

NCSA

LATE SPRING 1975 Vol. II No. 1

REPORTER

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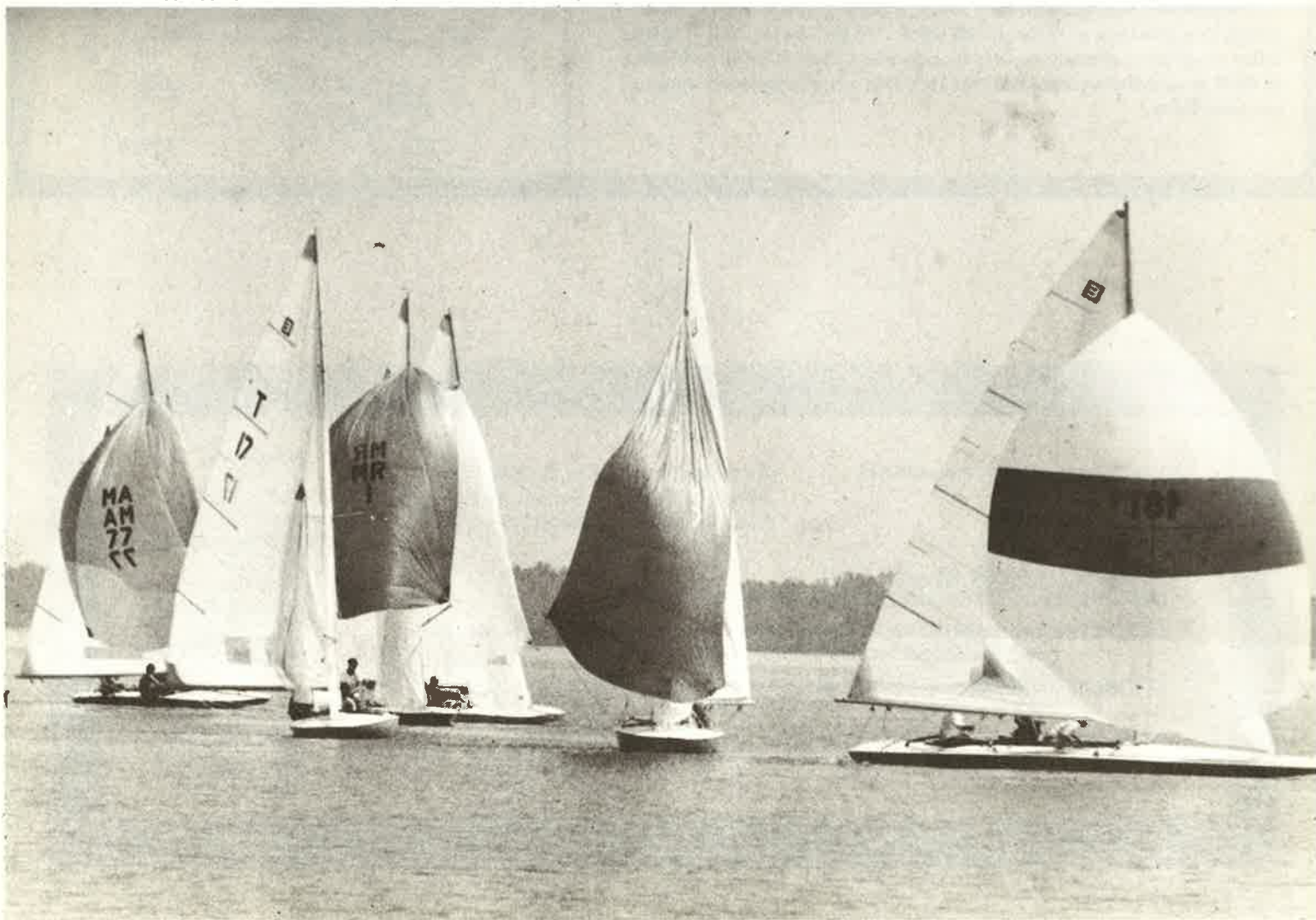


PHOTO - JOHN WRISLEY

"nuff's-e'nuff... go sailing!!"

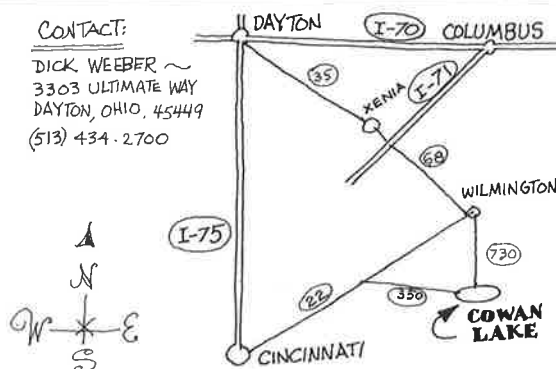
There are two neat, informal and inexpensive tune-up regattas coming up immediately in the mid-west.

COWAN LAKE, OHIO MAY 10-11

This regatta is only a couple of years old, but as pointed out in their mailing, there is a cluster of about 22 E's of all vintages there plus a strong desire to encourage and promote E-Scow racing in this part of the heartland hitherto addicted to football, motorcycles and hot-rods. The host committee is doing their best to make this an economical and well-organized curtain-raiser for the '75 season and they deserve a maximum support effort ... so kick your skipper and get the spar up!

CONTACT:

DICK WEEBER ~
3303 ULTIMATE WAY
DAYTON, OHIO. 45449
(513) 434-2700



NAGAWICKA, WISCONSIN MAY 17-18

Nagawicka has held this may tune-up regatta since Geneva had scheduling conflicts with the M-20 affair. As at Cowan, this is a fun/informal affair (not many regatta headquarters have martinis available at 0800 should the weather call for it.) This has always been a gas so get over there!



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

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REPORTER appreciation to: The cooperative contributors of this issue,
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THE
COMMODORE
COMMENTS:

We have just returned from the annual Columbia Sailing Club Easter Regatta held on Lake Murray in beautiful South Carolina.

These wonderful folks have put on another really great regatta. Winds, with the exception of the first day, were very surprising and very wonderful for Lake Murray. It all resulted in some real great sailing, high speeds, and an occasional dumping over. The comments from the spectators was that this was one of the most spectacular of all sports.

Our congratulations go to many people.

First of all, congratulations to the entire Columbia Sailing Club. These folks all worked hard and put on a beautiful show -- all the way from the delicious grits on down to the very beautiful trophies given to the first ten boats and to the crew members on the first and second-place boats.

Congratulations to Billy Allen and his crew, who have made this foray into the beautiful Southland an annual event for them.

Congratulations go to Chris Campbell, sailing his new Johnson glass boat, for besting Billy in and winning the last race.

Our congratulations go to Stu Wells, sailing his new Johnson glass boat, and finishing the third race in a photo-finish dead heat with Billy Allen. In my years of experience in sailing, this is the first time I have been present when there was a dead heat for first place.

Fellows, it does show that Billy is only human; and if we keep battling with him, maybe we'll get a few more boats in front of him at the finish line! It really is one of the greatest challenges that E-scow sailors have - to be able to get in front of, and stay there, in front of this truly wonderful sailor.

Our congratulations go to the Wind Gods. Judge Davis must have a direct line upstairs, because he certainly dished up wonderful E-scow sailing weather, including the supreme triumph of Easter Day, when he waited out the storm that went through early, to enable sailors to sail in beautiful wind and pleasant sunshine for the last race.

Congratulations also to all other many sailors who came from North, West, and East, to help put on this wonderful regatta.

Each of you should put this on your calendar for next year, because it's well worth the effort of digging things out of the snow, and coming down into the sunshine, where you see the dogwood blooming, and all of the other spring flowering trees just ready to pop open.

My congratulations to those Directors who made the real effort to get down for the spring Director's meeting. Condolences go to those who were not able to make it. We understand that the mid-west did have a snow storm of substantial proportions that did keep some of the mid-western Directors and sailors from coming to South Carolina. This ended up with there being really no Director's meeting, because we were unable to have a quorum, and to effectively and legally transact any business.

Congratulations go to the Eastern group for cordially, and most emphatically inviting sailors from any of the other areas to come and sail in their regattas, and particularly in their Championship Regatta. Chautauqua Lake is a great lake to sail on, and is 400 miles closer to Michigan and the Western areas. Why don't some of you hot-shots try this, and maybe we can get some real round-robin sailing between the various regions.

Incidentally, the Western Michigan Regattas - and there are two of them this year - one at Muskegon, and one at Torch Lake. The Western Michigan Association would welcome sailors from either the East or the Mid-west, to come and join them. The water is great.

What this really means is that we are opening up E-scow sailing to all E-scow sailors regardless of where the regattas are held. This is excepting the Inland group. It is sincerely hoped that the Inland group will think this over and extend the same kind of invitation to the Eastern sailors and to the Western Michigan sailors.

While on the question of Regattas, I want to remind everyone that the fine sailors from Cowan Lake near Dayton and Cincinnati Ohio, are having a two-day regatta on May 10th and 11th, and their invitation goes to all E-boat sailors. This young fleet has really taken to the E-boat, and I think that they now have more than 20 E-boat sailors in their fleet. Let's give them support, and sail there if it's at all possible.

At the time of dictating this memorandum, I'm a little unclear as to just what the situation is as far as Nagawicka is concerned. It is my understanding that this Nagawicka regatta is also open to all E-boat sailors. Nagawicka is in the general area of Pewaukee Lake, which most of us know about. It's timing will be found in the schedule printed elsewhere in The Reporter. Let's support these early regattas, and get a jump on your competitors who are not as wide-awake this early in the spring.

There is a question that I would appreciate comments on from the sailors in the various areas.

Would it be worthwhile to attempt to house our skippers and crews and families in private homes at each of the major regattas. I recognize that this presents some problems, and maybe we do not want to get into it; but it would be one way of sharing expenses, and reducing the cost of traveling, and going to the various regattas.

I'd like to have some comments from our sailors as to what position they think the National Association ought to take regarding this particular matter.

I feel that it would be something that could be very worthwhile; but of course we do not want to get involved in it unless each area is willing to shoulder their respective burdens. So drop me a line, and let me know your thoughts pro and con.

As most of you know, the North American Yacht Racing Union has changed its name to USYRU, basically the United States Yacht Racing Union.

USYRU is moving into a direction that has a real bearing on all one-design racing. Whether it is one-design racing on the ocean, or one-design racing amongst the many lakes in the United States. They are deserving of our support from a financial standpoint, and I urge each sailor to take out a regular membership and support this great organization. It really pulls together all one-design sailing, and gives us all real help.

We did have a good discussion about a few problems, and those decisions will be passed on to our summer meeting at Little Egg Harbor. Please put your calendar in order, and be sure that you are in attendance at the Annual Director's Meeting, to be held September 5th, 1975, at Little Egg Harbor, at 8 o'clock in the evening. This Director's Meeting is the first one that I know of that had to be scrubbed because we did not have a quorum - and we need a quorum to transact our business.

Congratulations go to the two Johnson Brothers, Rick and Dave from Torch Lake, Michigan, for handling the sale of the E-scow pins. These two young fellows have done a great job at the last several regattas, of helping the Association, and identifying the E-scow Association with our sailors by promoting the sale of these pins. If any of you desire to have them, please drop a line to the Commodore, who has a supply and can forward them to you. The pin, or the tie-tac both sell for \$6.50 each.

The Eastern Class E Sloop Association extends an invitation to all E-boat sailors to come and sail in some of the eastern Championship Regattas. The Eastern Championship will be sailed at Chautauqua Lake. You will find else where in this issue of The Reporter, schedules of Regattas held throughout the Inland area, the Western Michigan area, and the Eastern area. While I recognize that traveling is a problem these days, I think it would be wonderful if we could have more inter-region participation.

Along the financial side, we still have a lot of our 1974 Regular and Associate Members who have not sent in their dues to the National Association for the year 1975.

Remember the dues are \$15.00 for Regular Members, and \$5.00 for Associate Members. When you send your dues in, send them to my office, 1611 Locust Street, St. Louis, Missouri 63103, or send them in to Jack Brereton, who is Chairman of the Membership Committee, whose address is 1470 S. Vandeventer, St. Louis, Missouri 63110.

This year NCESA has appointed Regional Assistant Measurers. Cooperate with these people in having your sails measured and stamped with the NCESA stamp for 1975. If you do so, you will not need to have your E-boat sails re-measured at any other regatta during 1975. This will help us reduce costs, and will speed up the procedures at each regatta. Elsewhere we will list those people who have agreed to give of their time and talents to act as Assistant Measurers. We are still needing some additional people who will take on this task in their particular lake, or in their particular region. If any of you are willing to do so, please communicate directly with my office, so that we may get full information to you.

Don't forget the National Championship that will be sailed at Little Egg Harbor September 4th, 5th and 6th, 1975. One of the great places to sail, where we have steady breezes, and great open spaces, is Little Egg Harbor. These folks put on a wonderful regatta; the hospitality, the sailing facilities, are unparalleled in our E-scow country.

We're going to have an innovation this year. We are going to sail six races with one throw-out. Let's put this into your calendar and be sure to attend in full force at the National Regatta.

Additional congratulations go to Johnson Boat Works on the development of their beautiful glass boat. We understand that Johnson has written orders for 15 of these new, beautiful boats.

Certainly Cliff and Stu and the other fellows who sailed them at Columbia did exceedingly well. Iver and Skip, you have the gratitude of the entire Association for moving along on this project; and I think the development of your efforts has been spectacular. I wish you continued success in it.

Have great sailing this summer - and I hope to see you all out on the water!

Yours truly,

Hartley B. Comfort
Commodore NCESA

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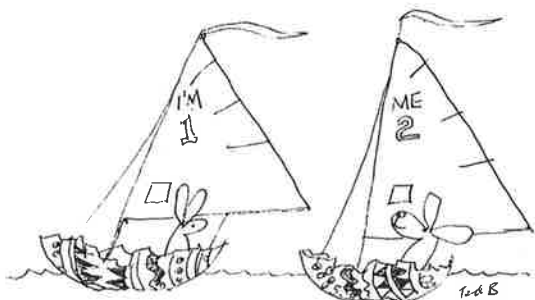
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EASTER REGATTA



By Sam Merrick

The Annual Easter Regatta held on Lake Murray (near Columbia S.C.) turned into a tidy victory for Bill Allen and a first class roundup of E boats from all over. Minnesota, Wisconsin, Illinois, Michigan, Ohio, New York and New Jersey all had their entries in what is surely turning into a national regatta held for the beginning of the season rather than at the end.

Allen, sailing "Hare" picked up 2 firsts, one dead-heat first (with Stu Wells) and one second place to Cliff Campbell in the final windy event. Campbell sails one of those new fiberglass products of Johnson's (there were six of them at the regatta) named "Sam" (his cat, please).

The regatta managed to provide every kind of weather, except for the sunshine and relaxing kind expected. Easter being early had managed to get azaleas and dogwood blooming, but Lake Murray was not feeling springlike.

Friday, March 28 was overcast and all but windless and only one race was completed -- and that was with but seven minutes of the time limit to spare. Every leg of the course provided a beat, a reach, and a run. Stu Wells might have won, but got caught in a hole. Eric Johnson, a new face on the national scene from Lake Chataqua sailing "Reaching Wind" (the writer's old boat) pulled into second place behind Allen towards the end of the contest. Campbell thought he had a first for a while but the 'whispies' caught him and he finished third.

On Saturday, two races were sailed under cloudy skies with winds in the 15+ range -- rather shifty because southerlies come across the lake's axis and off a bank with high trees. Allen liked this race. He started at the favored pin, went out on a starboard tack, felt the wind begin to head him, tacked to port and crossed the fleet. Nobody came near him. Stu Wells took a second after a struggle with Him Klauser and finally with Hartley Comfort. The second race saw Stu Wells get himself into a comfortable lead from a good start at the committee boat end of the line and round the first mark with a six boat length's lead. Allen rounded that mark 9th but by the end of two reaches was in second and a good 100 yards back of Wells. Len Schoor was third, with Campbell and Eric Johnson very much in the vicinity. Schoor faded so that by the end of the run it was Wells, Allen (maybe a little closer) then another 100 yards behind Campbell, getting on Johnson's inside at the mark. That final beat was a spectators delight as Allen got every advantage of tacking on the windshifts and Wells losing just a bit in the effort to cover. Allen noticed that Wells' tacks were not quite smooth, so as they got closer to the finish, the tacks got more frequent. In the end, Allen tacked to make the line forcing Wells -- and the gun went for a dead heat.

On Easter the weather was nasty with rain squalls and wind at 20-25. This one looked like a victory for Eric Johnson who generated boat speed to spare. He got himself into first place in front of Campbell at the first mark and both of them risked spinnakers for part of the reaches (others didn't). On the second beat, Johnson got into trouble with his jib and was delayed for several minutes ... enough for Campbell to get by. But Johnson took off again and re-passed Campbell before the end of the beat. Jack Brereton and Tom Klaban were up there but Allen got by them. On the run, Johnson got into trouble gybing and capsized. He managed to get righted but rolled over again -- this time for good and turtled. Campbell won the race comfortably with Allen in second place.

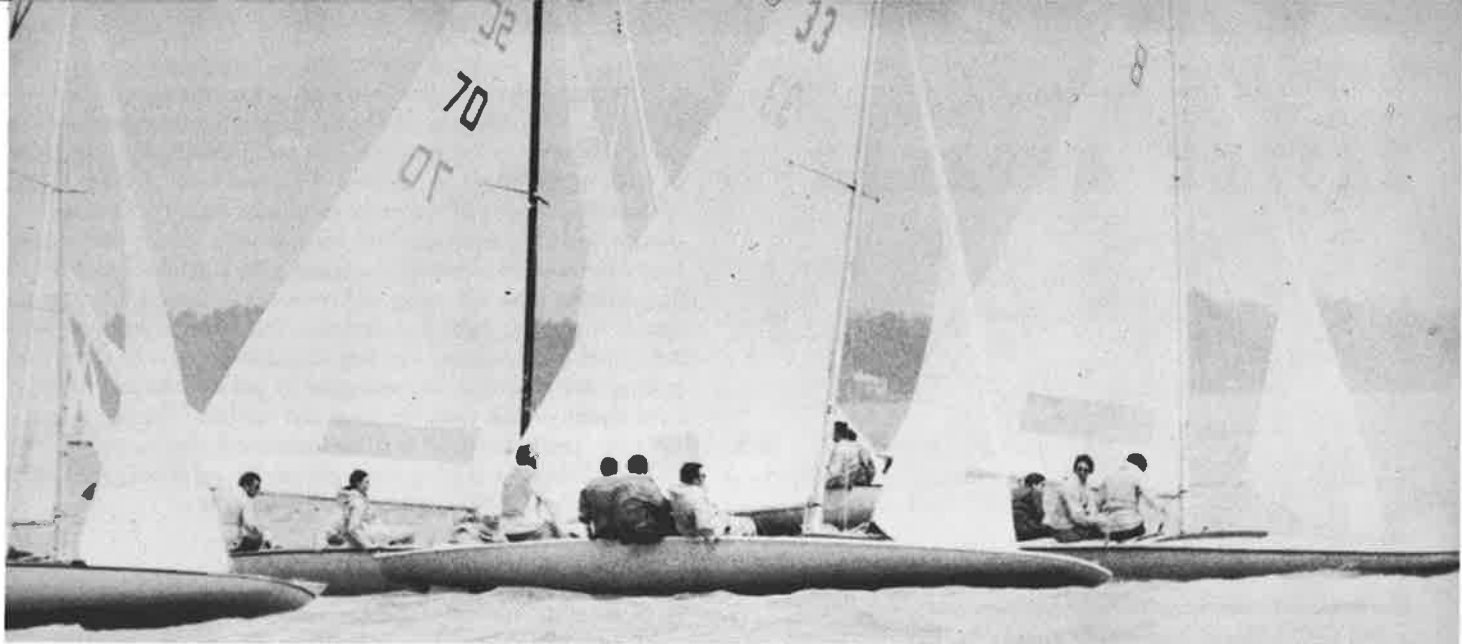
The Columbia Sailing Club put on its usual but magnificent demonstration of hospitality and friendliness.

1975 EASTER E-SCOW REGATTA RESULTS LAKE MURRAY - COLUMBIA, SOUTH CAROLINA

1. BILL ALLEN	LAKE GENEVA YACHT CLUB
2. CLIFF CAMPBELL	TOMS RIVER
3. STUART W. WELLS III	WHITE BEAR LAKE
4. WILLIAM CREAR III	MINNETONKA
5. HARTLEY B. COMFORT II	TORCH LAKE
6. JACK BRERETON	CRYSTAL LAKE YACHT CLUB
7. ERIK JOHNSON	CHAUTAUQUA L.Y.C.
8. LON SCHOOR	MENDOTA
9. PAUL WICKLAND, JR.	SPRING LAKE Y.C.
10. TOM KLABAN	COWAN LAKE SAILING ASSN.
11. PETE PRICE	MUSKEGON YACHT CLUB
12. SKIP JOHNSON	WHITE BEAR LAKE
13. JIM KLAUSER	PEWAUKEE YACHT CLUB
14. RICHARD WIGHT	MANASQUAN RIVER Y.C.
15. BOB VALDES	BEACHWOOD YACHT CLUB
16. CHUCK JOHNSON	PEWAUKEE
17. ARTHUR ST. J. SIMONS II	COLUMBIA SAILING CLUB
18. JEFF HOCK	TORCH LAKE YACHT CLUB
19. BOB WYNKOOP	CRYSTAL LAKE Y.C.
20. EDW. R. SCHWINN, JR.	LAKE GENEVA
21. HERB KNAPE	SPRING LAKE
22. JIM WAGNER	METEDECONK ROVER Y.C.
23. JOE BOLAND	PEWAUKEE Y.C.
24. CRAIG BRADLEY	LAKE HOPATCONG Y.C.
25. BARRY LUX	LAKE MURRAY
26. THOMAS H. WISS	LAKE HOPATCONG Y.C.
27. JAMES P. MCGOWAN	LITTLE EGG HARBOR Y.C.
28. HAROLD FLINSCH	COLUMBIA SAILING CLUB
29. AL MILLER	LAKE MURRAY
30. H. PETER ROCHELLE	HOPATCONG
31. CHARLES BYERS	COLUMBIA SAILING CLUB
32. JIM LANGLEY	COLUMBIA SAILING CLUB

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The comment made at the trophy presentation told the whole story: "This guy has taken more Southern silver north than Sherman did." The Yankee marauder referred to was Billy Allen of Zenda, Wisconsin, who won two of the four races of the 1975 Easter E-Scow Regatta at Columbia Sailing Club. Allen also tied for first in a photo finish in the third race, then locked up the series victory with a strong second place in the final race on Sunday. This makes two in a row for the frequent visitor to the regatta.

Others taking honors back to the colder climes were Cliff Campbell of Toms River, N.J., who moved into second place overall with a win on Sunday; Stuart Wells, a close third overall; William Crear in fourth; and Hartley Comfort in fifth position.

The three-day regatta, traditionally staged on Lake Murray on Easter weekend, provided a variety of conditions for the E-Scow sailors putting rusty crews and a variety of new equipment to the first test of the season. Originally the schedule called for a five-race series, but a first-race drifter on Friday, lasting for four hours for some of the contestants, made a second race that day impossible.

In the first heat, Allen, finishing a scant seven minutes short of the 2½ hour time limit, led the pack around a modified Olympic course that one skipper described as "five weather legs and five downwind legs, all on the same five-legged course!" During the race the wind hauled 180 degrees while the leaders were on the first leg, then continued to swing during the remainder of the race, playing havoc with the committee's near-perfect course and blowing the minds of tacticians on board the boats.

The ensuing three races were sailed in moderate to heavy air, much more to the liking of the skippers and crews accustomed to the stronger breezes of the Northern areas.

The regatta, usually the first outing of the season for E-Scows, saw a healthy contingent of a recent development in scow sailing -- the production fiberglass E. The appearance of the boats was impressive, and their performance was notable. In Friday's race, five of the leading seven boats were of the new Airex construction. Some of these fell victim to the heavier air on the following days, but in no case could this be attributed to equipment failure.

Scow sailors unanimously expressed optimism that production of the glass hulls will encourage further participation in the class, since many skippers have heretofore been discouraged by the maintenance and depreciation problems inherent in the wood boats. "Shop Talk" regarding the new construction, as well as new fittings and rigging ideas was predominant at dockside, as well as at the social events.

The Columbia club continued the tradition of treating the Yankee guests to Southern-style barbeque, hash and rice on Friday night. (We've got to get back at them somehow, one host commented.) Saturday's festivities included cocktails and dinner party with Spring flowers and Easter Bunny goodies as the theme.

After the trophy presentation and the traditional "Y'all come back next year, y'hear!" the long procession of 26 visiting boats headed back to the hostile winter weather of Wisconsin, Michigan, Minnesota, New York, New Jersey and Missouri - with all that Southern silver!

Lewis Hay, Columbia S.C.



PHOTOS - JOHN WRISLEY

1975 REGATTA SCHEDULE

MAY 10-11
MAY 17-18
JULY 11-13
JULY 19-20
JULY 26-27
AUG 6-8
AUG 8-10
AUG 16-17
AUG 21-24
SEPT 4-6

INVITATIONAL TUNE-UP: COWAN LAKE, OHIO
" " : NAGAWICKA, WIS.
ILYA INVITATIONAL: WHITE BEAR, MINN.
MU/CR/TO INVITATIONAL: TORCH LAKE MICH.
"UP BAY" CHALLENGE TROPHY: MANTALOKING, N.J.
ECESA CHAMPIONSHIP: CHATAUQUA LAKE, N.Y.
W. MICHIGAN CHAMPIONSHIP: MUSKEGON, MICH.
LEHYC INVITATIONAL: LITTLE EGG HARBOR, N.J.
ILYA CHAMPIONSHIP: LAKE MENDOTA, WIS.
NCESA CHAMPIONSHIP: LITTLE EGG HARBOR, N.J.



MAYBE YOU CAN STOP WEARING HOURGLASSES LIKE THIS AS YOU WORK HARD AT THE TUNE-UP REGATTAS.

PHOTO - TOM KELLY

PHOTO NOTE:- BECAUSE OF RECENT REQUESTS FOR ENLARGEMENTS OF LAST ISSUES PHOTO COVER BY NANCY FRANK, THE REPORTER WILL BE HAPPY TO SERVE AS A CLEARING HOUSE FOR THOSE DESIRING PRINTS OF PHOTOS APPEARING IN RECENT AND FUTURE ISSUES - IF POSSIBLE. NANCY FRANK'S COVER SHOT IS IN COLOR AND SHE HAS OTHER FINE ACTION PICTURES AS DO OTHER CONTRIBUTORS LIKE TOM KELLY, JOHN WRISLEY, SAM DIX, DEDE MEYER, SUE & NANCY LYON AND EVEN THE "REPORTER" - TO NAME A FEW.

Dear Ted:

I am writing to express my feelings on the better than excellent job that was done on the NCESA Reporter of Winter 1974 Vol. 10 No. 3 - Congratulations Ted, the article writers and also to all the E Skippers who did an excellent job of joking into position so Nancy Frank, the Lyons girls and the rest of Photo Crew could take their pictures.

I especially enjoyed Peter Prices S-11 photo finish. What a finish; on the boats bottom, that's a fine looking hull.

Its always fun to see all the photographs taken at Regattas. They really get the blood coagulating to get back out there again ice or not.

Since the Reporter, reported on the E Nationals let me tell you a story, "My Memories of E Nationals, Green Lake:"

After finishing the Regatta with three of my crew which never sailed together on my boat before, we set out for home, Lake Geneva. Two of my crew had already left so Kevin Tomara and I set out for the short 3 hour ride to Lake Geneva at about 3:00 P.M. Saturday. About a half hour from Green Lake we blew a radiator hose. Luckily Buddy came by and gave us some tape to fix it. Finally we set out again. Twenty minutes later we lost all power from the transmission. Luckily in front of a bar. (In the middle of nowhere). The owner found the only two truck in Fox River, Wisconsin (a suburb just outside of the City of Waupun). She then told me that everybody else in town was at a wedding.



For some odd reason ... perhaps the 'late winter grumps', the Reporter has received an assortment of couplets, verses and other assorted doggerel, mostly in a slightly hostile vein. We have elected to offer a few of them anonymously, figuring the authors will probably have regrets or other second thoughts as the sailing season comes on. (Ed.)

"My Buddy"

Just look at him there
with all that good air!
you know I don't care
but God! it's unfair.



"About Puffs"

In the event you guys seen one,
We'll trade you a black one for a green one.
(public domain)

Help finally arrived, only to tell us that we blew the transmission and he'd tow the car to the garage about 9 miles away, which was already closed until Monday. But we also had the boat and I wouldn't have that - my car and crew, Yes, the boat, No! So off we went, I wonder what the two State Police thought or why they didn't arrest us? As they saw a larger than usual tow truck towing one very large 4 Dr. Cadillac and a larger sail boat behind, over all length 52 feet ... not including the tow truck.

Fox River was closed except for a phone booth and six bars, all on the main street. I proceeded to call my Dad. After a lengthy conversation, Cup said I'll eat in about an hour and drive up. It was already after six. Eleven o'clock he arrived, I won't say what Kevin and I found to do for 5 hours in Fox River. We left the car and proceeded home with the boat, only to have to drive through a field and someone's backyard to avoid an overturned truck on the road.

Finally Lake Geneva - 15 miles - 15 miles from home! Then the trailer hitch nipped off my Dad's Caddy - Oh joy, 1:30 A.M.; Kevin asleep. But were we ever lucky, the boat was okay. We fixed it up with luck and arrived home by 2:30 A.M., Sunday morning.

We made it home, but not to the Yacht Club. Thanks to Gloria Melges and a strong rope to hold the trailer on their over-sized trailer hitch ball we got the boat to the Yacht Club and had the Standard station pick up the car that died in front of the Melges driveway about Noon Sunday.

So all I can say is that we all had a great time and enjoyed Green Lake. Too bad Geneva won't be able to host the Nationals in 1975, for I'm not sure if all our cars will be fixed by then!

Sincerely,
I-3



"Meditation at the Bar"

Secretly ... I hope that squirt'll
capsize and turtle,
If for no other reason
than he beat me last season.
May he be tattooed and sewered
next time he tries a safe leeward.
(doggerel)

"Self-Masochism"

Hickety-Pickety my fat hen
here we are late at the line again.
Hickety-pickety my fat scow,
Where in hell are we going now?
(drivel)



"sowattelsuzhoo?"

everywunpassuz
ushorsuzassuz
hoochoythereshootz
innourglassuz

A TALE OF TWO STARTING LINES ~

SAME REGATTA, SAME FLEET, SAME DAY *and* PRETTY MUCH SAME WIND.



1. WITH LESS THAN A MINUTE TO GO, SOME OF THE MOB IS BEGINNING TO FLOAT DOWN TO THE PORT OF THE LINE.



2. AT ABOUT 10 12 SECONDS. IT'S APPARENT THAT 80 PER CENT OF THE FLEET IS OUT TO LUNCH. YOU CAN SEE THE TWO COMMITTEE BOATS, AND LOOK AT THAT SAG IN THE LINE! BOAT COMING UP FAST IN RIGHT FOREGROUND IS M-77.



3. AS THE TARDY CROWD HARDENS UP TO GET TO THE LINE, M-77 HAS THIS END OF THE LINE ALL TO HIMSELF.



4. WHOOIE! M-77 IS FLYING AND RIGHT ON THE GUN WHILE THE REST OF THE PACK IS WAKING UP. UNFORTUNATELY, WOODY GOT MESMERISED BY THAT STARBOARD TACK AND HELD ON UNTIL ALMOST THE LAY-LINE-FOUND AND FELL INTO THE CLASSIC HOLE.

QUESTION: *is the big sag above created by a few controlling boats?*



1. THIS TIME THE PORT END IS POPULAR AND M-6 IS MAKING THREATS TO KEEP THE WEATHER BOATS UP ON THE LINE.



2. M-6 FALLS OFF BRIEFLY TO GET MORE WAY AS M-5 AND I-77 DO THE SAME.



3. M-6 IS RIGHT AT THE FLAG BUT A TRIFLE LATE AS ----



4. M-5 RUNS A BIT ON TOP OF HER AT THE GUN. M-5, I-77 AND M-6 WERE FIRST THREE AT THE TOP MARK - ALSO, SAG IN THE LINE WAS ALMOST NON-EXISTANT.



THERE'S UNDIVIDED ATTENTION HERE ...

PHOTO - TOM KELLY

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S C O W S

JOHNSON FIBERGLASS E's
finish 2nd, 3rd, 4th
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(Ed. Note): How much good, 16mm color film about scow racing is available? We've seen this and hope the NCESA membership can have the pleasure of viewing (and hearing) this film.

SPRIT OF THE WIND

The unique new film "Spirit of the Wind", produced by The Film Works, Fontana, Wisconsin, captures the excitement of the 76th Annual ILYA Regatta. The Lake Geneva Yacht Club's centennial celebration is the background for this highly professional film about the scows and people who race them.

As aerial and on-board photography follows each of the A, E, C, and M-20 scows around the race course, sailors testify to the emotional attachment to the sport, the mental preparation for the race, and the physical rigors necessary to win. A running narrative highlights the various scows, their historical development, and the mechanics and social atmosphere of a championship regatta.

Tom Schmidt, a scow sailor and filmmaker from Lake Geneva, produced and directed the film, Jim Smith, another scow sailor, wrote the script. The actual filming had its ups and downs; mainly the winds. As the regatta progressed higher wind and more stable water conditions allowed for better filming with less problems. Schmidt said, "Making sailing exciting on film requires some experience in sailing and the knowledge of how to film boats. After the film was shot the excitement and pace had to be constructed by hard work; about a month of

editing 7,000 feet of film. The other big job was music; the mood and pace were really fun to create through music and the coordinated editing. The film was shot using three cameras from positions on shore, in boats, and in the air."

"Spirit of the Wind" is a timeless historical document which can be shown again and again to friends and fellow sailors, and can be a graphic source of interest for new and young sailors for years to come. It is an appreciated gift to a local sailing school or yacht club, and a unique expression of your personal satisfaction in racing scows.

Details of purchase are available by contacting The Film Works, Fontana Boulevard, Fontana, Wis. 53125 or calling 414/275-3778. We think you will agree that the animated titles, original score, excellent color, and an inspiring title song are but a few of the reasons why viewers have been "caught by the Spirit of the Wind".



Spirit of the Wind

A unique new film production on the Scows and the people who race them. A must for one's personal film library and a great gift for sailing schools and yacht clubs. Inquire about purchase or rental.



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