

YEARBOOK



1989

NCESA

RULEBOOK





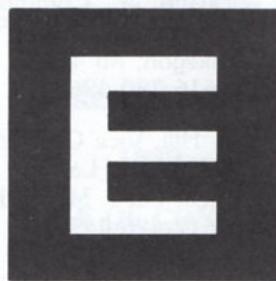
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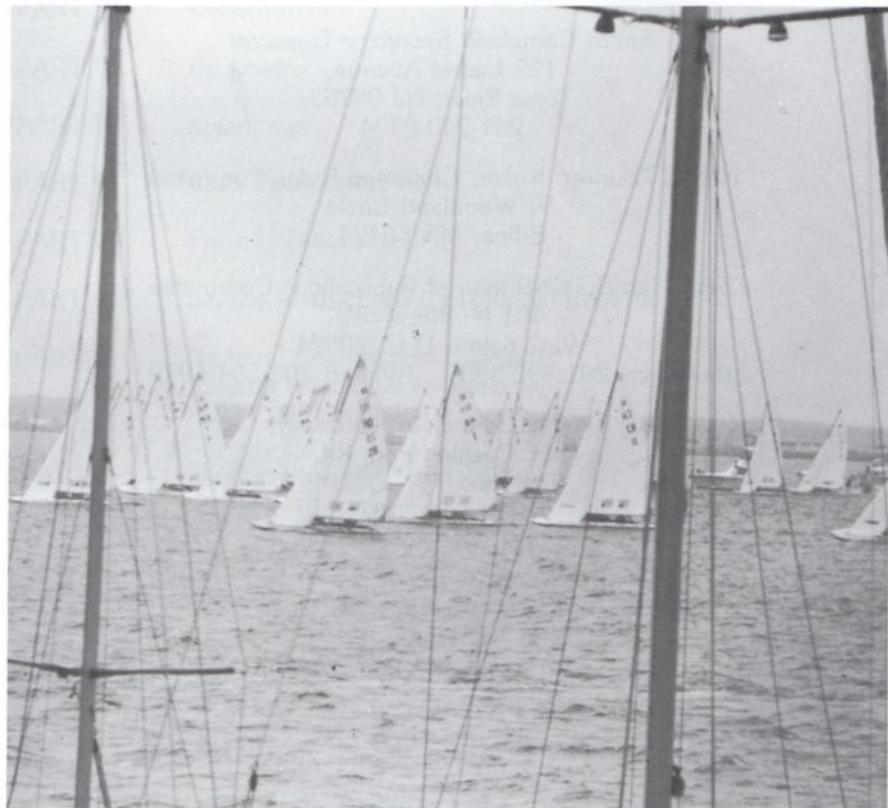
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4495 Lake Avenue
White Bear Lake, MN 55110

**1989
YEARBOOK**



RULEBOOK



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NATIONAL CLASS E SCOW ASSOCIATION

RULE BOOK

1989

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1989 REGATTA SCHEDULE

Wooden "E" Scow Worlds	St. Michaels, MD	May 6-7
Pre-season "E" Regatta	Nagawicka, WI	May 13-14
Lake Hopatcong Invitational	Hopatcong, NJ	May 20-21
Island Bay "E" Invitational	Springfield, IL	May 20-21
Toms River Tune Up	Toms River, NJ	June 3-4
*Wawasee "E" Scow Open	Lake Wawasee, IN	June 17-18
Keuka-Chautauqua Home & Home	Lakewood, NY	June 24-25
ILYA Invitational	Clear Lake, IA	July 7-9 (reg. 6)
MESA Championship	Lake Carlyle, IL	July 14-16
Western Michigan Invitational	Crystal Lake, MI	July 22-23
Keuka-Chautauqua Home & Home	Keuka, NY	July 22-23
Up Bays	Island Heights, NJ	July 29-30
Eastern Championship	Toms River, NJ	August 2-4
Down Bays	Little Egg, NJ	August 12-13
ILYA Championship	Green Lake, WI	August 19-22
National Championship	Oshkosh, WI	September 7-9
FLACE Regatta	Keuka, NY	September 16-17
Blue Chip	Pewaukee, WI	September 22-24

PART I

NATIONAL CLASS E SCOW ASSOCIATION

OFFICERS AND DIRECTORS

Commodore	- Paul Wickland, Jr., SL
Vice-Commodore	- George S. Hill, W
Rear Commodore	- Jack Lampman, LE
Secretary-Treasurer	- Sherri Campbell, T

BOARD OF DIRECTORS

Term Expires 1990	Term Expires 1989
--------------------------	--------------------------

Harold Kuller, M	Ted Beier, S
Bill Campbell, T	Mike Fanberg, M
Peter Price, SL	Denny Malone, TO
Bob Zak, W	Sam Merrick, BH
	Brian Porter, I
	Rick Turner, CH

COMMITTEES

Rules

Harold Kuller, Chairman
Mike Meyer, Vice Chairman
Larry Price
Ted Beier
Bill Campbell

Regatta

George Hill, Chairman
Jack Lampman
Rick Turner
Mike Scharpf

Finance

Sherri Campbell, Chairman
Jack Lampman
Paul Wickland

Judicial	Dave Loughran, Chairman Dick Turner, '89 Ken Kornoelje, '89 Roy Mordaunt, '90 Runyon Colie, Jr., '90
Publication	Sam Merrick, Chairman Jay Darling Mike Fortenbaugh George Hill Robin Johnson Ted Brennan, Business Manager
Membership	George Hill, Chairman Sherri Campbell Jenifer Delancy
Nominating	Mike Meyer, Chairman Walter Smedley Harold Kuller

Assistant Measurers

Lon Schoor	- Mendota
Tom Sweitzer	- Pewaukee, Magawicka, Pine
Don Frankel	- Geneva
Bill McNeil	- Green, Winnebago, Cedar, Minnetonka, White Bear
Ted Beier	- Carlyle
Roger Carlson	- Springfield
Dave Loughran	- Barnegat
Doug Galloway	- Little Egg
Curt Wright	- Keuka, Chataqua
Charles Harrett, Sr.	- Muskegon, Spring
Hartley Comfort, Jr.	- Torch, Crystal
Winfred R. Ginter	- Hopatcong

PART II**RECORDS****PAST COMMODORES**

1959-63	Mike Meyer; V, (Chmn. Interim Committee)
1964-65	Mike Meyer; V
1966-69	Walter Smedley; LE
1970-73	Nat Robbins; M
1974-75	Hartley B. Comfort, Sr.; TO
1976-78	Samuel V. Merrick; BH
1978-81	Stuart W. Wells III; W, TR
1981-82	John Brereton; S, CR
1982-85	Jim Klauser, V
1985-87	Chip Ulrich, CH

NCESA CHAMPIONS

Year	Boat No.	Skipper	Club	Location	No. of Entries
1959	V-77	Mike Meyer	Pewaukee YC	Chautauqua YC	28
1960	X-9	Gordon Lindemann	Pine Lake YC	White Lake (Mich) YC	54
1961	M-9	Nat Robbins	Minnetonka YC	Little Egg Harbor YC	35
1962	X-9	Gordon Lindemann	Pine Lake YC	Lake Geneva YC	69
1963	X-9	Gordon Lindemann	Pine Lake YC	Chautauqua YC	49
1964	I-1	Bill Brunow	Lake Geneva YC	Muskegon YC	40
1965	I-1	Buddy Melges	Lake Geneva YC	Little Egg Harbor YC	41
1966	M-4	Runyon Colie	Mantoloking YC	Minnetonka YC	60
1967	M-1	Brad Robinson	Minnetonka YC	Chautauqua YC	40
1968	M-1	Brad Robinson	Minnetonka YC	Muskegon YC	41
1969	I-1	Bud Melges	Lake Geneva YC	Lake Geneva YC	57
1970	M-5	Bill Allen	Minnetonka YC	Little Egg Harbor YC	43
1971	M-1	Brad Robinson	Minnetonka YC	Oshkosh YC	54
1972	M-5	Harold Allen	Minnetonka YC	Keuka YC	52
1973	I-4	Bill Allen	Lake Geneva YC	Crystal Lake (Mich) YC	59
1974	I-4	Bill Allen	Lake Geneva YC	Green Lake (Wis) YC	62
1975	I-4	Bill Allen	Lake Geneva YC	Little Egg Harbor	48
1976	M-11	Gordon Bowers	Minnetonka YC	Minnetonka YC	71
1977	M-11	Gordon Bowers	Minnetonka YC	Crystal Lake	69
1978	I-1	Bud Melges	Lake Geneva YC	Chautauqua YC	65

NCESA CHAMPIONS CONTINUED

1979	I-1	Bud Melges	Lake Geneva YC	Lake Geneva YC	79
1980	MA-9	Willie DeCamp	Mantoloking YC	Little Egg Harbor YC	53
1981	T-5	Bill Campbell	Toms River YC	Muskegon YC	48
1982	M44	Bill Allen	Minnetonka YC	Lake Carlyle	43
1983		Bud Melges	Lake Geneva YC	Lake Mendota	61
1984	I-49	Brian Porter	Lake Geneva YC	Keuka YC	53
1985	BH-7	Scott Callahan	Bay Head YC	Little Egg Harbor YC	48
1986	I-1	Harry Melges III	Lake Geneva YC	Minnetonka YC	53
1987	I-1	Harry Melges III	Lake Geneva YC	Muskegon YC	42

NCESA ANNUAL REGATTAS

1959 - Chautauqua Lake YC

1. V-77 Mike Meyer
2. M-4 Runnie Colie
3. I-11 Bob Pegel
4. W-9 Jacques Chatain
5. I-1 John Anderson
6. K-14 Champ Howell
7. I-8 Don Harring
8. C-5 Dick Turner
9. K-5 Irv Spear
10. I-10 Clayton Gaylord

1960 - White Lake [Mich] YC

1. X-9 Gordon Lindemann
2. M-9 Nat Robbins
3. M-4 Runnie Colie
4. X-5 Dick Gallun
5. V-77 Mike Meyer

1961 - Little Egg Harbor YC

1. M-9 Nat Robbins
2. MA-4 Runyon Colie
3. MA11 Art Stitzinger
4. WH12 Klemm Harvey
5. BD211 John Sangmeister
6. LE-4 Doug Golloway
7. MU11 Bruce Wathen
8. BD4220 Tom Chapman
9. W-11 Roy Morduant
10. CH-5 Dick Turner

1962 - Lake Geneva YC

1. X-9 Gordon Lindemann
2. I-1 Buddy Melges
3. V-77 Mike Meyer
4. M-25 Gordy Bowers
5. I-11 Bob Pegel
6. MA-4 Runyon Colie
7. BD211 John Sangmeister
8. A-9 Jim Rosenheimer
9. M-8 Ed Brown
10. U-11 Frank Grundman

1963 - Chautauqua Lake YC

1. X-9 Gordon Lindemann
2. I-1 Bob Smith
3. V-77 Mike Meyer
4. I-5 Clayton Gaylord
5. I-11 Bob Pegel
6. CH-5 Dick Turner
7. I-9 Ed Smith
8. TR17 Cliff Campbell
9. M-8 Ed Brown
10. BH-2 Sam Merrick

1965 - Little Egg Harbor YC

1. I-1 Buddy Melges
2. M-9 Nat Robbins
3. LE15 Charlie Dore
4. TR17 Cliff Campbell
5. SL39 Paul Eggert
6. MA-4 Runyon Colie
7. TO-1 Hartley Comfort
8. WH12 Klemm Harvey
9. V-77 Mike Meyer
10. SL18 Dick Eggert

1967 - Chautauqua Lake YC

1. M-1 Brad Robinson
2. M-5 Bill Allen
3. I-11 Bob Pegel
4. MA-4 Runyon Colie
5. M-9 Nat Robbins
6. V-77 Mike Meyer
7. BH-2 Sam Merrick
8. M-50 Ed Thiele
9. TO77 Kay M. Comfort
10. MA-9 Pete Wright

1969 - Lake Geneva YC

1. I-1 Bud Melges
2. I-11 Bob & Jane Pegel
3. MA-8 Ed O'Malley
4. M-5 Bill Allen
5. I-44 John Perrigo
6. H-14 Bill Mattison
7. V-77 Mike Meyer
8. M-1 Brad Robinson
9. M-9 Nat Robbins
10. BH-2 Sam Merrick

1964 - Muskegon YC

1. I-1 Bill Grunow
2. V-77 Mike Meyer
3. MU11 Bruce Wathen
4. M-9 Nat Robbins
5. I-11 Bob Pegel
6. MA-4 Runyon Colie
7. M-1 Brad Robinson
8. CH-5 Dick Turner
9. WH-9 Jack Chatain
10. TO-0 Hartley Comfort

1966 - Minnetonka YC

1. MA-4 Runyon Colie
2. M-50 Ed Thiele
3. M-14 Gordy Bowers
4. V-77 Mike Meyer
5. A-9 Jim Rosenheimer
6. MU11 Bruce Wathen
7. MA111 Ed O'Malley
8. BD-1 John Sangmeister
9. I-11 Bob & Jane Pegel
10. M-9 Nat Robbins

1968 - Muskegon YC

1. M-1 Brad Robinson
2. I-11 Bob & Jane Pegel
3. X110 Terry Bischoff
4. V-77 Mike Meyer
5. MA-4 Runyon Colie
6. M-5 Bill Allen
7. MU11 Bruce Wathen
8. SL-8 Ken Komoelje
9. TO77 Kay Larkin
10. BH-2 Sam Merrick

1970 - Little Egg Harbor YC

1. M-5 Bill Allen
2. W-67 Stuart Wells
3. TR17 Cliff Campbell
4. V-77 Mike Meyer
5. I-1 Bud Melges
6. M-14 Gordy Bowers
7. M-9 Nat Robbins
8. MA-4 Runyon Colie
9. SL-8 Ken Komoelje
10. MA-8 Ed O'Malley

1971 - Oshkosh YC

1. M-1 Brad Robinson
2. TR17 Cliff Campbell
3. M-5 Bill Allen
4. W-30 Skip Johnson
5. V-18 Bill Perrigo
6. V-77 Mike Meyer
7. MA-8 Ed O'Malley
8. A-5 Bill Tews
9. SL-8 Bruce Wathen
10. M-4 Jay Ecklund

1973 - Crystal Lake [Mich] YC

1. I-4 Bill Allen
2. I-1 Buddy Melges
3. V114 Dan Bowers
4. MA-2 Sam Merrick
5. V-18 Will Perrigo
6. I-11 Jane Pegel
7. M-1 Brad Robinson
8. W-67 Stuart Wells
9. V111 Dennis Conner
10. MR-1 Dick Wight

1975 - Little Egg Harbor YC

1. I-4 Bill Allen
2. MA-2 Sam Merrick
3. M-5 Harry Allen
4. CH Eric Johnson
5. T-17 Cliff Campbell
6. W-30 Skip Johnson
7. M-14 Dan Bowers
8. TO-1 Hartley Comfort, Jr.
9. MR-1 Dick Wight
10. M-74 Willie Crear

1977 - Crystal Lake YC

1. M-11 Gordon Bowers
2. MA-9 Willie DeCamp
3. I-4 Bill Allen
4. V-18 Will Perrigo
5. T-17 Cliff Campbell
6. M-51 Edmund Chute
7. M-14 Steve Bowers
8. I-1 Bud Melges
9. H-7 Lon Schoor
10. CH-18 Erik Johnson

1972 - Kueka YC

1. M-5 Harold Allen
2. V111 Pete Barrett
3. M-9 Nat Robbins
4. W-67 Stuart Wells
5. W-11 Roy Mordaunt
6. CR110 Ed Schindler
7. MR-1 Dick Wight
8. MA-4 Runyon Colie
9. SC77 Art Simons
10. MR16 Henry Bossett

1974 - Green Lake YC

1. I-4 Bill Allen
2. I-1 Bud Melges
3. M-14 Gordy Bowers
4. M-74 Steve Bowers
5. V-18 Will Perrigo, Jr.
6. I-10 Clayton Gaylord
7. W-67 Stu Wells
8. M137 Brad Robinson
9. M-5 Harry Allen
10. V111 Peter Barrett

1976 - Minnetonka YC

1. M-11 Gordy Bowers
2. M137 John Gluek
3. V18 Will Perrigo
4. D-30 Henry Bosset
5. I-4 Bill Allen
6. M5 Harry Allen
7. MA-10 Dick Wight
8. H-7 Lon Schoor
9. M-51 Ed Chute
10. V5 Tom Norris

1978 - Chatauqua Lake YC

1. I-1 Buddy Melges
2. MA-31 Peter Commette
3. I-49 John Porter
4. M-11 Gordy Bowers
5. MA-9 Willie DeCamp
6. MA-8 John Wright
7. BH-2 Sam Merrick
8. M-51 Ed Chute
9. I-4 Bill Allen
10. T-17 Cliff Campbell

1979 - Lake Geneva YC

1. I-1 Buddy Melges
2. I-49 Brian Porter
3. V-18 Will Perrigo
4. I-137 John Gluek
5. MA-10 Dick Wight
6. I-99 Jim Smith
7. M-151 Tom Burton
8. MA-9 Willie DeCamp
9. MA-5 Bill Wight
10. M-1 Jay Ecklund

1980 - Little Egg Harbor YC

1. MA-9 Willie DeCamp
2. I-4 Bill Allen
3. T-5 Bill Campbell
4. MA-4 Runnie Collie
5. H-7 Lon Schoor
6. W-3 Bob Nuffort
7. M-1 Jay Ecklund
8. I-137 John Gluek
9. CH-18 Erik Johnson
10. BH-11 John Harkrader

1981 - Muskegon YC

1. T-5 Bill Campbell
2. MA-4 Runyon Colie, Jr.
3. I-1 Bud Melges
4. M-4 Bill Allen
5. I-49 Brian Porter
6. V-18 Will Perrigo
7. H-7 Lon Schoor
8. MA-9 Willie DeCamp
9. BH-2 Sam Merrick
10. CH-18 Erik Johnson

1982 - Carlyle SC

1. M-44 Bill Allen
2. M-11 Gordy Bowers
3. I-49 Brian Porter
4. MA-9 Willie deCamp
5. LS-4 Dave Chapin
6. MA-10 Dick Wight
7. I-137 Jeff Baker
8. MA-31 Doug Love
9. IH-27 Had Brick
10. M-1 Jay Ecklund

1983 - Mendota YC

1. I-1 Bud Melges
2. I-49 Brian Porter
3. IH-27 Had Brick
4. MA-9 Willie de Camp
5. M-44 Bill Allen
6. V-154 Don Nelson
7. M-8 David Chute
8. W-1 Jule Hannaford
9. V-15 Buddy Zinn
10. MA-31 Doug Love

1984 - Keuka YC

1. I-49 Brian Porter
2. M-44 Bill Allen
3. MA-10 Dick Wight
4. I-5 Bud Melges
5. CH-18 Erik Johnson
6. IH-27 Had Brick
7. BH-37 Scott Callahan
8. MA-9 Willie deCamp
9. J-46 Dan Buckstaff
10. BH-17 Mike Fortenbaugh

1985 - Little Egg Harbor YC

1. BH-7 Scott Callahan
2. BH-17 Mike Fortenbaugh
3. I-1 Jeff Baker
4. T-17 Cliff Campbell
5. IH-27 Had Brick
6. I-49 Brian Porter
7. LA-99 Dave Magno
8. CH-18 Erik Johnson
9. BH-7 Corbin Day
10. MA-9 Willie deCamp

1986 - Minnetonka YC

1. I-1 Harry Melges III
2. M-44 Bill Allen
3. BH-17 Mike Fortenbaugh
4. MR-10 Dick Wight
5. I-49 Brian Porter
6. M-9 Tom Burton/Martinson
7. CH-18 Eric Johnson
8. LA-99 Dave Magno
9. M-8 Dave Chute
10. M-33 Fred Chute, Jr.

1987 - Muskegon YC

1. I-1 Harry Melges III
2. I-49 Brian Porter
3. M-11 Gordy Bowers
4. T-5 Bill Campbell
5. M-8 Dave Chute
6. BH-17 Mike Fortenbaugh
7. BH-13 Peter Fortenbaugh
8. TO-8 Denny Malone
9. T-17 Cliff Campbell
10. LA-99 Dave Magno

1988 - Chautauqua Lake YC

1. I-1 Harry Melges III
2. BH-13 Peter Fortenbaugh
3. MR-10 Dick Wight
4. BH-17 Mike Fortenbaugh
5. I-49 Brian Porter
6. BH-37 Scott Callahan
7. T-18 Erik Johnson
8. T-17 Cliff Campbell
9. T-5 Bill Campbell
10. IH-7 Buzz Reynolds

WOMEN'S CHAMPIONSHIP TROPHY

1959	Dede Meyer, Raquel Koch, V-77	1976	Penny Perrigo, V-18
1960	Ricky Lindemann, X-9	1977	Janet DeCamp, MA-9
1961	Twink Robbins, Sally Hurd, M-9	1978	Chris Wight, MA-31
1962	Ricky Lindemann, X-9	1979	Jackie Perrigo, V-18
1963	Ricky Lindemann, X-9	1980	Sherri Campbell, T-5
1964	Melita Grunow, Gloria Melges, I-1	1981	Sherri Campbell, T-5
1965	Twink Robbins, M-9	1982	Suzy Allen, M-44
1966	Ginger Thiele, Sally Ferguson, M-50	1983	Amy Wardell, MA-9
1967	Jeannie Bowers, M-1	1984	Harriet Barton, MA-10
1968	Jane Pegel, I-11	1985	Jenny Adams, BH37
1969	Kay Larkin, I-1	1986	Suzy Allen, M-44
1970	Pat O'Malley, TR-17	1987	Angie Sheahan, I-1
1971	Lynn Campbell, TR-17	1988	Bonnie Adams BH-13
1972	Twink Robbins, M-9		
1973	Heidi Huck, I-4		
1974	Cathy Ward, I-4		
1975	Kay Larkin, I-4		

BLUE CHIP CHAMPIONS
Held at Pewaukee YC

Year	First	Second	Third
1966	Gordon Bowers, M	Bob Pegel, I	Mike Meyer, V
1967	Jane & Bob Pegel, I	Brad Robinson, M	Mike Meyer, V
1968	Nat Robbins, M	Dan Bowers, M	Bill Allen, M
1969	Gordon Lindemann (Mystery Guest)	Mike Meyer, V	Bob & Jane Pegel, I
1970	Stu Wells, W	Bud Melges, I	Bill Allen, M
1971	Bill Allen, M	Stu Wells, W	Danny Bowers, M
1972	Bill Allen, M	Dan Bowers, V	Dennis Conner, (Mystery Guest)
1973	Bill Allen, I	Stu Wells, W	Buddy Melges, I
1974	Bud Melges, I	John Gluek, M	Gordy Bowers, M
1975	Harry Allen, M	Bill Allen, I	John Gluek, M
1976	Bill Allen, I	Tom Norris, V	John Gluek, M
1977	Dennis Connor (Mystery Guest)	Gordy Bowers, M	John Gluek, I
1978	John Gluek, I	Peter Commette MA	Bob Nuffort M
1979	John Gluek, I	Bill Allen, I	Dick Wight, MA
1980	Willie DeCamp, MA	Bill Allen, I	Brian Porter, I
1981	John Gluek, I	Bill Allen, M	Brian Porter, I
1982	Bill Allen, M	Gordy Bowers, M	Bud Melges, I
1983	Gordon Bowers, M	Harry Melges III, I	Brian Porter, I
1984	Bill Allen, M	Dick Wight, MA	Bob Allen, M
1985	Harry C. Melges III, I	Dick Wight, MA	Bill Allen, M
1986	Harry C. Melges III, I	Bill Allen, M	Bill Campbell, TR
1987	Harry C. Melges III, I	Brian Porter, I	Tom Sweitzer, V
1988	Peter Fortenbaugh, BH	Harry C. Melges III, I	Brian Porter, I

ILYA CHAMPIONS

Year	Skipper	Club	Location
1925	Albert Gallun, Jr.	X	Lake Geneva
1926	James A. Friend	X	Oshkosh
1927	H.A. Meyer	V	Neenah
1918	Robert E. Friend	X	Lake Geneva
1929	Porter Brothers	I	Minnetonka
1930	J.V. Quarles, Jr.	X	Neenah
1931	J.M. Hannaford, III	W	Oshkosh
1932	Albert Gallun, Jr.	X	Lake Geneva
	John Pritzlaff		
1933	Albert Gallun, Jr.	X	Madison
	John Pritzlaff		
1934	J.M. Hannaford, III	W	Minnetonka
1935	Nye Brothers	D	Neenah
1936	J.M. Hannaford, III	W	Madison
1937	Winkler Brothers	X	Lake Geneva
1938	William E. Schons	W	Neenah
1939	David J. Winston	M	Minnetonka
1940	J.M. Hannaford, III	W	Madison
1941	John R. Huff	M	Lake Geneva
1942 - 1945	No Regatta Due To War		
1946	J.G. Ordway, Jr.	W	Neenah
1947	L.M. Lilly, Jr.	W	Minnetonka
1948	W.R. Perrigo	V	Oshkosh
1949	Stephen S. Ober	W	Lake Geneva
1950	Billy Grunow	I	Madison
1951	W.R. Perrigo	V	Oshkosh
1952	John W. Koch	V	Neenah
1953	Maynard Meyer	V	Minnetonka
1954	W.R. Perrigo	V	Madison
1955	Cancelled Due To Polio Epidemic		
1956	Buddy Melges	I	Oshkosh
1957	Nat Robbins, Jr.	M	Lake Geneva
1958	Gordon Lindemann	X	Neenah
1959	Buddy Melges	I	Minnetonka
1960	Gordon Lindemann	X	Madison
1961	Buddy Melges	I	Green Lake
1962	Buddy Melges	I	Oshkosh
1963	Maynard Meyer	V	Madison
1964	Stuart Wells, III	M	Neenah
1965	Buddy Melges	I	Madison
1966	Nat Robbins, Jr.	M	Oshkosh
1967	Bill Allen	M	Oshkosh
1968	Stuart Wells, III	W	Oshkosh
1969	Brad Robinson	M	Oshkosh

1970	Dan Bowers	M	Madison
1971	Nat Robbins, Jr.	M	Green Lake
1972	Stuart Wells, III	W	Oshkosh
1973	Bill Allen	I	Oshkosh
1974	Bill Allen	I	Lake Geneva
1975	Gordy Bowers	M	Madison
1976	Bill Allen	I	Green Lake
1977	John Porter	I	Oshkosh
1978	John Gluek	I	Green Lake
1979	Will Perrigo	V	Madison
1980	Will Perrigo	V	Lake Geneva
1981	John Gluek	I	Green Lake
1982	No Official Winner - Not Enough Wind		
1983	Brian Porter	I	Oshkosh
1984	Bill Allen	M	Madison
1985	Harry C. Melges III	I	Green Lake
1986	Harry C. Melges III	I	Okoboji
1987	Harry C. Melges III	I	Madison
1988	Harry C. Melges III	I	Lake Geneva

ECESA CHAMPIONS

1939	Sam Merrick	BH	Barnegat Bay
1940	Doug Galloway	LE	Lake Hopatcong
1941	Tooty Neff	LE	Lake Chautauqua
1946	Runyon Colie	MA	Little Egg Harbor
1947	Peter Prudden	HO	Lake Hopatcong
1948	Doug Galloway	LE	Barnegat Bay
1949	Chuck Shipman	HO	Keuka Lake
1950	Chuck Shipman	HO	Norfolk
1951	Chuck Shipman	HO	Lake Chautauqua
1952	Doug Galloway	LE	Little Egg Harbor
1953	Champ Howell	KU	Lake Hopatcong
1954	Champ Howell	KU	Keuka Lake
1955	Chuck Shipman	LE	Little Egg Harbor
1956	George Bouckhuyt	CH	Lake Chautauqua
1957	Champ Howell	KU	Lake Hopatcong
1958	Tom Chapman	BD	Barnegat Bay
1959	Runyon Colie	MA	Keuka Lake
1960	Runyon Colie	MA	Little Egg Harbor
1961	George Bouckhuyt	CH	Lake Chautauqua
1962	Cliff Campbell	TR	Lake Hopatcong

1963	Runyon Colie	MA	Barnegat Bay
1964	Runyon Colie	MA	Keuka Lake
1965	Dick Turner	CH	Lake Chautauqua
1966	Runyon Colie	MA	Lake Hopatcong
1967	Sam Merrick	BH	Little Egg Harbor
1968	Sam Merrick	BH	Keuka Lake
1969	Ed O'Malley	MA	Barnegat Bay
1970	Sam Merrick	BH	Lake Chautauqua
1971	Dick Wight	MR	Lake Hopatcong
1972	Dick Wight	MR	Little Egg Harbor
1973	Sam Merrick	MA	Keuka Lake
1974	Dick Wight	MR	Mantoloking
1975	Runyon Colie	MR	Lake Chautauqua
1976	Sam Merrick	MA	Lake Hopatcong
1977	Dick Wight	MA	Little Egg Harbor
1978	Peter Commette	MA	Keuka Lake
1979	Doug Love	MA	Barnegat Bay
1980	Bill Campbell	T	Lake Chautauqua
1981	Willie DeCamp	MA	Lake Hopatcong
1982	Willie DeCamp	MA	Little Egg Harbor
1983	Bill Allen	M	Keuka Lake
1984	Dick Wight	MA	Barnegat Bay
1986	Had Brick	IH	Lake Chautauqua
1986	Bill Campbell	T	Lake Hopatcong
1987	Mike Fortenbaugh	BH	Little Egg Harbor
1988	Erik Johnson	T	Keuka Lake

WESTERN MICHIGAN CHAMPIONS

1938	Chuck Jacobson	SL	1951	Paul Eggert	SL
1939	Bill Dewitt	SL	1952	Korean Conflict	-
1940	Chuck Jacobson	SL		No Regatta	
1941	Nat Robbins	SL	1953	Paul Eggert	SL
1942	Doris Johnson	SL	1954	Gray Welch	SL
1946	Lee Holly	WH	1955	Bob Haven	SL
1947	Chuck Jacobson	SL	1956	Graig Welch	SL
1948	Robert Turk	TO	1957	Paul Eggert	SL
1949	Albert Gibson	SL	1958	Paul Eggert	SL
1950	Chuck Jacobson	SL	1959	Klemn Harvey	WH

1960	Paul Eggert	SL	1978	Skip Johnson	W
1961	Bruce Wathen	MU	1979	Stuart Wells	W
1962	Paul Eggert	SL	1980	Stuart Wells	W
Tie	Klemin Harvey	WH	1981	Stuart Wells	TR
1963	Paul Eggert	SL	1982	Paul Eggert	SL
1964	Paul Eggert	SL	1983	Larry Price	SL
1965	Jim Coffin	MU	1984	Larry Price	SL
1966	Bruce Wathen	MU	1985	Art Brereton	I
1967	Paul Eggert	SL	1986	Bill Waters	CR
1968	Paul Eggert	SL	1987	Paul Eggert	SL
1969	Bruce Wathen	MU	1988	Paul Eggert	SL
1970	Dave D'Alcorn	MU			
1971	Harold McClure	CR			
1972	Ken Kornoelje	SL			
1973	Paul Wickland Jr.	MU			
1974	Hartley Comfort Jr.	TO			
1975	Hartley Comfort Jr.	TO			
1976	Hartley Comfort Jr.	TO			
1977	Paul Wickland Jr.	MU			

MESA CHAMPIONS

1979	Tom Klaban	ID	Island Bay
1980	Dave Chapin	IB	Island Bay
1981	Tom Klaban	ID	Indian Lake
1982	Lewis Powell	LS	Springfield
1983	Lewis Powell	LS	Lake Carlyle
1984	Tom Klaban	ID	Island Bay
1985	Tom Klaban	ID	Springfield
1986	Tom Klaban	ID	Lake Carlyle
1987	Tom Klaban	ID	Indian Lake
1988	Tom Klaban	ID	Island Bay

PART III

NATIONAL CLASS E SCOW ASSOCIATION CONSTITUTION

ARTICLE I NAME

The name of this organization shall be THE NATIONAL CLASS E SCOW ASSOCIATION.

ARTICLE II PURPOSE

The object and purpose of this association shall be to encourage and promote amateur yacht racing in Class E Scows; to maintain the Class E Scow as a one-design yacht; to sponsor an annual national Class E Scow Championship Regatta; to adopt and enforce rules and regulations for the proper governing of races and regattas; to establish and enforce scantling rules and specifications for the control of the design of Class E Scows; to accept donations of, to hold in trust or otherwise and to administer trophies and other types of properties; and to carry on such other activities as may be proper, necessary or expedient in the furtherance of the foregoing objectives and purposes.

ARTICLE III EMBLEM

The emblem of the National Class E Scow Association shall be a white "E" superimposed on the International Code Flag E.

ARTICLE IV POLICY

1. To cooperate with all other yacht racing organizations and to demand in return observance of the rules of this Association.
2. To forward and control the evolutionary development of the Class E Scow through the careful enforcement of the scantling rules and the designation of licensed builders.
3. To keep the Class E Scow within the financial reach of the person of moderate means, and to avoid the rapid obsolescence of yachts through radical changes in the scantling rules or specifications.

ARTICLE V ORGANIZATION

1. The Association shall consist of individual members, each with the privileges according to the class of membership.
2. The Association shall be governed by a Board of Directors of whom three shall be Officers (Commodore, Vice-Commodore, Rear-Commodore) elected by the members.
3. The officers shall serve a two year term and shall not be eligible for more than two consecutive terms.
4. The powers of the Association shall be vested in and administered by the

Board of Directors.

5. Directors other than officers shall serve two year terms with six elected in even numbered years and five elected in odd numbered years.
6. Directors shall take office immediately upon their election whether at the annual meeting or thereafter by mail ballot.

ARTICLE VI JURISDICTION

1. The Association shall have jurisdiction over the annual National Class E Scow Association Regatta.
2. Its Constitution, By-Laws and Scantling Rules are binding upon all members and all Class E yachts participating in the annual regatta must conform to its official scantling rules.

ARTICLE VII DUES

Association dues and taxes shall be fixed by the By-Laws, and must be paid before a member can be in good standing.

ARTICLE VIII CLASSES OF MEMBERSHIP

Class of membership shall be as prescribed in the By-Laws.

ARTICLE IX BOARD OF DIRECTORS

1. The Board of Directors shall consist of the Commodore, the Vice-Commodore, Rear-Commodore, and the Secretary-Treasurer. It shall also consist of eleven directors selected by the following associations and allotted as follows:

Inland Lake Yachting Association (ILYA)	5 directors
Western Michigan Yachting Association (WMYA)	2 directors
Eastern Class "E" Sloop Association (ECESA)	3 directors
Mid-States "E" Scow Association (MSEA)	1 director

2. As a group, the directors shall represent the needs of the membership on a geographical basis. The distribution in Section 1 is based upon the number of active E Scows racing in the local fleets of the respective associations. The Directors shall ascertain from time to time whether a different distribution should be recommended for adoption by the membership.
3. The directors from each association shall be nominated by the owners and skippers of E Scows customarily sailed in home fleets within the association in accordance with procedures adopted by them for this purpose. No member may participate in the nomination process in more than one association. Directors may also be nominated at the Annual Meeting by any member, provided a petition for such nomination be signed by at least 15 members and filed with the presiding officer at the Annual Meeting. In the event that such a valid nomination by petition is received, a ballot by mail shall be conducted exclusively among members

who customarily sail with the association; otherwise the election shall take place at the Annual Meeting.

4. The Board of Directors shall appoint a Secretary-Treasurer and a Chief Measurer at its convenience. The Measurer shall, on behalf of the Rules Committee and the Board, be responsible for compliance by all yachts with the Scantling Rules. The Measurer may with the approval of the Board appoint assistant measurers to assist him in carrying out his duties.
5. Except as otherwise indicated, the Board of Directors shall appoint the Chairman and members of the various standing committees in order to serve at the beginning of each calendar year for that year.
6. A quorum shall consist of at least half of the total number of Directors (including officers).
7. Vacancies on the Board of Directors shall be filled by appointment by the Board, such appointees to serve until the next following annual meeting, thus keeping the Board at full strength. An officer shall be replaced by the appointment of an additional member of the Board.

ARTICLE X OFFICERS

1. The Commodore shall be Chief Executive of the Association.
2. The Commodore shall preside at all meetings of the Association and of the Board of Directors.
3. The Vice-Commodore shall assist the Commodore and act in his place in his absence.
4. The Rear-Commodore shall assist the Commodore and act in his place in the absence of both him and the Vice-Commodore.
5. The officers shall be elected by the membership of the Association. The officers shall be nominated by the Nominating Committee and such nominations shall be circulated to the membership at least 30 days in advance of the Annual Meeting. Nominations may also be made by any members from the floor of the Annual Meeting, provided a petition for such nomination is signed by at least five members from each of the four associations referred to in Article IX, and such petition be filed with the presiding officer at the Annual Meeting. In the event of a valid nomination from the floor, the vote shall be conducted by mail; otherwise the election shall take place at the Annual Meeting.

ARTICLE XI LICENSING OF BUILDERS

1. The Board by vote of at least three quarters of its members by mail ballot or in meeting assembled shall designate persons or corporations to build approvable Class E Scows.
2. A license once granted shall be in good standing while its licensee complies with the Constitution and By-Laws of this Association and can be

otherwise revoked only by three quarters vote of the Board and a majority vote of the members voting by mail ballot.

3. A Licensed Builder must comply with the Scantling Rules of the Association in the interest of protecting the one-design character of the E Scow.

ARTICLE XII COMMITTEES

1. The Rules Committee

- A. It shall consist of a Chairman and six members selected on a geographical basis.
- B. It shall consult with the Chief Measurer regarding compliance with the Scantling Rules. It shall keep such Rules under constant surveillance and shall recommend to the Board changes which it deems will promote the purposes of the Association.
- C. A quorum shall consist of the Chairman or his delegate, and any other three members. A majority vote of those present or, if practicable, all members polled by mail shall decide all questions.

2. The Regatta Committee

- A. It shall consist of a Chairman and several members as needed, at least one of whom shall be a member of any local club which is hosting a sanctioned regatta.
- B. A quorum shall consist of a majority present and voting, and a majority vote shall decide all questions.
- C. It shall be responsible for running the annual national regatta and shall assist in an advisory capacity the sponsors of local or original regattas.
- D. For any national regatta it shall appoint a suitable race committee and a separate protest committee. It shall establish the entry fee, arrange for suitable trophies and other necessary items, and record the results.

3. The Finance Committee

- A. It shall consist of a Chairman and several members as needed, including the Secretary-Treasurer.
- B. It shall prepare the annual budget.
- C. It shall advise the Board of Directors of any matters involving the expenditure of major funds.

4. The Publication Committee

- A. It shall consist of a Chairman and several members as needed.
- B. A quorum shall consist of a majority present and voting, and a majority vote shall decide all questions.
- C. It shall be responsible for publishing and distributing to the membership:
 - a. The Constitution and By-Laws.
 - b. The Scantling Rules.
 - c. The current list of Officers, Directors, Committees and members with their addresses.

- d. The results of all regional or local regattas as seem desirable.
- e. An Official Bulletin at regular intervals containing appropriate news, articles of interest, and any other material necessary or desirable in the promotion of the purposes of the Association.
- D. It shall be responsible for general publicity of the Association to the Sporting Press and the public at large.

5. The Membership Committee

- A. It shall consist of a Chairman and several members as needed, including the Secretary-Treasurer.
- B. It shall be responsible for maintaining the size and quality of the membership at suitable levels for the best promotion of the purposes of the Association.

6. The Judicial Committee

- A. It shall consist of a Chairman and six other members none of whom shall be Directors. The Chairman shall be appointed by the Board for a two year term. The other members shall serve for three year terms, two to be appointed each year by the Board of Directors and shall be distributed evenly on a geographical basis.
- B. A quorum shall consist of the Chairman, or his delegate, and any other three members. A majority vote of those present, or if practicable, of all members polled by mail shall decide all questions.
- C. It shall decide all appeals by members aggrieved by any decision of an officer, committee, or appointee of the Association and shall upon request interpret any seeming conflict or ambiguity in the Constitution, By-Laws or Scantling Rules. Copies of any appeal or request for such rulings shall be served on the Chairman and on every member of the Committee (unless the Committee is assembled).
- D. In the case of a decision by the appropriate protest or race committee, any member shall have a right to appeal to the Judicial Committee in the manner prescribed in the foregoing paragraph.
- E. It shall preserve a record of its decisions.
- F. It shall be responsible for maintaining the Constitution, By-Laws and Scantling Rules in current condition. Including the assimilation of amendments into same with consistence.

7. The Nominating Committee

- A. It shall consist of a Chairman and a number of members as needed.
- B. A quorum shall consist of a majority of the membership present and voting, and a majority vote shall decide all questions.
- C. It shall present nominees for all elected offices.
- D. It shall keep the Board informed of eligible appointees to Committees.

ARTICLE XIII MEETINGS

1. There shall be an Annual Meeting of the Membership held at the time place of the Annual NCESA Championship Regatta.
2. The agenda and method of procedure for the Annual Membership Meeting shall be as set forth in the By-Laws.
3. There shall be a meeting of the Board of Directors in November and at such other times as the Commodore shall direct.
4. The agenda and method of procedure for the Directors' meetings shall be as set forth in the By-Laws.

ARTICLE XIV FISCAL YEAR

The fiscal year of the Association shall run from November 1 in any one year to October 31 of the following year.

ARTICLE XV SUSPENSION, EXPULSION AND IMPEACHMENT

1. Members may be suspended by the Board of Directors for gross violation of the rules or unsportsmanlike conduct, or, after due warning, for willful and persistent disregard of rulings, for a period not exceeding twelve months, but the suspension may be extended for additional twelve month period by fresh action of the Board of Directors, unless the member is reinstated in the interim by the Annual Membership Meeting.
2. A member maybe expelled only by a three-fourths vote at an Annual Membership Meeting.
3. Elected and Appointed Officials may be impeached by the Board of Directors for a willful and unjustifiable act of commission or omission detrimental to the Association or its members.

ARTICLE XVI AMENDMENTS

1. The Constitution, By-Laws and Scantling Rules can never be suspended.
2. Amendments may be made as follows:
 - A. Constitution and Scantling Rules - An amendment must be approved by the Board of Directors, following which it must be approved by a two-thirds vote of the members (including valid proxies) at the Annual Membership Meeting or by a two-thrids vote of those members voting by mail.
 - B. By-Laws - An amendment must be approved by a two-thirds vote of the Board of Directors or by a two-thirds vote of the members including valid proxies) at Annual Membership Meeting.

PART IV

BY-LAWS

ARTICLE I CLASSES OF MEMBERS AND DUES

1. There shall be two classes of members - Regular and Associate.
2. Regular Members shall be yacht owners and skippers and other interested people.
3. Regular Members shall have the privilege of one vote each.
4. Only Regular Members shall be eligible for elected or appointed offices.
5. Associate Members shall be crew and other interested people.
6. Dues shall be as follows:

Regular Members	\$30.00 per year
Associate Members	\$ 5.00 per year
7. Dues shall be payable at the beginning of the fiscal year. A member shall become delinquent upon his failure to pay dues before the Annual Membership Meeting.
8. All Regular Members shall receive all the publications of the Association.

ARTICLE II MEETINGS

1. Notification of the time and place of the Annual Membership Meeting shall be sent to all members at least one month in advance of such meeting.
2. The substance of the matters to be discussed shall be included in the notice of the meeting.
3. The Commodore shall preside at the Annual Membership Meeting.
4. The order of business at the Annual Membership Meetings shall be:
 - A. Call to order.
 - B. Report of Secretary on registered attendance.
 - C. Minutes of the last meeting.
 - D. Old business.
 - E. Reports of committees.
 - F. Proposed amendments.
 - G. Other new business.
 - H. Election of Officers and/or Directors for the coming year.
 - I. Adjournment.
5. Notification of the time and place of any meeting of the Board of Directors shall be sent to those eligible to attend at least two weeks in advance.
6. The substance of any unusual matters to be discussed at the Directors' Meeting shall be included in the notice.
7. The Commodore shall preside at the meetings of the Board of Directors.
8. The order of business at the Directors' Meetings shall be the same as the

Annual Membership Meeting, except where inappropriate.

ARTICLE III AMENDMENTS

1. Amendments to the Constitution, By-Laws and Scantling Rules may be proposed by:
 - A. The chairman of any committee unless his committee has voted otherwise.
 - B. A member of the Board of Directors.
 - C. A petition signed by any five Regular Members.
2. The substance of the amendment shall be included in the notice of the meeting in which final consideration is to be made, or in the case of voting by mail, the substance as well as the text of the amendment shall be included with the ballot.

ARTICLE IV VOTING

1. Only those members with the privilege of voting who register with the Secretary at the start of the Annual Membership Meeting shall be eligible to cast votes at such meeting.
2. All Regular Members shall have the privilege of voting by proxy at any meetings which they are unable to attend or for any other reason they may have for not wishing to cast their vote in person. Such proxies shall be in the hands of the Officers or members soliciting same, complete with suitable instructions and proper validation by the Secretary, at the start of the meeting.
3. Only Regular Members in good standing may cast their ballot in person, by proxy or by mail.

ARTICLE V ELIGIBLE YACHTS

1. A yacht is eligible to compete if it all conforms to the Scantling Rules, has been built by a Licensed Builder (if built after April 1976) and if it has been properly registered. Registration is evidenced by a Certificate of Registration executed by the official measurer. The fee for such registration shall be \$25.00. Transfer fee is \$10.00.
2. It is the yacht owner's responsibility to inform the Measurer of any change in the mast or boom or in any dimension or in any of the yacht's equipment which has not been properly certified to be in accordance with Scantling Rules.
3. A Certificate of Measurement shall cease to be valid under any of the following contingencies:
 - A. If any registered and approved sail has not been remeasured after having been altered or modified.
 - B. If the Race Committee or Board of Directors should so direct, on account of protest, or because, in their opinion, infringement of the

Measurement and Scantling Rules or irregularity in the Certificate exists.

4. Licensed builders of Class E Scows are: - Johnson Boat Works
- Melges Boat Works
 - A. Licensed builders must submit the fee described in Section I, together with a registration certificate describing each boat to the Secretary-Treasurer of the Association at the time of delivery.
 - B. No certificate may be issued for a hull unless it has been completed, absent hardware, by a licensed builder.
 - C. Builders are to deliver completed hulls (deck and hulls joined) to weigh not more than 20 lbs. below the class minimum weight when fully rigged using the builder's standard rigging (spars, boards, fittings, etc.). Space and attachment points in the class approved position are to be provided by the builder for any additional lead which may be required to meet class minimum boat weight.
5. Should a Registration Certificate under which a yacht has sailed in any race or races be proved to have been incorrect for any reason, the Board of Directors or Race Committee may, after inquiry, correct such Certificate as they may deem proper and revise the claim of the yacht to prizes which she may have been awarded in such race or races.

ARTICLE VI YACHT'S NUMBER

1. Each yacht shall carry her assigned racing number and club letter designator as follows:
 - A. On both sides of her mainsail.
 - B. On both sides of her spinnakers.
 - C. On both sides of her after-deck.
2. The size and placement of the racing numbers shall be as follows:
 - A. For mainsails, 18" min., 20" max. placed in accordance with the official sail-letter placement diagram and as follows: with vertical centerline 20" aft the leading edge of batten No. 2, and with vertical spacing 12" between all club designator letters and/or racing numbers.
 - C. On the after-deck, 10" in height, placed approximately parallel to her rub-rail, facing outboard and in line.
3. The character and legibility of the club designator and racing numbers shall be as follows:
 - A. On sails, they shall be of widely solid contrasting colors, such as dark numbers on white or light colored sails and white or light colored numbers on dark material.
 - B. Deck numbers shall be of widely contrasting color to the deck color for easy legibility.
 - C. All letters and numbers shall be of a clear cut, vertical, block type design without serif. The stroke shall be 2.5" min., 3.5" max.

- D. On sails, letters may be either marked directly on the sail material or may be of a separate material securely attached thereto.
- E. On the deck, letters may be either painted directly thereon or may be a plate or in individual letters securely affixed to the deck.
- F. Letters on sails, or numbers on sails, shall not be back to back nor at the same level above the boom except where letters or numbers are symmetrical and would show identically on both sides of the sail.

Two-letter club designators shall be aligned horizontally.

- 4. Club designator letters shall be limited to a maximum of two (2) letters of the English alphabet and a maximum of three (3) arabic numerals. No number less than one (1) nor greater than nine hundred ninety-nine (999) may be used. No fractions nor decimals may be used.
- 5. It is the intent of these rules to provide for quick, easy and unmistakable identification of each racing yacht both by competitors and the race committee personnel. Should the race committee or the official measurer determine that a yacht is not clearly identifiable or not in accordance with these stipulated requirements, the yacht shall be ordered to correct any such deficiency prior to becoming eligible for competition, or, failing to do so, is subject to disqualification.
- 6. The club designators recognized by the NCESA as the official club designators for eligibility in NCESA sanctioned events are listed in Part VI.

ARTICLE VII RECOGNIZED EVENTS

- 1. A National Championship Regatta shall be held every year under the jurisdiction of the Association at such time and place as the Board of Directors shall determine. Insofar as practical it shall be held early in September and shall rotate around the country in an equitable pattern.
- 2. A sanctioned regatta of the Association shall be one in which all competing yachts conform to the Scantlings of the Association and all participants are required to be members.
- 3. Any group of members or recognized sailing association sponsoring such a sanctioned regatta may notify the Regatta Chairman and request such assistance as may be appropriate.

ARTICLE VIII RULES FOR RECOGNIZED EVENTS

- 1. The rules of the United States Racing Union shall govern right-of-way and their other racing rules and general procedures shall apply unless otherwise set forth herein.
- 2. A Yacht, not close-hauled, which is in the act of setting, carrying, or lowering a spinnaker shall have the right-of-way over all yachts not sailing the same leg of the courses as she and not in the act of setting, carrying, or lowering a spinnaker.

3. The Annual Championship Regatta shall consist of six races, two on each day, weather permitting. If five races are completed, the worst race (one with the greatest number of points) will be dropped in computing the final regatta standing.

4. Scoring:
 - A. Prizes shall be awarded on the basis of the lowest total number of points earned. The yacht having the lowest accumulated total number of points shall be proclaimed the winner, with each position thereafter determined accordingly upward in number. In the event of a Split Fleet, both the winner of the Odd Division and the winner of the Even Division will receive zero points and so on up according to the table. All points are cumulative for all races.

 - B. In the Event of a tie, the tie shall be broken in favor of the yacht with the greater number of first places, then second places, etc. If a tie shall still exist, similar championship prizes shall be awarded to the yachts remaining involved in the tie, and perpetual challenge trophies shall be awarded on a divided time of retention basis.

 - C. Scoring shall be in accordance with USYRU Appendix 5A — Low Point Scoring System paragraph 1.

 - D.
 - a. A yacht which acknowledges infringing any rule governing the regatta shall be penalized by receiving the score for the place worse than her actual finishing position by 30% to the nearest whole number of registered entries in the regatta, except that in no case will she receive a score worse than one more than the number of registered entries. (Examples: An infringing yacht which finishes 8th in a start of 19 yachts will receive the score for 14th place ($19 \times .3 = 5.7$ or 6); an infringing yacht which finishes 13th in a start of 14 yachts will receive the score for 15th place.) A yacht infringing a rule in more than one incident shall receive a 30% penalty for each incident.
 - b. The yacht infringed against shall, in order to signify a protest, notify the infringing yacht at the first reasonable opportunity by hail and by showing protest flag. (The first reasonable

opportunity for a hail is usually immediately.)

- c. In the event that a hail is made and a protest flag flown, the infringement may be acknowledged by showing, reasonably promptly under all the circumstances, I.C. flag Iota (or other signal permitted by the Race Instructions) IF such flag is kept displayed for the remainder of the race and IF the infringement is reported to the Race Committee at the finish line. Failure to comply with such conditions will subject the infringing yacht to a 60% penalty UNLESS she can satisfy the Protest Committee that she had no knowledge of the protest on the race course or the incident was of such a complex nature that study was required before acknowledgement of the protest was appropriate; in either case, the onus is on the infringing yacht to prove that she is entitled to a 30% penalty rather than a 60% penalty.
- d. A yacht which at any time displays code flag Iota (or other signal permitted by the race instructions) or acknowledges an infringement after the race to an official shall receive at least a 30% penalty irrespective of whether a protest flag was flown or hail made.
- e. A yacht which fails to acknowledge an infringement as provided in paragraph C and which is subsequently found to have infringed a rule after a protest and a hearing shall be penalized 60% but cannot receive a score for a position worse than one more than the number of registered entries.
- f. An infringing yacht (1) in a collision which results in serious damage to the yacht infringed, or (2) in an incident which suggests that the infringement was intended to obstruct the infringed, shall be liable to disqualification and a penalty for a position one more than the number of registered entries or other penalty under the Fundamental Rule of Fair Sailing.
- g. A yacht which touches a mark and fails to reround shall be disqualified and penalized by receiving points one more than the number of registered entries unless the touching is caused by an infringement of another yacht which either (1) acknowledges the infringement, or (2) is found to have infringed a rule by the Protest Committee following a properly filed protest by the yacht touching the mark.
- h. When a yacht which has registered as an entry and then penalized for an infringement of any racing or scantling rule, the score of other yachts finishing shall not be altered as a result of such penalty.

- 5. Courses to be sailed shall be chosen from those appearing in Part VIII of this Yearbook.
- 6. The preferred length of course is ten miles, but in any event, the course shall be a minimum of eight miles, distance being measured as accurately as practicable.
- 7. The time limit for each race shall be 2-1/2 hours. Shortening of the

course shall not be allowed.

8. The number of persons comprising the crew is unlimited, but each yacht shall sail the entire regatta with the same crew except for emergency situations when the Regatta Committee of the NCESA may, at its discretion, authorize a substitution.
9. The number of entries may be limited to such number and in any such manner as the Association may direct.
10. A yacht may use no more than the following items of equipment in any single event:
 - A. Mainsails - 2
 - B. Jibs - 2
 - C. Spinnakers - 1 large, 1 small...
 - D. Mast - 1
 - E. Boom - 1
 - F. Rudders - 2
 - G. Boards - 2
 - H. Spinnaker poles - 2
 - I. All other equipment - unlimited

Any of the items of equipment listed in A through H which are damaged during an event may be replaced with the permission of the Race Committee. All other equipment may be replaced at the skipper's discretion. All substitute equipment must meet scantling specifications and shall be of the same or greater weight than the equipment replaced. The Race Committee may require additional lead ballast to be added if necessary to compensate for any estimated weight difference between original equipment and any substitute equipment approved by them. The position of spreaders may not be restricted nor be freed from restriction after the preparatory signal. In the event of a general recall or postponement, this prohibition runs from the new preparatory signal.

11. No yacht may use an outrigger, trapeze, harness or other device for the purpose of carrying or assisting in carrying live ballast outboard in hiking. However, hiking straps fastened within the confines of the cockpit, one end of which must be fastened at the centerline of the boat (Keelson), allowing for unattached handgrips or footgrips are permissible provided nothing is fastened to or around or secured in any manner whatsoever to any member of the crew (this includes the prohibition of loops or gear through which a hand or foot is passed). "Riding" of the windward bilgeboard (standing or couching on partially or fully lowered board) or simply hiking out, is permissible so long as the crew member (including the skipper) uses no more assist in holding himself outboard than the holding onto (a) the monkey rails provided for this purpose, or (b) other running rigging but not standing rigging, but in no event may these lines be wrapped around, tied to, or in any way secured to a crew member, his limbs or clothing. Using the spinnaker pole or mast as a hiking assist is not permissible except as an integral

part of the act of jibing. (The intent of meaning in this rule is to allow crew hiking acrobatics to the fullest extent consistent with fast and safe sailing, provided that such physical extension of live ballast must be unaided with the exceptions mentioned above and solely dependent upon the crew member's own physical stamina).

12. The helmsman and each crew member shall wear life jackets if so desired by the Race Committee. Life jackets shall be worn as they were designed to be worn by the manufacturer. The Race Committee shall attempt to inform a yacht of violation of this rule by hail during the race. Whether or not warned a yacht violating this rule shall be subject to a ten (10) point penalty to her score for the event (but penalty shall not effect her score for the race). After warning is given during the race, continued violation shall subject the yacht to disqualification for the race or the ten (10) point penalty, whichever shall be greater.
13. At all Championship Regattas each yacht entered must be weighed on the official scale provided by the Association. The yacht will be checked and weighed under the supervision of the Rules Committee or its appointed deputy at the time of being hoisted from its trailer for launching. The yacht and all of her equipment, including lines, shall be completely dry when weighed. An official certificate of weight will be made available to the skipper who in turn will present same to the official Registration Clerk as part of his credentials for proper entry.
Yachts of the "home fleet" shall be made available for weighing at the launching site by the launching crane prior to the rush of income visiting yachts.
14. Each yacht must carry its correct assigned racing number on both sides of its mainsail and both sides of its spinnaker, of such size and location as specified by the By-Laws. Substitute sails and/or numbers will not be allowed. The Class Insignia must be carried on both sides of the mainsail as shown in the measurement diagrams.
15. A skipper shall not steer any yacht other than that which he is registered to skip in any sanctioned event.
16. No yacht while racing in a sanctioned event may have a paid hand for either skipper or as a member of the crew. The skipper (and owner if different) must be a Regular Member in good standing; the members of the crew must be either Regular or Associate Members in good standing.
17. No person on board a yacht when her preparatory signal was made shall leave or board while she is racing, unless injured or ill, except that any member of the crew may fall overboard or leave her to swim, stand on the bottom as a means of anchoring, reef sails or bail out, help her to get clear after grounding or fouling another vessel or object, provided that this person is back on board before the yacht continues to race.
A yacht shall finish each race with the same equipment it has on board at the time of the preparatory signal unless it is impossible to do so. A yacht shall make every reasonable effort to retrieve any lost equipment. The skipper shall report and justify any unrecovered sails or equipment

losses to the Race Committee.

18. A yacht may anchor while racing. Means of anchoring may include the crew standing on the bottom and any weight lowered to the bottom. A yacht shall make every effort to recover any anchor or weight used, and any chain or wrap attached to it, before continuing in the race. A yacht may not move to a pier, vessel, or other object or dry land after the preparatory signal.
19. Yachts may be dry sailed at regattas when ample facilities to do so are available upon approval of a majority of the Board of Directors for any given regatta. In the event that approval of a majority of the Board of Directors is not given for dry sailing boats, then, each yacht shall be required to remain in the water during the whole time of each sanctioned event, but any yacht that has been damaged and is in need of repair to the hull to prevent sinking may be hauled out. The skipper shall report the incident to the Race Committee and shall obtain their permission to continue in the Regatta.
20. During the sanctioned event, the bottom of a boat may be washed down, cleaned or smoothed at any time.
21. Protests and all procedure relating thereto shall be in accordance with USYRU Rules and Regulations.
22. All sails must carry an NCESA label permanently fixed to the sail. The Treasurer is authorized to collect \$5.00 per label.
23. Each yacht shall meet the following standards of flotation: With crew members standing in the cockpit of the boat fully rigged but without sails, and the boat submerged in calm waters in an upright position, the boat shall float approximately level, with water at or below the cockpit edge.
24. For sails (or other items requiring measurement) which have not been measured and stamped during the year of the National Regatta, the Measurer is authorized to charge fees at the National Regatta, as follows:
\$1.00 per sail, \$2.00 for other items but not exceeding \$5.00 total. If measurement is demanded after time scheduled, a fee of \$5.00 per sail and \$10.00 for other items.

ARTICLE IX TROPHIES

1. Trophies shall be sailed for according to the condition of donation, and as sanctioned by the Association.
2. Perpetual Trophies shall be returned to the Regatta Committee in ample time to be on display during the Annual Championship Regatta. Winners shall return each trophy polished and in good repair. Failure to respect this rule in its entirety shall subject the offender to suspension of membership.

3. The Association owns perpetual trophies, as follows:

The Bilge Pullers Trophy is awarded annually to the winner of the National Class E Scow Association Championship Regatta.

The Robert F. Weldon, Jr. Memorial Trophy awarded annually to the crew of the Championship boat.

Trophies for Individual Race Winners at the National Regatta:

Race One: Keuka Yacht Club Trophy

Race Two: Iver C. Johnson Memorial Trophy

Race Three: Barnegat Bay Trophy

Race Four: Pewaukee Lake Yacht Club Trophy

Race Five: Chautauqua Lake Yacht Club Trophy

Women's Championship Trophy awarded annually to the highest placing female skipper or crew at the National Regatta.

4. The Association will award annually five (5) permanent trophies, to be retained by the winners, to those yachts placing 1st, 2nd, 3rd, 4th and 5th respectively in the Annual Championship Regatta.

ARTICLE X EXPERIMENTAL PROJECTS

Persons wishing to undertake experimental projects which are affected by the Scantling Rules or make changes in the approved construction methods of the Class E Scow under the auspices of the NCESA shall be governed by the following procedure.

1. Applicants shall present a proposal for an experimental project to the Chairman of the Rules Committee at least sixty (60) days prior to a meeting of the Board of Directors. This document must include:
 - A description of the project and its goals;
 - Suggested time duration of the project;
 - Scantling rules affected;
 - Effect on other boats not modified;
2. The Chairman of the Rules Committee shall distribute copies of the proposal to the members of the Rules Committee and Board of Directors ten (10) days prior to the board meeting with recommendations.
3. The project will be discussed at the first regular meeting of the Board of Directors, and if approved, the length of time of the experiment shall be stipulated. The Board will also decide whether or not to allow the

modified or prototype yacht(s) to compete in NCESA sponsored regattas. It shall be mandatory that all proposed modifications or construction changes which may improve or degrade the performance of the boat be submitted to an experimental or prototype program.

4. At the end of the approved experimental period the experimentor shall submit the results of the project to the Board of Directors in writing. At such time any proposed changes to the Scantling Rules or production requests shall be considered and approved if the Board so desires. If said approval requires a vote of the membership it shall be done as soon as possible. The results of the vote shall be transmitted to the experimentor and the members of the Board by the Chairman of the Rules Committee.

PART V

SCANTLING RULES

I. GENERAL RULES

Requirements - A yacht, its sails, spars and all equipment, must conform strictly throughout with respect to design, dimensions, construction and material to the official plans and specifications of the NCESA as well as all other Rules and Regulations governing participation in NCESA and other recognized associations' sanctioned events.

Interpretations - In interpreting any point not adequately covered, or wording of obscure meaning, the Judicial Committee of the NCESA, as the final authority, shall consider the intended meaning, rather than any technical misconstruction that might be derived from the wording, and shall bear in mind at all times the basic principle of the specifications, which is to maintain the class, within reasonable limitations, as standard, equalized, one-design yachts. A request for an interpretation should be made on Form 3 and addressed to the Chairman of the Rules Committee. An adverse decision may be appealed to the Judicial Committee in writing.

Options - Nothing is optional in these specifications unless the word "optional" or "unlimited" appears in the Article and then only within the limitations described. IT IS THE INTENTION OF THESE RULES TO PERMIT ONLY THE MATERIALS, METHODS OF CONSTRUCTION AND HARDWARE SPECIFIED AND NO OTHERS. It is not the intention of these Rules to permit everything not specifically prohibited. Where the number of certain items is specified:

- A. Number permitted means that the yacht may have no more than the number of items specified.
- B. Number required means that the yacht shall have at least the number of items specified, and
- C. Number means that the yacht shall have exactly the number of items specified.

Experimentation - The Board of Directors may permit experimentation in such matters under conditions which it prescribes, including participation in sanctioned events by those engaging in such experimentation.

II. HULL

1. General

- A. Shall be made from a mold which complies with the NCESA table of offsets and tolerances. See By-laws for procedure for obtaining license for mold.

- B. Materials permitted:
 - a. Cedar planking on oak ribs.
 - b. If any other method of construction is desired, such as strip planking, plywood, other molded wood material, fiberglass or plastic, the proposed method of construction must be submitted to and approved in advance by the Rules Committee.
 - c. 1/4 in. thick marine plywood may be substituted for the required thickness of cedar planking whether for hull or deck.
- C. Yachts shall be constructed so that, on a cross-section athwartships taken at any point, no part of the hull shall be sensibly below the center part of the hull.
- D. The transom shall be perpendicular (both fore and aft and athwartships) to the centerline of the yacht.
- E. Bracing of the hull shall consist of at least three trusses. There shall be two bilge trusses whose length shall be at least two-thirds of the boat. The third truss shall be a center truss extending from the bow to the forward end of the cockpit and from the aft end of the cockpit to the stern.
- F. All hulls shall be stamped or identified in a permanent manner as to year built, builder and hull number. Any yacht completed and/or delivered prior to October 1st must be stamped with the date of that calendar year. (The purpose of this rule is to identify any hull from all other hulls.)
- G. All yachts must be equipped so as to permit weighing and launching by crane.

2. Hull Dimensions

- A. Measurement Definitions
 - a. The moulding or rub rail shall not be considered part of the hull dimensions. All measurements are to be taken to the outside of the planking or to the outside surface of other hull material.
 - b. Moulded depth is defined as the vertical distance at the deepest section taken from the bottom of the planking on the outside of the boat to the top of the deck planking at the gunwhale, at the highest point of the sheer.
 - c. Spacing of frame of ribs of hardwood and deck beams may be as desired, as long as the cross-section per lineal foot of length is maintained.
 - d. Internal bracing, floor, knees or other stiffening members shall not be included in the area of the frames or deck beams.
 - e. Crown of deck shall be measured at the mast line in the center of the deck.
 - f. The deck shall be constructed, if made of wood, to a fair curve both fore and aft and athwartships (no depressions or protuberances shall be permitted). One or more cockpits shall be permitted, but no cockpit shall extend forward of one inch aft of the mast line, or outboard of the bilgeboard boxes and their trusses, or aft of the rudder posts.

B. Dimensions

- a. Length - 28 ft. max., 27 ft. 9 in. min.
- b. Beam - 6 ft. 9 in. max., 6 ft. 6 in. min.
- c. Moulded depth - 19 in. max., 16 in. min.
- d. Crown of deck - 6 in. max., 4 in. min.
- e. Planking thickness - 1/2 in. min.*
- f. Deck thickness - 3/8 in. min.*
- g. Deck Beams - 1-1/2 sq. in. min. per lineal foot of length of yacht.
- h. Frame of ribs - 1-1/4 sq. in. min. per lineal foot of length of yacht, hard wood only.*
- i. Hull moulding or rub rail - vertical: 2-1/2 in. max.
horizontal: 1-1/2 in. max.

The intent of this rule is to prohibit adding to the effective hull width.

*See Rule 1-B for hulls other than wood and substitute materials.

3. Bilge Boards and Rudders**A. Bilge board boxes**

- a. Number - 2
- b. Method of measuring location - all measurements of slot location shall be taken along, and following the curve of, the planking. Measurements taken "from transom" should be taken from the aft line of the transom at the planking. No part of the slot shall exceed any dimension given.
- c. Width of slot - 5/8 inches plus or minus 1/8 inch. The interior of the board boxes may not be built up to effect a smaller slot.
- d. Slot distance at planking from center line - 29-1/2 in. max., 27 in. min.
- e. Back of slot shall be 1/2 in. plus or minus 1/4 in. further from center line than the front of the slot.
- f. Front of slot distance at planking from transom - 14 ft. 2 in. max.
- g. Back of slot distance at planking from transom 8 ft. 4 in. min.
- h. Devices (such as blocks of wood) to alter the angle of attack of boards are prohibited.
- i. Bilge board boxes shall be so constructed that the bilge boards can be wholly housed without leaving any projection below the hull and bilge boards shall be so hung that in the event of the yacht capsizing, the boards cannot fall from the boxes.

B. Bilge Boards

- a. Number - 2
- b. Extension beyond hull - 45 in. max.
- c. Material - Aluminum alloy plates #6061-T6 or equivalent tensile strength.
- d. Thickness - 5/16 in. plus or minus .010 inch.
- e. Sectional shape - Flat to within 4 in. of the edge with all edges rounded to no less than 1/32 in. radius.
- f. May be painted, anodized or plated; built up boards prohibited.
- g. Outline shape:

- (1) Width - 21-1/2 in. max., 18 in. min.
- (2) Length - 50 in. max., 44 in. min.

Above measurements refer to portion of board extending beyond hull at maximum extension; length to be measured along forward edge of board and width to be measured perpendicular thereto.

C. Rudder Posts

- a. Method of measuring location - all measurements to be taken along, and following the curve of, the planking. Measurements taken "from transom" shall be taken from the aft line of the transom at the planking. No part of the post hole shall exceed any dimension given.
- b. Post distance at planking from center line - 20-1/2 in. max., 19 in. min.
- c. Post distance at planking from transom - 41 in. max., 36 in. min.

D. Rudders

- a. Number - 2
- b. Extension beyond hull when in fore and aft position 13 in. max.
- c. Material - Aluminum alloy #6061-T6 or equivalent tensile strength.
- d. Thickness - 3/16 in. plus or minus .010 inch.
- e. Sectional shape - flat to within 4 in. of the edge with all edges rounded to no less than 1/32 in. radius.
- f. May be painted, anodized or plated; built up rudders prohibited. Fillets may be added to the rudder to streamline the joint between the rudder and the rudder post and may not exceed three inches in any direction from the point defined by the intersection of the central line of the rudder post to the top edge of the rudder.
- g. Outline shape - blade must fit within rectangle 21 in. fore and aft by 12 in. deep.

4. Flotation

- A. Four and one half cubic feet of flotation shall be added to each hull.
- B. Any yacht built of material other than wood must be fitted with sufficient flotation so that it will be equal in buoyancy to a yacht built of wood.
- C. Flotation shall be styrofoam, air cans, or other material of equivalent buoyancy.

5. Weight of Yachts

- A. Hull weight is measured:
 - a. Including - mast, boom, spinnaker poles, boards and their line, rudders and tillers, standing and running rigging, hull fittings, flotation, splash boards (if attached), compass, attached bags for handling spinnakers and poles while racing.
 - b. Excluding - sails, life jackets, pump, paddle, cockpit cover, drawer, battens.
 - c. The boat shall be bailed completely dry and all storage spaces

shall be empty.

- B. The weight of the yacht in this condition shall be a minimum of 965 lbs. However, a 50 lb. allowance is permitted. This allowance shall be made up by the addition of ballast weight, preferably sheet or block lead, which shall be permanently affixed over the keel line located not more than 10 in. below deck 10 in. either side of the centerline. Starting at the mast line, add lead as required forward but not to exceed 14 in. ahead of the mast. Weight shall be placed so that any rigging led through this area is not obstructed. All yachts constructed in 1972 and thereafter shall have 2 holes 1/4 in. diameter drilled in the center deck truss to facilitate placement of lead weights.
- C. All equipment weighed in shall be retained on board throughout an event except as provided in rules governing replacement of damaged equipment.

6. Required Safety Equipment

- A. All safety equipment shall be kept on board throughout an event except when in use.
- B. The following items of safety equipment are required :
 - a. Life jackets - one for each crew member including the helmsman.
 - b. Pump or bailers.
 - c. Paddle or removable floor board.
- C. The following items of safety equipment may be required by the sailing instructions:
 - a. Anchor and line.
 - b. Other items as required by local conditions or regulations.

III SPARS

1. General

- A. The original heat treatment and wall thickness of the extruded section shall not be changed nor shall the section be cut or notched in any way to facilitate bending. It shall accommodate a 3/8" bolt rope.

2. Mast

- A. Number - 1
- B. Sectional material:
 - a. Shall be constructed from an alloy extrusion with 85% min. aluminum content.
 - b. Permitted alloys -
 - c. Temper -
 - d. Weight - 1.45 lbs. per ft. min. if tapered and 1.25 lbs. per ft. min. if untapered sealed section. If the section is rigged with adequate flotation to float the boat on its bilge in case of capsizing, sealing is unnecessary.

- C. Sectional shape:
 - a. Shall be constructed with a continuous fixed groove integral with the spar section to hold the main sail luff rope.
 - b. Dimensions:
 - (1) Aftwartships - 70 mm (2-3/4 in.) min.
90 mm (3-9/16 in.) max.
 - (2) Fore and Aft (including luff rope groove)
110 mm (4-5/16 in.) min.
130 mm (5-1/8 in.) max.
 - c. Tapering
 - (1) Permitted above 22 ft. 6 in. from deck line.
 - (2) Tapering fore and aft or athwartships or both shall be permitted.
 - (3) Dimensions at peak - athwartships - 40 mm (1-9/16 in.) min.
Fore and aft - 55 mm (2-3/16 in.) min.
 - d. The mast line shall be straight both fore and aft and athwartships when under zero applied pressure. Tolerance - 1 in. aft bend due to permanent set.
 - e. Weight.
 - (1) Including all fittings but excluding standing and running-rigging 48 lbs. min.
 - f. Center of gravity (balance point).
 - (1) When rigged as in e. above - 12 ft. 4 in. above deck line min.
 - g. Tip weight.
 - (1) How measured -
 - (2) Weight -
 - h. Flotation - 900 cubic inches max. permitted.

- D. Sections permitted: The Rules Committee has determined that the following mast sections comply with the above rules:
 - a. Tapered or untapered:
 - (1) Allspar
 - (2) Holt-Allen
 - (3) Proctor K
 - (4) Proctor - minimum Soling
 - (5) Erickson
 - (6) Johnson "Jay"
 - (7) Melges "E"
 - (8) Melges 1981
 - (9) Johnson 1981
 - b. Untapered only:
 - (1) Johnson
 - c. Prior approval in writing shall be obtained from the Rules Committee before any other mast section may be used. Exact specifications and a one foot sample of any extended extrusion should be submitted to the Chairman at least 60 days prior to the date on which approval is required.

- E. Mast standing rigging.
 - a. General
 - (1) Stays and shrouds shall be 1 x 19 wire cable of diameter specified.
 - (2) Main and jib halyards shall be 7 x 19 flexible cable between the shackle and locking device.
 - (3) Spinnaker halyards and topping lift - unlimited as to material.
 - (4) All stays, shrouds, halyards and topping lift may be internally or externally attached to the mast.
 - (5) Mast intersect shall be measured from the deck line.
 - b. Forestay
 - (1) Number - 1
 - (2) Diameter - 3/32 in. min. except 1/8 in. minimum in absence of jib luff wire.
 - (3) Mast intersect - 21 ft. 8 in. max., 21 ft. 4 in. min.
 - c. Main shrouds.
 - (1) Number - 2
 - (2) Diameter - 1/8 in. min.
 - (3) Mast intersect - 22 ft. plus or minus 4 in.
 - d. Lower shrouds.
 - (1) Number - 2
 - (2) Diameter - 1/8 in. min.
 - (3) Mast intersect - 12 ft. plus or minus 4 in.
 - e. Back Stays.
 - (1) Number permitted - 2
 - (2) Diameter - 3/32 in. min.
 - (3) Mast intersect - same height as main shrouds.
 - f. Spreaders.
 - (1) Number - 1 set of two.
 - (2) Material - unlimited.
 - (3) Length from mast attachment point to the hole or slot for upper shroud - 27 in. plus or minus 3 in.
 - (4) Mast intersect - 12 ft. plus or minus 4 in.
 - (5) May be rigged as free swinging or restricted.
 - (6) In use, main shrouds shall be led through and attached to the spreader so that the spreader will be carried approximately perpendicular to the mast line.
 - g. Halyards - See Rule VII.
- F. Devices permitted for adjusting mast rigging while racing.
 - a. General - pulleys, sheaves and attachments for halyards and topping lift - unlimited.
 - (1) No strut shall be permitted with any spinnaker halyard.
 - (2) The pulley or sheave for a spinnaker halyard shall be attached directly to or through the mast.
 - b. General - stays and shrouds shall only be adjustable at end attached to deck.
 - c. Forestay - unlimited
 - d. Main and lower shrouds - turn buckles or adjustable tubes.

- e. Back stays - block and tackle with maximum 4:1 advantage.
- f. Spreaders - none.
- g. Halyards and topping lift - See Rule VII.
- G. Mast fittings.
 - a. General - pulleys, locking devices for halyards, etc. unlimited.
 - b. Spinnaker pole eyes
 - (1) Number permitted - unlimited.
 - (2) Type of fitting - either sliding or stationary eye or both permitted.
 - c. Gooseneck - 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.
 - d. Fitting for attaching boom vang and other permitted devices - unlimited, but see Rule VII.
 - e. Mast step and cup - unlimited, but see Rule IV-2.
- H. Running and standing rigging intersection with deck - See Rule IV.
- I. All masts shall be rigged non-swiveling.
- J. Wood masts are permitted, provided they are constructed, rigged and used in accordance with the rules contained in the current NCESA Rule Books. Sections B through J of this Rule do not apply to wood masts.

3. Boom

- A. Number - 1
- B. Sectional material - can be made of wood or metal:
 - a. Metal shall be an alloy extrusion with 85% min. aluminum content.
 - b. Wood shall be constructed of clear sitka spruce.
- C. Sectional shape
 - a. Metal:
 - (1) Shall have a continuous fixed groove integral with the spar section to hold the main sail foot rope.
 - (2) Width - 3-1/4 in. max., 2 in. min.
 - (3) Depth - 4 in. max., 3 in. min.
 - (4) Tapering - prohibited.
 - b. Wood
 - (1) Shall be solid except for the routing out of the front rope groove and an outhaul cable groove, or tunnel.
 - (2) Dimensions: rectangular with depth of 6 in. max., width 3 in. max.
- D. Boom line shall be straight both vertical and athwartships when under zero applied pressure. Tolerance - 1 in.
- E. Gooseneck fitting, outhaul device, sheetblocks and vang attachment unlimited, but see Rule VII.

4. Spinnaker poles

- A. Number permitted - 2
- B. Material - may be constructed of wood, metal or plastic:
 - a. If of wood - clear sitka spruce.

- b. If of metal - an aluminum alloy.
- C. Spinnaker pole shall be constructed so that it will float.
- D. Sectional shape, tapering and pole end devices - optional.
- E. The spinnaker pole shall not exceed an overall length of 10 feet.
- F. Spinnaker pole rings shall not be greater than 3 inches from the mast, however measured.

IV DECK INTERSECTION OF SPARS AND RIGGING

1. General

- A. Except where otherwise stated, any rigging may be led to or through fittings:
 - a. On the deck.
 - b. Under the deck.
 - c. Inside the cockpit.
 - d. Through any spar.

2. Mast

- A. Athwartships - centerline.
- B. Fore and aft - See Rule V-3.
- C. Shall meet the deck at a fixed point - no device for altering this point shall be permitted.
- D. Shall be stepped "on deck" only, with no part of the mast or extension therefrom extending below the deckline.
- E. All halyards and topping lift may be led through deck if desired.
- F. The mast step and cup shall not be cantilevered to facilitate the bending of masts, either fore and aft or athwartships. The step and cup may be designed to prevent the mast from coming unstepped in the event of capsize.

3. Standing Rigging

- A. Forestay
 - a. Athwartships - centerline plus or minus 1 in.
 - b. Fore and aft - 8 ft. 9 in. max., 8 ft. 7 in., min. ahead of mastline.
- B. Shrouds
 - a. Athwartships - 2 in. plus or minus 1 in. from outer face of planking.
 - b. Fore and aft - 12 in. plus or minus 4 in. aft of mastline.
 - c. Upper and lower shrouds shall meet the deck at fixed points. No track or other device for altering this point shall be permitted.
 - d. Upper and lower shrouds shall meet the deck no more than 2 in. apart.
 - e. Upper and lower shrouds shall be "on deck" only and shall not be led through the deck.
- C. Backstays
 - a. Athwartships - unlimited.
 - b. Fore and aft - 6 ft. 8 in. min. for transom.
 - c. Shall meet the deck at a fixed point. No track or other device for altering this point shall be permitted.

4. Running Rigging

- A. Jib sheets, mainsheet, board tackle, boom vang, cunningham, jib tack downhaul and rigging used to adjust position of same - unlimited.
- B. Spinnaker sheets and spinnaker downhaul - See Rule VII-4.

V. YACHT DIMENSIONS RELATING TO SAILS

1. Measurement bands

- A. Size
 - a. On spar - 1 in. wide (in center of white background 3 in. wide where necessary for visibility). Shall completely encircle spar.
 - b. On deck - 1 in. wide where possible. 12 in. in length or 6 in. beyond obscuring equipment where possible.
- B. Material - either paint or permanent decalcomanias. Shall be permanently affixed and not removable or adjustable. On metal spars, tape may be used if it is of sufficient quality to make the band permanent and not adjustable.
- C. Bands are required to mark the main hoist, the boom line, the aft end of the boom and the base of the jib triangle. All bands must be in place prior to the issuance of a measurement certificate.
- D. Bands on spars and bands on deck shall be of a color that contrasts with the spar or deck color so as to be easily distinguished.

2. Dimensions defined (See Measurement Diagram-page 59).

- A. MAST LINE - The aft side of the mast or its extensions or the aft side of the sail tunnel or its extension, whichever is farther aft. This is interpreted to be a fair profile of the spar or the extension of such profile.
- B. PEAK - The distance measured perpendicularly from the deck at the aft side of the mast to the bottom of the black band at the top of the mast.
- C. MAIN HOIST - The distance measured between the lower edge of the upper measurement band and upper edge of the lower measurement band on the mast (boom line).
- D. BOOM - The distance measured from the mast line where cut by the boom to the forward edge of the measurement band at the end of the boom.
- E. JIB HOIST - The distance measured perpendicularly from the deck at the foreside of the mast to a point where the luff of the jib, or its extension, intersects the foreside of the mast.
- F. BASE - The distance measured from the mast line where it cuts the deck to the point where a vertical line through the center of the jib wire attachment hole cuts the deck.
- G. SPINNAKER POLE - The distance measured between the outermost part of each fitting.

H. SPINNAKER SHEAVE WHEEL - The top part of the sheave wheel or the point upon which the spinnaker halyard pivots, whichever is higher.

3. Dimensions

- A. Mastline - 16 ft. 1/2 in. plus or minus 3 in. from the aft line of the transom at the hull planking.
- B. Peak - 30 ft. max.
- C. Main Hoist - 28 ft. 6 in. max.
- D. Boom - 16 ft. max.
- E. Jib Hoist - 21 ft. 6 in. max., 21 ft. 4 in. min.
- F. Base - 8 ft. 6 in. plus or minus 1/4 in.
- G. Spinnaker Pole - 10 ft. max.
- H. Spinnaker Sheave Wheel - 25 ft. max.

VI SAILS

1. General

- A. All sails shall be triangular. No device to alter the shape of a sail is permitted except a leach cord or pucker string shall be permitted in the leach of the main and the jib, the foot of the jib and the luff and leach of the spinnaker.
- B. The weight of cloth specified herein refers to a sailmakers yard (approximately 28-1/2 in. width). It is a limitation upon the weight of cloth and not on width.
- C. Cringles outside diameter - 1-1/2 in. max.
- D. Rings outside diameter - 2 in. max. (rings permitted in lieu of cringles in spinnakers only).
- E. Corner Patches - defined as multiple layers of material, are permitted. No part of the patch shall extend beyond the respective corner measurement point further than the maximum dimension indicated.
- F. The official measurer may use official patterns or templates prepared by him or under his direction, for the purpose of measuring mains. Any sail which does not exceed the dimensions of the template or pattern may be considered to have satisfied the measurement requirements unless a protest is lodged against the sail prior to four hours before the scheduled start of the first race. In the event of any such protest, the sail shall be measured according to these rules, loser to pay the costs thereof. No mainsail shall be disallowed merely because it exceed the dimensions on the pattern or template; actual measurement according to these rules shall be required before a sail is disallowed.

2. Main

- A. Weight of material:
 - a. If of natural fiber - nominal 5 oz. min.
 - b. If of synthetic fiber - nominal 3.8 oz. min.
- B. Method of measuring dimensions:
 - a. General - all tensioning devices (cunningham holes, leach cords, etc.) shall be relaxed.
 - b. Measurement points:
 - (1) Head - intersection of inside edge of bolt rope or extension and line perpendicular thereto passing thru highest point of headboard.
 - (2) Clew - end of sail at inside edge of bolt rope.
 - (3) Tack - where luff and foot or their extensions meet.
 - c. Luff and foot measurements taken from a fair lay of the cloth (no tension).
 - d. Leach - tension, 5 lbs.
 - e. Girth; fair lay of cloth (no tension) between two points found as follows:
 - (1) First point is midpoint of luff found by bringing tack and head together, the mid fold being the first point.
 - (2) Second point is the midpoint of the leach, found by bringing head and clew together, the mid fold being the second point.
 - (3) Additional girths are found by bringing the tack and head and the clew and head to the midpoints creating quarter fold points.
 - (4) Vertical girth measurement is taken from the head to the midpoint of the foot found by bringing the tack and the clew together.
 - (5) The girth measurement is taken from the inside edge of the bolt rope to the outside edge of the cloth at the leach.
- C. Dimensions:
 - a. Luff - 28 ft. 6 in. max.
 - b. Foot - 16 ft. max.
 - c. Leach - 31 ft. 6 in. max.
 - d. Girths - Top 5 ft. 10 in. max.; Middle 10 ft. 3 in. max. Bottom 13 ft. 9 in. max.; Vertical 29 ft. 4-1/4 in. max.
- D. Devices for holding out roach.
 - a. Main battens - shall divide the after leach in approximately equal parts.
 - (1) Number permitted - 4.
 - (2) Length: Top and bottom, 40 in. max. Middle 54 in. max.
 - (3) Width: 2 in. max.
 - b. Auxiliary battens - shall be placed approximately midway between main battens.
 - (1) Number permitted - 3.
 - (2) Length - 14 in. max.
 - (3) Width - 1-1/2 in. max.

- E. Headboard.
 - a. Shall be measured both vertically and horizontally in accordance with the manner in which it is carried. The headboard may not be farther than one inch from the inside edge of the bolt rope.
 - b. Size - 6 in. max.
 - c. Flotation — In order to facilitate race operations and prevent damage to equipment, the use of panels may be required. Panels will be available for purchase through the association, encapsulated and fitted with zippers. All sails delivered after January 1, 1987, shall have zipper attachments in a manner so that the panels will be located as near to the head of the sail as practical.
 - d. Number of holes permitted for attaching main halyard - 3.
- F. Fair Curve - The outside of the leach of the mainsail shall be cut to a fair curve. Lacking a precise definition of a fair curve, the Rules Committee will consider it to be a curve of relatively constant curvature. Abrupt changes in the curvature in an attempt to carry additional sail area in the roach and still maintain the midpoint girth measurement will be considered a breach of the rules and the sail will be disallowed.
- G. Tack - All mainsails must have a single tack and in use it shall be pinned within one inch of the mast line, and one inch of the boom line.
- H. One cunningham hole each for the luff and foot near the tack is permitted.
- I. Windows - Unlimited as to number, size or placement.
- J. Corner patches - defined as multiple layers of material.
 - a. Head patch: No part of the head patch shall extend below a line parallel with the top batten.
 - b. Clew patch: No part of the clew patch shall extend above a line parallel with the bottom batten.
 - c. Tack 20 in. max.
- K. Clew hole - number permitted - 1.
- L. Clewboard - permitted - 4 in. maximum with maximum 90 degree angle between foot and leach (see measurement diagram).



Melges Sails
INC.

HARE RAISING SPEED



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Dedication:

At Melges, we're very dedicated to the E Class, helping it to be one of the best classes in the world.

Consistency:

We take pride in our quality control. We guarantee your sail to be exactly the same as the National Champions.

Service:

Our company was built on service. We attempt to have a highly qualified person at every regatta, to assist our customers and answer their questions.

Performance:

Melges sails and boats continue to dominate the E Scow circuit, and 1989 will prove to be even better.

1988 REGATTA RESULTS

Nationals	1st	Western Michigan	1st
Inland	1st	MESA	1st
Easterns	1st	Wawasee Open	1st
Blue Chip .	8 out of top ten boats	Keuka-Chautauqua	1st
		Down Bay	1st

- M. Flutter patch - One patch (multiple layers of material) within a 7" square on the sail leach or 3" wide leach tape extending from top batten to top of sail.
- 3. Jib
 - A. Weight of material.
 - a. If a natural fiber - nominal 5 oz. min.
 - b. If of a synthetic fiber - nominal 3.8 oz. min.
 - c. If of a mylar laimiante 2.1 oz. min.
 - B. Method of measuring dimensions:
 - a. Measurement points.
 - (1) Head - end of sail at forward edge.
 - (2) Clew - intersection of leach and foot or their extensions.
 - (3) Tack - intersection of luff and foot or their extensions.
 - b. Luff, foot and leach shall be measured with 5 lbs. tension.
 - c. Luff wire (if used) - center of cringle at head to center of cringle at tack - hand taut.
 - d. Cloth - the head of the jib shall be placed at the head of the Official Jib Measurement Pattern (see page 60) and the luff of the jib shall be stretched along the luff of the pattern. The luff shall be held in place, if necessary, while the leach is measured.
 - C. Dimensions
 - a. Luff wire (when used) - 22 ft. 4 in. plus or minus 1/2 in.
 - b. The cloth shall lie wholely within the profile of the Official Jib Measurement Pattern (except the ends of the tack and the clew portions of the pattern).
 - D. Method of holding out roach:
 - a. Battens
 - (1) Number permitted - 4
 - (2) Shall be so placed as to divide the leach in approximately equal parts.
 - (3) Length - 30 in. max. but extending not nearer than 1-1/2 in. to the luff.
 - (4) Width - 2 in. max.
 - E. Headboard - measured both horizontally - 4 in. max., - vertically, 6 in. max.
 - F. Windows - unlimited as to number, size or placement.
 - G. Corner patches - defined as multiple layers of material.
 - a. Head patch: No part of head patch shall extend below a line parallel with the top batten.
 - b. Clew patch: No part of the clew patch shall extend above a line parallel with the bottom batten.
 - c. Tack 16" max.
 - H. Cunningham holes and multiple holes in head, luff wire and tack - prohibited.
 - I. Number of holes permitted in clew - unlimited.
 - J. A luff wire in the jib is not required. When used it shall be - 1/8 in. min. 7 x 7 or 7 x 19 wire cable only.

- K. Clew board - permitted. Shall contain a corner or break in curvature which point shall be the clew. Size - 2 in. by 10 in. max.
- which point shall be the clew. Size - 2 in. by 10 in. max.
- L. Flutter patch - 3 flutter patches permitted; one each between the jib battens. The patch (multiple layers of material) must be within a 7" square on the sail leach.
- M. Jib leach tape - a leach tape of up to 3" in width will be permitted to reinforce the leach area.
- N. Jib batten pocket - one 6" wide patch, 3" either side of the centerline of the battens will be allowed for the purpose of reducing chafe.
- O. If no luff wire is used, the jib shall be fastened to the headstay by using not more than 20 tabs or fasteners, each not more than approximately 1.5 inches maximum dimension measured along the luff.

4. Spinnaker

- A. Weight of material - 1/2 oz. min. for 36 in. width cloth.
- B. Method of measuring dimensions:
 - a. General - adjustable luff or leach cord could be detached or, if not detachable, set at maximum length.
 - b. All measurements are taken from the center of the ring or cringle at the respective corner.
 - c. Tension - Luff and Leach, 10 lbs.; Foot 3 lbs.
 - d. Miter seam - Measurement from head to midpoint of foot found by bringing tack and clew together. Cloth should be pulled taut to form a straight line. No tension.
- C. Dimensions: Spinnakers measured for a Regatta shall be one each of the following:
 - LARGE PARACHUTE
 - a. Luff and Leach - 25 ft. max., 24 ft. min.
 - b. Foot - 22 ft. max., 20 ft. min.
 - c. Miter Seam - 28 ft. max., 27 ft. min.

SMALL PARACHUTE

- a. Luff and Leach - 25 ft. max., 24 ft. min.
- b. Foot - 18 ft. max., 16 ft. min.
- c. Miter Seam - 28 ft. max.

- D. Headboard.
 - a. Shall be measured both vertically and horizontally in accordance with the manner in which it is carried.
 - b. Size - 6 in. max.
- E. Corner patches.
 - a. Head - 32 in. max.
 - b. Tack and clew - unlimited.

VII METHODS OF SETTING, SHEETING AND ADJUSTING SAILS

1. General

- A. Sails permitted to be set at one time: One mainsail, one jib and one spinnaker.
- B. While changing spinnakers, a replacing sail may be fully set and trimmed before the sail it replaces is taken in.
- C. Damage to sails or equipment - Repairs or substitute equipment may be used in violation of Part VII only to the extent necessary to overcome the emergency.

2. Mainsail

- A. Equipment permitted for setting, sheeting and adjusting.
 - a. Halyard
 - (1) Number permitted - 1
 - (2) Unlimited as to material, shackle, locking devices, etc., but see Rule III-2 & 3.
 - b. Outhaul - unlimited, but shall permit adjustment in horizontal direction only.
 - c. Downhaul - unlimited, but see Rule VI-2-G.
 - d. Cunningham devices.
 - (1) Number permitted - 2. One for luff and one for foot.
 - (2) Unlimited as to material, camming or cleating devices, etc.
 - e. Vang
 - (1) Material - block and tackle type only.
 - (2) Mechanical advantage - unlimited.
 - (3) May be attached at fixed points only. The Intent of this rule is to prohibit the use of any track or other sliding devices.
 - f. Mainsheet - unlimited.
 - g. Pucker string or leach cord - unlimited.
- B. No mainsail shall be hoisted higher than the edge of the upper black band on the mast. The sail shall be flown between the lower edge of the upper measurement band and the upper edge of the lower measurement band.
- C. No part of the mainsail shall be carried aft of the forward edge of the black measurement band on the outer end of the boom.
- D. The top of the boom at the mast or its extension or the top of the tunnel tube or its extension (boom line) may not be carried lower than the upper edge of the lower measurement band on the mast.
- E. Tack - shall be pinned within 1 in. aft of the mast line and 1 in. above the boom line. See Rule VI-2-G.
- F. Bolt rope for luff and foot shall be led thru tunnel or groove in mast and boom provided for that purpose. Loose footed sail is not allowed.
- G. Mainsheet, cunningham devices and pucker string - no restriction.

3. Jib

- A. Equipment permitted for setting, sheeting and adjusting.
 - a. Halyard.

- (1) Number permitted - 1.
- (2) Unlimited as to material, shackle, locking devices, etc, but Rule III-2-Ea(2).
- b. Jib boom - none - loose footed jib only.
- c. Tack downhaul - unlimited.
- d. Jib sheets - unlimited.
- e. Luff wire - devices for attaching or adjusting the luff wire are unlimited provided that any adjustable device must have a permanent stop.
- B. Shall be flown within the fore triangle. Jib overlap as a result of jib tackle trimming or adjustable jib luff is permissible.
- C. The jib luff wire must be attached to the hull above the deck line at a point not more than 2 in. above deck.
- D. The jib may not be pulled beyond the end of the luff wire.
- E. Jib sheet - unlimited.

4. Spinnakers.

- A. Equipment permitted for setting, sheeting and adjusting.
 - a. Halyards.
 - (1) Number permitted - 2.
 - (2) Unlimited as to material, camming or cleating devices, snap, etc.
 - b. Spinnaker sheets - unlimited as to material, snap and cleat or jamming device. Unlimited as to number, but see below as to number permitted in use at one time.
 - c. Topping lift.
 - (1) Number permitted - 1.
 - (2) Unlimited as to material, camming or cleating devices and snap.
 - (3) A spinnaker halyard may also be used for the same purpose.
 - (4) For purpose of keeping the topping lift from swinging free when released, a 1/4 in. diameter standard aircraft shock cord may be attached from the snap to the base of the mast.
 - d. Spinnaker pole and sheet downhaul - see below and Rule III-4.
- B. Spinnaker pole.
 - a. Number permitted in use at one time - 1.
 - b. A spinnaker shall not be set without a pole.
 - c. When used, one end must be carried on the mast and shall not be lashed or secured forward of the mast.
 - d. Pole downhaul.
 - (1) Number permitted - 1.
 - (2) Unlimited as to material, camming or cleating devices and pole attachment.
 - (3) No more than 2 part mechanical advantage.
 - e. Shall be carried on the windward side of the forestay and the jib.
 - f. In use shall not rest against any part of the deck or anything except the forestay, jib, jib luff wire or shroud.
- C. The permissible guys for controlling the spinnaker are:

- a. One topping lift. This pole lift may be attached only at the middle of the pole.
- b. One afterguy (outhaul). This afterguy must be rigged outboard of the shrouds and attached to or run through the outer end of the spinnaker pole fitting. The afterguy must not be secured to the hull or rigging more than 6 in. forward of the mast line.
- c. One afterguy downhaul. This downhaul shall be free-sliding on the afterguy and attached to the deck at a fixed point not more than 6 in. forward of the mast line.
- d. One pole downhaul. Shall intersect the mast or the deck approximately on the centerline not more than 9 in. forward of the mast line.
- D. The spinnaker may be flown with two clew sheets attached to the sail, but only one may be used actively at one time.
- E. The spinnaker shall be flown exclusively with the permissible guys intended for such purpose. These rules are intended to prohibit a member of the crew from placing his hands, arms, legs, or body on the spinnaker pole, or on the afterguy forward of the mast for the purpose of tightening the luff of the spinnaker.
- F. The provisions of this rule apply to flying and adjusting spinnakers. They do not apply to yachts in the act of setting, jibing or changing spinnakers nor to yachts correcting an emergency such as pole jack knife, etc.
- G. Luff and leach cords and similar devices - unlimited.

VIII BALLAST

1. General

- A. Live ballast only may be used.
- B. The Sections of Rule VIII are designed for safety as well as to permit various methods of hiking. Any equipment deemed unsafe by the Measurer or the Race Committee will be disallowed whether or not it complies with these rules.
- C. The Sections of Rule VIII apply to hiking to leeward as well as to windward and to all members of the crew, including the helmsman.

2. Equipment permitted for carrying ballast outboard.

- A. Hiking straps
 - a. Number permitted - unlimited.
 - b. Material - unlimited.
 - c. Attachment points - must be fastened below the deck line at two points only, one of which is on the centerline.
 - d. Hiking straps are allowed for the sole purpose of applying hiking resistance to the legs (ankles) of the crew and skipper. They are not to be used to apply resistance to the back, buttocks, arms, or hands, or in any way simulate a trapeze. Hiking straps may be made to be adjustable subject to these limitations on their use.

- B. Handrails
 - a. Unlimited as to number and material.
 - c. Placement - On or sunk into deck only; location - optional.
 - c. Shall be designed for hand grip only.
- C. Rope or line specifically for hiking.
 - a. Number and material - unlimited.
 - b. Attachment point - one end shall be attached inside or thru edge of cockpit. Other end shall be free. Line shall not pass under or thru any fitting or rigging on deck.
 - c. Loops - prohibited. Knot(s) in end or wooden handle attached without loop - permitted.
- D. Hull, deck hull running rigging, bilgeboards and their wells and tackle and other deck fittings not designed solely for hiking.
- E. Shrouds and backstays (but not other mast rigging) may be used for hiking, from a seated position. When used for hiking, the backstay shall be cleated so that an extension of the line of its upper portion is not outboard of the outside edge of the hull.

(Rules concerning the manner in which the equipment permitted above may be used appear in the By-Laws.)

PART VI**CLUB DESIGNATORS****CLUB**

Bayhead, N.J.
Beachwood, N.J.
Beaver Lake, Wis.
Biscayne Bay, Fla.
Boston Sailing Center
Carlyle Sailing Assoc.
Candlewood Lake, Conn.
Cedar Lake, Wis.
Cedar Lake, Ind.
Charlevoix, Mich.
Clear Lake, IN
Columbia, S.C.
Cormorant Lake, MN
Cowan Lake, Ohio
Crab Orchard, Ill.
Crystal Lake, Mich.
Delavan Lake, Wis.
Erie, PA
Georgan Bay, Ontario
Grand Lake, Colo.
Grand Maumelle Sailing
Club, Arkansas
Grand Rapids, Mich.
Green Lake, Wis.
Gull Lake, Minn.
Island Bay, Ill.
Island Heights, N.J.
Indian Lake, Ohio
Keuka Lake, N.Y.
Lac LaBelle, Wis.
La Crosse, Wis.
Lake Beulah, Wis.
Lake Calhoun, Minn.
Lake Chataqua, N.Y.
Lake Davenport, Iowa
Lake Geneva, Wis.
Lake Harriet, Minn.
Lake Hopatcong, N.J.
Lake Melissa, Minn.
Lake Mendota, Wis.
Lake Monona, Wis.
Lake Wawasee, Ind.
Lake Winnebago, MO
Lake Wissota, Wis.

CLUB

BH Lavalette, N.J. LS
BD Little Egg Harbor, N.J. LE
K Little Muskego Lake, Wis. LM
MI Long Lake, Ill. LL
BC Lake Travis, Austin, Texas LT
S MacBride, Iowa IM
CW Manasquan River, N.J. MR
A Mantoloking, N.J. MA
CI Maxinkuckee, Ind. MX
CX Metedeconk, N.J. MC
IC Minnetonka, Minn. M
SC Missouri YC, Mo. MO
BC Muskegon, Mich. MU
CA Nagawicka, Wis. N
CO Neenah-Nodaway, Wis. U
CR North Lake, Wis. NO
D Ocean Gate, N.J. OG
ER Oconomowoc, Wis. O
GB Okauchee Lake, Wis. E
GL Okoboji, Iowa P
GM Oshkosh, Wis. J
Pelican, Wis. LP
G Pewaukee Lake, Wis. V
L Pigeon Lake, Ontario PI
GL Pine Lake, Wis. X
IB Pistakee Lake, Wis. Y
IH Powers Lake, Wis. R
ID Rock Lake, Wis. RK
KU Sandpiper Bay, Fla. SB
OO Savanah, Georgia GA
LX Seaside Park, N.J. SS
B Seneca, N.Y. SY
C Shore Acres, N.J. SA
CH Spring Lake, Mich. SL
LD St. Croix, Wis. ST
I Texas Corinthian, Texas TC
LH Toms River, N.J. T
HO Torch Lake, Mich. TO
ML Tulsa, Okla. OK
H Upper Minnetonka, Minn. UM
MS White Bear Lake, Minn. W
WA White Lake, Mich. WH
WO Whitefish Chain, Minn. WC
LW White Rock, Texas WR

PART VII



NATIONAL CLASS E SCOW ASSOCIATION CERTIFICATE OF OWNERSHIP AND MEASUREMENT OF E SCOW

Please Type or Print

Owner's Name & Address

Name _____

Address _____

City _____ State _____ Zip _____

Yacht Club _____

MEMBER OF - CIRCLE

ILYA WMYA MSSA ECESA NCESA

SAIL NO. _____ HULL NO. _____

Date _____

BOAT BUILDERS CERTIFICATION

I hereby certify that the Hull, Equipment and Rigging of this Yacht - Hull # _____ does comply with all NCESA measurement and scantling rules in existence as of the date of delivery of this Yacht. Further, that we hold a valid Builder's Certificate of Measurement issued by NCESA for the current year. Actual Weight - Hull & Spars _____

Exceptions are as follows: _____

TO VALIDATE THIS CERTIFICATE OF MEASUREMENT ALL SPARS & RIGGING MUST BE CHECKED BY THE OFFICIAL MEASURER.

Date _____ SIGNED _____

By _____

OWNER'S AFFIDAVIT THAT THERE HAS BEEN NO REPLACEMENTS OR CHANGES MADE IN THE SPARS OR RIGGING SINCE THE LAST MEASUREMENT:

Owners Signature	Date	Owners Signature	Date

NCESA Validation

NCESA Fee Paid _____
Secretary-Treasurer NCESA _____ Date _____

Transfer of Ownership

I hereby Certify that as of this date I have sold or traded the Yacht, herein described, being Hull # _____
built by _____ to the following.
Builder _____

New Owner	Address
City _____ State _____ Zip _____	Yacht Club _____
MEMBER OF - CIRCLE	Sellers Signature _____
ILYA WMYA MSSA ECESA NCESA	Date _____

DIRECTIONS FOR NEW BOAT - Builder shall fill out and send original and two copies, together with fee to NCESA secretary.
FOR BOAT TRANSFER - Seller or new owner shall fill out and send original and 2 copies, together with fee to NCESA secretary.
Copies may be carbon or copy machine.

SECRETARY-TREASURER: Sherri Campbell, 122 Laurel Ave., Toms River, NJ 08753

N.C.E.S.A. CERTIFICATE OF MEASUREMENT

HULL MEASUREMENTS

Board Box Openings
Flotation
Mast Step
Chain Plates
Back Stays
Deck Bands

RUDDERS

Material
Shape
Upper Edge Angle
Thickness
Bevel
Sharpness

BOARDS

Material
 Shape
 Thickness
 Bevel
 Sharpness
 Extension
 Cross Sections:
 Depth
 Width

MAST

Bands
 Peak above Deck
 Forestay Attachment
 Main Shroud Attachment
 Lower Shroud Attachment
 Jib Halyard Attachment
 Spannaker Halyard Attach
 Spreader Attachment
 Spreader Length

BOOMS

Length
Bands

SPINNAKER POLE

NCESA Official Measurer

Date

MAINE AND

JIB

SPINNAKER

Submit to: Rules Committee, NCESA.

FORM 3.

REQUEST FOR SCANTLING RULE INTERPRETATION

I hereby request:

An interpretation of the Scantling Rules.

RULE(S) involved, if known.

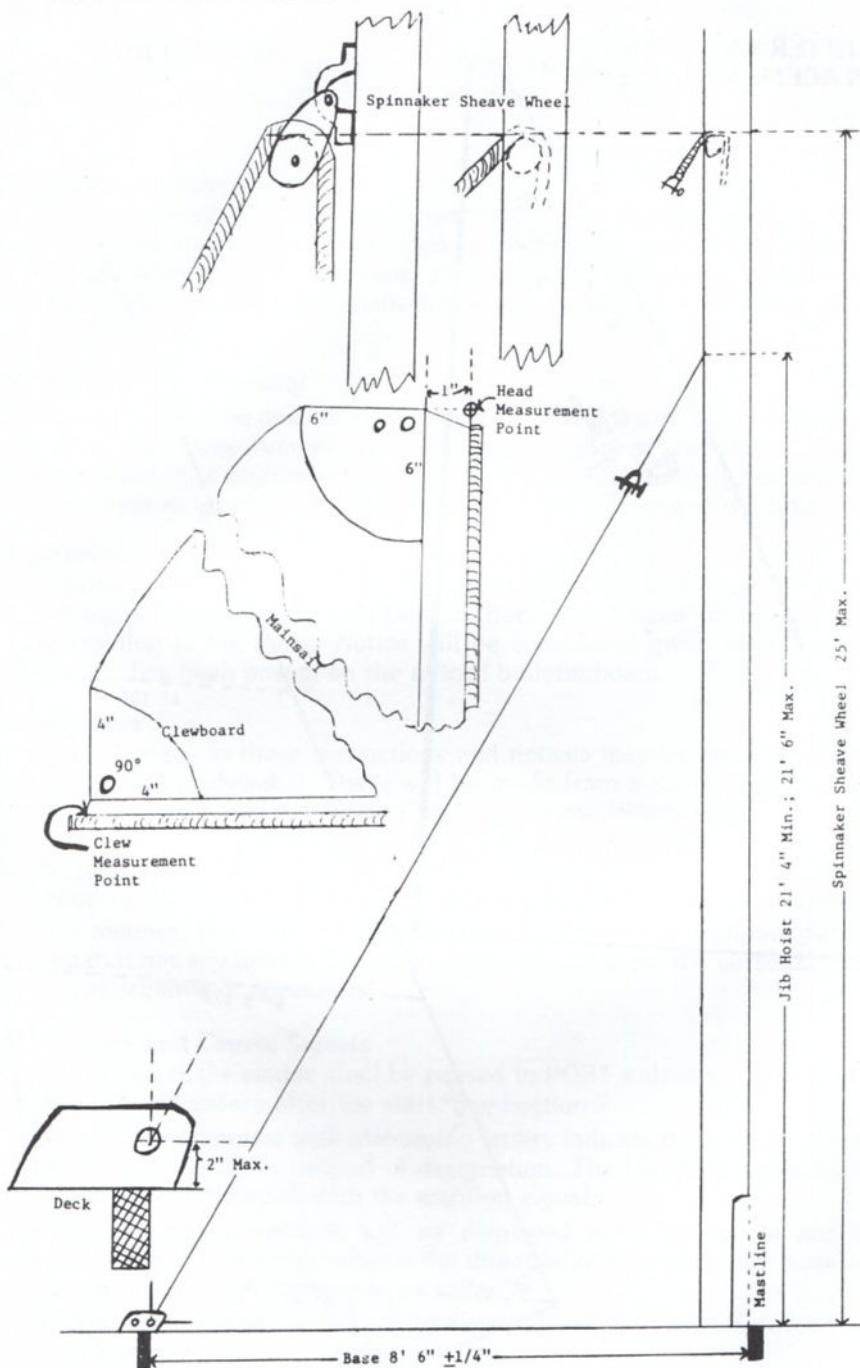
NCESA Rule Book for
year

Description of question or equipment involved.
(Use back of sheet for diagram)

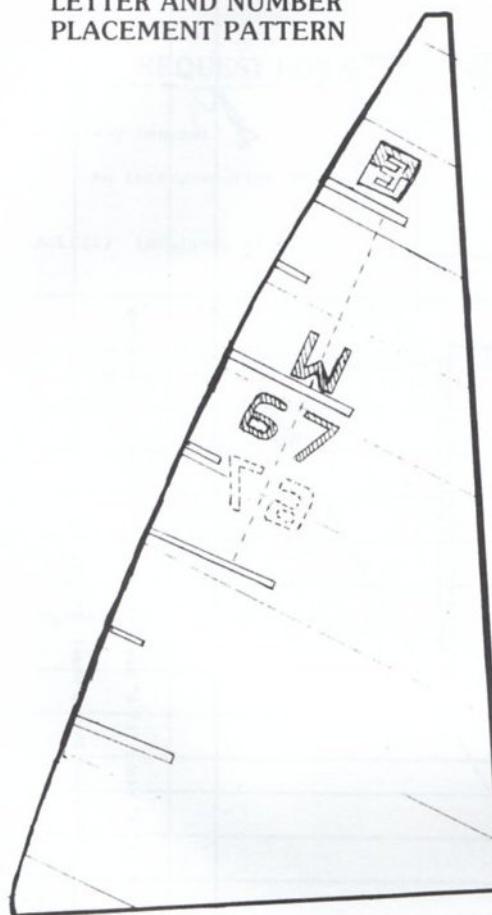
Argument for your interpretation.

YACHT INVOLVED: _____ Name: _____
SAIL NO. _____ YEAR BUILT _____
MANUFACTURER _____ HULL NO. _____ Address: _____ Zip. _____
SUPPLIER OF SPAR OR SAIL INVOLVED: _____ Phone: _____

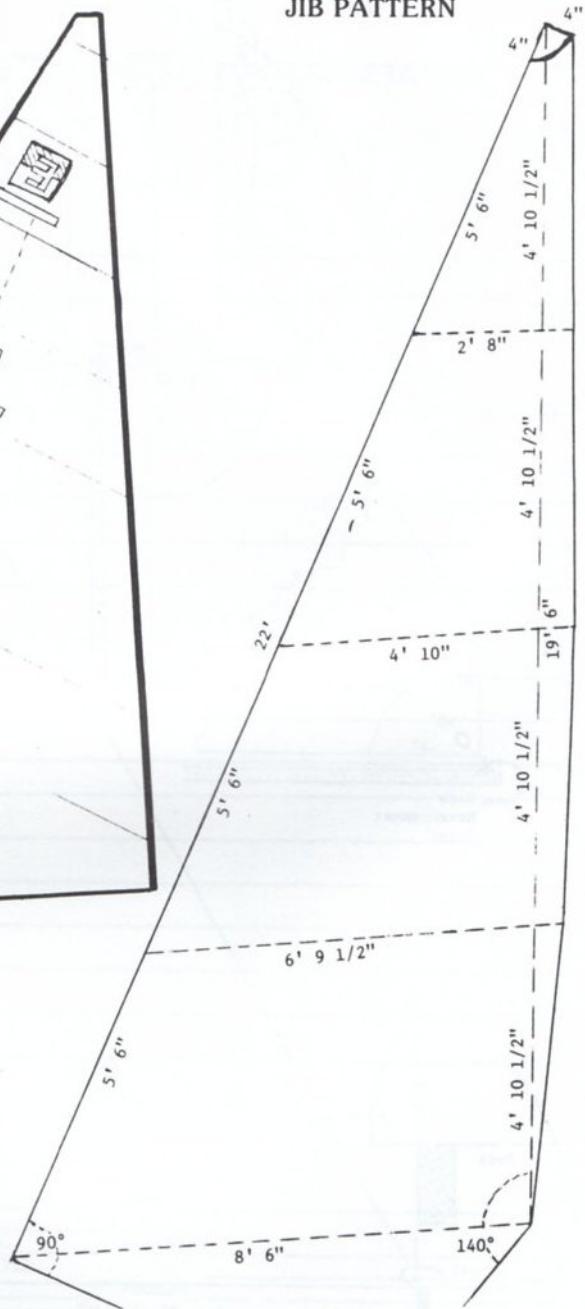
MEASUREMENT DIAGRAM



LETTER AND NUMBER
PLACEMENT PATTERN



JIB PATTERN



PART VIII

SAILING INSTRUCTIONS FOR NATIONAL CHAMPIONSHIP REGATTA

1. Rules and Jurisdiction

All races are held under the jurisdiction of the National Class E. Scow Association and will be managed in accordance with its By-Laws. All yachts competing in the event, through their willingness to enter and participate, thereby automatically agree to abide by all rules of the NCESA.

2. Entries and Eligibility

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

3. Notices

Notices will be posted on the official bulletin board. It is the responsibility of each skipper to check this board for information pertaining to the races. Notice will be considered given to competitors once it has been posted on the official bulletin board.

4. Changes

Oral changes to these instructions and notices may be made if deemed necessary or advisable. These will be made from a race committee boat following the hoisting of Code Flag L — "Come Within Hail."

5. Responsibility

Neither the NCESA nor the host club or any agent of either assumes in any manner, any liability whatsoever, for the boats and equipment in the regatta; nor any liability for the personal effects or for the personal injury of participants or spectators.

6. Courses and Course Signals

All marks of the course shall be passed to PORT unless a course change becomes necessary after the start. See Section 7.

The course diagrams with identifying letters indicate the types of courses to be sailed and the method of designation. The identifying signals will be displayed before or with the warning signal.

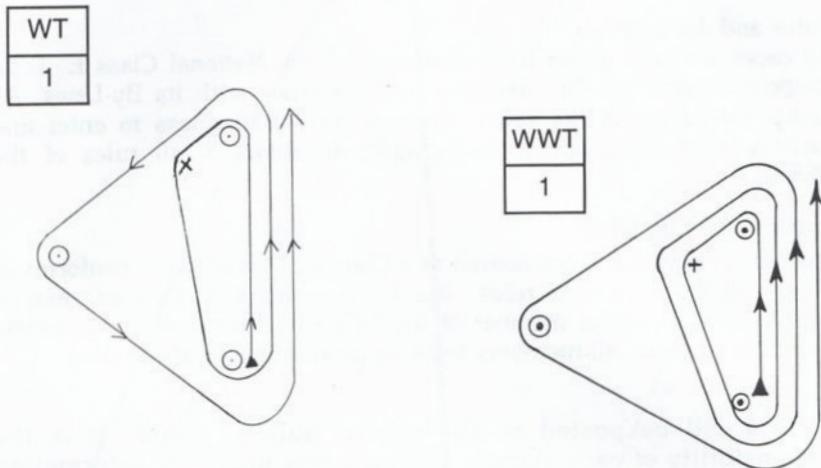
Compass course symbols will be displayed with the course and lap designators. These will indicate the direction of the windward mark and the type of triangle (if any) to be sailed.

Offset marks will be used for all courses and shall be rounded on each lap of the course.

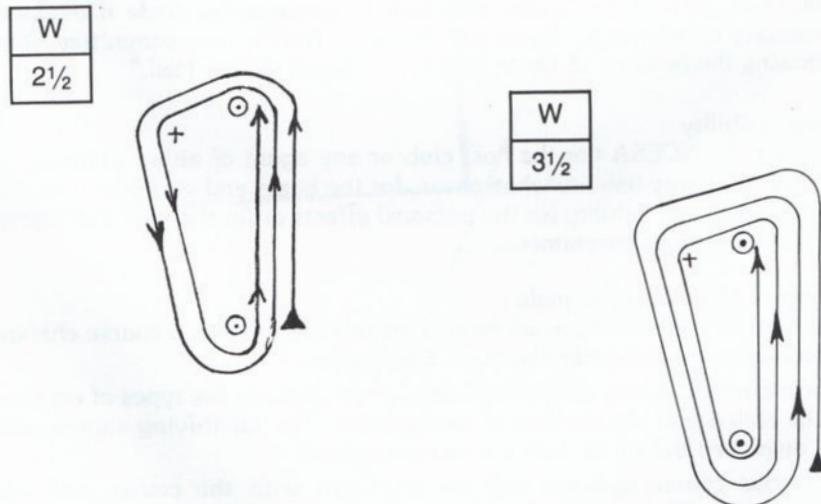
There will be no shortened course after any race has begun.

7. Course Diagrams

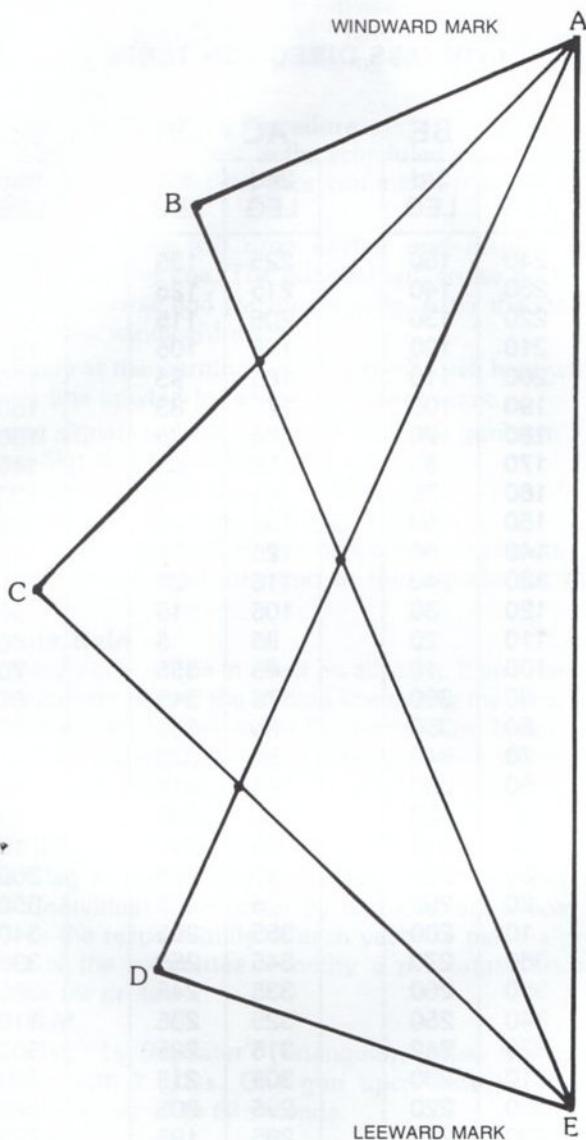
WINDWARD-TRIANGLE



WINDWARD-LEEWARD



NOTE: Variations to the diagrams may be made by the Race Committee provided that notice has been given the competitors on the Official Bulletin Board in advance of a race using such course.



Letter on course board designates the type of triangle to be sailed. Number designates the compass direction to windward mark. Use table on page following to determine other compass directions. If C is displayed use AC & CE; if B is displayed, use AB & BE, if D is displayed use AD & DE.

8. For Triangle Courses - In each, the reaching legs are set at approximately 90° to one another.

COMPASS DIRECTION TABLE

AB		BE		AC		CE		AD		DE	
1st LEG	2nd LEG	3rd LEG		2nd LEG	3rd LEG		2nd LEG	3rd LEG		2nd LEG	3rd LEG
360	240	150		225	135		210	120		200	110
350	230	140		215	125		190	100		180	90
340	220	130		205	115		170	80		160	70
330	210	120		195	105		150	60		140	50
320	200	110		185	95		130	40		120	30
310	190	100		175	85		110	20		100	10
300	180	90		165	75		90	360		80	350
290	170	80		155	65		70	340		60	330
280	160	70		145	55		50	320		40	310
270	150	60		135	45		30	300		20	290
260	140	50		125	35		10	280		10	270
250	130	40		115	25		360	270		350	260
240	120	30		105	15		340	250		330	240
230	110	20		95	5		320	230		310	220
220	100	10		85	355		310	220		300	210
210	90	360		75	345		290	200		280	190
200	80	350		65	335		270	180		260	170
190	70	340		55	325		250	160		240	150
180	60	330		45	315		230	150		220	140
170	50	320		35	305		220	130		210	120
160	40	310		25	295		200	110		190	100
150	30	300		15	285		190	100		180	90
140	20	290		5	275		170	80		160	70
130	10	280		355	265		150	60		140	50
120	360	270		345	255		130	40		120	30
110	350	260		335	245		110	20		100	10
100	340	250		325	235		90	360		80	350
90	320	240		315	225		70	340		60	330
80	310	230		305	215		50	320		40	310
70	300	220		295	205		30	300		20	290
60	290	210		285	195		10	280		10	270
50	280	200		275	185		360	270		350	260
40	270	190		265	175		340	250		330	240
30	260	180		255	165		320	230		310	220
20	250	170		245	155		300	210		290	200
10	240	160		235	145		220	130		210	120

9. Marks

A specimen mark and offset mark will be displayed at the skipper's meeting. If a boat must be used to replace a mark, one gun will be fired. The boat will display code flag "M" (white diagonals on blue field) or a mark. Round or pass the boat displaying this signal instead of the mark which it replaces.

10. Course Setting and Starting Procedure

Approximately one hour prior to the scheduled start, the gunboat will fire an hour gun to signify that the race committee is ready to embark for the racing area.

Two Committee boats will drop anchor and display orange flags to designate the starting line. The gunboat will cruise back and forth along the line, giving course and starting signals. After the start, the gun boat will cruise to the windward mark.

Approximately at the warning signal, a committee boat will proceed from the starting line upwind to set the windward mark.

The starting signals will be displayed from the gunboat:

Warning Signal - White flag - 10 minutes

Preparatory - Blue flag - 5 minutes

Start Signal - Red flag - Start

Each signal will be lowered 60 seconds before the hoisting of the next.

Guns will be fired to call attention to the signals but the flag signals control.

11. One Minute Rule

The one minute rule will be in effect on all starts. If any part of a yacht's hull, crew or equipment is over the starting line during the minute before the start signal, she shall round either end of the Starting Line before starting. This may be done before the starting signal but yachts which violate this rule will not be informed until after the start.

12. Recalls**A. INDIVIDUAL**

Code Flag X (white flag with blue cross) together with one horn blast. Individual notification by hail and chase boat may be given but it is the responsibility of each yacht to make a proper start and failure of the committee to notify a premature starter will not be grounds for protest.

B. GENERAL

Code Flag "1st Repeater" (Triangular, yellow triangle on blue field) together with 2 guns. One gun upon lowering indicating a new Preparatory Signal in 60 seconds.

13. Starting and Finishing Line

Starting and finishing lines are bounded by the leeward edge of the flag pole displaying the orange flag. If a buoy without flagpole designates one end of a line, the leeward side of the buoy determines the line.

The committee boat on the starboard end to the finishing line will display an all blue flag.

The committee boat on the starboard end to the finishing line will display an all blue flag.

14. Change of Course After Start

If it is necessary to change the course while the race is in progress, a committee boat will station itself near a mark before the leading yacht reaches it. As the leading yacht reaches the mark, the race committee boat shall fire 2 guns and display code flag 'C' (Blue, White, Red, White, Blue horizontal stripes). It shall inform all yachts of the course to the new mark.

A mark which will not be used again will be removed after the last yacht has rounded it.

STARBOARD ROUNDING-If a course change is to be made to a new course more than 180° counter clockwise from the immediately preceding course, yachts approaching the mark where the course change is to be made may be ordered to round the mark to STARBOARD rather than to PORT. This is done to prevent a yacht's proper course from intersecting the course of yachts about to round. Only the buoy where the course change is made to be rounded to Starboard. Subsequent roundings of all marks shall be to port as usual. If a starboard rounding is necessary, code flag Q (Yellow Square) shall be displayed in addition to the normal flag and guns for a course change and all yachts shall be informed by hail(s).

15. Time Limit

The time limit shall be 2-1/2 hours.

16. Other Flags and Signals

A. POSTPONEMENT

Trapezoidal shaped; red and white vertical panels. Two guns will be fired upon hoisting. One gun will be fired upon lowering; next signal will be made 60 seconds thereafter.

B. ABANDONMENT

Code Flag "N" (blue and white checkered). Three guns will be fired upon hoisting.

C. ABANDON AND RESAIL IMMEDIATELY

Code Flag "N" (see above) together with Code flag "X" (blue cross on white field). Three guns will be fired upon hoisting. One gun will be fired upon lowering; next signal made 60 seconds thereafter.

D. LIFE JACKETS

Code Flag "D" (yellow and blue horizontal bars). Two guns will be fired upon hoisting. All sailors shall immediately wear life jackets and continue to wear them until the signal is struck. It is the responsibility of the sailors to wear life jackets when conditions warrant whether or not code flag "D" is displayed. Life jackets shall be worn as they were designed to be worn by the manufacturer.

E. COME WITHIN HAIL

Code Flag "L" (yellow and black squares). One gun will be fired upon hoisting. Yachts should come along side the boat displaying this flag to receive verbal instructions. Oral instructions

supplementing or changing the sailing instructions may be given in this manner.

F. PROTEST

Code Flag "B" (all red) or other signal allowed by the rules.

G. ACKNOWLEDGE FOUL

Code Flag "I" (Black disk in yellow field). The yacht must also inform the race committee upon finishing.

17. Protests and Appeals

Any yacht wishing to enter a protest must follow USYRU Rule 68 with the following changes:

- A. Immediately after finishing must notify the race committee of the number of the protested yacht or other reason for the protest.
- B. File a written protest on an official form within 1 hour of the landing of the Race Committee Boat.

These requirements may not be waived by the Protest Committee unless the yacht can prove that it was impossible for her to have complied and that she complied to the extent possible under the circumstances.

Appeals from the decisions of the Protest Committee may be filed in accordance with USYRU Rule 77 in accordance with article 12, Section 6 of the constitution.

18. Scoring

The Low Point Scoring System according to USYRU Appendix 5A paragraph I. See also By Law VIII Section 4.

19. Last Race

The last race at the championship regatta will not start after 3 p.m.

PART IX

NATIONAL CHAMPIONSHIP REGATTA

Annually the week of Labor Day in September, the Association will sponsor a national championship regatta. The event will be a planned six race, three-day regatta usually falling on a Thursday, Friday, and Saturday. Registration and launching would take place on Wednesday.

The regatta site will be rotated regionally.

In order to facilitate both the Association and local host club coordination, regatta bids are solicited and usually awarded several years in advance. Information regarding the schedule is available from the Secretary of the Association. Exceptions to the regional sequence are made to foster and encourage E boat sailing at various new sites around the country. Organizations and clubs are encouraged to submit bids and invitations to the Secretary of the Association.

National Championship invitations are received and regatta bids are awarded pursuant to Part IX of the Rule Book. In the event either the host organization or NCESA feel any of these provisions should be modified or may be inadequate for any particular site, it should be clearly presented in the invitation or award. Otherwise the bids and invitations are accepted pursuant to these provisions. The host club timetable is provided as a suggested schedule of local club activities. Particular attention is drawn to the June 1 responsibility so that the necessary notices and advertising can be forthcoming from the Association. The purpose of identifying these items is to preclude misunderstanding as to responsibility and relative obligation. If there is any question, it should be directed at the earliest opportunity to the NCESA.

The host club should advise the NCESA at the time of bid or immediately upon awareness of any anticipated difficulty in meeting these responsibilities.

The NCESA will provide all trophies and the items of equipment and supplies as specified in Part IX. The NCESA will also set and collect the entry fee and membership fees for the participants in the regatta. Assistance at the registration desk should be provided by the host. Such fees will be collected in the name of the NCESA and become the property of the NCESA whether collected in advance or at registration. The NCESA will provide advanced publicity in official notices and in its publications. Local publicity will be the responsibility of the host club. The NCESA in consultation with the host club will appoint the judges and Race Committee personnel.

The NCESA will pay the sum of \$600 as a guarantee to the yacht club prior to the conclusion of the regatta. This sum is to defray any expenses the host

club may incur in connection with the hosting of the event, not including costs of providing food for which charges are made, but including such items as the rental of cranes, fuel for committee boats.

Inasmuch as the variety of sites may range from a large, public park to an established yacht club facility, local expenses may vary. If this arrangement is not satisfactory, a proposed modification to the arrangement must be made at the time of the invitation. The regatta should not be run at a loss by the host club; on the other hand, it should not be a profit maker.

NCESA REGATTA HOST REQUIREMENTS

- 1. Facilities at or near Yacht Club/Regatta H.Q.**
 - A. Parking for cars and trailers.
 - B. Facility and scale for weighing yachts.
 - C. Taxi boats as necessary.
 - D. Space for mooring yachts if wet-sailed regatta.
 - E. Space for mooring yachts at the lunch hour.
 - F. Space for sail measuring: Outside normally; inside if rain.
 - G. Tables for registration and sale of lunch and dinner tickets.
 - H. Adequate bathroom facilities.
 - I. Room for Protest Committee to meet and for hearing protests.
 - J. Secure area for equipment and supplies at night.
 - K. Power source for sailors repairs.
- 2. Social Events & Food** — Host Club will arrange the following:
 - A. For Thursday night — Informal party and tickets for sale.
 - B. For Friday night — Annual Banquet and tickets for sale.
 - a. Head table with approximately 12 chairs and mike.
 - C. Doughnuts and coffee each morning for sale (discretionary).
 - D. Lunches for all Race Committee and Sailors each day — for sale.

Host club will arrange a place for the annual meeting of the NCESA. Host club is responsible for sale of tickets and collection of money for meals and social events. Tickets should be available for sale at time of registration. Host club is also responsible for printing any necessary maps and other information concerning social events.

Registration and membership fees shall be collected separately as agent for NCESA.

Important: For Items A, B, and D, the Race/Protest Committee get FREE tickets. The cost for the sailors should be adjusted for approximately 12-15 free tickets for Race Committee personnel and their spouses.

The NCESA does not guarantee the financial arrangements of the meals or events.

3. Housing — THE POLICY OF THE NCESA IS TO KEEP THE COST OF HOUSING AS LOW AS POSSIBLE. HOUSING IN PRIVATE HOMES IS DESIRABLE, IF PRACTICAL, (WITH PREFERENCE TO COMMITTEE MEMBERS AND SAILORS COMING THE LONGEST DISTANCE).

4. Concessions

- A. The Host club should arrange for sale of the following items in the club house and at the registration desk:
 - a. T-shirts
 - b. Protest flags, supplies, equipment.
 - c. Pictures of the competitors' boats.
- B. THE HOST CLUB has the exclusive right to sell or arrange to sell FOOD AND LIQUOR AND BEER. HOWEVER, SUBJECT TO THE HOST CLUB'S BUDGET SITUATION, FREE BEER FOR THE IMMEDIATE PERIOD AFTER THE DAY'S RACING IS A CONGENIAL PRACTICE.

5. Committee and Other Boats — Host club will arrange:

- A. 4 Race Committee boats (plus one auxiliary, if possible).
- B. 2 chase boats.
- C. Rescue and spectator boats as needed.

PLEASE advise as to the expected availability of rescue and spectator boats by June 1 so that sailor spectators can be encouraged/discouraged from bringing their own. Launching and mooring facilities and gas for power boats brought by sailor spectators are not the responsibility of the host club. Information concerning the same is requested.

6. Equipment — Host club will arrange:

- A. One full set of flags for Gun Boat
- B. Extra "M," "D," and "C" flags — 3 of each.
- C. Race Committee flags.
- D. Extra shot guns/cannons — 3 if possible.
- E. Appropriate radio equipment for committee boats.
- F. Hand bearing compasses — at least 3.
- G. 4 buoys plus offset.
- H. Wind direction indicators.
- I. Stop watches — at least 3.
- J. Anchors and line for each boat.
- K. Power hailers — at least 4.
- L. Course board.
- M. Map and chart of lake.
- N. Some method of measuring length of legs.
- O. Extra gas cans and spare parts.
- P. Back up equipment.
- Q. Club may provide yellow material suitable for use by competitors as "I" Flags.

7. **Equipment Needed at Regatta Headquarters** — Host club will arrange:
 - A. Scale for initial weighing of boats — tested for accuracy.
 - B. Bulletin board for notices.
 - C. Score board with hooks or equipment for posting race results.
 - D. Lead to sell underway boats or a local source.

THE NCESA HAS NO EQUIPMENT.

8. **The NCESA Will Provide the Following:**

- A. All trophies.
- B. Up-to-date membership lists.
- C. Printed forms:
 - a. Entry blanks.
 - b. Sailing instructions.
 - c. Weight cards.
 - d. Score cards.
 - e. Protest forms.
 - f. Buoy rounding and recording forms.
- D. NCESA regatta flag.

HOST CLUB TIMETABLE [Advisory]

By January 1:

1. Select personnel for the following suggested committees and supply NCESA with names, addresses, and phone numbers.
 - A. Overall person in charge of host club's arrangements.
 - B. Social events.
 - C. Breakfast and lunches at Club.
 - D. Equipment & Race Committee boats.
 - E. Housing — Camping.
 - F. Launching, weighing, registration, personnel.
2. Supply NCESA with names of possible local people, if any, to serve as members of the Race Committee and Protest Committee. NCESA with the advice of the host will appoint all Race Committee and Protest Committee members.
3. Supply general estimate of expected availability of equipment; personnel; housing and camping; parking; food; bathrooms; and any expected problems due to local conditions.
4. Make rough estimate of number of persons who can be accommodated in private homes.

NOTE: RACE COMMITTEE and PROTEST COMMITTEE personnel provide their own transportation and housing and receive no compensation

for their services. They should be given first preference on available housing in private homes. They receive free tickets to all events and free lunch tickets, that cost should be included in event budget.

By June 1:

1. Supply NCESA with the following items for printing in the official notice of the regatta:
 - A. Map of lake/bay area showing roads, yacht club location, etc.
 - B. Directions to yacht club and launching areas from freeways.
 - C. If wet sailed regatta, whether sailors must bring own anchors.
 - D. Optional safety equipment required by local conditions.
 - E. List of motels and accommodations.
 - F. Location and availability of campsites.
 - G. Name, address, and phone number of person to assist in housing.
 - H. Any other information on the area such as ferry boats, airports, etc.
 - I. Place to launch power boats and to get gas.
 - J. Desirability of bringing power boats.
 - K. Availability of sail and boat repair.
2. Supply NCESA with names of other members of committees and progress report on arrangements.
3. Supply NCESA with the following information for the Sailing Instructions:
 - A. Map of sailing area — mooring area — camera ready.
 - B. Names of local officials such as Commodore and others whose names should appear in the regatta information.

NOTE: Information on motels and camping should include distance from yacht club/mooring area, number of rooms, cost, directions for locating and any other pertinent information.

4. Permits, etc. host club will arrange:
 - A. All permits to use lake/bay for the event.
 - B. Notify all local officials concerning the regatta and obtain any necessary permission for parking, launching, etc.
 - C. Medical emergency arrangements and procedures, telephone numbers, etc.
5. Publicity — local newspapers alerted.
6. Photographs — It will be of great interest if local photographers can be induced to take pictures and sell them to participants. NCESA will itself utilize such pictures for its publications.

On Day Before First Race:

1. Place suitable signs to guide incoming sailors.

2. Set up table for registration/sale of tickets. Three people needed plus substitutes. Separate stations needed for **entries, membership, and meal tickets.**
3. Clear area for sail measuring and keep clear until measuring is set up. One assistant needed.
4. Assemble weighing and launching crew as local conditions require. One chief and assistants as needed. Relief crews also needed.
5. Arrange that all committee boats will assemble at H.Q. for installation of equipment.
6. Have at least one person available to pick up officials coming by air, etc.
7. Check out all equipment to be used.
8. Set up official bulletin score boards.

PART X

MEMBERSHIP LIST

1988

and

1989

1989 REGULAR MEMBERS

(The following are those 1988 members whose 1989 dues have been received at the time of publication.)

Abramson, Ed, 27880 Island View Rd., Excelsior, MN 55331

Adams, Brett, 10312 Toledo Ave., Bloomington, MN 55437

Allen, Bill, 18106 - 24th Ave. N., Plymouth, MN 55447

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Barnard, Robert, 109 Lakepointe Dr., Madison, MS 39110

Beaton, Mark, P.O. Box 372, Bay Head, NJ 08742

Beesley, Mark, 1825 Wood Valley Dr., Carmel, IN 46032

Beier, T.H., 5614 Rosa Ave., St. Louis, MO 63109

Biersach, Bill, 6287 N. Hwy. 83, Hartland, WI 53029

Bloom, Mike, 3138 Northview Rd., Wayzata, MN 55391

Blue, Burdette, P.O. Box 1090, Tulsa, OK 74101

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Brownlee, David C., 5670 Brandlwood Ct., White Bear Lake, MN 55110

Bubnowski, John, 1850 Arbor La., Union, NJ 07093

Bunse, Raymond G., 524 Sappington Barracks Rd., St. Louis, MO 63125

Call, John F., 109 Pickwick Place, Syracuse, IN 46567

Campbell, Clifford, 37 Haines Cove Rd., Toms River, NJ 08753

Campbell, William L., 122 Laurel Ave., Toms River, NJ 08753

Casper, Richard, 5695 N. Hwy. 83, Hartland, WI 53029

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Emory, William R., 5738 N. Shore Dr., Milwaukee, WI 53217

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Koenig, Karl, 1776 Rocky Point Rd., Pewaukee, WI 53072
Komlo, William K., 628 Acorn Glen, Delafield, WI 53018
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Coombs, Cliff, 707 Ocean Gate Dr., Ocean Gate, NJ 08740

Coyle, John, 534 Leeward Ave., Beach Haven, NJ 08008

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DeTar, John H., 780 California Ave., Reno, NV 89509

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