



NCESA

WINTER 1982-83

VOL. 18 NO. 2

REPORTER

THIS ISSUE:

- 1982 NCESA Championship Regatta - Lake Carlyle
- Blue Chip Regatta - Pewaukee Lake
- Eastern Championship Regatta - Willie Again
- Western Michigan Championship Regatta
- Going Down Hill With Willie DeCamp

PHOTO: WESTRICH STUDIO

Shh! Do not disturb . . .



EDITOR'S COMMENT

This certainly is not the first time that the REPORTER has been late getting to press but it is the first time that it is **not** the editor's fault. Finger-pointing aside, this issue is being put together over the holidays in Coronado, California — a crummy way to pass time in 70° sunshine.

The Reporter would like to thank faithful contributors Sam Merrick, Willie deCamp, Jay Darling and Joanna Wickland for the contents. Special thanks to Bob Westrich (Carlyle E sailor who abandoned his boat during the Regatta), Ricky Lindemann, the Milwaukee Journal and Joan Schoettle for providing photo coverage.

Regretfully we have no coverage of ILYA or MESA events but defensively point out if various regions care to have regatta coverage included they must provide the information.

Should a casual reader detect a grumpiness in the Editor's Comments, he or she is correct.

P.S. Sorry the fleet finish results at Carlyle were not included. They were not available when we went to press.

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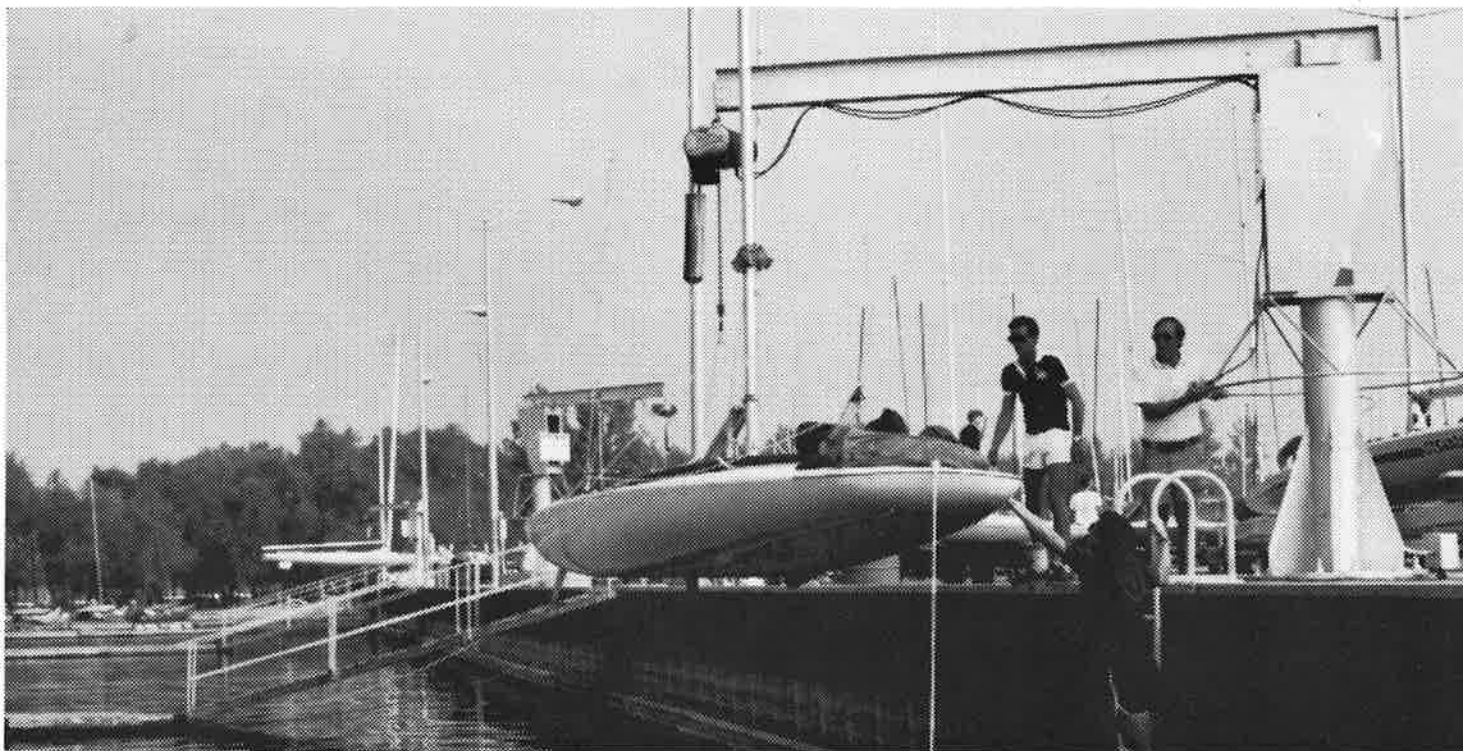


PHOTO: WESTRICH STUDIO

Hindsight Update No. 1

1982 NCESA REGATTA — LAKE CARLYLE

By Special Correspondent:

Lake Carlyle is a big wide lake running almost northeast to southwest. Because it is in flat country, there are no high banks. Unlike Muskegon in 1981 where "going for the coal" on the left side of the course seemed always best, here left was good if you could get there. But right corner shots were nearly always successful and this writer can remember two occasions when flood gates of boats from the middle swamped his dreams of an early rounding from the port tack lay line.

The committee under Ted Beier's chairmanship set square lines, except when the wind shifted and that resulted in general recalls. Compass headings were right on. There were 22 individual recalls, although for some the chase boat arrived pretty late. But the problem of recalling individuals is a headache world over. Perhaps it is best when no effort is made to recall, and a stoney silence greets you when you finish.

During the post-race interviews, we came up with four "lessons" from Gordy Bowers, two to correct his own mistakes. The setting was the morning's first race on Friday (Race 2 of the regatta) which he won from Bill Allen in what
 * we already described as a classic battle between them. Each lead made a commitment to a different crew weights which under NCESA rules must not be changed once the first contest gets underway. Allen was "heavy" with four on the boat while Bowers chose the three person configuration -- hence other things being equal, decisions by the gods of wind might affect who was to win. For Lesson No. 1, weight was crucial: Gordy had started at the center of the line but with many boats above so that he stayed on starboard long

*See p. 8

enough to be forced left so that when the wind backed some (header), he found himself almost on the lay line to round first -- six lengths ahead of Allen. On the first reach, they held even. On the second, it was apparent that it would be a close reach with velocities of 10 to 18 being experienced. Bowers headed for the bottom mark in the initial light phase, but soon the wind freshened and Bowers with his light crew was driven below the course. 400 yards from the mark, he dropped his chute and rounded the bottom mark only a half a length ahead. Lesson No. 1: When you are light and facing a close reach in gusty wind, get above the rhumbline. Gordy didn't and lost. In preparation for the beat in 18 velocity, Gordy left his mast aft. Allen, with more weight sailing flatter and higher, gradually pulled ahead. Bowers pulled his mast forward and found he could stay even. Lesson No. 2: Don't rake aft (trying to anticipate) without going up wind first under actual wind loads. At the windward mark, Allen was 8 lengths ahead -- both had pulled away from the fleet. Bill rounded in light air -- by the offset Gordy was only 4 lengths in a puff. Bowers, then Allen, jibed above even. Lesson No. 3: "Hang tough and wait for your break." The light weight might have helped to give Gordy about 4 lengths at the leeward mark, enough to be able to cover. The final beat was tack and tack again -- tricky to cover in the shifting conditions. So, Lesson No. 4, "Cover loosely and watch the wind, especially in shifty conditions." Thanks to lighter air, mast rake forward, keeping leftward in the tacking duel, and finally a building wind from the left, Gordy tasted the sweets of a 50 yard victory.

The permanent trophies were evenly distributed. Susie Allen got the women's championship trophy. She and the rest of Allen's crew, Charlie Harrett, Jud Hirshberg, the Robert Weldon Memorial. Allen himself received the Bilge Pullers, the Barneget Bay, and the Pewaukee Lake Trophies. Bowers took home the punch boat set of the Iver Johnson Memorial, and the Chatauqua Lake Yacht Club trophy. Brian Porter took the Keuka Yacht Club trophy.

We asked the Carlyle Sailing Association how they had organized such a successful affair. The answer, of course, was careful organization plus many helpful hands. If you got out an ILYA yearbook of 1968 and looked at the E fleet for the St. Louis Yacht Club, you would find listed there, Morgan, Beir's, Permutters, Westrichs, and Shindles along with Ed Phillipi, who served as Jury Chairman. E boat loyalty and support go a long way.

*Right:
Susie Allen scooping the Women's Trophy from Dede Meyer.*

*Below:
Gordy Bowers and crew take home Iver Johnson Memorial Trophy.*

*Below right:
Brian Porter, brother John and T. Freytag make off with Keuka Yacht Club Trophy.*



PHOTOS: WESTRICH STUDIO



Activity at launching area

PHOTO: WESTRICH STUDIO

Hindsight Update No. 1A

NCESA REGATTA — LAKE CARLYLE 1982

Lake Carlyle, the linch pin territory of the Midstates E Scow Association, played host for the first time to the national championship regatta. Upon completion of all six scheduled races, Bill Allen held a 2.7 point advantage over Gordy Bowers, thus did Minnetonka dominate the scene. For Allen and Bowers, it was a battle to the finish -- way ahead of the talented gathering from 11 states and 20 home port designations.

Although the turn out of 43 entries to Illinois for the first time was less than expected, the sponsoring Carlyle Sailing Association and the lake with its splendid facilities put on an event that will live among the most satisfying of national regattas -- and among the best run.

The competence of the committee work was apparent with its handling of the first race which was scheduled to start at 11:00 a.m. At that point, the lake was a mirror reflecting haze, a condition that had held from the afternoon of the previous day. Signs of breeze at lunch got the boats to the starting area, but then velocity returned to an occasional zephyr. As 4:00 approached, two-thirds of the fleet had hauled out, having deserted the committee out on the lake to its own delusions, hoping for wind. But persistence was rewarded with a 6 knot southeasterly. The subsequent scramble seemed a frivolity in the likelihood of another lapse of air -- but out we all got, lest a race take place without us. The three high-speed hoists performed the task of re-entry, and lo, Race 1 took place over an 8-mile course in an hour and a half. The six race schedule became again a reasonable expectation.

The regatta had high drama for the leaders -- three of them through Race 4 and two on the final day. The three won all the races except the sixth and had demolished any hope of being caught after Race 4. Everyone else had at least two double digit finishes. Brian Porter became one of the leading trio by winning the first race after leading at every mark. By the end of Day 2, Porter's finishes were 1-5-2-2 with the fifth penalized 13 positions because of an acknowledged rule infraction. He hoped he would be able to discard. Bower's accomplishments were 4-1-3-4, while Allen's were 7-2-1-1. The Bowers-Allen struggle in Race 2 was a classic between these two great scow skippers, both leading at times and free of all pursuers.

By discarding their worst races, Allen was the leader with three points; Porter with six; and Bowers with 13.7. Race 5 was the end of the road for Porter's winning hopes. He was 12th at the first mark, 14th at after the reaches, and 19th after a disastrous second beat. He had joined the double digit finishing ranks.

Race 5 was Bowers' flawless beauty -- good start so that he jumped out of the pack able to play the wind ridges and shifts up the middle of the course. He arrived at the first mark of the leader, joined by Willie DeCamp from the left and Jay Ecklund from the right and led handily all the way. Allen's eight hobbled him with his Race 1, 7th; so that Bowers 13.7 points became a slender margin over Allen's 16.

Race 6 was run following Race 5 back-to-back. The arithmetic of a winning scenario for Bowers was to finish

ahead of Allen, even at the bottom of the fleet or in the alternative not to have Allen finish better than 4th. For Allen, it was to finish among the top three -- a third would tie but win by the tie breaking procedure.

It can be reliably reported that both skippers considered the possibility of stuffing the other at the start -- a game less of a gamble for Allen and because he was behind. Neither could place worse than a regatta second. As the start approached, they were close together in the middle of the line with Allen and Bowers. But at gun time, Bowers had accelerated sooner -- too soon and was called back only to get encumbered by serious traffic before starting. Allen had noticed some keel boats on good port tack lifts on the left corner of the course, so he elected to go in that direction after a short port tack for clear air. By the time he went about onto port, only two boats were still headed for the left corner -- Dan Crabbe and Dave Chapin. A hundred yards into Allen's tack a 20 degree shift lift put the three out on top of the fleet. Crabbe and Chapin way out and Allen comfortably -- the regatta winner unless Bowers (or others) would over take him. Crabbe fell by the way soon, so Allen was in second for the duration while Bowers struggled through the fleet. He had one more chance and that was to hit a corner on the way to the finish -- a plausible procedure in the light of many other last minute surprises from puffs

off the shore. He just might have made it since both Chapin and Allen were near stalled finishing and a good blast from the left did all sorts of good things for those enjoying it. But it was not to be for Bowers.

Allen had been NCESA champion in 1970, 1973, 1974, and 1975. After that he got married -- doomed, so they said, never to win again. He's been trying every year ever since. But now the spell is broken.

Lake Carlyle proved to be a regatta experience different from others. The Carlyle Sailing Association Clubhouse is located in the midst of an Illinois State Park on the edge of a federally built lake constructed primarily for flood control. The club is a good ten miles from the town of Carlyle where two small motels, two schools, and lots of churches, few shops provided a community to miles and miles of corn and soybeans. Despite these limited amenities, Walt Morgan as Regatta Chairman, aided by his wife Betty, organized things to perfection -- three lunches, two dinners, and free beer from Michelob before you get off your boat at the dock, were all part of a great deal. Parking for boat trailers, vans, and cars would have been ample for double our group. And then there were those three high speed hoists serving four floating, good sized, piers. No where in the U.S. are there facilities like these.

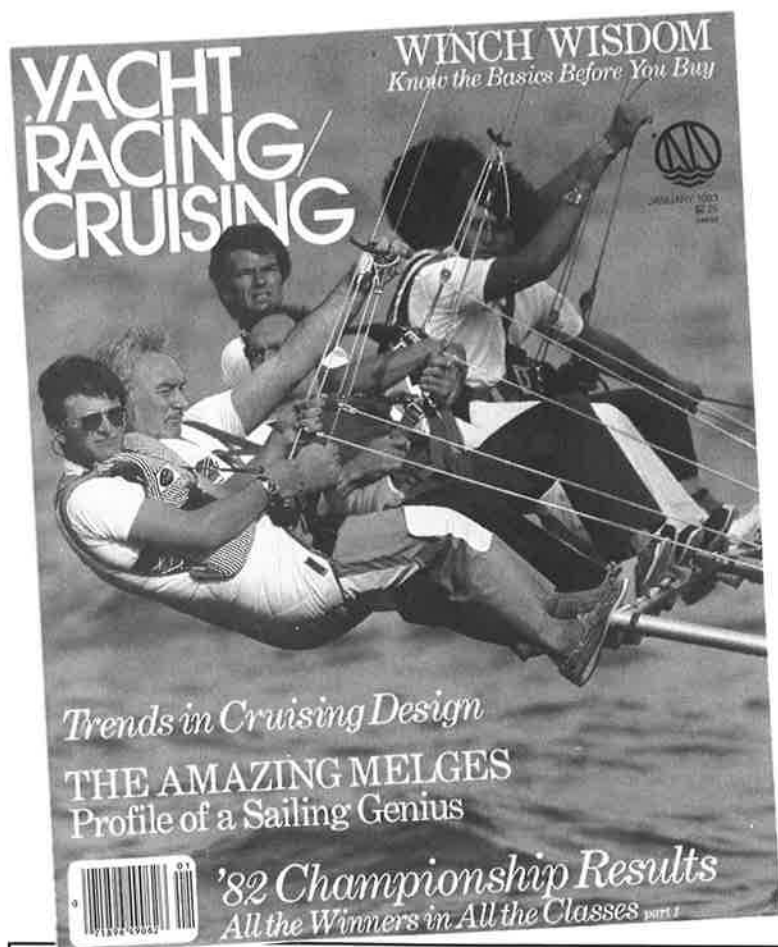


PHOTO: WESTRICH STUDIO

Some Carlyle sailors convene "before the storm".

Left to right sitting: Ken Alderson - Springfield; Marion and Jack Galvin - Carlyle; 2nd Row: Bob Robinson, Stu Cappellin, Jack Robinson, Tom Cappellin - Springfield; Carolyn & Kevin Burke - Houston, Texas.

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1982 NCESA CHAMPIONSHIP REGATTA

LAKE CARLYLE

By Special Eastern Correspondent
RACE-BY-RACE SYNOPSIS

September 9, Race 1 -- Olympic A Course, Winds 6-8 at 160.

The start was at 4:45 p.m. Leeward end favored, where Porter the eventual winner was well buried in a big jam. He took steps to get out on the right side where in his words "we got forced so hard that "I barely had to move the tillers to tack." By the time he crossed the port tackers, he ran into another header. To say the least, he was in phase. The port side seemed better, but DeCamp came in from the right behind Baker and Ecklund. Allen was 15th at the first pin; Bowers, 16th; Porter in first for the duration, although Baker almost caught him on the second beat by going left for the lay line. On the run, the big spinnakers seemed better than Baker's reacher so Porter opened his lead. Baker came near losing his position on the final beat to DeCamp. Bowers finished fourth in a remarkable recovery.

September 10, Race 2 -- Olympic B Course, Winds 10-18 at 190.

This was the Bowers-Allen classic race. They started in the middle of an even line. Bowers held for longer than his choice on starboard for two-thirds up the leg before the wind freshened and backed. That put Bowers on the inside for a long port tack into the mark -- Allen in second six lengths behind, but well ahead of the fleet. The lead all but disappeared on the close second reach (where many boats were unable to carry chutes). On the second beat, Allen worked out an eight length lead. On the run, Bowers got him back. The final beat was a tacking duel with Bowers gaining on Allen for the win. Had Brick finished third after rounding the last mark seventh.

September 10, Race 3 -- (Back-To-Back With Race 2) -- Windward Leeward Course 2½, Winds 6-15 at 190, Patchy.

A majority of the fleet took long starboard tacks three-quarters of the way to the port tack lay line. The cleanest starts plus boat speed paid off for getting over to slightly more velocity. Ecklund, Porter, and Allen with about 50 yards separation took their second starboard tacks into the windward mark in that order well ahead of the fleet. The three jibed around the offset -- Allen reported he sensed the wind getting lighter, so he jibed back hoping to get some more of that velocity observed on the side of the course going upwind. That strategy worked, so that when he later jibed to port on the "lay line," he crossed Porter and Ecklund (now in third) and went on to win. Bowers had been seventh at the first mark. He got by Tony Hermann and Dave Chapin on the first run, then Rick Turner on the second beat and finally Ecklund on the final run, so he hung in for a third. Lunch followed.



Sam and Brian having a bit of a brush.

PHOTO: WESTRICH STUDIO

September 10, Race 4 -- Olympic D Course, Winds 10-18 at 165.

This was Allen's race all the way. He started in clear air about five lengths from the windward end above Bowers and Chapin and below Ecklund and Porter. As in Race 3, going way left was slightly better although DeCamp joined the top group by going right. Chapin went farthest left and tacked just short of the lay line. Allen also tacked to leeward and ahead of Chapin. Both crossed Porter. At the first turn, Allen was four lengths ahead of Chapin, then DeCamp and Porter. Bowers was in sixth behind Doug Love -- a tribute to his skill since his jib halyard had pulled out of its latch and he was raked way aft for the duration of the race. Porter and Bowers gained on Chapin on the second beat. Porter used the run by staying right (going down) to pass Chapin and take an easy second.

September 11, Race 5 -- Olympic B Course, Winds 12-16 at 165.

This was Bowers' race all the way. He jumped out from the middle of the line at the start, got free of the crowd, and was able to tack his way up the shifts unhampered. By contrast, DeCamp went hard left and Ecklund hard right --

in that order they followed Bowers at the first mark. DeCamp remained in second just as Bowers remained in first; as indeed did Ecklund in third until the last beat when he was passed by Dick Wight. Porter and Allen were 12th and 13th at the first turn. Allen worked up to 8th at the finish for his discard. Porter sagged to 16th.

Race 6 -- Olympic D Course, Winds 10-14 (Higher Gusts) at 140.

The essence of this race appears in the body of the report. With the wind more left than for any other race, the configurations of the lake required a weather mark nearer shore. Thus, more shore influenced shifts which were to inject sudden changes of position. Those starting near the pin (Crabbe and Chapin) and those staying on starboard tack longest (Allen especially, also Bob Nuffort and Cox) got to the windward mark first. Crabbe got confused with identifying the jibe mark, so Chapin went on to develop an enormous lead, eroded at the end by the vagaries of holes and shifts. Allen was content to follow in second while Bowers in 29th at the first mark struggled back to 11th at the finish.



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SHORE-DUTY AT LAKE CARLYLE



Chairman Walt Morgan welcoming the visitors.



Winner Allen and crew exhibit their loot collected over three days "work."



Super efficient committee processing crews: Left to right: Shirley Crosby, Betty Morgan, Jean Westrich, Sylvia Brewer - Springfield; Terry Moloni - Torch; Kathleen Jewell, Woody Jewell, Jeff Severtson and Dean Halverson - Minnetonka.



A bunch of yard-birds busy unprocessing. L. to R. Jeff Ecklund, Blake Middleton, Jay Ecklund, Mike Meyer and George Kiefer, Jr.

PHOTOS: WESTRICH STUDIO



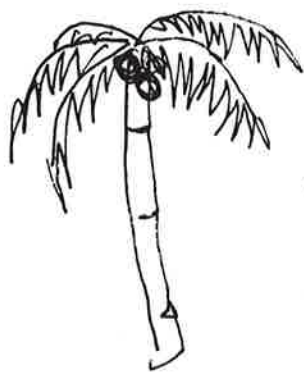
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WHAT ARE THESE SUPERSTARS DOING ON PALM SUNDAY ?

Mike Alexander

Bill Allen

Gordy Bowers

Dev Colie

Augie Diaz

John Gluek

Skip Johnson

Magnus Lilenthal

Buddy Melges

Bob Nuffort

and a host of others

The way they tell it, they'll most likely be travelling to Florida to skipper, crew or watch the action at the



INAGURAL E SCOW MIDWINTERS COCONUT GROVE SAILING CLUB



**Biscayne Bay, Florida
Monday March 28 through Wednesday March 30**

The regatta is being masterminded by Peter Commette, Jim Williams, Doug Broecker and other Miami E-boat enthusiasts. With the premier Florida sailing club hosting on the premier Florida regatta site the event figures to become a major feature on the E schedule. The growing number of E Scow sailors in the southeast ensures that the regatta will have quantity in addition to quality.

The dates were selected to enable everyone to take in two major regattas in southern climes, the Midwinters and the Easter Regatta, with only one week off from work. Your southern itinerary would look something like this:

Saturday	leave home for points south
Monday afternoon	first race of Midwinters in Miami
Tuesday	race all day
Wednesday morning	finish racing
Thursday	drive to Columbia, S.C.
Friday afternoon	first race of Easter Regatta
Saturday	races
Sunday morning	finish Easter Regatta

INAGURAL MIDWINTERS SCHEDULE

The creators of the Midwinters hope that their event will enhance the turnout for the Easter Regatta by encouraging more frozen Yankees to come South for a week of thawing out.

IF YOU HAVE QUESTIONS CONCERNING THE MIDWINTERS CALL EVENINGS:

Peter Commette or Doug Broeker 305-358-3200 305-445-0864
Jim Williams 305-856-8924

Further information will come by mail to skippers, but since reservations in the Miami area can be tight during Easter week, you may want to get a headstart on your arrangements.

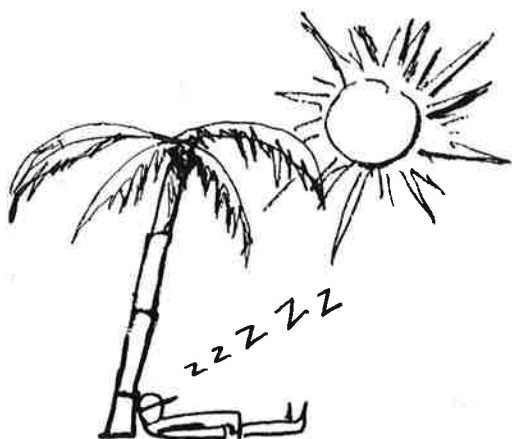
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1 for Both
1 for Judd

8-

EDITORS NOTE:

The following letter to Willie deCamp from the leading instigators of this event is published here to give the reader insight as to the overall philosophy to be pursued while at Biscayne Bay.

October 14, 1982

Mr. Willie deCamp
11 Barberry Lane
Short Hills, New Jersey 07078

Dear Willie:

Confirming our agreement wherein you will crew on our boat at the mid-winter regatta held on Biscayne Bay on March 28, 29 and 30, 1983, we have visited a sporting goods store and ordered your football helmet and shoulder pads for use during that event. To practice for that regatta, we are hopeful that you will also join us for the Coconut Grove Annual Regatta on October 23-24 and in Augusta, Georgia over Halloween weekend. If you find notice of those regattas to be untimely, you may, alternatively, join us for regular monthly regattas hosted by the B.B.Y.R.A. (Biscayne Bay Yacht Racing Association) commencing in January. We will forward a schedule to you as soon as they are published.

As a reminder, we look forward to reading your multi-page dissertation on "E" scow sailing in tropical waters. Topics we expect to hear discussed are: Wind shifts off the bikini clad maidens on shore, hydro-thermal inversion caused by water warmer than air (with the air at 75°), why Biscayne Bay breezes consistently blow 15 m.p.h. or more every day of the winter and spring, how to keep your Hawaiian Tropic on in 30 m.p.h. wind, how Willie deCamp found the fountain of youth in South Florida, why Anita Bryant prefers "E" scow sailors and how to maneuver a scow around square grouper and freedom flotillas. There are, of course, many more questions and answers into which your research must delve. All require your personal attendance, attention and flair.

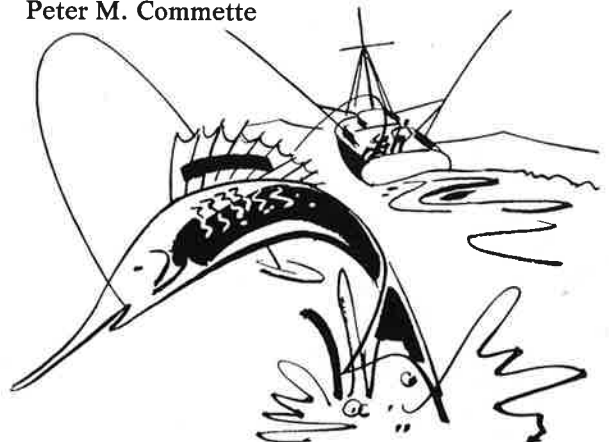
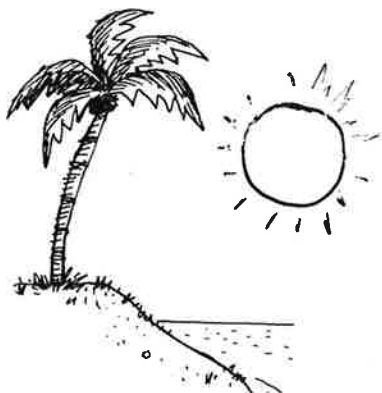
Looking forward to your personal delivery of the next "E" scow newsletter, we remain

Very truly yours,

DCB/PMC/cl


Douglas C. Broeker


Peter M. Commette



E BLUE CHIP



ED. NOTE: The only way we could level the horizon in Ricky Lindemann's dynamic 1981 photo was to cock it to the stance of her power boat platform.



"John Harkrader, get your chute up, or you know who is gone."

REPORTER PHOTO

1982 BLUE CHIP REGATTA - PEWAUKEE LAKE

September 24-25-26

By that Certain Eastern Correspondent

The record will stand for a long time -- Bill Allen and his crew were hotter than anyone has ever been to run through four Blue Chip races with winds across Pewaukee and win every contest against the cream of scow talent. His score was exactly zero, an easy win over 24.7 for Gordy Bowers, 29.4 for Bud Melges, 35.4 for John Gluek and 41.7 for Brian Porter. His crew for the occasion consisted of his wife Susie, Jud Hirshberg and Charlie Harrett.

The most remarkable part of the Allen performance was that it occurred in the quirky conditions of sailing to windward into that hilly north shore of Pewaukee Lake. All four races were sailed on wind readings between 290 and 360 on the compass, and generally in the 10-15 range, but often lighter on the approaches to the windward mark. Allen had his starting skills honed to perfection so that right off he was able to make his moves without encountering serious traffic. He was always among the top three at the first turn and except for Race 3 needed the second beat to get out on

top. But his closest competitors of one race had their starting line disasters and dismal finishes in others.

For example, at the start of the second race, Gluek, with his "place" behind Allen in Race 1, was loitering in the middle of the line with about one minute remaining -- he was freeing his mainsheet fouled around the double block on the traveller. Allen, coming from above looking for a hole, spotted Gluek, the perfect sitting duck. They both knew the next moves as Allen went to leeward and luffed enough to leave Gluek in his tailpipe, pinned by the dozen boats starting above. It took Gluek the rest of the race to get back to a sixth. In a short series without a discard, such experiences are unsettling.

Northerly winds on Lake Pewaukee exact their special toll. To get enough mileage, courses must be set with many mark roundings. Chutes go up then down, then up again -- you almost need a counter to be sure what lap comes next. It's the nature of the Pewaukee test of crews -- where momentary slips lose boats, too often for good.



Sometimes it was flat and wet --



Sometimes it was good and wet

The first race (0+W) found Gluek away at the pin, clean - he was able to tack first and cross the fleet - a good beginning for the 1981 Champ. He came into the windward mark with a good lead, but that evaporated when a last minute header required two extra tacks in light air. Allen rounded a mere three lengths astern and thus positioned himself for gaining the lead on the second beat in what became a close covering encounter for the rest of the contest.

The second race (OL twice) started without the customary recall (too bad for Gluek!). Melges looked buried, but tacked behind the fleet, went right and was the leader at the first turn. Others crossed Allen on the way up, but he passed them and was close on Melges' stern as they rounded. -- close enough so that when they jibed at the end of the first reach, Allen was inside and ahead. Bowers joined the pair for what then became a three-cornered battle well in advance of the rest of the fleet. The spectators got the best chess game of the series from the tactical moves of these three veterans.

For the third race (OL twice), Melges had his first team crew - young Harry and Hans - they are plain good. Allen got out in front early to lead Dave Chute at the first turn by four lengths. Melges was tenth and Gluek sixteenth - altogether a pleasing sight for Allen! Chute stayed close to Allen until he got passed by Melges on the fourth beat.

Allen, by then ahead by only 20 seconds, got some respite from a Melges spinnaker problem after a snap disconnected the guy on the hoist. But Melges was still only four lengths behind Allen at the bottom mark -- he was using the small reacher rather than the runner, a choice he believed was faster for arriving at the bottom mark despite the higher course angles. Allen was still in front at the end of a subsequent tacking duel.

The fourth race (W-L 4½) turned out to be the last because of no wind the day following. Allen was the leader with Melges and Bowers at 17.7 and 19. It was Porter's turn to convert a perfect start at the boat end into a first mark lead over Allen. Again Allen forged into the lead on the second beat after clearing his air with a short starboard tack. When Porter still on port from one mark, tacked to avoid the upcoming north shore, he crossed Allen's stern and then lost Gluek before rounding the windward mark. Bowers took over the second spot on the final beat, but by then Allen had a good two minutes over his pursuers. With one more race scheduled, only Bowers had a mathematical chance to catch Allen.

A fifth contest produced two general recalls at opposite ends of the lake. Each time the wind disappeared before the conclusion of the starting sequence.

And so the 1982 Blue Chip ended with Allen the possessor for a year of one NCESA perpetual trophy.



Tony Herrmann is determined to own the portend.

1982 BLUE CHIP RESULTS

					TOTAL
1.	M-44	Bill Allen - Minnetonka	1	1	0
2.	M-11	Gordy Bowers - Minnetonka	4	3	24.7
3.	1-1	Bill Melges - Geneva	6	2	29.4
4.	1-137	John Gluek - Geneva	2	6	35.4
5.	1-49	Brian Porter - Geneva	3	5	41.7
6.	M-8	David Chute - Minnetonka	11	16	52.7
7.	W-3	Bob Nuffort - White Bear	7	11	54
8.	LS4	Dave Chapin - Springfield	10	8	59
9.	MA10	Dick Wight - Mantoloking	DNF	4	64.7
10.	T-17	Cliff Campbell - Toms River	14	10	73
11.	V101	David Koch - Pewaukee	5	19	74
12.	V69	Bruce Goldsmith - Mystery	8	15	76
13.	M-1	Jay Ecklund - Minnetonka	20	7	80°
14.	V-9	Tom Sweitzer, Pewaukee	12	13	80°
15.	SL-13	Larry Price - Spring	16	17	83°
16.	BH-11	John Harkrader, Bay Head	15	12	83°
17.	W-10	Bob Zak - White Bear	9	14	85
18.	MA-33	Tony Hermann - Mantoloking	21	18	92
19.	W-1	Jule Hanneford - White Bear	17	9	93
20.	CR-1	Mike Huck - Crystal	18	21	98
21.	SL-22	Paul Wickland - Spring	13	22	102°
22.	I-5	Jeff Baker - Geneva	19	20	102°
23.	SL-39	Paul Eggert - Spring	22	23	106

* penalty - seven positions

°tie breaking procedure used



Like peas in a pod except Billy's pole seems a mite higher.

PHOTOS: MILWAUKEE JOURNAL

BLUE CHIP GALLERY - FRIENDS & FOES



Marcy Chute [Minnetonka] reminiscing with Pewaukee's Mike Meyer.



Special correspondent and sailor Sam Merrick quizzing winner Allen.



Cliff Campbell NOT after Race #4



*Jule Hannaford
White Bear*



*Dan Crabbe
[Tried crewing for a change]*



David Chute, Minnetonka



*1981 Winner
John Gluek, Geneva*



Larry Price, Spring Lake; Marcy & Fred Chute, Minnetonka, with James Barry, Pewaukee Chairman.



Jeff Baker, Geneva



Good Listener Dede Meyer, Pewaukee.

PEWAUKEE LAKE — BLUE CHIP SHOTS



John Harkrader around nicely



All-Melges boat looking more like preparation for duck hunting or ice-boating.



Tom Sweitzer on a quiet course



These birds are really splitting!

PHOTO: MILWAUKEE JOURNAL



Close traffic with chutes

PHOTO: MILWAUKEE JOURNAL



Nuffort boat either trying to get on or off the course.

REPORTER PHOTOS UNLESS OTHERWISE INDICATED

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JULE M. HANNAFORD III MEMORIAL TROPHY FOR ILYA CLASS E INVITATIONAL REGATTA

JULE HANNAFORD

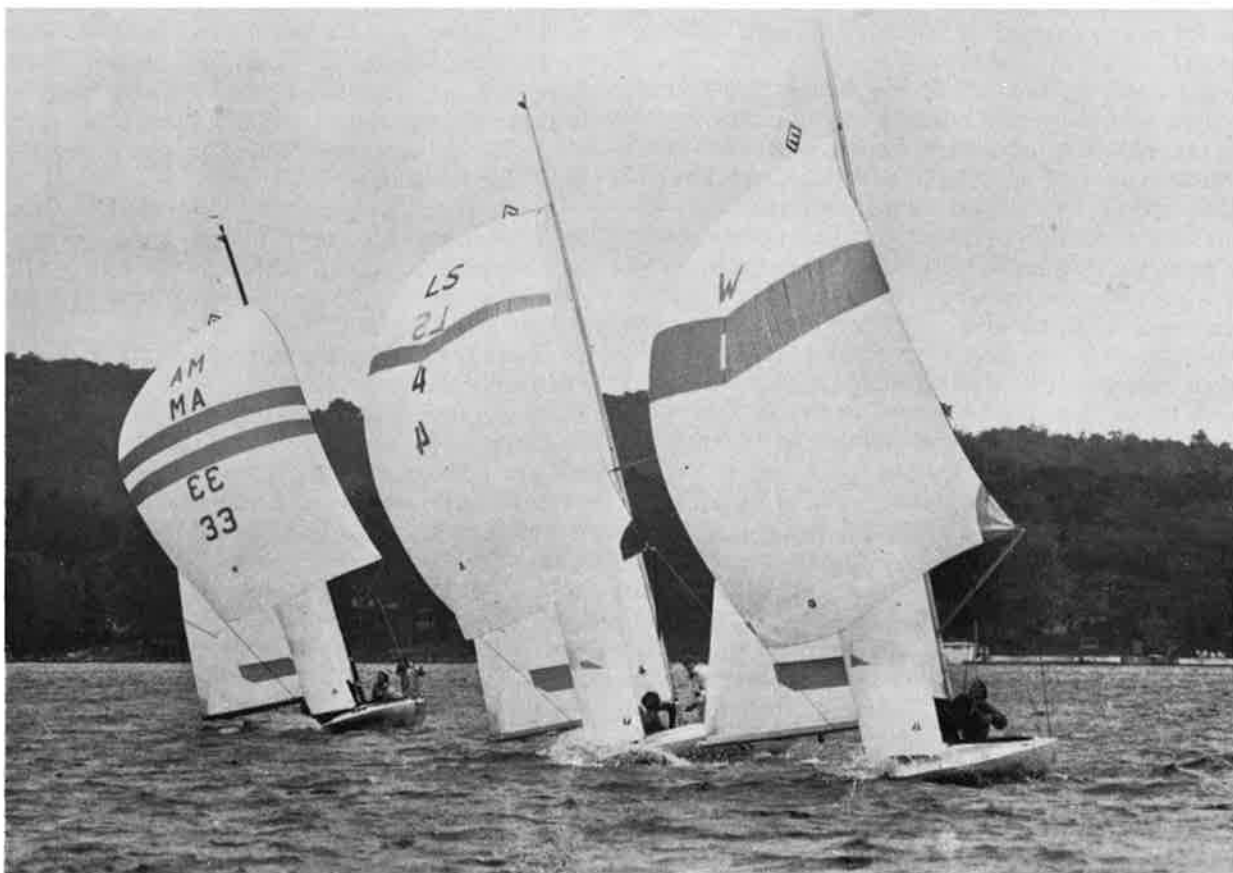
E-boaters now have a new "perpetual" to compete for each year with the donation of the Jule M. Hannaford III Memorial Trophy. The trophy, given by his family and friends will be awarded to the winner of the ILYA Class E Invitational Regatta.

Jule Hannaford, who died last year was one of the "greats" of scow sailing. He won four ILYA Class E Championships in 1931, 1934, 1936 and 1940 — the man to beat over 10 years of racing. He was also part of the first group of Inland sailors in 1937 to travel to the east coast to compete against Barnegot Bay scow sailors, the series of meetings which in a sense became the incubus for NCESA with its first regatta in 1959.

Bill Allen won in 1982 on Lake Mendota. Next year's Invitational Regatta will be sailed at Clear Lake, Iowa.



PHOTO: COURTESY OF HANNAFORD FAMILY



Young Jule had a good mentor.

PHOTO: MILWAUKEE JOURNAL

WILLIE deCAMP REPEATS AS EASTERN CHAMP



PHOTO: RICKY LINDEMANN

TUNING UP AT PEWAUKEE '81

By Jay Darling

Willie DeCamp retained his Eastern crown in an abbreviated four race series hosted by the Little Egg Harbor Yacht Club on August 5. DeCamp, assisted by Scott Callahan, Peter Van Duyne and Henry Colie, proved too consistent for the remainder of the fleet in some baffling conditions over Olympic courses.

The regatta will be remembered as unique for several reasons. First, when in recent memory has an entire day of Easterns racing been lost because of too much wind? Second, considering that the regatta site was Beach Haven, "where the wind blows", as Smedley so often reminds us, who would have predicted that three of the four races would be in the light stuff? Finally, who but Runnie Colie could engineer a second consecutive runner-up spot despite sailing one race with only one rudder? (Actually this one-rudder episode would have sunk Colie to third overall had the race committee not seen fit to award redress.)

None of these aberrations seemed likely on Day One when the expected Little Egg southerly of 13-18 mpg

None of these aberrations seemed likely on Day One when the expected Little Egg southerly of 13-18 mph greeted the fleet. Off the line well were Doug Love, who played the left side of the weather leg looking for an assist from the ebbing tide, and Erik Johnson and Dick Wight, who went right hoping to pick up the usual lift on the path back toward the fleet. Dick Wight unfortunately got off the line a little too well, as did Bill Wight and Gardner Cox, to name a few of several premature starters. This untoward circumstance dashed early Dick Wight's designs for a third Easterns win at the Little Egg site.

At the first weather mark the leaders were Love, Johnson, Stu Wells, Nick Imperato and DeCamp, followed by a large crowd. A mishap at the offset mark enabled Cliff Campbell to become a factor, but nobody could make time

on Love, who was in high gear. Only minor changes in place occurred during the remainder of the race as it was evident that the right was the preferred route for the second and last weather legs. At the finish it was Love, Johnson, Campbell, Ed Vienkowski, DeCamp, Wells and Colie.

Day Two presented a northeastern that rarely if ever dropped below 25mph. By mid-afternoon it was apparent that no races would be completed. The time was passed in a variety of ways, the most enjoyable of which for both spectators and participants was the Inaugural Little Egg Heavy Air Laser Slalom, won by Mike Fortenbaugh.

The air on Day Three was something less than vintage Little Egg, with conditions approximating a salty Lake Murray. The median breeze throughout the day was easterly with a velocity of 4-7 mph. In race two (the first race of the day) the left side paid off for Had Brick, Gardner Cox and Doug Galloway. They were followed by Erik Johnson, who hit the right corner with clear air, thereby demonstrating again that clear air on the wrong side of the course is usually to be preferred to foul air on the favored side. DeCamp trailed this crowd on the reaches but hooked into a big starboard lift near the end of the second beat. He rounded the second weather mark just behind Cox and just ahead of Johnson.

On the run DeCamp caught Cox to take the lead at the final bottom mark. He then abandoned Cox, who went right, to cover Johnson, who went left. It quickly became apparent that left was wrong, so DeCamp peeled back and made a sprint for Cox, who now had a narrow lead. What then occurred was an elegant exercise in match racing - a fifteen tack duel between the master Cox and his one-time pupil. DeCamp tried rapid tacks, slow tacks, fake tacks and raw speed but couldn't break through. Third place went to Pete Rochelle, who sailed a near perfect final two legs.

Race three was a speed and tactics clinic by Mike Fortenbaugh. He shot ahead early and was never legitimately threatened, although DeCamp, perhaps obsessive after his experience with Cox, threw in a token tacking duel near the finish.

Race three was a speed and tactics clinic by Mike Fortenbaugh. He shot ahead early and was never legitimately threatened, although DeCamp, perhaps obsessive after his experience with Cox, threw in a token tacking duel near the finish.

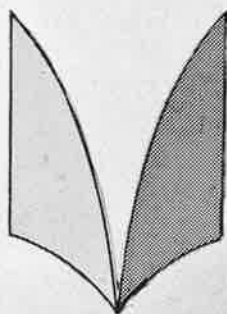
Race four, the finale, was essentially a three boat contest between Sam Merrick, Bill Wight and DeCamp. Merrick and Wight led initially by going right while DeCamp went left. At the top mark it was these three the second weather rounding.

DeCamp rounded third and stalked Wight and Merrick down the run, finally gaining some yardage near the leeward mark. Coming uphill on the final beat these three battled for the bullet, having pulled a horizon job on the remainder of the fleet. This time DeCamp was able to grab the right and edge Merrick at the finish, fittingly completing his regatta with a bullet. Asked to reflect on his strong third day performance of 2-2-1, DeCamp replied casually, "Nobody else seemed to want it, so we took it." Were it only that simple!

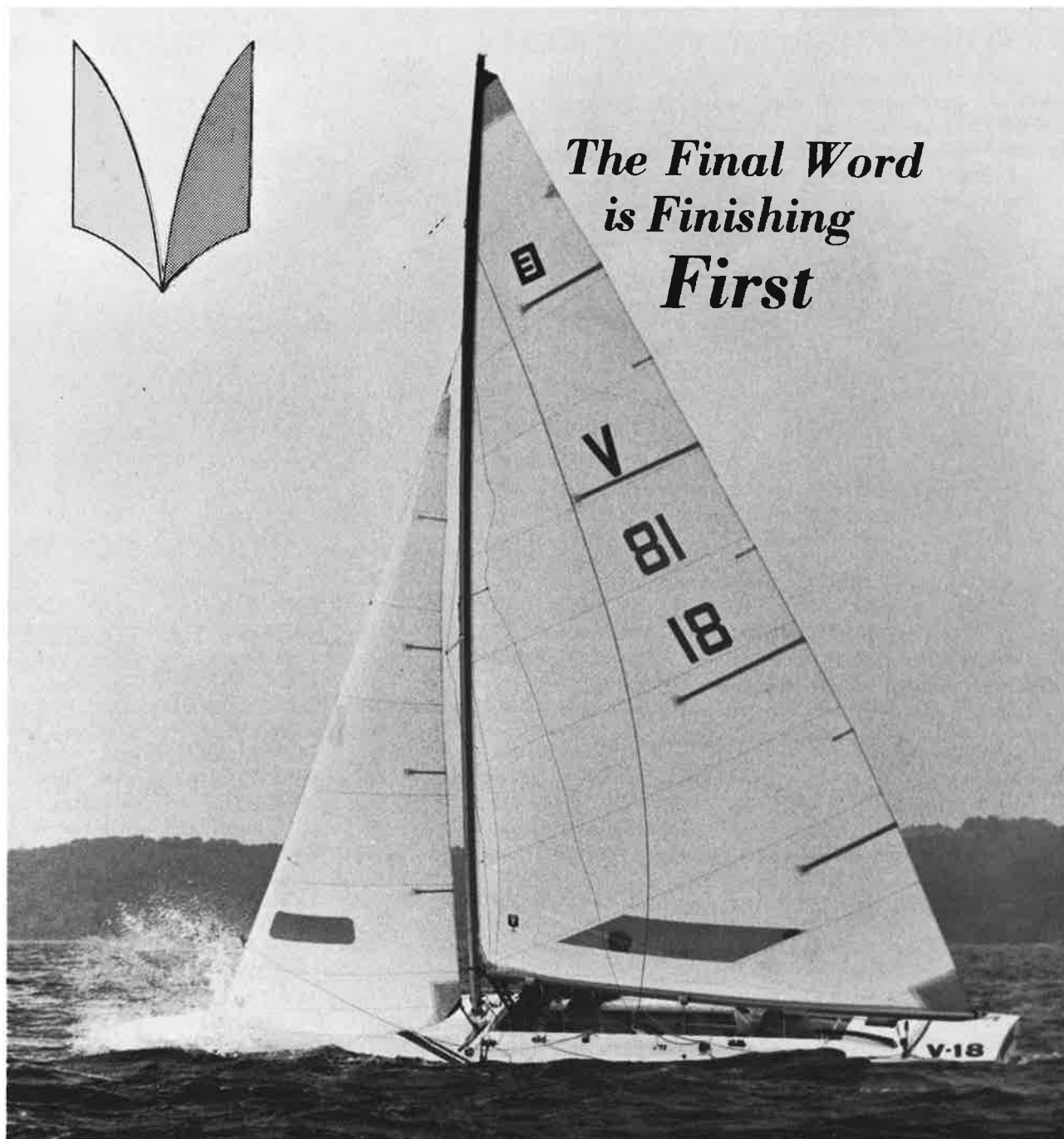
A round of applause please for Sam Murdock and the host Little Egg Harbor Yacht Club, which performed its usual outstanding job both on and off the water in managing a large, competitive fleet.

EASTERN CHAMPIONSHIP RESULTS — LITTLE EGG HARBOR

Final Position	Sail No.	Yacht	Skipper	Finishes	Pts.
1	MA9	Skimmer	Willie DeCamp	5-2-2-1	16
2	MA4		Runnie Colie Jr	7-7-12(YMP)-4	45.7
3	CH18		Erik Johnson	2-5-15-11	51
4	T8	Shellback	Dan Crabbe	13-11-3-13	60.7
5	T17	Ol' Blue	Clifford W. Campbell	3-9(ACK)-6-9	61.4
6	BH13	Wannsiniges Boot	Mike Fortenbaugh	18-23-1-7	66
7	LA99	Magnum Force	Dave Magno	8-18-17-5	71
8	BH11	Evasive	John Harkrader	14-6-13-17	73.7
9	MA7	Jasper	Ed Vienckowski	4-29-7-15	77
10	MA33	Saranac Reef II	Anthony A. Herrmann	19-12-19-8	82
11	T67		Stuart Wells	6-10-30-14	83.7
12	LF31	Stinger	Jack Lampman	11-22-8-20	85
13	MA31	Leptokurtosis	Douglas A. Love	1-24-24(ACK)-6	85.7
14	HO31	Happ-E-Ness	H. Peter Rochelle	30-3-9-30	92.7
15	MA55	Barracoda	Gardner & Vida Cox	DNS-1-11-19	96
16	CH5	Falcon	Richard E. Turner	21-13-21-18	97
17	MA5	Ol' Yeller	Bill Wight	DNF-21-10-3	102.7
18	LF30	Redeye Express	Jim Stevens	10-25-20-25	104
19	MA3	Emotion	Robert S. Armstrong	DNS-17-5-12	105
20	LE4	Adhara	Doug Galloway	17-8-22-38	109
21	BH4	Bamboo	Robert Broege	9-30-16-21(ACK)	114
22	IH27		Had Brick	DNF-4-25-16	115
23	BH7	E Spirit	H. Corbin Day	25-35-23-10	117
24	LE41	Crunch	Arthur A. Galloway	22-32-18-22	118
25	HO23	Silver Fox	Edwin Barbehenn	32-28-14-23	121
26	BH2	Slippy Sisypus	Sam Merrick	DNF-15(ACK)-4(DSQ)-2	131
27	LE32	Wings	John F. Christie	28-27-29-24	132
28	LE7	Odyssey	Walter Smedley	16-36-26-32	134
29	T2	Who Scow	Jeff Lines & Nick Imperato	12-38-35-26	135
30	KU9	Tangerine	Robert H. Cole, Jr.	26-32-39-27	142
31	CH6	Otschataka	Rick Turner	23-16(ACK)-28(ACK)-28	147
32	LE88	Elusive	Peter McGowan	DNF-20-27-31	150
33	MA18	Waanataa	L. Clifford Lewis	15-33(ACK)-37-29	152
34	HO32	Penny V	Thomas H. Wiss	31-14-45-41	155
35	KU5	Trident	Irven Spear Sr.	20-34-31-DNS	157
36	LE9	Hang Tough	Jay G. Cranmer	29-19-41-44	157
37	HO42	Liberator	Dean C. Lennox	34-31-36-34	159
38	LE5	E-Motion	Walter Lenhard	27-40-34-36	161
39	LE1	Vangelis	Charlie Rose	24-29(ACK)-32-33	166
40	HO13	Loose Ends	Craig Bradley	40-37-44-35	180
41	KU15	Cook-E	Russ Cook	DNF-41-33-37	183
42	HO25	Topper	William J. Nutzal	35-47-38-40	184
43	LE6	E-Nuff	Dave Mitchell	36-42-43-39	184
44	HO29	Heepawapum	Peter & Richard Hoff	39-43-40-42	188
45	HO41		Winfred Gintzer	37-45-42-43	191
46	LE3	Help!	John A. Coyle	33-44-46-46	193
47	LE81	Freedom	Chris B. Harris	38-46-47-45	200
48	MA10	Feather	Richard Wight	PMS-DNF-DNS-DNS	216



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WESTERN MICHIGAN CHAMPIONSHIP REGATTA

SPRING LAKE — AUG 11 - 14 1982



Not shabby after a 14 year layoff



2nd place Eggart with Pewaukee weeds



3rd finisher Mike Huck, Jr.

By Joanna Wickland

The fifty-fourth annual Western Michigan Championships were held on Spring Lake, August 11-14. The lake, which is seven miles long and approximately 500 yards wide, limited the number of entries. Over the four day event E Scows sailed alongside C's, MC's, Lasers and Butterflies.

Paul Eggert from Spring Lake, who bought a new E last year after not sailing an E since 1968, sailed to victory in very consistent fashion. His speed was phenomenal, especially in light air upwind.

Races one and two were sailed in almost identical conditions, 5-8 mph winds from the southeast, with nearly identical results. Eggert had seesaw battles with Paul Wickland, Jr. but won both contests in the end. In the second race Mike Huck, Jr. from Crystal sailed in a very close third.

Races three and four were also quite similar, being back-to-back events sailed in an 8-12 mph westerly. Again Eggert took two firsts, although he garnered a 30% penalty in race three. All the top finishers gave Eggert a run for his money, but in every case he prevailed. Larry Price led at the final turning mark in race three, but Eggert proved too fast on the homestretch. After four races Paul had the regatta locked up.

Going into the fifth and final race it was close for the second, third and fourth place trophy winners. Wickland had 29, Huck 29.4, Harett 34.7 and Price 35. Wickland took it in a 10-15 mph westerly.

The weather met with the approval of all the sailors - 80° temperatures with steady winds. Next year the regatta will be sailed at Muskegon, and Eggert will have another unfamiliar experience - defending his championship for the first time since 1968.

SAIL #	SKIPPER	RACE RESULTS	FUND PTS. POS.
SL39	Paul Eggert	1-1-1(30)-1-4	1 18
SL22	Paul Wickland Jr.	2-2-5-3(30)-1	2 29
CR1	Mike Huck Jr.	5-3-3-4-5	3 39.4
SL-13	Larry Price	4-8-2-5-3	4 40.7
SL111	Charles Harett	3-4-4-7-8	5 48.7
CR-81	Mike Huck Sr.	9-5-7-6-2	6 52.7
SL-8	Fox-Rueterdahl	6-6-6-2-6	7 54.1
SL-18	Herb Knape	8-7-9-8-7	8 69
SL-5	Mike Riolo	7-9-10-9-9	9 74
SL-1	Ron Dunwell	10-10-12-12-12	10 86

REPORTER PHOTOS

GOING DOWNHILL WITH WILLIE deCAMP



PHOTO: RICKY LINDEMANN

By Himself

These days there are lots of E boaters who are impressive upwind but fall apart upon rounding the windward mark. The mysteries of downwind work elude them - it is as though their boats were full of bricks. So here is a little advice on sailing under spinnaker, given with the caveat that it is all for naught if one approaches the game by rote, without a quest for the FEEL of the thing.

- The Five Deadly Sins -

The typical middle-of-the-packer sails downwind with his boat too flat, his pole too high, his board too low, his main overtrimmed and his course too straight. These five mundane items constitute ninety-five percent of the crimes committed against boatspeed on leeward legs. (The remaining five percent being those truly memorable moments when the chute goes up sideways, a big one rolls you over, or you get your index finger stuck in the bailer.) Downwind speed is really much easier to come by than you think: you only need to **get fanatical about the basics.**

- Sailing on Edge -

Lets start with the most basic item of all: heel. Everybody knows that a scow has got to be heeled at all times - but hardly anybody **does** it. The ideal procedure is to keep heel uniform by anticipating lulls and puffs. Barring that, you must use your concentration to lower your threshold of perception to the point at which any time the boat goes flat you pick it up immediately. This can best be done by thinking of heel not as a matter of degrees but in relation to speed through the water.

Once you tune in to the heel-speed relationship, certain patterns come into focus. Flatter water, heavier air or a desire to sail a lower course may reduce the need for heel.

As a puff hits, I like to temporarily flatten the boat as I head off. This lets the boat "squirt" out on the puff. These details are the fruits that come naturally to those who fix their attention on the root problem, which is the constant need for heel.

- Pole Height -

The ideal pole height is a compromise between two factors: (1) The entry along the luff has got to be smooth enough to allow the flow on the chute to get off to a good start. (This militates toward a higher pole.) (2) The corners of the spinnaker have got to be level so that the leech and the slot are not closed. (This militates toward a lower pole.)

The typical sailor pays attention only to the first factor, smooth entry. This is especially visible on reaches, where everybody from about fifth place back sails with his pole nice and high so that his spinnaker looks really billowy. Meanwhile the clew of the chute is much lower than the tack, thereby choking off the slot. This closed slot disturbs our intrepid E boater not in the least, however, because it is hidden behind the mainsail...out of sight, out of mind. (And anyway, the phallic connotations of a raised pole are so much more acceptable.)

There are certain situations in which angling the pole well up is justified. If a reach is extremely tight, the pole needs to be raised even at the expense of level corners because this is the only way to keep the chute flying. Also, an old spinnaker will require the pole to be carried higher in order to avoid accentuating the curl along the luff. A final important tip is that raising the pole will sometimes enable you to bring it farther aft and thereby head lower on runs.

- Using Board Sparringly -

In a sense the scow is its own leeboard. The underwater hull shape when heeled is so long and narrow that it inherently resists sideslipping. This makes the rule on board use under spinnaker quite simple: Except on tight reaches **always err on the side of using too little board.** When running, use nearly none. When reaching in heavy air, use very little. When uncertain, pull some up. The stated exception is in a luffing match on a tight reach, on which nearly full board may be needed to keep the boat in the windward lane. Except in that one case, you will never pass boats if you use a lot of board - even if you are a superstar, like Bill or Gordy or Brian for instance.

- The Forgotten Giant -

The mainsail on a running E Scow is a forgotten giant. As soon as our colorful and complicated spinnakers get hoisted, we tend to stop thinking about our other sails. The most common results of this neglect are overtrimming and undervanging, but it all relates back to **attention to basics.** Keep experimenting with mainsail trim just as you would in a Laser or a C Scow, keeping it on the verge of luffing. Ironically, the one time that the typical skipper is likely to ease his mainsail is on a close spinnaker reach, which is just the time he should consider overtrimming it in order to open the slot.

Proper use of vang is far easier to see than to describe. The standard work on vang is Gordy Bowers' article in **Yacht Racing/Cruising** about five years back. One of Gordy's suggestions is that vang be adjusted so as to create an even break along the luff as the main is eased. Proper vang tension is a compromise between overall twist, which

must be reduced, and local tension along the leech, which must not be overclosed. On anything other than a run it takes plenty of strength to remove twist from an E main, and just about everybody could use a stronger boom vang.

- Sailing the Wiggles -

In an E Scow anytime you are not beating you should be sailing **up in the lulls, down in the puffs**. Even on tight reaches your course will be faster if you pinch a little when you are in a lull and free off a little when you are in a puff. The puffier the wind, the more wiggles you should sail. On reaches there should be constant inquiry as to whether you are sailing in a relative puff or lull.

When approaching the end of a reaching leg take out some insurance against having to head off in a lull in order to get down to the mark. This can be done by setting up your final approach to the mark as low as the tactical situation allows. While this low approach may cause some difficulty in flying the chute, you will at least avoid the dread mistake of having to head off for the mark in a lull while everybody closes on you.

This sight of boats squared off and going slowly near the end of reaches is all too common and highlights the main

problem in downwind steering: it's not just speed you want, but speed in the right direction. If you head too low, you go slow. If you head too high, you go fast but the wrong way. The concept to apply is to **carry speed low**. The speed/lowness parameter is what you must get the feel of: on the downwind side of the groove you respond to a loss of speed by coming up; on the upwind side of the groove you respond to a too high trajectory by carrying your speed lower.

- A Plea -

The plight of the "how to" writer is that his readers tend to fall into two categories: those who forget it all and those who retain every last word dogmatically. Commitment to detail has got to be leavened with an admixture of discretion, for sailing is both a skill and an art. No doubt the average sailor will merely skim this article and then go call Skip or Buddy to order a special doublebottomed boat or some new lightweight foredeck construction. Alas, the basics will always be too mundane to command the attention of such an elite corps as populates the National Class E Scow Association. Still, verbalization can be therapeutic even when nobody is listening. RIGHT SAM?



Sam might say - "these boats are looking pretty tidy."



Sam might say - "these guys have begun to interpret Willie."



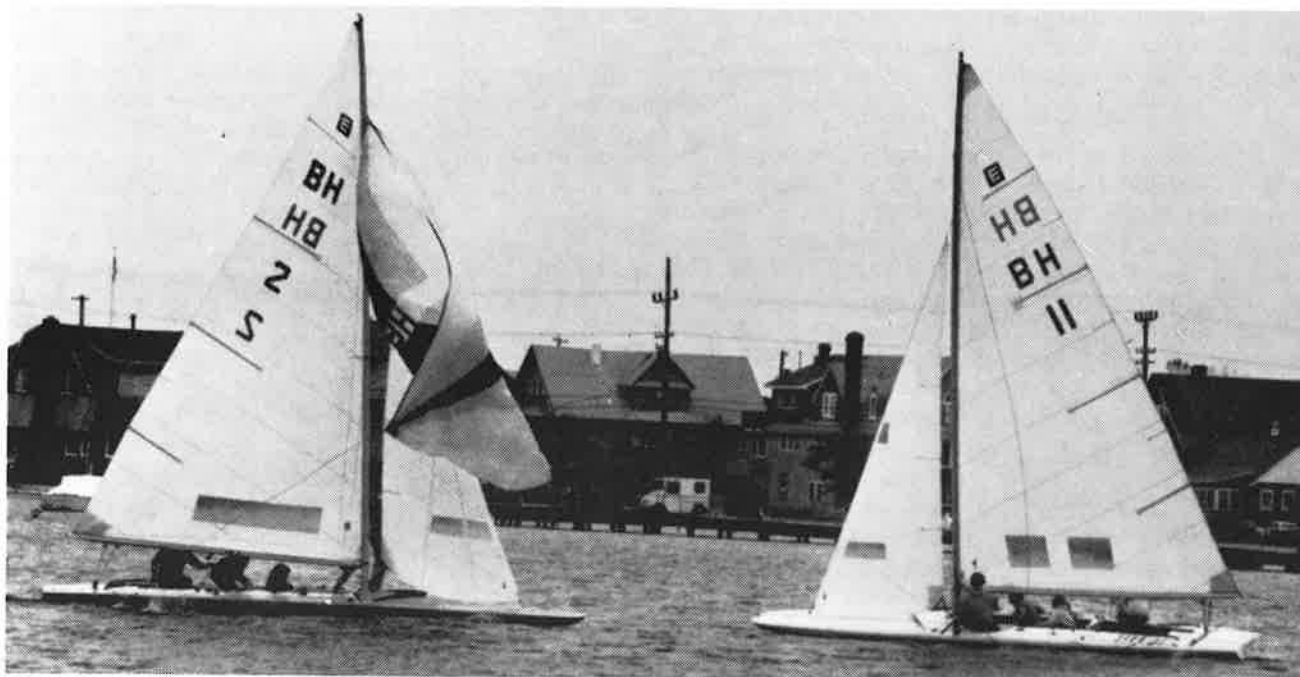
Sam might say "Do as Willie SAYS, not as you DO."



BLUE CHIP MYSTERY GUEST Bruce Goldsmith demonstrates perfect way to handle a spinnaker.

REPORTER PHOTOS

MORE EASTERN SLALOM COMPETITION



TOP: Two Bay Head boats preparing to raft up.

Middle: Dragon Lady Debbie Harkrader takes Slalom's downwind work in style.

RIGHT: Brother and sister team, Dick & Chris Wight psyche up for a run on the Slalom course.



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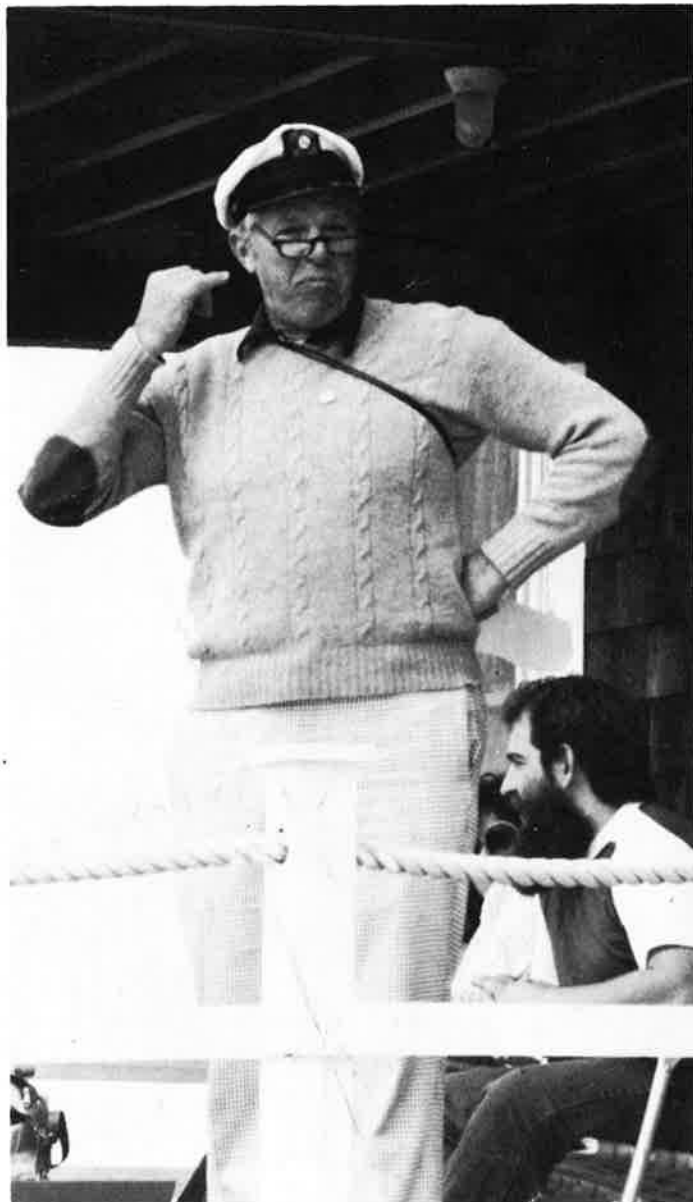
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