

The Ensign



US SAILING 2023 ONE DESIGN CLUB AWARD —PENTWATER YACHT CLUB

The Ensign Class Association Newsletter ~ Volume 63 Number 1 Spring 2024

~ www.ensignclass.com ~

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THE ENSIGN CLASS ASSOCIATION WAS FOUNDED IN 1962.

The objectives of the ECA are:

- To promote and develop Ensign Class Racing under uniform rules.
- To rigidly maintain the One-Design features of the Ensign.
- To promote the use of the Ensign as a family boat for recreational sailing.
- To educate the public, and particularly the youth, in sailing and sailboat racing, with emphasis on safe boat handling and the use of the proper equipment for sailboats.

On January 25th, 2002, on the 40th Anniversary of the ECA, the Ensign was inducted into the American Sailboat Hall of Fame.

Cover Picture

Pentwater Yacht Club
source: Pentwater Yacht Club website

Layout and design by

Anna Gorbold.

Special thanks to :

Kay Snider
& every one that contributed

**The ECA has a presence on Facebook and Instagram thanks to Doug Burtner and Michelle Macina, respectively.*

These images are 'live ' links directly to Facebook & Instagram



COMMODORE'S GREETINGS ~ BUD BROWN

Welcome Ensign Sailors!

There is much positive movement and activity within the ECA, which is a clear sign of a lively, one design class. The Midwinter Regatta is right around the corner, plans for the 2024 regional and national championship regattas are well underway, the rules committee has produced seven proposed rule changes (improvements which hopefully you have reviewed) and our publicity vice commodore continues to surprise us with fresh and innovative events designed to bring attention to the Ensign. The class is in sound financial condition and membership is up over last year.

I know of several Ensigns that are currently being refurbished and the finishing touches are being accomplished on a Project Shop for Region 1 and Fleet 63. Numerous Ensign-specific parts can be found at Ensign Spars and new Ensigns will be available soon.



New boats are important because our class is aging. The majority of Ensigns (1318) were built in the first five years, between 1962 and 1967. In total, 1810 Ensigns have been built, but only five since 2014. The last boat built, #2034, was built in 2019. If you own a sixty year old Ensign, you most likely have witnessed some degradation of the original materials. However, every sound Ensign hull can be rebuilt with parts made available through Ensign Spars. One of the proposed rule changes provides for more durable, modern materials which will improve the maintenance and longevity of rebuilt boats. Still, every year we see Ensigns get destroyed for their lead value. Over time, the class is shrinking, and this worthy design deserves to survive and thrive. This is the reason we need new boats.

Finally, I'd just like to say that building fleets is the next most important goal in the class. The old model of showroom floors and salespeople is long gone. Today, the Ensign owners are the sales force and the showroom is the value of the fleet activities. Almost everything happens at the fleet level, which means the fleet calendar is the most important document in every fleet. Taking friends sailing, helping your fellow Ensign owners and having a good time together is the basis for fleet building. While creating your fleet calendar, I urge you to include a balance of activities: racing, parties, fleet work days, cookouts, lessons, fun races, taking friends sailing... Make owning an Ensign and being part of a fleet something of high value for everyone, and do it with high visibility so that others will be enticed to join.

NOTE FROM THE EDITOR ~ ANNA GORBOLD



In the Fall issue I was lamenting how quickly the summer had passed—and now it 's February and this time I am lamenting the passing of winter. Or perhaps more precisely—out here in upstate NY the sadness that winter seems to have by-passed us - is it global warming? But here in Rochester - so far snow is lacking. I know many fly south, but for some of us skiing is a huge part of the winter scene. Jonathan and I did manage a road trip to CO over Christmas and into the end of January - it was wonderful and we got a fill of snow, not quit enough, but it will do if we don't get hit with a major storm yet!!

However the rest of life does not stop and with the Annual ECA meeting and being the Newsletter editor I am looking ahead to the summer. Not 100% enthusiastically, but I know it will come and as a Class we need to be ready for all the racing events that will surely take place. Those of us traveling to regattas need to book accommodations and make sure our crew are on board. Then of course there is the boat stuff!

Enjoy the contents of the Newsletter—Stan Murphy is continuing his History lessons of the Ensign and his efforts have been very well received. Catch up on rules changes, there is interesting information about our class finances, the Youth Program scholarships, the Spirit Award deadline for submitting a worthy name, Pentwater being named the US Sailing Club of the Year and much more.

I just hope for a few more snow flakes and once the mud season of April arrives I'll be done and eager for sailing and racing and all the excitement and hard work of getting boats ready.

Stay safe and healthy and be an active part of the ECA ~ Anna a few after thoughts:

The ECA Editor is always looking for articles, pictures, Ensign stories / fixes —what ever you feel would be of interest to share ~ please send it all to:

ECAnewsletter@ensignclass.com

NEW this edition:

Letters to the Editor ~ thoughts, ideas, comments send them to the Editor at:

ECAnewsletter@ensignclass.com

Don't forget to nominate some one worthy for the Spirit Award—page 8

Spread the word about the Youth Scholarship—page 25

IMPORTANT 2024 SAILING DATES

Mid Winters 2024

March 22 -24 at Columbia Sailing Club, on Lake Murray, Columbia, SC

Regatta Chairman

Fran Trapp

fran.trapp25@gmail.com

columbiasailingclub.org

Region I Championship

June 22-23, 2024

Miramar Yacht Club

Regional Commander

Pete McConnell

fpmcc65@gmail.com

Region II & III Championship

July 13-14, 2024

Newport RI

Regional Commander Scott

Mason

wmscottmason@gmail.com

Region V Championship

June 28-29, 2024

Les Cheneaux Yacht Club

Regatta Chairman Norm Betts

Region IV Championship

October 10-12, 2024

Lake Travis, Austin, TX

Regional Commander Lewis

Price

lewisprice5805@gmail.com

2024

Ensign National Championship

August 11 - 15, 2024

Niantic Bay Yacht Club

Robin Durrschmidt Fleet 73

Robindurrschmidt@gmail.com

Nbyc.org



CONGRATULATIONS PENTWATER YACHT CLUB— THIS IS A WOW FOR SURE !



The One Design Club Award was presented to PYC Vice Commodore Mike Bass by Rich Jepsen, President of US Sailing

US Sailing awarded the annual One Design Award at the National Sailing Symposium in Savannah, GA. Awardees were nominated by their peers in the sailing community through a public nomination form.

Pentwater Yacht Club was awarded The One Design Club Award. This award is given to a yacht club or organized group that has shown effort and leadership in the promotion and growth of One Design sailing, emphasizing the spirit of volunteerism and group-wide participation.

PYC was described as being “an integral part of the community and Village of Pentwater, MI. In 2022, the club completed construction on a new facility to replace the century-old warehouse it was founded in. Along with the new building came a new emphasis on all things related to sailing and sailboat racing. These include a refreshed Sailing Academy and hosting some significant events, including the 2023 Ensign Nationals. The club boasts a very active Sunfish fleet and participation in sailing and racing at the club has more than doubled in the past five years. Vice Commodore Mike Bass accepted the award on behalf of PYC membership.

(Copy provided by Marsha LaHaye, PYC Past Commodore—thank you)

MID WINTERS 2024

March 22 -24 at Columbia Sailing Club, on Lake Murray, Columbia, SC

Regatta Chairman: Fran Trapp

fran.trapp25@gmail.com

columbiasailingclub.org

COME ENJOY ENSIGN MID WINTERS DOWN SOUTH!

Columbia Sailing Club looks wonderful - but Ensigns are under their own power!



CALLING FOR 2024 NOMINATIONS—FOR THE SPIRIT AWARD

The purpose of the Spirit Award is to recognize a person who is affiliated with an Ensign owner, or local fleet or region or class association for, but not limited to, displays of excellence in sportsmanship or dedication to the local, region, or national fleet.

*Nominations shall be submitted to the **Spirit Award Committee chair by July 1st** for approval by the Governing Committee. The Committee is comprised of:*

Anna Gorbald, Chairman

Scott Mason

Marsha LaHaye

Eric Jones

Lewis Price

Up to three awards may be made per year.

The ECA will provide an engraved commemorative glass paper weight for presentation to the recipient at the site of the local fleet and each recipient's name will be recorded in the ECA yearbook.



The following are recipients of the award:

2022

Merle Hallet, Ensign Support

2021

Jim and Carl Anderson, Fleet building

Bob Conkey, Ensigns Forever

Chris Kogut, Nationals photographer

Roy Kraus, Blade jib

Irv Shapiro, Fleet building

Please submit Nominations for this award together with a letter explaining why the nominee merits consideration for this Class award to:

ecaregionalaffairs@ensignclass.com

All nominations must be sent by July 1 to be eligible for consideration.

ENSIGN CLASS 2024 NATIONAL CHAMPIONSHIP,
HOSTED BY NIAN TIC BAY YACHT CLUB
IN NIAN TIC CT

National Championship
Racing

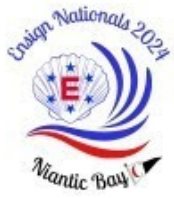
JAM Championship
Racing



Youth Championship
Racing

Best Fleet Award

- Check in and Registration, Saturday and Sunday August 10th and 11th
- Racing and Social events, Monday - Thursday August 12th - August 15th
 - Haul out and awards, Thursday August 15th after racing
 - Haul outs also available on Friday August 16th



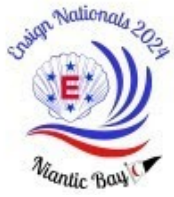
The Area: Niantic Bay is located in southeastern CT with easy access from the I 95 highway and with airport access for crew and others flying in at Providence RI, Hartford CT and the NYC airports. The area has a long ocean related history with the US Coast Guard Academy and the Nautilus museum, the first Nuclear powered submarine, located nearby. Our Monday night event will be at the Nautilus museum after their regular hours and we will have access to the submarine and the shore-side museum building. The Niantic Bay Yacht Club will host “Dinner By The Ocean” on Tuesday night. The awards banquet will be at the US Coast Guard Academy Officers Club on Thursday evening. The area has several large Casinos as well as the Mystic Seaport Museum, Mystic Aquarium and nearby beaches. The Niantic and Mystic CT areas are becoming more known for fantastic restaurants, arts, shopping and ocean related activities and museums.

The Venue: Niantic Bay Yacht Club and the Niantic Bay Sailing Academy are located together on Black Point in Niantic CT. The club is known as a great racing venue and has hosted numerous National and North American Championships. The easy access to the water with our 3 ton hoist and land mounted Gin pole have made the club an attractive venue to many classes with trailerable boats. We will dock or moor everyone at the club making getting on and off the water that much simpler. The bay itself is slightly more than a mile wide and the starting area of the races is usually just a short sail away. We do recommend booking housing early as rooms and houses for rent fill up in August.

There are actually 5 different events within the Regatta:

1. ***The National Championship Class.*** This class will compete for the Pearson Perpetual Ensign Trophy
2. ***The Youth Championship.*** A separate Trophy for the best Youth team offered by Fleet 35 in Marquette MI. Youth teams will race in the National Championship Class and compete for the National Championship as well as the Youth Championship.
3. ***The Jib and Main (JAM) Only Championship.*** This class will have a separate start and finish and complete for a perpetual trophy donated by Chad Lewis. The total minimum crew required for the JAM class is 1 plus the Helmsperson.
4. ***The Best Fleet award*** for the fleet with the best average score of boats in the National Championship fleet. Must have at least two boats from the same fleet to be scored for this award.
5. ***Honorable mention.*** All First Timer attendees will be recognized at the Welcome. Top 3 “First Timers” will be recognized at the end of the Nationals.





A special note on the Youth Championship 2024

At this time at least 4 Yacht Clubs have expressed strong interest in putting together a Youth team. The Niantic Bay Sailing Academy is forming a Youth Team who will be racing a Niantic Bay Sailing Academy club boat. To support youth sailing the Ensign Class Association has a well defined Youth Sponsorship program. This is a terrific program - this link on the Ensign Class Association web site:

https://www.ensignclass.com/content.aspx?page_id=22&club_id=323935&module_id=251553

provides all the necessary information for submitting requests for grants

With the sponsorship monies available from the Ensign Class, after a successful application, we hope that many Fleets and Yacht Clubs can find ways to support their youth sailors in participating in Ensign Nationals, Regionals and other events.

Please direct questions about the 2024 Ensign Nationals to:

ensign2024nationals@gmail.com

and someone will get back to you as soon as possible.

Information is also available on the Niantic Bay Yacht Club Website, www.nbyc.org under Public Racing,

THE ENSIGN CLASS & SOCIAL MEDIA ON INSTAGRAM ~ [go. Ensign.sailing](https://www.instagram.com/go.ensign.sailing) ~ MICHELLE MACINA (FIREBIRD #301)

Hello all Ensign sailors!

Thank you for sending me your pictures and videos to post on the Ensign Class Instagram account ([go.ensign.sailing](https://www.instagram.com/go.ensign.sailing)) over the past few months!

My goal is to promote the Ensign Class as well as its wonderful people to the rest of the sailing community. There are many facets of the class that I will be trying to recognize including day sailing, sailing lessons, local racing, and the larger regional and national events.

For this to be truly successful, I would love to share your personal Ensign stories throughout the year so everyone can enjoy the traditions and social events of the various fleets from across the country. Sharing our stories is a great way to spark an idea not only to individuals, but also to other clubs. This could provide inspiration for a club rebuilding or growing their Ensign fleet, a group wishing to have more non-racing events such as a yearly cruise or sunset sail, or a youth sailing program trying out a full-keel boat. Simply send me a few pictures or a video along with a description (short or long, whatever you think is necessary to tell the story), and I will post them to Instagram!

To date, many people have enjoyed the Instagram account, commenting on stories, sharing their adventures, asking questions about the Ensign Class, and several people have even sent messages that they have been inspired to buy an Ensign after seeing what the class is about!

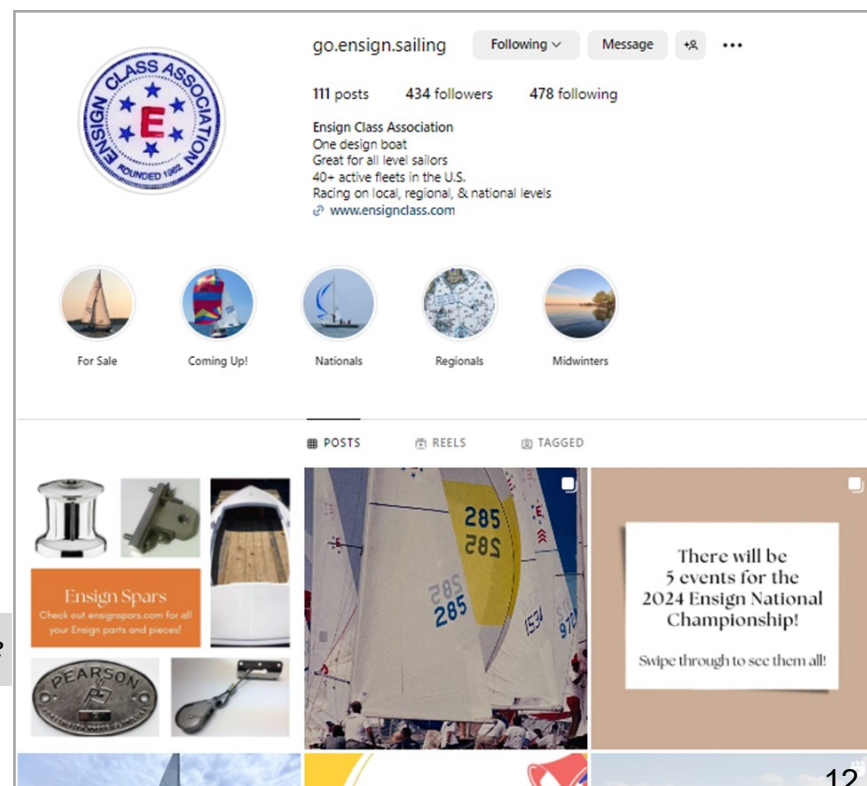
If you have not had an opportunity to view the account, check it out! There are also highlights about boats for sale, upcoming events, previous Midwinters, Regionals, and Nationals on the account to get you excited for this coming sailing season. I'm looking forward to receiving your pictures and stories!

Feel free to email or text me pictures and videos or contact me if you have any questions! goensignsailing@gmail.com or (860) 857-0330.

Happy sailing,

Michelle

[go. Ensign.sailing](https://www.instagram.com/go.ensign.sailing) ~ Instagram page



Suggested topics for this column are welcome. Please contact the author at:
estanleymurphy@gmail.com

A romantic aspect of Ensign ownership is the idea that most of our boats were built in the old Herreshoff yard that Pearson Yachts acquired in 1960. Even today, the place remains a landmark on the Bristol, Rhode Island waterfront, inviting references to Pearson sailboats as “ship shape and Bristol built.”



Beginning in 1965, however, Pearson began moving production of its boats to a modern, purpose-built plant three miles north in Portsmouth, Rhode Island. The move was complete by 1970 and by some accounts, Ensigns were the last production line moving to the new factory. The exact number of Ensigns with a Herreshoff yard pedigree is unknown, but hull numbers 1200 or lower are most likely “Bristol Built.”

Regardless of your boat’s provenance, the story of Pearson production facilities provides an interesting glimpse into the company’s rapid growth, its evolution into part of an industrial conglomerate, and ultimately its demise. In one sense it is the story of the plastic boat industry which went from zero to near collapse in a little over 30 years as overproduction, fuel prices, and tax laws created a perfect storm for the industry.

Although Clint and Everett Pearson may not have built the first plastic reinforced resin boats, they were certainly the first to produce these boats in large numbers. Clint Pearson began experimenting with FRP boat construction in his parents’ Seekonk, Massachusetts garage in 1955, bankrolling the effort with a \$2,000 separation payment from the United States Navy. He rapidly progressed from car top dinghies to small runabouts.

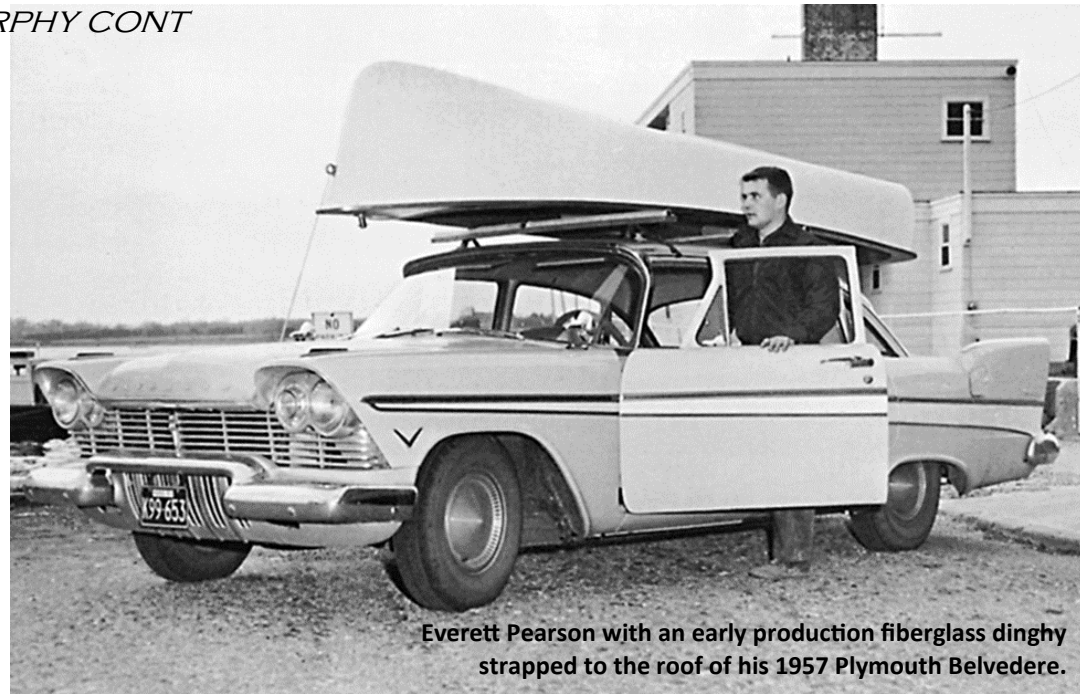
Current aerial view of the Herreshoff Marine Museum. Bristol, Rhode Island. Pearson’s old production plant is the building on the left above the road. Opposite it is the former location of the yard where many Ensigns were left to cure.

BRISTOL BUILT ~ WELL, MOSTLY. ~ *By STAN MURPHY CONT*

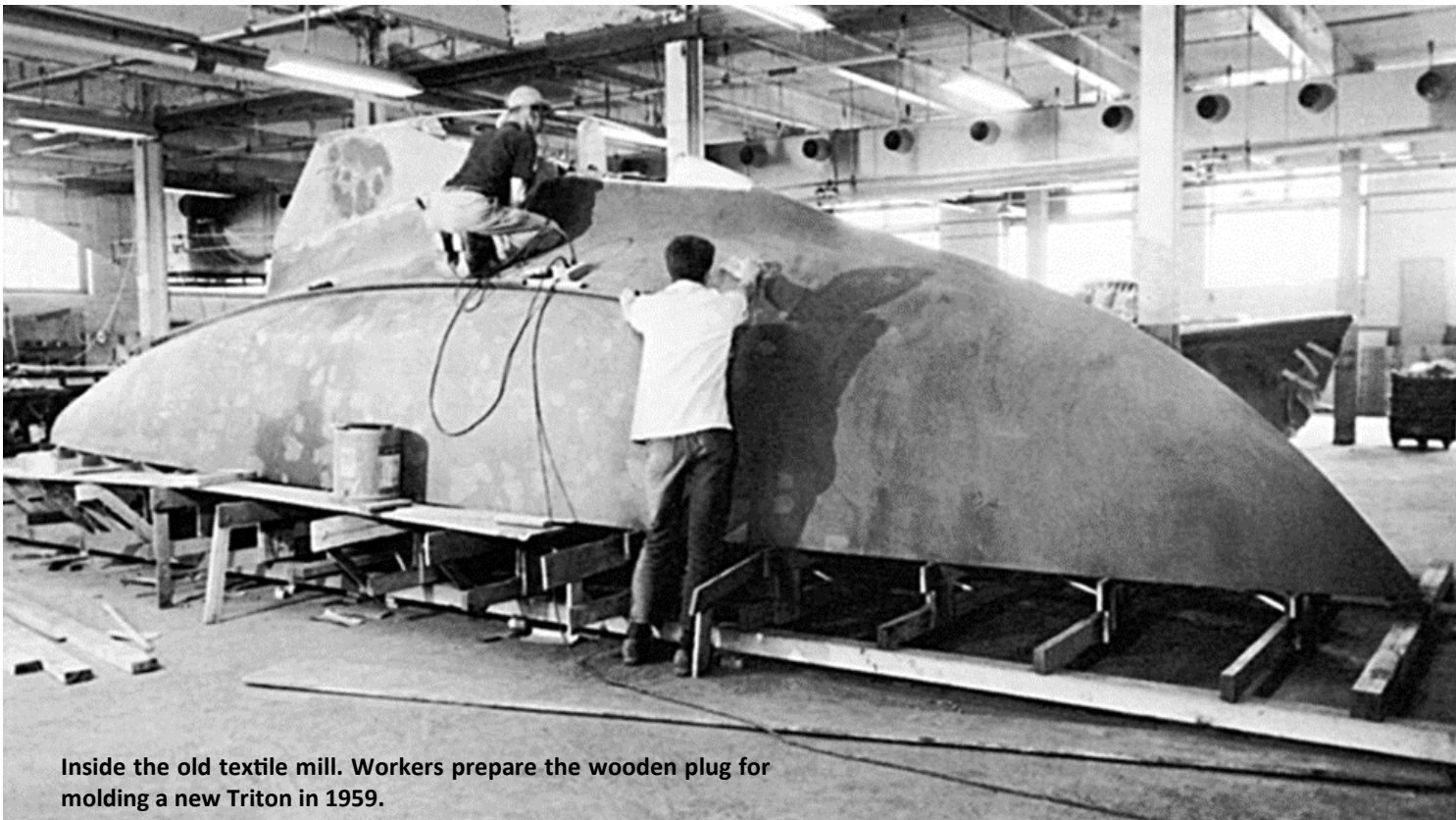
Before long, he was joined by his cousin, Everett Pearson, a fellow graduate of Brown University, after Everett finished his own service as a naval officer ended. Together with two other investors, Clint and Everett formed Pearson Yachts in 1958.

After displaying dinghies and runabouts at the 1957 New York Boat Show, the cousins generated enough orders to require a dedicated production facility.

Taking advantage of New England's declining textile industry, Pearson moved into the old Collins and Aikman weaving plant on Constitution Street in Bristol, Rhode Island.

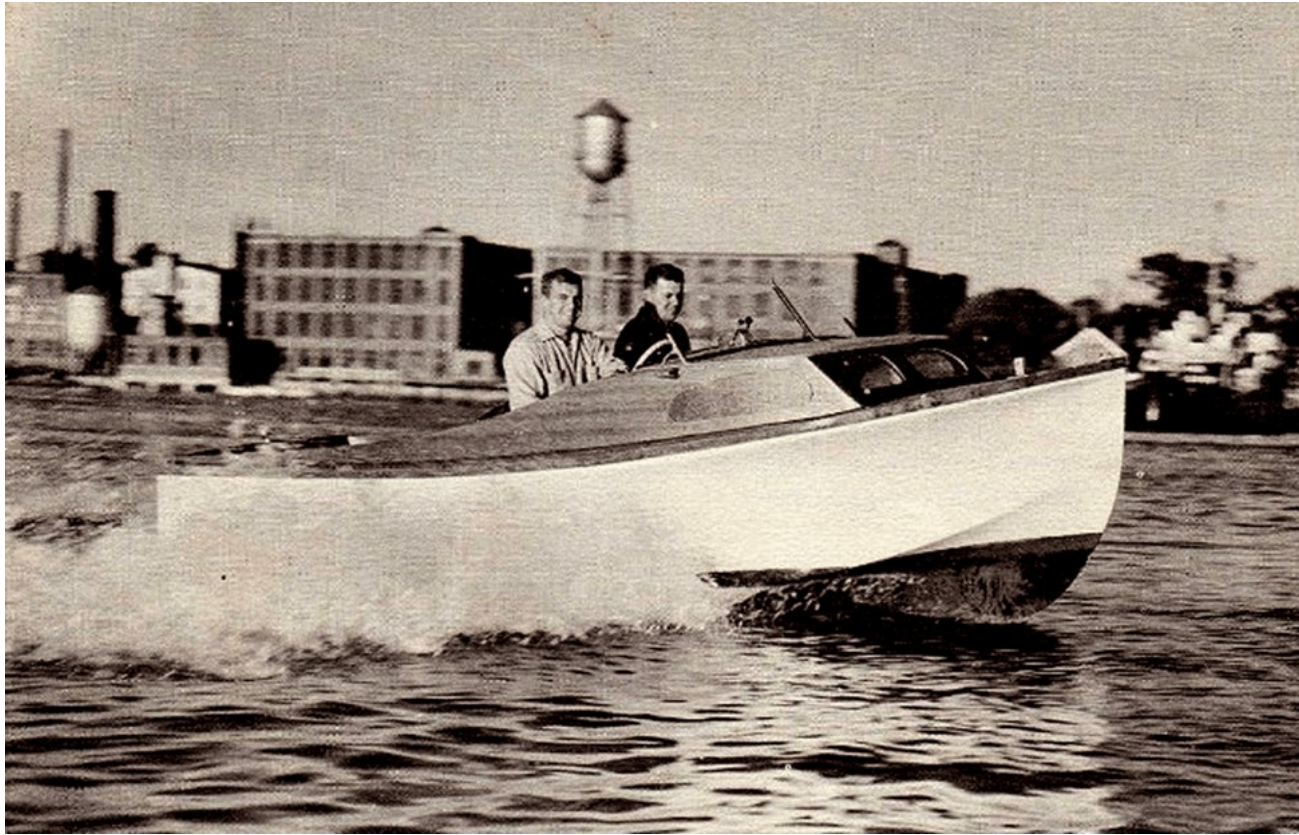


Everett Pearson with an early production fiberglass dinghy strapped to the roof of his 1957 Plymouth Belvedere.



Inside the old textile mill. Workers prepare the wooden plug for molding a new Triton in 1959.

Conditions were not optimal. A long time Pearson employee recalled that. "We could never stand up straight to work on boats because we had to look out for overhead sprinkler pipes."



*Clint and Everett Pearson aboard a Pearson Privateer in Bristol Harbor about 1959.
The first Pearson factory is shown in the background.*

Still, it was a propitious time to start a recreational boat business, particularly one whose revolutionary construction methods dramatically lowered the cost of boat ownership.

Composite materials had been a byproduct of World War Two and the nation had a new focus on leisure time.

Clint explained in a 1999 interview, "The market was just right for us. Leisure time was a big thing. [Our boats] were pretty simple to build at the time, and we tried to build one boat a day to keep up with the demand."

Demand exploded after the success of Triton, the company's first production sailboat that was a runaway boat show hit in 1959. Armed

with a handful of Triton orders, the Pearson cousins took their company public and, with \$45,000 in cash and a similar amount in stock, they

purchased the yard and buildings that remained from the Herreshoff Manufacturing Company that had been idle since 1946.

The move was a short one. Captain Nat's yard was only three blocks away from the old textile mill. The Pearsons rapidly built a modern production plant and went to work building boats in earnest. Little known today, their production included a full line of power boats in addition to their growing lineup of sailboats. Ensign production began in 1962.

The company's explosive growth created persistent cash flow problems for Pearson. By 1961, the cousins needed a financial savior that they found in Grumman Industries, a subsidiary of the aircraft giant, which was interested in diversification, particularly in the evolving plastics industry. Paying \$800,000 for the company (roughly the equivalent of \$8.7 Million today), Grumman took the reins by the end of 1961.

At the time, Grumman's boat building efforts were best known for aluminum canoes, so Everett stayed on while the new owners recruited Bill Shaw, a Sparkman and Stephens trained naval architect with a background in industrial production.

One of Shaw's first moves was to construct a massive 100,000 square foot factory further up Narraganset Bay in Portsmouth, Rhode Island. The move was strategic and driven by concerns not entirely related to the boat business. Ultimately expanding to almost a quarter million square feet, the new plant also housed production facilities for motor homes, fiberglass bus roofs, and fire trucks. A larger facility also meant the ability to build larger sailboats, and most of Pearson's Shaw designed cruising boats came off the factory floor in Portsmouth.



Pearson's Portsmouth, Rhode, Island plant in 1981. Boat production was in the foreground building. Grumman made motor home and fire trucks in the taller building nearer to the water.

Gas prices, an oversupply of boats, and changing tax laws ravaged the boating industry in the late 1980's and early 1990's. After an unsuccessful effort to spin off Pearson Yachts to a private equity firm in 1986, Grumman repurchased the company, ultimately putting it through bankruptcy in 1990.

Accounts differ about whether Pearson was profitable for Grumman. Clint Pearson doubted that the boat business was ever successful for the conglomerate. "Pearson only lasted as long as it did because of the kindness of Grumman. I doubt the company ever made any money for them."

Bill Shaw, who ran the company for 25 years, disagreed. "Sure, Grumman looked at it as a business, and we turned a good profit for Grumman in the healthy years, especially when we started building the larger boats with larger profit margins. I don't think they would have kept the company that long if we weren't doing well for them."

Perhaps Grumman's greatest success from its Pearson venture was the development of a robust composite manufacturing business that still exists today. Its most notable product was the long lived fleet of aluminum and fiberglass laden postal delivery trucks fittingly known as "Long Life Vehicles." The last LLV was produced in 1994 and many are still in use. It is inviting to think that those mail trucks carry along a

little of the Pearson legacy.

Pearson's first production facility on Constitution Street still stands on the Bristol waterfront. Beginning this year, it will be converted into residential apartments. The company's 1960 factory in the old Herreshoff yard continues to do faithful service as a principal exhibition building of the Herreshoff Marine Museum.

Grumman's huge plant in Portsmouth stood vacant for many years after the boat company's bankruptcy. Once briefly designated as a Super Fund cleanup site, the factory was razed several years ago. As recently as 2010, weed-shrouded boat molds could still be seen in surrounding fields.

After selling their company, the Pearson cousins went on to long and productive careers producing boats as iconic as those that still that carry their name.



The former textile mill that was Pearson's first factory, as it appears today, ready for conversion into apartments.

Clint resuscitated a failing company in 1964, creating Bristol Yachts. He died in 2020 at the age of 91.

Everett co-founded Tillotson-Pearson Industries, which, among other projects, manufactured J-Boat, Alden and Alerion sailboats. A diversified composite company, TPI today is a leading manufacturer of windmill blades. In 1999, the company purchased the Pearson name and trademarks, which it still controls.

Everett Pearson died on Christmas Eve, 2017. He was 84.

CLASS RULES CHANGES

The Rules Committee lead by Steven Heinzelman, Vice Commodore of Rules, Doug Burtner, Bob Conkey, Tom Groll, Chad Lewis, and Benz Faget, Have worked hard to update and clarify certain Class rules. The full extent of the committee's work has been posted on the Class Web site—and the rules changes were voted on at the recent winter Membership meeting—all the Rules changes proposed were unanimously voted in. Many thanks is owed to the Rules Committee for their hard work.

This article covers all the Rules that were looked at, the proposed changes and the Rationales. You find this on the web—or read it here!

Rule II.17.B ~ Spinnaker & Whisker Pole

Current:

The whisker pole may be of variable length, and shall not exceed more than 12.0 feet in overall length.

Proposed:

The whisker pole may be of variable length and shall not exceed more than 12.0 feet in overall length. A line shall be attached to the whisker pole which physically limits it from being extended beyond 12.0 feet.

Rationale:

The whisker pole is a recent addition to the rules. A method is needed to ensure that whisker poles conform to the specified length limitation. There is also a proposed grammatical correction.

Rule II.9.G.1 ~ Sails, Mainsail

Current:

Each mainsail shall be equipped with a headboard, 4" wide, measured at right angles to the luff. The peak of the mainsail, when measured at right angles to the luff must not exceed 5-1/2" from a line extending from the forward side of the boltrope, or extension thereof, to the leech.

Proposed:

Each mainsail shall be equipped with a headboard, not exceeding 4" wide, measured at right angles to the luff. The peak of the mainsail, when measured at right angles to the luff must not exceed 5-1/2" from a line extending from the forward side of the boltrope, or extension thereof, to the leech.

Rationale:

The Rules Committee assumed that the proposed language conforms to the current intent of the rule. The proposed change is made for clarification.

CLASS RULES CHANGES ~ *CONT*

Rule II.7.D ~ Running Rigging

Current:

The arrangement of the working jib and spinnaker sheet and guy leads; sheet blocks and cleats shall be optional. The arrangement of the toppinglift and foreguy for the spinnaker and whisker poles shall be optional. The No. 1 and No. 2 Genoa sheet leads and blocks shall be confined to the toe rail. Adjustment of the Genoa sheet lead angle by means other than a car held in place by a pin and not remotely controlled is prohibited. Barber hauling of the No. 1 and No. 2 genoas is prohibited. The use of a Cunningham on the tack of the jib, or of a winch on any halyard or sheet shall be optional. If used, the Cunningham grommet must be placed within 2" of the luff tape, and no more than 12" (center to center) from the tack grommet. Geared sheet winches and self-tailing winches are permitted. Magic boxes may be used on halyards, boom vang and outhauls.

Proposed:

The arrangement of the working jib sheet, spinnaker sheet and guy, and sheet blocks and cleats shall be optional. The arrangement of the topping lift and foreguy for the spinnaker and whisker poles shall be optional. The No. 1 and No. 2 genoa sheet leads and blocks shall be confined to the toe rail. Adjustment of the genoa sheet lead angle by means other than a car held in place by a pin and not remotely controlled is prohibited. Barber hauling of the No. 1 and No. 2 genoas is prohibited. The use of a cunningham on the tack of the jib, or of a winch on any halyard or sheet, shall be optional. If used, the cunningham grommet must be placed within 2" of the luff tape, and no more than 12" (center to center) from the tack grommet. The cunningham may not be led through the deck. Geared sheet winches and self-tailing winches are permitted. Magic boxes may be used on halyards, boom vang, and outhauls.

Rationale:

The rules specifically prohibit halyards being led through the deck. The addition of the jib cunningham is simply added for clarification. Leading lines through the deck can compromise the integrity of the deck. There are also a few proposed grammatical corrections.

Add Rule II.7.H ~ (to Rule 11.7)

Current:

None

Proposed:

The boom gooseneck may be a fitting that is attached to and slides in the mast boltrope track, or a fixed fitting may be used.

Rationale:

Fixed goosenecks are not currently prohibited, and the Rules Committee has already ruled that they are legal. The proposed change is made for clarification.

CLASS RULES CHANGES ~ *CONT*

Rule II.4 ~ Hulls and II.5 ~ Kell, Rudder & Spars

Current:

4. Hulls:

A. All hulls shall conform to the design and specifications of the Ensign as built in 1962 by the Pearson Corporation so that the one-design aspect of the boat shall remain unchanged.

B. Fairing and or removal of the head outlet and intake fittings are permitted.

C. A yacht shall not have a specially textured hull surface, the intention of which is to reduce drag in the water. A conventional smooth hull surface is permitted. Drag reduction films and/or hull etching are not permitted.

D. Hiking straps are permitted.

5. Keel, Rudder, and Spars:

A. No change in the dimensions, location, weight, shape or materials of the keel, rudder, hull, or spars from such dimensions, location, weight, shape and materials which are standard for the 1962 Ensign shall be permitted, except such changes as are incidental to the upkeep of such items.

B. ...

C. The rudder may be fiberglassed (using cloth and resin) as long as the rudder dimensions are not changed. The gap between the top of the rudder and the hull shall not be less than ½”.

D. ...

J. ...

Proposed:

4. [DELETE RULE 4]

5. Hull, Keel, Rudder, and Spars:

A. No change in the dimensions, location, shape of the hull, keel, rudder, or spars from such dimensions, location, and shape which are standard for the 1962 Ensign shall be permitted except such changes as are incidental to the upkeep of such items.

B. During restoration and repair of boats, new modern materials conforming to the dimensions of the original Ensign plan may be used if they do not provide significant competitive advantage over the original construction and design of an Ensign, including weight placement and the overall weight as specified in Part II, Rule 5.J. Rule II-1 (Interpretation) shall be applied in case of doubt. Alternate materials may be used in the construction of new boats pending the approval of the Governing Committee. Composite rudders, which have been approved by the Governing Committee, are acceptable for both restoration and new construction.

C. Wooden rudders may be fiberglassed (using cloth and resin) as long as the rudder dimensions are not changed. The gap between the top of the rudder and the hull shall not be less than ½”.

D. Fairing and or removal of the head outlet and intake fittings are permitted.

E. A yacht shall not have a specially textured hull surface, the intention of which is to reduce drag in the water. A conventional smooth hull surface is permitted. Drag reduction films and/or hull etching are not permitted.

F. Hiking straps are permitted.

[Parts D-J shall be re-lettered G-M.]

[Rules 6-19 shall be renumbered 5-18.]

Rationale:

This rule change is meant to make the rules consistent with common practice (e.g. the use of composite rudders or the use of something like Coosa board in rebuilding a bulkhead) as well as to encourage and facilitate the rehabilitation and maintenance of Ensigns. The rule is meant to permit a range of materials as long as they are not providing competitive advantage or changing the shape of the Ensign. In addition, Rule 4 and 5 were consolidated in order to eliminate redundancy in the rules.

CLASS RULES CHANGES ~ *CONT*

II.7 Rule ~ Running Rigging

Current

E. Blade jib sheet lead blocks shall be confined to the cabin top. The tracks for these blocks shall be no less than 16" long. The centers of each track (length and width) must be 14" abeam of a point on the centerline measured 7' 6" aft of the foremost stemhead-fitting hole. Each track must be aligned toward this same hole. The track position may be adjusted up to 1/2" forward or aft to avoid drilling bolt holes through the cabin top ribs.

Proposed Rule:

E. Blade jib sheet lead blocks shall be confined to the cabin top. The tracks for these blocks shall be no less than 16" long ***and may be extended aft to accommodate lead blocks for the working jib. The athwartship center of each track must be 17.5" abeam of a point on the centerline measured 7' 6" aft of the foremost stemhead-fitting hole. Each track must be aligned toward this same hole. The track position may be adjusted up to 1/2" forward or aft to avoid drilling bolt holes through the cabin top ribs.***

Rationale:

The current narrow sheeting angle of the blade jib (8.84°) results in a sail that is more difficult to manufacture and trim. Optimal trim at the current sheeting angle results in the top third of the sail luffing, and sailmakers have complained that manufacture of the Ensign blade is very critical. Testing has proven the optimal sheeting angle of the blade is around 11°, which places the location of the track, not 14" outboard, but 17.5". The low aspect ratio of the Ensign's full keel is not the optimal design to accommodate a tight headsail leech at narrow sheeting angles.

In addition, it makes sense that there be a single track on each side of the cabin top that provides proper sheeting angles for both the blade and the working jib. Therefore, the defined length of the tracks has made it possible to extend the tracks aft to accommodate both the blade and the working jib.

The concept of the blade is wonderful. It is an improvement to the Ensign sail inventory and performs really well in teaching, single-handing, short-handed, day sailing, and inventory-limited, fleet racing situations. It is unfortunate that the track positions were initially implemented incorrectly, and the change long past due. The ease of trimming, the aesthetics and the performance of the sail when properly trimmed at the proposed sheeting angle justify the change.

II.11 Rule ~ Haulouts

Current:

11. Haulouts: The local fleets may decide the number and duration of haul outs. It is, however, the intent of the Association that Ensigns not be dry-sailed in race competition, and fleets are urged to see that this does not happen.

Proposed:

11. Haulouts: The local fleets may decide the number and duration of haul outs.

Rationale:

With the advent of lifting eyes, hauling Ensigns out of the water has become much easier than it was previously. Also, while at one time it was thought that dry-sailing the boat would provide a competitive weight advantage, it is now the consensus that any advantage gained is not meaningful. Fleets should be able to use the boat storage method that works best for their particular fleet and location in order to encourage fleet membership and racing. Rule III.14.E, requiring permission to haul out during the national championships, will remain unchanged.

ENSIGN SPARS IS HAPPY TO REPORT THEY ARE IN THE EARLY STAGES OF BUILDING NEW ENSIGNS!

ENSIGN SPARS



Your source for Ensign parts

Contact Bob Conkey
216.329.8700
info@ensignspars.com

3535 Perkins Avenue Cleveland, Ohio 44114
Major Credit Cards Accepted

Ensignspars.com

Ensign Spars is happy to report that we are in the early stages of building new Ensigns!

Our current plan is to build two boats simultaneously.

The mold for the hull was recently inspected and we are planning for necessary repairs. Once those are complete, we will be ready to fabricate our first hulls.

Because new lead is extremely difficult to acquire, the class has approved our proposal to use old lead from irreparable boats. We are excited for the opportunity to continue building the fleet, while also giving new life to old parts.

Once the new builds are complete, we will be able to provide a sale price.

We're also continuing to build our inventory of general and Ensign-specific boat parts.

Check out ensignspars.com for the latest items.

*Sassafras wood,
benches & floor, ready to go in a boat.*





WHAT IS THE “ENSIGN RESTORATION SHOPS”?



Ahoy Ensign Owners,

If your Ensign needs to be repaired or restored in a way that you feel is either beyond your capabilities or will take too much time that you have so little of, consider hiring a professional to do the work.

To find a shop, you can check with other Ensign owners in your area to see who they have used to do similar work, or you can pick someone from the list of Ensign Restoration Shops that are on the Ensign Class Association website at:

<https://ensignclass.com/>.

~ the list of Ensign Restoration Shops on the Ensign Class Association website is under ***“Library”/ “Boat Maintenance and Repairs”*** or under ***“Documents”/“Boat Maintenance and Repair .”***

The list of shops can be directly printed or downloaded as a file from the website. Also on the website are many articles on how to make repairs or modifications to Ensigns.

However, the Ensign Restoration Shops list is a work in progress, so it’s not a comprehensive directory of all such capable shops across the country. The Class still needs input for the repair/restoration shops you know of, but are not on the list.

Please email any changes/additions to the list you know of to Jones_Eric_M@sbcglobal.net, so they can be added to the Ensign Class website.

Eric Jones, Ensign 319

Chairman, ECA Ensigns Forever Committee



2023 Actual vs Budget and 2024 Budget**Ensign Class Association**

\$	2023 Actual	2023 Budget	2024 Budget
Opening Balance, January 1	102,470	102,470	110,210
INCOME			
Advertising	375	500	425
Donations, Ensigns Forever	1,325	1,200	1,200
Donations, Undesignated	1,050	1,000	1,000
Donations - Youth Sponsorship	3,915	3,000	3,500
Donations - Nationals	750	0	0
Dues, Associate @ \$15 each	1,725	1,350	1,500
Dues, Regular @\$25 each	10,325	10,000	10,000
Interest Income	1,582	450	3,000
Royalty, Sailpatch	1,625	1,600	1,600
Sales of Class Merchandise	713	1,200	800
TOTAL INCOME	23,385	20,300	23,025
EXPENSES			
Awards/Gifts	833	300	500
Class Merchandise Purchases	270	500	1,000
Computer Related	130	150	150
Grants - Ensigns Forever	0	0	5,000
Grants - Fleet support	500	3,000	2,000
Grants - Nationals	1,000	1,000	1,000
Grants - Youth Sponsorship Program	1,260	3,000	3,000
Insurance, Regatta Liability	575	600	620
Meetings	160	160	160
Office/PO Box/Bank/Misc	230	300	400
Postage/Shipping/Delivery	612	500	700
Publicity - Sailing World/Other	900	3,800	4,000
USSailing Dues/Seminar/C of C	250	900	900
Website	2,425	2,200	2,500
Yearbook	6,500	7,500	7,000
TOTAL EXPENSES	15,645	23,910	28,930
NET	7,740	(3,610)	(5,905)
Closing Balance	110,210	98,860	104,305

Approved 2/20/2024

Bud Brown 281-468-6909 ECAcommodore@ensignclass.com	93 Lavender Dr Yardley, PA, 19067	Fleet 63 & 81 #1085 Lorelei	COMMODORE
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Regional Affairs	Anna Gorbold 585-261-3300 ECAregionalaffairs@ensignclass.com	3 South Pittsford Hills Cir Pittsford, NY 14534	Fleet 23 #1226 Questar	VICE COMMODORES
Publicity	David Willner 732-647-5231 ECApublicity@ensignclass.com	132 Creamery Pond Road Chester, NY 10918	Fleet 63 #1231 Platypus	
Rules	Stephen Heinzelman 585-750-7728 ECArules@ensignclass.com	21 Farm Field Lane Pittsford, NY 14534	Fleet 23 #612 Elmo	

Robin Durrschmidt 860-546-2994 ECAsecretary@ensignclass.com	19 Rosewood Drive Vernon, CT 06066	Fleet 73 #363 Magic	SECRETARY
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Kay Snider 281-471-7508 ECAtreasurer@ensignclass.com	Ensign Class Association PO Box 230 La Porte, TX 77572	Fleet 2 #1724 Little Oil	TREASURER
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Yearbook Editor	Teresa Coronado 414-277-9094 ECAyearbook@ensignclass.com	1450 Lincoln Memorial Dr. Milwaukee, WI 53202	Fleet 37 #14 Luca	REAR COMMODORES
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Boat Listing	Mike LaHaye 231-233-6141 ECAboatlisting@ensignclass.com	250 E. Lake Street Pentwater, MI 49449	Fleet 70 #313 M & M	
Membership	Marsha LaHaye 231-301-3388 ECAmembership@ensignclass.com	250 E. Lake Street Pentwater, MI 49449	Fleet 70 #313 M & M	
Ship's Store	Lythia Metzmeier 281-450-9914 ECAshipsstore@ensignclass.com	227 E Forest Avenue Shoreacres, TX 77571	Fleet 2 #519 Dynamite	

Region I	East Coast North to Stratford, CT Fleets: 7, 10, 14, 17, 19, 21, 51, 63, 72, 75, 78, 81, 83	Pete McConnell Fleet 17 - #599 - Fulanga ECARegion1@ensignclass.com 845-519-0986
Region II & III	Milford, CT to Maine Fleets: 3, 4, 5, 16, 34, 41, 47, 57, 64, 67, 71, 73, 76, 82	Scott Mason Fleet 5 - #1407 - Gusto ECARegion2.3@ensignclass.com 401-225-1370
Region IV	Gulf Coast Central & West Central Fleets: 2, 8, 18, 30, 61, 69, 74, 77	Lewis Price Fleet 30 - #929 - Dos Locos ECARegion4@ensignclass.com 512-653-1019
Region V	Upstate NY & The Great Lakes Fleets: 12, 20, 23, 29, 31, 35, 37, 43, 50, 70, 80, 84	Tom LaBelle Fleet 31—#425 - Foxy Lady ECARegion5@ensignclass.com 248-310-9953

ENSIGN CLASS ASSOCIATION REGIONAL COMMANDERS

Nominating Chair: Mike Macina Members: Elizabeth Brincklow, Eric Jones	Hall of Fame Chair: Zeke Durica Members: Dick Torpey, Scott Mason
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Rules Chair: Stephen Heinzelman Members: Tom Groll, Benz Faget, Doug Burner, Robert Conkey	Youth Sponsorship Program Chair: Elizabeth Brincklow Members: Kay Snider, Fran Trapp
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Technical Chair: Zeke Durica Members: Russ Carr, Scott Mason,	Boat & Equipment Donation Chair: Zeke Durica Members: Robert Conkey, TBA
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Ensigns Forever Chair: Eric Jones Members: Jeff Millin, Russ Carr, Mike Macina, Roy Adamson	National Advisory Committee Members: Peter Kogut, Neil Lynch, Fran Trapp, Marsha LaHaye
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Sea III Award Chair: Pete Kogut Members: Mike LaHaye, John Cutler	Membership Committee Chair: Marsha LaHaye Members: Dave Willner, Anna Gorbald, Jane Heron, John Cutler, Mike LaHaye, Bud Brown, Doug Hanks
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Publicity Committee Chair: Dave Willner Members: Anna Gorbald, Rick Feldman, Jane Heron, John Cutler, Bud Brown, Lythia Metzmeier, Russ Carr	Spirit Award Committee Chair: Anna Gorbald Members: Peter McConnell, Scott Mason, Eric Jones, Lewis Price, Marsha LaHaye,
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ENSIGN CLASS ASSOCIATION COMMITTEES

NEW MEMBERS

October 21, 2023 – February 29, 2024

Regular Members

Member	Home City	State	Boat	Fleet
Ahlberg, Rich	Catskill	NY	375	
Cabot, Chris	North Haven	ME	880	41
Dostall, David	St John	VI	835	
Fisher, Clifford	Monson	MA	696	57
Koller, Adam	Minneapolis	MN	1672	
Lathrop, James	Wakefield	RI	TBD	
Lindsay, Adam	Avon	OH	1368	29
Palazzi, Mauricio	New York	NY	1751	21
Perry, Steve	Durham	ME	727	
Plunkett, Paul	North Kingstown	RI	830	
Smith, Raul	Seabrook	TX	1773	2
Viera, Gary	North Kingstown	RI	1041	4

Associate Members

Member	Home City	State	Fleet
Barr, Michael	Harbor Springs	MI	
Busch, Dan	Fair Haven	NJ	63
Cooper, Leath	Prosperity	SC	83
Copp, Jacqui	Mystic	CT	34
DuMez, Mike	Holland	MI	70
Fogle, Christopher	Westerville	OH	80
Kuehn, Bruce	Conroe	TX	2
Landis, Steven	Norwalk	CT	
Macina, Michelle	N. Stonington	CT	34
MacLeod, Ian	Buzzards Bay	MA	
Mielke, Nate	Minnetonka	MN	20
Neumann, Paul	Marquette	MI	35
Perry, Mike	Groton	CT	34
Peters, Turid	Brooklyn	NY	21
Seaborg, Jon	Marquette	MI	35
Seaborg, Brad	Marquette	MI	35
Thompson, Erik	Erie	PA	
Tregenza, John	Westerly	RI	34
Weiher, David	Amherst	NH	76

ECA YOUTH SPONSORSHIP PROGRAM (YSP) ~

CALLING FOR SPONSORSHIP REQUESTS—THE ECA WILL SPONSOR WORTHY CAUSES!

The Ensign Class Association (ECA) in accordance with its mission “ to educate the public, and particularly the youth in sailing and sailboat racing “ has established a program aimed at reducing the financial burden incurred by qualified and dedicated youth sailors competing at regional, national or international events, or attending sailing seminars, schools or camps.

The YSP Committee shall consist of three ECA members as appointed by the Commodore at the Annual Meeting.

Sources of Funding:

* Directed Donations to the YSP.

* Funds from General Operations as granted by action of the Governing Committee.

The funds from these sources will be recorded in the YSP account and will be disbursed only after approval by the YSP Committee as directed by the Chairperson. Signatories for this account shall be the Treasurer or the Commodore. Grants from this account cannot be made in excess of the available account balance.

Disbursement:

Grants will be awarded to help defray the expenses of youth sailors ages 6 – 24 competing at regional, national and international events, or attending sailing seminars, schools or camps.

Application Process:

The application must be made by an Ensign Class member as an individual or on behalf of an Ensign Fleet. The proposed grantee would be an

Individual youth sailor or an established youth sailing program.

For more details about this sponsorship program please visit the [ECA website at this link](#) where you can download a detailed pdf document.

All Applications and inquiries should be directed to:
ECA, P.O. Box 230 La Porte, TX 77572 or ECAtreasurer@ensignclass.com

In 2023:

- Donations to the Youth Sponsorship Program were \$2,000 from the Exxon Mobil Volunteer Involvement Program
 - \$1,915 from ECA members.
- Grants: \$450 to the Les Cheneaux Yacht Club Junior Sailing School
- \$810 to the Pentwater Yacht Club Junior Sailing Program.



Ensign Logo Round Window Sticker:
3" dia. \$3
Specify if stick to inside / outside of window.



Ensign Logo Embroidered Patch:
2.5" dia. \$4



Set of Ensign Plans from Pearson Yachts:
Includes one 36" x 42" and five 24" x 36" line and deck plan drawings; and spiral bound book of 55 8.5" x 11" and four 11X17" detail drawings.
Contact Lythia for price
Digital only on USB drive: \$15



Ensign Blazer Crest:
3" dia. - \$20
Specify magnetic or clutch pin attachment.

ECA GOODIES



Race Award Keeper Flag Set (3 total)
7"x12"; \$75/ set
Embroidered with your regatta info.
—contact Lythia for pricing and availability



Ensign Necktie: \$30
Please specify Regular / Extra Long



Ensign Class Burgee:
Small – 12" x 18" \$32
Large – 16" x 24" \$36



Sail Royalty Patches: \$25
Contact Lythia



"Go Ensign Sailing" Bumper Sticker:
size 5" x 9" \$3.00

Send your order, email, address and a check payable to: ECA
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Ensign Spars

recently became a dealer for **ePropulsion**
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These motors are powerful enough to move an Ensign, yet quiet enough to enjoy conversation on your way to finding the wind. They can be charged with solar panels or shore power, and also recharged while sailing over four knots.

Check out ensignspars.com for the latest items.



EPROPULSION
Electric Boat Motors

sold by **Ensign Spars**
owned by *EYC members*
Bob Conkey and Greg Collins

A graphic featuring the ePropulsion logo, which consists of two interlocking blue squares. To the right of the logo is a detailed image of an ePropulsion electric outboard motor, showing its white casing, blue accents, and propeller.

Visit us on D Dock, slip 78
to see the motors, talk to the owners,
and hear more about the many
options in electric motors!



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