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From the Editor

Before you become too involved putting together your 1991 sailing program, we'd like you to settle back and enjoy this issue of *The Reporter*, which looks back at some of the 1990 highlights. The Publications Committee is proud to have made a bit of history this year by introducing color in this magazine.

As you can imagine, it's no easy task to represent five regions of the country in one publication and it's only due to the writers and photographers credited here that we were able to do that. Steve Wagner deserves special thanks for hand delivering to us, out of the blue, over 500 slides from the Nationals. His work is featured in our centerfold.

In addition to major regatta summaries, we've also squeezed in more instructional articles by top skippers and crews. (If you'd like a copy of "Racing E-Scows: The Best Instructional Articles", call me at (908) 240-0920 in the spring.)

Finally, the NCESA wants to extend its best wishes to Buddy Melges and Bill Campbell who are off to San Diego as part of the U.S. defense of the America's Cup with America 3 syndicate. Good Luck, guys!

Robin Johnson
Publications Chairman/Editor

On the Cover

Michael Fortenbaugh, founder of the Manhattan Yacht Club, jumps back into the fray at the 1990 Nationals at Little Egg after a brief hiatus. His borrowed boat belongs to his father, Bill Fortenbaugh, Professor of Classics at Rutgers University. Does the name give that away? It's Latin for "Bay Head does it better"

Photo by Steve Wagner

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1990-91

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THE COMMODORE COMMENTS

It seems hard to believe, but another sailing season has come and gone. 1990 was a good year for your Commodore and from everything I've heard, a good year for "E" scow sailing in general. Last year I sent you this message:

I would like to challenge all of you, the backbone of the NCESA, to help promote the "E" scow at the grassroots level. This needs to be a "three prong effort." First, we need to make sure that everyone sailing "E"s is a member of NCESA. Second, we need to find and encourage new sailors at our local clubs. Third, we need to find and assist new fleets in our local areas.

We need YOU the local sailor to help find these new sailors (and fleets) and offer your help with tuning, rules, and basic race strategies to encourage their participation. The bottom line is: these new "E" sailors are a great market for used boats and sails. A strong used market makes the cost of sailing lower for all of us and this will promote an even stronger, larger class.

That challenge was apparently accepted by many of you. It was certainly acted upon by the Little Egg fleet, as demonstrated by the fine regatta they hosted in September. For those of you that missed it, there were 56 "E"s at this year's national regatta. This is the largest National regatta ever at Little Egg and the second largest ever in the East. Even more impressive than the 56 boats was the fact that they represented twenty separate yacht clubs; this may be an all time record. I would again like to express my appreciation to everyone involved with the regatta for the fine job they did.

Planning for next year's regatta is well underway. The people from Carlyle have enlisted the help of several of the other MESA fleets to work on the regatta. It looks like they are planning a great event.

Again this year I would like to ask your help in improving the NCESA. To all of you that acted on last year's challenge, thank you; keep up the good work. To the rest of you, it is not too late. Make plans this year to accept the challenge of improving NCESA. Are all members of your fleet NCESA members?

We can all help make the 1991 regatta a success by planning to attend and/or encouraging members of our fleet that have not previously attended a National regatta to attend. Again, this year there will be a trophy for the best "rookie."

Have a good winter and see you next summer.

**George Hill
Commodore, NCESA**

THE VICE COMMODORE COMMENTS

1991 Nationals at Carlyle

Wow! What a great time we all had at Little Egg Harbor in 1990! The participation was better than ever, and without that record attendance, we wouldn't have had the parties, comradery or competition that we did. And so our eyes turn toward Carlyle, a gem of a sailing lake in west central Illinois, about an hour east of St. Louis.

Lake Carlyle promises good, fair winds because there are virtually no obstructions or bluffs. It has first class launch facilities and most importantly, it's close to many E-scow sailors.

Rumor has it that Wawasee wants some responsibility for social events, which could prove to be really interesting since one Wawa skipper and crew came to the 1990 Nationals without a boat! They didn't win the regatta, but they had quite a time.

This year we look to all those lakes in Wisconsin, Michigan and Minnesota as well as Illinois and Indiana to provide a record turn out to balance the attack from the Easterners.

Yes, Carlyle promises to provide it all and certainly will give us the opportunity for the Nationals to be a premier E-sailing event. See you there!

Jack Lampman
Vice Commodore, NCEA

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REGATTA SUMMARIES

1990 MESA Championship July 20 - 22



*Tight action at the weather mark.
A few overstood...*

By Casey Call

The 1990 MESA Championship was sailed on beautiful Lake Wawasee, Indiana, on July 20 through the 22nd. There was a strong turnout from each fleet with a total of 29 boats entered in the event. As is usually the case at Wawasee, social events turned out to be as important as the racing, and there was a very close race between the fleets for winning the party.

DAY ONE - FRIDAY

The registration committee arrived amidst solid rain and thunderstorms. There was grumbling among the crews assembling boats about life being more important than a sailboat race, but after a few beers, the teams got excited about departure. Race #1 started on schedule with a long 7-leg WL course in shifty 5-12 knot breeze. Tom Klaban led at the first mark and sailed perfectly to

win big. There was a tight race for second with the next four boats finishing within seconds of each other.

During lunch, the rain quit and the wind picked up a little, setting the tone for a great 2nd race. By the start, however, the wind shifted radically, right before it died 2/3rds of the way through the race. With Klaban buried, the leaders were sad to see the time limit expire with a

All photos by Larry A. Medlock

leg to go.

Friday night saw our annual meeting being conducted after a big dinner. There was a productive discussion centering on the different fleets' participation in running the social events at the Carlyle Nationals. It will be very fun event; and we hope everyone can attend.

DAY TWO - SATURDAY

This was a very competitive day, but unfortunately it was on the volleyball court and not on the lake. With the center of a slow moving front passing over around noon, there wasn't a breath of air all day.

DAY THREE - SUNDAY

Once again, rain settled in over the area. But this time, it brought lots of wind with it. The second race of the series was started in an easterly 12-18 with heavy rain. The first big shift happened shortly after the start, taking Mike Smith, the left corner banger, to a solid lead at the first mark. Again, it was very close for second with five boats rounding virtually at the same time. The spinnaker sets caused problems for some due to the rain gluing the chutes together like over-cooked pasta, and making things even tighter. The pack managed to catch Smith on the second weather leg, setting up a dramatic downwind leg. Those who went right caught some great puffs, allowing Call to sneak by with victory, followed very closely by George Snook.

As the ten-minute gun sounded for the final race, the wind picked up to about 20, with the rain easing somewhat.

The wind again shifted in the same direction after the start, allowing Call to get to the first mark with a comfortable lead. During the course of the race the wind picked up even more making for some wild spinnaker rides. There were about seven capsizes in the race which spoiled the short series for several competitors. Casey Call was able to hang on and take the series.

Even though it was a short series, the regatta was competitive and a lot of fun. Our district continues to improve its skill level (albeit quite slowly) but does so having a good time and increasing membership. We encourage other fleets to attend our regattas so that we may learn from each other and continue to improve our class.



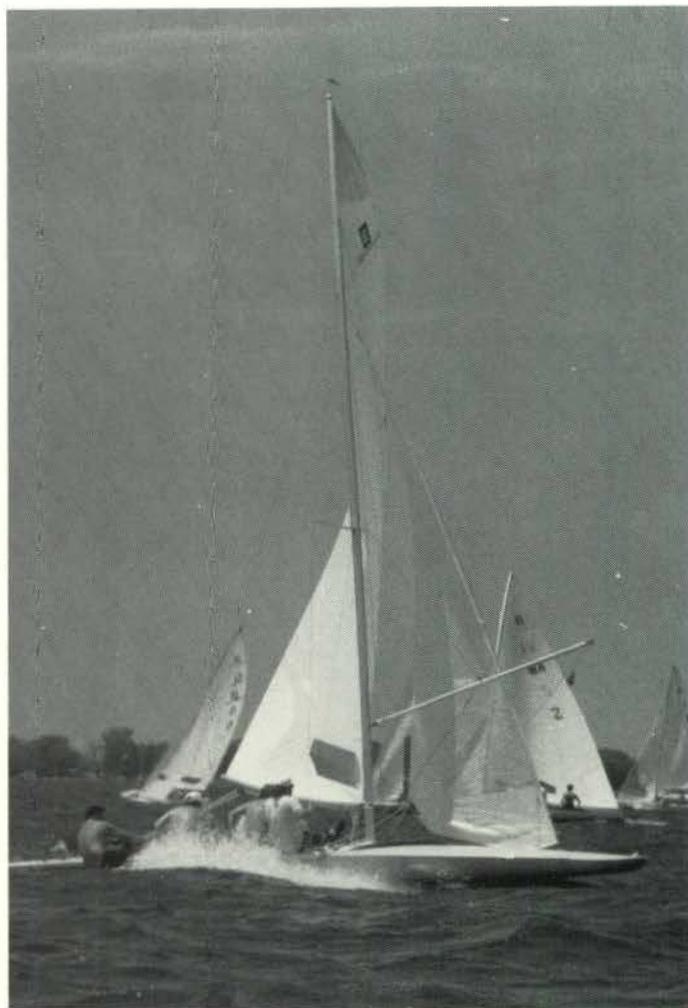
Mike Rian sneaking in.



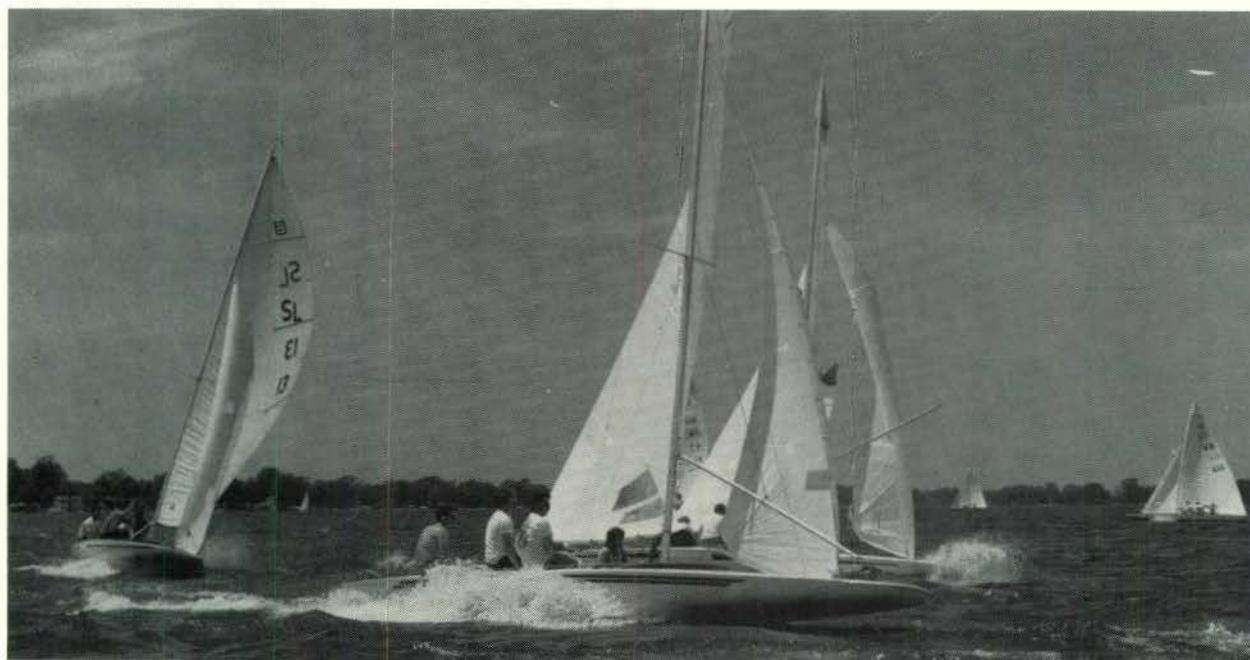
And making it...

MESA RESULTS

Skipper	Boat	R1	R2	R3	Pts.	Pos.
Casey Call	WA-99	2	1	1	3	1
Tom Klaban	ID-11	1	5	4	18	2
George Snook	WA-20	4	2	5	21	3
Mike Smith	WA-10	10	4	2	27	4
Bob Herdrich	WA-47	6	8	3	31.4	5
Mike Rian	WA-31	3	6	DNF	37.4	6
Rod Russell	WA-14	5	7	9	38	7
Mike Beesley	WA-49	13	3	DNF	44.7	8
L.J. Powell	LS-4	7	9	DNF	48	9
Terry Moorman	WA-3	17	10	6	50.7	10
Rodger Carlson	IB-2	8	11	DNF	51	11
David Irmscher	WA-00	14	12	11	55	12
Steve Carr	WA-131	15	13	10	56	13
Tomas Ewing	ID-4	21	15	8	62	14
Pete Hagar	ID-1	19	14	12	63	15
Pete Gass	S-3	12	DNS	7	65	16
Brian Russell	WA-24	22	DNF	13	69	17
Chuck Medlock	WA-2	9	DNF	DNS	83	18
John Call	WA-7	11	DNS	DNS	85	19
Jan Hackleman	WA-747	27	DNF	DNS	89	20
Ray Bunse	S-11	16	DNS	DNS	90	21
George Simpson	WA-414	18	DNS	DNS	92	22
Dick Weeber	ID-8	20	DNS	DNS	94	23
Dennis Kajor	S-4	23	DNS	DNS	97	24
Augie Winoskey	IB-100	24	DNS	DNS	98	25
Doug Small	WA-111	25	DNS	DNS	99	26
Ken Bolles	WA-29	26	DNS	DNS	100	27



Off in a puff, including the skipper's shorts.



Chuck Medlock in pre-capsize form...

Eastern Championship

August 2 - 4

Photos by Fred Vullo



Chautauqua Lake Yacht Club

By Skip Parry

While Saddam Hussein was invading Kuwait, Peter Fortenbaugh and crew Joe Federico, Willie DeCamp and Christian Donahue launched their own attack on twenty-seven other boats at the 1991 Eastern Championship held at Chautauqua Lake Yacht Club on August 2-4. Nineteen skippers and their crews trekked the seven-odd hours from New Jersey while local talent from Chautauqua and Keuka Lakes made up the difference. No Middle East boats made the crossing.

The first day's skippers' meeting was attended by all but the guest of honor, the wind. With all boats launched and breakfast devoured, it appeared as though we were at the mercy of that familiar mid-summer, high press phenomenon -- lack of wind.

Boom! But was it one or two? People scrambled from under boat covers, out of reclined bucket sets, and off the V-ball court as we hit the lake. Many boarded with skepticism in spotty 3-5 knots NW, but the committee had it on good

authority that there was wind out there somewhere.

Race One began anticlimactically as the fleet split in a 4-6 knot shifty breeze. Bill Campbell, Stu Wells, and Dave Magno chose the right side. Magno stuck close to the north shore. Peter Fortenbaugh, Dick Wight, and Erik Johnson drifted out into the center of the lake. Magno horized the fleet on the first downwind leg. Race One left Magno victorious, Campbell with the Dugan, and George Welch, wife Betty, and sons George Jr. and Joe third.

George said later, "We're really pleased. Five years ago at this regatta we were fortieth."

Race Two at 6:45 pm dumbfounded the fleet as well. Wind velocity increased but direction was shifty. This seemed an appropriate time for starting practice. Four restarts later we were off in a chilly, gusty, 8-10. Waffled at the start, Billy Campbell resurrected the situation by port tacking through the kind of hole that Lawrence Taylor might well dream of.

Peter Fortenbaugh got away hard left and sailed into the stronger and backing breeze to forge an insurmountable lead early in the race. Stu Wells, Mark Beaton, and Erik Johnson chased hard and Dick Wight appeared to be suffering from a Bay-borne disease known as Leptokurtosis. In the end, Peter got the bullet, Billy "Consistent" second, Stu Who? a third and Mark Beaton fourth.

Then it was back to the dock for a dinner that started an hour and a half before the end of Race Two. It looked as though T-5 missed the tow in and would miss breakfast as well. Thanks to Chip Ulrich, we were towed in at warp speed.

Day Two of racing dawned hot and humid -- a big neg for those nursing sore cerebellums. Breakfast juices were evaporated in hangover desperation, and it seemed as though the CLYC crew had its hands full as the volleyball competition became heated. Market-oriented entrepreneurs had too much phone access to be completely comfortable as world

oil prices skyrocketed. Even Bush's vacation was disturbed.

Yes, folks, at the 1990 Easterns there was an entire day of hangover recovery, volleyball, and numerous water balloon incidents incited by old and young alike. Little future scow sailors swam, the older crowd napped, and the throng of eager skippers gathered for a symposium on shroud tension, courtesy of Buzz Reynolds (see article "Shroud Tension: Uptight or Hanging Loose?"). Then Boom! Boom! The cheers went out as the hoists went into overdrive.

More beer, more food,

another night of partying. After showers and naps for some, it was back to Chez Turner (CLYC) for a great steak dinner with all the trimmings.

All were greeted with a cloudy Saturday morning. Little time was wasted eating the breakfast buffet juices and fruit. Bummer, no Advil plate. There were sunglasses for many even with the clouds. But Wait, where's Buzzy's chute man? "I don't know. He wasn't in bed when I went running at 7:00 am," said a glad-its-not-me Buzzy.

Entering Day Three racing it was Bill Campbell in first, Peter



Bill Campbell (T-5) and Stu Wells (T-67)

Fortenbaugh in second, and Stu Wells third. Race Three started in 6-8 knots SW. The fleet went left as Peter Fortenbaugh staked his claim. Shifty light breeze afforded little opportunity to accumulate a massive lead, so the first four boats traded places sporadically, but Peter could not be toppled from the victory pedestal. The last leg offered hope for some as the previously favored left side went flat and the breeze filled in from the west. In the end it was Peter Fortenbaugh, Dave Magno, and Erik Johnson, who just edged out Bill Campbell for third.

Race Four brought some new faces to the front. Stu Wells took off to a definitive lead up the rejuvenated left side as the crap shoot began. Leg one was definitely a favored left. At the first mark, Bill Campbell

had worked his way into second place. Peter Fortenbaugh, after a disastrous start, had worked his way up to about twentieth.

It seemed that the left side was favored for the second leg as well, but wait. Where's Had? Had Brick has a flair for the contrary and that is what makes him so dangerous. A hard right turn blasted him to second. Rick Turner, local favorite, took a break from managing his regatta to join the fun with a third. Peter Fortenbaugh continued to sail a very patient race, picking off boats on every leg by being on the correct tack on the correct side. Peter did a great job coming back to fifth in the race as Bill C. dropped two places to finish fourth, ensuring victory for Peter. But in Race Four it

was Stu Wells who took the gun with crew Rich (Judge Wapner) Deluca and Linda Lines.

Then it was time for a fantastic buffet. I'd forgotten what a sharp-looking crowd the E-fleet can be when all spiffed up. An elegant buffet dinner was followed by the awards. Highlights of the ceremony included a challenge to the guests to "Name That Part." Rick Turner had acquired old scow parts that looked primitive by today's standards. In addition, some new safety equipment was displayed by the crews of BH-11, MC-55 and BH-13 -- "Brain Cell Protectors" (napkins with the corners knotted). Olfactory spoon hanging and much entertaining and ribbing served to accent the madcap atmosphere.



Dave Magno (LA-99) and Mark Beaton (MC-55)

1990 Easterns

Skipper	Boat	R1	R2	R3	R4	Pts.	Pos.
Peter Fortenbaugh	BH-13	4	1	1	5	10.50	1
Bill Campbell	T-5	2	2	4	4	12.00	2
Dave Magno	LA-99	1	13	2	6	21.75	3
Erik Johnson	T-18	5	5	3	12	25.00	4
Stuart Wells	T-67	6	3	21	1	30.75	5
Mark Beaton	MC-55	8	4	11	8	31.00	6
Rick Turner	CH-6	14	15	5	3	37.00	7
Cliff Campbell	T-17	7	10	7	14	38.00	8
Had Brick	IH-27	15	6	15	2	38.00	9
George Welch	KU-1	3	17	10	11	41.00	10
Peter Rochelle	HO-31	12	9	13	7	41.00	11
Buzz Reynolds	IH-7	10	11	6	16	43.00	12
Jack Lampman	LE-8	9	12	14	9	44.00	13
Dick Wight	BH-10	13	16	8	10	47.00	14
Dick Turner	CH-5	11	7	19	15	52.00	15
Phil Reynolds	IH-17	17	8	9	20	54.00	16
Mark Turner	CH-1	19	19	16	13	67.00	17
Butch Lenhard	LE-5	21	18	12	18	69.00	18
Phil McHenry	KU-7	18	23	17	19	77.00	19
John Harkrader	BH-11	22	14	18	23	77.00	20
Irv Spear	KU-5	20	20	22	17	79.00	21
Dan Crabbe	T-8	16	24	23	22	85.00	22
Win. Dougherty	BH--19	26	21	20	24	91.00	23
Tom Wiss	HO-32	23	25	24	21	93.00	24
Tim Faranetta	LA-5	24	22	25	26	97.00	25
Jackson Smith	CH-30	25	27	27	25	104.00	26
Dave Stenger	KU-21	27	26	26	27	106.00	27
Craig Seger	CH-11	28	28	28	28	112.00	28



Dan Crabbe and Erik Johnson



Winfield Dougherty (BH-19), Butch Lenhard (LE-3)
and George Welch (KU-1)

ILYA Championships

Oshkosh, WI, August 22-24,

By Peter Slocum

When you visit a McDonalds restaurant, executives want you to remember "Food, Folks and Fun." At Oshkosh this year, what everyone will remember was "WINDS, WAVES and WETNESS!"

Many of you recall the last day of the '89 Nationals. Now imagine those conditions four days in a row! Mother Nature helped turn what is normally a congenial sailing area into an Atlantic Ocean simulator. The wind was always E-NE blowing across the lake; it was raining most of the time and the waves were, well, we used the term BFW.

The Inland opted for a

new four-day format this year to be assured of a six-race series. The racing started on a Wednesday afternoon and concluded on Saturday morning with two back-to-back races. All six races were completed, which hasn't been done for several years.

WEDNESDAY, DAY ONE

After having the morning free to set up boats, weigh and register, the fleet convened on the big lake for race one. The wind was light, shifting regularly between SE and E. It caused several general recalls, but after a time the wind finally settled in the east at 8-10

and the race began. Of course a black flag helped keep some of the anxious starters back.

This would be the most tame race of the event. The wind was steadily increasing as clouds were darkening to the west. The chop became somewhat noticeable on the last beat, an ominous sign of what was to come. Tom Burton took honors for the first race while Sheldon Ecklund, having spent most of the summer away from sailing, may have even surprised himself by taking second.

Minutes after everyone had safely made it back to the harbor a giant rain storm deluged the regatta site and





quickly expunged any hopes for a post-race gathering. Some of you may recall hearing reports of the terrible flooding that occurred in Tomah, WI, causing an evacuation. Well, we got that same storm. Five inches of rain caused flash floods in the city while a strong easterly wind wreaked havoc in the mooring field. Instead of mooring buoys, boats were tied to shore with stern lines. As the storm hit, many boats were pushed into the rocky shore or into each other making for some aggravating evening boat repositioning. Heavy lightning didn't make anyone feel very secure either.

The storms subsided, but an intense low-pressure area sat directly over the middle of Wisconsin turning Oshkosh into an outdoor wind tunnel. Unconfirmed reports of flying farm animals and giant cheese and gift factories being blown on their sides made for a slightly less-than-restful night.

DAY TWO

Light rain, Wind: east 15-25, Waves: 8 to 14 feet (well they looked that way)

When you arrive at any lake and see whitecaps that look like a flock of grazing sheep you know it's going to be a wild one. The flotation panel flag was up (we affectionately refer to them as pampers). The hour gun went off and crews reluctantly began folding spinnakers and bailing their boats from the previous night's dousing. A few boats ventured out; of course, there was Harry followed by Brian Porter, followed by Tom Sweitzer. The show was impressive but not enough to get the judges to start a race. The consensus was to stay in the harbor until afternoon.

As everyone waited on shore, a stressed-looking sailor was canvassing the crowd looking for spare flotation panels. It

was Sheldon Ecklund who conveniently left his in Minneapolis. Of course no one had any spares, not even the sailmakers. Resourceful Sheldon called home, reaching his father on his car phone. His father went home, got the panels and took off in the company airplane for Oshkosh. The panels arrived about two hours later, were taken out by boat and delivered to M-1 not more than 10 minutes before the start of the second race. Boy, is it ever nice sailing in the jet age!

The judges, trying to get two races in on the second day suddenly went out to fire a warning gun at 12:15. Many boats almost missed the start including our crew, who arrived in the parking lot as the white flat went up. Thanks to some general recalls and a black flag, everyone made it.

The wind was strong but not as bad as the horrific waves which severely hampered progress upwind. The BFW's would come in groups of three, like a pack of bullies. The boat would bite into the first wave taking the first foot of water in the cockpit. The second wave would come soon after, and the top two feet would come in the cockpit. By the time the third one came, the boat had almost stopped and was heading in the wind. The water volume near your feet resembled Lake Michigan, but it was a dark green color, kind of like bootleg mix.

The sailing downwind was harrowing too. The boat would plane near the mast while on top of a wave and then surf down the front side and dig in the back of the next one. The

nose dives practically lifted the rudders out of the water and loaded each boat with "Osh-water" up to the center backbone.

Water control and boat handling quickly became the key factors of the race. Tactics and wind seemed irrelevant. As boats filled, they lost speed making their bailers inoperable. The boat rode lower and slower and many just sank. Those that could stay dry finished near the front.

DEBUT: THE HUMAN SPLASHBOARD

Everyone was eyeing the locals to see how they managed the surf. Well, they were having as much trouble as everyone else. Jack Schloesser in J-12 had the most unique approach seen this century for keeping out water. Apparently sinking, Jack, in desperation, ordered his crew to lie across the bow to block the incoming waves. No one knows if it worked, but Jack's crew should get an award for courageous sacrifice. Remember, "Sailing Jihad" was started by Oshkosh!

The race did take its toll in the end as 17 boats didn't finish. They either sank, tipped, broke or quit. Harry Melges put his prior practice to good show by taking the second race with Brian Porter close behind. Burton finished 15th, having broken his spinnaker halyard followed by the loss of crew member Bill Barnett overboard.

No second race was sailed. I remember crossing the line and instead of hearing our number, I heard the command "Go home." As we turned

around the mark, I recall hearing a large sigh from the crew. It was time to mend the wounded and prepare for the next day.

DAY THREE

Cool, wind: 10-15 east, waves: the same.

The winds abated slightly for races three and four. The fleet was starting to figure out how to handle the swells so there were few if any capsizes. A bigger problem was when the wind decreased to about the 10 mph range which made slogging though the waves very cumbersome. Tom Burton had an excellent day, winning both race three and race four.

Friday was cold and many crews headed back to their hotels between races to take hot showers and get a change of clothes. Towels around the neck helped keep water from running down your back. Personally, I found two full piece foul weather suits to work quite well. Spacesuits, if made available, would have done quite nicely for these conditions.

Friday night everyone was treated to cocktails and a splendid buffet dinner at the Pioneer Inn (no, this was no roadkill.) The food was excellent and offered a nice reprieve from the days martyrizing activities. After the feast a remarkable number of crews livened things up at the nightclub downstairs.

DAY FOUR--THE FINALE

Weather: see above, nothing changed

There we all were at 8:00 am ready to partake in wave-battle once again. Two races were planned back-to-back. The regatta had come down to three boats: Brian Porter, Tom Burton and Harry Melges. Any one of them could win the event. Peter Slocum was alone in a comfortable fourth position while Sheldon Ecklund was in fifth.

By this time, everyone was getting comfortable with the conditions. The courses were all W-2 1/2 and the heading was almost always 80 degrees. Porter went on to win race four and that huge race trophy, but Burton and Melges were close behind. The final race was led by Harry the entire way. Burton and Porter had nicely worked through the fleet with Porter just able to pass Burton on the final stretch to take third and the regatta and break the Melges domination of this event for the past five years. Congratulations Brian and to Harry for what will surely be remembered as one of the Inland's longest winning streaks.

Oshkosh is a love-hate lake. Many sailors love the wide open water and larger courses that can be sailed there. The winds are fluky but can be treacherous and hard on equipment, which is why some never want to return. The weather should be blamed for this event. The people at Oshkosh run a nice regatta and should be recognized for hosting a championship in less than ideal conditions.

For us, the last day was actually kind of fun, bashing and nosediving around the course, like playing tug-of-war in the

1991 Nationals - Little Egg Harbor

September 2-4



*NCESA Champion Harry Melges
with Judd Hirschberg, Hans Melges and Suzanne Melges.*

By Jay Darling

Harry Melges, ably aided by his brother, Hans, his fiancée, Suzanne, and his "rock star," "big regatta" jibman, Judd Hirschberg, won an unprecedented fifth straight Nationals at Little Egg Harbor Yacht Club in Beach Haven, New Jersey, which hosted the regatta for a record seventh time. No rout was this, however, as has been the case in some years past, for this was perhaps the deepest fleet ever assembled at a Nationals at any location, as the final scores made evident. Want proof?

Try these bits of minutiae. Peter Fortenbaugh, the Eastern Champion, finished out of the money. Tom Burton, runner-up by the merest of margins at the Inlands, finished eighth and he won a race! Scott Callahan, in fifth, (two points out of third), kept a 15th. Charlie Harrett, in ninth, kept an 18th. Less than eleven points separated the first six boats, and three of the top finishers at the Inlands finished behind four of the Eastern boats.

The last statistic was far

from discernable at the end of the first race, however, in which the first three boats, Harry, Burton, and Peter Slocum, came from the Midwest. This race began in an uncharacteristic-for-Little-Egg, light air southerly, and those who went left, led by Butch Lenhard, who led at the first mark, enjoyed shots of sea breeze, which enabled them to spank those who reflexively followed the "book" and went right (to the west). Burton rounded the first mark fourth and made his move offwind, rounding the bottom mark first,

Photos by Marc Bellagamba

a lead he never relinquished. In second was Melges, having moved up from fifth at the first mark, and in third was Peter Slocum, who passed four boats on the last two legs. The Midwesterners looked fast in the light stuff.

After lunch on the bay (and what lunches!), the fleet went off in a freshening southerly that produced perhaps the most arduous sailing of the regatta, as the velocity was such that it was blowing hard enough that everyone had to be hiking hard, but not so breezy so as to start "depowering" the boats. Harry won this race followed by a clutch of Easterners: Had Brick (leader for the first three legs), Bill Campbell, Peter Fortenbaugh, and Scott Callahan. Of interest perhaps to

the "academicians" of the fleet is the statistic that, on the last two weather legs of this race, as well as the last two weather legs of the first race, it paid pretty much to go out to the right (west) layline upwind--traditionally the standard procedure at Little Egg.

Three Cheers for Jay Cranmer, the host of the Oceanfront dinner party Thursday night. It probably was a first at a Scow regatta to be able to practice one's putting technique with the fleet standing by offering sometimes constructive, and sometimes crude, advice with respect to reading the greens.

By Friday morning everyone had regained confidence in the "go right" upwind theory, and the

leaders early on were those who did just that, namely Bill Campbell, Charlie Harrett, Buddy Zinn, and Dave Magno. On the second beat, however, lo and behold, Scott Callahan sailed straight from the leeward mark to damn near the orange water tower on the island and roared by twelve boats to round third at the top mark, a position he held to the finish, with Bill Campbell winning and Dave Magno finishing second. Was this Pewaukee or Beach Haven? And that shift, gentle readers, was a mere blip compared to the gross perversion of all that occurred shortly thereafter.

Oh, Race 4 started innocently enough, with Bill Campbell, Melges, and Callahan starting together near the pin and jousting for the early lead on the



Walter Lenhard - LE-3

left side, oblivious and entirely unaware of what was transpiring a mile or so to the west, which was the all-time unorthodox wind shift at Little Egg. Let Cliff Campbell tell the tale. "We were late and deep at the weather end, so we tacked- for only a moment- just to clear our air- and, when we tacked back, we were overstanding the weather mark... by a quarter mile...with four on the rail...and with nothing but Atlantic City casinos visible through the jib window." He should have added, of course, "And chortling at the confusion and carnage below!" With Cliff were Mark Beaton, Kevlar Flood (who rounded first, sailing with 800+ lbs. ("That was the only leg my crew hiked the whole regatta."), and a few Wa-Wa boats, among them Bob Herdich, who sailed well and finished fourth, behind Cliff, Beaton, and Brian Porter, who flew by boats the entire race, having rounded the first mark in the late, late teens.

Now for those of you who are fond of trivia, here is the very best. Cliff Campbell, who has been sailing National regattas in four decades and finishing high in the money more often than not, had never, somewhat amazingly, won a race. Neither had a fellow named Bill Campbell, who, although not in the class as long as his dad, had nevertheless had his own measure of success, having won the event at Muskegon in 1981. As you already know, Bill won the morning race on Friday. At lunch, Cliff announced that he thought it was his turn. You know the rest.

Going in to the last day, Harry was first, followed by Bill

Campbell, Porter, Burton, Brick, and Callahan. With only four races, there was not yet a throw-out, but everyone figured to get at least one in on Saturday, thereby introducing the "drop" -- or would it? Sam said there was not a throw-out if only five races were sailed, but the race instructions, when read in conjunction with the USYRU book, were less clear. After a bit of confusion, the final call was that there would indeed be a drop, which for what one unsolicited opinion is worth, is as it should be.

I think the best way to tell you about the conditions on Saturday is to digress for a second and report to you that I spent the regatta in an old, Victorian-style cedar shake cottage dating from early this century. I woke up in the of Friday night immediately aware that something was very wrong. There was more noise than a chainsaw in a VW: the windows were clattering, doors were banging, and shingles were blowing off the roof. It was howling. Then the sun rose and the wind started to really pick up. Predictably, no races started in the early morning, or in mid-morning, or in the late morning. Just when everyone started to consider sneaking their boats onto the hoists before the jam up, however, Uncle Walter announced that the breeze would die sufficiently within the hour that a race could be had. Son of a gun, he was right, and off we went, but in marginal conditions.

Hurrah for the water wings. At least two boats went over and righted themselves without catastrophe. The aesthetics

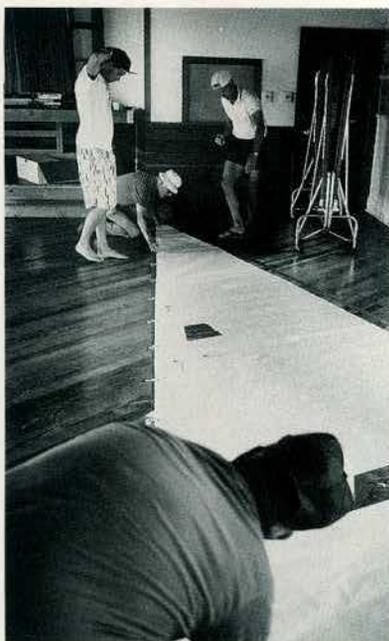
stink, but the diapers get the job done. "The wind was howling from the north, and everyone, and I mean everyone, knew that the thing to do was to sprint to the west shore and pick up a huge lift that had been exhibiting itself to all who tried that side in the pre-start deliberations. A funny thing happened on the way to the bank, however. It paid to tack back just a little short of where you thought would be best, as did Brian Porter, Russ Lucas, and Peter Fortenbaugh, who then led the pack at the first mark. There followed the absolute best downwind rides of the season -- leeward legs in two seconds or less, with only the rudder tips in the water. Boat handling became the functional equivalent of boat speed, and some familiar names started working up through the pack -- Callahan, Magno, and Melges. None could catch Porter, however, and his exhibition was even more compelling when one recalls that he was sailing three-handed (even if they are all eight feet tall and droop hike.)

With Porter's ace, all Harry had to do was finish within eight boats, which he did, to win the regatta and tie his dad and Bill Allen for most career Nationals wins. Granted, Harry has won all his sequentially, at least a tad more impressive. Dave Magno's usually heavy air skills, coupled with horrendous starts by Bill Campbell and Burton, brought him to third overall, followed by Bill Campbell and then Callahan. Were there not a throw-out, the first two places would have been the same, but Magno would have dropped to sixth, with Campbell, Callahan, and Brick moving up.

1991 Nationals Results

Being a member of Little Egg, I confess partiality, but I'll still claim this was the best-run regatta I had ever attended, and of course the fleet extends its thanks not only to the Club, but especially to John and Gretchen Coyle who thought of everything and made it all work. Brian Porter gave them perhaps the ultimate compliment when he suggested that the fleet simply raise the dues and hire the Coyles, on a full-time basis, to put on all of the significant regattas for the class. A fantastic statistic for the class, and in the long run, the most important, was that, of the 56 competitors, twenty different clubs were represented, some from Wawasee and North Dakota!

In closing, let me share one more statistic with you. The fellow who had the best time was not a competitor, but ran the races. Uncle Walter contrived one reason after another to get Harry's fiancée up to the awards table for just one more kiss.



Skipper	Boat	R1	R2	R3	R4	R5	Pts.	Pos.
Harry Melges	I-1	2	1	7	8	5	14.75	1
Brian Porter	I-49	8	7	12	3	1	18.75	2
Dave Magno	LA-99	24	8	2	7	4	21	3
Bill Campbell	T-5	7	3	1	13	14	23.75	4
Scott Callahan	BH-37	15	5	3	15	2	24	5
Had Brick	IH-27	13	2	4	17	6	25	6
Budd Zinn	V-15	6	6	9	20	8	28	7
Tom Burton	M-9	1	11	16	5	13	29.75	8
Charlie Harrett	SL-111	22	18	5	6	7	36	9
Peter Slocum	M-15	3	29	11	12	11	37	10
Peter Fortenbaugh	BH-13	12	4	DSQ	16	9	41	11
Russ Lucas	BH-7	16	17	25	18	3	54	12
M. Fortenbaugh	BH-12	28	20	6	10	18	54	13
Peter Crawford	M-25	10	10	18	22	17	55	14
Cliff Campbell	T-17	9	25	34	1	21	55.75	15
Jack Lampman	LE-8	4	19	19	14	29	56	16
Mark Beaton	MC-55	37	9	14	2	DNF	62	17
Phillip Reynolds	IH-17	14	16	24	9	25	63	18
Walt Lenhard	LE-3	5	24	20	26	16	65	19
Jule Hannaford	W-1	30/41	13	17	23	15	68	20
Peter Rochelle	HO-31	25	12	10	28	22	69	21
Jim Gluek	V-137	23	15	23	21	10	69	22
Dan Crabbe	T-8	20	26	8	25	20	73	23
Lon Schoor	H-7	19	21	22	36	19	81	24
Henry Bossett	MR-11	17	33	27/39	24	12	86	25
David Sigel	M-88	21	22	28	19	24	86	26
Butch Lenhard	LE-5	11	23	38	32	32	98	27
Buzz Reynolds	IH-7	18	14	45	DNS	23	100	28
John Harkrader	BH-11	26	28	21	27	28	102	29
Peter Langborgh	LE-10	41	45	15	30	26	112	30
Stu Wells	T-67	34	37	13	29	DNF	113	31
Fred Slack	IH-44	31	27	29	31	37	118	32
Rick Turner	CH-6	33	30	26	33	31	120	33
Bob Herdrich	WA-47	52	48	35	4	36	123	34
David Kenyon	W-11	27	39	36	37	33	133	35
Kevin Flood	HO-32	48	46	30	11	DNC	135	36
Jim Lampman	LE-37	35	31	43	41	30	137	37
Runyon Colie, Jr.	MA-4	39	34	40	35	34	142	38
Doug Galloway	LE-4	36	35	37	43	38	146	39
Casey Call	WA-99	43	38	44	40	27	148	40
W. Dougherty	BH-19	42	49	39	34	35	150	41
L. Clifford Lewis	MA-18	45	52	31	44	39	159	42
Doug Love	BH-10	32	32/43	33	39/57	DNF	165	43
Jim Stevens	LE-30	44	42	32	51	DNC	169	44
Tom Cox	LE-54	40	36	48	49	DNC	173	45
Rod Russell	WA-14	47	40	49	38	DNF	174	46
Scott Stusek	AH-15	50	41	41	42	DNC	174	47
Dick Turner	CH-5	38	43	DNS	45	DNC	183	48
Mark Kiefer	BC-8	46	51/57	50	47	41	184	49
Tim Faranetta	LA-5	51	47	42	46	DNF	186	50
Glenn McMurray	WH-17	29	44	DNS	DNC	DNC	187	51
Charles Rose	LE-81	DNC	DNC	51	48	40	196	52
Bob Turner	AH-1	49	50	46	52	DNC	197	53
Chuck Medlock	WA-2	53	53	47	50	DNC	203	54
Warren Wilson	BC-7	54	54	52	53	DNF	213	55
Benjamin Barnett	BH-40	55	55	53	DNC	DNC	220	56

(/ indicates penalty)

Nationals Silver Summary

Bilge Pullers Trophy - National Championship - Harry Melges, I-1

Race Winners

Race #1 - Keuka Trophy Tom Burton Race #2 - Iver C. Johnson Trophy Harry Melges
Race #3 - BBYRA Trophy Bill Campbell Race #4 - Pewaukee Trophy Cliff Campbell
Race #5 - Chautauqua Trophy Brian Porter

Rookie Fleet

1st - Peter Crawford
2nd - Phil Reynolds
3rd - Jim Gluek
4th - Peter Langborgh

Master Fleet

1st - Cliff Campbell
2nd - Dan Crabbe
3rd - John Harkrader

Red Fleet:

1st - Peter Langborgh	LE-10	30th
2nd - Bob Herdrich	WA-47	34th
3rd - Kevlar Flood	HO-32	36th
4th - Casey Call	WA-99	40th
5th - Winfield Dougherty	BH-19	41st

Top Family Boat

HO-31 - The Rochelle Family from Lake Hopatcong. 21st place.

Drove the Farthest

Tie - Mark Keifer (BC-8) and Warren Wilson (BC-7). 1,600 miles from North Dakota.

Women's Trophy

Presented to the top woman sailor in the fleet by Dede and Mike Meyer. **Suzanne Kelsey - I-1**

New Fleet

Annapolis Harbor (AH) represented by two boats.

Top Crew

I-1. Hans Melges, Judd Hirschberg & Suzanne Kelsey



- AMERICA'S CUP UPDATE - *Melges and Campbell Sign On*

The America's Cup is shaping up as one of the most talked-about sporting events in years. Set for May of 1992 in San Diego, three U.S. Defender groups and up to twelve challengers (16 boats) are setting up camp along San Diego's waterfront in an effort to get sailing as soon as possible, each trying to get a jump on the rest of the pack.

This America's Cup offers several new ideas to make the event more exciting than ever. The Cup will be sailed in the new International America's Cup Class boat. It is ten feet longer, six feet wider, four feet deeper, twenty feet taller, has almost twice the sail area and half the displacement of previous Cup boats. Projected speeds are 10-12 knots to weather and 16 knots off the wind. What a ride!

The America's Cup will be sailed on a new eight-leg course with three-mile beats instead of four and a half miles. The course is a beat, a run, second beat, three zig-zag reaches, a final beat and a downwind finish. There will be lots of action, lots of crew evolution, lots of screw-ups and lots more for spectators to see.

Because of the innovations, there's a new emphasis on technology. So much of what goes on trickles down to one-design fleets in one way or another, whether it be in sail technology or hardware or boatbuilding. It's always interesting to see what will come our way.

The U.S. Defenders, at this writing, are *America (3)* and *Team Dennis Connor*. *America (3)* and Dennis are having their first boats built now. Each syndicate hopes its boats will be completed and sailing in time for the IACC Worlds in San Diego this May. Both boats are scrambling for donations and sponsors.

The E-Scow class will have at least two of its people sailing in 1992. Buddy Melges and Bill Campbell will be on board *America (3)*. Buddy is slated as a helmsman for the group and Bill is on as navigator and as liason between the crew and the technical staff. Buddy will steer a lot and Bill will collect test data and keep the lights on, so to speak.

America (3) is headed by Skipper/President Bill Koch, who recently won the Maxi World Championship with his *Matador (3)*. Gary Jobson has taken a leave of absence from ESPN to be co-skipper and Vice President in charge of sailing for "*America Cubed*".

It's an exciting time in the America's Cup arena. Budy has already gotten started on the quotable quotes. He says there will be lots of competition at the starting line, "But let's face it, I'm looking forward to kicking a little butt out there."

Let's hope so.



Taking ten...



The intense race to the hoist.



Right over left.



The fashionable Melges boat.

Sliding into the leeward mark.



More takedowns than pro wrestling.



It was the summer of day-glo spinnakers



"because I can't see everything if I hike like that, dammit"



Xerox this, write a caption and maybe we'll print it in Reaches.



Some new sail numbers and fleet designations this year.

Prints Available

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1990 Western Michigan Yachting Association Championship

By Peter Price

The 1990 Western Michigan Yachting Association "E" Scow Championship was held on Lake Macatawa in Holland, Michigan, with Grand Rapids Yacht Club hosting. There were 16 boats and 5 yacht clubs represented. Fair winds and weather conditions held throughout the planned seven day, five-race event.

The first race on Wednesday morning had winds 10-12 from the southwest, which is the most favorable direction for Lake Macatawa. Charlie Harrett, Sr., (RC Chairman) giving us W 2-1/2, sent us off with a clean start. Happy Fox from Spring Lake got out in front with Ed Schindler (CR) in the number two spot. Art Brereton (TO), having been recalled, ended up third after sailing through the fleet.

It was a beautiful day for race two with the winds from the southwest at 8-10 knots. Sixteen eager sailors were ready to sail. After a flawless start, Eggert (SL) was first to the first mark followed by Wickland (MU). Eggert headed to the middle of the course and Wickland went for the shore breeze. Wickland was first to the second mark. Gluek, coming on strong the following legs, passed Eggert on the last leg for a second. Eggert was left with third, and Tom Munroe, a newcomer to the Muskegon fleet, finished fourth.

The southwest wind was still holding for day three. This was a back-to-back race with winds 10-12 knots, and a W 2-1/2 port-end-favored start where it got a little crowded. Wickland and Gluek found their spots and got off to a good lead bringing Wickland first to the first mark and Gluek right behind him. Eggert and Price in third and fourth positions did not have much time to catch up with the short courses and narrow lake. For anyone in the middle of the fleet, it was very difficult to get back in there. You had to hit your tacks just right plus keep your boat speed up. Fortunately for Gluek, he had both, taking Wickland for the win, followed by Price (MU) for a third, and Eggert for the fourth.

The next race was immediately following, and with not much day left. The wind was dropping and skippers were dropping crew (WMYA rule). Jim Gluek, with little pressure from the fleet and extraordinary boat speed, got out in front of Munroe. Wickland came in third, and Tad Welch from Spring Lake came in a well-deserved fourth with his wife, Lucy, and daughter, Tawny.

Going into race five were Jim Gluek in a solid first with 11 points, Paul Wickland with 29.7, Tom Monroe with 38.7, Pete Price with 42.7, and Paul Eggert with 43.7.

It was going to be a great race. At one minute before the start, the wind dropped and shifted. If you were not in the right spot and moving, it was all over. It was a clean start for everybody but by the time we got to the first mark, fog set in and it was thick; visibility was approximately three or four boat lengths. If you did not have a compass, which a lot of us in Western Michigan didn't, finding the mark was not a visual but an audio thing.

I don't know what happened after the first mark with the fog, but we do know that Jim sailed for another win with Jim Morris (CR) in second, Brian McCurry (WL) in third, and Tom Munroe in fourth. This made Jim the winner of the 1990 Western Michigan "E" Scow Championships. Wickland was second, and Tom Munroe was third overall.

The week of racing and social events went smoothly thanks to Charlie Harrett, Sr., and Charlie Harrett, Jr. The after-sailing parties were super, and the Commodore's Ball on Saturday was a smash. A special thanks and congratulations to all involved.

We do need more boats, so come join us at Torch Lake in 1991.

(See results on following page)

1991 Western Michigan Championship Results

Skipper	Boat	R1	R2	R3	R4	R5	Pts.	Pos.
Jim Gluek	V-137	4	2	1	1	1	11.0	1
Paul Wickland	MU-22	DNF	1	2	3	5	39.7	2
Tom Monroe	MU-11	10	4	6	2	4	46.7	3
Paul Eggert	SL-39	6	3	4	9	7	56.7	4
Peter Price	MU-1	5	7	3	8	11	59.7	5
Happy Fox	SL-9	1	10	8	11	9	62.0	6
Art Brereton	TO-101	3	9	7	6	10	64.4	7
Brian McMurray	WH-88	9	8	11	7	3	64.7	8
Jeff Hoch	TO-4	12	11	5	5	8	69.0	9
Tad Welch	SL-12	11	5	10	4	REG	69.0	10
Ed Schindler	CR-110	2	13	9	15	113	77.0	11
Rick Morris	CR-37	8	15	16	16	2	82.0	12
Bob Wynkoop	CR-75	14	6	14	13	6	85.4	13
Pat O'Brien	SL-3	7	12	13	12	DNF	91.0	14
Herb Knape	SL-18	13	14	12	14	14	97.0	15
Ron Dunwell	SL-1	DNS	16	15	10	12	100.0	16

Monroe Memorial - Jim Gluek
Gibson Memorial - Jim Gluek
Bricker Memorial - Jim Gluek
Chronical Cup - Jim Gluek
Johnson Memorial - Paul Wickland
Baxter Memorial - Happy Fox



Jim Gluek, WM' winner shown here at the 1990 Blue Chips.

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- 1st. . . .Toms River
- 1st. . . .Lake Wauwasee
- 1st. . . .Down Bay Regatta
- 1st. . . .Western Michigan
- 1st. . . .Interlake

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PEWAUKEE

- Buddy Zinn

MINNETONKA

- Tom Burton

HOPATCONG

- Peter Rochelle

WHITE BEAR

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1990 Blue Chip Regatta

Pewaukee, Sept. 21-23

By Stuart Wells

I arrived at the Pewaukee Yacht Club on Thursday afternoon after a long drive from the East Coast. It was a lot easier to get there when I lived in Minnesota, but I was happy to be back after a 9 year absence. There was less change than I expected at the yacht club, and a lot of people still knew my name. The list of competitors was familiar too: Allen, Campbell, Chute, Gluck, Guidinger, Hannaford, Porter, Sweitzer, Wickland, Zinn... until I looked at the first names and realized that in about half the cases I was thinking about their older brothers and fathers. I suppose that's bound to happen when you've raced E's for 30 years. Anyway, Campbell and Porter seemed to be the boats to beat, and this turned out to be the case.

The wind on Friday and Saturday was from the west, Pewaukee's best direction for racing. This direction permits a long beat from the east shore to the island (Wolks Island according to the map, although I managed to sail about 15 regattas on Pewaukee without knowing the name) with the buoy placement depending on the exact wind direction. The race committee set windward-leeward courses, 3 1/2 laps, for the three races held on those days. This works out to a race of about 11 miles which the yachts completed in about one and one-half hours.

The first race was Friday morning, in a west-southwest wind of about 12 MPH which increased to 18 MPH by the finish. The start was near Rocky Point and the windward mark was between the island and the north shore. Several sailors, including Campbell, looked for a starboard shift off the small point near Perrigo's house, but the left



side was a little better choice. The wind seemed to come in first for one tack for a few minutes and then for the other tack. The last shift was a starboard one which Allen and Gluck caught the best, followed by Campbell, Zinn and Porter. The whole fleet was tightly bunched and the downwind leg was as shifty as the beat so yachts tried many different courses in an attempt to find the best wind and angle. Campbell and some of the other leaders stayed along the south shore and crossed late in the leg, although the best was to cross in mid leg toward Perrigo's point. Allen held a slim lead until near the end of the leg, but overshot the leeward mark a little and Campbell was around first. Campbell played the right

side for the next two laps and slowly increased his lead. Zinn and Porter moved up, while Allen and Gluck dropped back. The leeward mark was moved to the middle of the east shore for the last downwind. Zinn challenged for the lead with an excellent last downwind leg, but Campbell held him off by staying to the right on the final beat. Porter was solidly in third, Allen held on for fourth and Guidinger was fifth.

By afternoon the wind had come up to 20 to 25 and was from the west. The course started in the middle of the east shore and the windward mark was opposite the island, but near the north shore. Porter got a good start off the leeward end of the line and covered

Campbell on port tack. Half the fleet stayed on starboard off the line, the others crossed to the north shore looking for a starboard shift. I went to the right side and with a couple other boats, found what seemed to be a good shift, which we used to cross back across the middle on starboard. Porter was covering Campbell just a little ahead of me and slightly to leeward. This seemed to be a good position, as the boats which had gone left off the line were below us and crossed behind and none of the other starboard tack boats had a significantly better angle. We stayed on this tack looking for a port tack shift to take into the mark and expected to be in the top five. Looking to check the wind on the other shore, I was astonished to see that John Dennis had caught a stupendous starboard lift and was already about to round the buoy. He caught this shift just a few yards to windward of the others near the north shore, caught good air on the offset leg and downwind. He retained a huge lead all the way and won easily, while the rest of us had an exciting race. Other boats which had crossed behind us had some of this shift and were now well ahead of us. Guidinger rounded second and Paul Wickland was third. It was unlucky to be in the next group. Tom Klaban rounded fourth, Lon Shoor sixth and mystery guest Tom Ehman seventh, but these three met various disasters later. Meanwhile, Campbell and Porter were eighth and ninth. They went toward the south shore on the run and jibed inside some others who went too far. Porter got ahead of Campbell on the second weather leg and both started to gain on the lead group. Many sailors (your reporter among them) tried to find Dennis' starboard shift on subsequent legs, but, while the right side occasionally paid off, the big shift was never there again. The race was between Guidinger, Wickland, Porter and Campbell for second place. Wickland held third until the third lap, ending up fifth. Guidinger fended off the remaining

challengers until the last beat when Porter and Campbell caught him, and then he got Campbell back to finish third. Meanwhile, Ehman met the fate of many a mystery guest when he tipped over at the first leeward mark. He had the vang tightly in and rounded up and over in full view of most of the fleet and spectators. Shoor tipped over on a jibe on the third run and Klaban, as I recall, had a breakdown and was unable to finish.

On Saturday morning, boats launched from trailers had to paddle upwind into a 20 MPH wind to reach the dock. Sailors comfortably watching from shore were very encouraging. A few yachts with less enthusiastic paddlers or caught in a gust were unable to make it and were blown toward Captain Jack's Bar, to be picked up by motor boats. On Sunday, a rope was stretched from launching ramp to the pier, which helped a lot.

The start of the third race was in the middle of the east shore, just a few hundred yards off the yacht club pier. The windward mark was placed in the middle, between the island and north shore. It had blown hard all night and the wind was now 25 to 30 MPH and it was cold, but sunny. From this direction the wind at the dock was quite brisk and sailors sat in their yachts at the dock, not wanting to be the first to set forth. Finally, with about 10 minutes to go all the sails went up and everyone headed for the starting line. It was well worth the effort. Porter got away off the leeward end of the starting line, tacked across and then got a starboard shift to be among the early leaders. The best wind was along the south shore, but the shifts were very short and it was hard to find a consistent port tack to get to the north for an approach to the buoy. Sweitzer and Zinn led at the first mark followed by Guidinger, Porter and Chute. Campbell had a poor start and was tenth. Most

boats hugged the south shore on the run for wild rides. Some small and very strong puffs even allowed yachts to pass others just a few feet to windward. Zinn had worked into a good lead and Porter also passed Sweitzer by the second windward mark. Unfortunately, Zinn broke his spinnaker halyard and had to use his jib halyard on the downwinds. The wind was too much for this maneuver to be successful and he dropped to eighth by the third windward mark and ended up 12th. This left Porter in the lead with Chute battling him all the way, to end up second. Sweitzer held on for third, just ahead of Campbell who had fought his way up to fourth.

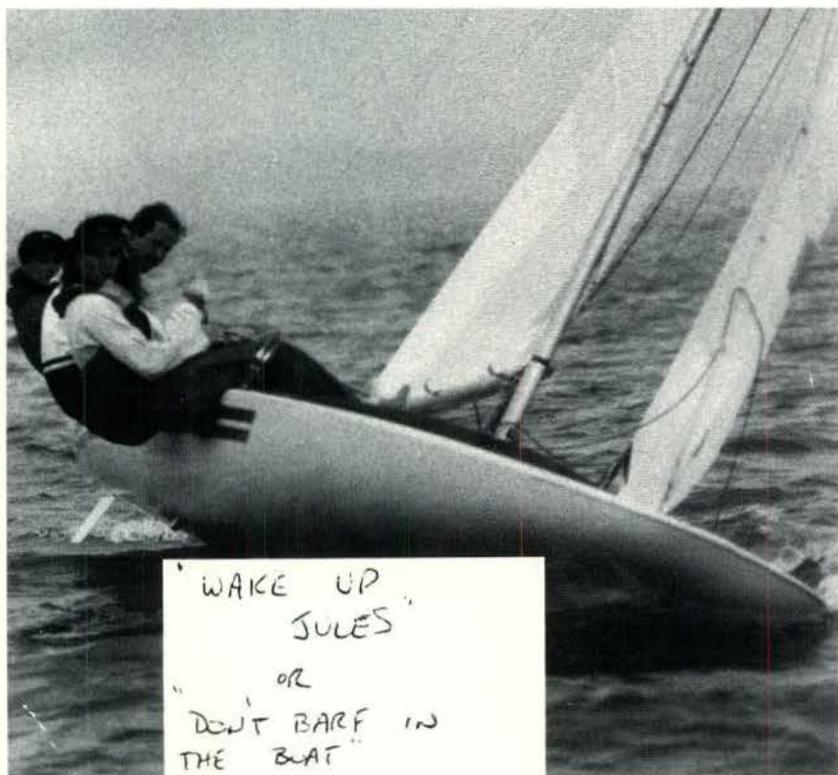
Over the lunch hour, the wind came up a little more, still from the west, the sky clouded over and the temperature dropped. The Judges went out to set up a starting line, again just a few hundred yards from the yacht club dock. With 1/2 an hour to go, all the sailors were still in the clubhouse keeping warm and not wanting to be the first to man their yachts. The judges wisely decided to cancel the race and fired three guns. All the sailors rushed out of the yacht club to put their boats away before judges changed their minds. By the time the party started that night, many of the sailors were heard saying that they wished the race had been sailed and that they had been eager to go. A few even looked like they meant it. I used to say things like that too, when I was younger, but I never drank enough to believe it.

After three races, Porter led with a 1st, 2nd and 3rd and Campbell was second with a 1st, 4th and 4th. The battle was clearly between the two of them, with Guidinger not quite in contention with a 3rd, 5th and 7th.

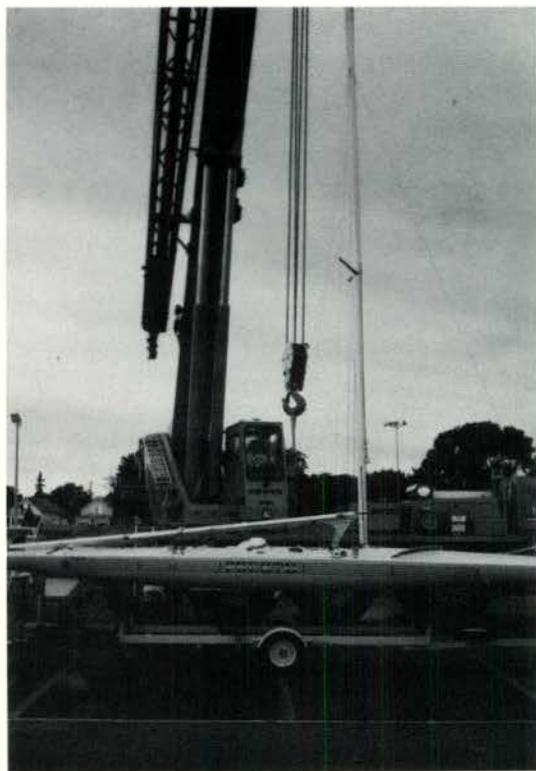
On Sunday morning the wind had shifted to the North, and was blowing 18 to 25 MPH. The weather was still very cold, but it was partly sunny which helped a

(Continues on page 35)

1991 Blue Chips



"Wake up Jules..."



"And after this, we'll weigh our Winnebago."

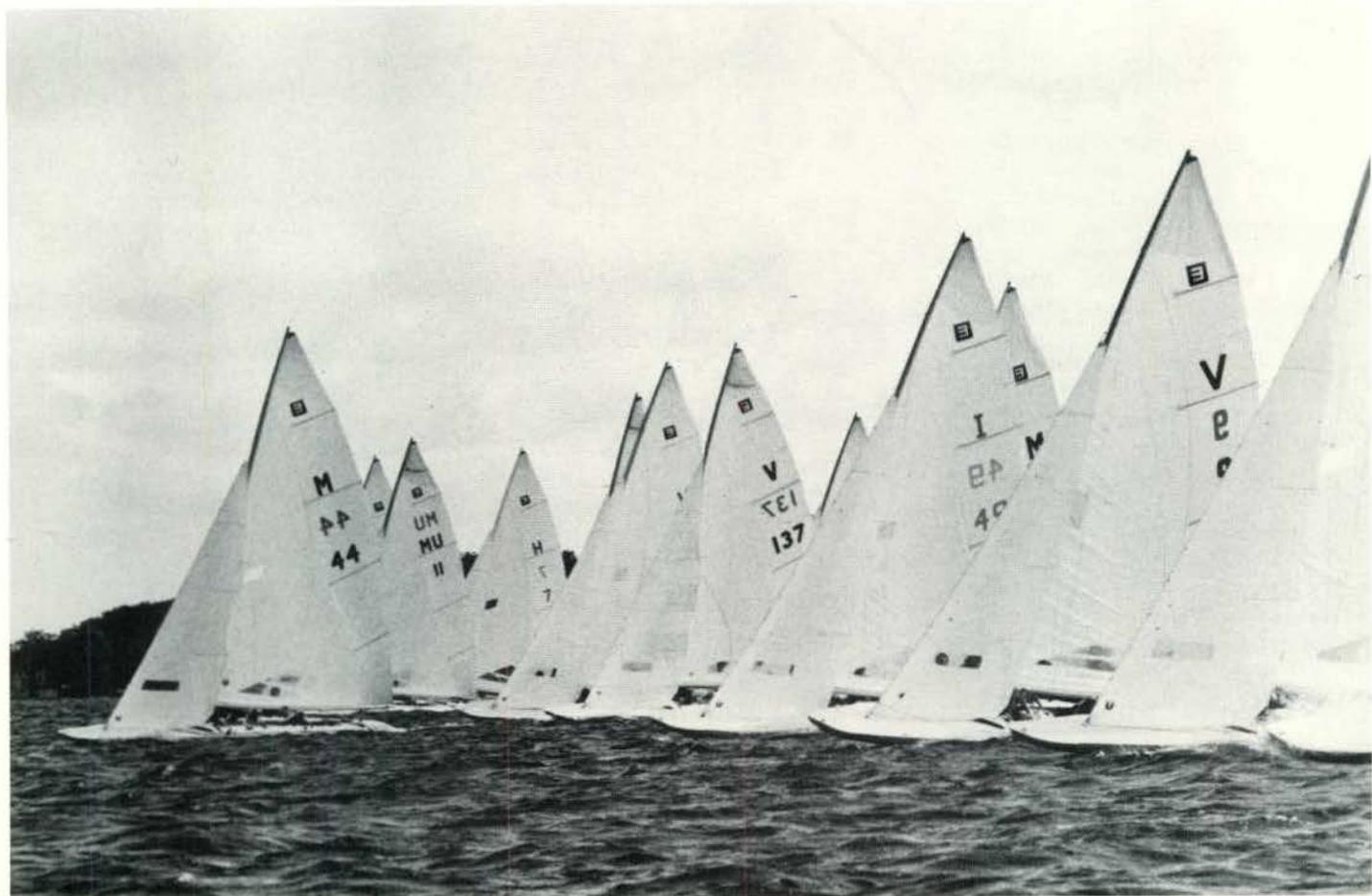


Photo taken 5 sec. after start. Bob Allen with nice boat speed.

bit. Unfortunately, North winds do not allow good courses on Pewaukee, as this is the short way across the lake. The race committee set a course of WO, but the windward leg was much too short. The first lap took under 9 minutes, while the race took only 35 minutes. The starting line was too far off shore and not in from the club, which would have allowed a longer leg. The sailors expected 30 degree shifts and were not disappointed. Campbell started in the middle and was able to tack and just barely cross to the right side. Porter was almost at the leeward end of the line and found himself on the layline to the windward mark almost immediately. Unfortunately he couldn't cross anyone and was way behind. The first windward mark forced very close tacking with port tack herd and starboard tack legion all arriving at the mark together. The Starboard shift petered out at the last minute, while the port tack shift held, allowing them room to maneuver. If the opposite had been true there would have been many serious collisions as the number of boats would have allowed no space to duck or tack. Jeff Baker, Shoor and Campbell rounded as the first three and got away well enough to make it a three boat race. The rest of the yachts were tightly packed. The first leeward mark saw multiple collisions as if it were a drifter as all these yachts arrived together. (I felt at the time that this course was not long enough to be safe and I would not have sailed another race on it.) The race among the first three yachts continued as Baker held first for three laps, but the last shift is the most important and Shoor got it to win in a photo finish, with Baker second and Campbell third. Meanwhile, in the pack, position changes were frequent. Sweitzer and Munroe held positions at the front of the pack and finished 5th and 6th respectively. Allen moved up after a 13th at the first mark and finished 7th. The big story was the Porters, who rounded the first mark in last place. They gained several

boats by going to the far right on the second beat, but were still in danger of losing their regatta lead. The second downwind was the triangle part of the course. The first leg was too tight for a spinnaker and the second was almost as tight. The Porters took the big gamble of setting a spinnaker just before the turning mark and carrying it on the second leg, when no one else had set. If they could not have carried they would probably have been back in last or worse, but they were just able to hold to the course line. They gained only a couple of boats by this tactic, but a lot of distance, and they rounded just in back of Sweitzer, Munroe, Allen and Nelson. They couldn't gain on this group for a lap, but on the last beat they got all of them and slipped in with a fourth and their regatta lead in tact.

With the Porter's great recovery, the fifth race should have been an exciting show-down race. Campbell needed to beat them by only one or two boats to win the regatta, which was all too possible in a short race. But it was not to be. Campbell's main traveller car broke between races and he had to tie the sheet block in the center to sail at all. His chances were now a lot slimmer.

The course was a little better for the last race: windward-leeward 4 1/2 laps, with the windward leg lengthened somewhat and moved to the west. This was still not a great course but a lot safer and the best the race committee could set under the circumstances. Porter got a good start and was second behind Allen at the first mark, with Don Nelson third. The next group was led by Sweitzer in fourth. Campbell was behind these boats coming up to the windward mark on starboard, but he undershot and had to jibe around. The regatta belonged to the Porters. There was still the race. Porter, Allen and Nelson had a furious battle, shift after shift, lap after lap.

Porter led at the windward mark the second and third laps and Nelson led on the fourth, but in the end Bob Allen got the last shift and won, with Porter second and Nelson third. Allen's victory was even sweeter as it was enough to give him third in the regatta. Sweitzer maintained his lead in the next group, fighting off a challenge by fellow Pewaukee sailors Guidinger and Zinn. This was just enough for Sweitzer to slip by Guidinger for fourth place in the regatta. Campbell was never able to get into the race, and he ended up finishing 12th, with a foul. This was still good enough for second overall.

The race committee headed by Mike Sanger did a find job overall, as did Paul and Susie Goode in setting up and running the regatta. One of the reasons I have always loved the Blue Chip is the fine hob the Pewaukee people do in running it.

Tom Ehman 1990 - Mystery Guest

Tom Ehman is the Executive Vice President and General Manager of the America's Cup Organizing Committee. ACOC is manager of the San Diego YC America's Cup defense.

From 1979-84 he was the executive director of the USYRU and from 1884 - 1987 he was Executive Director of the New York Yacht Club's America II challenge for the 1987 Cup Races.

Currently, he is chairman of the U.S. delegation to the IYRU and member of the IYRU Class Policy and Organization Committee. He is also an IRYU certified judge and umpire.

He attended the University of Michigan where he was collegiate champion and four-time champion in various classes. He won the 1976 USYRU Championship of Champions.

Born in 1953, he currently resides in Point Loma, California, with his wife, Leslie.



Brian Porter (I-49)

Skipper	Boat	R1	R2	R3	R4	R5	Pts.	Pos.
Brian Porter	I-49	3	2	1	4	2	19.7	1
Bill Campbell	T-5	1	4	4	3	12*	46.7	2
Bob Allen	M-44	4	13	5	7	1	50	3
Tom Sweitzer	V-9	9	8	3	5	4	52.7	4
Bob Guidinger	V-177	5	3	7	9	5	53.7	5
Lon Schoor	H-7	6	DNF	6	1	8	66.4	6
David Chute	M-8	16	7	2	10	11	71	7
Jeff Baker	V-85	13	11	9	2	13	73	8
Stuart Wells	T-67	10	10	8	12	9	79	9
Bud Zinn	V-15	2	12	12	DNF	6	79.7	10
Don Nelson	W-12	11	15	FNF	8	3	86.7	11
Jim Gluek	V-137	12	6	16	15	10	88.7	12
Paul Wickland	MU-22	17	5	15	11	14	91	13
John Dennis	M-25	8	1	14**	13	DNF	95	14
Jule Hannaford	W-1	7	14	13	16	15	95	15
Rick Turner	CH-6	18	17	18	17	7	107	16
Tom Ehman	??????	14	DNF	11	14	16	108	17
Tom Monroe	MU-11	20	DNF	DNF	6	17	118.7	18
Bob Seavey T	M-7	15	9	DNF	DNS	DNS	123	19
Casey Call T	WA-99	19	16	17	18	DNF	123	19
Tom Klaban	ID-11	21	DNF	10	DNS	18	125	21
George Snook	WA-20	22	18	DNF	DNS	DNS	139	22



The regatta committee...



Mystery Guest Tom Ehman aboard ???



John Dennis at that ticklish point

Annapolis Sprints

October 20 & 21, 1990

By Bob Turner, AH-1

The latest fleet to join the NCESA hosted its first "Annapolis Harbor Fall Sprints" October 20-21st in Annapolis, Maryland, at the confluence of the Severn River and Chesapeake Bay. In an effort to stretch the sailing season for the Class E-Scow sailor, the AH fleet had chosen the third weekend in October to take advantage of the extraordinary weather and sailing conditions that season offers: clear skies, cool temperatures and typically 10-15 knot northerlies.

As the saying goes, "two out of three ain't bad." Early arrivals Pete Rochelle (HO31) and Peter Crawford and his "Road Warriors" (M-25) blew into town to find 30 plus knots of westerlies and temperatures in the high 40's! Subsequent early arrivals were met with the same greeting: "If you are not happy with the weather, wait ten minutes! It will change." And change it did.

Saturday morning found twelve boats, crews, a race committee and the venerable launching crane, affectionately called "Big Red," all gathered in the parking lot with cool temperatures (OK, COLD!) clear skies, and a 10 knot northerly. However, as the temperature climbed, the wind dropped proportionately and by the first start the air was unpredictable in direction and velocity. As the time limit ran out, four shotgun blasts assured



Familiar waters for Annapolis Sprint Winner and former Midshipman, Bill Campbell.

all that either the race had been abandoned or the race committee had committed suicide. To most, either condition was an improvement. An "on the water" lunch break gave the wind and R.C. a chance to settle down. Southeast at 5-10 knots would be the prevailing conditions for the five race series. From the start of the first race it became obvious that Bill Campbell (T-5) and Dave Magno (LA-99) had the light air "dialed in." Both boats made a calculated dash to the right, away from the current, weekend boats and two-thirds of the fleet.

Showing excellent speed, T-5 rounded mark 1 ahead of Dave Magno and Bob Donat, sailing a borrowed LE 3. Magno and Donat slipped by Dark Star and crew as her sagging spinnaker sheet snagged

the offset mark. LA 99 sailed to her first of three bullets while T-5 recovered to finish second, followed by Donat and crew. Local newcomer John Clark in AH 2 took fourth.

The second race was virtually a carbon copy of race one. Magno, Bob Turner (AH 1) and Pete Rochelle (HO 31) rounded the first pin with Bill Campbell in close 4th. Campbell passed Rochelle on the run and finished half a length behind Turner for third. Bob Donat held on for fourth which placed him third for the first day's efforts. Magno's two firsts seemed untouchable as T-5 stacked up five points in the two races. John Clarke and Bob Turner were tied for third.

The "Chesapeake Style" Seafood Buffet was renamed

"attitude adjustment session" and seemed to fulfill (no pun) its mission. Adjournment to Marmaduke's Pub for the race video critique and more "attitude adjustments" were closely monitored by the regatta chairman and committee to make sure that all crew had their "flotation pads" on for the evening's revelry. (Safety committee is happy to report no capsizes.)

Sunday morning after coffee, aspirin, donuts, and more aspirin, the launching ceremony got half-heartedly under way as the harbor showed signs of becoming a sheet of glass. The committee boat and crew disappeared around the point and returned with reports of 8 knots out of the southeast filling in across the Chesapeake. This brought "Big Red" and sagging spirits to life in hopes that three races could be sailed by mid-afternoon. True to schedule, Race Three started at 11:00. Bill Campbell and crew obviously had gone home early Saturday evening. Taking the start, Dark Star led the way around a windward leeward 2 1/2 course with Dave Magno in pursuit. Peter Rochelle, after disappointing finishes of 8th and 6th on Saturday, finished 3rd, which would become habit forming over the next two races. Races Four and Five saw Campbell and Magno swap leads numerous times with excellent tactics and crew work, giving the video crew some astounding "this is how it's done" footage. The final results speak best of the close series: LA 99 8 1/4, T-5 8 1/2. Peter Rochelle and crew in HO 31 sailed consistently Sunday to beat Bob Donat by two points.

Trophies were awarded to the top three boats and consisted of half models complete with corresponding sail numbers, including a pink T-5. Bob Turner, chairman of the "Gross Oversight Committee" failed to get 9's. (Sorry, Dave; did you get your 99's in the mail?) The "Long Haul" Award, a thermos with gift certificates for a load of coffee, went to Peter Crawford and crew, who cut at least two life times off of their trip back to Minnesota by sailing to a superb second in Race 5.

A special welcome goes to Erik Johnson and his wife,

Robin, who sailed with Bill and Sherri Campbell; to Had Brick, who arrived Sunday to spectate (looked a little out of place); and Tim Farenetta, who sent money but forgot his boat! (Your choice, Tim, you are either preregistered for Fall Sprints '91 or you have a twenty dollar credit at Dukes!) And to excellent sportsmanship: newcomers to E-Scow racing Bart Streb and Robert Bouknight. They could have packed in early with a damaged boat, but elected to hang around for trophies and leftover beer and shrimp. Look forward to '91!

Skipper	Boat	R1	R2	R3	R4	R5	Pts.	Pos.
Dave Magno	LA-99	1	1	2	1	4	8.25	1
Bill Campbell	T-5	2	3	1	2	1	8.5	2
Peter Rochelle	HO-31	8	6	3	3	3	23	3
Bob Donat	LE-3	3	4	6	5	7	25	4
Peter Crawford	M-25	6	7	4	8	2	27	5
John Clark	AH-2	4	5	7	9	6	31	6
Tom Wiss	HO-32	9	11	5	6	5	36	7
Bob Turner	AH-1	7	2	9	10	8	36	8
Chuck Drawbaugh	HO-37	5	8	8	7	10	38	9
Peter Langborgh	LE-10	10	9	10	11	9	49	10
Scott Stusek	AH-15	12	12	11	4	11	50	11
Barb Streb	LE-30	11	10	12	DNC	DNC	57	12



RULES E-SAILORS OUGHT TO KNOW BETTER

By Sam Merrick

Publications Chairman Robin Johnson asked for an article on areas of the racing rules that scow sailors might more closely attend in the interest of cleaner racing. I start by emphasizing that scow sailors are not much different from sailors in other classes, even those I have been watching in international competition. I'll note the variations when appropriate.

Trouble at Mark Roundings

Mark roundings are when the rules seem unable to fulfill their dual purpose of preventing collisions and providing the tactical fabric within which the sport functions. Mob scenes with doubtful outcomes may be fun and noisy, but they are not sailboat racing. Good tactics, which are founded on using the rules to one's advantage, depend upon rule behavior by opponents. Unfortunately Rule 42 "Rounding or Passing Marks and Obstructions" takes two pages in the rule book, the longest in the USYRU book: its length a tribute to the many ways sailboats can converge at the squeeze points of the racing course; its length an understandable reason for it not being fully learned-rather than learned in pieces as experience requires.

The general principal is easy - an outside boat must allow room to an inside boat, and this principle over-rides almost every other right-of-way rule. But the application of the rule requires those two pages for its limitations, exceptions, even exceptions to the exceptions, plus the aid of several definitions.

Definitions of Overlap

First, the definitions which appear way back on page 2 in Part I of the rule book: the "inside" and "outside" concepts are "clear ahead and clear astern." So the definition constructs an imaginary line "projected abeam from the aftermost point." An E boat's transom serves as the best projection surface for that imaginary line: an overlap exists, therefore, when the imaginary line extending from one boat crosses, or is astern of, any part of another when both

have their equipment in "normal position."

So, thanks to the definition, the principle of outside giving room to the inside means much more than its simple statement of principle- a good example of a law meaning something different than what it seems, since common sense would associate being overlapped with being in close proximity, rather than having relevance to boats which might be a quarter mile apart.

The imaginary line's capacity to cross, or bracket, many boats (because it has no termination) closing in on a leeward mark rounding is why many roundings produce collisions when there is a failure to anticipate speed variations. Of course just because another boat is forward of your transom line does not require you to wait for it to round the mark ahead. You make a judgement about relative speeds; if you get around the mark before your opponent gets there, the restraint of the overlap evaporates. But if judgments are faulty, last minute efforts to give room, particularly when one or more boats are also required to give room, will result in a crunch. The resulting collision(s) indicate that at least one, and maybe several, have violated rule 42.1(a).

Parenthetically, to identify the boat or boats that get saddled with the penalty in the protest room is no easy thing. The obvious victim is the most outside - even if, in fact, he allowed enough room. However, juries cannot be faulted if they fasten on the most outside identifiable boat who is unable to name his neighbor, even if in fact he did everything properly except remember who was adjacent.

The Two Boat Length Circle

In the old days, the existence of an overlap was determined when the leading boat "reached" the mark, or was "in the act of rounding." Both criteria are uncertain of application and suggest the likelihood of last minute maneuvers. So, the two boat-length circle (another imaginary line in the water) was invented by the rule makers as a means to stabilize the relationships with sufficient lead time to prevent last minute adjustments and avoid collisions. The circle

exists around marks, but also around "obstructions," (another jump back to page 3 for a definition - usually another right-of-way boat). The two boat circle freezes the status of the existence or absence of an overlap (42.1(b) and 42.2(a) and (d) until the mark is passed. So, even though (1) an established overlap is broken within the circle, or (2) consummated after the leading boat touches the circle, room to pass must be given in the first case and cannot be claimed in the second.

Hailing

Although these changing relationships can take place and be respected in silence, they seldom are. Skippers and crews tend to anticipate rights in their own interest, whether indeed the facts justify their assertions. They do so not necessarily as a false claim, but as a warning to a developing situation which requires positioning in advance of the actual rounding for all involved. Rule 42.1(f) encourages these vocal exercises. It says: "A yacht that hails when claiming the establishment of an overlap or insufficiency of room at a mark or obstruction thereby helps to support her claim." What a message of common sense, buried at the end of a page! Perhaps there should be a new fundamental rule on page 9 which says: "A yacht that hails to assert her rights thereby helps to support her claim."

In these tight situations let's not forget that "room" means more than a tight fit, but space needed for a rounding "in a seamanlike manner in the prevailing conditions (spelled out in 42.1(a).) My practice as a sailor is to be very vocal about what the rules require of nearby competitors.

A few more points to remember about Rule 42:

1. There are two "onus" provisions or presumptions which carry weight in any hearing and should be factored into your behavior in tight situations. (42.1(c) and (d))
2. Beware of having room to tack allowed in 42.1 (a), but not allowed in 42.2 (c). The situations are different: the first under the heading WHEN OVERLAPPED, the second WHEN NOT OVERLAPPED; the first says an inside yacht is allowed room to tack, the second has nothing to do with mark rounding.
3. 42.3 says outside cannot be held accountable to inside unless she is able to

give room. But she better know the identity of the boat upon which her claim of being unable rests. The exception in rule 42.3 (a)ii strikes me as not part of the real world and may be undergoing repair. (Must you try a luff to find out?)

4. The anti-barging exception to the general rule is set forth in 42.4. Watch for changes in this one even though it has not been problem prone.

In summary, Rule 42 should provide sufficient guidance so that a few boats are able to maneuver without trampling on each others rights; nor should a protest committee have too much difficulty applying the correct remedy, if they do trample. When larger numbers are involved, sorting out gets more difficult, since the odds are that nobody has a clear picture of the changing relationships that determine fault; too often a massive pile-up mocks fair play. I just was in one: three boats to leeward of me at a mark reaching higher than I, recognized my existence, but they failed to do so with respect to the two or three more to whom I owed room. I knew the identity of the boat adjoining, but was much too busy to notice others. In situations of this sort, there is not likely to be certainty that the culprits are correctly discovered and innocents not penalized in a protest decision. In typical fashion, nobody protested anyway, recognizing the futility of wasting time trying to reconstruct the situation. This is a failure of the racing rules. In light winds, scows are more prone to these scenes because of the great variations in boat speed.

Port Tack Keeps Clear

Rule 36 says port tack shall keep clear of starboard- the primer of the sport on windward legs. It is quite as basic downwind, but "fudged" more frequently by scows because the high reaching angles make for more crossing situations and attendant jibes. What do I mean? A boat with a spinnaker on the port tack tends to remain in a state of optimism about its chances of crossing. The jibe, coming late and often not precisely executed, causes the starboard tacker a significant course alteration and thus constitutes a clear violation of 36 (a), but why so few protests? Compare the rigor of rights enforced by starboard on the beat where loss of position is insignificant. Perhaps the jibe, late or not, must be parried by a jibe

by the starboard tracker to assure free air and room to respond to shifts. Hence why fight about the alteration of course when it would have been necessary had the jibe been executed in time.

Altering Course without the ILYA Spinnaker Rule

We all know that Part IV is the kernel, the meat, of its 133 pages. But it is Section B that contains what it claims for itself to be in its heading: principal right of way rules; section B is contained in a mere three pages, easy to commit to memory. Its first paragraph is Rule 35 "limitations on Altering Course." Much of what follows after 35 tells you to keep clear; 35 says even when you have the right-of-way and others must keep clear, you "shall not alter course so as to prevent the other yacht from keeping clear of to obstruct her while she is keeping clear..." I call rule 35 "Prince of the Rule Book" because the other rules must pay it homage.

Now that we have been compelled to abandon the ILYA spinnaker rule, rule 35 will play a more important role for boats on a beat relieved of the necessity of steering clear of those with spinnakers. Whereas before, it was those with spinnakers and the desire to run off with a gust or jibe, who often conducted themselves as though Rule 35 did not exist. Of course, rule 35 gives neither point of sailing one jot, one bit of license, to ignore the other. The switch from the ILYA spinnaker rule, however, shifts subconscious attitudes of care so that, for example, a starboard tack boat on a beat will tend to assume the spinnaker carrier on port tack keeps the sharper look-out, even though rule 35 requires him not to alter course so as to prevent...etc. Trouble under the new rule is likely, for example, just after several boats have rounded a leeward mark and have imperative reasons for tacking in the face of those about to round who are stowing their spinnakers. Just remember rule 35 is a first among equals, and you cannot ignore the spinnaker carriers. Rule Infringements Must Be Penalized

And now for the sleeper: a combination shot from the new Fundamental Rule D (on page 9 and the looming presence of Rule 33.) Rule D says "if a yacht REALIZES (my emphasis) she has infringed a rule..." she must promptly retire or accept the alternate penalty. While the rule is new, it is an old principle of our sport, more honored (us older fellows believe) before WW II than since. Of course realizing one's infringement may be slow in coming thanks to the subtleties of self-delusion even when the case is

open and shut. But Rule 33 puts an end to not realizing, at least whenever there has been a collision with neither party to the collision signaling a protest because the failure to protest becomes by itself a clear infringement, realization of which you will not be permitted to be without.

An additional bite from Fundamental D comes also from the new 74.5 (c) which says that a disqualification flowing from D cannot be used as a "drop" race if that feature remains as part of the NCEA sailing instructions. Either way, the rule makers have stepped up the pressure for getting the yellow flag flying.

What to Do After Reading

You will improve your understanding of the racing rules if you convert some matches into boats and put them through, on a convenient table, the antics I have attempted to describe. Even better, get Dave Perry's book called Understanding the Yacht Racing Rules (Putnam Publishing Company.) It ought to be in every glove compartment at a regatta.

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Author Sam Merrick is a member of the USYRU Racing Rules Committee, a USYRU Senior Judge, an International Judge and winner of the 1984 Hereschoff Trophy. Sam has raced scows longer than many of us have been alive.



Photo: Diane Finkberg

Know your rules...
Before you get into a mess.

HANS MELGES ON "WINNING CREW WORK"

By Hans Melges

Assuming the rig is tuned, the boat is clean and orderly, proper sails are on board, and everyone on the crew is in the winning frame of mind, the following suggestions should aid in better race results.

ON-SHORE RESPONSIBILITIES

Each crew member should be charged with a specific responsibility on shore before leaving the dock. The skipper usually can't be relied on because he's talking with other skippers about course strategy or who stayed up the latest and talked to the prettiest girl at the bar!

Spinnakers must be rolled by the jib and middle man (or woman, as the case may be.) I recommend using the following technique, which allows the sail to fill quickly and can be easily done under sail downwind between races. Flake one luff at a time, laying it perpendicular to the head, and gathering the blue or front tape last, leaving it on top of the red. Next, find the center of the white tape which is the foot, work your arm away from the head, pushing all excess sail material toward where you'll begin roll-up. Now take the foot tape and bring it to the head. One of the two crew rolling the spinnaker should hang on to the foot tape and kneel on the Port and Starboard luff tapes. The other crew rolls the spinnaker, keeping a tight 18" cylinder shape which at the end velcros the body of the sail and head panel together. Preferably, both spinnaker bags should be set to Port in the cockpit. We always leave the dock with the reacher in the aft bag with the 1/4" Yale Light spinnaker sheet and guy attached, and the runner in the front bag.

Clothing is an important consideration. You want to be

warm, mobile, and not disrupt visibility. Often the best combination is a pair of bibs and a dry top smock over shorts and a long sleeve tee shirt. A comfortable, solid, flexible pad life jacket is crucial for flotation, warmth and padding (I suggest Helli Hanson or Regatta Wear.) Again, be sure you can move well and the gear can be stowed easily below deck. Wear a pair of sunglasses that will bring out the puffs best, (polarized Revo or Ziari lenses are both very good.) Top off your outfit with a cap from your favorite sailmaker or boatbuilder (I suggest Melges); the hat should be Dacron if possible so it doesn't become heavy from spray or rain.

A jug of fresh water should be on board at all times. Our fourth crew usually arranges a half-gallon for the two front grunts and a half-gallon for her and the skipper. Drinking a lot of water keeps you alert and prevents headaches from dehydration. If you're sailing back-to-back races take some fruit or sandwiches along but don't "overload" or you'll be sluggish.

Attitude comes with the individual personality, but if you're not psyched up to win, chances are you won't. Try to have one person on board pumping things up. It usually doesn't pay to be cocky to your competition, but get cocky with your fellow crew members before the race (high fives, head butts, kisses or whatever works.)

STARTING SEQUENCE

Once you're out on the water, spend time sailing up the course. Check your tacking angles, run through a few tacks. If you're uncomfortable about spinnaker work, throw one up and do some jibes. Give yourself three-quarters of an hour to become one with the

boat before you do battle.

If the opportunity presents itself, sail up the lake with another boat checking speed and getting suggestions from previous "lead boats" if you're unsure. When the ten minute gun goes off tack down the flag ship and determine the course to be sailed and compass direction to the weather mark. A compass can be very handy in pinning down placement of the windward mark, reaching mark, tacking angles, favored tacks and jibes, starting line favor and placement of new marks after course changes. They can also be a deterrent if the skipper gets too locked in to the compass and forgets strategy. By sailing the boat down the starting line and tracking compass courses, adding 90 degrees on Starboard tack and subtracting 90 degrees on Port tack from the windward mark compass course, you'll have an exact determination of how favored a particular end of the line is. If you don't have a compass, go head-to-wind, and allow your boat to point out the favored end of the line to start at.

A LeMania watch with the compass bezel is a great addition. By setting it to the numerical direction to the first mark, it then automatically gives you a 45 degree reading to the reaching mark and opposite 45 degrees to the leeward mark. The time on the countdown and the course should be relayed to the skipper by the middle man. The jib man will call the distance in boat lengths to the line and all boats approaching from Port or Starboard to prevent altercations and most importantly to help the skipper start, stop and steer around the course.

One crew member, usually the most tactically experienced, will call wind shifts, holes and any other important things that come up. The

skipper ultimately will make his own placement and start decision. All the crew can do is offer suggestions and intimidate opposing yachts by standing, physically pointing, and psyching out with the appropriate rules and boat positioning. Once on the line, we like to drop both bilge boards until ten seconds before the start gun. This will allow you to set-up on the line earlier and limit your sideways drifting by one-half. The middle man should be calling time every ten seconds from one minute to thirty seconds, then every five seconds till fifteen seconds and every second after that until the gun goes off. All crew - wind permitting - should be on the windward rail at thirty seconds to go and hiking out at ten seconds to the gun (stay out of the skipper's line of vision!)

The front man must adjust jib trim, depending on how far off or on the wind the helmsman may be (by reading your "ticklers" and boat heel.) The middle man must pay attention to when the fleet and immediate boats to windward or leeward are firing up off the starting line. By now the gun has gone off and the skipper is undoubtedly stressing out, telling the two front men to adjust the controls quicker than humanly possible! This is when we rely on Suzanne, (Harry's bride) to calm our skipper and let him know how our speed is, whether or not we can cross the fleet and consolidate, and who's sailing in our water.

DURING THE RACE

Once into the first beat everyone must stay alert. Skipper and crew must be certain that sails are trimmed to perfection. Check boats around you to be sure your speed is up to par. The middle man must be alert to working the main traveler, watching over his shoulder to control the tracks before the shot hits to keep a constant heel. He must also set-up the windward beat in his mind and let the skipper know his thinking. The middle man

should pay attention to the compass angle when sailing in big open water or the shoreline when on lakes where shoreline is visible. This will keep you in tune on whether you're lifted or knocked and make the most of the beat.

The jib man must play the jib to the "ticklers." When the leeward one jumps, ease. This allows the bow to come up as the skipper adjusts the helm. The jib must come back in accordingly. When the windward telltale jumps, the skipper must head down or tack. The jib man must offer suggestions on course placement. If you are going to tack, will your air be clear? If not, how far can you go? Don't shoot corners unnecessarily!

Through the tacks everyone must be fluid to keep the boat going full speed. When starting into a tack with everyone hiking out the skipper must first call for the tack, leaving all crew out in their straps. When he starts the helm toward the wind in strong breezes the jib man must fully release the jib so that it luffs. This allows the bow to lift and come around. (Remember, the jib steers the boat!) In lighter wind conditions the jib should not be eased until the luff starts to collapse as the skipper reaches head-to-wind. When head-to-wind, all the crew have to slide their "checks" in and are on top of the gunnel, including the skipper. Their backs are then laid straight out to roll the boat onto the next tack. Now head-to-wind, the middle man must drop the new board fully, allowing the boat to take hold and gain way on the new tack. The skipper and jib man should move across the boat simultaneously. The skipper gives the mainsheet a slight ease and trim to power up and reset the sails while the jib man trims continually on his way to the new windward rail, taking the jib sheet in front of the vang and keeping it uncleated and active at all times. The middle man will reach to the high side while sitting on the leeward cockpit

roll, and with one arm length pull, house the old bilge board before moving out onto the windward rail. Your fourth crew will operate backstays to free up the skipper and move off the low side rail last, balancing weight as needed to keep the boat sailing on her lines (entire tack and crew movement should take 3 seconds - "hustle!")

When approaching the weather mark the crew must get the boat set-up. It's helpful if the skipper approaches the mark on Starboard tack allowing time for the spinnaker pole to be set before reaching the weather mark. A good skipper will give you time to do this. If the second leg of the course is a reach, use the low ring, keeping the spinnaker pole parallel to the water once it's set. The jib man should hand off the jib sheet to the middle man, freeing him to set the pole. Once the pole is released from the clips or holders it should be pushed forward, immediately hooking the outboard end into the spinnaker guy, then pushing it forward while at the same time pulling up on the blue topping lift line. Slam the pole onto the pole eye, leveling it as described. The jib man must move back to his jib sheet allowing the middle man to work on getting the spinnaker out of the bag to prepare for the set.

If you have a fourth crew who has adapted to setting the chute, this can be a way to keep the weight on the rail. This individual should first hook the halyard on to the head, making sure the spinnaker will set aft of the sidestays. Next, set the spinnaker up on the deck and hold it there until after the offset and the skipper calls for the set. The spinnaker should never be raised until the skipper says "go." When the jib man begins to hoist the halyard, the skipper or fourth crew will immediately pull the guy around until he sees a black mark on the guy. The mark should be set so the pole sits 1' off the headstay on a reach and 2'-4' off the running

legs, depending on wind velocity.

Once the spinnaker is being pulled around and going up, the middle man is free to get the spinnaker filled and flying. Then he sets up the boat, adjusting the board half-way up. Simultaneously, the jib man lets the Cunningham off, frees the outhaul, pulls the leech cord on, eases the jib traveler to the limit, and adjusts the vang appropriately.

Crew position on a reach depends on the winds. If it's light wind everyone should get their weight to leeward with the jib man underneath and in front of the boom. Everyone else should be on the leeward side just behind the boom with the skipper obviously back on the tillers. The skipper is going to have his hands full paying attention to other boats and trying to keep his eye on the wind shifts. The fourth crew can be of help trying to find the darker patches. If he or she is experienced in determining if boats are being lifted or knocked on a tack as they come downwind, this then allows the skipper to not get "tunnel vision" and look around, picking the proper tack to the leeward mark. When approaching a jibe, the jib man must jibe the pole. I recommend uncleating the jib and letting it fly freely; then he must go up and brace his right shoulder against the spar which would be on the leeward side and underneath the pole; this way he will keep the heel in the boat and have the quickest departure of the pole off onto the new guy or the old sheet.

The middle man now takes and sets the windward or new-to-be-leeward board one-quarter of the way down and grabs a hold of the spinnaker guy and spinnaker sheet, flying the spinnaker through the jibe. The fourth crew must pull the new twing on, releasing the old backstay, the old twing and pulling the new backstay on. The skipper must only concentrate on the boom getting across and not oversteering

through the jibe. It's critical that the spinnaker man does not rush the spinnaker through the jibe and that he keeps it out away from the forestay to keep it flying throughout the jibe. The pole man attaches to the new guy, keeping the pole parallel to the deck or water at all times and muscles the pole forward and out until the pole end is even with his shoulder and hand where he can slam the trigger end up into the pole eye. Then he must do his best to get back down to the low side in front of the boom, rolling the boat up into proper heel as he gets there.

All crew members and the skipper should be sitting on the low side so that the skipper can steer the boat as close to the breeze as possible without going to lee of the wind. It's quite important that the middle man, or spinnaker flier keep himself mobile, often bracing the leeward leg against the inside cockpit roll, flattening or heeling as necessary. This is also a good position in which to see the spinnaker properly, enabling quick trimming when necessary.

The crew should always be aware of other boats and their positions. Often the front man can help by looking through the window in the mainsail or around in front of the mast to see where the competition is. It's critical that you as a crew keep the skipper out to leeward and in front of opposing boats. If another sailor is able to get his wind in front of your wind, more than likely he's going to pass you.

Upon approaching the leeward mark, the same things must happen as did when approaching the windward mark except in reverse. Hopefully, the skipper will have you on Port tack coming into the leeward mark, allowing the jib man from the low rail to reach up, unhooking the spinnaker pole with his right hand, holding the topping lift line in his left hand. By twisting his hand on the trip wire on

the pole he can release both ends of the spinnaker pole at the same time, no matter how much wind there may be. Once the pole is released the middle man should keep the spinnaker flying. This should be done by sitting on the high side and hanging onto the spinnaker guy. Ease the spinnaker sheet as much as possible to keep it free of the leeward side of the main and jib. That may cause an immediate collapse. Once the jib man has the pole stowed safely on the Starboard side of the boom, which is critical because you will need the pole there for the next pole set, he will then go for the spinnaker halyard, dropping it when the middle man calls for it.

The middle man will then take the spinnaker down the Port luff, gathering it straight into the bag and then gathering the foot and whatever material may be remaining. This will insure no twists and an extremely quick take-down. All of this should happen in one and one-half boat lengths to the leeward mark, in most every kind of breeze. Before spinnaker take-down the jib man must set-up the boat by making sure the Cunningham and vang are cleated to each side. You don't want an excessive amount of vang on for rounding the leeward mark, especially if there's a breeze. You also don't want to trip the boat by the boom hitting the water as it heels around the leeward mark.

Jib cars, vang, rake and crew weight should be in proper medium air settings with the main traveler being on the centerline so the skipper can round up around the leeward mark as close-hauled as possible, making sure no boats get inside on your windward quarter. The middle man must make sure the leeward, or Starboard board is fully down, then adjusting controls as necessary to keep the boat rolling through the water. The fourth crew must do his or her best to clean-up the rope which may be dragging or tangled at the skipper's position. The front men should take care of

their own entanglements as needed.

FINISH LINE

The last half of the windward leg is usually the most critical. This is when most races are won or lost. It's quite important for the crew to help the skipper stay on top of the competition. If it's a close race and there are numerous boats battling for the lead, the best situation is to stay on top and between both groups if the fleet splits. If you're in a close match with another boat it's then more important to stay on top covering that particular boat. When approaching the finish area it's helpful to the skipper if a crew member calls wind directions as seen by flags on committee boats or other boats which may be out cruising to determine what's going on up the windward beat. This allows the skipper to make a decision about the favored end of the finish line, which will be determined by the wind direction and the closest point depending on your angle of sail. My suggestion is to tell the skipper your thoughts and let him make the final decision!

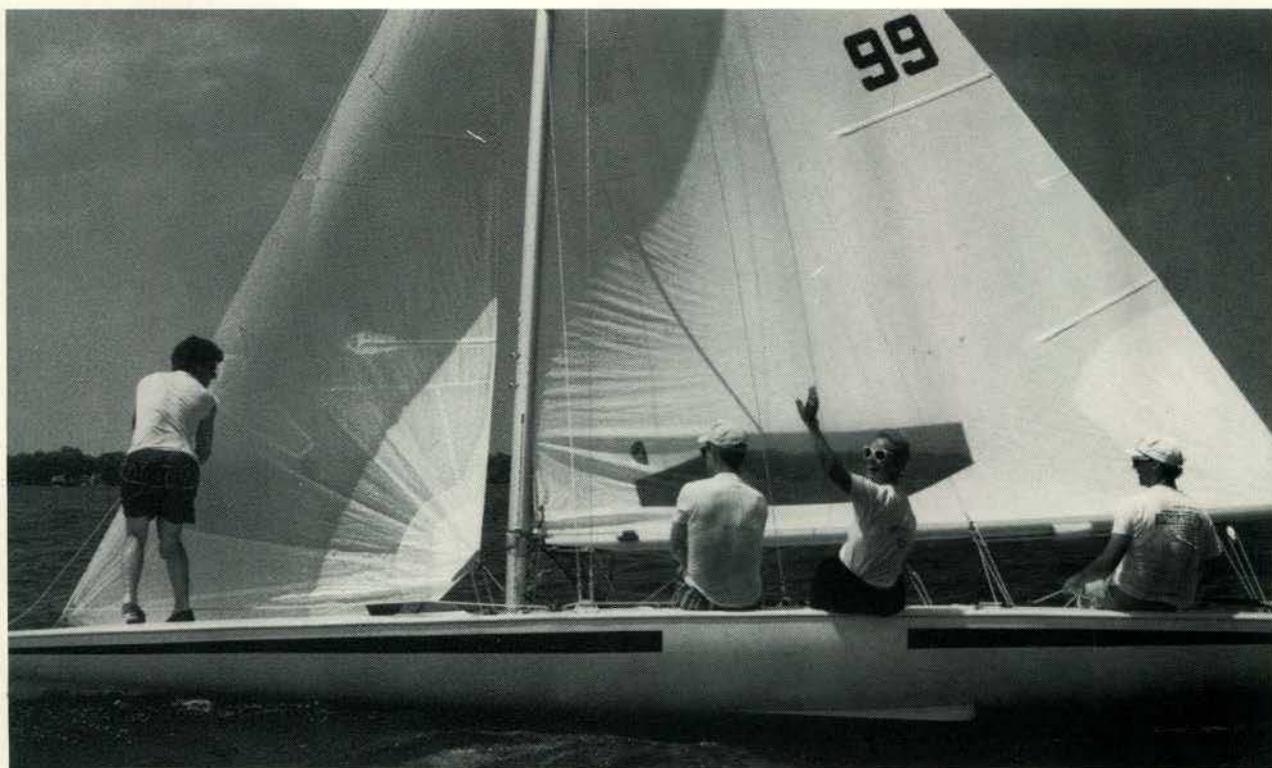
Now that you've won the

race, go through your normal high fives, head butts, kisses, etc. and quickly clear the finishing area, allowing the other boats to finish without disrupting their wind flow. It's important to be sportsmanlike whether you win or lose. Always congratulate the finishers in each race if you can and you'll find that more often than not they'll return the courtesy when you are successful.

With the race over, I'm sure the skipper will appreciate it if the boat gets put away before you run for a beer. This should simply entail putting the boat on a trailer or its shore station, whichever the case may be; opening the bailers, sponging the boat out to be sure its dry; setting the ropes up on the deck so that they don't sit in the water and weather from the heat or sun. Take all sails off by rolling the jib and main from the head down the leech to the clew. This will keep the battens parallel, save you from removing them and keep the sails from becoming wrinkled. At no time do we recommend putting the sails on your lawn to dry; the lawn distributes moisture into the sail rather than

taking it out. The spinnakers can be bushelled up into your arms and spread out inside a porch or boathouse. We also do not recommend flying spinnakers to dry them. This breaks down the Dynac material far quicker than the normal use and is not an advisable practice. Once your sails are dry, we recommend rerolling them so that you're set for future races. If the races are not until the following season it is advisable to flake the spinnaker and fold it like we used to do the main sail before rolling came about.

These ideas can be helpful in improving your race results. Practice and time together in the boat with the same crew is the only sure way to pin down the best system for each particular team. Our successes have come from systems we've worked on for years with experienced crew members such as Bill Freytag and Judd Hirschberg. Having great crew members and being able to achieve top speed from your equipment is the key. Only time in the boat will better your race results. So practice, practice, practice!



The intensity of crew work is evident on this WaWa Boat.

SHROUD TENSION

"UPTIGHT OR HANGING LOOSE?"

By Buzz Reynolds

On the second day of racing at this year's Eastern Championship Regatta the Wind Gods decided to take a day off and keep the sailors on shore. While volleyball, sunbathing, story-swapping, and beer-guzzling became the norm for the day, a few of us decided to take advantage of the opportunity to have so many E-scows in one spot. We decided to measure the shroud tension of our respective yachts in the hope of divining some mystical knowledge about these 28-foot surfboards.

The problem we tried to address was what do sailors mean when they say they have a "tight" or "loose" rig. "Tight" and "loose" don't really mean anything without some reference point. What's "tight" to one might appear to be "loose" to another. While I consider Harry Melges' article on E scow tuning the best guide ever written, his advice on how tight to set your shrouds depends upon what you consider "taut."

We started by checking mast rakes and setting everyone's rake at 34'. This was measured with a tape measure hoisted from the main halyard and measuring to the top of the transom. Also, to make sure that the mast was laterally straight, we measured from the top of the mast to the chain plates on either side of the boat. (Note: some sailors prefer using

the jib halyard to measure lateral position because of the possibility of the mast tip deflecting once pressure is applied to the tape.)

Next we simply measured the tension of the upper shroud by using the Loos tension gauge. This gauge is available in any decent marine catalog and is very simple to use. Just slip it on the shroud and pull the gauge until the "arm" of the gauge lines up with a mark on the fixed end of the gauge. The tighter the shroud the farther you have to pull the "arm." Cross-referencing the number on the arm to a tension table printed on the gauge gives you the shroud tension. I have used the Loos gauge for the past two years and have found it to be reliable as an indicator of shroud tension.

We also tried to determine how far each skipper allowed the middle of the mast to sag to leeward. This was done by sighting up the front of the mast, pulling on the lower shroud and estimating the side bend from an imaginary straight line up the mast.

The results of our unscientific study are summarized on the following page.

What do these results mean? The range for shroud tension was from a low of 300 lbs. to a high of 800 lbs.

(Rumor has it that Scott Callahan sails with over 1200 lbs.) The "average" was around 550 lbs. Is tight better than loose? Both Erik Johnson and Dave Magno are capable of winning on any given day yet Erik has a "loose" rig and Dave a "tight" rig. However, most of these sailors change shroud tension from one race to another or sail at different mast rake positions so it is difficult to classify anyone as a "tight" rig sailor versus a "loose" rig sailor. Most seem to agree that being too tight in light air is slow while tightening up in heavier conditions doesn't hurt boat speed and allows you to rake the mast farther back while maintaining shroud tension.

When looking at side bend I do believe there is something in the numbers. Billy Campbell sails with a lot of side bend, and from seeing him in front of me so much this past summer, he has a lot of twist in his mainsail leach. Peter Fortenbaugh goes with a fairly straight mast and sails with a lot of leach tension due to his not having backstays. Both use the same sails, are fast and can point. Why? I believe Billy is using the leeward sag in his mast to throw the tip of the mast to windward and hold the leach up to achieve pointing to offset his more twisted leach. Peter achieves his pointing ability by keeping a very tight leach through mainsheet tension and therefore doesn't need to use

side bend to achieve pointing.

While it is important to measure shroud tension and mast sag to know how your rig is set up, there are several other adjustments that can affect them. These adjustments are:

MAST RAKE

As previously mentioned, further forward seems to be better in light air to achieve pointing ability when sails are trimmed with less tension. As the breeze picks up, dropping the mast back seems to let the mainsail spill off excess wind and avoid heeling of the boat. This means that to keep the same upper shroud tension for all mast raked positions you should loosen the uppers as you rake forward and tighten them as you drop the mast back. What you need to know is how many turns on the turnbuckle you need to make. This can be determined by raking your mast at different positions, checking the shroud tension and writing down the staymaster number that achieves the shroud tension desired.

SPREADER ANGLE

Changing the angle of the spreader can change not only the fullness of the luff of the

mainsail but shroud tension as well. Moving the spreader pin forward to reduce the angle of the spreader straightens the mast and increases tension. Conversely, moving the pin to the back hole allows the spreaders to rake back and the mast to bend forward, reducing tension.

BACKSTAY OR NO BACKSTAY

We are all aware of the debate about backstays and whether or not they should be mandatory or eliminated. Most sailors use backstays but we have seen Scott Callahan and Peter Fortenbaugh go extremely fast and point awfully high without backstays. Having tried both ways I do know that you need to have more tension without backstays to keep the jib luff from sagging and the mast from falling over. With backstays you have more flexibility. When measuring your upper shroud tension, remember to let off the backstays or you will get a false reading. Tensioning the backstay reduces upper shroud tension by transferring some of the load on the upper to the backstay.

CONCLUSION

The first thing that comes to mind is to go back and read Harry Melges' article on tuning an E scow and then copy his upper and lower shroud tension. Unfortunately, achieving boat speed isn't as easy as copying someone else's shroud tensions, especially in an E scow where coordination and constant adjustment of the mainsheet, jibsheet, traveller and vang by the crew is so important. What I do know is that by measuring my shroud tension and determining that it is in the ball park with the top players, I can eliminate a variable for blame when I don't win and look elsewhere for my lack of speed.

In fact I found we did best two years ago when I set my spreaders, uppers and lowers before the first regatta of the season and left them there the whole season. The only adjustment we made was changing the mast rake. It is a reminder to me that the K.I.S.S. (KEEP IT SIMPLE, STUPID) philosophy is usually the most successful and that winning boat speed is more often found through practice and knowing your sails than some magical setting of your shrouds.

SKIPPER	SAIL	MAST RAKE	SHROUD TENSION	SIDE BEND
B. Campbell	T-5	34.0	600 lbs.	2.0"
C. Campbell	T-17	34.0	520 lbs.	1.0"
E. Johnson	T-18	34.0	300 lbs.	1.0"
B. Reynolds	IH-7	34.0	500 lbs.	1.5"
H. Brick	IH-27	34.0	600 lbs.	1.0"
D. Magno	LA-99	34.0	800 lbs.	1.5"
P. Fortenbaugh	BH-13	34.0	750 lbs.	0.0"

THE WEDDING

By Steve Schmitt

Negril, Jamaica, November 14, 1990

As I depart Jamaica it's hard to believe the wedding is over. Yes, I'm here to tell you that our 1990 National E-Scow Champion, Harry C. Melges III, was married to Suzanne Marie Kelsey at sunset November 10, 1990, on the beach in Negril, Jamaica.

At 5:30 pm on a hot and humid evening, before close family and friends, Harry and Suz made the vows. The guests began arriving at 4:00 pm, and it was hot! All the girls in the wedding party were stuffed into Hans Melges' air-conditioned, oceanfront room. At the same time all the guys in the wedding party were in Judd Hirschberg's room doing some "male bonding." I was just thankful that the rain that had persisted for the previous eighteen hours had stopped.

The night before, Buddy and Gloria Melges were the hosts for a wonderful "groom's dinner" at a restaurant called XTABI. We were all set up on the deck with two long tables, shaped like an "L." It was a beautiful setting. Suzanne had her Mom, Dad, sisters and friends seated down one side of the "L" and Harry had his Mom and Dad, Hans, Judd and the Porter sisters seated down his side. A few toasts were made to honor the bride and groom. Hans made a funny toast to Harry. Brian Porter even thanked Suzanne, personally, for distracting Harry at the Inland long enough for him to finally beat Harry and win the thing. (Everybody except Harry laughed; Brian remained sincere.) I ran around and took polaroids of everybody and just left them on the table to everybody's delight because this group looked MARVELOUS!

Buddy decided to make his move. I'm still laughing about this. He stood up at the head of the table, looked up into the dark sky and said "before the rain comes" etc., etc., and talked about his son Harry, "his pride and joy." It was a touching and eloquent tribute to his son, wife Gloria, Suzanne and her family and friends. It was pure Buddy at his finest. Ten seconds after he finished it began to rain.

The rain didn't stop for eighteen hours. Harry needed some luck. One hour before the wedding the rain stopped. Now I'm not sure about you people, but I'm really starting to wonder about these Melgeses. Luck...man oh man...makes me wonder.

Harry and Suzanne were married on the front lawn of a private home, right on the beach, facing the sunset. WOW!!! I took a picture!

When the music started, the guys took their place next to Harry. The gals came out of the house, very dramatically, one by one. I got goose bumps when Suzanne came out of the house, up the front lawn, and took her place next to Harry. (Ya man, Irie, 'way cool' gown and veil man.)

The ceremony was short and sweet, capped by a promenade of all wedding party members, strutting up to the balcony where they stood, threw kisses and accepted our applause. (I took a picture!)

Immediately I set up a shooting area next to the house and beach. The next thing I know I see all the girls coming down the stairs (toward me!!!) each with a guy on her arm. After taking a closer look I about lost it! Every Every guy, led by Harry, was wearing dreadlocks and 'rastaman' hats. Can you imagine Harry, Hans, Brian, Judd and the rest of the wedding party standing in front of your camera with dreadlocks on? What a sight!!! I took a picture!

By the time the photo session was over it was dark. My girlfriend Kim (who's sleeping on my lap as I write this story non-stop from the Montego Bay airport) was the P.R. girl. She ran everything from practice session

to photo session. We stared at each other after the last shot and cracked up laughing. It was over 'cept for da partyin' man!!! INDICA was the local rae-gae band and they were awesome. Rocking-out right on the front lawn.

Particularly touching moments were: the first dance led by Harry and Suzanne; Suzanne's sister Laura singing "Memories" with the band, and Buddy, wearing dreadlocks, slow-dancing with his baby granddaughter Can you image Buddy wearing dreadlocks, man? I took a picture.

In conclusion, everything is "cool." Kim and I are on the plane to Minneapolis. Mrs. Melges, her daughter Laura (with baby Olivia), Hans, and Amy left for Zenda this morning. Buddy is on his way to the Bahamas? The whole clan from Suzanne's side is on the plane to Chicago. And Harry and Suzanne??? The last time I saw them they were on the beach, well after midnight, at a disco called "De Buss" dancing away to Gregory Isaac's rae-gae band in fine "rasta" form. They are together now, honeymooning at a fabulous resort called "Swept Away."

Congratulations, kids. I think we were all swept away...



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REGATTA ANNOUNCEMENTS:

E-Scow Midwinter Regatta. Useppa Yacht Club on Useppa Island, Florida. March 5 - 7. Call John & Gretchen Coyle at 813-283-5008.

E-Scow Easter Regatta. James Island Yacht Club. Charleston, SC. March 29 - 31. Call Bill West. 803-957-8990 (work) or 803-892-3281.

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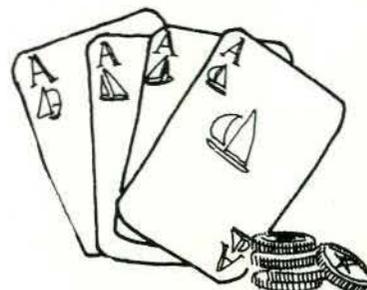
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Photo by Steve Schmitt

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