



National Class E-Scow Association Digital Reaches

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Greetings!

Important information is included about equipment failures and Rule changes for the National Regatta.

If you haven't already done so for 2008, you can renew your membership or join the NCESA on-line at [Renew/Join](#)

The National Championship Regatta is only weeks away. This is the 50th Anniversary of the National Championships and the people at Chautauqua have a very special event planned. [Register Now](#).

See the details in the articles below.

Registration Express Lane



50th ANNUAL NCESA

National Championship Regatta

June 27-29, 2008

Chautauqua Lake Yacht Club

Lakewood, New York

The start of the 50th Anniversary NCESA National Championships is only 20 days away!

QUESTION:

Are you the kind of Skipper that enjoys standing in humongous regatta registration lines manually filling out mountains of repetitious forms using the sweaty back of the guy standing in front of you as a desk and actually enjoy being sent all the way back to the end of the line to start the process all over again because you forgot the emergency contact phone number of your third crew?

OR,

Are you the kind of skipper that hits the top allowable speed (and then some) through the EZ Pass Lanes all while smiling at the camera? Are you the kind of skipper who takes on a completely different personality when the first warning gun sounds?

If you said yes to the second answer then you'll really appreciate the new regatta registration EXPRESS LANE !!

It's really quite simple! Just complete all of the requested data online. To do this, go back to that email you received from Regatta Network's when you registered and hit the link in that email. This link will take you directly back to your initial registration allowing you to edit and update all while in the comfort of your home or office.

Unfortunately, we are forced to close the online registration website Monday night June 23 so that we have time to process/print the data and have it arrive here from Madison on Wednesday. So, if you complete everything online, including your third crew's emergency contact telephone number, I guarantee an enjoyable regatta registration experience.

NOTE: We will continue to accept registrations "manually" after Monday the 23rd so please help make this event even more successful and encourage your fellow skippers who still may be on the fence to participate.

Now to really hit that EXPRESS LANE AT FULL SPEED, this weekend when you are out practicing to win the Nationals write down your complete hull number, the weight sticker number, up to two Main sail numbers, up to two Jib sail numbers and your A-Sym sail number that you are planning to use during the regatta and email it to me on Monday. If you do that plus complete the online registration the only thing left will be to pick up your pre-ordered regatta merchandise and sign that pesky Regatta Liability Release by you and each of your crew members. The form will be available on the E-Scow Web site in the next day or so.

Remember, you are not officially registered until all data is received and inputted.

Finally, if you plan on attending the first leg of the NY State Championships (which we hope you will) the weekend prior (6/21-6/22) for some early practice, we are prepared and will complete your registration at that time so you can skip the official registration altogether! Now that's extremely fast!

So, standing in some long huge line, at least twice, wishing you had a cold beer in your hand (New rule: no drinking in the registration line!) or spending that time perfectly setting up your boat to win. The choice is yours and yours alone!

See you in 20 days!!!

John G. Sellstrom
In charge of a painless registration process

Monitoring Equipment Failures

As many as 12 different boats are being investigated for equipment failures. Not all the owners have been contacted yet, but the BOD wanted to relay some timely information prior to concluding the full data collection. Some of the problems have been caused in part or full by the following:

- Exceeding an upper wind range greater of 22-25 mph. (Note: this may be less due to local conditions, i.e.; puffiness, waves, or tide conditions.
- Sailing in exceedingly puffy conditions, e.g. 17 mph ave, puffs of 27 mph

- In excess of 400 lbs diamond tension
- In excess of 800 lb upper tension
- In excess of 700 lbs crew weight
- Stay failure due to wear and tear
- Excessive heel which inhibits planning and therefore increases loads

Some recommendations to give serious consideration for the upper wind range for boats with the double spreader rig

- In heaviest conditions, load uppers to 800lbs, then rake aft to 650 lbs
- Keep the boat flat to promote planning
- Don't sail with over 650 lbs crew weight
- Don't exceed 400 lbs on diamonds
- Set mast rake to the new guidelines (found in the new Melges Tuning Guide)

It is the BOD desire to fully investigate all the problems and disclose their findings so that we can all sail these great boats to their full potential. We do wish to remind everyone to exercise caution until this process is completed. Check your equipment thoroughly, whether brand new or 20 years old. Simply because the new rig allows us to sail faster and more aggressively than before, doesn't mean we can exceed the old limits.

NCESA Rules Committee Says:

By Teb Beier

I have been receiving emails from a number of NCESA members about bowsprit use and concern about heavy traffic near the gate at the end of the run for the 2008 regatta. Also, several had heard that ISAF was going to change the zone of Rule 18 from two lengths to three lengths. I have been talking to a member of the ISAF/USSA Rules Committee and several of my fellow senior judges about these issues and their place in the Rules. With their counsel, I have requested adoption of the following policy to which the class leadership has agreed.

Bowsprits are not mentioned in the rules per se, but are treated as any other form of sail handling equipment such as spinnaker poles and reaching struts. The main concepts governing them are as follows:

1. A bowsprit may be extended only when being used for its intended purpose of hoisting, flying, or retrieving an asymmetric spinnaker.
2. When deployed for the purpose of managing an asymmetric spinnaker, a bowsprit is considered equipment "in normal position", and as such becomes part of the boat for determining the establishment of an overlap or finishing for a downwind finish when an asail is being carried.
3. It may not be extended at other times for other purposes such as preventing port tack boats from crossing or establishing an overlap when nearing a mark. Forgetting that it has remained extended is no excuse.

4. A good practical limitation for extending the sprit at the windward mark is to prohibit extension until a yacht has "overlapped" the mark on a starboard tack.

As a practical matter for judging the NCESA regatta this means that the sprit may not be deployed until the process of hoisting the spinnaker has begun, or until overlapping the windward mark on a starboard tack. It must be retracted as part of a continuous process of retrieving the spinnaker. This would imply that the sprit would never be deployed prior to "overlapping" the weather mark, but may be required to be deployed much later if the spinnaker hoist is not begun until a later time. In like manner, when the spinnaker is retrieved, the sprit must be retracted immediately thereafter at the latest.

Rule 18, currently, does not stipulate whether the bowsprit can be part of the length that determines the "two-length zone" in the 2005 (current) rulebook. In the 2009 rulebook, there will be a "three-length zone" which will stipulate hull lengths. The intention here is to discourage yachts from leaving the sprit extended to establish an inside overlap more easily.

I, and a number of class members, feel it would be a good idea to adopt this larger zone and the limitations on sprit use for the NCESA 2008 Championship Regatta. The class leadership has agreed. Therefore, the following two paragraphs will be included in the regatta sailing instructions,

ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

The establishment of a *two-length zone* is changed to a *three-hull-length zone*, and Rules 18.2.b and 18.2.c are modified to assess positions at the edge of a *three-hull-length zone* instead of a *two-length zone*. For rounding or passing the subject mark or obstruction, Rule 18 shall begin to apply at that point. A bowsprit or any other crew or equipment item shall not be included in determining the extent of this zone."

SETTING AND SHEETING SAILS

Rule 50 is modified to include, "A bowsprit may be extended only when being used for its intended purpose of flying an asymmetric spinnaker. It may not be deployed until the process of hoisting the spinnaker has begun, or until the yacht is overlapping the windward mark on a starboard tack. It must be retracted as part of a continuous process of retrieving the spinnaker.

Ted Beier
Chairman, NCESA Rules Committee
Jury Chairman, 2008 NCESA Championship Regatta