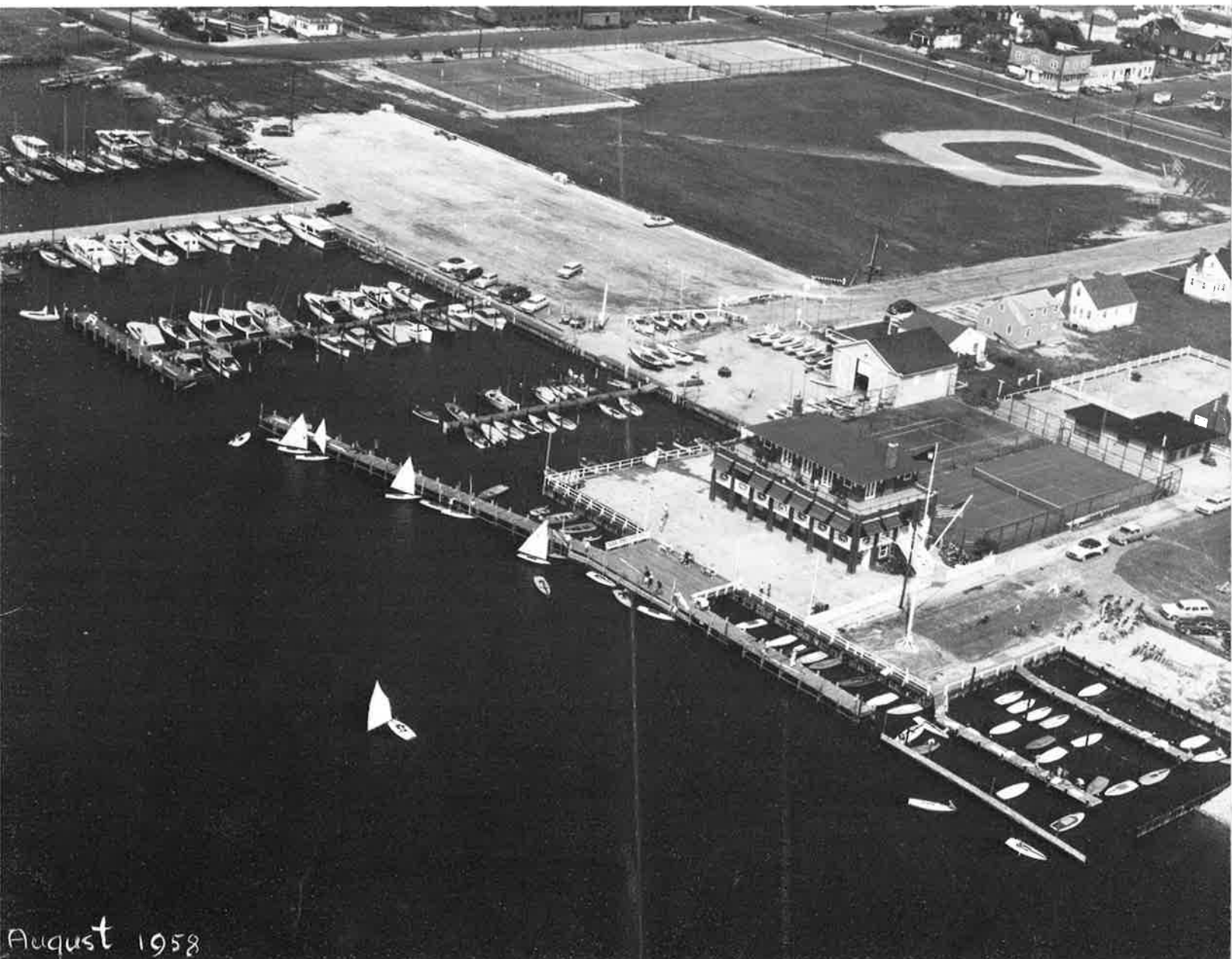


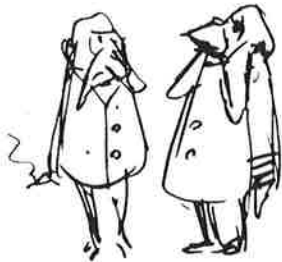
REPORTER

THIS ISSUE:

Preview of the 12th Annual Regatta  
Regatta Sailing Instructions  
Features of Authorized Aluminum Spars  
Sailing Little Egg Harbor



August 1958



The Commodore Comments:

The final tally on the proposed rule change which will allow the use of aluminum masts is in. As of April 10, 1970, there were 88 votes for the proposal and 15 against. Because of the mail strike, the deadline for vote acceptance was extended approximately one week. There are still a few votes dribbling in but it is not possible that this would change the final outcome. Thus, in the interests of time we have ruled that the voting is closed and want to pass on to you the results.

On behalf of the Officers and directors we wish to thank each of you for your support on this proposal. The overwhelming mandate indicates that this proposal should satisfy the many viewpoints that have been considered over the past few years. We are truly convinced that the new rule will benefit the class in general and the owners specifically.

The rule changes, both for the wooden mast and aluminum mast will be incorporated into the rule book as soon as practical but I am sure you can appreciate that this will take us some time. In the meantime, for those of you who want to go to an aluminum mast we suggest you work through the boat builders who will build this mast according to the specifications allowed in the rule. If you are going to do this yourself, we urge that you adhere to the letter of the rule. If there is any reason to deviate or if there is any interpretation necessary, you must get in touch with the Rules Committee Chairman, Maynard W. Meyer. If he needs new legal interpretation, he will in turn consult the Judiciary Committee. But I must emphasize that you should ask for the interpretation before the fact and not after the fact.

There were two errors in the rules submitted to you. We pictured the lower shrouds below the spread but there was no narrative description on these. In this case the picture shows the correct rule interpretation. The other error is in the definition of the jib luff wire which should be either 7 x 7 or 7 x 19 and not 1 x 19.

Please bear with us until we do get all of these details completed accurately and published, but in the meantime, we want you to know that this is an approved rule for 1970 and you can go ahead with any plans if you so desire.

I'm happy to inform you that the ILYA has approved the use of the aluminum spar as proposed in both the NCEA and the ILYA organizations beginning in the year 1970.

Again I would like to publicly commend Mike Meyer and Sam Merrick who were so willing and helpful in bringing off the tests and convincing the rest of our members of the importance of this step. Their unselfish devotion to this project is the complete reason for its being successfully acted upon.

I'm also happy to report to you that arrangements for the 1971 Championship Regatta at Oshkosh, Wisconsin are essentially completed. We have approval from the Yacht Club itself to host this regatta and we also have reservations set aside in the Pioneer Inn for September 9, 10, and 11 of 1971. I'm sure that all of you who have not seen the truly great facilities that they have at the Pioneer Inn will be impressed with this layout. It really should be a great event for us.

Very truly yours,

Nathaniel Robbins, Jr.

5023 Wooddale Lane  
Edina, Minnesota 55424

Ed. Note: We have included highlights of other correspondence to directors and members in the above.

National Class E Scow Association  
5023 Wooddale Lane  
Edina, Minnesota 55424

Commodore: Nat Robbins, Jr.  
Vice Commodore: Hartley Comfort, Sr.  
Rear Commodore: Sam Merrick

Directors: Roy Mordaunt; Robert Cole,  
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Ted Brennan, Sam Merrick,  
Maynard Meyer

NCEA REPORTER Staff:  
Staff Publisher, Editor and Printer's Devil: Ted Brennan

REPORTER appreciation to: The cooperative contributors to this issue. Bud Appel for layout help and type composition, and Hartley Comfort for printing.

SUPPORT THE NCEA by sending \$10.00 dues to: Sam Merrick, Secretary/Treasurer  
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# Features of Aluminum Spars...

## Features of aluminum swivel mast:

This mast has been tested thoroughly during the summer of 1969. It has withstood severe operating conditions in terms of heavy winds both with and without spinnakers and reachers. The rig is identical to the present wooden mast except that it is an aluminum extrusion. It's weight would be less than the typical wooden mast. Performance indicates that it is at least the same as the wooden mast and can be slightly better under the right conditions. It is by no means a breakthrough design but it combines the best combination of futuristic thinking and use of new materials without immediately obsoleting old equipment. There should be no major difference in sail cuts for either the wooden or swivel mast.

## Fixed aluminum mast:

This design draws on all of the experience of the Soling class. In addition it has been tested on the E Scow and sailed against a similar E Scow having a standard wooden mast. The rig is simple and easy to tune. There is no problem that can be foreseen or has occurred when using it on boats. It will resist the thrust of the spinnaker pole under all conditions. The rig is likely to be somewhat lighter than the wooden swivel mast. At this time there is no reason to believe that sails should be cut any different for this equipment. Furthermore, since the mast is stepped on the deck, the conversion of current boats to this new rig is very simple. The performance of this rig may offer slight advantages in heavy wind, but it's advantages here are not clearly known and certainly it does not appear to bring unfair advantage through its use.

## General:

Since each of these two masts must be manufactured according to one rule, they can be re-rigged from fixed to rotating and vice-versa if an owner desires. Of course, much of the staying and the spreaders will have to be changed.

The cost picture indicates the proposed rigs will be equal to or less than our wooden mast at the present time. Probably the material and labor costs for wood masts will increase faster than aluminum.

The all-up weight of each aluminum mast will be very close to the same.

The following proposal is submitted to the ILYA and NCESA regular members:

That the Scantling Rules be amended so as to permit an aluminum spar which conforms to the Soling class spar as to balancing point, weight per foot and exterior dimensions, except as set forth below. The aluminum mast so permitted shall be rigged in either of two ways: 1.) in the exact manner permitted by the present swiveling spar in which case it shall be allowed to swivel unimpeded, or 2.) as a stationary spar with the following restrictions.

A. i) The mast shall be stepped on deck, with no part of the mast nor extension therefrom extending be-

low the deckline. The mast step shall be fixed on the centerline of the hull and shall have no device for mechanically moving the step nor the mast itself in an athwartship direction.

ii) The mast shall be positioned fore and aft at a distance of 16'-1-1/2" (+ 3/4") to the mastline from the aft line of the transom at the hull planking (the same point to which the overall length of the hull would be measured, excluding the rub-rail).

iii) The upper and lower shrouds shall meet the deck no more than 1" apart at a fixed point no greater than 2" (+ 1") from the outer face of the planking at a location 12" (+4") aft of the mastline.

iv) The forestay shall meet the deck on the hull centerline at a point no greater than 8'-8" (+ 1") ahead of the mastline (the position of the jib tack wire intersect with the deck shall be 8'-6" (8.5) forward of the mastline).

B. The mast shall be of an alloy extrusion with an 85% minimum aluminum content with a continuous fixed groove integral with the spar section to hold the mainsail luff rope. There is no restriction as to shape, but the basic sectional dimensions shall be a minimum of 2-7/8" athwartships and an overall minimum of 4-5/16" fore and aft including the luff rope groove. The basic sectional weight shall not be less than 1.45 lbs. per foot. The upper portion of the mast may be tapered above a point 22'-6" above the deckline. Double tapering, fore and aft and athwartships, is permitted, however, the mastline when under zero applied pressure must be a straight line. Permanently bent masts, either fore or aft are prohibited. A tolerance of 1" aft bend only, due to material fatigue, is allowable. The weight of the mast including all normal fittings, but excluding standing and running rigging, shall be not less than 48 lbs. and its center of gravity in this condition shall be not less than 12'-4" above the deckline.

C. The standing rigging shall consist of:

Two main shrouds of not less than 1/8" diameter 1 x 19 wire cable which shall intersect the mast at 12' (+ 4") above the deckline.

One set of spreaders shall be fitted 12" (+ 4") from the deckline for the upper shrouds, and shall be 27" (+ 3") long and may be free swinging or restricted.

One forestay or jibstay of not less than 3/32" 1 x 19 wire cable which shall intersect the mast at 21'-6" (+ 0) above the deckline (this point of intersect must be identical with the jib luff wire point of intersect). The jib must contain a luff wire or not less than 1/8" x 19 wire cable.

Two back stays of not less than 3/32" 1 x 19 wire cable which shall intersect the mast at the same height as the main shrouds, and shall intersect the deck at a point not less than 80" from the transom.

CONTINUED ON PAGE 7

# 12th. ANNUAL NATIONAL

September 11  
BEACH HAVEN

## JUDGES:

Ed Malone, Head Judge  
Oshkosh, Wisconsin

John W. Hunt  
Minnetonka, Minnesota

F. Gardner Cox Jr.  
Villanova, Pennsylvania

Dr. Robert B. Hedges  
Beach Haven, New Jersey

Alanson Towne  
Lakewood, New York

Robert E. Pegel  
Lake Geneva, Wisconsin

## NCESA REGATTA COMMITTEE

William H. Bentley, Regatta Chairman

Bob Pegel

Terry Bischoff

Runyon Colie

Bruce Wathen

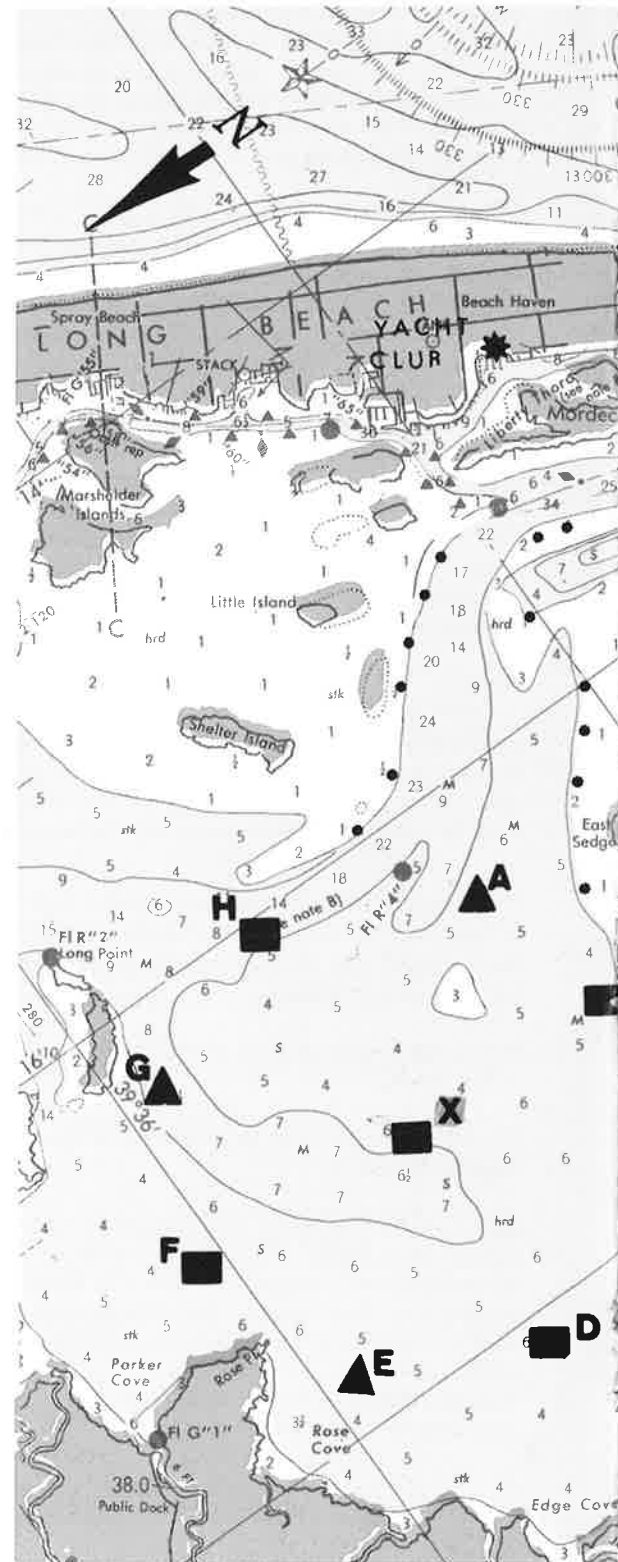
Dr. Robert Hedges, Commodore LEHYC

Carl A. Beck,

LEHYC Race Committee Chairman

## NOTE:

PERMANENT MARKS IDENTIFIED  
ON CHART (A thru H) ARE FOR  
REFERENCE ONLY. SMALLER,  
TEMPORARY MARKS WILL  
BE SET FOR EACH RACE.

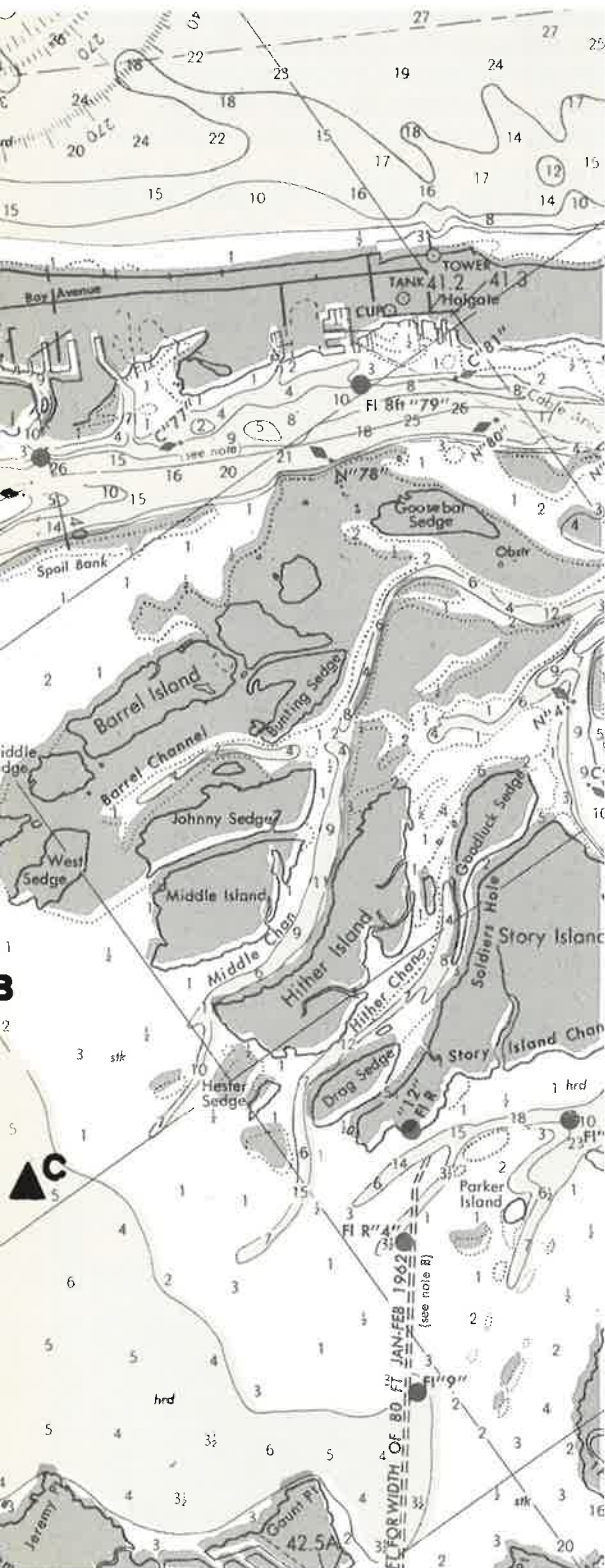




# AL E SCOW REGATTA

12, 13, 1970

VEN N.J.



## REGATTA CHECK-OFF LIST

1. Each skipper must be a regular member of NCESA.
2. Crew members must be a regular or associate member of NCESA.
3. Advance entry with entry fee will be helpful. It will speed your launching and save you \$5.00 if it is in prior to September 1st.
4. 5 lb. anchor and float with 100 feet of line shall be required (would be helpful at noon hour, etc.).
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment at Little Egg Harbor, will be considered as having been measured for this event. Bring your boat measurement certificate.
6. All boats that have not participated in one of these Championship Regattas will be measured at this NCESA Regatta. If you use a sail not used at one of the Championship Regattas, this will have to be measured.
7. The NCESA emblem must be displayed on both sides of the mainsail.
8. Each sail used in the regatta must have a NCESA royalty label sewed to it if it was purchased after January 17, 1967.
9. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rule. This is only a partial check list to assist you. There are more equally important rules to be met.

## ACCOMMODATIONS

There are a number of good motels located within one-half mile of Little Egg Harbor Yacht Club.

Information on facilities such as house rentals or rooming house accommodations can be obtained from LEHYC or local real estate agents - Lackey, Van Dyck and Zackarie.

## GALLOWAY'S LOCAL KNOW-HOW

Visitors at Little Egg Harbor will find the racing as free of local conditions as any in the country. There is no high ground or obstruction within a mile or more of the racing area. The course is clear of all main channels and tidal flow is almost uniform over the entire area, eliminating this as a factor to be coped with except on the East boundary of the racing area.

Although the bay is not deep, there are no shoals or obstructions in the racing area to be avoided except some cedar stakes standing in the water which can cause trouble if your sails or rigging catch them.

All races will be sailed on Olympic courses with marks set around a 1-3/4 mile diameter circle. Buoys are pylons standing 10 feet above the water with orange colored cones and cylinders on top and are as visible as they can be made. However, it is wise to carry a compass for times of poor visibility and also knowledge of the prominent landmarks is helpful for navigation.

The chart of Little Egg Harbor indicates the main landmarks. It also shows the tide flow stream on the east boundary of the racing area.

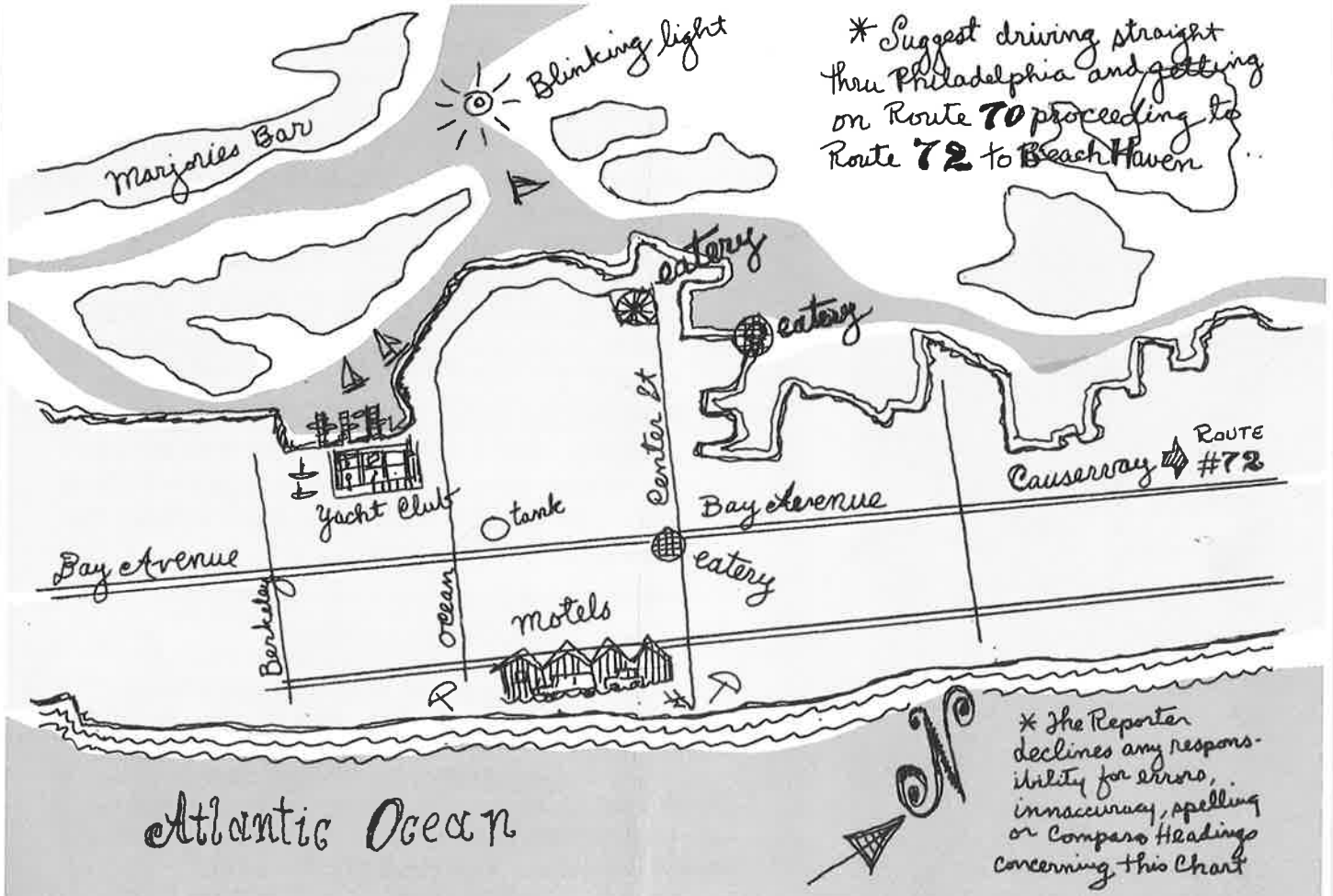
The prevailing winds during the sailing season are Southwest on the island and usually steady. These veer somewhat to the South as you approach the mainland side of the bay. If it is blowing Southwest in the morning and the weather is clear, the wind direction will probably hold and it will be blowing 13 to 25 by afternoon.

Winds from the West, Northwest and North are unreliable, shifty, always puffy and full of holes, particularly as you approach the west shore of the bay. They usually blow hardest in the morning and, if light then, will probably die and come in from the South or Southwest by afternoon.

Northeast, East, and Southeast winds are light, except under storm conditions, and fairly steady in September and October.

Donot be misled by the anemometer at the club house in your selection of sails. The reading is apt to be considerably less than the true wind velocity on the bay. Under heavy wind conditions self-bailers are important, as the seas will be short and steep, particularly at the leeward side of the course.

One more thought, in sailing out to the race course it is best to stay in the main channel, and a chart of the Club harbor will be posted on the bulletin board.

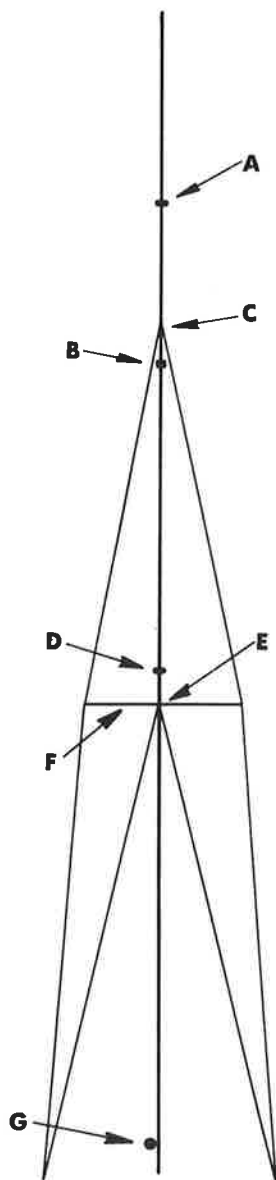


## Sailing Little Egg Harbor

The gooseneck fitting shall be designed with a permanent "stop" on the mast to prevent the upper edge of the boom (boom-line) from extending below the upper edge of the lower black band. A similar permanent "stop" shall be fitted when lower red bands are used.

- D. The main boom may be of an alloy extrusion with a minimum aluminum content of 85% with a continuous fixed groove integral with the boom section for the mainsail foot rope. The basic sectional dimension shall be a minimum of 2" wide and a maximum of 4" deep. The boom may be tapered at either or both ends to a distance of 4' from the end. The boomline shall be allowed when due to material fatigue. Sheet block and vang locations may vary.

### SOLING MINIMUM SECTION SPAR 2 7/8" X 4 5/16" (75 mm X 110mm) PROPOSED FOR E SCOW



- A 2 SHEAVE BOXES TO ACCOMMODATE SPINNAKER HALYARDS - 25' FROM DECK
- B FORESTAY TO INTERSECT SPAR 21' 6" FROM DECK
- C 2 SHROUDS TO INTERSECT SPAR 22' ± 4" FROM DECK
- D 1 SHEAVE BOX TO ACCOMMODATE TOP LIFT - 12' 6" ABOVE DECK
- E 2 SHROUDS TO INTERSECT SPAR 12' FROM DECK
- F 2 SPREADERS 24" MIN - 30" MAX
- G 2 S TUBES 12" FROM DECK TO EXIT SPINNAKER HALYARDS (SIDE)  
1 S TUBE (FWD) TO EXIT TOP LIFT

"Beach Haven is where the wind blows!" How many times have I wished that were true! We shore sailors are used to quite steady winds, so when we come to the inland lakes we are confounded by the variable direction and velocity of what we find overemphasize the strength of our steady sea air. Not that it can't blow up a good breeze! A solid 25 knotter at the shore with a good three to four foot chop, will separate the men from the boys in a hurry. But as a general rule, our air in the summer and early fall is moderate and altogether delightful.

To understand our wind patterns, start first with our geography. The race course is essentially "off shore" several miles at sea. We are thus subject to the coast thermals. During the day the sun heats up the land and the air above it, which then tends to rise, being replaced by the cooler sea air. This is our summer "sea breeze" and is as much as 15 degrees cooler than the air inland. At night and especially early in the morning, the process is reversed. The land cools off faster than the water causing the thermal to flow the other way.

When a high pressure cell comes in on the back of a cold front, the initial northerly or northwesterly air in this cyclical pattern generally is modified by the nearby ocean to a steady northeasterly. As the day wears on, and the land gets warmer, this northeasterly draws around to east, then southeast right off the ocean (our coastline is NE-SW). This general "hauling" of the wind in a clockwise direction is aided by the passage of the center of the high from west to east. The normal summer and fall highs are not overly strong and pass through relatively quickly. They finally end up in a stalled condition a good way off shore in a pattern the meteorologists call a "Bermuda High". This high pumps in south westerly air as its normal pattern which, during the day, is reinforced by the thermal sea breeze, and during the early morning is bucked by the reverse thermal land breeze.

Since the "Bermuda High" is our prevalent pattern, we have many days where the air starts out gently from the west or northwest, falls flat at midday, then picks up from the southeast (directly on shore) hauling through the south to the southwest, all the time picking up in velocity. If a good hot day finds a southeast or southerly already in force in the morning, look out for a solid 25-30 from the southwest by 3:00 PM, diminishing only toward evening.

Cloud cover tends to prevent the land from heating, thus reducing the thermal sea breeze. Easterlies often come this way and stay in the east all day, at a gentle and many times frustrating 5-8 knots.

Sometimes a particularly strong high pressure will appear with enough strength to drown out the thermal. It is on these infrequent occasions that we have our westerlies and northeasterlies. They are invariably strong, puffy and quite variable in direction, compared to winds from the other quadrants. Remember, when the air is northeast to southwest it has travelled only over water, and there is nothing to disturb its direction or velocity. A land breeze, however, is buffeted by the unevenness of the terrain and the thermal patterns of fields, woods, etc. over which it has just passed.

CONTINUED ON BACK COVER



It will therefore be much more like a "standard" inland breeze.

A note should be added concerning storms. Frontal disturbances come through with their line squalls, heavy thunder and lightning, and sometimes very heavy wind. Because of the low terrain, they can be seen well in advance. For some reason, these squalls in the bay are not as vicious nor do they seem as dangerous as the thunder squalls inland. If worse comes to worse, one can always tip his boat, climb on the boards to keep the mast up and drift to the nearest sedge. There is always a sedge downwind within three or four miles at most. Such squalls generally last a half hour at most, and can provide the ride of your life.

A counter cyclical low pressure pattern is something else. Here the prevailing wind is east, backing to northeast where it can stay for several days, providing a steady wet 20-35 knots. This kind of weather makes miserable, if not impossible, sailing. Hopefully, the chairman of our weather committee will have managed to send such weather elsewhere for the second week in September.

In addition to the winds which affect sailing on our course, we have to consider the tidal currents. When you study your chart, remember that the current is strongest where the water is deepest. The ebb is in a generally southerly direction toward the inlet, and the flood is in the opposite direction. The current is nil at slack low and slack high, reaching

maximum velocity about three hours after slack. Thus, at maximum ebb current, there will be a general set to the south all across the course. Of particular importance is the added strength of this southerly set from "G" to "H" to "A". If one is tacking from "E" to "A" in such an ebb, he will want to take a starboard tack first to get into the stronger fair current, then turn over to port at the corner. In doing so, remember a southerly may well draw further to the southwest, so one has to balance the favorable tidal current against the unfavorable wind shift.

On figuring the direction of the current, the islands to the south of the course act as a block. The ebb goes eastward between Shelter Island and East Sedge and also southwesterly past "A", "B" and "C", then southerly and southeasterly around Story Island. At "B", for example, an ebb will set you to the west, and a flood to the east.

Summing up, you can generally count on:

- The air being very steady, except for the rare west-erlies and northwesterlies.
- The air drawing in a clockwise direction as the day wears on, but not beyond southwest.
- The air increasing in velocity in the afternoon, especially if it comes in southeast or south by noon.

You will want to take the tidal current into account on the east side of the course from "G" past "H" to "A" where the maximum current is about three knots. Elsewhere, the current is of much less velocity and is about the same over the whole course, so you only have to remember it when fetching a mark or laying on the starting line.

Walter Smedley

## OFFICIAL NOTICE

# NCESA CHAMPIONSHIP REGATTA

THURSDAY, FRIDAY, SATURDAY

SEPTEMBER 11, 12, and 13

LITTLE EGG HARBOR YACHT CLUB

BEACH HAVEN, NEW JERSEY

### RULES

All races are under the jurisdiction of the National Class E Scow Association and will be managed in accordance with the By-Laws, Articles VII, VIII, and IX. All yachts competing in this event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the National Class E Scow Association in its current rules, or as officially modified.

### PROGRAM (All times shown are Eastern Daylight Saving Time)

Registration, weighing, launching --

Wednesday, September 12 - 10:00 a. m. to 9:00 p. m.

Thursday, September 13 - 7:30 a. m. to 10:00 p. m.

Skipper's Meeting --

Thursday, September 13 - 9:00 a. m.

First Race --

Thursday, September 13 - 11:00 Warning Signal

### ENTRIES

Entries should be filed on the enclosed entry blank and mailed to the Little Egg Harbor Yacht Club, Beach Haven, New Jersey. You may enter at the time of the regatta, but advance registration will speed the launching of your boat. Only registered boats will be weighed and launched.

Your entry should be accompanied by a check for \$30.00, on or before September 1st, made payable to the NCESA. The late fee will be \$35.00.

### ELIGIBILITY

A yacht is eligible and considered as a class E scow only if it conforms to all measurement rules, has been properly registered and owned and is skippered by a regular member with regular or associate members as crew, all members to be in good standing at the time.

### PRIZES

There are keepee trophies for places one through ten in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Jr. Trophy to the winning crew.

### HOUSING

Make reservations directly with a motel or hotel of your choice. Find motel list in the REPORTER. It is recommended that you make reservations early.