



NATIONAL CLASS E SCOW ASSOCIATION

October, 1976

"E" SCOW REACHES

All of the major "E" Scow regattas are complete now, and many of you have put your boats away for the winter. In this copy of the REACHES we are going to report on a number of the regional regattas in various parts of the country.

The 18th Annual NCESA Regatta will be covered in complete detail in a major issue of the REPORTER which is being assembled at this time.

John Hoff has supplied us with a report on the 39th Annual Eastern Class "E" Sloop Association Regatta which Sam Merrick won rather handily. At this point we are including the report by JOHN HOFF.....

39th ANNUAL EASTERN CLASS "E" SLOOP ASSOCIATION REGATTA

"Sailing on Lake Hopatcong in New Jersey is always fraught with challenges and new experiences. The 1976 Eastern 'E' Scow Championship Regatta held August 5, 6 and 7 most certainly met this criteria. From good solid steady air to complete race abandonment on the final day was this Regatta's niche in history. The third day was a really sad 'good news, bad news' story. The beautiful, steady east wind accompanied by an all-day impenetrable pea soup fog was a new, disheartening experience. Even the memory of old Hopatcong personalities, such as Ken Rand and the Prudden family, could not recall this kind of vicissitude in the weather. Sam Merrick won the regatta with an almost perfect score of three points.

"The first race on Thursday afternoon found steady air generally out of the West. For the lake it was moderately heavy -- in fact, three of our friends from the Jersey shore who are generally inclined to consider our air disdainfully found themselves in the rather embarrassing position of flipping. As for the race itself, Sam Merrick set the stage for his regatta right off the bat with a sparkling performance by taking over the lead on the run after turning the first mark, building it up throughout the race, and finishing well ahead of the balance of the fleet. Bob Armstrong with MC-1 came in second, closely followed by Dan Crabbe, the Eastern Association's new board member at the National level in third place.

"Friday morning dawned with a prediction of a change in the weather. Basically, the morning air at the start of the race was comparable to, but somewhat lighter than Thursday. Once again, Sam Merrick turned in the winning performance by lifting up under the whole fleet and leading at the first mark. A shifting of the wind to a more southerly direction after the start created a

fair amount of shaking up of the balance of the fleet. This time five out of the first six boats came out of the Mantoloking Yacht Club and the only breakthrough on a Jersey shore monopoly was Roger Carlson from Champaign, Illinois, when he redeemed his taking a bath in the lake waters on Thursday with a seventh in this race.

"In the third and what proved to be the final race of the regatta, the Race Committee 'took advantage' of a shift in the air to a more southerly direction. Thanks to the rather rapidly increasing breeze in this race, memories of past Hopatcong racing revived as the fleet, on a different course than the first two races, found itself trying to take advantage of the local lore. Fortunately or unfortunately depending on where you finished, even the Hopatcong skippers had difficulty meeting with success in trying to find that favored spot. At one point when the scows had completed approximately half of the course, the air decided to hide itself behind some of the hills with the result that many of the skippers found themselves in a complete drifter. When the results were in, Dick Wight managed to hold on by a few feet his once big lead over Sam Merrick. Nevertheless, Mantoloking continued to dominate the top finishers picking up five out of the first seven places. Cliff Campbell from Toms River turned up with a third, indicating his experience at having sailed the lake several times in recent years. As described above, the final two races of the regatta were fogged out to the disappointment of the skippers, but even more so, to the host fleet.

"Buddy Melges and Bill Allen, who did no sailing, were much sought after for helpful hints on how to make the scow go faster.

"The Lake Hopatcong Yacht Club made its traditional effort to provide skippers, crews and the afterguard with the hospitality that 'E' Scow people have learned to associate with the club. After the first race, it had been hoped that the miracle of Hopatcong was to take place combining three days of good sailing weather with good hospitality, but as Jim McGowan, our Eastern Commodore, noted at the Saturday night banquet - 'the fourth miracle didn't happen'.

"A fifth miracle, however, did occur. Every contestant in the regatta received a 4-boat mobile which also had a turning mark around which the boats wandered. One boat was carefully marked with the recipient's racing number and sported his accurately colored spinnaker."

		<u>RACE 1</u>	<u>2</u>	<u>3</u>	
MA-2	Sam Merrick	1	1	2	1
T-8	Dan Crabbe	3	4	6	2
MA-10	Dick Wight	9	6	1	3
T-17	Cliff Campbell	4	11	3	4
MA-9	Willie DeCamp	7	5	5	5
MA-8	John Wright	10	2	11	6
MA-11	John Harkrader	23 (p)	3	4	7
MA-4	Runyon Colie	5	14	7	8
MC-1	Bob Armstrong	2	20	17	9
T-26	Jeff Lines	16	15	8	10

		<u>RACE 1</u>	<u>2</u>	<u>3</u>	
CH-5	Dick Turner	8	22	20	11
MA-18	Jeff Lewis	22	19	9	12
HO-13	Craig Bradley	6	28	18	13
HO-29	John & Bill Hoff	20	17	15	14
CH-12	Chip Ulrich	13	29	14	15
HO-76	Tom Wiss	17	18	21	16
CH-18	Erikh Johnson	19	26	12	17
KU-10	Art Wilder & Brent	11	13	35	18
	Penwarden				
HO-10	Ken Rand	23	12	26	19
T-7	Alan Terhune	DNF	10	13	20
MA-20	Doug Love	15	24	24	21
LE-7	Walter Smedley	24	9	34	22
KU-5	Irv Spear	18	25	25	23
LE-8	Peter McGowan	28	23	19	24
KU-3	Bob Hawk	26	21	23	25
BH-1	Ward Wight	DNF	8	16	26
BD-88	Bob Valdes	14	32	29	27
HO-31	Peter Rochelle	32	16	30	28
S-100	Roger Carlson	DNF	7	33	29
LE-31	Jack Lampman	DNF	30	10	30
HO-11	Gus Baker	30	37	22	31
HO-23	Candy Kadimik	25	27	38	32
LE-32	John Christie	31	33	27	33
HO-28	Skip Shipment	29	34	28	34
HO-26	Allan Rombough	21	38	36	35
CH-11	Ed Swanson	33	35	32	36
KU-4	Larry Gerwig	34	31	37	37
KU-9	Robert Cole	27	39	39	38
CW-1	David Golden	DNS	36	31	39

The report on this year's Inlands which was sailed on Green Lake was submitted by JOE NORTON, the newly elected fleet representative from Green Lake.....

ILYA REGATTA

"The 1976 Inlands were sailed on beautiful Green Lake, Wisconsin, the third week of August.

"The Allen brothers took the top two places overall in the Inland Lakes Yachting Association annual championships. Winds were so constant that after the first race very little tuning had to be done to mast, boat or sails, and the course board read 190 degrees in four races and 200 degrees in the other.

"Bill Allen of Lake Geneva battled his brother Harold of Lake Minnetonka for the first position prior to Sunday's final race. Bill took a first in Sunday morning's race to put him in the top spot

with Harold falling to second place after a 13th in the last race.

"Don Curtes of Cedar Lake took third place. John Glueck of Minnetonka moved back to fourth place from the third place spot he held on Saturday. In fifth place was Will Perrigo of the Pewaukee Yacht Club followed by Edmund Chute of Minnetonka in the sixth spot. Wally Haines of Pewaukee claimed seventh place with Skip Johnson of White Bear Lake taking eighth place. Tom Sweitzer of Pewaukee came in ninth with Tom Norris also of Pewaukee taking tenth.

"The new fiberglass boats by both builders were really beautiful, fair and well braced. The first and third places were taken by glass boats.

"Bill Allen again showed his talent for coming back from poor starts. Allen seemed to have that magic ability to be on the right side of any shift."

<u>FINAL STANDINGS</u>	<u>RACES (6)</u>	<u>TOTAL POINTS</u>
1. Bill Allen	1 4 3 1 5 1	23.7
2. Harold Allen	2 1 2 3 14 13	50.7
3. Don Curtes	3 21 4 2 2 11	63.7
4. John Glueck	7 3 5 4 10 8	66.7
5. Will Perrigo	11 18 1 5 3 12	74.7
6. Edmund Chute	13 13 8 15 1 2	76
7. Wally Haines	9 5 10 10 8 4	79
8. Skip Johnson	8 10 15 7 15 6	96.7
9. Tom Sweitzer	16 18 24 8 7 9	118
10. Tom Norris	10 12 17 16 19 10	120

WESTERN MICHIGAN INVITATIONAL REGATTA

The Western Michigan Invitational Regatta was held this year on Torch Lake - July 24 and 25. There were 27 starters. The first race was sailed in a 15-knot breeze. The race was protested and was not counted in the results. The protest was appealed to the Judicial Committee of NCEA. The second race was sailed Saturday afternoon in about the same wind. Hartley Comfort won the first race and Mike Huck the afternoon race. The last race was sailed on Sunday morning and was won by Chuck Harrett, Mike Huck finishing second.

The overall winners were as follows:

Mike Huck	Crystal Lake	First Place
Chuck Harrett	Spring Lake	Second Place
Hartley Comfort	Torch Lake	Third Place
Paul Wickland	Spring Lake	Fourth Place
Larry Price	Spring Lake	Fifth Place
Ken Kornoelje	Spring Lake	Sixth Place
Pete Price	Muskegon Lake	Seventh Place

WESTERN MICHIGAN YACHTING ASSOCIATION REGATTA

The Western Michigan Yachting Association Regatta was held August 11, 12, 13 and 14 at beautiful Crystal Lake. The winds were heavy Wednesday and Thursday, moderated Friday, and then came back very heavy on Saturday.

Skip Johnson sailed with Bob Wynkoop, and both Buddy Melges and Bill Allen were there to help tune boats and assist as there was a certain amount of equipment damaged in the heavy winds. Bill Allen sailed with Ken Kornoelje in a couple of races. There was one race thrown out because of a major wind shift.

The results for the 1976 Western Michigan were as follows:

<u>NAME</u>	<u>POINTS</u>	<u>PLACE</u>
Comfort	14.4	1
Wickland	28.7	2
Kornoelje	31	3
Price, Larry	39	4
Wynkoop, Bob	46	5
McClure	48	6
Schindler	52.7	7
Price, P.	53.7	8
Brereton	59.7	9
Young	72	10
Wynkoop, Skip	74	11
Powell	78.7	12
Harrett	82.7	13
Back	84	14
D'Alcorn	87	15
Huck, Mike Jr.	88	16
Jacobson	91	17
Knape	91	18
Huck, Mike	94	19
Hoch	100	20
Fuller	102	21
Morency	104	22

FROM THE COMMODORE

"The letter (see below*) from Tom Sawyer to Dan Garrity, Chairman of the ILYA Rules Committee, raises a subject which needs attention. The switch from wooden spars to aluminum in 1970 has been a success except for one serious drawback that Sawyer discusses.

"When there is a capsized (very often because of the vang not being released on reaches), it takes a nimble crew indeed to prevent turtling. A secondary inconvenience is having the boat fill up

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and thus present a major rescue problem. Even without turtling, we now have so many openings in the decks that the boats sink quickly even though the crew has prevented turtling by getting out on the boards.

"The Board of Directors of NCEA will meet on November 12 and expects to invite the two builders to present their proposals for curing (if they can) this situation. Back in 1970 and '71, Brad Robinson made a number of tests with sealed and nontapered spars. My recollection is that the flotation gain was minimal but, maybe, things will be different. Walter Smedley has long been an advocate of a CO₂ cartridge and a balloon -- great, except for the after effect when you're up and sailing. Perhaps, the problem is not as bad as Tom suggests. At the Nationals, there were about 30 capsizes the first day with spar damage, I believe, to only one boat. Of course, there were lots of sinkings.

"Tom has raised one awkward problem. It would not be to the interest of the class to have one rule for the Inlands and one for the rest of the country. This is the state of affairs we got away from. 'E' Scow scantlings are entirely controlled by the owners of 'E' boats, and they can change them whenever a two-thirds vote says to change them. I would want to assume that 'E' boaters do not want to relinquish that control."

/s/ Sam Merrick

*"28 September 1976

"Mr. Daniel Garrity
Route 1, Box 64
Genoa City, Wis. 53128

Re: E Boat Mast

Dear Dan:

"As I have discussed with you on a number of occasions, I feel it is extremely critical that the Inland Yachting Association take action on the above subject whether or not the National E Scow Association does.

"The problems created by the fact that the boat, when tipped, always goes turtle, is aggravated on shallow lakes. The problem of righting the boat, bailing it out and retrieving your possessions is one thing, but the economical problems created by the mast being stuck in the mud and many times bent or broken are astronomical. I further cite the fact that it is my understanding we will be sailing at Oshkosh this coming summer, and we all know the depth of Lake Winnebago and the size of the waves it can generate, and I submit that it is probable that we will see, if we have heavy wind, a number of masts not only broken but driven through the deck and possibly the hull of some of the boats.

"As to solutions to the problem, I can think of a number of possibilities, such as forcing all those with the current mast to put enough flotation at the top to prevent going turtle and possibly

authorizing the introduction of non-tapered masts with exterior halyards. Hopefully testing might show that the flotation aloft would lower the superiority of the tapered masts to that of the non-tapered masts.

"The above is only one suggestion, and I am sure that boat builders, sail makers and others closely involved in sailing might have much better ideas. But I truly believe that time is fleeting and that some day our insurance companies are going to do what they did to the iceboats years ago, namely refuse to provide insurance coverage.

"I would request that you submit this to the Rules Committee and the Inland Board in the hope that some action will be taken while we still have our destiny in our own hands rather than those of the insurance companies."

/s/ Tom Sawyer

1976 CLASS "E" BLUE CHIP

A very interesting report on the 1976 Blue Chip sent in by Coleman Norris is attached.

SPLINTERS FROM THE BOARD

The annual meeting of the NCESA was held on September 9 at the Minnetonka Yacht Club.

Commodore Merrick announced that Mike Kotovic had resigned as Secretary-Treasurer and that Jim Klauser had been appointed to succeed him.

Lon Schoor gave a Rules Committee report and advised that the Association had developed a set of scantling offset measurements of the Johnson and Melges hulls. A computer program was being developed to establish hull tolerances - the intent being that any hull modifications by one builder should be in the direction of the other boat so we can approach a true one design.

The following were elected Directors for a two-year term:

Western Michigan Yachting Assn.	Paul Wickland, Jr.
Eastern "E" Scow Association	Don Crabbe
Inland Lake Yachting Association	James R. Klauser
	Jay Ecklund
	Joe Norton

At the Directors' meeting which followed the annual NCESA meeting the Board considered three locations for the 1977 NCESA Regatta: Traverse City, Muskegon and Crystal Lake. The invitation from the Crystal Lake Yacht Club which was extended by Skip Wynkoop, Commodore of the Crystal Lake Yacht Club, was accepted. Also accepted was an invitation from Ted Turner on behalf of Lake Chautauqua (New York) Yacht Club for the 1978 regatta.

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Just received a last minute report from Jim Klauser....there will be a meeting of the NCESA Board of Directors on Friday, November 12, at the Pewaukee Yacht Club. The meeting is scheduled to start at 1:30 P.M. and is open to all interested members.

Cocktails	6:00 P.M. (cash bar)
Dinner	7:30 P.M.

Cost: \$8.00 (hors d'oeuvres and dinner)

There will be a fine program after dinner with Buddy Melges and Peter Harken as the principal speakers.

For those of you who will be attending the afternoon meeting, Jim Klauser will be at the Milwaukee Airport at 11:30 A.M. to pick up anyone arriving at about that time to take them to the Pewaukee Yacht Club.

JACK BRERETON

Lock Box 14565

St. Louis, Missouri 63178

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1976 CLASS E BLUE CHIP

The 1976 Class E Blue Chip was sailed on Pewaukee Lake September 24th through 26th. All races were sailed in fair conditions. The first day the wind blew from the southwest, and the other two days the wind blew from the northeast. These two wind directions provide the best sailing conditions on Pewaukee, since the whole length of the long, rather narrow lake can be used. All courses were rather long - Windward-Leeward 2½ times. Although the wind direction was proper, the timing of the wind velocity was not always on the judges' side, since each morning started off with little or no wind, and the start of all morning races had to be postponed until the wind built near noon.

Thus, the first race got off at 10:45 instead of the scheduled 10:00 a.m. start and saw eighteen competitors on the line. In the fleet was mystery guest, Peter Commette, our tremendously personable and capable Finn representative at the Montreal Olympics, who has now resumed his studies at Tufts. Commette, who hails from Mantoloking Yacht Club on Barnegat Bay and, therefore, has seen E boats but has never sailed one, sailed Pete Barrett's boat and was ably assisted by Barrett and Bill Wight, also from Barnegat Bay, New Jersey. The first buoy rounding saw last year's Blue Chip Champion Harry Allen in first place, followed shortly by Pewaukee's Tom Norris. A memorable sight in this race was brother Bill Allen rounding the first mark in 15th place. Although Harry Allen and Tom Norris battled in close quarters throughout the race, the finish saw Pewaukee's Will Perrigo sneak into second over Norris, Skip Johnson 4th, and Pewaukee's Tom Sweitzer (who has purchased Mike Meyer's aging but venerable "Sting Ray") in 5th.

Friday afternoon's race was sailed in conditions which were a bit lighter and more fluky than the morning's race. Mystery guest Commette had a 50-second lead around the first mark, followed by Bill Allen who apparently had gotten his fill of 15th. Unfortunately Commette immediately found a large hole, which allowed Allen, Sam Merrick of Mantoloking, New Jersey and Norris to get by. Norris moved up to nip at Allen's heels, but the finish saw Bill Allen

across the line first with Norris a close second, followed by mystery guest Commette, Minnetonka's John Gluek and Pewaukee's Tom L. Sawyer. Marge Johnson, beautiful wife of boat builder Skip from White Bear Lake, Minnesota, who finished 4th in the first race and 17th in the second, perhaps caught a bit of the essence of the Blue Chip when she was overheard to comment "This regatta is certainly a humbling experience."

What wind there was Saturday morning had switched 180 degrees, but was light and very fluky, so chief judge Roger Herbst postponed the racing until early afternoon. By the time the starting signal sounded at 1:20 p.m., the wind had built to over 10 and was blowing reasonably steadily. Norris worked his way up the north shore and enjoyed a comfortable lead around the first buoy, followed by ever fast Bill Allen. However, the fastest boat in this race was Norris, who continued to increase his lead over the rest of the pack, which saw Bill Allen 2nd, John Gluek 3rd, Harry Allen and mystery guest Peter Commette 4th and 5th at the finish line.

The fourth race was sailed immediately and was in many respects very similar except that this time Bill Allen jumped out to a comfortable early lead which he never relinquished. The next five positions were extremely close and hard-fought throughout the race, changing at each mark and providing the spectators with a great deal of excitement. After Bill Allen, the finish line was crowded, and when the smoke cleared, we saw Perrigo in 2nd, Gluek in 3rd, Norris in 4th, Harry Allen in 5th, and Cliff Campbell from Tom's River, New Jersey in 6th, all of whom finished within 15 seconds of each other.

Thus, at the finish of four races, with one to go Sunday morning, we saw two boats comfortably out in front, Norris 3/10 of a point ahead of Bill Allen, and Gluek, Harry Allen and Perrigo only 2-9/10 points apart for the next three positions.

Sunday's race had every indication of being a wild contest, and so it was. After what was becoming a normal delay for the wind to build, the starting gun went off at 11:00 a.m. Sunday. The first mark saw Bill Allen around first, followed by Commette, Gluek, Norris, Perrigo, with Harry Allen a disappointing 14th. However, the fleet was very close, and the downwind leg exhibited some rather fancy sailing and resulted in Gluek's passing Commette and Harry Allen sailing up to 8th. Both windward and leeward legs exhibited keen competition since Bill Allen in first was covering Norris in 4th, and Gluek in second was covering Perrigo in fifth. Mystery guest Commette was left more or less to his own devices, a dangerous attitude to take towards a sailor of Peter Commette's ability. The second windward mark saw Bill Allen and Gluek in 1st and 2nd, still covering Norris and Perrigo in 4th and 5th, but the distance had closed between the first five boats, and the shifting wind made it clear that the race was far from over, as was proved by the next downwind leg when Norris sailed into

2nd right behind Bill Allen, while Perrigo made it around Gluek into 3rd, Commette sailed out of the wind to the north shore and dropped to 4th, while John Gluek had a disasterous leg and dropped to 5th, setting the scene for the final windward leg, which was one of the most exciting ever witnessed. Ignoring Commette, two pairs of duelists, Bill Allen and Norris, Perrigo and Gluek, fought all the way up the leg, Allen always trying to keep Norris under control and Perrigo always trying to keep on top of Gluek. At times Perrigo would be in front of Norris, to whom he would pay no attention. As the four boats neared the finish line, the distance between them compacted so that at one point Perrigo on starboard had to duck Allen's transom while exhorting Allen to please hold his course (and not lee bow him and interrupt his coverage of Gluek). During this ferocious dual duel, no one had been paying any attention to Commette, and all of a sudden, converging on the finish line for the gun, there appeared five boats, for coming in with good air from the north side was the mystery guest. From the spectators' standpoint, it was difficult to envision how all five boats were to cross at what seemed to be the same instant. But cross they did, Commette beating Bill Allen by less than a yard, Allen ahead of Norris by less than a boat length, followed by Perrigo and Gluek, who followed the first three across the line by only a couple seconds.

It took a while for the smoke to clear, since the finishing cannons could not possibly keep up with the traffic. But Bill Allen had beaten Norris, which was all he needed to give him the regatta; Perrigo had finished ahead of Gluek, but not by enough, and Peter Commette's brilliant finish had suddenly propelled him into top honors. The top places were extremely close, and as you study the point stand please reflect that the earlier races in a series count just as much as the later ones, and a boat lost at any time during the regatta can come back to haunt you in the final standings:

				Finishes
	I-4	Bill Allen	20 points	8-1-2-1-2
	V-5	Tom Norris	22.4 points	3-2-1-4-3
	M-137	John Gluek	44.1 points	6-4-3-3-5
	V-18	Will Perrigo	42 points	2-7-4-2-4
Mystery guest	V-111	Peter Commette	47.7 points	12-3-5-8-1
Defending champ.	M-5	Harry Allen	48 points	1-9-4-5-4

Again, the 1976 Class E Blue Chip developed into an intensely exciting contest. The display of tactical skill and sailing excellence was awesome. Perhaps Mike Huck put it the best when he was remarking on his state of mind during one of the races. "I'm sailing along in 17th, you know, second last, and I look behind me and there's Cliff Campbell, and I know he wants me . . .baaaad!"

1976 CLASS E BLUE CHIP

<u>Yacht No.</u>	<u>Name</u>	<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Race 4</u>	<u>Race 5</u>	<u>Total Points</u>	<u>Regatta Position</u>
I-4	Bill Allen	8	1	2	1	2	20	1
V-5	Tom Norris	3	2	1	4	3	22.4	2
M-137	John Gluek	6	4	3	3	5	41.1	3
V-18	Will Perrigo	2	7	9	2	4	42	4
V-111	Peter Commette Mystery Guest	12	3	5	8	1	47.7	5
M-5	Harry Allen Defending Champion	1	9	4	5	9	48	6
V-9	Tom Sweitzer	5	12	7	11	15	79	7
MA-2	Sam Merrick	10	6	8	7	6 (120%)	79.7	8
V-115	Wally Haines Mike Morrissey	9	14	6	13	13	84.7	9
T-17	Cliff Campbell	18	15	12	6	7	87.7	10
V-7	Tom Sawyer	11	5	10	15	DNS	89	11
W-30	Skip Johnson	4	17	18	9	14	90	12
H-7	Lon Schoor	7	11	11	12 (60%)	16	94	13
T-8	Dan Crabbe	15	16	15	10	8	94	14
CR-81	Mike Huck	17	8	13	14	12	94	15
SL-8	Larry Price	13	10	16	17	11	97	16
SL-22	Paul Wickland	16	13	14	16	10	99	17
TO-1	Hartley Comfort	14	18	17	18	DNS	116	18