accepted).
7. The NCESA emblem must be displayed on both sides of the mainsail.
8. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rules. This is only a partial check list to assist you. There are more equally important rules to be met.

-ACCOMMODATIONS-

GIBSON LANDING RESORT
Rt. 54 A, Hammondsport, New York 14840
Telephone: 607-868-3241

Motel, cottage and apartment units. Large enough to accommodate all sailors and after guard who will be attending the regatta. Located on Keuka Lake one-half mile north of Keuka Yacht Club.

HAMMONDSPORT MOTEL
Hammondsport, New York 14840
Telephone: 607-569-2600

On Keuka Lake six miles south of the yacht club.

VINEHURST MOTEL
Rt. 54, Hammondsport, New York 14840
Telephone: 607-569-2300

Not on Keuka Lake ten miles south of the yacht club.

SURE REST MOTEL
Rt. 54 A, Branchport, New York 14418
Telephone: 315-595-2243

Overlooking Keuka Lake and seven miles north of the yacht club. Swimming pool.

VIKING RESORT MOTEL
380 E. Lake Rd., Penn Yan, New York 14527
315-536-4361

Located on the east side of the east branch of Keuka Lake twenty-five miles from the yacht club.



Ed. Note: Shortly before the closing deadline for this issue, the Reporter sent out a tuning questionnaire to a cross-section of E skippers. The purpose is an attempt to determine if there is a consensus of opinion concerning the balancing/tuning of the aluminum rig after a couple of years of use by the majority of E sailors.

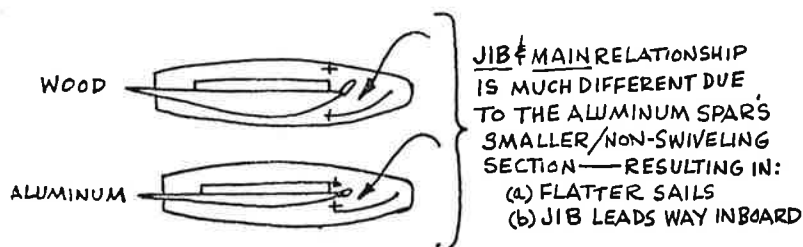
The response to this inquiry has been both gratifying and controversial - the latter because the Reporter really didn't know how to present the problem as concisely or accurately as desired - or, to quote Stu Wells' opener, "Dear Ted, I am not sure what type of response you are looking for . . . apparently you aren't either." - (The nail has been hit on the head)

On the other hand, perhaps the lack of crystal clear semantics is a good thing, as there appears to be a wonderful diversity of opinions in identical situations. Since the material received back has not been read until these two pages are being constructed, we will not attempt to edit or assemble in any logical sequence any of the responses, but we will attempt to show what some of the questions were. The incoming responses will be hashed over, edited and assembled in some semblance of order in the next issue of the Reporter and will be done by qualified E sailors - not by the editor. And it is hoped that this will trigger comment of all degrees from the membership.

GOING TO WEATHER

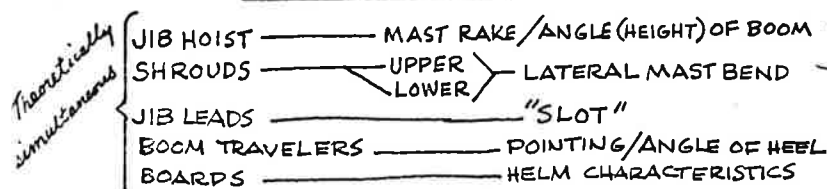
TUNING/BALANCING ALUMINUM RIG

THE SITUATION



BALANCE THE PROBLEM TUNE

★ BASIC ADJUSTMENTS: UPON HOISTING SAILS



VARIABLES

- WIND VELOCITY (LITE-MED-HEAVY)
- CREW WEIGHT

WHAT IS BEING ACHIEVED

- ★ POWER BY TRIM
- CONTROL HEEL & HELM OF BOAT

Flat sails - Divided opinion here - Tom Norris strongly rejects flatter sails as does Art Simons / Brad Robinson agrees mostly but not 100%.

Walter Smedley is overjoyed at discovering he can use his three year old sails that were cut for the wood stick.

Stu Wells emphasizes the relationship between the shrouds rather than the looseness or tightness.

Nat Robbins observes that the new jib-trim allows a more even slot up and down the full length of the jib leech.

SOME QUESTIONS

WHAT HAPPENS WHEN?

TRIM

(a) JIB & MAIN ARE OVERTRIMMED UNDERTRIMMED

(b) JIB IS OVERTRIMMED UNDERTRIMMED

(c) MAIN IS OVERTRIMMED UNDERTRIMMED

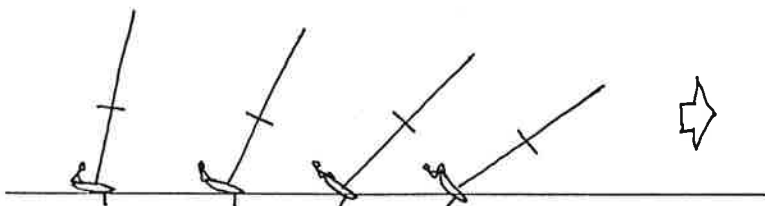
LITE AIR

HEAVY AIR

HEEL

WHAT HAPPENS TO WIND FORCES IN SLOT AND ON SAILS AS HEEL OF BOAT INCREASES?

* - ALSO, WHAT ABOUT HULL/WATER EFFECT?



* WHAT TECHNIQUES FOR KEEPING BOAT FLAT IN:

STEADY, HEAVY AIR?
PUFFY, HEAVY AIR?

* IN MODERATE AIR, BOAT IS "FLYING" ON ONE TACK; BUT DEAD ON OPPOSITE TACK -- WHAT IS MOST COMMON REMEDY?

* IN HEAVY, PUFFY AIR, BOAT IS DEAD, OR IN IRONS. WHAT SEQUENCE OF ACTIONS (TRIM, WEIGHT ETC) TO GET BACK IN GROOVE?

LIGHT
MEDIUM
HEAVY AIR

ADJUSTMENT/POSITION

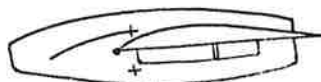
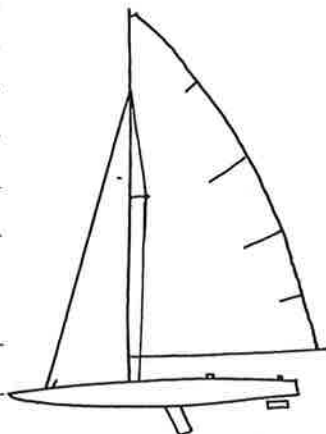
JIB HOIST _____
UPPER SHROUD _____
LOWER SHROUD _____
JIB LEADS _____
BOOM TRAVELERS _____
BOARDS _____

MANUAL TRIM

JIB _____
MAIN _____

"CONTROL" TRIM

JIB DOWNHAUL _____
BOOM DOWNHAUL _____
MAIN OUTHAUL _____
CUNNINGHAM _____
BOOM VANG _____



Overtrimming appears to be a fault to be avoided like the plague — especially with an aluminium boom. Steve Wells comments on allowing jib to take curve along foot.

Tom Norris presented a very detailed and interesting outline of the mast bend control.

Walter Smedley seems happy as a bug as Little Egg has had much heavy air this year and he really appreciates the easier control —

Brad Robinson advocates boom end 19" above deck in heavy air — and keeping the spar straight (laterally) most responses provided precise measurements concerning position of jib leads, down hauls etc.

CONTINUED NEXT ISSUE

ILYA E INVITATIONAL REGATTA

PEWAUKEE, WISCONSIN • JULY 7 - 9 • 1972

YACHT NO.	SKIPPER	1ST RACE	2ND RACE	3RD RACE	4TH RACE	5TH RACE	TOTAL POINTS	REGATTA STANDING
W-67	Bob Zak	3	5	1	1	9	30.7	1
M-5	H. Allen	6	4	6	3	1	37.1	2
V-114	D. Bowers	11	1	13	21	2	66.0	3
A-77	B. Butz	5	3	16	16	6	71.4	4
W-30	S. Johnson	4	10	31	2	5	74.0	5
M-1	B. Robinson	1	12	23	9	11	79.0	6
V-123	R. Thiele	8	2	5	26	18	83.0	7
V-3	Sawyer/C. Norris	9	7	4	11	20(20%)	87.0	8
A-5	Wm. Tews	14	27	2	4	20	90.0	9
H-2	Henkel/Loew	7	22	7	15	16	97.0	10

Ed. Note: Hartley asked that the Reporter charge him for running this advertising but in keeping with established precedent, we are running this as a continuing service to all members who are interested in selling, buying or trading E scows or E scow equipment.

FOR SALE • E SCOW SAILS

JIBS \$25.00 - \$40.00

MAINS \$50.00 - \$75.00

1965 NELSON HEAVY JIB	1965 JONES FLAT MAIN
1966 JONES LIGHT JIB	1965 NELSON MAIN
1966 NELSON JIB	1967 NORTH MAIN
1967 JONES HEAVY JIB	1967 FOSTER LIGHT MAIN
1967 JONES LIGHT JIB	1968 NELSON MAIN
1968 NELSON JIB	1968 BOWERS MAIN
1969 BOWERS JIB	1969 BOWERS MAIN

NO BATTENS • SHIPPING EXTRA • FIRST COME BASIS
ALL SAILS IN EXCELLENT CONDITION
SOME ARE LIKE NEW

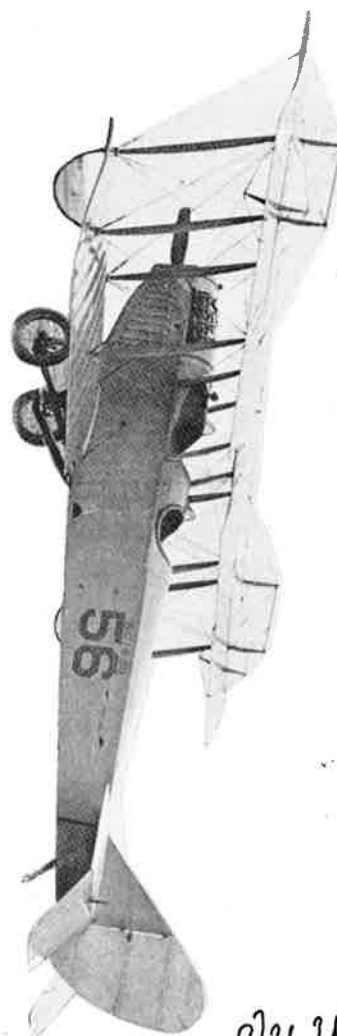
1968 NELSON CHUTE 1969 NELSON CHUTE

HARTLEY B. COMFORT • 1611 LOCUST STREET
ST. LOUIS, MISSOURI 63101

PHONES:

314-241-6991, 314-993-0516, 616-331-4566

ALL PHOTOGRAPHS IN THIS ISSUE
COURTESY BOB COLE, KEUKA YC
(Who was not necessarily responsible
for snapping the shutter)



Is this the way you fly your JENNY?

* WANTED TO BUY • USED SPINNAKERS
BUD MELGES • ZENDA, WISCONSIN *