

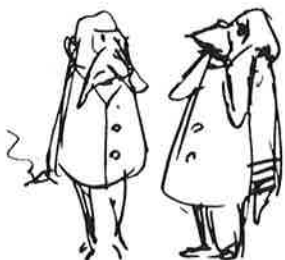
REPORTER

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PHOTO - NANCY FRANK





The Commodore Comments:

Our 1974 sailing season was brought to really a great climax with the fine regatta at Green Lake in early September.

Our compliments go to Bill Allen and his great crew. Bill, as we all know, has won his third NCESA championship, which puts him in the same class with those all-time great sailors, Gordon Lindeman and Brad Robinson. So now we have three of our E-scow sailors who have won the National Regatta three times. Congratulations, Bill, and your fine crew!

This year it's been my real pleasure to attend the Inland E-Fleet meeting held at Lake Geneva, the Eastern Class E Sloop Association Championship Regatta, held at Mantoloking, New Jersey, and the Western Michigan Yachting Association Annual Meeting held at Spring Lake in Michigan.

At all of these meetings and regattas there is real enthusiasm for our great boat.

While our membership is at a high level, it is not as high as it has been in some years past. Let's all, during the winter, talk it up, and get all of our fellow E-scow sailors to join the Association as a regular member, or as an Associate member. In numbers there is strength, and with strength in our numbers, we are able to move forward in promoting great E-boat sailing, fine regattas, and real good comradeship in and amongst our E-boat sailors.

An announcement has been mailed to all regular members, that our Annual Fall Directors' Meeting will be held in Milwaukee at the Wisconsin Club on November 15th, 1974. Everyone interested in E-boat sailing is cordially invited to attend. We think that we will have some entertainment that would be worthwhile, and perhaps helpful from a sailing standpoint. An announcement is included in this issue of the Reporter, so put it on your calendar and try and be there.

We want to compliment Johnson Boat Works, and Stu Wells, for the beautiful new glass boat that Stu sailed at Green Lake. This, I think is a move in the right direction from the builders' standpoint; and I'm sure that as the few bugs are worked out of the boat, and Johnson gets into production, we'll see more of these fine boats in our regattas. I think it will help us establish new classes in new areas, because of the popular demand for a glass boat, no matter what kind of class it may be.

Talk it up, as we visit around amongst all other sailors, so that they know that we, too, have a glass boat in production.

I want to say a word of thanks to all of the Board of Directors, all of the people who worked in the various and many regattas through the year, and to particularly Ted Brennan, who does such a great job in putting together our Reporter magazine. It is dedicated people like these folks who have helped make our National Association what it is.

For the first time, that I know of, the ILYA Board is going to come to grips with the question of supporting the National Association by requiring membership of the skipper as a pre-requisite to crossing the starting line in the ILYA Annual Regatta. Like NAYRU, all sailing associations are being asked to put their shoulder to the wheel with one another, so that we all support this great sport. A favorable move by the ILYA Board in this question - which is an all-important one - will give our National Association a real boost. We believe that the E sailors in the Inland are anxious for this kind of backing by the ILYA Board.

While most of us will have put our boats away for the winter, a great many of us are counting the days until we head south for the Annual Lake Murray, Columbia, South Carolina regatta some time this spring. This past year I think was the largest regatta they have had. Let's us all see if we can't meet down there this Spring and make this Spring Regatta the biggest that they've ever had. It will be a great event if we do.

Thanks so much for all the help each one has given to making NCESA bigger and better.

Hartley B. Comfort,
Commodore NCESA

National Class E Scow Association
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BILLY ALLEN - UNDER WAY AGAIN
PHOTO - NANCY FRANK

16th Annual NCESA Regatta Results

AT
GREEN LAKE, WISCONSIN
By Sam Merrick

So what's new? Bill Allen gone and done it again at the National Regatta - held this year on lovely Green Lake in the heart of Wisconsin Scow land.

His performance this year was the more impressive because of the extraordinarily difficult conditions afforded the sixty-three entries that showed up for The Annual E Boat Ultimate. The five race series, running September 5, 6 and 7 was set in beautiful weather but on a lake with an east-west axis and winds determined (at least these three days) to be south-easterly or southerly. The result was a series of windward legs into a bluff that sent many a skipper on the road to a nervous breakdown - tank finishes were often mixed into the record even for those in the first ten, except for Allen - and of course, Buddy Melges who finished in second place. Three time National Champion Brad Robinson won the first race but came in 39th in the fourth - typical of the toll taken by the Green Lake breezes.

Allen's total score was 38.7 - an average of better than 4th place compared to Melges' 54. Allen took Melges in four races and that's tough in any league against the Olympian Gold Medalist in residence - who had just managed to win the C Boat Inlands during the week ending August 24, and then C.O.R.K. in Solings during the week ending August 31. From the noises emanating from Melges, he thought he ought to be able to beat Allen - but he just couldn't figure the shifts as well as his Lake Geneva clubmate.

The third place finisher, Gordy Bowers, could boast of having beaten Allen twice and Melges three times. But he slipped on the banana peel of the fourth race with a twenty-first so that his otherwise consistent performances went down the drain of the Green Lake whispies. His starting early in that race destroyed his chance for the winning circle; up to then his 13.7 points compared nicely with Allen's 13 and Melges' 26 after 3 races. They were that close!

Gordy's brother, Steve, looked good for the last three races but his 26 and 20 as starters insured a catch-up role for him and he did well getting a regatta fourth. His win in the fourth race must have given brother Gordy a touch of sibling rivalry - how he could have used that bullet! Will Perrigo completed the "first five" with a down-and-up record like Steve Bowers': weak beginning, strong finish.

One boat deserves special mention and interest -- there she was, red - like a fire engine, and still smelling of resin - a beautiful febre glass job 2 days out of the factory and the apple in the eye of her builder, Skip Johnson. She was sailed by Stu Wells who brought her in with a regatta seventh - no

great showing for him but no real test either. Wells had some problems with bilgeboards not being able to go full down - a correctable error somewhere in the production of the boat which was the center of a great deal of attention and curiosity. Her shape was taken from a current Johnson hull.

The judges' problem of setting courses with the wind bearing between 140 deg. and 200 deg. was apparent in the first race and remained that way. Either side of that quadrant would have brought the wind across lower and more distant banks. Throughout the regatta the wind was persistently from these directions and therefore shift prone beyond imagination. Necessarily also, was the inevitably zany quality of the first reach parallel to the shore and close under it.

Thursday: First Race - Wind predominately 5-10 south-easterly; Course 2 1/3 triangles. Playing the shifts across the lake seemed the thing to do, but suddenly the boats on the right side pulled a hooker with good air. Those fellows, probably 15 strong, got around the windward mark and had their own race, separated from the rest. Peter Barrett lead for a while, but Brad Robinson got by him and stayed in front for most of the race despite some uneasy movements toward the finish from Jule Hannaford, Gordy Bowers and Bill Allen.

Second Race - Wind again light southeasterly. The course again was 2 1/3 triangles with those crazy reaches under the shore. Bill Allen, Gordy Bowers and Bud Melges got good starts and jumped ahead of the fleet in short order. Allen got to the windward pin just ahead of Bowers with Melges several boat lengths behind. Bowers, who has some familiarity with how sails look, unfurled a secret weapon, a spinnaker requiring sideways number reading, that is, until it was hauled down and reset more conventionally.* The up-sideways spinnaker didn't work out so Melges passed him. These three went the rest of the way around the course in that order. The followers, Len Schoor, Stu Wells and Harry Allen never threatened.

Friday: Third Race - Again light air - a bit more southerly. The Judges adopted the Olympic configuration for the rest of the regatta and eliminated at least some of the difficult reaching which had dominated the first day's racing.

This race was the joy of Green Lake. Joe Norton, the local champion got a beautiful start and led all the way accompanied from time to time by cheers from the other Green Lake entries. Steve Bowers got away for a good start and seemed headed for a certain second place until he got too involved covering brother Gordy - Bill Allen was thus able to take the second spot. Melges took a fifth after a long journey back from nowhere early in the race.

Fourth Race - A bit more air but still light, same course - another beautiful start for Steve Bowers got him set for taking the race, but it didn't come easy. Clayton Gaylord went for

CONTINUED . . .

the right side of the course on the second beat and got himself in first place only to lose it again to Steve on the run. Bill Mattison had his best race with a third, but the big news of this contest was what took place among the regatta leaders - Bill Allen and Gordy Bowers essentially tied for first and Melges 13 points back in third. At the first mark, Melges was about 15th, Allen (by his count) 52nd and Bowers (after his premature start) further back. Melges made progress slowly in the top part of the fleet. Bowers pulled a 21st and lost his bid for a regatta win. Allen made it all the way up to 8th (one behind Melges) in what was a tremendous demonstration of championship form; it was the critical race for him.

Saturday: Fifth Race - The wind was again southerly, very shifty but up to 15. Same course. Gordy Bowers went for the

big one again and got a superb start so that midway on the first windward leg he looked unbeatable. But not so. Ed Chute and Will Perrigo plus Clayton Gaylord got by him. At the end of the reaches Gaylord was in first place and went off to the same right side which treated him so well the day before - it didn't work for him again. By the end of the second beat Len Schoor took over and went on to win in fine style. Bill Allen spent the race playing it cautious with a sure regatta win as long as Melges stayed within reach and disaster didn't strike. The conditions silled, Allen won the 1974 National Championship. He thereby joined Gordon Lindemann and Brad Robinson as a three time winner of that title.

*Ed Note: A how-to-do-it tip would suggest a connector on the spinnaker halyard which is incompatible with those on the clues - then no crew can make such a costly error.

FINAL STANDINGS - NCESA CHAMPIONSHIP - SEPT. 5-7, 1974

1st Race - Light SE 2nd Race - Light SE 3rd Race - Light S
4th Race - Light-Med S 5th Race - Med S

Position	Boat No.	Name	Finish	Position	Total Points
1	I-4	Bill Allen	5	1	38.7
2	I-1	Bud Melges	7	2	54
3	M-14	Gordy Bowers	4	3	58.7
4	M-74	Steve Bowers	26	20	77.7
5	V-18	Will Perrigo, Jr.	23	21	89.7
6	I-10	Clayton Gaylord	30	22	99
7	W-67	Stu Wells	13	5	99
8	M-137	Brad Robinson	1	8	100
9	M-5	Harry Allen	35	6	103.4
10	V-111	Peter Barrett	3	10	103.7
11	SS-1	Gary Sayia	9	17	107
12	H-7	Len Schoor	17	4	113
13	M-77	Woody Jewett	21	15	115
14	M-51	Ed Chute	15	39	119
15	SP-22	Paul Wickland	37	9	122
16	TO-1	Hartley Comfort	18	7	122.7
17	MA-2	Sam Merrick	14	12	125
18	L-13	Joe Horton	31	38	126
19	W-30	Skip Johnson	41	11	126
20	SP-8	Ken Kornoelje	10	18	136
21	V-181	Chuck Johnson	20	28	139
22	H-14	Bill Mattison	38	29	149.7
23	W-3	Bill Ackerman	16	19	153
24	V-115	Haines/Morrissey	43	27	160
25	W-11	Roy Mordaunt	39	32	160
26	W-1	Jule Hannaford	2	23	161
27	I-11	Jane Pegel	27	13	164
28	MU-3	Dave D'Alcorn	12	14	165
29	H-711	Jim Payton	11	33	168
30	CH-5	Dick Turner	28	37	173
31	SP-11	Larry Price	32	26	186
32	X-50	Chuck Kotovic	41*	36	187
33	MA-111	Dave Loughran	19	24	193
34	V-5	Tom Norris	6	41	194.7
35	L-3	Rick Kaiser	8	40	205
36	H-2	Jack Loew	25	16	207
37	HO-13	Craig Bradley	22	48	210
38	MU-12	Peter Price	46	31	211
39	M-1	Jay Ecklund	51	35	213
40	H-101	Bob Gilson	34	42*	226
41	J-8	J. L. Basilliere	56	25	229
42	KU-10	Art Wilder	54	46	229
43	L-14	Tom Rueping	52	55	240
44	H-111	John Bock	24	34	243
45	I-3	Walter Goes	40	42	253
46	N-1	Bill Steil	44	45	253
47	CR-323	Harold McClure	59*	54	258
48	L-4	Alvin Hill	50	43	259
49	BD-88	Bob Valdes	61*	51	265
50	L-9	Dan Ferguson	45	44	269
51	I-77	Ted Brennan	53	53	270
52	CH-11	Ed Swanson	59	50	272
53	LE-7	Walter Smedley	60	56	278
54	L-1	Bill MacNeil	48	63*	283
55	SP-18	Herb Knappe	42	47	286
56	M-26	Jack Zimmerscheid	33	DNF	288
57	SL-27	Ted Beier	36	59	299
58	J-11	Glenn Vandersee	58	57	302
59	L-5	John Teska	57	49	304
60	SL-109	Roger Carlson	55	60	317
61	TO-3	Andrew Powell	61	63*	324
62	J-3	John McAndrew	62	61	335

* = 20% Penalty (12)

** = 30% Penalty (19)



by MA-2

A young sailor from Lake Chataugua, named Eric Johnson, was the big news with four (4) first place finishes, but not the winner of the 32nd Annual Eastern E Scow Championship. Dick Wight from Manasquan, New Jersey sailed a beautifully steady and resourceful series to beat the talented Johnson as well as the flukey, freaky weather which afflicted the normally steady breezes of Barnegat Bay.

Wight who won the event in 1971 and 1972, took the series without winning a race -- one second, one fourth and three thirds, but he was always fast and in the right places to take advantage of the vagaries of shifts and streaks of the fitful breezes. Significantly, he stayed out of trouble or got out of it when he was in it, and that's how he beat Johnson and the rest of the strong fleet of Eastern E boaters.

The Regatta, the first one held for many years on the upper part of Barnegat Bay where the weeds sometimes grow and shoals threaten, was scheduled to start August 7. Racing that day was cancelled amid rain, gusty northeast winds, and poor visibility. So five races were squeezed into two days -- two days when the wind never got over 10 and was usually under 6 -- two days sandwiched between the coastal storm of the first day and a wild cold front, force 6 weather, which came in after the boats were packed up for home. Cliff Campbell, who is native to these waters, characterized those two days as totally unpredictable where all the expected shifts you look for on Barnegat Bay never happened.

First Race: Out of the confusion of the start, Johnson, Dick Turner (also from Chataugua) and Sam Merrick (Mantoloking) emerged 1,2,3 at the first pin in close order. Johnson got away on the reaches and sailed the best of the race in lonely

grandeur. Turner stayed ahead of the pack pursued for most of the race by Merrick, Wight and Campbell -- the three local favorites to win. On the beat to the finish, Wight got through Merrick and thus picked up the first of his three thirds.

Second Race: The wind backed somewhat and the committee moved the windward mark to compensate, but in so doing, also shortened the course. This produced serious overstanding by several and jostled the fleet. Johnson and Turner both tanked. Dave Loughran got on the correct (left) side of the course early and met up with the windward mark first by a wide margin. He won with ease. Campbell, Wight and Merrick, joined by Cliff Lewis chased him around the course.

Third Race: (same day -- after lunch, and still fluttery westerlies). Lake Chataugua again ruled the roost with Turner and Johnson running out a spectacular distance away from the pack. A wildly exciting tacking duel (some say about 30 tacks) going into the finish enabled Johnson to beat out Turner in the last 100 yards. But an acknowledged foul at the start cost Johnson a (why-he-didn't-win) seventh place 13 points instead of the zero for first. Campbell and Wight were followed by ex National Champion, Runyon Colie (sailing an elderly yacht sporting mostly tired sail cloth).

Fourth Race: (The following day -- wind light and flukey -- but easterly after a three-hour wait for the land to heat up and get the thermal sea breeze moving). Gus Baker of Lake Hopatcong got out front for the entire first triangle of the course and stayed there until the inevitable Johnson picked him up on the second beat. He dropped one more place at the end of the third beat to Wight.

Fifth Race: (The best air of the Regatta, 8-10). Johnson was tanked at the start but after a few shrewd shift choices got into first place 3/4 up the first beat for a comfortable lead the rest of the race. Wight, then Merrick followed him on the reaches. Merrick got past Wight on the second beat and threatened Johnson on the run but no more than that. Campbell held his Regatta third position by getting Art Wilder (Keuka) on the third beat.

FINAL STANDINGS - ECESA CHAMPIONSHIP - MANTOLOKING, N.J.

August 7-9, 1974

1	-	MR-1	Dick Wight	3	-	3	-	4	-	2	-	3	28.1
2	-	CH-7	Eric Johnson	1	-	12	-	7*	-	1	-	1	31.
3	-	T-17	Cliff Campbell	14**	-	2	-	3	-	5	-	4	46.7
4	-	MA-2	Sam Merrick	4	-	5	-	10	-	6	-	2	48.7
5	-	MA-18	Cliff Lewis	8	-	4	-	6	-	4	-	8	55.7
6	-	CH-5	Dick Turner	2	-	15	-	2	-	9	-	15**	63.
7	-	MA-7	Runnie Colie	7	-	10	-	5	-	7	-	7	65.
8	-	KU-10	Wilder/Penwarden	12	-	6	-	7	-	8	-	5	66.7
9	-	MA-111	Dave Loughran	6	-	1	-	8	-	18	-	11	66.7
10	-	HO-11	Gus Baker	10	-	11	-	9	-	3	-	20	79.7
11	-	KU-9	Bob Cole	13	-	13	-	12	-	13	-	10	91.
12	-	MA-77	Art Simons	17	-	16	-	14	-	15	-	9	101.
13	-	LE-8	Jim McGowan	16	-	7	-	15	-	17	-	19	104.
14	-	KU-8	Hallahan/Kohl	15	-	25	-	11	-	12	-	14	107.
15	-	KU-5	Irv Spear	9	-	20	-	22	-	16	-	13	110.
16	-	HO-32	Tom Wiss	21	-	21	-	16	-	11	-	12	111.
17	-	BD-88	Bob Valdez	18	-	9	-	13	-	19**	-	23	112.
18	-	L-1	Jack Manning	11	-	14	-	DF	-	14	-	15	113.
19	-	MC-1	Bob Armstrong	20	-	8	-	23	-	19	-	18	118.
20	-	LE-7	Walt Smedley	19	-	17	-	19	-	21	-	17	123.
21	-	HO-23	Kadinik/Scanlon	22	-	19	-	17	-	22	-	16	126.
22	-	MA-1	Tom Buck	14	-	23	-	21	-	20	-	22	130.
23	-	HO-13	Craig Bradley	23	-	18	-	25	-	24	-	21	141.
24	-	KU-3	Bob Hawk	25	-	22	-	18	-	23	-	DF	147.
25	-	KU-16	Frank Nicklaus	24	-	24	-	20	-	27	-	24	149.
26	-	HO-10	Ken Rand, Jr.	26	-	26	-	26	-	25	-	25	158.
27	-	HO-29	John Hoff	27	-	27	-	24	-	26	-	27	161.
28	-	HO-31	Peter Rochelle	29	-	28	-	27	-	28	-	26	168.
29	-	CW-1	Art Hooten	28	-	29	-	28	-	29	-	28	172.

* 20% Penalty (6)

** 30% Penalty (9)

TOM'S RIVER/LEHYC CHALLENGE TROPHY

Wanamaker Course, July 27-28, 1974

2 Races 7/27 - Light E 2 Races 7/28 - Light ESE

1	-	MR-1	Dick Wight	1	-	1	-	4	-	2	11
2	-	MA-2	Merrick	4	-	2	-	6	-	1	22.7
3	-	TR-17	Campbell	2	-	4	-	3	-	4	24.7
4	-	S-1	Sayia	5	-	10	-	2	-	5	39
5	-	MC-1	Armstrong	10	-	3	-	5	-	7	44.7
6	-	LE-7	Smedley	6	-	8	-	13	-	3	50.4
7	-	MA-1	Stokes/Buck	13	-	9	-	1	-	12	52
8	-	MA-77	Simons	11	-	6	-	9	-	8	57.7
9	-	MA-111	Barton	3	-	7	-	S	-	S	60.7
10	-	LE-8	McGowan	8	-	5	-	10	-	F	61
11	-	MC-2	Wagner	9	-	12	-	11	-	6	61.7
12	-	MH-18	Lewis	7	-	13	-	7	-	11	62
13	-	BD-88	Valdes	12	-	11	-	8	-	8	63
14	-	MA-8	Sangmeister	14	-	F	-	12	-	10	75
15	-	T-47	Duff	15	-	14	-	14	-	13	80

LEHYC INVITATIONAL REGATTA

August 17-18, 1974

1st Race - Heavy S 2nd Race - Light SE

3rd Race - Med SE

1	-	MA-2	-	Merrick	3	-	1	-	1	4-1/2
2	-	T-17	-	Campbell	1	-	5	-	2	7-3/4
3	-	S-1	-	Sayia	2	-	3	-	4	9
4	-	MA-18	-	Lewis	5	-	2	-	3	10
5	-	MA-111	-	Loughran	4	-	12	-	5	21
6	-	T-1	-	Love, etc.	8	-	7	-	6	21
7	-	MC-1	-	Armstrong	7	-	7*	-	7	21
8	-	BD-88	-	Valdes	9	-	6	-	8	23
9	-	LE-8	-	McGowan	6	-	8	-	10	24
10	-	LE-4	-	Galloway	F	-	10	-	9	31
11	-	LE-7	-	Smedley	F	-	9	-	11	32
12	-	L-1	-	Manning	10	-	11	-	8	35
13	-	LE-32	-	Christie	11	-	13	-	12	36

* 20% Penalty = 3 Places



"... INEVITABLY, ONE SIDE OF LAKE GENEVA
WILL BE THE WRONG WAY TO GO."

PHOTO - NANCY & SUE LYON



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PHOTO - SUE & NANCY LYON

ALLEN RACKS UP HONORS, TAKES INLAND AGAIN

By Kelley Happ

(Ed. Note: Reprinted courtesy October issue "Sounding")

Bill Allen, of Lake Geneva, who has won nearly every E scow honor available in the last few years, this year continued his domination of the class, despite concerted efforts to depose him by Lake Geneva's Clayton Gaylord with Allen's mentor Buddy Melges as crew; perennial scow whiz Steve Bowers; brother Ken Allen, Pewaukee's Bill Perrigo and White Bear's Skip Johnson among 50 others.

A total of 172 boats, with from two to six crew members, plus assorted onlookers, well-wishers and party goers were on hand for the 72nd running of the Inland Lakes Yachting Association's scow championships. This annual gala regularly draws 100-plus of the midwest's best A, E, C and M 20 sailors.

The "Inland" was held August 18-25 at the Lake Geneva Yacht Club in Lake Geneva, Wisconsin which was making news of its own with the celebration of its 100th birthday.

Allen's defense of the title started with a strong offensive as he aced the first race Sunday afternoon and took another on the following morning. Gaylord picked up a pair of seconds while Perrigo and Bowers took a fourth and fifth apiece.

For Allen race three was a flop -- quite literally. Out front again and with a good lead, Allen's hiking strap snapped, flinging his crew into the drink. While Gaylord quickly picked up the front runner's spot, Allen retrieved his crew and took a nosedive in the standings with a 1-1-16.

Winds were brisk for the start of race four and Pewaukee's F.W. Haines moved out to initial the mark with Steve Bowers close behind. Allen rounded in fourth place, 10 lengths back but quickly filled the gap to take the lead. Gaylord, who had followed Allen around the top mark made time on the reachers as well, and the Lake Geneva pair finished 1-2 for the third time.

Winds remained in the 12-17 mph range for race five. Minnetonka's Bowers took a good start from the leeward end of the line and led the fleet to the rounding. On the first reach, Bowers extended his lead slightly, but Ken Allen closed much of the distance on the following close reach. Haines and Doug Mills filled up the third and fourth spots, with Bill Allen in fifth and gaining steadily. After a slow start, Gaylord held a mid-pack position, but his speed was good and he was able to subtract places rapidly on the reachers. Bowers held onto his lead at the gun, followed by the Allen brothers - Ken and Bill.

Allen moved out in the finale for another strong third, which gave him a low 33.4 points and the first place silver. Gaylord was second, some 24 points back and Minnetonka's John Gluek was third with 76.5 points.

1974 ILYA CHAMPIONSHIP

TOP 15 FINISHERS

1	Bill Allen	1-1-16-1-3-3
2	Clayton Gaylord	2-2-1-2-12-24P
3	John Gluek	3-6-9-8-8-10
4	Steve Bowers	5-4-11-DNS-1-4
5	Skip Johnson	22-17-3-9-7-17
6	William Perrigo, Jr.	4-5-8-DNS-4-5
7	Ed Chute	8-18-15-17-5-23
8	Harry Allen	27-3-53P-4-2-7
9	Jane Pegel	7-DNS-19-6-10-1
10	Jay Ecklund	17-31-7-14-11-13
11	Bill Mattison	14-23-5-19-26-12
12	Lon Schoor	12-24-10-11-19-22
13	Loew - Henkel	44P-9-12-7-6-27
14	William Ackerman	28-21-37-5-24-2
15	Ken Kornoelje	6-51P-17-18-14-6

PHOTO - SUE & NANCY LYON



2nd Place Winner Clayton Gaylord in need of dark glasses.

1974 BLUE CHIP pewaukee lake, wis.



BY COLEMAN NORRIS

FINAL STANDINGS

FINISH	SKIPPER	1	2	3	4	5	6
1	Bud Melges	<u>2</u>	1	2	2	1	1
2	John Gluek	<u>5*</u>	7	3	1	7	6
3	Gordy Bowers	<u>10*</u>	2	9	4	3	7
4	Harry Allen	<u>14</u>	5	<u>15</u>	5	2	2
5	Will Perrigo	3	4	7	<u>DNF</u>	4	8
6	Stu Wells	11	13	1	<u>3</u>	<u>15</u>	5
7	Peter Barrett	1	10	5	<u>15</u>	9	10
8	Sam Merrick	6	3	4	<u>9*</u>	6	15
9	Bill Allen	4	8	14	8	<u>DNF</u>	4
10	John Bertrand	12	<u>17</u>	6	10	12	3
11	Bill Bentsen	8	<u>11</u>	8	<u>17</u>	10	13
12	Hartley Comfort II	13	9	12	14	5	<u>16</u>
13	Cliff Campbell	7	6	17	13	<u>DNF</u>	11
14	Steve Bowers	9	19	10	6	11	<u>DNF</u>
15	Skip Johnson	17	16	13	<u>18</u>	13	9
16	Paul Wickland, Jr.	<u>20</u>	20	19	12	8	12
17	Dave D'Alcorn	<u>18</u>	15	16	7	17	15
18	Dick Turner	<u>15</u>	<u>18</u>	18	11*	14	14
19	Peter Price	16	14	11	<u>19</u>	18	19
20	Ken Kornoelje	19	12	<u>20</u>	<u>16</u>	16	17

*Denotes Protest and 30% Penalty

The Underlined Finish Denotes Throw-Out

The Ninth Annual Pewaukee Yacht Club Class E Blue Chip Open Regatta was held on Pewaukee Lake, Wisconsin, September 20 through 22. A twenty boat fleet assembled Thursday evening, enjoying a cook-out at the Pewaukee Yacht Club put on by Will Perrigo and Bill Allen. The list of competitors was awesome. For the first time since Bud Melges won the 1972 Soling Olympic gold medal, he was being opposed by each member of his crew sailing their own scow -- Bill Allen and mystery guest Bill Bentsen. The competitors were especially pleased to welcome as a special honorary mystery guest a member of the afterguard of the Southern Cross, John Bertrand. John had never seen scows before, and, by the time the regatta was over, he had experienced everything from shifty, light wind to a real blow, which resulted in a couple of high speed planing rides that make the E scow so unique. Olympic

medals were also represented by Peter Barrett, who won the silver medal in the Finns in Tokyo. Boat builder, Skip Johnson, was in attendance, along with sailmaker Gordy Bowers. All in all, it had to be one of the most competitive fleets assembled anywhere in 1974. Of particular interest was Stu Wells and the new Johnson Airex fiberglass scow. Stu had done well with it at the Nationals, and everybody was very interested in examining the boat and evaluating its performance. It had never been raced in a heavy air, and everyone was hoping for enough wind to give it a fair test.

The original schedule called for three races each on Friday and Saturday and a seventh race to be sailed Sunday morning. Friday morning, however, the lake was very flat and there was no attempt to sail, so race #1 was abandoned.

The weather cooperated around noon with a light, shifty westerly coming in, and slowly building throughout the afternoon. The twenty boat fleet sailed the Windward-Leeward course, and by the first mark the race had turned into a duel between Peter Barrett and Bud Melges. The rest of the fleet fell behind, while the two Olympic medal winners staged a terrific duel around the eight-mile course. Twice around the course and the boats were never more than a couple boat lengths apart. Barrett, who led throughout the race, was able to successfully defend against Melges' furious attacks and managed to lead across the finish line. Will Perrigo, Bill Allen and John Gluek finished third, fourth and fifth, putting on a fine show which was spectacular but was perhaps overshadowed by the epic battle between Barrett and Melges.

The second race of the day was sailed immediately. Although the wind was still shifting, it continued to build and several skippers took their fourth crew. Bud Melges popped out at the start and was never challenged, winning by over two minutes. He was followed across the line by Gordy Bowers, Sam Merrick, Will Perrigo and Harry Allen.

By the end of the first day, it was obvious that the 1974 Blue Chip was seeing the experimental/developmental phase of the E scow spinnaker design. There were several different types and sizes of reaching spinnakers, and their effectiveness has diminished the reaching importance of the large roller chute. The speed of the flat-cut reaching chute is also changing the downwind tactics, and throughout the regatta the fastest boats, even on the straight leeward legs, were doing



PHOTO - NANCY FRANK

extreme zig-zagging or "ice boating" using the flat cut reaching spinnaker.

The first race Saturday morning was sailed in a medium, northwesterly wind, which, on Pewaukee, is cross lake, giving a windward leg of just over a mile and necessitating the placement of the windward mark under the rather high north shore -- not the ideal course on the lake. The wind was still shifting, but Stu Wells broke from the start with three perfect tacks and sailed the course with a large lead, something like what Bud had done the previous afternoon. Bud followed Stu across the line with a safe second, with John Gluek, Sam Merrick and Peter Barrett providing the excitement of the race in battling for the third, fourth and fifth spots.

It looked stormy, so the next race was sailed immediately in medium winds up to 12 knots. John Gluek led the majority of the race, with Bud Melges right on his heels, again providing spectators with a furious spectacle of attack and defend. The rest of the fleet, however, was close on their heels and neither of the two leaders could ignore Stu Wells, Gordy Bowers or Harry Allen, who finished close behind. Gordy had a safe third coming into the finish until a silent screamer caught him by surprise and dumped him over on his side. Very quick action on the part of the crew kept the boat from turtling, and Gordy was soon upright, continuing the race. He lost only one boat! Will Perrigo was forced out of the race by a broken shroud.

Will had the shroud replaced by the start of the fifth race after lunch Saturday afternoon. The wind had continued to build and was blowing about 18 knots, with some stronger gusts. The direction had changed more northerly, but the course was still up under the high north shore, which made the windward mark a very dangerous place, for the gusts would come at different angles and often would be so high as to leave little evidence of their presence on the water. The course sailed was a double Olympic, and the wind was so strong and the legs were so tight that no one put up a chute on the reaching legs -- on one until the Allens, that is. Harry Allen set the first spinnaker but had so much trouble he soon took it down. Bill, who had been in the backhalf of the fleet, decided that some special effort was necessary, and he successfully carried his chute on the incoming reach, providing the spectators and those on his crew the most exciting moments of the regatta. It seemed as if he was out of control at least half the time, but he made it, passing six or eight boats. After Bill had shown that it could be done, several other boats followed his example. Cliff Campbell, sailing a borrowed boat, broke a jib shackle and had to retire. Bill Allen, after providing the most exciting ride of the Regatta, unwittingly continued to provide the most interesting sight. The second time to windward, Bill succumbed to one of the invisible gusts while rounding the

windward offset and became a bottom up obstruction as the rest of the fleet tried desperately to avoid him while planing around the offset mark. Although the E scow is prone to turtle, they are fairly easy to get up because you can tow them out of the water and dry with a powerful enough boat. This was done to Bill, and while towing down the lake at a high rate of speed, the four crew members decided to hang ten over the bow to flatten the hull and get the last bit of water out. The idea was to make the leeward mark in time to see some of the action. With sails down and no one at the tiller, the E boat slid outside the wake and capsized at 25 miles per hour. Although it provided a truly spectacular sight, a repeat is not recommended for it was very fortunate that no one was hurt and no damage was done. Harry Allen led for most of the race, but jammed a board on a tack and gave up the lead to Buddy Melges while maneuvering to free the board. Harry came in second, followed by Gordy Bowers, Will Perrigo with his new shroud, and Hartley Comfort, II. The windward mark was not to be denied another victim. Skip Johnson succumbed to a blast from the side immediately after he had crossed the finish line, squared his boat and relaxed. This made a rather unusual record for Skip. Up until last year, he could not remember when he had last capsized, but now he is two for two in the last two Blue Chips.



"Hello Dolly" ???



"Goodbye Daddy"!

The last race was sailed Sunday morning in very cold but sunny, light to medium air out of the north. Harry Allen again led for a large part of the race, but Buddy Melges was not to be denied and outguessed the wind shift. Harry finished second, with special Australian guest John Bertrand third, Bill Allen fourth and Stu Wells fifth. Although the wind was light, it was still unpredictable, as Peter Price discovered when one of the famous unseen puffs caught him broadside and very much by surprise right after he had finished, just like Skip. The result was another capsize, but, again, quick action on the part of the crew righted the boat before it had a chance to turtle.

An observer during the last race was Dennis Connor, member of the afterguard of Courageous and previous Blue Chip mystery guest (he finished third in 1972). Dennis was heard to grumble that the E Blue Chip must be the only regatta in the world where you couldn't qualify by winning the America's Cup!

Since it was a six race regatta, there was one throw-out. Buddy Melges proved again to be the true champion. He won the regatta going away, throwing out a second. Bud had 37.4 points less than the second place boat.

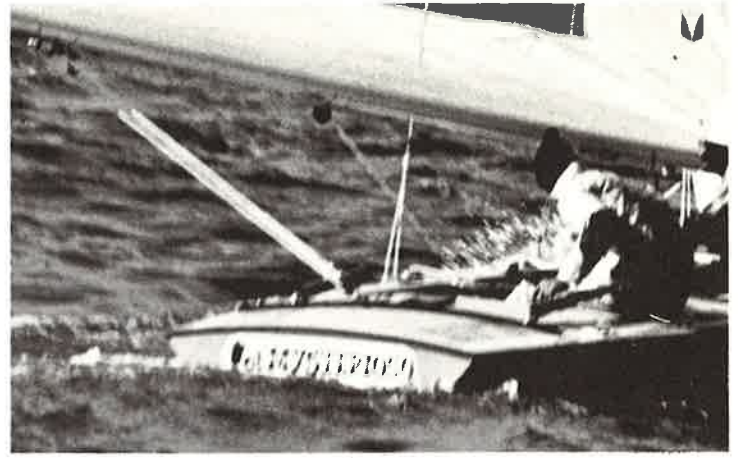


"The Fatal Over-tow"

A CROSS-SECTION OF SEA & SHORE DUTY



Young Will Perrigo all set for another "run at it."



Mystery Guest Bill Bentsen (back on an E after serving time in M-20s) spooked somebody's camera out of focus. (photo - Reporter)



Either John Bertrand, Mike Morrissey and Deonna Haines just had a good race, or somebody just rolled in the Pewaukee ditch.



Bud Melges cranking up his chariot at the Pewaukee arena.



Bill Allen re-treading his bilge boards at the Blue Chip - (or something like that.) (photo - Nancy Frank)



Blue Chip Coleman Norris and Reporter's Ted Brennan trying to work a story (or a drink ☺) out of Dennis Connor (Courageous) and John Bertrand (Louthouse Prince). (photo - Dele Meyer)

... or ... IT WAS ANOTHER VERY GOOD YEAR



✓ The Bill MacNeils of the host club, Green Lake Y.C., take a well-deserved break from Committee work.

(photo - Dede Meyer)



✓ John Hunt and Maudie Brennan commiserating with Dick Casper, as he recalls some of his harrowing WWII Navy duty at the Hotel del Coronado.

(photo - Dede Meyer)



(photo - Dede Meyer)

✓ Big chutes don't fade away — they form an elegant backdrop for former Commodores ~ Robbins/Meyer/Smedley



✓ Peiraukes 'Lady' Sawyer caught in a pensive moment.



(photo - Reporter)

✓ Bill Perrigo (probably) wishing this was an A-boat affair.



(photo - Reporter)

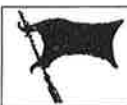
✓ Is that a chain mail vest Bob Pegel is retrieving?

✓ --- could be a whiff of fiberglass in the air?



(photo - Reporter)

✓ GEE WHIZ DEPT — Last Day — Last Race — Last Place Finisher Peter Price capsizing on the finish line while being informed that he is also being protested!



The Protest Corner

I read with interest the note on the history of the E boats in the 1974 Yearbook. There is one point made that to my recollection is not correct. Since I don't know who wrote the history I am writing to you. It is stated that the original boats came equipped with two spinnaker poles carried on deck in clamps. This is a change that did not come into effect at least in the ILYA until the late 20's or early 30's. The first boats had only one spinnaker pole and this was carried in the cockpit. I can vouch for this fact because before I got my first E boat in 1930 I crewed on Tom Irvine's boat and set spinnakers for him. I can well remember the difficulty we had on jibes with only one pole and with a guy permanently attached to the pole. The rule permitting two poles clamped on deck was regarded by everyone as a great improvement

Jule Hannaford

As the judges were creatively sitting about the Pewaukee YC bar, prior to the trophy presentation, Dede Meyer, (upon request by the "Reporter") conducted an informal interview with Dennis Conner, (Starting-line helmsman on "Courageous" and 1972 Blue Chip Mystery Guest) and with 'special guest' John Bertrand, from "Southern Cross". Both were enthusiastic about the E's performance and appreciative of the challenging vagaries of the middle west's small inland lake winds, (of which Pewaukee Lake can at times be the vaguest).

John Bertrand observed that this type of sailing is a distinct advantage for the Americans as there is no small lake

sailing in Australia, and added "I think this is terrific sailing ... sailing an E is smashing ... closest to it is the Tornado Cat ..."

Dennis Conner was disappointed to find that winning the America's Cup didn't qualify one for the E Blue Chip. He especially wanted to be invited this year as he felt Billy Allen was due for an off year. He further stated "no wonder Bud Melges is the world's best racing sailor when he gets the chance to sail in boats like these ... on small lakes with winds like this ... and against the superb quality of competition represented here."

During the presentation, Bud Melges revealed how he had plotted to upset Bill Allen's long streak. Buddy said that while hunting with his father, Harry, they hit on the idea that voodoo should be persuasive ... and a suitable doll was fashioned and pierced with nineteen pins (one being very mysterious). Apparently the strong magic worked in the guise of a silent, black puff and capsized the Allen boat.

Bill Allen graciously accepted his (relative) set-back and denied that the possibility of a large salary increase at the sail loft had anything to do with his regatta problems.



See page 14 for photo of actual exchange of Voodoo doll - (This drawing re-created by Fleischman Distillery's Police artist)



HAROLD ALLEN ON PORT TACK SHIFT AT THE
MADISON ILYA INVITATIONAL

Photo - Tom Kelly

MELGES SAILS
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Developmental E

BY SKIP JOHNSON

Thanks for the opportunity to elaborate on the building of our new fiberglass "E" scow. Our main concern was to have the stiffness and lightness of our 1975 double planked wood hull. To achieve this we decided to use Airex core material in a sandwich construction.

The molds themselves were, of course, the most time consuming to construct. For the plug we built a new wood hull. It was made as true as possible by covering the wood with a layer of glass cloth and three coats of gel. This was sanded in three different directions to remove all imperfections and irregularities. This plug surface was then polished to an extremely high shine prior to the mold being built over it. The amount of time spent in sanding you polishing was just unbelievable. But it did pay off! When we pulled the hull mold all the extra hours were worth it - no sanding at all was necessary on the mold. To achieve the rigidity we were so concerned about, we concentrated on two areas - the hull skin itself and the interior support system. Based on our experience in the "C" class we decided to use a 3/8 inch Airex core. This core was sandwiched between the outer layer of gel coat followed by a 1½ ounce layer of mat, a layer of woven roving, a layer of one ounce mat, the Airex - then on the inside of the core, a layer of one ounce mat and finally a layer of glass cloth.

To support and further stiffen the hull and deck (the deck is constructed by the same method) separate molds were built to duplicate the functions of the backbone, "A" frame and stringers of a wood boat. As a result our backbone structure consists of a hollow, continuous mold which runs the full length of the hull and fits the contour of both the deck and the bottom. In the cockpit area it is a height of 5 inches but maintains the constant width of 5 inches. Just think of the strength of such a unit bonded to both the hull and deck. To compliment this center backbone mold a series of trapezoidal pyranis shaped molds were constructed to provide vertical support columns to simulate the stringers of a wood boat. Because of the relatively wide base and excellent bond and load distribution, these shapes are ideal. The amount of planning to build the backbone and side support molds was fantastic, because the double curves of both the hull and of the deck must be taken into consideration, in addition to the reduced height between deck and hull as you move forward or back from midships.

All the interior supports are constructed of four layers of mat with 7/8 inch spruce glassed in place where stress fittings are attached. In the areas of greatest stress (chain plates and forestays) aluminum plate is bonded to both the hull and deck.

The tolerances between the hull with all the interior sup-

ports glassed in place is so close that the deck can be bonded to the hull without sending a man inside the boat! The top surfaces of the backbone mold and all the pyramid molds are covered with a mixture of resin and of mat prior to the deck being set on top. The deck itself is constructed with a one inch flange. This flange is initially filled with a special caulking and screwed to the hull at 8 inch intervals. The screws penetrate through the deck flange, through the hull and into a spruce gunwale set inside the hull. A white vinyl molding covers the flange and is again screwed at six inch intervals through the hull into the wood gunwale. So, after all that - presto "overnight" our Fiberglass "E".



PHOTO - SAM DIX

Stuart Wells sailed a new fiberglass E made by Johnson Boat Works in the Nationals (finishing 7th) and the Blue Chip (finishing 6th) the following are his comments:

Some people just love fiberglass. I have heard glass described as the greatest thing to be invented since sex. A few even rank it first. Not me. A plaque on the wall at Johnson Boat Works says: "If God had wanted fiber glass boats he would have planted fiberglass trees." That pretty wall expressed my feelings.

But the idea of a yacht with a mirror smooth finish had its appeal. It probably wouldn't be any faster but everyone would think it was. And I was always pretty lazy about bailing. Then, too, after fourteen years in wood E boats sailing something different might be amusing. So I decided, "What the hell, I'll try it. If it sails the same as a wood boat, I might even buy one."

I had hoped to be able to sail it in the Inland Regatta but Johnson's decided to keep sanding the plug until it was perfect. I ended up with only one race to test it out before the Nationals began. There was a heavy wind with big waves. The boat was solid as a rock and floated - not bad. The boat seemed to go very well but we had a few minor problems. We were in second place after the first time around when the hiking strap came loose. We dropped to sixth while fishing for crew. We passed everybody downwind after we got going but then rolled it at the leeward mark when the backstay wouldn't let loose on the jibe. We damn near sank.

After adding floatation we loaded up to go to Green Lake. We went well at the Nationals but the boat wouldn't work up into the wind. It seemed to stall whenever the wind lightened, around buoys, on the starting line, etc. After four races of that we were getting desperate. Gordy Bowers looked over the mast and sails carefully and declared it wasn't his fault. It wasn't anybody's really. It turned out the sideboards were rubbing slightly on the front of the board box and not going down all the way. I would have noticed it sooner but I have had fully enclosed boards for ten years and don't know how far down the boards are supposed to go on a standard rig. We managed to finish seventh in the Nationals anyway.

I don't know how Melges managed to fit in a 40-day vacation in the wilderness between the Nationals and the Blue Chip but he certainly walked all over everybody on the waters of Pewaukee. The rest of us were fairly even with less than 10 points separating second through sixth. With the board problem corrected, we spent the first two races tacking under boats and working up in front of them. It was fun but we should have looked for the shifts. In the third race Doug Mills joined the crew and kicked me whenever I fell asleep. We won. In

the fourth race we got third when Gordy Bowers tipped over right in front of us on the final leg. What a show. We almost tipped over laughing. He got it up and as we were applauding he almost caught us on a typical Pewaukee shift. In the fifth race we ran into wall-to-wall boats on the starting line and at almost all of the buoys. It isn't easy to pick the wrong side on five consecutive windward legs but we managed to do it anyway. The last race was fairly heavy with all kinds of wild shifts. The first three boats disappeared early and were never seen again. We sailed about 3 times around with Allen, Gluek - Robinson, Bowers and Perrigo. We were all the same speed and boats changed places constantly on shifts. We ended up fifth, just behind Allen and ahead of the others, finishing sixth overall.

The fiberglass boat was designed to be identical to the wood boat. It felt the same, it sailed the same and as far as I am concerned it is identical. It is very solidly built with very little flex along the keel. During the races I kept forgetting it was made out of glass. I have decided to order one for next year (with a bright orange bottom so it can be seen ten miles upwind in a hailstorm.)

Continued
from p. 12

"Bill Allen
receiving the
Voodoo needle
from an
admirer."

photo
Nancy Frank



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*During the Sunday AM hailstorm
this boat was seen all the way
from Wales, Wisconsin, which is
at least 10 miles away.*



Spinnaker Development

BY GORDY BOWERS

Recent E Spinnaker development can best be described by quoting the familiar commercial: "YOU'VE COME A LONG WAY, BABY!" Three years ago, we were all using flat 3 oz. dacron equal lateral reachers and very full one-half oz. spinners. Now virtually everyone has gone to the soling chute and many are successful with a much smaller and flatter big spinnaker.

The first person I saw use a soling type chute effectively was Peter Barrett at the '72 Nationals. He was surprisingly faster on the reaches. Pete even used this chute on the runs, always tacking down wind and often sailing nearly twice as far; yet, he rarely lost and often gained on his closest competitors.

Late that fall, we got hold of a stock soling chute and tested it against the standard equal lateral reacher. The results correlated with Pete's Nationals performance. We tried several other shapes and found that an even flatter soling type chute was just as good on the wide reaches, but better on the close reach. The old reacher was only superior on a very close reach, however, our standard E courses rarely provided this condition.

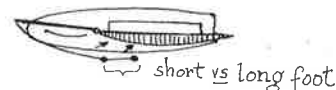
The following spring, at the South Carolina Regatta, we delivered several of the new "soling" type chutes to our customers. The first reach in the first race positively confirmed what we had already discovered the previous fall. We set our new chute and immediately went over the top of two "old" reachers and sailed away from them. Our pole was angled high, which seemed to flatten the sail enough forward while the leach was not back winding the main at all, due to a shorter foot length and a flatter spinnaker shape.

The second reaching leg was a surprise. We had sailed a little high of the course line and when it came time to widen out and come back down for the mark, I thought we would be passed quickly by several close boats who had put up their large half ounce chutes. SURPRISE! They didn't roar by us; rather, we held on, only losing $1\frac{1}{2}$ boat lengths in about a mile of sailing. Spinnaker shape was more important than area.

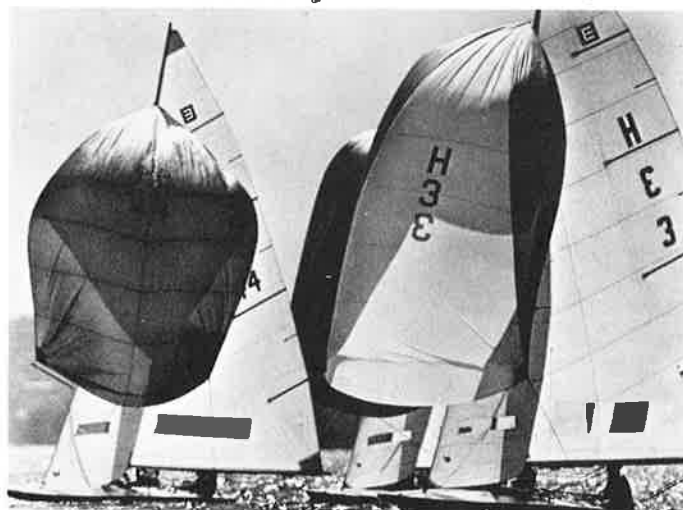
Another advantage was quickly apparent. In extremely light air (0-3 mph), it was always better to put up the "soling" chute. Even though it was $\frac{3}{4}$ oz. and the large chutes were $\frac{1}{2}$ oz., the small chute flew better because there was almost $\frac{1}{3}$ less cloth and the flatter sail filled easier, even in the faintest puff.

The balance of '73 sailing proved that the soling chute was indeed superior to the old reacher in a very wide range of conditions. These results were now applied to the large chute. The foot length was shortened, thus reducing the area and weight of the chute. The spinnaker cloth weight could now be raised from $\frac{1}{2}$ oz. to $\frac{3}{4}$ oz. stablecoat, and the chute would fly as well. Furthermore, the $\frac{3}{4}$ oz. was not as apt to blow out as fast. No more bag of marbles effect after several heavy air races.

The shorter foot spinnaker performed better on the wide reaches as there was not as much chute hooking into the main; hence, a much better slot was maintained. Our E rarely sails best on a straight dead down wind run, but even here the short foot spinnaker was not penalized. The amount the sail can project is a function of the pole length, not foot length. A longer foot merely means that more of it is behind the main sail, where it does no good.



The next step in development was in the design of the panels. The standard for years was the Foster Roller Spinnaker design (horizontal center section with two side panels or ears). Bud Melges made the top with ears, but the bottom panels were all horizontal. In '73, we tried a horizontal cut with a center seam. Late last fall, we decided to borrow the radial head concept so successful in the off-shore classes and apply it to E spinners. The results were quite satisfying. Bud has gone to the center seam sail and North Sails to the radial head. The upshot of all this is that the ultimate panel configuration is still being developed. Each sail designer has many good reasons for his approach.



Last year, there were further refinements in the soling chute. We have gone to the radial head in order to hold the top very rigid and flat. Also, several other sailmakers are experimenting with a relatively new fabric called Dynac. It is still 3/4 oz. nylon, but it is heavily coated with resins to prevent stretch, much like the yarn temper dacron used on so many E mains and jibs. Dynac is paperlike, and harder to stuff; however, it has great resistance to stretch. This greater stretch resistance now allows the foot of the "soling" chute to be longer as the leaches will not hook in due to clew stretch. Consequently, we can get more area back without sacrificing shape. Several sailmakers, including us, made all dynac "soling" chutes. Because we were using the radial head, the top seemed strong enough, so we tried a 3/4 oz. stablecoat top and only used the heavier but stronger dynac for the bottom half. The half seam where the two types of cloth are joined is not affected the the different stretch ratios.

The latest large chute development is a further flattening of sail shape, accompanied by a reduction in sail area. Bill Allen tried this smaller and flatter big chute at the ILYA Championships with good results. We have tried several of these shapes, and they appear to be faster as they "float like a butterfly ... sting like a bee." Applied to E sailing and not boxing, the smaller large chute allows you to change course much quicker while tacking down wind on the run. You can quickly come up and off, pop, pop, pop, to follow the shifty and puffy winds so common on our inland lakes. Now the runs like the reaches are even more exciting and challenging to sail.

In summary, the trend is clear, both large and small spinners are becoming smaller and flatter. Whether or not we will ultimately evolve a single spinnaker for both reaching and running is difficult to say. Our earlier experience with large full spinners gives a perfect contrast for our new smaller and flatter sail shapes. In sail design, as in so much else in life, there is a point of diminishing returns in carrying a principle or concept to its logical extremes.

We may have reached that point, who knows. But whatever the future brings, down wind sailing in the E will always be more exciting. Thank you, Peter Barrett!



*

1- North Main	\$35
1-'71 Bowers Jib	\$40
1-'71 Bowers Main	\$60
1-'73 Bowers Jib	\$60
1-'73 Bowers Main	\$140

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*

MUSKEGON ~ CRYSTAL INVITATIONAL

July 20 - 21, 1974 Muskegon - Crystal E-Invitational - Crystal Lake. Conditions - 3 races ... light air 5-10 mph, 1 race 17-20 mph; 23 boats; individual race winners: 1) Mike Huck 2) Hartley Comfort 3) Pete Price 4) Dave D'Alcorn.

Top 5 boats:

1) Ken Kornoelje	Spring Lake	27 pts.	74 Melges
2) Dave D'Alcorn	Muskegon	38.7 pts.	69 Johnson
3) Mike Huck	Crystal	41.7 pts.	72 Melges
4) Pete Price	Muskegon	42.4 pts.	66 Melges
5) Ed Schindler	Crystal	42.4	72 Melges

Ken received NCESA Perpetual Trophy and William R. Monroe Perpetual Trophy. Crystal Lake will again hold the 1975 Muskegon E-Invitational.

W M Y A REGATTA


August 8 - 11, 1974 Western Michigan Yachting Association Regatta, White Lake, Michigan. Conditions - 1 race light air 5-8 mph; 4 races medium-heavy 12 - 20 mph. 15 boats; individual race winners: 1st, 3rd, 4th and 5th race - Hartley Comfort, 2nd race - Paul Wickland, Jr.


Top 5 boats:

1) Hartley Comfort	Torch Lake	10 pts.
2) Dave D'Alcorn	Muskegon	37.4 pts.
3) Pete Price	Muskegon	43.7 pts.
4) Ken Kornoelje	Spring Lake	44.7 pts.
5) Paul Wickland, Jr.	Muskegon	45.1 pts.





Hartley received Gibson Memorial (1st race), Baxter Memorial (last race), Muskegon Chronicle Cup (overall winner) and Barry Bricker Memorial (winning crew trophy).

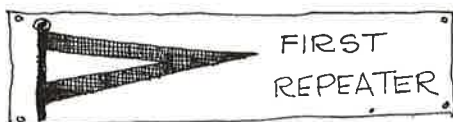
Next year 1975 WMYA Regatta will be sponsored by Grand Rapids Yacht Club and Muskegon Lake will be the site of the event.



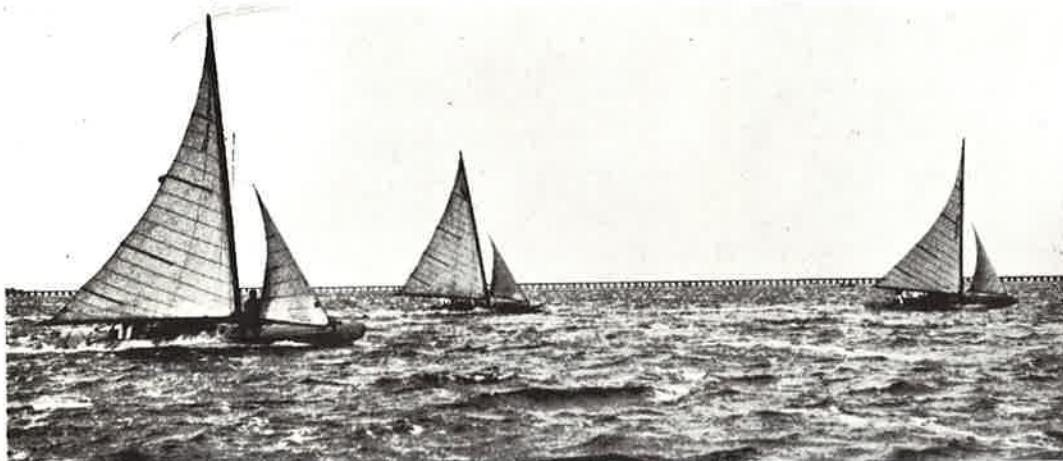

 SINCE 1896

1975 JOHNSON AIREX SCOWS

-  class "X" has racy new deck design & cockpit shape
-  class "M" AIREX scow, resting on its laurels, features efficient new rigging
-  class "C" is constructed of either double planked wood or AIREX foam, features an outboard rudder with the stern deck
-  class "E" is constructed of either double planked or all new for 1975, AIREX fiberglass!



ED. NOTE: THE REPORTER IS GRATEFUL TO ERNST C. SCHMIDT, LAKE GENEVA, FOR THE USE OF THESE 1932 YACHTING & RUDDER ARTICLES FROM HIS FILES.



M. Rosenfeld

The scow series on Barnegat Bay was held off Seaside Park, N. J., during a snorting southerly which made lively racing

"Scandal," with an American crew, cap-sized but was righted and finished the race

Canadian Crews Beat Barnegat Bay Scow Sailors

By C. E. LUCKE, JR.

BILGEBBOARD scow racing between crews of the Royal St. Lawrence Yacht Club of Montreal and the Barnegat Bay Yacht Racing Association again provided a most interesting international series this summer, with the Dominion helmsmen winning by a 43 to 35 score.

The Americans were represented by the most youthful crews which have participated in the seven years of racing in this series. Any mistakes that were made may be attributed to over-eagerness and a natural tendency to take chances when chance-taking may not have been the best of tactics.

In the four races held on Lake St. Louis, in July, the Maple Leafs triumphed by a 21 to 18 score, a remarkably good showing for any invading team in those waters. To hold the able Canadian veterans to this score on their tricky home course was a fine achievement, the more so in view of two occurrences which cost precious points.

A protest by a Dominion skipper, that he had been run off his course to leeward downwind by Sam Merrick in the second race was sustained by the committee. Although perfectly justified in the protest, many equally unintentional fouls have been countenanced in the past in these contests which have had more influence on the final outcome of a race than did this. Poor precedent, to be sure, but nevertheless established. Merrick had finished third, so the disqualification cost his team a total of three points.

Two accidents affected the racing in Canada. In the first race, "Sonny" Hanna took third when, but for a spinnaker boom casualty, he might have done better. In the fourth



contest Charles Dunbar had the heart-breaking experience of seeing his mast crash down on deck, with his sails and rigging a hopeless tangle. That he was able to repair things and finish at all within the time limit with an emergency rig speaks well for his ingenuity. He finished some 2 hours, 22 minutes behind the third boat.

As in past years, "Sonny" Hanna was the outstanding figure on his home waters, taking three firsts in as many different boats out of four races. Point scoring by skippers on Lake St. Louis was: Hanna, Canada, 14; nine points each for Merrick and Dunbar, the Jersey helmsmen; and 7 points for Tom Darling of the Royal St. Lawrence.

When racing was resumed at Seaside Park on August 27th and 28th the local prognosticators looked for pleasing results, as the score had been held down on Lake St. Louis and a howling southerly was blowing up the Bay in fine fashion the day of the first race. Traditional Barnegat weather!

The first two races off the Seaside Park Yacht Club completely ruined any optimism. In the first, Dunbar had an easy time winning and Merrick had planed down to the yacht club marker at terrific speed to establish buoy room on Darling just before rounding. As both craft jibed around the barrel, Merrick's leeward backstay jammed and his boat cap-sized. By the time he could get righted and going again, the race was all but over. So what might have been a first and a second and an American lead was a first and a fourth with no advantage.

In the afternoon race all



"Scamp" reaching along at a fast clip with her crew of three stretched along the weather rail taking a drenching

skippers showed poor judgment in trying to lug full sail in a snorting southerly. First Dunbar capsized, merely from the wind pressure under the broad bottom of his craft, as his sails were a-luff, and then, later in the proceedings, Merrick did likewise. The former was able to achieve re-righting but Merrick lost his mast and was through.

The rest of the series was an anti-climax, for while Dunbar and Merrick each accounted for an American victory, the Canadians each time took second and third. In fact, the last contest was totally superfluous as the Maple Leafs did not need to sail at all to insure retention of the International Challenge Trophy. The substitution of another yacht for the one dismasted, while changing the traditional scheme of having one crew sail each of the starting quartet of boats, did not affect the result appreciably.

The series lacked the element of match racing so traditional in the past and in each contest on Barnegat Bay the boats were so spread out as to detract from spectator interest, unusual for these events. It was productive of thrills such as may be had whenever one of those inland lake scows really gets going at the unbelievable speeds which planing can achieve in a strong breeze and some sea. The whole series was marked by fine sportsmanship on the part of all the crews and a traditional Corinthian spirit.

(photo - Reporter)



After all these years a fellow would think they'd build the hardware right and people would stop running people off the course

THE RUDDER

Canada Victor in Scow Series

BY BILGEBOARD

All the seamanship which the Corinthians of the Royal St. Lawrence Yacht Club of Montreal have exhibited in the three decades since they first won the now historic Seawanhaka Cup was brought into play in defeating the Barnegat Bay Yacht Racing Association this summer in the International Challenge Sloop series by a 43 to 35 score.

For the fifth time in seven years the Americans met their superiors in sailing the bilgeboard scows. Four races were held on Lake St. Louis near Montreal and the Maple Leafs led by a 21 to 18 score when they invaded Jersey waters for the concluding quartet of races on August 27 and 28. By having each crew sail a different yacht in each contest the series was a true test of helmsmanship and not of boats.

On behalf of Barnegat's youthful skippers it may be said that they were not really outsailed in Canada for two mishaps cost them the series on Lake St. Louis. Sam Merrick was disqualified on Tom Darling's protest that the running a boat off her proper course to leeward rule had been violated, when far more serious violations have been winked at in the past in these series.

In the final race on Dominion waters young Charles Dunbar, Yale sophomore, who was sailing the Canadian craft *Habitant*, saw his mast go by the board for no reason at all. By arranging an emergency rig Dunbar limped in just within the time limit, some 2 hours and 22 minutes after the last craft had finished and thus saved one point for his team.

Sunny Hanna, Maple Leaf skipper, who has saved his club many a defeat in the past, was easily the hero of the first four races, scoring three victories and a third to amass fourteen points. Other scoring was Charles Dunbar, U. S., 9; Sam Merrick, U. S. 9 and Tom Darling, Canada, 7.

It was in the races in American waters off the Seaside Park Yacht Club that the Yankee tars were the big disappointment.

In fine rousing breezes such as they have been at their best in in the past, they flopped miserably through poor judgment and mishandling.

In the first race on August 27 Dunbar had a fine lead and Merrick had just stood a tremendous spectator crowd on its head by passing Canada's Tom Darling, getting his craft planing as only a bilgeboard scow can. Just as he rounded the Seaside

Park Yacht Club marker at this express train speed, and jibed around the buoy, his leeward backstay was not released in time and his yacht capsized. Although righting the boat after some frenzied struggling and finishing last for one point, this disaster cost the American team the race, a chance to lead in the series, and as it eventually proved, the series itself.

Then in the afternoon race in a howling southerly in which the Jersey tars might well have reefed, first Dunbar and then Merrick upset. The former was able to right and continue but Merrick lost his mast and was through. The series was practically finished then and there for the Royal St. Lawrence sailors were leading 33 to 25 for the six races. Not one of the four craft could begin to carry full sail in this encounter, as they all lugged canvas and made poor weather of it. The Dominion tars did wonderfully well under the circumstances to stay afloat, and as it proved, that was all they had to do to win.

Only first and second in both races on the last day could tie the score, providing the Canadians finished. Two American triumphs were not enough to offset this lead, for while Dunbar took the seventh and Merrick the eighth race, in each contest the team mate took last. In fact the final event was entirely superfluous as regardless of whether the Canadians finished at all, they had deservedly won the series.

SUMMARIES SCORING BY SKIPPERS FOR 1932 SERIES

	Race Number								Total
	1	2	3	4	5	6	7	8	
Hanna, Can.	2	4	4	4	2	4	2	3	25
Dunbar, U.S. ...	4	3	1	1	4	2	4	1	20
Darling, Can. ...	1	2	2	2	3	3	3	2	18
Merrick, U.S. ...	3	0	3	3	1	0	1	4	15



NCESA

Meeting of the Board of Directors

Green Lake, Wisconsin - September 6, 1974

The meeting was called to order by Commodore Comfort at 9:30 P.M. Those present were, in addition to the Commodore:

Vice Commodore, Sam Merrick

Rear Commodore, Stuart Wells

Directors: Dick Casper, term expiring '75

Jay Ecklund, term expiring '76

Will Perrigo, term expiring '76

Craig Bradley, term expiring '75

Dave Loughran, term expiring '76

Ken Kornoelje, term expiring '76

Absent: Ted Beier ('76), Jack Brereton ('75), Mike Kotovic ('75)

A quorum being present, the minutes were summarized and approved as distributed. The Commodore extended a welcome to the new members of the Board.

The Treasurer summarized the financial condition of the Association in greater detail than that given at the Annual Meeting. He pointed out that income had exceeded budget estimates by approximately \$1500 and that expenditures were in line with the budget. It was pointed out that accounts covering the National Regatta had not been tabulated, but that a net surplus of about \$500 could be anticipated.

Stu Wells, for the Rules Committee, led a discussion on several items which required attention and action: flotation, spinnaker dimensions. Progress was reported on the sail label program; in general sailmakers were cooperating.

Skippers at the ILYA's regatta had spent considerable time discussing the limitations which were desirable for spinnakers. Sentiment seemed to favor permitting two spinnakers - one large and one small. But further study was required. Wells was requested to discuss the matter with sailmakers in order to make useful recommendations to the Board.

A discussion took place on the By-Law requirement of \$25 to be paid to NCESA for a Builder's Certificate. Since this fee had been collected only intermittently, the Treasurer was instructed to return checks he was now holding, but to reinstitute the program in 1975 with a new form to be worked out in conjunction with the ILYA. Copies of the certificate to be made to the owner, the NCESA Treasurer, the NCESA Secretary-Treasurer and the ILYA Measurer if appropriate.

It was agreed to have a fall meeting of the Board on Friday, November 15 at 10:30 A.M., if possible at the Milwaukee Y.C. to be followed by a reception and dinner for all interested persons sailing in E Scows.

Adjournment at 11 P.M.

Sam Merrick • Secretary - Treasurer

ANOTHER INFAMOUS REPORTER PHOTO QUIZ

Who Is This Man and What Is He Doing?

- | | YES | NO |
|--|--------------------------|--------------------------|
| 1. Is this Milo Perkins removing a baby sea scow's umbilical cord? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. An Indian Fakir performing the famous rope trick in reverse? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. A hungry, young camper holding a danish? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. A sea-scout filling the bow-tank on his boat? | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. A government lawyer holding one of the Watergate tapes? | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Bradley Robinson in 28 deg. F at the 1974 E Blue Chip Regatta? | <input type="checkbox"/> | <input type="checkbox"/> |

(If you answered more than two of these as true, please contact the Reporter as you may have already won a prize!)



(photo - Reporter)