

**NCESA**

WINTER 1973

Vol. 9 No. 3

## **REPORTER**

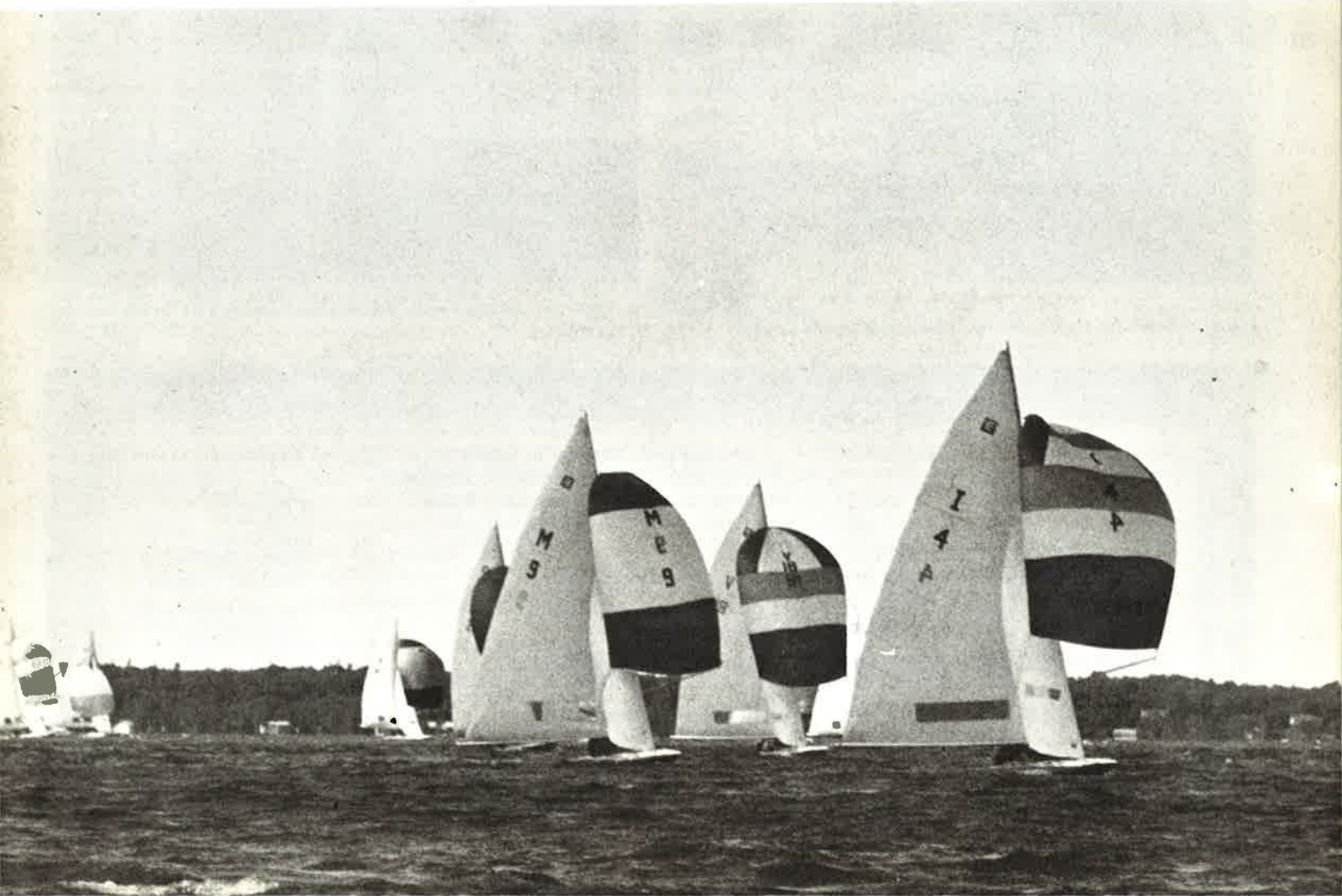
### **IN THIS ISSUE:**

- 15th ANNUAL REGATTA RESULTS and PHOTOS
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- THOUGHTS ABOUT ALUMINUM SPAR FAILURES - Sam Merrick
- AN ANALYSIS OF I-4's TRACK RECORD FOR 1973

**BILL ALLEN & CO. FRONT RUNNING WITH RETIRING COMMODORE, NAT ROBBINS & BILLY PERRIGO  
THIRD RACE, CRYSTAL LAKE - PHOTO: SAM DIX**



# A SALUTE TO NAT

All E Scow sailors pay homage and tribute to our retiring Commodore, Nathaniel E. Robbins, Jr.

Through many years Nat has been one of the greatest of the E Boat Skippers. We've all enjoyed seeing M9 leading the fleet or right up next to the leaders. Nat's record of sailing in the Inland Yachting Association circles and in National circles, has been one of the best of all time E Scow skippers.

The great strides forward of NCESA made under Nat's guiding hand are comparable to his great achievements out on the water and on the race course.

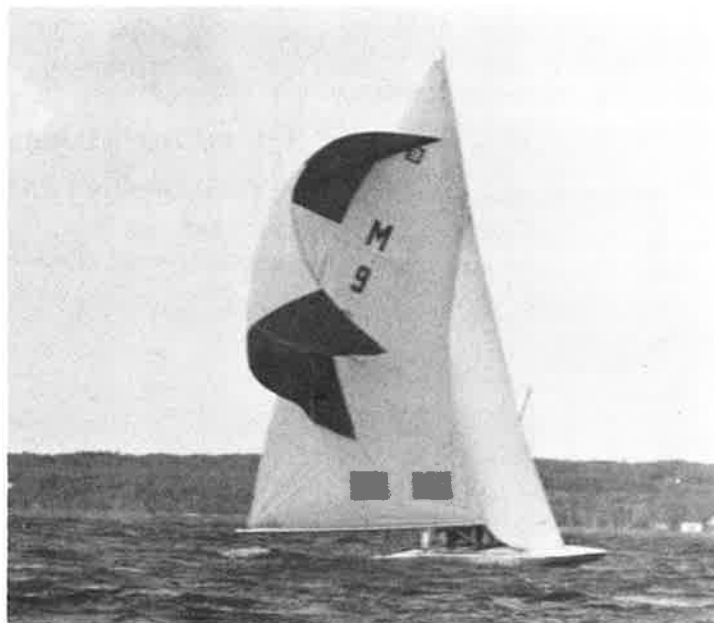
As Nat joins Walter Smedley and Mike Meyer in the ranks of past Commodore, we will all miss him, but will, hopefully, be assisted by his great judgment and his steady hand.

We also pay tribute to Twink, Nat's partner in all of his achievements -- beautiful, faithful, and one of the greatest right hands a Skipper and a Commodore could have. Nat and Twink have made a great team.

We all salute our retiring Commodore and wish him well.



NAT AT THE HELM THE YEAR HE ASSUMED OFFICE  
- REPORTER PHOTO



M-9 SYMBOLICALLY STRIKES HER CHUTE FOR HER  
RETIRING COMMODORE/SKIPPER AT CRYSTAL LAKE  
- PHOTO: SAM DIX

National Class E Scow Association  
1611 Locust Street  
St. Louis, Mo. 63103

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## THE COMMODORE COMMENTS:



**EDITOR'S NOTE** — THE ABOVE PHOTO OF OUR INCOMING COMMODORE WAS TAKEN AT THE PEWAUKEE BLUE CHIP REGATTA THIS FALL AND IT CAUGHT HARTLEY COMFORT IN HIS CHARACTERISTIC ROLE OF INVOLVEMENT WITH E SCOW AFFAIRS, WHICH RANGE FROM SAILING PARTICIPATION TO UNTIRING ZEAL IN HELPING TO SHAPE THE NCESA OVER THE YEARS. HARTLEY'S SPONSORING THE EXPERIMENTAL, ALUMINUM SPAR PROJECT "PHANTOM" IN 1966, 1967, 1968 AND 1969 WAS AN INVALUABLE CONTRIBUTION TO THE CLASS AS IT BROUGHT THE METAL SPAR'S SUPERIOR PERFORMANCE INTO DIRECT FOCUS. ALTHOUGH "PHANTOM'S" THRU-DECK STEP WASN'T ADOPTED, THE REST OF THE DESIGN WAS. WITHOUT THIS EFFORT, WE COULD BE HAGGLING TODAY WITH VARIATIONS ON A METAL THEME. HARTLEY, "WELCOME ABOARD" AND PLEASE ACCEPT THE MEMBERSHIP'S BEST WISHES FOR A SUCCESSFUL AND HAPPY TERM OF OFFICE ... YOU HAVE EARNED IT.

Once in a great while the Guard changes at NCESA. At the annual meeting in September at Crystal Lake, the E Sailors elected new Board members. They are: Dick Casper from Pine Lake, Wi., Mike Kotovik from Pewaukee, Wi., Craig Bradley from Hopatcong, N.J., and Jack Brereton from Crystal Lake, Mi. We welcome these new Board members and at the same time, we offer our thanks and grateful appreciation for the hard work and dedicated service given by those retiring Board members who are as follows: Bob Cole from Keuka, N.Y., Joe Coyne from Madison, Wi., Robert Pegel from Lake Geneva, Wi., Larry Price from Muskegon, Mi., Ed O'Malley, Jr. from Mantoloking, N.J., Brad Robinson from Minnetonka, Minn.

Your new officers are: Rear Commodore - Stu Wells from White Bear Lake, Minn., Vice-Commodore - Sam Merrick from Mantoloking, N.J., and Commodore - Hartley Comfort from Torch Lake, Mi.

Elsewhere in this issue of the Reporter, we pay tribute to the most illustrious retiree from our Board, namely, Nat Robbins, Jr. Nat has brought NCESA in great strides forward and we are deeply indebted to his devotion and loyalty and tremendous service to our Association.

The new Board will convene at its first meeting on Nov. 30th at 1:00 p.m. in the Sheraton Inn at the Detroit Metro-

politan Airport.

All committee chairmen and members and all members of the Association are cordially invited to attend this meeting which should break up sometime in the early evening so that you could return to your home that evening. It is hoped that as many people will attend as is possible, because it is only through the advice and counsel and the discussion generated by all of our members that we're able to move forward to improve the operation of NCESA in the handling and running and workings revolving around this great E Boat of ours.

The regatta at Crystal Lake, of course, is now past history, but certainly we do extend great thanks to all of the people at Crystal Lake and the Western Michigan Yachting Association who helped make this regatta such a success. According to my count, this was the third largest National Regatta which we've had, and this speaks well of the up-turn and interest in E Scow racing.

We should all mark on our calendar that the 1974 Annual Regatta will be held at Lake Murray, Columbia, South Carolina. As most of you know, Lake Murray has had a Spring Regatta, held around Eastertime, which I presume will be held again this coming year. Those of you who have sailed there before know that it's a great place to sail and with the southern hospitality that's extended to all E Sailors, we know that we'll have another great regatta come September 5th, 6th and 7th of 1974.

On behalf of the Columbia, South Carolina Yacht Club, we want to point out that each E Boat sailor who wants to score high in the National, should probably give Lake Murray a tryout at Eastertime in 1974. So put these two regattas on your schedule and plan on attending. Further details and dates will be passed on to you as they are firmed up.

To get back to the National Regatta held at Crystal Lake in September, we certainly want to congratulate Billy Allen and his great crew for their beautiful sailing which led to victory.

The biggest job your officers have now is how to squeeze out of Billy, what he does and how he does it, so that we can all learn, and maybe in 1974, some of us can give him a better race. How about it Billy, let's put it on paper so that Ted Brennan can get it into the columns of this paper and that we can share your great abilities and knowledge with all E Boat sailors. This is your real challenge, Bill, to let us in on these secrets.

I would like to give our E sailors a short run down on some of the things that I envision for NCESA.

I want to see formed a Junior Group--or I should say, not Junior Group, but a group of say 25 and under, and to give them some important functions in our National organization. We want to train these young fellows to take over as some of the older men move on to retirement. Therefore, would each of you who are 25 years of age or younger, please write me at 1611 Locust St., St. Louis, Mo. 63103, and send me your full name, address and the lake you sail from. It is necessary that we get this so that we can put together this 25 and under organization within NCESA. We want you, and if each of you will send me this information, we'll begin to put you to work and to learn and profit from your own experiences.

I want to see a supplier's organization within NCESA. Obviously, this will include the boat builders, sailmakers, hardware manufacturers and any other organization that manufacturers or put out a product which goes into our E Boat. The purpose behind this is to better coordinate the Board's decision with what the manufacturers would like and can do. I feel that

CONTINUED NEXT PAGE

the manufacturers are a vital part of our organization and we want to see a more active group among these supplier-manufacturers. Therefore, won't each of you who supply some component part of the E Boat and E Boat sailing, please drop me a line at 1611 Locust St., St. Louis, Mo. 63103 -- give me your name, company name and your address, so that we may begin to put this kind of group together so that we can work together as a team to improve E Boat sailing and its acceptance by the general public.

We will be making some new alignments of our committee assignments. The chairmen will be looking for E Boat sailors who are willing to serve on their committees and who are also willing to work on their committees. This is a vital function and we need the cooperation and help of every person who would like to have an active part in the management of NCESA. Therefore, if you have some special ability, drop me a line and let me know your name, address and what committee you would like to become a part of. In this way, you will help improve the Association and will prepare yourself for a more important position in NCESA matters as time marches on.

Another function is that I would like to see a paid photographer assigned the job of photographing the principal regattas sponsored by NCESA. Whether we can afford this kind of luxury or not, I am not sure. But, a paid photographer can mean much in the interest that we put into the Reporter magazine and also into the interest and mementos that we take back with us from the various sanctioned regattas. This is something that I would like very much to see come about.

Most important, though, we need communications from you as to what you, the sailor, would like to have the National Association do for you. This means letter writing to the Commodore so that we can act on your thoughts, your ideas, and your wishes. Let's have some communication from each of you. It shouldn't take but a few minutes to put down on paper what you'd like to see NCESA do or not do, and how you would like to see the Class move forward.

Thanks for the confidence in your Board and Officers, and thanks to each of you who have helped make this Association a great one.

Yours sincerely,  
Hartley B. Comfort  
Commodore, NCESA



IN CASE ANYBODY WONDERS IF WE HAVE A "WORKING" COMMODORE, TAKE A LOOK AT THE NO. 2 MAN ON THE "GHOST" PULLING IN THE CHUTE. PHOTO - SAM DIX



# 1973

## NATIONAL E CHAMPIONS



DICKIE ALLEN, BILL ALLEN AND RON FRANKEL RETUNING 1-4 AFTER LAST RACE AT BLUE-CHIP REGATTA . . . . . HAVING WON EVERYTHING IN SIGHT IN '73, THEY SHOULD PUT "HARE" AWAY.

E Scow Nationals - September 6, 7, and 8, 1973  
Crystal Lake - Frankfort, Michigan  
By Special Correspondent

Bill Allen, formerly from Lake Minnetonka and now identified with the Melges operation on the shores of Lake Geneva, added to his growing list of regatta victories by overwhelming 59 entries in the annual E Scow National Championship in what was probably the strongest fleet of E's ever assembled. Allen took most of 1972 off from skippering in order to become one of Melges' "Gorillas" in the Soling. But, in 1973 he has had a spectacular year as an E boat helmsman, establishing himself beyond all question as one of the top talents among American racing skippers.

The 1973 championship event was held in early September on beautiful Crystal Lake (up in northern Michigan) under conditions of wind and weather that were ideal for the first four of the five-race regatta. Only for the fifth race did the breezes become fitful on the way to being non-existent. Crystal Lake, true to its name, is a manifestation of nature that warrants fulsome praise -- so clear that you can see bottom in 25 feet of water and reflecting colors of rock, sand and sky that remind one of Bermuda or the Carribean.

For sailors of coastal waters, there is something quite unique in lake sailing unsettling to their accumulated instincts. The differences lie in the much stronger influence of the land on wind direction and velocity. Lake sailors say they are bored by the steadiness of air stabilized by crossing larger bodies of water. But for many lake breezes are downright puzzling and Crystal Lake, despite one end of its 10 mile

length a mere 1000 yards from Lake Michigan, had its share of puzzles and challenges. Tack on headers? well, not necessarily. Stay near shore away from the middle? not unless it's best. A ourlette game? obviously not, since Allen, Melges, Stu Wells, Jane Pegel, Nat Robbins and Brad Robinson (to mention a few) are always up there.

For the National Class E Scow Association, 1973 was the year of its coming of age. Its ambivalent parent (not sure whether its offspring has been a blessed event), the Inland Lake Yachting Association, is certain to play an important role since it remains the organization where E boats are most numerous. But starting in 1973, E boat owners, builders and sailmakers wherever located, must look to a national yearbook published by a national organization for rules and regulations. Moreover, with this fifteenth national championship event, E Scows from the provinces, the east in New Jersey and New York, the midwest of Ohio and Michigan, the south from the Carolinas, have the benefit of a firm tradition in the manner of other nationally recognized classes. This evolution from a regional grouping comes at a time when the rumored development of a glass boat suggests a growth potential for the class that will make its exciting qualities available to a wider market than has been possible for its present handcrafted thing of beauty.

1973 marked another milestone. Unique among the racing classes, E Scows have found it to their advantage to measure in (as one of the two spinakers permitted) a relic of the days when spinakers were little more than big jibs with the tack hooked to the end of the spinaker pole. So determined were the rulemakers to prevent the pole from becoming a bowsprit and allowing a tight-lufed large jib, that the class has suffered from an inadequate pole downhaul resulting in poles out of control in the upper atmosphere. Well, all of a sudden in one year the little reachers have all but disappeared and in their place is the small parachute approximately the smaller of the chutes allowed (but not often used) by the Soling class. Thus the old yielded its place to the new.

For the championship regatta, Allen had plenty of top-flight competition, not the least of whom was from his current employer, Bud Melges. But Allen's three firsts and one third were better than Buddy's two seconds and third and a fifth. In Lake Geneva lingo, Allen was "quick", an old word given new flavor - to mean boatspeed plus smooth handling and lots of good decisions about where the wind is coming next.

Allen looked quick right from the start of the first race. A magnificent cold front had disposed of a week of hot, humid discomfort and came in from a slightly north of westerly direction with a strong Force 4, gusting to 5, breeze. This weather moderating slightly over two days provided a pattern for the regatta. Melges managed shifts out of the starting gate and got to the first mark but just ahead of Allen and Stu Wells (often an ILYA champion, but so far unable to win a national regatta). At the jibe mark, Allen got inside Melges, executed his jibe perfectly and took over the lead -- a lead he managed to protect through the balance of the race. He won by four boat lengths, an accomplishment that tells plenty for Allen's talent -- how many skippers could manage to keep the pieces together with Melges breathing down their transoms for most of a race? Stu Wells took a somewhat distant third, but managed to stay ahead of Danny Bowers, another emigree from Lake Minnetonka, who was destined to take a third overall in the regatta.

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For the second race, Sam Merrick had the good fortune to be forced about a third of the way up the windward leg by Dennis Connor (indeed the same versatile Dennis of Congressional Cup and World Star Class fame—crewed by Pete Barrett, no less). As a result Merrick found himself hooking into one of those southerly shifts which only Jack Brereton got more of. At the crucial windward mark, Brereton had two lengths on Merrick with Melges right behind. Again the action at the jibe mark was conclusive with Merrick getting inside Brereton to shake free on the subsequent reach so that he led by a substantial margin at the leeward turn—a lead that became ever more comfortable for the balance of the race. Allen was buried at the first mark, but he went wide on the reaches and found himself in fourth place going into the second windward leg. By the finish, Melges was in second place covering Allen in third.

At this point, Allen's first and third for 5.7 points was not much different than Melges' two seconds for 6. Merrick was third with 15 closely followed by Will Perrigo and Danny Bowers.

The third race started with one of those backing windshifts that produced a serious pile up of the fleet at the "pin" end. Brad Robinson, a three time national champion had the wit to get where he could tack early, so that he had worked out a nice lead at the first mark. Allen then Melges followed him in what was to appear a parade for the second time up wind. On the run, Robinson went left and Allen right so that by the bottom pin Allen was again in first place. On the final beat, the wind developed more looney shifts, particularly as the fleet got nearer the western end of the lake. For a while boats which had gambled on the south shore looked golden-lucky. But in the end, Allen won and Melges had to be satisfied with a third behind Robinson.

The fourth race and the last one to be completed found the wind to be more Force 3 than 4 and it developed an increasing tendency for bad holes for the unwary. Allen played it conservatively, got a good start in free air and stepped his way

up the middle of the lake to find himself with an awesome lead by the end of the first windward leg. It was the key to his regatta victory, because Melges, up to then only narrowly behind in points was in serious trouble with a first mark rounding in front of only five stragglers. Melges spent the rest of the race passing boats and managed to make it up to fifth, but this gave Allen another 10 points advantage for his lead. Presumably Melges needed to recover his "lucky" hat to make his spectacular recovery -- the incident is worth retelling.

It seems that in the excitement of Race No. 3, during the morning hours, Buddy lost his tennis style sun visor—an article endowed with sufficient flotation that it was bobbing about on the race course three hours later when it attracted the sharp eyes of Laura Melges, proudly crewing for her father. Learning of the missing headgear, our gold medalist turned away from the task of chasing the fleeing Allen to devote his navigational skill to its retrieval.

For the fifth race, the wind was easterly and Force 2 or 3. Allen had enough of a regatta lead to be able to come in 9th and still win with a Melges first. Again the wind backed badly and vastly favored the "pin" end. Allen and Melges got caught in the jam. Merrick and Dick Wight staying out of the crowd got over to the favored port tack early and found themselves way out in front as the wind gradually veered to its original direction. Stu Wells alone from the left side of the course stayed with the leaders. After the reaches, a windward leg and half the run, Merrick had regained the lead over Wight, Dennis Connor and Wells, but then the wind began to disappear. Melges, Perrigo, Robinson picked up streaks so that for the first seven boats the race started all over again at the final pin. Allen looked buried for good, but managed to come up to a not very hopeful 10th at the final mark. Melges went for the left side and he seemed to have guessed right for a time. But by the time three guns terminated the drifting with the end of the time limit, Connor and Merrick, who were nearest to the finish line, were still a good 500 yards away.

Allen had not been fluked out of his very solid and spectacular victory.



---AND JUST LIKE IT SAYS ABOVE, HERE COMES BUDDY WEARING HIS RETRIEVED 'FLOTATION' VISOR, CHOMPING HIS WAY BACK THRU THE FLEET. PHOTO — SAM DIX

- THE WINNER'S CIRCLE -



COMMODORE HARTLEY COMFORT  
AND WINNER, BILL ALLEN



BUD MELGES  
2ND PLACE



DAN BOWERS  
3RD PLACE



SAM MERRICK  
4TH PLACE



MICHIGAN "STUFF"



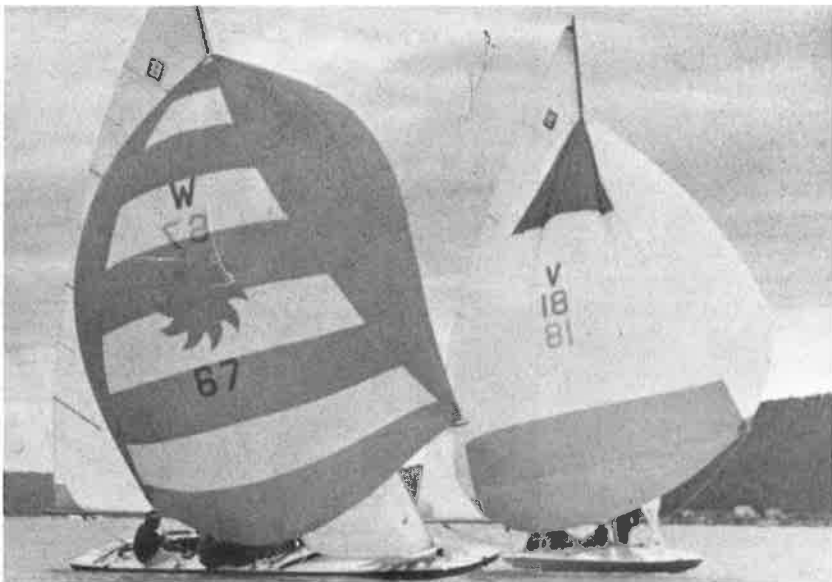
THE INEVITABLE STANDING-AROUND SCENE



MRS. REEVES TYPIFIED THE GRACIOUS,  
HARD-WORKING CRYSTAL YC COMMITTEES



BILL ALLEN AND REGULAR CREW, RON FRANKEL AND  
DICK ALLEN, WITH LOCAL CREW, HEIDI HUCK



STU WELLS AND BILL PERRIGO GETTING WHAT THEY CAN



THE USE OF A TELEPHOTO LENS IS ALMOST AN INVASION OF PRIVACY



REGATTA'S SECOND DAY SAW A RELATIVELY PEACEFUL STARTING LINE



CRYSTAL LAKERS HAGEN AND SCHINDLER IN A NEAR JOUSTING DUEL



# 1973 BLUE CHIP

## pewaukee lake, wis.

By Coleman Norris



COLEMAN NORRIS, PAST COMMODORE OF HOST, PEWAUKEE YC, HAS BEEN PRIME-MOVER OF THE 'BLUE-CHIP' AFFAIR SINCE ITS INCEPTION. —REPORTER PHOTO

The Eighth Annual Class E Blue Chip Regatta was sailed on Pewaukee Lake, Wisconsin on September 22nd and 23rd. All types of wind conditions were encountered.

Two races were sailed Saturday morning, the second being in heavy conditions, with an estimate of the strongest winds around 30 knots. The third Saturday race was delayed due to the heavy wind conditions and the necessity to dry out and repair many of the boats. The third race was finally sailed at 4:00 p.m. under medium conditions. Sunday morning produced very light and variable winds.

The first race was won by Olympic gold medal winner, Buddy Melges, with Bill Allen, Buddy's Olympic gold medal crew and last year's Blue Chip Champion, close behind. The wind was quite heavy, and two boats took a bath—Will Perrigo of Pewaukee and Paul Wickland, Jr. of Spring Lake, Michigan. Sam Merrick, now sailing out of Mantoloking, New Jersey, experienced equipment breakdown and was also unable to finish the race.

After a short rest period, the fleet assembled for the second race. The wind was estimated at 20 knots at the start, but, during the middle of the race, came up to 30, and it became a test of survival. Bill Allen survived the fastest, with Buddy Melges right behind. The race course was an Olympic and produced some of the fastest rides ever experienced in the E Class. Skip Johnson, the boat builder from White Bear, Minn. admitted that he had never gone faster in an E boat, and those of us who were there to witness the race believe the truth of his statement. All in all, only 10 out of the fleet of 19 finished. Both Bob Allen of Minnetonka, Minnesota and Sam Merrick buckled their masts jibing around the outer mark. Dave D'Alcorn of Muskegon, Michigan capsized and then performed the very difficult feat of avoiding turtling and get-

ting his scow upright. Unfortunately, one of his crew members had swum to a near-by power boat, and he was forced to discontinue the race. Among the other unfortunates who found themselves swimming were Dick Turner of Chautauqua, New York; Hartley Comfort, Jr. of Torch Lake, Michigan; Brad Robinson of Minnetonka, Minnesota; Henry Bossett of Manasquan River, New Jersey; Mike Huck of Crystal Lake, Michigan; and Skip Johnson. In addition to being the race in which Skip went the fastest, it was the race in which he got the wettest. He is not known as one who capsizes easily, and he honestly cannot remember the last time he capsized an E boat. His confidence may be indicated by his comment to Paul Henderson, Canadian Olympic representative in Flying Dutchmen and Finns, who was the mystery guest. Paul had never set foot in a scow before the first race, but nevertheless managed to survive disaster during the extremely heavy going in the second race. Upon seeing the wind conditions in the morning, Skip had told Paul that he thought it was more than likely that Paul would capsize, but it was to be expected since he never had sailed in scows before. Needless to say, Skip was somewhat chagrined to have taken the plunge himself. His charming wife, Marge, insisted that he apologize to Paul, which he did with as much dignity as could be wrung from the situation.

The third race was sailed in more temperate conditions and with a slight change of equipment. Brad Robinson had damaged his boat when he capsized and struck his mast in the mud, so he borrowed a boat for the remainder of the Regatta.

Special mention should be made of the superb job done by our Canadian mystery guest, Paul Henderson. By finishing in the top half of the fleet, he demonstrated that a fine sailor like himself can be expected to compete successfully in any class and under any conditions. Paul brought along his Olympic crew, Stu Green. They were assisted by local expert Charlie Miller of North Sails, but neither Paul nor Stu had ever been on a scow before.

There has only been one person in the history of the E Blue Chip Regatta who has won the Regatta more than once. That man is Bill Allen, and Bill has not only won it more than once, he has won it three consecutive years. The challenge is out! It's all us other E boaters against Bill, and we all should consider ourselves fortunate to have a man of such skill and character to chase. In 1973, Bill has won the ILYA Championship at Oshkosh WI, the National Class E Scow Championship at Crystal Lake MI and the Blue Chip. In fact, the only Class E regatta he entered and did not win was the Lake Murray SC Easter Regatta, and that had something more to do with a faulty alarm clock than with lack of speed on the race course.

PLACE	SKIPPER	CLUB	POINTS
1	BILL ALLEN	LAKE GENEVA	20.4
2	STU WELLS	WHITE BEAR LAKE	37.1
3	BUD MELGES	LAKE GENEVA	40.0
4	DAN BOWERS	PEWAUKEE	51.7
5	JANE PEGEL	LAKE GENEVA	62.7
6	WILL PERRIGO	PEWAUKEE	68.0
7	BRAD ROBINSON	MINNETONKA	68.0
8	SKIP JOHNSON	WHITE BEAR LAKE	71.0
9	PAUL HENDERSON	TORONTO	74.7
10	SAM MERRICK	MANTOLOKING	82.0
11	BOB ALLEN	MINNETONKA	86.0
12	ED SCHINDLER	CRYSTAL LAKE	86.0
13	PAUL WICKLAND, JR	SPRING LAKE	91.0
14	DICK TURNER	CHAUTAUQUA	94.0
15	HARTLEY COMFORT	TORCH LAKE	96.7
16	GARRET SAYIA	SEASIDE PARK	100.0
17	HENRY BOSSETT	MANASQUAN	106.7
18	DAVE D'ALCORN	MUSKEGON	117.0
19	MIKE HUCK	CRYSTAL LAKE	119.0



"MYSTERY GUEST," PAUL HENDERSON, SAILS FINNS AND FLYING DUTCHMANS OUT OF TORONTO, CANADA. HE WAS THE CANADIAN 1973 OLYMPIC TEAM MANAGER AT KEIL, GERMANY, AND A PAST OLYMPIC CONTENDER. WHEN NOT SAILING, PAUL IS ENGAGED IN THE HOSPITAL EQUIPMENT BUSINESS AND IS INDEED A MASTER PLUMBER . . . IF YOU DON'T BELIEVE IT WAS A WET RIDE, LOOK CLOSELY AT THE PICTURE.

## "SO THIS IS SCOWSVILLE"

By Paul Henderson

When one is asked to go sailing with a group of second raters, courtesy dictates that you be nice and inflate their egos, but when one is asked to be the Mystery Guest (or cannon fodder) in the E-boat Blue Chip where the quality is outstanding, there is no need to be nice, which I find difficult at the best of times.

### PRE-RACE

1. Even though it was blowing 30 m.p.h. and I had not been in an E-Scow before, I found it very disconcerting that a lottery was being run based on the number of minutes which the natives thought the Mystery Guest would survive.

2. Was there any significance to the fact that although Miller and Melges are old friends I sailed a Johnson boat with Bower sails?

### RACING

1. Only my launderer will know how petrified I was at the

start of the first race in a 30 m.p.h. wind when 20 E-Scows thundered down and spit me out their exhaust pipes.

2. The first close reach in those beautiful machines was pure ecstasy.

3. Fred Millar, my 13 year old crew who I think was trained by Howard Cosell, kept suggesting:

- (a) that I not cleat the mainsheet;
- (b) that I not set a spinnaker;
- (c) that his father should hike;
- (d) that Stu Green (the Mystery Crew) clean his glasses;
- (e) that he would not go to leeward to adjust the barber haul.

4. Stu Green (the Mystery Crew) had an uncontrollable urge while on a full plane with the chute up to run forward and "hang ten".

5. If Buddy Melges saw some one hit a mark, he would let them know immediately or shut-up.

6. A good reason not to get commercially involved in the sailing game was exemplified by the self proclaimed expert who was chewing Peter Barrett out for some inane reason at the Saturday night dinner.

7. Gordie Bowers knows the racing rules better than the other Bowers, even if they are bigger.

8. "The Foot" is unreal - his wife IS real.

9. Stu Wells proved the old adage that a sailors personality varies directly as his results in the last race.

### GENERAL

1. The situation that has been evolved over many years by the Inland Yachting Association is outstanding. The fact that you have only a few classes sailed by all the hot-shots within a small territory, thus giving you top calibre local sailing, is the envy of all of us who chase our tail around the world. I hope you do everything possible to protect this unique yachting scene.

2. If "Salty" is your average resident of "Scowsville" than things can't be all bad.

It was a great pleasure to be asked to take up residency in Scowsville for even a short time. My only regret is that being the Mystery Guest comes only once.



## Ring Dang Doo Blocks

TEN YEARS AGO A COUPLE OF UNIVERSITY OF WISCONSIN STUDENTS NAMED PETER HARKEN AND GARY JACOBSON BOUGHT A NEW BARE E-SCOW HULL WHICH THEY NAMED THE RING DANG DOO. TO KEEP COSTS DOWN, THEY MADE MOST OF THEIR OWN FITTINGS INCLUDING THEIR OWN BLOCKS. THE BLOCKS PETER DESIGNED USED PLASTIC BALL BEARINGS AND THEY WORKED SO WELL HE GOT THE IDEA PATENTED. FIVE YEARS LATER PRODUCTION BEGAN AND NOW THEY ARE VIRTUALLY ON EVERY E-SCOW THAT RACES AND EVERY TOP ONE-DESIGN BOAT IN THE WORLD. MAYBE THEY SHOULD HAVE BEEN CALLED THE RING DANG DOO BLOCKS INSTEAD OF HARKEN BLOCKS. WHATEVER THEY ARE CALLED, YOU CAN BET THEY WILL DO THE JOB RIGHT.

HARKEN YACHT FITTINGS, 1251 E. WISCONSIN AVE., PEWAUKEE, WI. 53072





## The Protest Corner

One of the basic sailing rules is that starboard has the right-of-way over port.

An observer at recent sanctioned E Boat regattas would almost say that a lot of port tack boats felt that they had the right-of-way over starboard tack boats.

Every adjudication of protest based upon a port and starboard confrontation, has been upheld by the port tack boat being disqualified. Every appeal has upheld that verdict.

It's an uncontroverted fact that when a port tack boat gets anywhere near a starboard tack boat, he is running a great risk of being thrown out of the race or penalized in some other way.

As mentioned, in recent sanctioned events, port tack boats come storming in on a stream of starboard tack boats, claiming that they can't do anything about it, running over the starboard tack boats, banging into them, creating fouls and problems galore.

We also have situations where the port tack boat thinks they can make it, and therefore runs the great risk of fouling another boat.

Sometimes these port tackers bump into a fellow who is going to protest them; other times, they come along the starboard tack boat and a fellow who says, forget it -- they should know better, but they're not good sportsmanlike sailors. I'm not going to protest them, let them learn somewhere else.

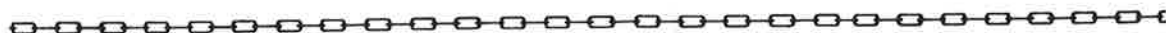
The whole point of this article is -- for goodness sakes, won't you port tack boats anticipate the problem and don't get into the port and starboard confrontation. It is so simple to stay away from it, and it is the sportsmanlike thing to do.

This goes all the way from the good sailors down to the less-good sailors. Somehow or other, we are all guilty of this at some time or other, and I would just like to point out that the benefits to be gained are so slim compared to the penalties assessed, that we all ought to take another look when we're on port tack coming into any kind of situation that would put you into any position where a starboard tack boat could throw you out of the race. It just isn't worth it.

Hartley B. Comfort

1. The Reporter underlines Hartley's concern about Port-Tacker's (apparent) growing indifference to what has to be one, basic "sand box" racing rule.
2. We were (badly) port-tacked three times on the same weather leg at the Crystal Lake Nationals and each time, the port-tack skipper acted as if he had a special pass from the Senate Watergate Committee.
3. We asked Bill Bentsen, who had just returned from attending IYRU meetings in Europe, if he had heard any comments about lack of "law and order" on the course. Bill stated that some of the IYRU people were complaining that observation of the Racing Rules seems to be "falling apart at the seams all over."
4. Perhaps the new penalty system has backfired to some extent now that the "Death Penalty" has been removed and a somewhat cynical attitude is creeping into our simon-pure morality.
5. Well -- guess its time (even for us) in flagrant port/starboard confrontations to begin to wave the "grand old flag", burden the Race Committee and Judges and above all, keep our insurance current to establish credibility.

Ted Brennan 1-77



*Melges...*

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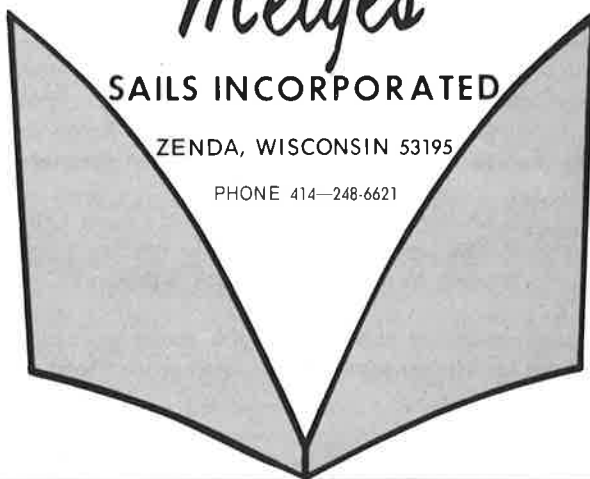
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NATIONAL CLASS E SCOW ASSOCIATION  
Annual Meeting - September 6, 1973  
at Crystal Lake Yacht Club, Frankfort, Michigan

The annual meeting was called to order at 6 P.M. by Commodore Robbins. Approximately 48 Regular members were present. The Commodore expressed the Association's thanks and praise for the fine efforts and hospitality of the Crystal Lake Yacht Club. The minutes of the 1972 annual meeting were approved as printed in the Reporter.

Bob Pegel requested NCESA to help notify E boat owners of ILYA areas of ILYA E boat meetings so that more owners would attend. Gordon Towsey reminded the Association that it had voted in 1967 to list in its year book the following "Richard Eggert, deceased". Art Wilder urged the Association to consider holding its Annual Regatta before Labor Day so that crews returning to school would be more available. The Commodore suggested that the Board get the views of members not present by means of a questionnaire.

Sam Merrick, as Treasurer, reported that the balance on hand as of August 25, 1973, was \$1,689.61 compared to the same date for 1972 at \$1,442.14. He pointed out that in actuality the Association was in much better financial shape than in 1972, that it had collected approximately 30 more regular memberships than in 1970, 200 associates and some \$370 in advertising. Moreover substantial savings had been made in the cost of the year book and printing the Reporter.

Jack Brereton, Chairman of the Membership Committee, reported 182 regular members and 307\* associates - the result of several methods of increasing membership participation:

1. Sanctioning regattas through the donation by NCESA of trophies;
  2. Chartering fleets by a suitable plaque;
  3. Award of prize mugs to those fleets signing up 75% of its owners as members;
- (\*by October 1, 1973 this figure stood at 331)

Bob Pegel, Chairman of the Regatta Committee, expressed thanks to Crystal Lake Yacht Club for regatta arrangements, particularly the hard work of Jack Brereton.

Stu Wells, Chairman of Rules Committee, pointed out that NCESA was now in full control over E Boat Scantling Rules. He reported progress in the development of a table of offsets for hull measurement. He reported that the Rules Committee would give consideration to allowing spinaker pole downhauls and limiting the type of spinakers.

Art Simons, as Chairman of Publicity, presented several items for consideration:

- more help is needed from local fleet captains for news items;
- advertising in national magazines would be persuasive for better regatta coverage;
- the development of a glass boat would be important for spreading class;
- experimentation might go in the direction of high aspect sailplan, or trapeze;
- Reporter should carry more "how to" material;

The Commodore thanked Walter Smedley for his effective job in publishing the 1973 year book. He also pointed out the generosity of the Keuka Yacht Club E Fleet in presenting a permanent trophy to be won by the winners of the first race at the annual national regatta. The Commodore suggested the feasibility of a fall regatta in the St. Louis area be explored by a questionnaire. A discussion took place on possible development of fibre glass boats.

Walter Smedley, on behalf of the Nominating Committee, announced the following nominations:

for Commodore: Hartley B. Comfort (Torch)  
for Vice Commodore: Samuel V. Merrick (Mantoloking)  
for Rear Commodore: Stuart W. Wells (White Bear)

He also reported that the following had been nominated by their respective areas to serve as Director for terms expiring in 1975:

ILYA area: Richard Casper (Pine Lake); Michael Kotovik (Pewaukee)  
ECESA area: Craig Bradley (Hopatcong)  
Western Michigan area: Jack Brereton (Crystal)

There being no other nominations, the above were duly elected in block. There was a unanimous standing vote of thanks to the Commodore for his two terms of dedicated service to the Association.

The meeting adjourned at 6:50 P.M.







## Eastern Championship

By Sam Merrick

A stagnant weather system created conditions of extreme instability on lovely Lake Keuka during three days of early August when the Eastern Class E Sloop Association assembled for its annual championship regatta. For 1973, it was a tight triangular tussle between Dick Wight of Manasquan River Y.C. New Jersey, Dick Turner, Lake Chatouqua Y.C. Jamestown, New York, and Sam Merrick sailing for the Mantaloking Y.C. New Jersey. Merrick, with his new Reaching Wind was the winner with 18 points, and thus he prevented Dick Wight (20.4 points) from making it three straight after wins in 1971 and 1972. Dick Turner (23 points) was third, a good 21 points ahead of the next finisher.

The first race was scheduled for August 2, but the wind refused to cooperate beyond whimsical thermals. August 3 started hopefully with a minimum Force 4 breeze, southerly in direction, so racing got underway in good shape. As the morning heated up however, the thermals invaded the breeze to render it full of holes by the race end. The two expected afternoon races (to get back on schedule) never got beyond chasing the committee boat in its search for wind. Clearly drastic measures were called for: three races set for August 4 starting at 7:30 am! The weather responded again with an early southerly. The clouds were moving for a change and by mid-morning a light westerly (emerging from the north-south ridge that borders the lake) produced wind lifts extraordinary for the second race. At least the thermals were defeated. By the third race, a north-westerly took hold - averaging Force 3 - and sometimes channeled down the lake, sometimes over the ridge.

Out of these conditions the winner had to thank some lucky stars for assists and had to slug his frayed nerves with philosophical considerations concerning the unimportance (after all) of who wins a mere boat race!

The big news, now pretty well tested out throughout scow country, is the "go" power of a small size Soling chute. Merrick, who sails Solings when he isn't sailing E Scows, brought along such a sail and it paid off handsomely. In the first race, he was fifth around the first weather mark, but first at the jibe mark. In the second, he was fourth, but again first at the jibe mark. In the third, he was tanked at the first mark, but sailed through the whole fleet, all but four at the jibe mark, and the rest by the leeward mark. Only in the last race when the wind all but disappeared and came in ahead, did one of the traditional scow reachers (really genoas on the spinnaker pole) do great things when Dick Turner sailed through the fleet to jibe in second place. Scows are allowed to measure in only two spinnakers, so the small Soling chute seems destined to replace the flat reacher.

Sam Merrick	4-1-1-5	18
Dick Wight	1-3-6-2	20.4
Dick Turner	2-5-5-1	23
Gus Baker	7-2-17-3	44.7
Gary Sayia	9-4-12-6	52.7
Henry Bossett	6-8-2-21	55.7
George Drawbaugh	23-16-3-7	69.7
Art Wilder	5-21-9-12	70
Doug Galloway	3-23-8-16	70.7
Bob Armstrong	17-6-7-18	71.7

**FIRST RACE** - The wind from the south, at the low end of Force 4, was relatively steady through the second beat of the Olympic courses universally sailed in the regatta. Walter Smedley got to the windward mark first by leading a group of boats which hugged the west shore on port tack. Merrick jibed his way into first place at the jibe mark and was followed by Dick Wight and Doug Galloway who got out of the pack. By the end of the second beat, Merrick had increased his lead only to find it all but disappear on the run as his competitors brought up more wind. Wight, then Galloway got by Merrick with adroit handling of the wind shifts, and finally Dick Turner came out of nowhere to take second just behind Dick Wight.

**SECOND RACE** - A Force 2-3 southerly misbehaved with a 30 deg. shift 45 seconds before the start. Dick Wight who was nearest the pin was the only one able to take advantage of it and was off to a substantial lead in the first minute of the race; he rounded the first mark 10 boat lengths ahead, but then got caught in the doldrums. Merrick got around the jibe mark well in front only to find himself going to windward in no air while the pack roared up behind. Gus Baker got by but the wind came back southerly and Merrick set out after Baker. At the windward mark Baker was still ahead, but Merrick got to leeward faster and went on to win by a substantial margin. Last minute wind shifts dropped Turner to fifth and helped Wight get a third. Gary Sayia got a fourth in a situation where he thought he was headed for second.

**THIRD RACE** - Force 2-3 westerly, but shifting from 230 deg. to 350 deg. The wind shifts going up the western shore of the lake (A 200' ridge!) were out of sight and mind. Out of the confusion, Wight and Turner were in the first ten. . . . Merrick tanked. . . . Art Wilder was in first, closely followed by Jim Hallahan, both of Keuka. It was at this point that Merrick weaved his way thru the fleet with his Soling chute, small enough to behave in the light stuff and flat enough to take the big reachers as the wind backed ahead, and full enough to leave the little reachers in the dust. He went on to win comfortably, followed by Henry Bossett, Geo. Drawbough, Jim Hallahan before Turner and Wight made it. Merrick had 9.4 points on Wight and 14 on Turner for the last race.

**FOURTH RACE** - Force 3 - generally 330 to 360 deg. . . . the wind all but disappeared before the start and veered. The first windward leg was taken comfortably by Baker. Wight was sixth and Turner and Merrick tanked. A mass of boats had gone high and got stuck. Turner, using his traditional reacher, got some air and got thru the crowd to turn the jibing mark in second place. Wight was fourth. At the end of the second beat Turner had caught Baker and Wight was third with Merrick in fifth. The final beat saw Wight getting second, but unable to catch Turner for the necessary points he needed to win the Regatta. Merrick could have finished 6th, but did fast dip under Gary Sayia to stay in fifth.

## 14th Annual Muskegon Invitational - Torch Lake, Mich.

This regatta was started a number of years ago by the Muskegon Yacht Club and has gravitated to the Western Michigan Annual E Scow Regatta, under the co-sponsorship of the Muskegon Yacht Club, the Crystal Lake Yacht Club and the Torch Lake Yacht Club.

The four races were sailed in light to medium air, all coming from the east, which is a rare occurrence in Torch Lake, which generally has rather strong northwest or southwest winds.

Bill Allen, sailing 1-4 from the Lake Geneva Yacht Club, was complete master of all the boats and the winds and the beautiful water of Torch Lake, sailing to four 1st Places for a perfect regatta, in the thirty boat fleet.

Dave D'Alcorn, sailing from Muskegon Yacht Club, and still competing successfully with a wooden spar, gave Allen

the only competition that he had. D'Alcorn finished with races of 6th Place, 2nd Place, 2nd Place, and 12th Place.

3rd Place went to Hartley Comfort II from Torch Lake. 4th Place went to Pete Price from Muskegon. 5th Place went to Tom Klaban from Cowen Lake in Ohio, 6th Place went to Clayton Gaylord from Lake Geneva, Wisconsin. 7th Place went to Paul Wickland from Spring Lake, Michigan.

This race was the second in the United States sailed this year under the sanction of the National Class E Scow Association, and a very beautiful traveling trophy was presented to winner Allen on behalf of the National Class E Scow Association. Columbia Yacht Club in South Carolina hosted the first of these NCESA sanctioned regattas. The third NCESA sanctioned regatta will be held in the eastern part of the United States some time in August of 1973.

## '73 ILYA Championship Regatta - Oshkosh, Wis.

REPRINTED COURTESY OF SCOW SLANTS

Former Champion Billy Allen started off fast in the E Class winning three of the first four heats to take a commanding lead early in the series. Bill has won the National E title a number of times, as well as a Gold Medal as a crew on the winning Soling in the '72 Olympics. Bill also was winning the fifth race when he capsized going down wind with his chute up. He and his crew did a miraculous job in keeping the hull from going turtle, and got the boat back up quickly enough to finish the race third. Oddly enough, his brother Bob was in second place going into the fifth race, and he also capsized, only a few seconds before brother Bill. Unfortunately for Bob, however, his boat turtled, putting him out of contention for a top spot in the series. The former Minnetonka skipper now sailing from Lake Geneva, coasted home fourth in the last two races to easily win the series by almost twenty points.

With the unfortunate capsize of Bob Allen taking him out of the running, second for the series was wide open with four boats having a good shot at it. Another former Minnetonka skipper, Dan Bowers, now sailing at Pewaukee, became the

most consistent of the challengers, and took second honors. Dan's worse place was an eighth, coupled with a 2-3-4-5-6-4 record. Third went to Minnetonka's Edmund Chute. Although he took a 12 and a 16 in the middle part of the series, he came back with a 1-2-5 in the last three races to nail down third spot. Skip Johnson placed second in the first race, but also couldn't stay consistently near the front enough times even with a fourth in the fourth heat and a third in the fifth. Skip finished .7 of a point ahead of Will Perrigo from Pewaukee. Will is the son of Bill who came so close to winning the A regatta.

1. I-4	Bill Allen	1-1-13-1-3-4-4	39.7
2. V-114	Daniel Bowers	4-3-4-6-5-8-2	58.4
3. M-51	Edmund Chute	6-4-16-12-1-2-5	70.7
4. W-30	Skip Johnson	2-11P-9-4-10-3-8	82.7
5. V-18	William Perrigo, Jr.	9-5-3-5-9-7-10	83.4
6. M-1	Bradley Robinson	DNS-13-8-2-2-1-6	87.7
7. M-5	Bob Allen	3-2-2P-3-DNF-6-7	97.3
8. V-3	H. Coleman Norris	14-14-1-7-4-18-17	105
9. W-67	Robert Zak	11-18-11P-18-6-5-3	113.4
10. X-2	Robert T. Foote, Jr.	10-16P-5-9-11-15-11	116

## CREDITS & NOTICES

The Reporter is indebted to Sam Dix of Crystal Lake and Grand Rapids, Mi., for supplying us with a large quantity of photos he took during the National Regatta.

In the event some of the readers feel the Reporter doesn't go first class at times, we would like to point out that some of Mr. Dix's negatives were printed by the Yerkes Astronomical Observatory at Williams Bay, Wi., under the direction of Mr. Joe Tapscott. To see the equipment located in the underground levels of the observatory is to experience a trip back into the era of "Golden Oak Precision Science" or "Time and Cost be Damned". (Sam, don't worry, their charges are identical to Chicago costs.)

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## PHOTOGRAPHY

Over the years the Reporter has acquired a haphazard collection of boat and people photos. Hopefully some of these can be incorporated into a "morgue" or library at a future date on an organized basis. In the meantime, any reader who has or knows of any good photography, please contact Art Simon or the Reporter.

## Some Blue Chips...



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# NCESA CHAMPIONSHIP REGATTA

Final Position	Boat Number	Skipper	Race Number				Total Points
			1	2	3	4	
1	I4	Bill Allen	1	3	1	1	57
2	I1	Bud Melges	2	2	3	5	21.7
3	V114	Dan Bowers	3	10	4	4	37.7
4	MA2	Sam Merrick	9	1	8	17	52
5	V18	Wm. Perrigo, Jr.	15	12	5	2	52
6	I11	Jane Pegel	13	14	7	3	57.7
7	M1	Brad Robinson	14	24	2	8	67
8	W67	Stu Wells	4	11	12	18	67
9	V111	Dennis Conner	11	7	13	13	68
10	MR1	Dick Wight	6	4	15	22	68.7
11	MR16	Henry Bossett	26	8	11	9	78
12	W30	Skip Johnson	7	18	20	10	79
13	H7	Leonard Schoor	16	9	18	21	88
14	W11	Roy Mordaunt	34	6	9	16	88.7
15	T17	Cliff Campbell	5	21	37(19)	7	93
16	H14	Bill Mattison	17	34	6	20	100.7
17	MU3	David D'Alcorn	12	26	25	15	102
18	SL22	Paul Wickland	10	16	27	29	106
19	H5	Wally Haines	20	13	36	23	116
20	CR110	Ed Schindler	32	15	21	28	120
21	M9	Nat Robbins	59DNF	17	10	11	121
22	I10	Clayton Gaylord	40	20	23	14	121
23	S7	Jack Brereton	27	5	14	54	123
24	M51	Ed Chute	33(21)	40	29	6	131.7
25	SL13	Larry Price	8	33	35(11)	35	135
26	MA18	Cliff Lewis	35	19	35	34	147
27	SL8	Ken Kornoelje	25	22	30	46	147
28	SC77	Arthur Simons	18	23	59DNF	27	151
29	TO1	Hartley Comfort	19	36	34	39	152
30	V47	Jere Sullivan	31	49	24	26	154
31	KU10	Art Wilder	30	32	28	42	156
32	CR82	Mike Huck, Jr.	37	27	39	30	157
33	CR81	Mike Huck	39	28	37	31	159
34	M77	Woody Jewett	24	37	43	32	160
35	M41	Jay Ecklund	59DNF	47	22	12	164
36	H2	Jack Loew	59DNF	43	16	24	166
37	MU12	Pete Price	28	41	53	25	171
38	TO4	Jeff Hoch	46	25	44	37	176
39	MA111	Dave Loughran	59DNF	29	32	33	177
40	CR33	Steve Dix	22	35	59DNF	40	180
41	LE7	Uncle Walter	23	54	40	45	186
42	V5	Tom Norris, Jr.	33	57(21)	33	41	188
43	M10	Robert Hunt	59DNF	42(30)	45	19	189
44	CR13	Skip Wynkoop	45	31	38	56(38)	194
45	LA1	John Manning 3rd	59DNF	46	31	36	196
46	H111	John Bock	41	38	48	49	200
47	CA11	Tom Klaban	56(44)	44	26	51	201
48	CR30	Mal Morency	42	57	42	43	208
49	BD88	Bob Valdes	29	50	60(50)	48	211
50	L1	Bill MacNeill	47	52	47	44	214
51	T7	W. E. Reed	48	45	46	52	215
52	CR323	Harold McClure	38	53	54	58	227
53	I77	Ted Brennan	54(34)	42	51	57	228
54	W111	Richard J. Russel	43	56	53	56	232
55	H711	Joe Coyne	59DNF	51	52	47	233
56	CR21	Bob Wynkoop	59DNF	48	59DNF	50	240
57	SL2	Jim Caldwell	59DNS	55	49	55	242
58	CR505	David W. Hagen	59DNF	59DNS	55	53	250
59	TO3	Andrew Powell	59DNF	59DNS	56	59	257

(OH, WELL - YOU GET ANOTHER "GO AT IT" AT LAKE MURRAY, S.C., IN '74)

CRYSTAL LAKE - SEPTEMBER - 1973