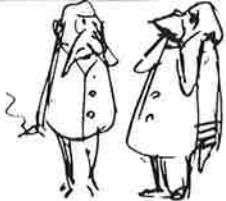


REPORTER

THIS ISSUE:

- * 13th ANNUAL CHAMPIONSHIP REGATTA REPORT
- * REGIONAL 1972 REGATTA RESULTS
- * SPECIAL FEATURE: 3 MEN IN THE BOAT . . . AT KIEL





THE COMMODORE COMMENTS

By Nat Robbins Jr.

First of all, a genuine congratulations on the part of all the E Scow sailors to Bud Melges and his crew Bill Bentsen and Bill Allen for their superb performance in Kiel where they won the Gold Medal in the Soling class. Much has been written about this fine accomplishment but little in regard to the fact that they are all E Scow sailors against whom many of us have competed and can thereby identify with them. It was simply a splendid showing.

NCESA members will soon be getting another questionnaire on proposed rules changes, the substance of which is described in a report on page 4 of this issue. Your Rules Committee, mostly through the tireless effort and leadership of Stu Wells, has been working hard to keep costs minimal yet keeping our boats competitive and up to date. Yet in the final analysis you must approve or reject the rules changes -- we can't get more democratic than that!

This leads me to the next point ---- the NCESA is now solely responsible for the scantling rules of the class. No one else is authorized to change the rules. Under this scheme, any rules change must be approved by 2/3 rds of the members voting. Therefore, to have an impact on the rules, you must be a member of the class association - which brings me to the next point.

Less than half of our E boat owners are Regular Members of the NCESA. This is really deplorable! We have to improve our membership coverage and plan to make every effort this year to do so, but the important thing is that you should want to be a member because it provides the opportunity for self-determination.

We are going to urge the individual fleet captains and representatives to solicit memberships. We are going to ask the major invitational regattas to require NCESA membership and in return we will donate a very fine perpetual trophy to each regatta. These trophies will be financed by individual contributions. It is a grand plan and I'm sure you will be proud of these trophies - (more on this later) - the point is we need to broaden our membership base and I urge all of you to help in this regard, not only by getting your own membership in, but by seeing to it that your competitors do also.

Finally, I would like to publicly recognize and call your attention to the efforts your Board of Directors and certain Committee Chairmen have made to help you manage this class. Not only does this take a good deal of personal time, but it results in out-of-pocket expenses for travel, meals and hotel rooms that are paid for by no one but the man himself. This is real devotion and I would like each of you to know how much of this goes on in order to conduct our affairs. This unselfish dedication warrants your individual appreciation. The Board has a truly fine spirit and their work should not go unnoticed.



National Class E Scow Association
5023 Wooddale Lane
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Bud Appel for layout help and composition.

SUPPORT THE NCESA by sending \$15.00 dues to: Sam Merrick,
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JOIN THE NCESA NOW! Support a Great Yachting Association. Become a subscriber to the REPORTER with membership.

Sailing Results

1972 ILYA CHAMPIONSHIP

Lake Winnebago, Oshkosh, Wis., week of August 20th.

The E Scows had one of the most interesting series in recent years. The first race was cancelled with last year's winner Nat Robbins within fifty yards of the finish, indicating that he had lost none of his former speed. From then on, the battle between Robbins, Brad Robinson and Stu Wells started in earnest. All three of these crews sailed brilliantly in the shifty Winnebago winds, making a minimum number of mistakes.

Unfortunately, the series champion ended up being decided in the jury room. Robbins and Robinson, both from Minnetonka, had an incident at the start of the final race, which penalized Robinson 20%, knocking him from third in the finale to 11, for a total of 39 points. Robbins finished the race with a devastating 12, to drop him from the lead to third with 39.7 points. Protest or not, Stuart Wells' consistency, and his ability to stay out of trouble, earned him his first title since 1968. He has been second the last three years. With no penalties, or bad races, he finished 6-3-5-3-1-2, for 36.1 points.

Two other crews came close to matching the top three, but each blew one race to take them out of contention. Pete Barrett from Pewaukee won two races, but finished 13 in the fifth to topple him to fifth overall. Harold Allen entered the last race in third place, never having been out of the top six, but took

an 18 to drop him to fourth, one point ahead of Barrett.

1. Stuart Wells III	6-3-5-3-1-2
White Bear	36.1 points
2. Brad Robinson	4-2-1-2-4-11
Minnetonka	39 points
3. Nat Robbins	3-1-2-1-7-12
Minnetonka	39.7 points
4. Harold Allen	2-6-3-4-2-17
Minnetonka	54.4 points
5. Peter Barrett	1-7-6-6-13-1
Pewaukee	55.4 points
6. Skip Johnson	12-15-11-7-3-6
White Bear	98.4 points
7. Kay Larkin	10-12-12-8-14-14
Lake Geneva	106 points
8. Bruce Conley-Chuck Kotovic	21-15-7-12-5-16
Pewaukee	111 points
9. Will Perrigo	9-19-8-23-11-7
Pewaukee	113 points
10. George Hill	11-13-22-13-25-3
White Bear	119.7 points

43rd WESTERN MICHIGAN REGATTA

The following are the results and facts about the 43rd Western Michigan Regatta held on Spring Lake, Michigan, August 9th through August 13th.

Ken Kornoelje won the first and second races in heavy air with a 1971 Johnson, Ward Section and a crew of 3.

Paul Wickland won the 3rd and 4th races in light to medium air with a 1968 Melges, Alspar section and a crew of 3.

Dave D'Alcorn won the final race in light air with a 1970 Johnson, Woodspar and a crew of 4.

Ken Kornoelje won the Howard Boxter Trophy for his victory in the 1st race. He also won the Muskegon Chronicle Trophy for overall winner. The crew of the overall winner was presented the Barrie Bricker Memorial Trophy. Dave D'Alcorn won

the Gibson Memorial Trophy for his victory in the final race.

Muskegon Yacht Club will host the 44th Western Michigan Regatta on August 1, 2, 3, and 4, 1973.

A total of 19 boats participated, with the following results:

1st - Ken Kornoelje	14. points	Spring Lake
2nd - Paul Wickland	28. points	Muskegon Lake
3rd - Mike Huck	35.7 points	Crystal Lake
4th - Dave D'Alcorn	39. points	Muskegon Lake
5th - Larry Price	47. points	Muskegon Lake
6th - Pete Price	55. points	Muskegon Lake
7th - Brian Brereton	62. points	Crystal Lake
8th - Allen Ernst	77. points	Muskegon Lake

**OFFICIAL
BUSINESS**

**NOTES ON SIGNIFICANT RULES CHANGES APPROVED BY
THE BOARD OF DIRECTORS NOV. 10, 1972 IN DETROIT**

1. Hull design - A table of offsets will be prepared for the Johnson and Melges hulls and licenses issued to them to produce hulls from their respective molds. Any hull produced from a licensed mold would be legal. Molds could be changed by a builder to bring hulls closer together but not farther apart. Any fiberglass boat would have to fit within the same restrictions.

2. Spinnakers - No rule change. Two spinnakers of any size and shape will continue to be allowed. The Soling reaching spinnaker is therefore legal.

3. Jibs - No jibs will be measured from an official pattern (as has been done unofficially for several years). No change in size or shape is contemplated. Clew boards will be allowed in jibs of a size and shape to be agreed upon after consultation with the sailmakers.

4. The ILYA Spinnaker right-of-way rule was adopted for use in 1973. The concept of a 20% penalty for a foul, instead of total disqualification, was approved with final action to be taken at the Spring Directors Meeting.

Stuart W. Wells,
Rules Committee Chairman

EDITOR'S COMMENT:

The format and content of the NCESA Reporter were reviewed and evaluated by the Board of Directors at the Detroit meeting of November 10, 1972. The overall cost of this publication has become critical in budget considerations for the NCESA operation because it represents the single largest expenditure.

A brief analysis of past content revealed a lack of in-depth coverage concerning the various regional regattas (please note that this issue is singularly successful in this respect) and there were comments on the need for additional "local" news. "Local" news is difficult to define - all agreed that it did not mean reporting "whose wife baked the pies for the Friday night party" and all agreed that people sailing out of Tom's River or Little Egg really wouldn't be fascinated to learn how the Pewaukee or Muskegon guys finished on any specific Sunday Morning Club Series Race.

The analysis did show that over twenty "top-drawer" "How-to" articles by top competitors have appeared in the past eight years and that adequate coverage has been given to Meeting Reports, proposed legislation and rule changes (i.e. aluminum spar), Championship Regatta information and coverage, Policy statements and an abundance of remarkably good photography.

The physical format of various class publications was reviewed and after deliberation the Board recommended that the existing Reporter format be maintained for the coming year but that efforts be made to reduce costs where feasible.

As editor since the Reporter's inception I would like to take this opportunity to make the following comments:

The lack of "local" or "personal" news is simply the failure of individual sailors to volunteer and make information available to this publication. We realize that only a token effort has been made over the past years to solicit news or information of any category from the individual membership but from here on please don't be reluctant to send your individual observations, achievements, disappointments or tuning inventions to The Reporter, c/o Ted Brennan, 1316 Chestnut, Wilmette, Illinois 60091.



ADVANCE NOTICE!

JULY 22-23, 1973

**ALL SAILORS ARE INVITED TO ATTEND THE NCESA SANCTIONED
MUSKEGON-CRYSTAL TORCH LAKE
INVITATIONAL REGATTA**

4 RACES

TO BE HELD AT

4 RACES

Beautiful TORCH LAKE, MICH.



The Protest Corner

September 18, 1972

Mr. Robert H. Cole
426 East Lake Road
Hammondsport, New York 14840

Dear Bob:

On behalf of the National Class E Scow Association, and for myself, I would like to thank you and all those at the Keuka Yacht Club who worked so very hard in putting on the successful Championship Regatta which we just recently completed. After having visited your beautiful area I am even more sympathetic to the great efforts you made and the appre-

hensions you had resulting from the severe flooding this season. I think all your members deserve a sincere tribute for all that was done. As I expressed in our meeting, and I wish to express again, we are most indebted to all those women who worked in providing breakfasts, lunches and dinners. Meals are always a problem at regattas, but this group did it with zero problems for the sailors; on the contrary, each meal was a pleasure.

Keuka Lake and its surroundings are certainly a beautiful setting for our event. Never having visited this area before, I was most impressed with what I saw. I sincerely hope that we will have the opportunity to be invited back again.

My congratulations to you and to the whole group and many, many thanks for your fine efforts.

Sincerely,

Nathaniel Robbins, Jr.



1972 Keuka Championship starting line - last race. Photo taken by one of Bob Cole's neighbors.
(Ed: This is reproduced from an enlarged color print, accounting for the dark quality)



BY BUD MELGES



Thank God for little favors! For, if we had not won the Soling Trials, the trip home from San Francisco might have been the longest drive of my life.

The boat speed we mustered during those trials had to be due to the fact that our competition with Bruce Goldsmith throughout the winter months and early summer was for real in establishing who is the fastest in the world. Most everyone knows that Bruce and I split the regattas throughout this tune-up period; and our ability to put it together at the final trials is a credit to Bill Bentsen and Bill Allen for their dedication and outstanding general organization, which allowed us to peak at the right time.

It was necessary for us to recharge our batteries after 1964, where our primary goal was to get to the Olympics with very little thought given to bringing home the Gold. This time, we felt the need to qualify could not be played down; and Bill Bentsen and I were determined to be cranked for the final games.

Prior to arriving in Kiel, Schilksee, all 1972 American Olympians assembled in Washington, D.C. at the Twin Bridge Marriott. Each of us received a camera to record all of the fun times we were to have. We were then outfitted in a traveling and parade uniform, suitcases, shaving gear, etc. The uniform and all gear received is most impressive.

Paul Smart, Chuck Kober, and Dick Sterns organized a charter flight to Paris with an evening at the Orly-Hilton and a Sunday Tour of Paris. To say the least, the "kid from Zenda" was much impressed with the likes of Napoleon's Tomb, the Arch of Triumph, Venus, and the Mona Lisa.

Sunday evening we boarded a plane for Hamburg and arrived about 1:00 a.m. Monday, August 21st. The Olympic Yachting Village was truly impressive with its organizational lay-out and the architecture in general. All teams stayed either in two fourteen-floor highrises or bungalows within walking distance of the mooring area. I found no hangups in any of the German organization. The boat measuring went smooth as silk, even though TEAL had to be altered in her keel width. Our class officer was most helpful, as were the many hosts and hostesses lending a hand throughout our entire stay. The mess hall offered the very best in German food, with Wienerschnitzel heading the list.

Our first days of tune-up with our trails horse, Bruce Goldsmith, were in typical Kiel conditions: heavy wind, rain, and a wild sea. There were, however, a few sunshiny days with light wind -- a telltale of what was to come. I have only one complaint about the race procedure, and that was the fact that the one minute rule was in effect on the first start and that there would be no individual recall.

The first race started in about 8 miles of wind. The starting line seemed extraordinarily long with a favored pin end, which we fought for and won. We sailed 100 yards on a starboard tack, crossed the fleet, and sailed a long port, then approximately one-half mile starboard to the windward pin, where we crossed Stig Wennerstroem. A sampling of our off-wind speed showed up in this first race, opening up a quarter of a mile on the two reaches and then literally sailing away from the troops and winning by 6-1/2 minutes over Wennerstroem of Sweden and Miller of Canada. Elvstrom was well back until the leeward leg, wherein he picked up ten or twelve boats to finish seventh.



The second race was a carbon copy of the first with the left side being very strong. Wennerstroem and the Russian worked out in front; we were eleventh at the first mark. Elvstrom was again well back. We ground steadily through the pack to finish second to Wennerstroem, with Canada again third.

The third race, Elvstrom started the fleet at the port end with the left side of the boat course being most productive. We arrived at the windward mark behind Elvstrom in eighth place; Spain and Brazil were out in front. We passed Paul on the first reach and moved up to fifth place at the leeward leg. On the second weather leg, we got in the ball game, as did Paul. By the time we were three-fourths of the way on the second beat, we were within two boat lengths of first. Paul and the Spaniard were alternating, and Brazil was content tacking on us or under us approximately eight times on this weather leg. Without this harassment, I believe we would have finished first. As it ended up, Elvstrom was first, Spain second, we were third, Brazil fourth, and Canada eighth. Wennerstroem, with a bad race, was sixteenth or worse. During this race, we experienced winds up to 15 m.p.h.

At the start of the fourth race, with conditions similar to the third one, Elvstrom and we were at the lee end with Prince Harald. For the first half of the leg, the right side paid. We rounded the windward mark in eighth spot. Paul forced himself into striking the windward mark twice and was immediately behind us. Our position was maintained on the two reaches. On the second weather leg, we had brilliant success on wind shifts; and we arrived at the windward mark fourth, with England, France, and Canada in front. Elvstrom was fifth, and Wennerstroem eighth. In the last beat, we got TEAL cranked up, passed the Frenchman, and were working very hard on the Canadian when I spotted a chance for all the marbles. I elected to shoot the right-hand upper corner going into the finish line. The left side went very big; we dropped back to fourth behind Canada by only one second. France was second, Oakley of Great Britain first, Paul fifth.

In summary of the first four races, winds averaged approximately 12 m.p.h., with a high wind of not quite 20, and the low wind at 6 m.p.h. After two rest days, we went back to work with what looked to be typical Kiel weather. The miserable tow against a large sea for one hour and forty minutes was not my idea of excitement.

For the first time, we chose our heavy-weather main and had to go with our light-weather jib as the wind definitely dropped prior to the scheduled 11:30 start. Elvstrom, Wennerstroem, and Miller were all at the Committee Boat. We chose the middle, and a head of steam and a bit of a windshift with five minutes to go put us on top of the fleet early in the race. We rounded the windward mark with three boat lengths and again had a one-fourth mile at the leeward mark. Winds were 12 to 15 m.p.h. On the first windward leg with very little backstay, we had tremendous pointing ability; but the boat felt "cranky." By applying some mast bend the second time up, she came alive; and we won with quite a substantial lead in a wind that had now died to about 10 m.p.h.

Towing to the start of the sixth race, the wind appeared to be back in -- identically to the fifth race -- with a large, bumpy sea. Again, the wind appeared to be decreasing by the time of the start, so we returned to our light-wind sails. We chose to defend the left side of the boat course and stay close to Wennerstroem. We arrived at the windward mark in twelfth

place with Wennerstroem eleventh, Miller in fifth. If the race stayed, we had our Gold Medal without sailing a seventh race. Our reaches were not outstanding, as the wind was dropping rapidly. The second weather leg, we rounded the windward mark in seventh place; Wennerstroem was in sixth, Miller of Canada was leading. A few puffs, a couple of jibes, and we felt to be in fourth place with Sweden well back. At this time, the wind completely fell away -- a puff here, a puff there -- and the fleet turned completely around with the last place boats sailing up into first. Sweden moved to fourth or fifth, with TEAL well back. The situation was not bright, but luck was with us as it appeared to be from time to time throughout the series. The race was called with one weather leg yet to go. In this race, Elvstrom fouled the Frenchman; he was also protested from the fourth race; and he elected to return to Copenhagen.

The day of the sixth race was a traumatic day for Elvstrom; but it was also the day that, upon returning to the harbor, all flags were at half mast. We learned of the horrible terror that was taking place in Munich. We had a day of mourning, and returned to the water on September 7 to again try for the sixth race. We had fog and no wind. For three hours, we played Frisbee with our U. S. Dragon and many of the other countries who were intrigued with our saucer routine. At approximately 2:30, they called the race off for the day. In so doing, we won our Gold Medal.

The following day, we went out in what looked to be typical Kiel conditions with our heavy main and our light jib. The wind dropped away, but we still maintained good speed. Sailing the first windward leg in 7 m.p.h. winds, we thought we would be second; but at the mark, we dropped to fifth. On the first reach, by staying away, we dropped to eighth. The second reach was fantastic, and we moved up into fourth -- three boat lengths out of first. We sorted our way quickly on the second weather leg, grabbed the lead midway, and continued on to a two-block lead at the finish over Prince Harald.

In summary, I think the lay-out of TEAL allowed us to make adjustments in the light air for every condition without disrupting crew position or rocking the boat. All of our tacking, jibing, and the basics practiced at Lake Geneva proved fruitful in the smoothness of our crew. It is, however, with deep disappointment that the two Bill's and I felt cheated that we did not have Kiel conditions in order to test our techniques with the Europeans, and especially Paul Elvstrom.



PHOTOS BY DIANE BEESTON

Eastern Class E Sloop Association Championship

Little Egg Harbor Yacht Club, August 3-5, 1972

Dick Wight, Manasquan River Yacht Club, successfully defended his ECESA Title in the toughest and closest Championship Regatta in many years. Sailed on Little Egg Harbor Yacht Club's classic Olympic Course in winds varying from 15 to 30 knots, Cliff Campbell, Mallory Champion and former title holder from Tom's River, won two of the races, and Craig Bradley, Lake Hopatcong, Walter Smedley, former Commodore sailing from the host club, and Bob Armstrong out of Metedeconk River, each won one.

At the end of the second day, with three races completed, Dick Wight held a thin 1.7 point margin over local sailor Jim McGowan, and 6.7 points over Campbell and Gary Sayia, a new sailor from Seaside Park Yacht Club. Campbell's win in the fourth race put him ahead by 1.3 points, but a fourth place in shifty last race coupled with Bob Armstrong's strong second and first in the last two races, dropped him to third behind Armstrong, with Dick Wight's steady second place pulling him back to first overall by 2.7 points.

In these heavy, and at times blustery, conditions, the local salt water sailors dominated the competition. The older sailors, many of whom have been sailing these waters since the early thirties, included National Champion Runyon Colie, 12th, Cliff Lewis, finishing very strong with two 3rd's for 6th overall and Walter Smedley in 5th, Fred Slack in 7th and Jim McGowan in 10th. Heartening is the appearance of the younger sailors of which Dick Wight is typical, including Bob Armstrong at 2nd, Gary Sayia at 4th, Craig Bradley in 8th, Doug Galloway from Little Egg Harbor in 9th and many more down through the fleet. Craig Bradley and Jim Hallahan from Keuka Lake are particularly noteworthy as the only two lake sailors in the top twelve.

These five tough races offered some interesting observations on the modern "E" scow and its new aluminum rig:

-- In 33 boats, five of which did not sail the 25-30 knot fourth race, there were only 7 capsizes, of which 4 were swamped and could not finish.

-- Three capsized boats were righted by the crew and continued: one was the only wooden mast, one was a sealed aluminum mast, and the third was a remarkable rescue job by Bob Cole. He went over with his parachute, but trapped enough air to keep the rig afloat long enough for the crew to pop it up.

-- There was considerable equipment failure, particularly associated with the new aluminum masts. Jim McGowan's was serious enough to force him to retire from the fourth race while in second position. Halyards and stays were parting, and particularly troublesome were the goose neck tracks and spinnaker pole tracks which came loose from the mast.

It seems clear, however, that the aluminum rig is more adaptable to varying conditions, and is easier to sail under extreme conditions. Eight casualties out of 149 starts are considerably fewer than one would have expected with the swivel wood mast. It remains to develop a practical means of floating the aluminum rig. We would then have the best of both worlds.

1ST RACE - MODERATE-STRONG SSW, 15-20 KNOTS.
2ND RACE - MODERATE NNE, 15 KNOTS.
3RD RACE - MODERATE ENE, 15 KNOTS.
4TH RACE - STRONG NE, 20-25 KNOTS.
5TH RACE - MODERATE NE, 15 KNOTS.

1	DICK WIGHT	2	-	2	-	13	-	4	-	2	36
2	BOB ARMSTRONG	3	-	4	-	16	-	2	-	1	38.7
3	CLIFF CAMPBELL	6	-	1	-	14	-	1	-	4	39.7
4	GARY SAYIA	5	-	6	-	5	-	7	-	5	54.7
5	WALT SMEDLEY	9	-	13	-	1	-	11	-	10	67
6	CLIFF LEWIS	11	-	10	-	17	-	3	-	3	67.4
7	FRED SLACK	8	-	8	-	4	-	9	-	11	68
8	CRAIG BRADLEY	1	-	17	-	25	-	5	-	6	75.7
9	DOUG GALLOWAY	12	-	9	-	2	-	15	-	17	80
10	JIM MCGOWAN	4	-	7	-	3	-	DNF	-	14	85.7
11	JIM HALLAHAN	10	-	5	-	24	-	10	-	8	86
12	RUNYON COLIE	7	-	3	-	12	-	DNF	-	13	94.7
13	ART SIMONS	28	-	12	-	9	-	12	-	7	98
14	BOB STURGILL	17	-	16	-	6	-	14	-	18	100.7
15	GEORGE DRAWBAUGH	20	-	15	-	7	-	20	-	15	107
16	DICK TURNER	13	-	DNF	-	19	-	8	-	12	115
17	BOB COLE	19	-	21	-	8	-	25	-	19	122
18	ART STITZINGER	14	-	23	-	10	-	17	-	DNF	127
19	JOHN KADIMIK	23	-	22	-	18	-	18	-	20	131
20	TOM BUCK	25	-	24	-	30	-	13	-	9	131
21	IRV SPEAR	16	-	14	-	22	-	19	-	DNF	134
22	GUS BAKER	18	-	11	-	11	-	DNF	-	DNF	136
23	JACK MANNING	DNF	-	26	-	26	-	6	-	16	136.7
24	KEN RAND, JR.	30	-	27	-	20	-	16	-	21	144
25	TOM WISS	22	-	20	-	15	-	DNF	-	DNF	153
26	JOHN CHRISTIE	15	-	25	-	23	-	DNF	-	DNF	159
27	MARYBELL MASCHAL	24	-	19	-	21	-	DNF	-	DNF	160
28	SKIP SHIPMAN	26	-	18	-	31	-	23	-	DNF	161
29	BILL GROFF	27	-	28	-	27	-	22	-	DNF	167
30	PHIL MC HENRY	29	-	29	-	29	-	21	-	DNF	171
31	DOUG JONES	31	-	30	-	32	-	24	-	DNF	180
32	TOM KENNY	21	-	DNF	-	28	-	DNF	-	DSQ	182
33	DAVE GOLDEN	DNF	-	31	-	33	-	DNF	-	DNF	193



12th Annual Muskegon Y.C. Invitational

July 22-23

1st Race

The winds for the first race were from 20 to 25 with heavy puffs out of the southwest. Steve Fuller from Spring Lake, Michigan won the first race with Larry Price from Muskegon a close second. Pete Price, also from Muskegon, crossed the line third. It was more survival than a race, with seven of the starting twenty one boats not crossing the finish line.

2nd Race

The winds calmed considerably for the second race, which was won by a veteran skipper sailing with a wood spar. Dave D'Alcorn from Muskegon crossed the finish line first, with Mike Huck from Crystal Lake second, and Pete Price from Muskegon a close third.

3rd Race

The Sunday morning race was sailed in southwest winds from

10 to 15 under ideal weather conditions. The wind held steady throughout with Larry Price shooting through for the finish gun with Mike Huck second, and Gary Verplank from Spring Lake third. Pete Price was holding a solid second about 200 yards from the finish line when his jib halyard broke.

4th Race

For the afternoon race, the wind never changed, but a threat of thundershowers closed out the sun and blue sky. Pete Price, with a new jib halyard, came through for the finish gun ahead of Dave D'Alcorn and Mike Huck.

A total of 21 boats enjoyed the two day regatta sailed under ideal conditions on a beautiful lake, which comes by the name (Crystal) naturally.

Three boats from Cowan Lake, Ohio were present and hope to become a member lake in the NCESA.

YACHT NO.	SKIPPER	1ST RACE	2ND RACE	3RD RACE	4TH RACE	TOTAL POINTS	REGATTA STANDING
S-7	B. BRERETON	10	6	9	5	52.7	8
CR-13	S. WYNKOOP	DNF	8	13	10	76	12
CR-21	B. WYNKOOP	11	13	15	11	74	11
CR-30	M. MORENCY	DNF	14	11	16	86	15
CR-81	M. HUCK	6	2	2	3	23.4	2
CR-110	E. SCHINDLER	4	7	6	7	45.7	5
CR-323	H. MCCLURE	DNF	11	14	13	83	14
CR-505	A. ERNST	8	5	10	6	51.7	7
CA-11	T. KLABAN	DNF	18	16	12	91	18
CA-13	C. BACK	13	16	18	15	86	16
ID-1	J. SARGENT	DNF	19	17	DNF	102	21
MU-1	G. MARCHIDO	14	17	21	DNF	97	19
MU-2	H. CHAFFEE	9	12	12	14	71	10
MU-3	D. D'ALCORN	7	1	5	2	26	4
MU-12	P. PRICE	3	3	7	1	24.4	3
SL-13	L. PRICE	2	4	1	4	19	1
SL-22	P. WICKLAND	5	9	4	9	48	6
SL-1	S. FULLER	1	DNF	8	DNF	68	9
SL-18	H. KNAPE	12	15	20	17	88	17
SL-8	G. VERPLANK	DNF	DSQ	3	8	77.7	13
SL-10	B. BOWEN	DNF	10	19	DNF	99	20



1972 BLUE CHIP REGATTA

pewaukee lake, wis.

BY SAM MERRICK

Bill Allen, fresh from crewing for Bud Melges in his successful gold medal Soling campaign, won the E Scow Blue Chip Regatta sailed September 23-24 on Lake Pewaukee, Wis. It was one of these week-ends that the Lake's east-west axis needed a ninety degree turn so that windward legs could enjoy southerly breezes not so influenced by imminent shorelines. Although conditions were as flukey as Pewaukee can be, the five boats at the top of the fleet demonstrated how class will out. Skip Johnson in fifth place with 35.4 points, averaged better than fourth in the five race regatta, while Allen in first with 28.4 averaged just about third. Between them was Danny Bowers, Dennis Conner (the mystery guest and World Star Champion) and Stu Wells. Conner, incidentally, had learned more than a thing or two about scows during several days of tutelage from Peter Barrett prior to the regatta. Sailing Barrett's boat (named Alexander Hamilton - hardly a she), Conner won two races so that he went into the final all but tied for first with Allen. As it was he got a third overall and thus placed better than all the other non-scow mystery guests in the seven year history of the regatta. There were fourteen high powered scows on the course, without the benefit of any of the five eastern boats which were invited but which were unable to make the trip -- this was therefore, a Minnesota-Wisconsin-Michigan affair.

First ten finishers: (1) Bill Allen, 28.4; (2) Danny Bowers, 33.7; (3) Dennis Conner, 35; (4) Stuart Wells, 35.1; (5) Skip Johnson, 35.4; (6) Bob Zak, 51.7; (7) Roy Morduant, 65; (8) Harold Allen, Bill Butz, 76; (10) Ken Nornoelje, 78.

First Race. Light South Wind. Course, olympic plus a leeward-windward round trip. Allen worked the shifts and got off to a lead he never relinquished. Wells and Bowers followed but both faded on the reaches. Bill Butz, using a Soling chute instead of the conventional scow reacher went from seventh to second in a demonstration of how good these sails can be. Butz held his second place upwind and then down again only to get passed by Wells, Johnson, and Bowers on the final beat to windward amid the playful zephyrs of Pewaukee. Thus four of the five top regatta finishers were already in position.

Second Race. Wind southeast light; course, olympic plus a second triangle. Those that sensed the thirty degree windshift might make a difference went for the east shore and made out, so that Bob Zak, Ed Schindler and Skip Johnson led the fleet at the windward mark with some to spare over Butz, Allen and Wells. The leaders, except for Schindler, got the breaks so that the fleet divided into two pieces. By the end of the triangle, Zak and Johnson were well ahead - a pattern for the rest of the race. By this time the wind had increased to around 12 and patches of blue sky gave some brilliance to the scene. Conner made his first good showing by switching to the south shore and gaining enough ground to challenge Wells who held on to third. The combination, Zak, Johnson, Wells, was a White Bear Lake victory parade. Conner was fourth to finish and then Bowers, who had struggled up from the tank after having to be recalled after the start.

Third Race. Wind south, light to moderate; course, same as first race. The benefits of the south shore returned now that the wind had veered so that Zak and Johnson playing the east shore (trying repeats) got badly tanked. Roy Morduant made it around the windward mark in first place, but died on the reaches along with Schindler, who was third. Butz, in second at the first turn landed at the jibe mark in first. Somehow Conner and Wells managed to get clear of the shambles at that turn and rolled over Butz. Conner used a Soling chute and looked fast on this leg until the wind came in ahead so that a reacher was better. Wells chased Conner on the second beat and rounded four boat lengths behind. Both were well ahead of the rest of the fleet. Wells gained on Conner steadily on the run, but Conner found a wind streak just before being passed and pulled ahead again. Conner did a good job of covering despite the shifts for the rest of the race and won. Allen was third. This was the end of Saturday's racing. Wells with his consistent two seconds and a third looked hard to beat. Allen with a first, third and sixth was next.

Fourth Race. Wind southwest, light; course, windward-leeward 2-1/2 times. Pewaukee is toughest with this wind because the windward legs end up under the trees. Conner showed his talent and coolness under fire of the windshifts to get around the all important first mark first by four boat lengths, ahead of Johnson, Bowers and Allen. The fleet spread out on different jibes but gathered again with Conner stretching his lead and Allen passing Bowers. Allen got down to business on the windshifts and gained to within two lengths of Conner at the end of the second beat. Better spinnaker work by Allen kept him going right by Conner so that the final leg looked like an Allen victory in the making. However, the problem of covering in windshifts was enough for Conner to sneak through with some estute skippering. Allen just about held second over Bowers, and in so doing took over the regatta lead from Wells who had dropped to sixth, in the race and third in the regatta behind Conner.

Fifth Race. Same wind, same course as fourth race. Peter Barrett stunned the opposition with a start that skinned the Committee boat at seven seconds and the bows of four or five packed windward end starters and then trimmed in at the gun! He didn't stay up there. Allen continued the momentum he had been generating in the fourth race by doing a beautiful job with the windshifts and working out a lead of about eight lengths at the first weather mark. Morduant picked up a beautiful lift by shifting to port early and sticking to the north shore until fortune smiled. He rounded second ahead of Bowers and then Conner. Conner's chance of winning the regatta died on the spinnaker run. Allen and Morduant started the second beat very much in the clear and left a struggling group of eight to untangle themselves. Morduant again played his port tack caper and again was successful by landing ahead of Allen who was being more conservative on top of the rest of the fleet. Bowers also took Allen with a wild shift just before rounding the pin, but Allen repassed him on the run. The final windward leg began Morduant, Allen, Bowers and ended Bowers, Morduant, Johnson, Allen. But Allen had the regatta locked up with Wells in sixth and Conner in eighth.

KEUKA CHAMPIONSHIP REGATTA

By Sam Merrick

Under conditions of natural beauty not easily surpassed, the 14th Annual National Regatta for Class E Scows was held September 7, 8, and 9 on Keuka Lake, deep in the heart of New York's finger lake district. Harold Allen, Lake Minnetonka, Minn., emerging from the shadow of older brother and often Scow Champion, Bill (away helping Bud Melges win a Gold Medal at Kiel), put together a top flight performance in widely varying conditions and edged out Peter Barrett (Lake Pewaukee, Wis.) by a narrow two in the first five olympic scoring points. Allen's victory, along with four other finishers from his part of scow country, extended another year the dominance of Minnesota sailors over the rest of the class, 52 boats competed.

Keuka Lake is something special. Some 40 miles long and never more than 2 wide, formed like a squeezed Y whose arms are nearly parallel, lying along a 20-200 degree axis and bordered by an irregular gullied ridge 400 feet high along its western edge, Keuka Lake is capable of producing plenty of frustration for contestants and course setters alike. But it behaved pretty well for the first and third day and failed the second day only because a slowly approaching high killed all but a few wondering zephyrs. A magnificently hospitable and hard working host club, backed up by the product of the surrounding vineyards, more than made up for the occasional lunacies of the breezes.

September 7 - First Race. Wind 10-14 centered at 210; course, a somewhat abbreviated olympic-type with the first reach longer than the second. Peter Barrett got a beautiful start, played the shifts well, managed a five-boat-length lead at the windward mark, was able to stretch this on the reaches clear of the multitude, got the benefit of increasing wind on the second beat, and won going away - easy! Ed Chute, a younger newcomer to the national scene, came in second, giving notice that still another Minnetonka sailor was ready to give trouble. Stu Wells from White Bear Lake (Minn.) and one of the major powers of the Class, finished third.

September 7 - Second Race. Wind 8-10 centered at 200 but shifty; course, full olympic with the first reach again longer than the second to accommodate the shape of the lake. Once again Peter Barrett got clear at the start despite a last minute 15 degree shift at the leeward end of the line making it impossible to clear the mark on the starboard tack. Irv Spear, of the local fleet, and Allen also got clear and were able to fathom the windshifts and get to the windward mark in that order, behind Barrett. At the end of the two reaches, Barrett was still ahead, but closely pressed by Art Simons of Columbia, S.C., who had handled his spinnaker beautifully, to pass both Spear and Allen. These three, Barrett, Simons and Allen, well clear of the rest of the fleet, then put on a tremendous battle for first place. Thirty degree shifts several times accounted for the first and third boats exchanging position. The last such switch resulted in Allen rounding the windward mark, first followed by Barrett, then Simons. Again Simons gained on spinnaker work, this time at Barrett's expense, so that it was Allen, Simons and Barrett going into the final windward leg on which a veered wind made the starboard tack predominant with little opportunity for a change in position. They finished in that order, followed by Spear and then another "heavy", Nat Robbins, from Lake Minnetonka.

September 8 - A lost day! The morning race ran through the time limit with Stu Wells having a huge lead 500 yards short of the finish. Barrett was again in a placing position until he suddenly found himself with spinnaker up unable to keep clear of Cliff Campbell close-hauled on the same tack. He promptly withdrew and was thus able to relax on the yacht club lawn while watching (no doubt with some pleasure) the agonies of the rest of the fleet in a fading breeze. Ed Chute had again showed his skill in getting away from the pack and had a firm hold on second place when the three guns sounded for the time limit.

After a long wait for wind, another effort for a race destined for failure started at 4 p.m., with a 6-8 mile breeze, which held for most of one windward leg. After a period of calm and occasional wind streaks, another good period of air preceded total collapse. By this time the fleet was in shambles. The Committee abandoned the race without waiting for the final hour of the time limit.

September 9 - Third Race. Wind 15-18 at 10 degrees; course windward-leeward 2 1/2 times. The cold front had arrived and the wind gradually freshened. Allen, Chute and Barrett climbed out of the pack to round the first mark in that order. Wells rounding tenth put on a real show and moved up to third place behind Allen and Barrett at the leeward mark. Such leeward legs in strong and shifty winds afford great opportunity to get speed out of a scow by effective choice of jibes and frequent recourse to favorable angles of attack. Allen had a 30 second lead at the leeward mark which he stretched to nearly two minutes going to windward, and then stretched to 3 3/4 minutes on the third beat to the finish. Barrett held his second place, with third going to Roy Morduant of White Bear Lake.

September 9 - Fourth Race. Wind 20-25, centered at 10; course again windward-leeward 2 1/2 times. This was the last race, since it had been decided to sail no more than two races the final day despite the aborted races of September 8. At this point, Barrett had a 3 point Regatta lead over Allen. Wells, Robbins, Chute and Morduant had only outside chances to overtake the leaders. Mike Meyer (Pewaukee) lead the parade at the first windward mark over Morduant and Art Simons. At this early stage Barrett was fifth and Allen seventh, so Barrett was looking in good shape, particularly with Allen dropping another place at the leeward mark. But then Allen took off. He climbed up the windshift ladder through all seven places, finally nipping Wells just before rounding the windward mark when Stu chose the windshift rather than the cover, Barrett had sagged to tenth so Allen looked golden with only two legs to go. The leeward leg was wild with heavy gusts bringing the first ten boats together at the mark for last minute jibes in close order. Allen was again in first place with seven boats between him and Barrett -- his problem was to stay ahead of Barrett in a bonus point position. He finished fourth to Barrett's seventh and thus became NCEA Champion for 1972, Ed Schindler (Crystal Lake, Mich.) caught Wells at the finish. Morduant, with an all-girl crew, demonstrated for the second time in the day that he could perform under conditions requiring maximum poise and strength from all hands and grabbed third place.

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Three items are worth mention:

(1) For the first time, a small and flat parachute became the "second spinnaker" measured in by a number of skippers, rather than the traditional reacher which looks like a genoa set on the spinnaker pole. The sail in question is similar to what in Soling parlance is called "mini-mini". Pete Barrett especially used this sail to good advantage in light air. Whether this sail, now legal under the class rules, will be prohibited or whether more than two spinnakers will be permitted to be measured in will be the subject of winter discussion and decision.

(2) Aluminum spars are no longer a subject of controversy

as a destroyer of the one design principle. Fittings and minor structural changes have stabilized on a plateau of acceptance. A great deal of progress has been made in the adoption of clear and updated specifications and scantlings, and peace reigns in the class.

(3) Whether influenced by Women's Lib or by the younger generation's less staid behaviour, the female is making advances among (not upon) E Scow crews. No less than 31 such persons are sprinkled among what used to be a largely all-male preserve; and lo, there is Roy Morduant demonstrating beyond question that the boats can be handled in extreme conditions without benefit of male muscle.

FINAL STANDINGS

PLACE	BOAT NO.	NAME & CLUB	1ST	2ND	3RD	4TH	TOTAL POINTS
1	M-5	HAROLD ALLEN-MINNETONKA	6	1	1	4	19.7
2	V-111	PETE BARRETT-PEWAUKEE	1	3	2	7	21.7
3	M-9	NAT ROBBINS-MINNETONKA	5	5	3	5	35.7
4	W-67	STU WELLS-WHITE BEAR LAKE	3	11	6	2	37.4
5	W-11	ROY MORDAUNT, JR.-WHITE BEAR LAKE	4	15	4	3	42.7
6	CR-110	ED SCHINDLER-CRYSTAL	7	17	20	1	62
7	MR-1	RICHARD WIGHT-MANASQUAN	11	10	7	14	66
8	M-4	RUNYON COLIE, JR.-MANTALOKING	10	8	17	8	67
9	MR-16	HENRY BOSSETT-MANASQUAN	8	18	5	17	72
10	SC-77	ARTHUR SIMONS-COLUMBIA	33	2	8	6	76
11	MA-111	DAVID LOUGHRAN-MANTOLOKING	23	22	10	10	89
12	CH-5	DICK TURNER-CHAUTAUGUA	15	20	11	21	91
13T	SL-13	LARRY PRICE-SPRING LAKE	12	19	28	9	92
13T	SL-22	PAUL WICKLAND, JR.-SPRING LAKE	24	12	16	16	92
13T	T-17	CLIFFORD CAMPBELL-TOM'S RIVER	19	13	14	22	92
16	M-51	EDMUND CHUTE-MINNETONKA	2	6	DSQ	12	94.7
17	V-77	MAYNARD MEYER-PEWAUKEE	26	21	12	15	98
18	HO-29	GEORGE DRAWBAUGH-HOPATCONG	32	7	33	11	107
19	W-30	SKIP JOHNSON-WHITE BEAR LAKE	16	9	9	DNF	110
20	KU-5	IRVEN SPEAR-KEUKA	27	4	27	33	113
21	S-1	GARRET SAYIA-SEA SIDE PARK	9	16	13	DNF	114
22	T-1	THOMAS KENNEY-TOM'S RIVER	25	24	25	23	121
23	MA-18	L. CLIFFORD LEWIS-MANTOLOKING	22	12	DSQ	13	129
24	HO-13	CRAIG BRADLEY-HOPATCONG	39	29	19	20	131
25	V-3	H. COLEMAN NORRIS-PEWAUKEE	13	31	15	DNF	135
26	H-711	JOE COYNE-MENDOTA	14	26	21	DNF	137
27	L-1	J.W. MANNING III-LAVALLETTE	20	DSQ	18	24	142
28	MA-11	ARTHUR STITZINGER-MANTOLOKING	35	25	34	29	147
29	MC-1	BOB ARMSTRONG-METEDECONK	31	28	DNF	18	153
30T	MA-7	WILLIAM DE CAMP-MANTOLOKING	17	37	26	DNF	156
30T	LE-8	JAMES MC GOWAN-LITTLE EGG HARBOR	38	45	24	25	156
30T	KU-9	ROBERT COLE-KEUKA	29	23	DNF	28	156
33	BD-11	ROBERT STURGILL-BEACHWOOD	40	36	30	27	157
34	MA-1	JOHN STOKES-MANTOLOKING	43	43	23	26	159
35	LE-7	WALTER SMEDLEY-LITTLE EGG HARBOR	30	42	29	36	161
36	I-77	TED BRENNAN-GENEVA	45	41	22	32	164
37	HO-1	THOMAS H. WISS-HOPATCONG	21	35	36	DNF	168
38	KU-7	PHIL MC HENRY-KEUKA	34	40	37	34	169
39	C-21	R. WYNKOOP-CRYSTAL	28	DNF	31	35	170
40	HO-28	CLIFFORD SHIPMAN II-HOPATCONG	36	44	39	30	173
41	SL-8	KEN KORNOLJE-SPRING LAKE	18	30	DNF	DNF	176
42	KU-8	JIM HALLAHAN-KEUKA	DSQ	27	DNF	19	178
43	MU-1	GARY MARCHIDO-MUSKEGON	42	47	38	31	182
44	HO-10	KENNETH R. RAND, SR.-L.H.Y.C.	48	33	32	DNF	189
45	HO-23	JOHN KADIMIK-HOPATCONG	47	32	DNF	38	193
46	KU-3	ROBERT HAWK-KEUKA	37	34	DNF	DNS	199
47	KU-13	DOUG JONES-KEUKA	44	48	DNF	37	205
48	CH-11	C. EDWIN SWANSON-CHATAUQUA	46	39	DNF	DNF	213
49	KU-2	BRENT PENWARDEN-KEUKA	50	49	35	DSQ	214
50T	SC-22	JOE GIBBES-COLUMBIA S.C.	41	46	DNF	DNF	215
50T	CR-323	HAROLD MC CLURE, JR.	49	38	DNF	DNF	215
52	KU-6	WILLIAM NESBITT-KEUKA	51	50	40	DNS	217