

**REPORTER**

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REGATTA DATE CHANGE • DETAILS INSIDE

E'S AT MADISON STRIPPING FOR THE STREAK

PHOTO COURTESY TOM KELLY





The Commodore Comments:

This issue of our Reporter is the Annual Regatta Issue, and it is my hope that every sailor sailing E boats can be in attendance at Green Lake for our Annual Regatta.

Green Lake is a great place to sail, and I'm certain that all of you who have attended previous NCESA Regattas will enjoy sailing at this beautiful lake.

Get your registrations in early, and save a little money; and be sure that you have your reservations for your place to stay, as early as possible.

The competition should be keen, and the racing should be exciting! But most of all, it will be wonderful to meet again with all the E Boat sailors at our Annual Regatta.

Having recently judged an E regatta, I want to once more give just a word of caution regarding the strict observance of the rules.

While it is true that the sailing rules have been modified, so that the penalties are not quite as serious or as drastic as they once were, they are still enough to spoil a finely sailed regatta by someone who takes a chance, when the reward for taking the chance can be so slim in comparison to the penalties attached, if our risk is ruled against in the Protest Committee Room. I realize that in the excitement of a race, we always think that we can get by or get ahead of the other boat in a way that will be within the rules, but perhaps, when we weigh that against the risk of getting thrown out of the race, or having a 20 or a 40% penalty assessed against us, it just isn't worth it.

Our Board of Directors will be giving consideration to a 1975 site for a regatta in September of 1975, and it would be interesting to have comments from the sailors as to just where they would like to go.

We have been invited to go back to Chautauqua Lake in Western New York State, and also to go to Little Egg Harbor once again in Barnegat Bay.

Any of you who care to comment to me, or to other Board members, why don't you do so, so that we have some opinions from the sailors as to where we may sail in 1975.

By now you have probably received a mailing coming out from Land's End, the Marine and Sailing Supply House in Chicago. In this catalogue is a very interesting article about our E scow boats. We hope that every regular member will look at it, read it, and get some value from it.

From time to time I hear sailors having suggestions as to how better NCESA might be operated and run; and I would appreciate hearing directly from any of our sailors as to how we might make the Association more valuable to our sailors and more valuable to our boat owners.

IMPORTANT NOTICE

The 1974 Regatta dates have been changed from Sept. 6, 7 and 8 to Sept. 5, 6 and 7.

The Green Lake Yacht Club committees have graciously consented to make this late change to accommodate the long distance sailors, now that gasoline is readily available (tho expensive).

HEY!

The Reporter scuttled four pages of this issue (photos and other gossip) to expedite getting the eleventh hour Regatta date changes to the membership.

We will pick them up in the Winter Issue.

GONE

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

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

SUPPORT the NCESA by sending \$17.50 dues to: Sam Merrick,  
Sec'y/Treas., 401 N St. S.W., Washington, D. C. 20024

JOIN THE NCESA NOW! Support a Great Yachting Association.  
Become a subscriber to the REPORTER with membership.

W. Michigan Area  
Jack Brereton  
Ed Schindler  
Eastern Area  
Dave Loughran  
Craig Bradley

OFFICIAL NOTICE

**NCESA CHAMPIONSHIP REGATTA**

THURSDAY, FRIDAY, SATURDAY - SEPTEMBER 5, 6, 7, 1974

GREEN LAKE, WISCONSIN

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 NCESA in its current rules, or as officially modified.



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.

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 keeper trophies for places 1 thru 10 in the final standings. The Bilge Pullers Trophy is awarded to the champion and the Robert F. Walden, Trophy, to the winning crew. Also crew prizes for first three boats in final standings.

HOUSING

Make reservations directly with a motel or a hotel of your choice (see list in Reporter). It is recommended you make reservations early.

PROGRAM (All times shown, Central Daylight Saving Time)

Registration, weighing, launching -- Lac Marina  
Informal tune up, race weather permitting 4 PM

Wed., Sept. 4 - 1 PM to 7 PM

Thurs., Sept. 5 - 8 AM to 9 AM

Skippers' Meeting -- Lac Marina

Thurs., Sept. 5 - 9 AM

First Race --

Thurs., Sept. 5 - 11 AM Warning Signal

ENTRIES

Entries should be filed on the enclosed entry blank and mailed with entry fee to Sec'y/Treas., NCESA, 401 N Street, SW, Washington, D.C. 20024.

HOT LINE BULLETIN

THE ANNUAL MEMBERSHIP MEETING WILL  
BE HELD AT THE TUSCUMBIA YACHT CLUB  
ON FRIDAY EVENING, SEPTEMBER 6th

REGATTA ACCOMMODATIONS • GREEN LAKE, WIS. 54941 • AREA CODE 414

GREEN LAKE 54941

Bay View Motel	294-6504
Green Lake Motel	294-3363
Dartford Motel	294-6546
Bel Air Motel	294-3401
Lakeside Motel	294-3318
Sperle Cottages	294-6605
Blue Roof Cottages	294-6622
Greenway Cabins	294-6517
Oakwood Lodge	294-6580
Miller's Lakeshore Lodge	294-3349
Heidel House	294-3544
Holiday House (on Green Lake)	748-6728
Green Lake Campsite %N.A. Bierman	294-3543

RIPON (7 miles East of Green Lake)

Welcome Inn	748-2821
Kelnorr Motel	748-2713
Joy Motel	748-2253

PRINCETON 54698

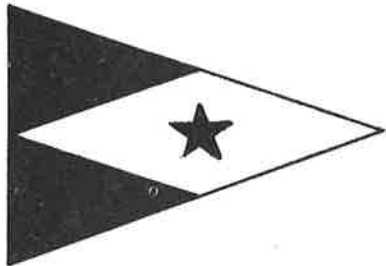
Bend Motel	295-3109
Barnekows Motel (5 mi. West of Green Lake)	295-6533

BERLIN (10 mi. North of Green Lake) 54923

Riverside Motel	361-2383
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# 16th ANNUAL NATIONAL

SEPTEMBER 5, 6, & 7, 1974



## REGATTA COMMITTEE

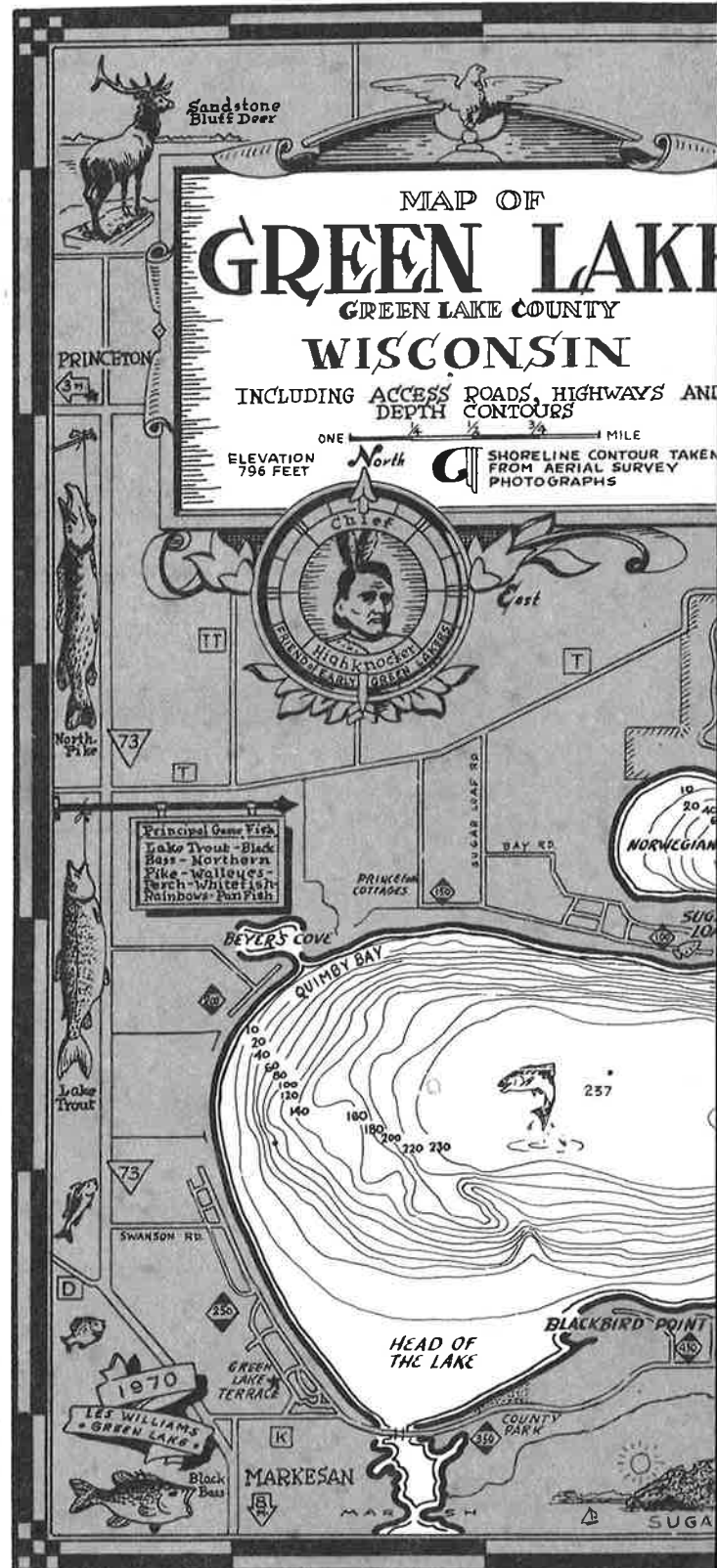
Chairman -- Bob Pegel, Lake Geneva, Wis.  
Arthur Simons, Jr., Columbia, S.C.  
Bob Cole, Keuka, N.Y.  
Brad Robinson, Minnetonka, Minn.  
Paul Wickland, Muskegon, Mich.  
Craig Bradley, Hopatcong, N.J.

## JUDGES

Head Judge - Ed Malone, Oshkosh, Wis.  
Nat Robbins, Jr., Minnetonka, Minn.  
John Hunt, Minnetonka, Minn.  
Arthur Best, Cedar Lake, Wis.  
Gordon Tousey, Muskegon, Mich.

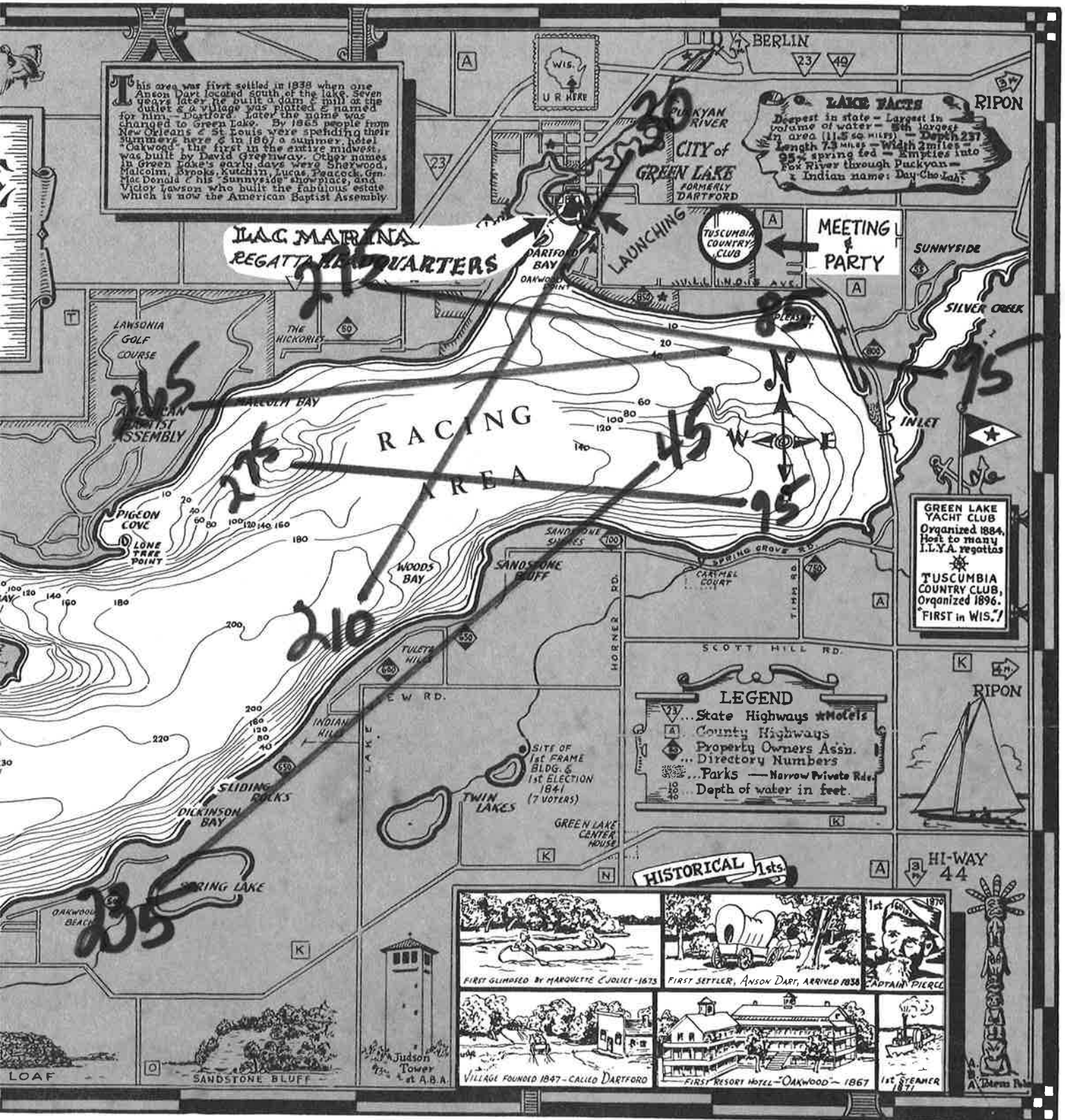
## NOTICE FRIDAY EVENING

. . . . The Annual Membership Meeting and a Spectacular Buffet will be held at the Tuscumbia Country Club. (Tickets available at registration).



# ANSON DART SCOW REGATTA

GREENLAKE, WISCONSIN



# 16th Annual NCESA Regatta

## REGATTA CHECK-OFF LIST

1. Each skipper must be a regular member of the NCESA.
2. Crew members must be regular or associate members of the 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. You are urged to bring an anchor and 40 ft. tackle for noon mooring. Overnight moorings provided.
5. All boats and sails that have participated in the Eastern, Western Michigan or ILYA Championship Regattas, and will use the same equipment at Green Lake, 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. (If, however, a boat or sail has been officially measured, but did not compete in an area Championship Regatta, this measurement will be accepted).
7. The NCESA emblem must be displayed on both sides of the mainsail.
8. Sails purchased in 1974 must display makers' royalty patch.
9. Code Flag B and Code Flag I should be brought along.
10. Make a final check through the NCESA rules to ascertain that you are complying with all (each and every) rules. This is only a partial check list to assist you. There are more equally important rules to be met.



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JB TH

THIRD THOUGHTS  
ON THE STEERING  
AND CREWING OF E-SCOWS  
By Ron Frankel



(Ed. note) Those who read the last issue of the REPORTER and paid attention will recall that we would ask Ronnie Frankel, 3rd regular crew and jib man aboard "HARE" if he would care to offer his own comments concerning life aboard with Bill and Dick Allen during the very successful 1973 campaign. The following is his informal commentary.

I think to put my comments on the "Allen" article in the proper perspective, I have to give just a little background into my sailing. It all pretty much began in the early 1960's with my Father and Bill Bentsen. The Chief, my Father, was the type of person that from an engineering and maintenance standpoint always had the kind of equipment that functioned under any conditions. Coupled with this kind of equipment and the "do or die" attitude of Bill Bentsen, we won races under the philosophy that "sooner or later we'll grind them down". I can remember one race in particular where we were on a screaming reach with the big reacher up on the A boat and the halyard came off the shiv so we couldn't get the reacher down (the only failure on the Chief's boat ever). Bensten said, "You steer and I don't want anyone on the crew looking at me" and without a seconds hesitation, climbed to the top of the mast and disconnected the reacher. He shinned right back down, ran back to tiller and I don't think the whole program took more than a minute or so. In those days, I can't say that we won regattas because we were particularly smart, but we won regattas because we were tougher and faster than most people. This whole philosophy carried over with Bill Bensten when I crewed for him for several years in an M-20. I can remember thinking that if we could be in the top third of the fleet at the first weather mark, that there would be no question that we would eventually win the race. Billy just never gave up! This type of sailing was more of a physical, beat'em down program.

The first time I met Bill Allen was after the Olympics, and just prior to him going to work for Buddy at the Loft. At that time he was looking for a place to live and so was I, and for some reason we hit it off and decided to become roommates - this was in October of 1972. Throughout the winter we talked about sailing, and at that time I hoped that I would be able to crew for Billy. Nothing was ever said until a couple of weeks before the Easter Regatta in South Carolina, when his brother Root decided to come down from Minneapolis and live in Lake Geneva with us for the summer. So from that point on, it was the three of us and "Hare". The first time we sailed together was in South Carolina, and I guess we were fortunate in that the entire regatta was light-medium air and below. One of the most incredible sailing experiences I have ever had was the race that we arrived about 20 minutes after the start, we got a tow out to the line, and by the time we got there, I would guess a few boats were approaching the weather mark. With an attitude of "what the hell - we've got nothin' to lose", we started sailing up the weather leg and by the time we got to the top mark had passed a couple of boats. This in

itself, to me, was absolutely inconceivable. We threw up the little reaching spinnaker and by the time we got to the jibing mark, I would guess we were in 20th place, and after the jibe going into the leeward mark, I believe we rounded about fifth. We ended up finishing third in that race and I can remember going across the finish line and the Chief Judge saying "1-4, I'm going to have to protest you'all", and at that point Root absolutely lost it, I thought it doesn't make any difference if we get thrown out of the race, because everyone on the lake must realize what an incredible thing we'd just done. That regatta turned out to be the only one we didn't win the the 1973 season, and I don't believe a person in South Carolina would argue that we were the fastest boat on the lake. It was after this regatta that I talked to Bill about whether or not he wanted me to stay with the program. Quite frankly, I was amazed at just how fast we were. My prior experience in sailing with Bensten had taught me a lot about perfect execution of tacks, jibes, sets and spinnaker takedowns, but sailing with Billy and Root seemed to be so much more than that. It wasn't that our execution was so fantastic, it was just the knowledge that Bill and Root had about getting the absolute utmost out of any particular sail under any given condition. This was something that I knew very little about. I knew I could do my job on the boat as well or maybe better than anyone else Bill might want on the crew, but when it came to talking about setting the boat up or discussing sail shapes or proper trim, I felt as though I had nothing, or at most very little to add to the overall effort. For this reason, I tried to do the things that Bill and Root wouldn't normally worry about, such as making sure everything was clean and would go up and down properly, and generally confine myself to the details on the boat and let them concern themselves with overall boat speed. I think the thing that is so fantastic about Root and Bill is the fact that they are so willing to help and give advice to anyone interested in improving their own particular performance. Another aspect that seemed to be completely different about the entire program was the amount of fun that we had at regattas. I can't remember ever enjoying a summer so much, whether it be sailing during the race or just talking to people after the race. Sailing was particularly enjoyable because so often we might sail a whole leg and never really say anything and there is something about really getting into the program and being so in tune with each other that nothing has to be said. I continually look around the boat and try and anticipate something that Root or Bill might want to do, whether it be trimming a little bit or easing, or adjusting a Cunningham or a traveler or whatever. I can remember sailing at Torch Lake on one weather leg where the three of us were so into the boat that we overstood the weather mark by maybe 25 yards or so, and literally had to reach back to it. Sailing was so intense and yet at the same time, so much fun that I never felt like there was any pressure, at least until the latter part of the season when we sailed against Buddy at the Nationals and the Blue Chip. By this time Billy Madson, Frazier, Bill, Root and myself had rented a house, and since we all lived together, and Billy and Frazier were to crew for Buddy, there was a certain amount of kidding about the upcoming regattas. By the time we got to the Nationals, with the exception of Buddy, I guess we were the boat to beat, and I can remember one race in particular where it was blowing like hell and we rounded right behind Buddy at the top mark and we both threw up our Soling spinnakers. It seemed like we had just gotten them up and were getting squared away when we



were at the jibing mark. We were right on Buddy's tail when we got to the mark and in the middle of a screaming puff, there didn't seem to be any way to jibe in this puff, so Buddy kept going and we jibed inside, and what we gained in that jibe is what we beat him by for the race - maybe 15 or 20 yards. This win meant a lot to me.

(Ed. note: Obviously, this jibe was a very critical and decisive manouver. When asked to elaborate on it, Ronnie said he felt they were able to capitalize on the opportunity because of a couple of factors. 1) During practice sessions and in discussions, they had consciously planned for tactics such as this ... if and when the situation developed. 2) Coordinated crew work and absolute confidence in each other makes executing a hairy, heavy-air jibe much less 'accident prone'.)

Another time during that same regatta, the second time up, Bradley was just a weather of us and I yelled over to him, "Milty, here we come". Further up the leg, the situation was reversed and Glick yelled at me, "Frio, here we come" and I yelled back "Wrong". I believe we won that race and Bradley was either second or third. The Blue Chip at Pewaukee was pretty much the same, and really the

climax for a great season.

I think my real appreciation for Bill as a helmsman came this year at South Carolina. Peter Barrett sailed a beautiful regatta. His starts were consistantly fantastic. It always seemed as though half way up the first weather leg we were in the tubes - one race in particular, about a third the way up the weather leg, I would guess we were in about 20th place and Root and I sort of looked around and it was one of those quiet times when you don't feel so good - from that point on to the weather mark, Bill sailed the most impressive leg I have ever seen sailed, as we rounded only several boat lengths behind Peter, and probably closed a half a mile in the last half of that weather leg. Bill seemed to look at both sides of the course and pick the best shifts one or the other had to offer until we got to the top mark. He pretty much did the same thing on the last weather leg of the last race when we beat Peter for a second to win the regatta. After it was all over Bill said "I've never worked so hard for a regatta in my whole life" and we had worked awfully hard for that one. After that regatta, Bill and Root, at seperate times, came up to me and said "Frio, nice regatta". I think that meant more to me than anything I had ever done in sailing.

THE MID-SEASON, REGIONAL  
REGATTA RESULTS AND REPORTS  
WILL BE PRINTED IN THE NEXT ISSUE

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HAROLD ALLEN ON PORT TACK SHIFT AT THE  
MADISON ILYA INVITATIONAL

Photo - Tom Kelly

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