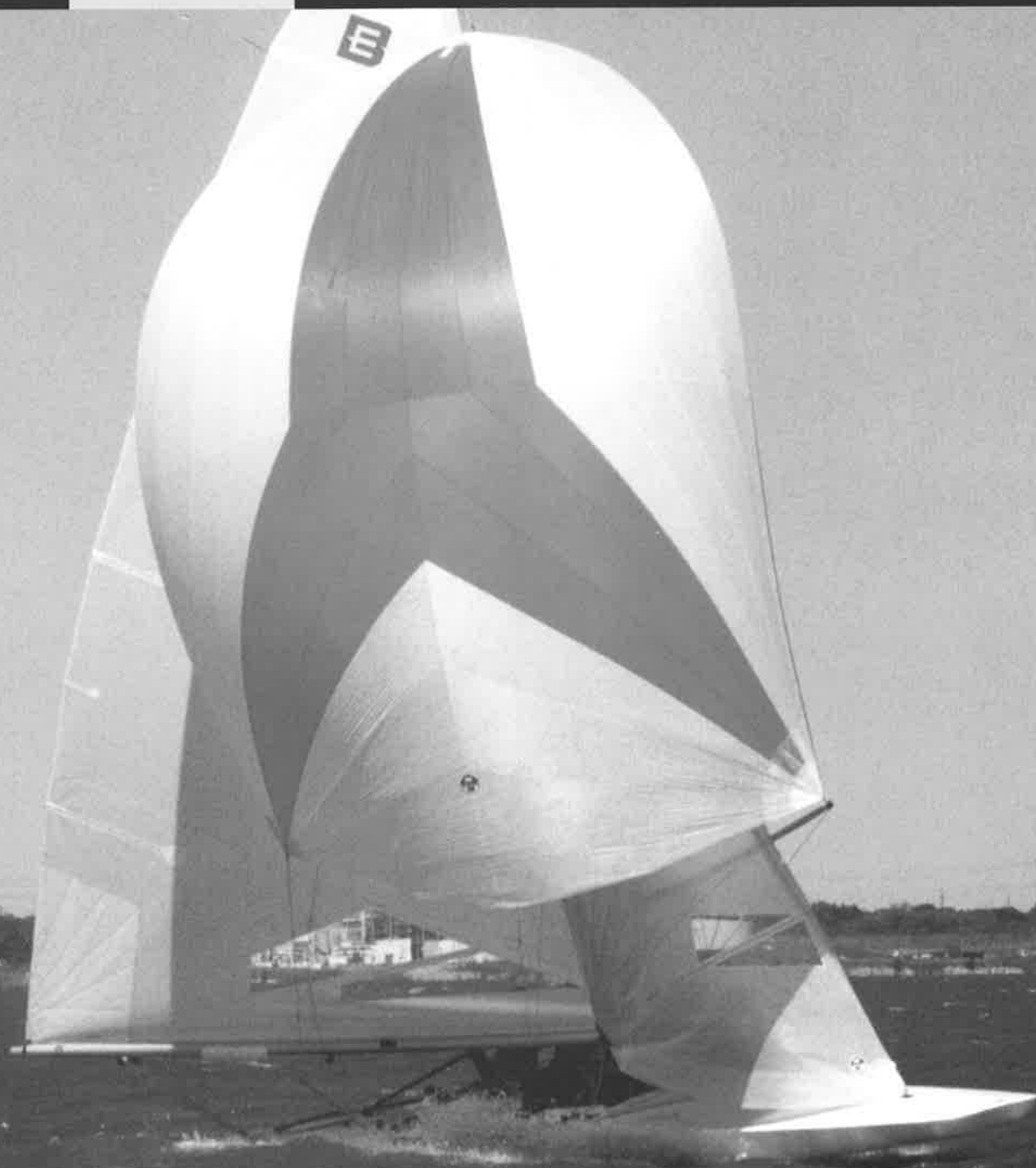


# E

# E Reaches

# 1999



National Class  
E Scow Association

# WIN A BRAND NEW MELGES E-SCOW!



**You can be one of over 150 other E-Scows on the starting line and participating in the largest One-Design regattas in the history of America. Buy a raffle ticket and come to Mendota Yacht Club's ILYA E Invitational regatta, July 9-11, to pick up your new boat. For a raffle ticket and entry information:**

**Contact: Lon Schoor,  
345 Lakewood Blvd.,  
Madison, WI 53704**

Wis State Raffle License # R20447A-06799

**608-241-5726 lon@E-Scow.org**

**Or download entry form and rules at  
www.E-Scow.org/raffle**

## OUTRAGEOUS !



## Are you ready for this! ILYA E-Invitational Update



**Mendota Yacht Club**

### Social Schedule:

July 8 - 11, Thursday-Friday, Memorial Union Terrace, UW-Madison

Thursday	9:30 pm	Handphibians, world percussion, free
	10:30	Kweku Ananse, West African music, free
Friday	5:30 pm	Westside Andy & Glenn Davis, free live jazz
	6:30	Brats, Burgers & Beer, Hooper Sailing Club, \$5
	8:00	Professional Hypnotist, Memorial Union Theatre, free open to all
	9:30	Bakra Bata, Steel Drum Band, free
Saturday	6:30 pm	Kohl Center Reception, 600 Dayton Street, downtown walking distance
	8:00	E-SCOW RAFFLE, are you the lucky winner?
	9:30	Ghanatta Internationale, free live band on Union Terrace

www.mendotayc.org  
www.ilya.org  
www.hoofers.org  
www.E-Scow.org

### Dry Sailing Options:

100 pre-registered, 150 total, All boats will be able to dry sail, 5 launch sites.

#1 - Burrows Railroad System-40	Two rails into the lake (Reserved for Contributor & Sponsor level)
#2 - Burrows Lawn Ramp -40	Two ramps (200 foot long pier)
#3 - Tenney Boat Launch - 40	Two ramps (safe harbor - storage behind WPS building)
#4 - Tenney Lawn Ramp - 30	One ramp (150 foot long pier- near beach, MOTOR BOATS)
#5 - Mooring in University Bay - 30	One poor ramp (very short pier, shuttle from Hoofers Sailing, far)

Parking for both Tenney and Burrows will be behind WPS on Friday, a shuttle will go between Parking and both sites.

### What to bring?

A trailer dolly two wheeler for grass, bumpers and small anchor for day anchoring, \$ for lunch

Pizza and Burger, BBQ chicken vendors at regatta site, sorry lunch not included; Dancing shoes; the rest of the family to check-out the Art Fair on the State Capital Square; an extra tow vehicle for your new E-Scow.. A good attitude. for details on mooring at University Bay contact Hoofers coordinator Brian Anderson, 608-251-2500 brian@quested.com



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# 1999

Class Office      NCESA  
239 Delevan Avenue  
Corning, NY 14830

Website            [www.E-Scow.org](http://www.E-Scow.org)

Membership      Regular \$50  
Associate \$15

Officers            Tom Wiss  
Bob Zak  
Pete Price  
Betty Welch

Directors           Ted Beier  
Craig Bradley  
Casey Call  
Henry Colie  
Rob Evans  
Jack Lampman  
Doug McNeil  
Terry Moorman  
Dierk Polzin  
Brian Porter  
Buzz Reynolds  
Jack Schloesser  
Rick Roy  
Charley Turk

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## National Class E Scow Association

# 1999



As I sit I wonder why it has to be the one windy day in three weeks and I am upstairs in a campus computer lab with no time left to finish this publication so it can hopefully get in your hands before you leave for Madison and Mendota Yacht Club's and Lon Schoor's BIGGEST ONE DESIGN REGATTA OF ALL TIME.

Well I hope you like it.. I tried to scrap together and include more tuning, boatspeed and boat handling articles. Some of these you may have seen before, some maybe for the first time. We have a wealth of talent in this class and we have been leaders of the sport, but we are not the most prolific writers. So if you have an idea for a story or want to write up a regatta report, feel free to spout off and drop me a note. I would be honored to include your prose.

Concerning the E-INVITE, Lon tells me he has 110 pre-registered and is still figuring 150 boats on the line. This is going to be spectacular. I hope you get this and can learn from the tips included enclosed and can stay out of trouble. With 150 boats we are all going to have to make avoiding starting line collisions top priority. Maybe all regatta participants should be required to tow their E-Scow through downtown Chicago during Rush Hour as Tune-up.

I am looking forward to the Hypnotist, it should be great seeing the top sailors and class officials (who don't turn in reports) being turned into farm animals. I think each fleet should help select a volunteer. MYC is inviting all the participating sailors and local sailors to attend.. I think the Theatre only holds 1400 so there should be space. The rest of the weekend there will be some great dancing on the Memorial Union Terrace with World Music Weekend.

One word of advice in the big fleet, avoid the crowds. I remember in the 1992 Minnetonka Nationals my plan to avoid the laylines worked really well. Hopefully the legs will be long enough to allow there to be some holes and spread things out. At that regatta we did not yet have gates, and there was significant carnage at the bottom mark.

Minnetonka will be again hosting the Nationals this year and without "granola girl" girlfriend in tow I will maybe attend some of the social events. I understand they were spectacular. Those guys up there know how to party. In 1992 we had nearly 25 knots of

wind every race. I remember nailing a pin end start and being way up on the fleet only to find a huge weed patch on the blades.

What else is up. Website traffic and input is down. In the summer people are busy and out of the house. It might be nice to get some fleet reports and scores. Many YC now have websites and post weekly scores. The Bulletin Board I set up for the DN Iceboaters worked really well last winter, with constant activity, summer sailors seem to not need the fix as bad.

I don't know whether to push for full digital class news. Some classes are headed that way.. It is whole lot easier and cheaper if we did not have these publications. But there is something nice about having it portable in your hand. The color seems to be nicer to look at then a computer screen. But more and more that will change and with the Adobe Acrobat PDF Format you can format and print out a document exactly like it would have looked like if we had mailed it to you. I converted many of the articles from the Reporter and put them on the website in PDF. It only took me seconds. The really hard part is the DIGITAL COLOR BALANCING for hard copy. It is an art and take months to really master. FUJI film is the best for color photos. I think that is what Pat Dunsworth told me. Getting the photos to me will be key to getting these publications out in the fall. I hated making those calls in January and February trying to track stuff down 6 months late. My goal during the upcoming regattas is to get a Camcorder and interview Melges, Colie and Sam Merrick and digitize it to Quicktime and put it on the website. Would not it be great to look back and see the expression on the guys face who wins the E-Raffle.

Talk to your local NCESA Director, tell him if you do or don't want your class dues spent on Newsletters. Do we need full color? Give him some ideas on how we can promote the class more. Hopefully we can do more in unison with Melges and continue to expand the great scow we race.

See ya on the Dance Floor,

Dierk Polzin

P.S. Once I finish this I can help Mendota Yacht Club pound in pilings for the piers for the E-Invite, we only need 1000 feet more.



### 1999 NCESA NATIONAL CHAMPIONSHIP

#### Minnetonka YC, Deephaven Minnesota

#### September 9-11, 1999

Look for a mailing at the start of August with full information on the NCESA Nationals..

#### REGATTA CHAIRMAN:

Kevin Caulfield  
612-745-0672

Email: E-Nationals@E-Scow.org  
Commodore: Carol Kranz Gross  
612-473-2925

#### LOCATION & ADDRESSES:

The Minnetonka Yacht Club is located on Lake Minnetonka approximately 20 miles west of Minneapolis, Minn.

#### HOUSING:

Faye Haverstock is the housing coordinator at 612-476-2898. She needs requests no later than 8/13/99

#### WEBSITE:

Minnetonka Yacht Club at [www.MTKA-YC.com](http://www.MTKA-YC.com) or e-mail [info@mtka-yc.com](mailto:info@mtka-yc.com). And also check the E-Scow Website at [www.E-Scow.org](http://www.E-Scow.org) for updates in and info.

**MINNETONKA YACHT CLUB** -  
Located on an island at the mouth of Carson's Bay as it meets Smith's Bay on the main Lower Lake of Lake Minnetonka OFFICE (612) 474-4457  
FAX 474-4357

**CARSON'S BAY BOATHOUSE AND FACILITY** - 19800 Minnetonka Blvd.  
Deephaven, MN 55331

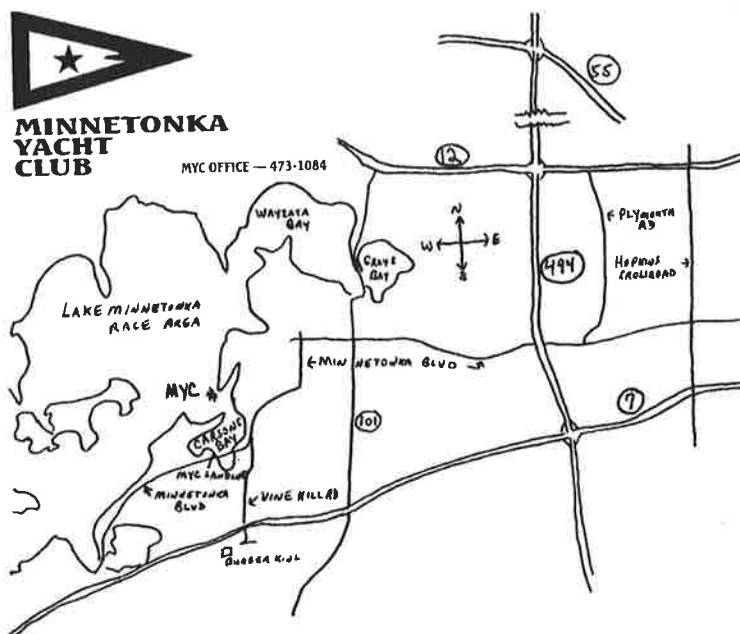
#### FROM THE EAST

West on I-94 through Minneapolis and St. Paul to 1-394, west 15 mi. to 1-494 south 3 mi. to Hwy. 7, west 4 mi. to Vine Hill Road, north 2 mi. to Minnetonka Blvd., west 1 mi. to the Carson's Bay Facility.

#### FROM THE SOUTH

North I-35 to I-35 W to I-494, west 15 mi. to Hwy. 7, west 4 mi. to Vine Hill Road, north 2 mi. to Minnetonka Blvd., west 1 mi. to the Carson's Bay Facility.

**ANCHORING:** Bring 30 feet of line and a buoy with a band of blue reflective tape.



### Minnetonka Area Accommodations:

This is a list of local motels around Lake Minnetonka. The rates are as quoted over the phone on 2/27/98. Groups of five rooms or more can get better rates. Please group together a few boats and ask what is the best deal available.

**Ramada Plaza Hotel (15 min.)**  
12201 Ridgedale Drive  
Minnetonka, MN 55305  
612-593-0000 \$107-\$97

**Country Suites-Plymouth (15 min.)**  
210 Carlson Parkway North  
Plymouth, MN 55447  
612-473-3008 Suite \$110, \$97

**Hampton Inn (15 minutes)**  
10420 Wayzata Blvd.  
Minnetonka, MN 55345  
612-541-1094 \$89-\$79  
inc. Continental breakfast

**Holiday Inn Express & Suites (15 min.)**  
10985 Red Cirde Drive  
Minnetonka, MN 55345  
612-912-9999 \$89-\$79 inc.  
Continental breakfast & pool

**Super 8 (20 minutes)**  
6300 Wayzata Blvd.  
Golden Valley, MN 55416  
612-546-6277 \$65-\$48 single

**Country Suites-Chanhassen (12 min.)**  
591 West 78th Street  
Chanhassen, MN 55317  
612-937-2424  
2 room suite (4 adults) \$109  
2 queen \$99

**Holiday Inn West (15 minutes)**  
9970 Wayzata Blvd.  
St. Louis Park, MN 55426  
612-593-1918 No price info

**Days Inn (15 min.)**  
2955 Empire Lane  
Plymouth, MN 55447  
612-559-2400 \$49

**Red Roof (15 min.)**  
494 & 55  
Plymouth, MN 55447  
612-553-1751 Bus. king \$71, 2 dbl. \$61

**Hopkins House (15 min.)**  
1501 Highway 7  
Hopkins, MN 55343  
612-935-7711 2 dbl \$69

**Holiday Inn Express-West (20 Min.)**  
6020 Wayzata Blvd.  
Golden Valley, MN 55416  
612-545-8300, 2 dbl \$79

**Courtyard by Marriott (15 minutes)**  
11391 Viking Drive  
Eden Prairie, MN,  
612-942-9100 \$69

# E

## Sarasota Midwinters

by Milton Thrasher

**March 19-20  
Sarasota, FL**

In 11 days of perfect weather, the One-Design Midwinters saw 167 boats entered. There were 10 E-Scows in the premier class including National Champion, Tom Wiss. On Sunday, winds were 15 to 18 with some really nasty puffs at times. The other days were quite mild. Last year, we had a 40 knot squall that raised havoc with the fleet. Local SNN TV Channel 6 ran their coverage all day on Saturday and Sunday. Jim Barr, Regatta Chairman, pointed out that there were eight National Champions and two Olympic Medallists - Harry Sindle and William Freytag. The event started with 100 Sunfish on 3/11-14 from many states and several countries. Buccaneers held their Midwinters with 13 in two fleets. Olympic Medalist in Flying Dutchmen, Harry Sindle, formerly of Island



Heights, NJ and now VA took 3rd. This was his first major event after heart surgery kept him from sailing for a few years. In the B fleet, Sarasota's Richard West came within one point of first.

The other classes started on Saturday 3/20. Tom Wiss was 1st in E-Scows by only one point! He hails from Lake Hopatcong, NJ. Ken Broen of Little Bear Lake, MN was 2nd. Chris Keitel from Sarasota, new to E-Scows, was the highest placing local. He lead Wiss often and missed 3rd by only one point from David Drawbaugh from Bayhead, NJ. Nicole Koeppen of KY bested Jim Barr this year. Jim's other E-Scow was sailed by another skipper who was injured when he capsized after the last race. He was taken to the local hospital and recovered successfully. Unfortunately, Jim's spinaker was shredded into many pieces during the rescue. The first

race start on Sunday saw a number of E-Scows over early but the Race Committee Chairman, Allen Becker, fell out of his chair and could not fire the recall gun in a reasonable time to signal a restart. The guilty parties later confessed, giving rise to the expression that "virtue is its own reward."

Thanks and Acknowledgements An event as big as this can only be run with the help of a great number of dedicated sports



enthusiasts. We thank all of our sponsors, especially Gold Coast Distributors (Budweiser and Michelob Light) who donated all of the beer, the banners, the Bud motor yacht, and the famous BUD GIRLS. We also thank sponsors Massey Yachts of Palmetto, Ullman Sails of Sarasota, Inland Sails of Wisconsin, and Southwinds Magazine.

Ken Panhorst with his Outward Bound rescued a capsized E-Scow that had an injured skipper. He towed the finish line boat to its position so that the regatta could finally end after it ran out of gas! We thank Bill Cogbill for patrolling the courses on Thursday and Friday with his SunToy. We thank Bob Tone for his spectator boat along with the Bud motor yacht, Golden Eagle, and especially our Commodore, Norm Sharrit, for coordinating spectator operations.

Virginia Vorenkamp repeated as MVP for the One-Design Midwinter Regatta. It was a great regatta because of all of the great people who pitched in. 🌐

PL	SKIPPER	HOME	R1	R2	R3	R4	TOTAL
1	Tom Wiss	NJ	2	1	2	2	7
2	Ken Broen	MN	1	2	1	4	8
3	David Drawbaugh	NJ	3	3	5	1	12
4	Chris Keitel	FL/SSS	4	4	3	3	14
5	Nicole Koeppen	KY	5	6	4	5	20
6	Jim Barr	FL/SSS	6	7	6	6	25
7	Jeff Hooffmaster	FL	8	5	7	8	28
8	Will White	FL/SSS	7	8	8	9	32
9	John Coyle	FL	9	9	9	7	34
10	Nick Drizos	FL	10	10	10	10	40

# E

## EASTER REGATTA

by George Drawbaugh

**April 2nd & 3rd  
Charleston, SC**

For many, the Charleston Easter Regatta is the first regatta of the new season. Since winter in New Jersey was a tease, providing no real snow or ice for winter activities, I for one, was more than ready to make the journey again to Charleston for some Scow sailing. Charleston is a great place to sail, with quality hospitality by the Carolina Yacht Club, and a tremendous supporting nightlife, all within walking distance of the regatta site.

After driving through the night from New Jersey with the Tom Wiss crew of HO-32, we arrived Thursday morning, happy to be in warm sunny weather. As we set up our boats with the other early arrivals, I realized I was unprepared for the one downside of

Charleston, those little no see-um tiny black knatty bug biting critters. I swear they can locate the fresh meat from out of town faster than you can get the bug repellent out of your bag and onto your skin; that's if you remembered your bug spray. Thank you, Billy Warner, for showing up prepared with bug spray. I apologize for harping on the no see-ums but they really are the only downside to sailing in Charleston, and it's not that bad. The key is to be prepared and get out on the water away from them as soon as possible, which is the reason you go there anyway. After working on our drinking tolerance in the parking lot all day, and getting registration out of the way, the Drawbaugh and Wiss crews headed out for a nice seafood dinner and more cocktails in town.



Friday morning started with little breeze and heavy fog. After we were welcomed by Crayton Walters and received the social and sailing rundown, it was time to splash the boats, grab our lunches and hit the course. It didn't take long to remember how strong the current is, as the outgoing current overpowered the light-moderate breeze, holding the race committee boat to weather of it's anchor. This is something you don't see at most other Scow venues. Throughout the regatta, this unfamiliar element made for some interesting starts and mark roundings.

Three races were sailed on Friday with the right being the way to go upwind. In race number one, local Pete Hamm SC-20 jumped out to an early lead. Eventually he succumbed to the hot pursuit of Dave Magno and finished second. I'm not sure if the barge that passed through the middle of the course had anything to do with Dave catching him. It was a struggle to get to weather of the barge on the run, and any of the trailing boats that passed too close to leeward were sitting for a while in its shadow. The second race saw a





building breeze and Bob Donat took the bullet followed by Tom Wiss and Dave Magno. In race 3 it was Magno, newcomer from Lavallette-Chris Norman, and Tom Wiss.

For the first day of the sailing season, the breeze was perfect, allowing for three races, but not taxing the bodies too much. Most had enough energy to enjoy the keg after the races and the excellent buffer dinner hosted by the Carolina Yacht Club. The upstairs ballroom was packed with crews and family of 17 E's and many more MC Scows. The food was excellent so the open bar was just a sign of great southern hospitality and not an attempt to dull the taste buds. A large group represented by Annapolis, Barnegat Bay and Hopatcong teams headed to Wildwings after the banquet. Matt Smith from LA-99 insisted on ordering 100 wings of different variety and the group came close to polishing them off. Personally, I can't remember much about the band other than they were good enough to get some of the group dancing, something that seemed to be frowned upon by the rest of the bar. It's a good thing everything is so close in town because driving was not an option for many.

Saturday morning brought more fog and lots of it. During a long wind/fog delay, a pretty serious basketball game took place. Ultimately, the fog lifted enough and the committee sent us out close to noon. After some postponements, abandonments and a few cycles of the fog rolling in and lifting, we got some races off. LA-99 had it working again winning race 4, followed by Lon Schoor and Bob Donat. The same 3 mixed it up a bit in race 5, with Lon prevailing, then Dave and Bob. A stacked LA-99, with Paul Magno and Matt Smith crewing for Dave, won the regatta.

The awards cocktail party was hosted by club member, Sonny Mevers. What an incredible home along the famous "High Battery". Most of the E & MC sailors stuck around for cocktails and an abundance of hors d'oeuvres. The main attraction was the garage that housed 3 antique autos. Bob Donat's win in race 2 broke a tie for second with Tom Wiss, who sailed very consistently after winning the Sarasota regatta a few weeks earlier. Lon Schoor finished fourth, despite one of the longer drives to the regatta and spending most of his time and energy promoting the 150 boat Mendota regatta in July. Bill Nolden from Annapolis rounded out the top 5.

If you have never made the trip to Charleston's Easter Regatta, you are really missing out. If crew is a problem, you can probably find willing bodies there. The College of Charleston is a good source for local knowledge. It is a great historical site with plenty to do if planning a full vacation around the sailing. Be there next year, you won't regret it. ☺

Pl	Yacht	Skipper	1	2	3	4	5	Pts	Pl	Yacht	Skipper	1	2	3	4	5	Pts
1	LA 99	Dave Magno	1	3	1	1	2	8	10	SC 32	Bradford Law	11	5	6	12	PMS	52
2	HO 32	Tom Wiss	4	2	3	4	4	17	11	SC 99	Ryan Hamm	9	13	12	6	13	55
3	LE 3	Bob Donat/W.Lenhard	5	1	5	3	3	17	12	T 54	Bill Warner	14	10	13	13	6	56
4	H 7	Lon Schoor	7	8	4	2	1	22	13	SC 20	Pete Hamm	2	9	PMS	14	14	57
5	AH 11	Bill Nolden	3	6	7	5	9	30	14	SC 420	George dDurst	10	14	14	15	12	65
6	BH 47	Chuck Drawbaugh	6	4	9	7	5	31	15	AH 1	Bill Storey	15	12	11	16	15	69
7	SC 88	Miles Martschink	8	7	10	11	8	44	16	SC 4	Crayton Walters	DNS	DNS	DNS	6	10	70
8	I 564	Steve Schalk	13	11	8	9	7	48	17	SC 881	Briggs Monteith	DNF	16	15	17	16	82
9	LA 3	Chris Norman	12	15	2	10	11	50									



by Brian McMurray

**April 17, 1999  
Miami, FL**

Wind predictions NW 15-25, Race time: 8AM Start, glassy calm, 300 boats, catamarans, trimarans, tri-foilers, keelboats and other monohulls. Moments before the start the wind began coming in from the ocean and then built from the south. Our hopes of utilizing the newly installed 9 foot carbon fiber bow sprit and the 900 square foot asymmetrical chute evaporated throughout the race as the wind built steadily to 20-25 knots straight up from Key Largo. We were in for the long haul grind upwind. The sun burned down on us and the salt spray burned our eyes. Even after a fabulous port favored end start, 2 monohulls still loomed ahead of us after more than 20 miles of racing through the waves.

Jim Williams, the owner of the 1981 Johnson E and I traded off the tillers for the fine trim mainsheet lead throughout the race. "The Last of the Iron Men", Bernard (a past Whitbread sailor from the Seychelle Islands off Africa runs a South Florida rigging business. Bernard owned the foredeck, trimming the jib and hiking up forward. Jack is an experienced sailor from the Chesapeake Bay and now a nuclear man at the Turkey Point power Plant. Christine is a onedesign and keelboat expert from the Old Dominion collegiate program, and is now a teacher in Lakeland, Florida. Jack and Christine each took the trapeze positions making hiking during this 42 mile race easier for the rest of us.

I have been quietly sailing E Scows with Jim on Biscayne Bay off and on over the years since delivering E's to him for Skip during the snowstorm of 1981 or 82. Jim and Bernard have put a great deal of effort into specializing this E called "Elysium" for the Bay and especially for this annual race. They added the trapezes, the way-outside aft bailers, the fine tune mainsheet lead, the running backstays



led aft from the masthead to go along with the 9' pole that projects at an upward angle from beneath the foredeck.

Sailing got really tough fighting through the big waves trying to find the optimal heading and heel to keep the bow up and keep as many gallons out as possible. Trading the driver's position helped keep the boatspeed up, as we finally became able to read the leading monohull's transoms. As we steered through a channel, sometimes barely pointing high enough to keep from tacking, we finally found some flatter water and sailed as high as we could above the final two boats we needed to pass. Jack always had the handheld GPS; in his lap and continuously read out numbers. Generally, we were averaging between 6 and 8 knots over ground, but when we were finally abeam of one of our last prey, he said "9.3 ... 9.4 ... 9.1. I told him we would soon break 10 and Jim and I worked together playing the main, the tracks and the vang to foot over our competitors. 9.6 ... 9.8 ... 9.7-10.1

Once we made it through the channel and out into the seas again, we covered comfortably for a healthy victory, the first monohull to finish. Jim has raced this for over 20 years and E is open to all boats, so if any E or A Scows want to sail in the warm waters and the sunny keys, come on down next April. Jim would love to see some other scows there. ☺

by Lon Schoor, H-7

**April 16,17 & 18  
Dallas, TX**



We left town at 2:15 Thursday afternoon, and drove through the night to arrive at the Rush Creek Yacht Club 16.5 hours and 1053 miles later at 6:45 AM, to a very quite yacht club area. It was too early to just hang out, so we unhooked the trailer and headed off to a diner for some breakfast and a chance to stretch our legs and relax before having to set up for the first races. There was a strong wind blowing when we got back to the club and a lot of activity with everybody scurrying to get their boats ready. Since we hadn't been out sailing in any windy conditions, and one of my crew, Matt Schroeder, was new to me we decided to go out sailing at 11:00 to get in a few tacks and jibes before the races started that afternoon. I was glad to have Hugh Sugar on jib since we have been sailing together a long time and it was just the three of us. Our fourth was being confirmed that weekend and couldn't make the trip - too bad, because Allie Binkowski really would have

liked the windy conditions. We sailed out of the harbor area on a long starboard tack and settled in to find the groove and enjoy the big water, waves and breeze. It came time for a tack and we didn't go two boats lengths on port before the main halyard broke and the sail came down. Now we had our work cutout - had to get in to the harbor and fix it in time for the first race. Thankfully, Jim Gluek saw us trying to paddle in while sailing his C boat and came over to help. They towed us in quite a distance to the club. We tipped the boat on its side near the harbor bank so we could work on the mast. Luck struck again when we quickly found a local sailor that had a micro press. We were fortunate to get the wire halyard strung down the inside of the mast on the second attempt, after pulling the jib halyard sheave, giving us a intermediate opening to work with. It was fixed by noon and just in time to get some lunch before the first race. However, the wind was up and they postponed the race because it

was gusting to 35 mph. I took a much needed nap on the grass by the boat - 2 hours later I was ready to start promoting the 150 boat ILYA E-Invitation Regatta and also sell some raffle tickets for the new Melges E-scow we will be giving away to some lucky winner on July 10th. No races that day but I sold 25 raffle tickets and 5 regatta T-shirts, that's was a good start.

The first race on Saturday morning started out with winds at 15 mph from about 290 degrees, it was an Olympic course. The 13 E-scows that attended were evenly spread down the square line. We (H-7) were near the leeward end. Scott Elliott, boat number 150 with no lake designator, was toward the windward end of the line, with Kelly Goff steering and Dave Chapman as the third member of the team. Nearly all the boats took a long starboard out to the left of the course but those that didn't go quite so far made out because the wind had been very slowly shifting to the right. 150 was first



around followed by TX-2 (Jack Kern), GL-31 (Jason Sutherland), and H-7. We had our spinnaker halyard tangled inside the jib halyard and ended up having to take the jib down to free the spinnaker halyard before we could hoist, but luckily the ground we lost we made back up on the second reach. The wind built to 18-20 on the second reach and switched right about 10 degrees, and the lead boats struggle to carry their chute to the mark. We tacked immediately at the leeward mark and the leaders had gone about 100 yards before taking onto starboard. Everyone again stayed on the long starboard. At the top mark it was Elliott, H-7, Sutherland, and Kern, and Charles Coleman (I-333) and it stayed that way around the rest of the course with the wind building and very slowly moving all the time right. There was some really fun rides on the second reach and downwind as the wind stayed at about 20-25 mph.

The second race followed immediately after the first and the course was set at 300 degrees with winds at 20-25 mph. The course was another Olympic, which is what we sailed for the rest of the regatta. I really liked the courses with some reaching legs for a change, although they weren't really tight reaches but enough to have some great rides. Again, 150 got the jump on the fleet and we struggled a little upwind wishing Allie had made the trip. At the top mark it was again Elliott, Kern, Sutherland, H-7, and Coleman. But at the jibe mark the Elliott team had their vang on too hard and Kelly seemed to turn the boat a little too hard to stay high on approaching the jibe mark - it was all over when they rolled up and their boom hit the water. I guess you can do that on a Melges24! [Which is the boat they have been regularly campaigning.] I don't think they planned to christen their brand new E-scow quite like that - Lake Ray Hubbard is a nice body of water but is isn't Dom Perignon! The wind continued to build to the 25 mph range and there were some great rides with the spinnaker. We passed Sutherland on the downwind and hung on upwind to finish second behind Kern, while Sutherland held off a charge by Coleman. The wind continued to build after the race, so we never came out to race after lunch.

The next morning they got us started at 9:00 AM so that they could possibly get in three races. This time the wind was a leisurely 8 mph from due south, and the forecast suggested it was going to switch right like it had in the first race. Tied of trying to play catch up I took to windward end next to the committee boat. Elliott tacked behind me immediately since they were a tad late to the line, followed by Sutherland a few boat length later. Kern also went to the right early. Like an idiot, the H-7 let them get too far away and the wind did move to the right - again we were fourth around. 150, GL-31, and TX-9 (Jacobs and Pete O'Connell) were ahead of us. Jacobs and O'Connell were new to E's at this regatta and had trouble getting the spinnaker up quickly, allowing us to move up to third at the leeward mark. On the next upwind H-7 got to the right of Sutherland and it was 150, H-7, GL-31, and Monty Montgomery (TX-1) at the top mark. H-7 jibed immediately and 150 jibed at the same time but had stayed on the starboard jibe for about 200 feet after the mark. We were getting the puffs first and it allowed us to rollover 150 - while a good streak followed down the middle of the course carrying Sutherland, Montgomery, and Howdy Fry (E-17) within 10 boat lengths of the H-7 & 150 at leeward mark. Our cover of 150 left much to be desired and 150 finally got a leebow on us near the finish line to win. 150 was working their boat hard to leeward of us, with short coordinated efforts to squeeze their boat up and then relax just enough to maintain their speed - good team work on their part. After a number of these moves we were toast. Montgomery was third, followed by Sutherland and Fry.

The second race on Sunday was another Olympic course set at 200 degrees with a building 15-mph wind. No one busted to the right since the course was cocked a little and everyone carried the long starboard first. H-7 looked good to windward of the fleet but we didn't quite have the speed in the extra wind. We got rolled by a tight pack of four port tack boats (Elliott, Kern, Sutherland, and Coleman) near the weather pin, as we struggled to hold it down as the wind was up to 18 mph. Things didn't change too much on the two reaches except the boats bunched up for a tight leeward mark rounding. 150 broke away on the upwind a little being free and clear in the lead, and the H-7 moved into second passing Sutherland and Coleman just a short distance before the upwind mark. On the downwind we closed the gap and were just a few boat lengths behind Elliott. The last upwind was fun as we had a very close tacking dual against Elliott. They prevailed to win the race by a boat length. After us were Sutherland, Coleman, and Kern.

We were a little surprised they were going to start a third race and I can tell you that my crew weren't too thrilled because it was windy and we were too light and a little worn out. The other boats had fourths, or picked one up before the start of the race. The wind was blowing 20 mph from 220 degrees. Again we kept to the right, but this time 150 played the left center and had their worst first mark rounding of the regatta in 6th place. Upwind we were again struggling to hold it down and found ourselves in 4th. The leaders were Sutherland, Kern, and Montgomery. We got by Montgomery at the jibe mark and captured second at the bottom mark after two broad reaches, both requiring jibes to get to the pin. We managed to get by Sutherland about a quarter mile from the top mark to take the lead. Sutherland had worked out to the right of us but the wind had settled in and not moved to the right during that leg. We built a good lead downwind that enabled us to hold off any charge by the other contenders. That was enough to win the regatta, because there weren't any throw out races and Elliott had to keep a DNF in the second race that saw them tip over. The race finished with Kern passing Sutherland for second and Elliot passing Montgomery for fourth.

Pl	Sail #	Helmsman/Crew	#1	#2	#3	#4	#5	Total
1	H-7	Schoor, Lon	3	2	2	2	1	10
2	GL-31	Sutherland, Jason	2	3	4	3	3	15
3	TX-2	Kern, Jack	4	1	7	5	2	19
4	I-50	Elliott, Scott	1	DNS	1	1	4	21
5	I-10	Coleman, Charles	5	4	8	4	DNS	35
6	E-17	Fry, Howdy	6	DSQ	5	7	6	39
7	GL-3	Lynch, Duke	8	6	9	8	8	39
8	V-69	Harrington, Tim	9	5	11	10	9	44
9	TX-1	Montgomery, Monty	DNS	DNS	3	9	5	45
10	TX-9	O'Connell/Jacobs	7	DNS	10	12	7	50
11	I-333	Davenport, Frank	DNF	DNS	6	6	DNS	54
12	GL-15	Sherwood, Dan	DNS	DNS	DNS	11	DNS	67
13	E-104	Hill, Roscoe	DNS	DNS	12	13	DNS	67

\* Rush Creek YC [www.rcyc.org](http://www.rcyc.org)

I can't end this article before I say how great the hospitality is at Rush Creek Yacht Club and what a wonderful dinner they put on Saturday night, and the scrumptious Friday night cocktail party with so many fabulous food choices. It sure makes the long drive worth it and it is an event I will surely want to attend again soon. A big thank you to everyone at the Rush Creek Yacht Club. ☺

by Dierk Polzin

**May 8 & 9  
Hartland, WI**



Nagawicka was un-typical it was unusually steady with very few passing lanes. Cloudy and cool conditions prevailed. The usual assortment of characters came out of the wordwork. The new boats smelled nice. The old boats smelled like dead birds.

Leaving the harbor it was apparent that H-9 had an unusually bad winter as they raised the wrong mainsail from the storage bin that had no battens and was about 10 years old!

The first race got off and the left side of the line seemed to have much more wind. I-49 and V-599 and V-9 pulled away from the fleet and left gas for the rest of the fleet who tacked right. It turned into a parade and little is to be said.

The second race was much as the same, except with the right middle paying off and Jason Sutherland nearly smoking the fleet from the left. The wind was up so we had some nice racing. Up and down 4 1/2 or was it 5.. I got dizzy.. Brian Porter won the race with Jack Strothman in his new boat looking pretty spiffy after making some mistakes listening to Andy Burdick in the first race.

The usual Nagawicka Lake party ensued with lots of tasty food and drink. Lori Laasch and crew always do a great job and all the E-boaters look forward to racing at Nagawicka.

Brian Porter packed up to attend a Youth Hockey tournament at home and took off.. The next day there was no wind.. So Brian had made another good call by taking off. Everyone took turns at the trophy presentation insulting him, it was truly delightful. See you next year.

No info on Lake Hopatcong, looks like Dave is getting pissed at his brother again. ☹

## Nagawicka Tune-up

		1st Race	2nd Race
1. Brian Porter	I-49	1	1
2. Chris Pinahs	V-599	2	5
3. Tom Sweitzer	V-9	3	4
4. Jack Strothman	M-10	10	2
5. Bob Biwer	V-222	4	7
6. Eric Wilson	V-777	6	6
7. Rick Roy	V26	5	8
8. Jason Sutherland	GL-31	16	3
9. Lance Puccio	H-7	7	12
10. Art Larson	I-26	8	11
24 yachts			

## Lake Hopatcong Spring Invite

		1st Race	2nd Race	3rd Race	4th Race
1. Paul Magno	LA88	1	1	1	2
2. Dave Magno	LA99	2	3	3	1
3. Bill Nolden	AH11	3	2	4	3
4. Craig Bradley	HO13	4	4	6	6
5. George Drawbaugh	HO37	9	7	2	5
6. Ken Rand	HO18	6	DSQ	5	4
7. David Drawbaugh	BH47	5	6	7	DNS
8. Chris Norman	LA3	7	5	DNS	DNS
9. Charlie Johnson	HO40	DSQ	8	DNS	DNS

by Craig Parker, CL-15

## May 15 & 16 Cedar Lake, IN

This year showed great progress in getting more E-Scows on the starting line at this event. A total of 12 boats, including teams from Madison Wisconsin, Wawasee Indiana, and Indiana Lake Ohio, sailed this year's event. With the tough weather some regattas have had to contend with this spring, Mr. Weatherman smiled on May 15 & 16 with temperatures in the 70's, sunny and wind in the 10-12 mph range. Put these conditions together with great people, good food and a few cocktails, and you have great E-Scow sailing conditions.

Saturday morning's race had wind clocking from the South to Southeast at 10mph. Casey Call WA-99 who has won this event many times before jumped on top and stayed there. Rick Kazwell CL-1, Lon Schoor R-7, and Terry Moorman WA-24 all had shots at Casey but could not knock him out of first place. Race number 2, Saturday afternoon had the same conditions, Casey Call WA-99 out in front with Rick Kazwell CL-1, Lon Schoor H7, and now Dave Irscher WA-21 in the hunt for first place. Again, Casey Call stayed out in front and held first place in the regatta going into the Saturday evening cocktails & dinner. The cocktails started flowing and the bar wind blowing about 6:00PM. Cedar Lake always puts on a great cocktail & dinner party, we love to host regattas. The music and dancing stopped around midnight with some teams heading out to local watering holes.

Sunday morning brought a little more wind, N 15 mph, which produced some great rides uphill and down. Race 3, Lon Schoor H-7 really showed everyone how the Wisconsin teams do it. Lon started first and managed to beat off any serious challenges by the other boats. Race 4, produced some great sailing between Lon Schoor H-7, Rick Kazwell CL-1 and Casey Call WA-99 all tried to grab and hold onto first. Finally, Rick Kazwell managed to take the lead and first place gun.

The final standings had Casey Call winning yet another Cedar Lake E Regatta. Rick Kazwell and Lon Schoor ended up tied for second, Dave Irscher fourth and Terry Moorman fifth. I want to thank our friends from Wawasee for bringing five boats this year, please come back. Two years ago, I started hounding some of the Wisconsin sailors about attending this event. Lon Schoor and Matt "Mr. Bubble" Schroeder came down as promised. We hope you had a good time and will return next year. Don't forget to attend the largest E-Regatta in the universe, ILYA MADISON JULY 9-11. This was Pete Hagar's second trip to this event, thank you Pete. I can't thank enough each and every sailor who made the trip to Cedar Lake this year. We hope you enjoyed the regatta and will spread the word to other E-Scow sailors.

This spring some great things have been happening with E-Scows. In the general Chicago-Milwaukee area there are now three great Spring E-Scow Regatta's, Nagawicka, Indiana Cedar Lake and Lake Geneva. This was Lake

Geneva's first annual E-Cola Regatta it was a blast. We are now fortunate that various Yacht Clubs have begun hosting spring regattas, please try and support all three of these regattas. The more we sail the better our results on the race course get. We all wonder why sailors from Pewaukee, Minnetonka, Geneva, etc. seem to always be out in front. These guys are great because they spend necessary time on the water to fine-tune their skills. They go to regattas where they sail against some of the finest sailors in the world. You won't develop winning skills staying at home, try going to one or two more regattas this year. It will make a big difference in your program.



Pl	Sail #	Helmsman/Crew	#1	#2	#3	#4	Total
1	WA-99	Casey Call/Art Haan/Darle Hoover	1	1	3	3	8
2	CL 1	Rick Kazwell/Terry Adams/Sarah Kazwell/Dan	4	3	2	1	10
3	H-7	Lon Schoor/Allie Binkowski/Hugh, Tim Sugar	3	4	1	2	10
4	WA-21	David Irscher/Steve Bonifas/Chris/Jan Hacker	6	2	4	5	17
5	WA-24	Terry Moorman	2	5	5	7	19
6	CL-15	Paul Misch/Pam, Mark Misch/Craig Parker"	7	6	6	4	23
7	H-15	Matt Schroeder/Deb, Ben, Sugar	5	7	10	9	31
8	ID-1	Pete Hagar/Mark, John, Paul	11	8	7	6	32
9	WA-200	Rick Lemberg/Rick Jr, Mert Wolf/Ryan Wolf	8	9	9	8	34
10	CL-8	Tom Echterling/Tom Adams/Charlie Blink/Ben	9	10	8	10	37
11	CL-12	Ben Carstens/Ben & Doug Carstens/Al Opel	12	11	11	11	45
12	WA-29	Kenny Bolles/Bob, Justian, Josh	10	12	12	DNF	46

by Steve Schalk, I-564

**May 22 & 23**  
**Fontana, WI**

Three races were sailed. The first race on Saturday was a nine mile W3 1/2 started in a 20 mph breeze, which quickly developed into a challenging drifter for some of the fleet. The race was won by Brian Porter with Buddy Melges second and Scott Elliot third. With the complete demise of the breeze at 1:00 PM, waiting ensued until races were finally abandoned at 4:15 PM.

On Sunday, after a brief wait for the passage of a thunderstorm, Racing resumed with a W2 downwind finish contest that saw extremely light winds at the start which favored the corners of the race course. The race was won by Andy Burdick followed closely by Jim Smith (the season is still young), with Mike Darrow taking third place.

The third and final race got underway a little before the 12:00 cut off in a building breeze. Jim Barkow won with a wire to wire performance. Brian Porter finished second, unable to run Jim down, but handily winning the Regatta. Mike Darrow again finished third.

We will do it again next year. Thanks to everyone who came and everyone who helped. 🌐

Pl	Yacht	Skipper	1	2	3	Pts
1	I49	Brian Porter	1	6	2	9
2	I45	Andy Burdick	8	1	4	13
3	X44	Jim Barkow	5	10	1	16
4	TO101	Art Brereton	4	9	6	19
5	I9	Buddy Melges	2	13	5	20
6	I7	Jim Smith	10	2	8	20
7	V39	Mike Darrow	16	3	3	22
8	WA99	Casy Call	7	8	7	22
9	M10	Jack Strothman	12	4	10	26
10	L150	Scott Elliott	13	7	17	27
11	CL1	Rick Kazwell	13	5	16	34
12	V9	Tom Sweitzer	9	11	15	35
13	V5	Tom Hyslop	14	16	9	39
14	CR66	Rob Terry	11	14	14	39
15	I4	Peter Wall	15	15	11	41
16	CL15	Paul Misch	17	12	24	53
17	I26	Art Larson	22	20	12	54
18	GL31	Jason Sutherland	19	19	18	56
19	I546	Steve Schalk	29	17	13	59
20	D58	John MacDougall	20	23	19	62
21	H7	Lance Puccio	21	22	20	63
22	I44	Wendell Sherry	24	18	25	67
23	I333	Frank Davenport	23	26	21	70
24	I777	Fred Brennan	26	25	23	74
25	V800	Doug Mills	28	21	27	76
26	I88	Steve Lyon	6	DNC	DNC	76
27	V85	Dan Quiram	18	24	DNC	77
28	GL29	Toby Sutherland	32	27	22	81
29	ID1	Peter Hagar	30	28	26	84
30	I700	Patrick Lynch	27	30	29	86
31	I46	Keg Avakian	31	29	28	88
32	I10	Charles Colman	25	DNC	DNC	95
33	I13	Bob Youngquist	DNC	DNC	DNC	105
33	I17	Ed VonBergen	DNC	DNC	DNC	105



By Robert Fanning

## June 12 & 13 Syracuse, IN

The 16th Annual Wawasee E-Scow Regatta was hosted by the Wawasee Yacht Club on June 12 and 13, 1999. Twenty-six E-Scows registered for the event and were subjected to a full range of Indiana weather from 90 degrees, sunny and dry to 60 degrees, cloudy and wet.

The sailors were divided into two fleets by skippers choice. Nineteen boats sailed in the Gold fleet with Casey Call (WA99) taking the top position for the second year in a row. The seven boats in the Silver fleet were led by Chad Herdrich (WA11) which finished 10th overall.

The first race for Saturday was scheduled to begin at 10:30 a.m. A slight breeze induced the committee and fleet onto the beautiful blue/green water of Indiana's largest lake where upon everyone sat and baked for close to two hours until a slight breeze induced them all to return to the club for lunch. An indefinit delay ended at about 3:00 when a light breeze along the south shore filled sufficiently to set a course and begin. Jason Sutherland (GL31) made his way to the first weather mark where he and the next ten or so boats sat without a breath of air, contemplating the ominous clouds forming to the west. So threatening was the weather that two boats abandoned the race and sailed for the cover of the Yacht Club Harbor. But, the race committee, being Indiana natives and brave of heart, watched closely as the storm slipped by and brought with it a freshening breeze. Dick Tillman (WA113) was ahead at the second weather mark and led the leaders on an uneventful run to the second downwind mark. But a sudden squall gave the second half of the fleet a fantastic run on plane and the race was finished under very acceptable conditions. Tom Munroe (WH77), who had a less than optimal start, finished first and led the fleet back to the club. Casey Call held second and Pete Price (T012) was third.

The rain which had been feared earlier did arrive about 7:00, but didn't spoil a fabulous party at the Herdrich compound (WA47, WA11, WA17) on Nattie Crow Beach. The boat barn was converted to a dinner hall for over 130 hungry sailors, spouses and club members who ate barbecue chicken, barbecue beef, baked potatoes and all the trimmings.

Sunday morning brought greater promise of wind, but by the 10:00 a.m. start, the conditions were light and variable. The first weather leg was a single starboard tack for those beginning at the committee boat and the first downwind leg was a tight reach with the early boats dousing their spinnakers about half way down and the

later boats opting to sail without the assistance of a third sail. The wind picked up steadily, but the rain came down steadily as well, bringing with it a change in direction and course. Now known as Wawasee Course #L, the second windward leg was 90 degrees to the west of the first. But the wind backed and it too became one tack to the mark. By the time Casey Call finished first, everyone was wet and cold. Pete Price was second and Charlie Harrett (I45) a surprising third after being over early.

Race 3 required a realignment of the course and began with a decent breeze which failed before the windward mark could be reached. The light air experts had another chance to how their stuff and the race committee mercifully shortened the course. Pete Price took advantage of the favored right side and sailed to first. Casey Call came from behind to finish second and secure his first place overall finish for the regatta by one point. Particular mention should be made regarding a bunch of Wawasee teenagers competing in their first regatta on "Hang Ten" formerly of Muskegon, Michigan. John Herdrich, Brian Fanning, Corey Herdrich and Jamison Herdrich finished a respectable not last.

Congratulations to all skippers and crew for a safe regatta under trying conditions and a special thanks to Dick Tillman Regatta Chairman, and Jeff Schmahl, Race Committee Chairman, for a well organized and well run event. The efforts of all the Wawasee Yacht Club volunteers and Syracuse area sponsors (Subway, Liquor Locker and Augsburgers Plus Supermarket) is greatly appreciated. ☺

Pl	Sail #	Helmsman/Crew	Craft	#1	#2	#3	Total
1	WA99	Casey Call	No Reply	2	1	2	5
2	TO12	Pete Price	....	3	2	1	6
3	WH77	Tom Munroe	....	1	7	7	15
4	WA113	Dick Tillman	Cahooots	5	11	4	20
5	GL31	Jason Sutherland	Spirit	4	13	6	23
6	MU5	Paul Wickland	Cheap Cigar	7	6	14	27
7	MU400	Tom Klaban	Twilight	DNF	4	3	34
8	CL1	Rick Kazwell	Rocket	DNF	5	5	37
9	WA11	Chad Herdrich	Why Not	12	15	10	37
10	I45	Charlie Harrett	Zenda Express	DNF	3	9	39
11	ID12	Nicole Koeppen	No guts No glory	13	9	17	39
12	WA24	Terry Moorman	Steamboat	6	21	13	40
13	CL8	Thomas Echterling	Just Duck-E	9	17	15	41
14	WA13	John Call	Reply	16	22	8	46
15	WA200	Rick Lemberg	Ricke'Z	14	16	16	46
16	WA21	David Irmshcer	Sympathy for the	10	14	23	47
17	WA17	Scott Hackleman	HACK-E	15	10	22	47
18	CL12	Ben Crastan	Prime Time	19	8	21	48
19	ID1	Pete Hager	QuickE	8	23	18	49
20	WA47	Bob Herdrich	Airborne	11	DNF	11	49
21	EC1	Bruce Cameron	Special EFX	18	20	19	57
22	WA48	Mike Rian	March Dog	DNF	19	12	58
23	MU22	John Herdrich	Hang Ten	20	12	DNS	59
24	WA29	Kenny Bolles	Bolles E	17	18	DNS	62
24	WA49	Mike Beesley	Rhapsody	DNF	24	20	71
26	WA20	Troy Graham	Notorious	DNS	DNS	24	78

## NCESA REPORTER INTERVIEW

### Harry Melges III @ Melges.com

### May 1999

**Reporter: STARTING - It is rare to see 1-1 at the ends of the line.. What are the things you weigh when setting up your starting strategy in big fleets? What are your goals? When do you make your decisions?**

Harry says:

1. Get an accurate line sight using a land mark - make sure front two crew know land sight - to call distance away from line.
2. Take regular wind readings to get a feel for timing of shifts.
3. Take regular line checks to determine favored end.
4. If the line is more than 5 degrees favored toward one end or the other start near that end.
5. Watch the breeze coming down the lake, you want to make sure you start in the biggest breeze.

Early in the regatta we tend to start conservatively and towards the middle of the line. This reduces the risk of a poor start at the ends and reduces the damage done by a major windshift right after the start. Speed and tactics will always bring you to the top of the fleet after a conservative start. If the regatta is on the line in the last race or two, we will be much more aggressive to fight for the favored end of the line. On the inland lakes, the wind is constantly changing so you need to be ready to abort your starting plan or position and quickly reposition in a more favorable spot.

**Reporter: PINCHING - Off the line pinching sometimes becomes important to preserve a clear lane and options. What are the adjustments you make to work to weather? (traveler? jib car? jib trim? back stay?, scallop steering? over-trimming? heel?)**

HM3: At the start you need to work hard to have a clear lane to leeward so you don't have to pinch. However, we all end up in those positions more often than we would like. To keep your height when sailing on the hip of another boat you need to keep the boat powered up. Loose backstay, loose vang, main traveler up, slightly tighten main trim. The crew needs to be aggressively working the boat, keeping the angle of heel constant. Stay in pinch mode only as long as you need to. If you are in a big lift you must live there, if not look for the first clear lane to tack.

**Reporter: FOOTING - If you want to foot out what do you do?**

HM3: If you want to foot, you need to flatten & twist the sails. Pull on the fine tune backstay, pull on the vang, main traveler down, jib traveler could go down if it's blowing hard. If it is light, none of these adjustments are necessary. Just ease the sails, and keep the boat at the correct angle of heel.

**Reporter: JIBS - With the newer modern Jibs, jib trim has really changed over the past few years. How do you set up the jib? How far off the deck is the tack. Do you tighten the tack at all? What do you check going upwind? The slot? Do you check the tell tails? Marks on the spreader? Marks on the Jib Sheets?**

HM3: The new jibs are actually really easy to set up and trim. Set the tack so that is 1" to 1.5" above the deck, put the sheets in the correct hole on the clew board (See tuning guide) follow the tuning guide for jib track location, pull the wrinkles out of the loofa in all conditions. The only real variable is the trim of the sheet, and if you follow this simple rule you will always be fast: Make sure you have a tell-tale on the leech of the jib just below the top batten. When sailing to windward trim the jib until that tell-tale stalls, then ease until it is flowing - that is your max trim when sailing to windward. The jib person must still be aggressive to ease and trim as the wind changes and steering changes. Utilize the lower tell-tales at the luff to trim properly when not hard on the wind, keep both sides flowing.

**Reporter: MAINSAIL - Mainsail adjustments are critical these days, the sails look flatter and harder leached then in the past. Do you use more then one halyard lock to get a fuller sail? When do you starting needing cunningham? When do you switch over to vang sheeting? Do you have a preference for not vanging and using more Mainsheet rather then vanging and travelling?**

HM3: The mainsails are actually easier to trim these days. The mainsail have improved and so have the designs making them very user friendly. We use only the mast head halyard lock with one position - max up. We start using cunningham over about 15 mph of breeze whenever we are overpowered. We use vang whenever we're overpowered to flatten the mainsail. I wouldn't say that we ever intentionally vang sheet, as we adjust the mainsail constantly and we adjust the vang almost as often. Working the mainsheet, traveler, vang and backstay in unison is crucial. We do use less vang in big waves to keep more power in the mainsail.



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**Reporter: MAST ADJUSTMENT - Is the 33'11 measurement still the standard all condition number? Is that with the halyard pulled all the way to the top of the mast or locked in the halyard lock? How much tension on the sidestays are you using now days? When the mast gets dropped back is it important to the tighten sidestays?**

HM3: 33' 11" is still the number we use for our light air mast rake. That is measured with the halyard pulled up and latched in sailing position. As the wind builds we are quick to rake aft to 33' 10" and the to 33' 9" as we become more overpowered. We set up our side-stays so they are fairly loose. If you hand tighten the uppers with the mast rake at 33' 10" you're pretty close to where we sail all the time. We don't tighten the shrouds as we rake aft. We keep it as simple as possible and concentrate on sailing the boat.

**Reporter: HEAVY AIR - Would you give us a few hints about the adjustments in heavy air. Do you ever adjust the side-board limiter ropes so the Board don't go down so deep and move the CLR back a bit? Would that change if you had 4 people and 700# versus a light 3 of 575#? When is the proper time to start dropping the mast back? When should we consider opening the slot?**

HM3: In heavy air, you need to rake the mast back to 33' 9" and then work the controls which flatten the sails and depower. Traveler down to the rudder post, vang on hard, work the backstay, pull it hard in the puffs, tension the cunningham jib traveler down slightly. Concentrate on keeping the boat flat and going fast. Work the mainsheet and fine tune you steering to maintain a constant angle of heel. We always keep the boards max down because we never have windward helm. If you are sailing in big waves, pull your board up a couple inches, it will help to free up your steering.

When sailing with more weight, the only thing that changes is how soon you become overpowered. In heavy air the later you become overpowered the faster you will be. This reverses in light air though.

Start dropping the mast back as soon as you become overpowered.

Open the slot by dropping the jib traveler in drifting conditions, and in heavy air. In heavy air you need to drop the jib track when the mainsail is turning inside out or flogging. Drop the track until the mainsail stops flogging, or pull up main traveler slightly. ☺

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### HELP YOUR SKIPPER GET A GOOD START

#### CREW INPUT

In sailboat racing, the skipper usually holds the wheel or tiller, but it's the performance of the entire team that determines the success of your race. This is especially true at starts, where there's a lot going on, and even the best skipper can get flustered or distracted. So whenever you are crewing, pitch in at the start. (I can assure you we skippers need all the help we can get!) Here are some things you can do to help make sure things go smoothly:

- ☛ Always trim your sails for full speed unless you are told otherwise. This takes constant attention because your sailing angle is changing continuously before the start and you get a lot of bad air from other boats. Keep aware of general changes in the wind as well and, if necessary adjust your sail control settings.

- ☛ Use your weight and sails to help steer the boat as much as possible. Before the start you must often maneuver in tight quarters at slow speed. The rudder won't work so well in these situations because there's not much water flowing past it. Therefore, you must rely on other techniques.

- ☛ Keep a sharp lookout for converging boats and report these loudly to the helmsperson, even if they appear to be obvious and even if you have the right of way over them. Be as specific as possible. Don't say, "Look out for that, boat." Do say "Do you see the grey boat on starboard tack?"

- ☛ Give a loud and clear countdown of the time remaining until the start. As a skipper, I like to hear every 30 seconds from 10 minutes to 5; every 15 seconds from 5 minutes until one; every five seconds from one minute until 20 seconds; and every second from 20 until the start. As a timekeeper, you can also provide other help; for example, you can remind your skipper that the one-minute rule will soon go into effect.

- ☛ The timekeeper (or someone else) should also keep good track of the race committee signals (see pages 2-3). For example: Are you starting on the right color shape? What course are you sailing? What is the course and distance to the first mark? Was there an I, Z or black flag displayed at the preparatory signal? After the start, did the race committee hoist an X flag (Individual recall) or first substitute (General recall)?

- ☛ Keep an eye on the big strategic picture up the course. Continue to think about, whether your first-leg strategy still makes sense. The helmsperson will often have his or her head "in the boat" during the final 5 or 10 minutes before the start, and this is the most important time to be looking around.

- ☛ Once you are set up for your final approach to the line on starboard tack, keep an especially good lookout for boats clear astern that might overlap you to leeward. Under the new rules, these boats can easily ruin your start because they're allowed to luff you head to wind with even a small overlap, so give your helmsperson plenty of warning.

#### ▲ When to start near the middle of the line

I usually start somewhere in the middle of the line because this involves less risk and offers more flexibility about where to go. Here are a few times when it's especially good to stay away from the ends:

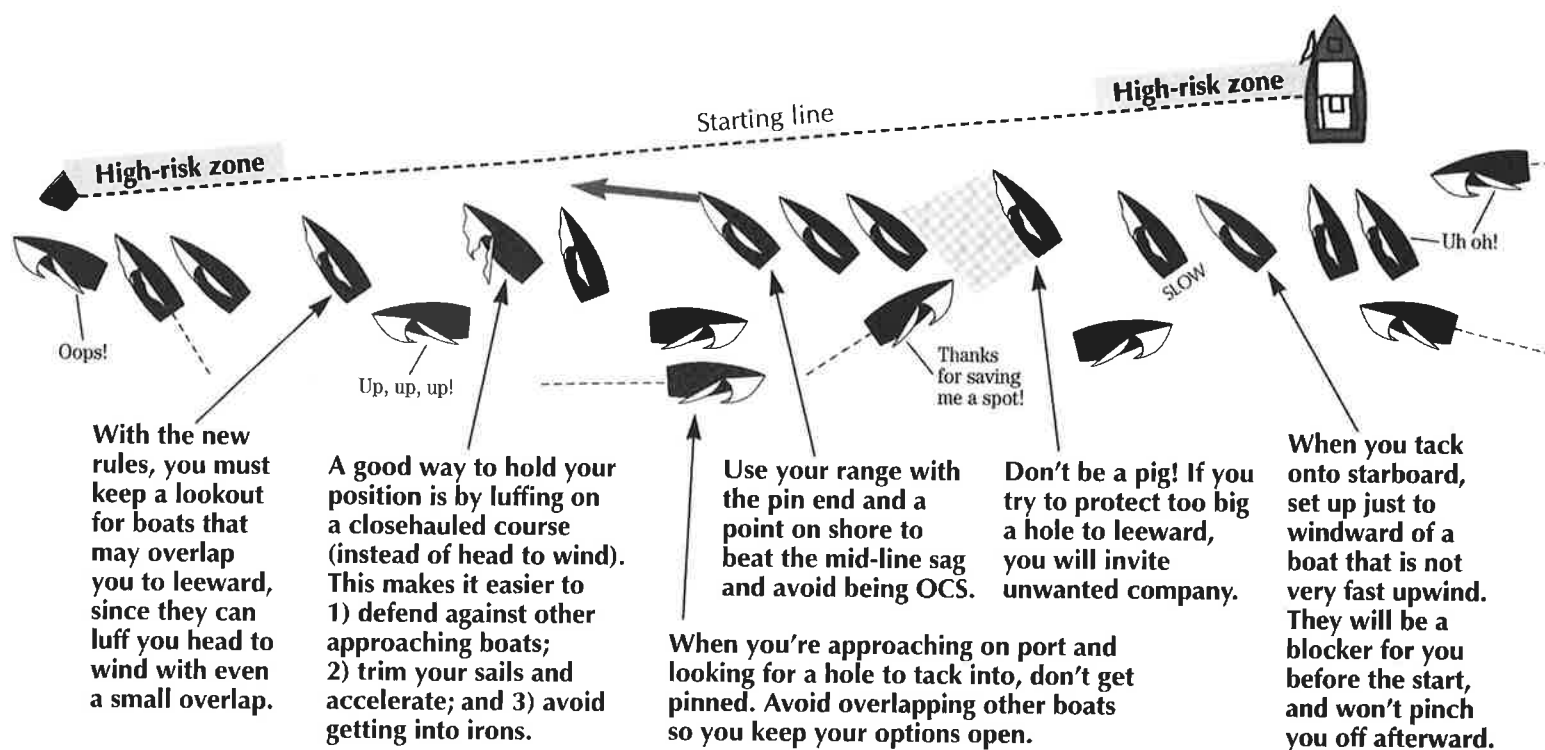
- ✓ When you have a good line sight and YOU can take advantage of the line sag;
- ✓ When the wind is oscillating and you want to play the shifts up the first beat;
- ✓ When your speed is very good and you just need a clear air start;
- ✓ When you're Unsure which side is favored and you don't want to commit yet;
- ✓ When there's a big pack at one end and you don't want to risk a bad start.

#### ▲ When to start near an end of the line

I seldom start right near an end unless there is a compelling reason why I need to be there. Here are a few reasons that could be compelling enough:

- ✓ When one end is so favored YOU can't afford not to be there;
- ✓ When your first-beat strategy favors one side of the course very strongly;
- ✓ When the one-minute rule (30.1) is in effect and you want to be near an end in case you're over and you have to go around it;
- ✓ When the line is long and you can't get a good line sight - it's easier to judge the line when you're close to an end; and
- ✓ When you're racing in a small fleet and/or with a short starting line.

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### ▲ Kill time by Wiggling

When you're approaching the starting line and you see you are going to be early, the most common reaction is to luff your sails and slow down. But this has several disadvantages. First, it takes a while for your boat to slow (down, especially if it's a heavy boat). Second, once you slow down you have to get going again, and that also takes time.

If you have a little room around you, you can avoid these problems by wiggling instead of luffing. That is, turn your boat back and forth using your rudder so you kill time by sailing a longer course. The effect is immediate, and you maintain most of your speed.

### ▲ Use your sails to rotate

When you're maneuvering before the start, you often have to turn your boat sharply in tight quarters. For example, you may need to joff a windward boat, or prevent another boat from filling your hole to leeward. If you have some forward speed, you can use your rudder to make this turn. However, there are many times when you are going slow on purpose, and your rudder won't do much good.

That's when you need to rely on other ways to turn, like sail trim. If you want to bear off, just overtrim your jib and undertrim your main. If you need to head up, do the opposite. With this technique, you can often spin your boat in place without moving forward.

### ▲ Shift right in your "hole"

When you are carving out a hole for yourself amidst the starting crowd, your goal should be to end up (i.e. come off the starting line) near the windward (right) side of that hole. In other words, you want to start the race with space to leeward so you won't get squeezed off (by L); at the same time it's good to be near the boat to windward (W) so you can squeeze them off and gain the option to tack.

How do you get to the windward side of the hole? One way is to start there by reaching or tacking into that position. Then defend your hole. If you get too close to a boat to leeward, luff up hard, do two quick tacks, or consider reaching off to find another hole farther down the line.

### ▲ Give 'em a head fake

When you make a port-tack approach, you often find yourself reaching down the line on port tack, looking for a nice hole you can tack into. Because the starboard tackers don't want you taking their hole, they will try to aim at you and force you either to tack early or to find another hole.

To avoid this, reach down the line and make it look like you will continue past them. For example, keep your bow pointed behind them and don't even look at them. At the last moment (just when they forget about you), tack so you end up right to leeward of them with your bow slightly their bow. Now you are on the windward side of a nice hole, hidden from the committee boat, with room to accelerate. 🌐

by Gordy Bowers

## Inland Sails

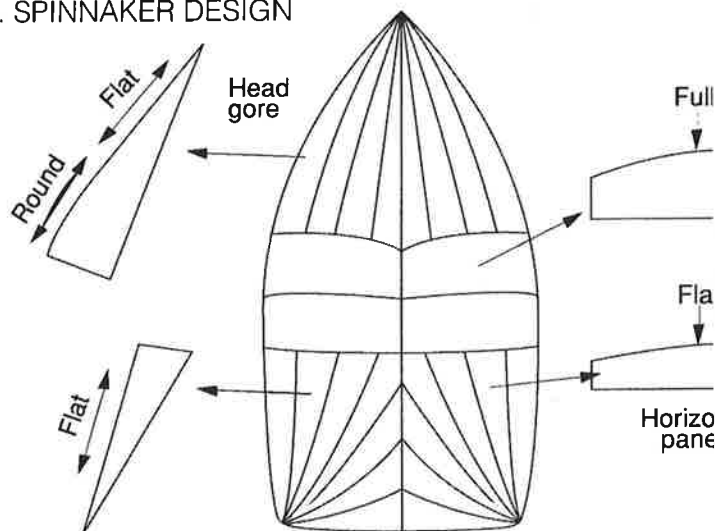
It is just as important to "see" your spinnaker as it is to understand your main and jib. Understanding how the spinnaker relates with the wind at different angles can be a challenge even for experienced sailors. The good news, however, is that a feel for spinnaker shape can be learned by looking at spinnaker design and spinnaker controls such as pole angles, guy position, and best trim.

The spinnaker designers goal is to build a fast shape, but also one that is stable and easy to fly. Stability comes from the correct overall depth and the shape of the leading edge. Spinnakers are designed using a combination of vertical and horizontal seam shaping. Our fast moving E-scow benefits from tacking down wind which puts the apparent wind at ninety degrees to the boat most of the time. The most common mistake while running is to sail too low. This course stalls the main, jib and spinnaker, resulting in greatly reduced boat speed. You should generally sail higher angles off wind to keep the wind flowing around all your sails, thus giving more lift and speed. This tacking downwind style means that E spinnakers, the reacher and the runner, tend to be designed flatter than other one design racing spinnakers.

The designer keeps the top third of the spinnaker flat to encourage it to project a broad and flat area away from the mast. If the head is full it folds in on itself in light air and/or it gets tight leached in medium conditions. The angle between the leach tapes at the head will be around eighty-five to ninety-five degrees for reachers and one hundred ten degrees for runners. The head panel curves are almost straight for the top half of each head gore. (see diagram 1) The clew gores are straight or only slightly curved for their entire length to keep the lower leach from hooking and stalling the wind flow around the spinnaker. Both head and clew gores can also be shaped fuller toward the edges to make them easy to fly. The designer's edge shape defines the spinnaker's groove and how far up or down the helmsman can sail with out luffing or stalling the spinnaker. When the leading edge is flat the spinnaker will tend to collapse all at once and will be hard to fly, requiring extreme consideration by the trimmer and helmsman. On the other hand, when the edges are too round the luff is wider grooved and easier to fly, but if the leach is too tight the spinnaker will be slow especially in the E-scow where we sail with the apparent wind abeam most of the time.

The middle of the spinnaker can be shaped horizontally or vertically. Most E-scow spinnakers have either one, two or three horizontal edges with shape. Reachers are flatter in the center than runners. The middle section is also shaped with a vertical center seam. The best shape tends to be a curve that is flat at the head, fuller in the middle and flat again at the bottom.

### 1. SPINNAKER DESIGN



Out on the water a well designed spinnaker will respond to correct pole position (vertical and horizontal) and sheet trim. Fine tuning spinnaker shape with combinations of pole and sheet is similar to controlling the jib using the jib lead position (fore and aft and side-ways) and sheet tension. Even the best jib or spinnaker trimmer will look bad if first the jib lead or pole position is not at least close to correct. Hence, pole height is the first priority. Where to attach the pole on the mast depends on wind strength, course angle and whether you have a Johnson or Melges mast. When reaching or running in light air the smaller, flatter reacher set lower on the mast is usually best. The Melges spar has two rings, 52 inches and 60 inches up from its base. The Johnson upper ring at 55 inches is used for both spinnakers in all conditions. Next, you adjust the outboard end of the pole starting from ninety degrees with the mast. The outboard end can be raised ten degrees with only a 1.5% loss of projected area in front of the mast. Raising the pole beyond fifteen degrees significantly reduces area so mark the topping lift with your upper and lower limits.

Pole height controls the shape of the edge and the depth of the head. Generally, a high pole raises the tack and flattens the luff while lowering the clew and tightening the leach. The luff will tend to break suddenly and be difficult to fly without over trimming. The forward half of the head gets flatter and goes further to leeward of the mainsail. (see diagram 2) A low pole position lower the tack making the luff rounder while raising the clew and opening the leach. The effect is similar to tightening the cunningham on the main. The round luff will tend to luff slowly and be easy to fly. Now, the back half of the head gets flatter and further away from the main, tacking down wind with the runner in 3 to 18 m.p.h. breeze. You want an average pole height so

Ed. this is a great article from a previous issue of Reaches. I appologize for the poor graphics. There was no time to rescan them these come off the web page. Figure 3 not available. Contact Inland Sails for a clean copy.



that spinnaker tack and clew are balanced. This gives a fairly wide groove to the luff which now will luff first about half way between the head and clew and be easy to trim. When reaching or in very light air running, the boat will accelerate better with the pole lower because the leach will tend to be more open and stall less.

After pole height you need to address pole or guy position fore and aft. The shape of the foot and the angle of the spinnaker relative to the boat is controlled with the guy position. On a close reach the ideal pole position is one to three inches off the forestay to leeward allows the spinnaker to pull too much to leeward resulting in excess heeling and loss of speed.

Getting the pole position correct for tracking down wind is much more difficult. If the guy is too far forward the foot will be full and the tack area will be full and the edge of the luff will angle to weather of the pole. If the guy is too far aft, the foot and the tack will be flat and the luff edge will angle to leeward. The best position causes the luff edge to come off the pole at ninety degrees. This trim can be tricky to achieve because the amount of spinnaker sheet trim also changes the shape of the tack area. Try to find the sweet spot for the course you are sailing by bringing

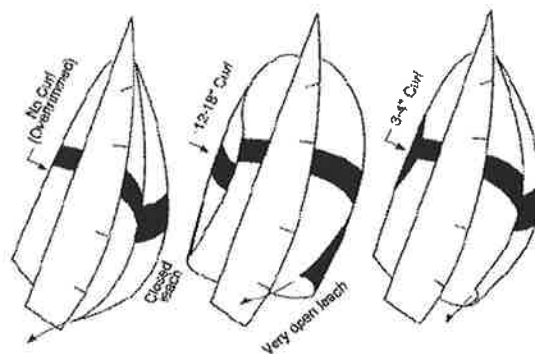
your pole aft until the spinnaker area closest to the pole wants to luff slightly while the tack narrows; then ease the pole forward slightly until these symptoms disappear. (see diagram 3) Once you have the position, mark the guy so that you can cleat it and reproduce the fast position quickly on the opposite jibe. Obviously, the guy will need to be adjusted for large changes in boat heading or wind strength. For example, in light puffy wind the E accelerates two or three miles per hour in a puff but if it runs into a flat spot the apparent wind will come aft again and the pole can be brought back some, but not as far as previously, because the helmsman should be heading back up to keep as much speed as possible at a higher angle.

Once the correct pole position is found, sheet trim becomes the next priority. The spinnaker trimmer should always maintain a position from where it is possible to study the luff area. Constant attention to sheet trim is important because it alters so many other variables as the spinnaker's angle of incidence, depth, luff and twist of the leach. As a general rule the center of the luff should be collapsing off and on all the time. The best technique is to trim and ease in about 6 to 12 inch bites: First ease then stop to see how the curl results. Then ease again or trim depending on the curl results. Then ease again or trim depending on

the curl. You should ease quickly and trim slowly. How much luff curl depends on the type of spinnaker, course angle, and waves. A conservative 3 to 4 inch curl is correct if the spinnaker luff area (the front 24") is flat or if light wind and motorboat waves are causing the spinnaker to roll excessively. A more standard 12" curl can be maintained with correct pole height in steadier wind and smooth water conditions. You should realize, however, that the slight luff or curl should not be in the luff all the time. The edge should be full, then curled constantly as you trim and ease. In fact, sailing with a large curl too much of the time on wide downwind angles can be slow because it reduces spinnaker area. Sometimes you have to reduce the frequency of trim and ease to allow the spinnaker to steady down and achieve maximum pressure. Conversely, when close reaching, a good trimmer is constantly easing to carry as large a curl as possible (up to 24 inches) because it keeps the leach open. A quick ease when big puffs hit helps to accelerate by directing more of the spinnaker's forces in a forward direction. Even a total spinnaker collapse is preferred to over trimming. (see diagram 4)

There are times when the crew should be easing or trimming more than the standard 6 to 12 inches. You should ease big when the boat is headed off, the luff sags, the boat heels excessively, or when a large puff hits. The times when you should trim are when the boat is

#### 4. SHEET TRIM



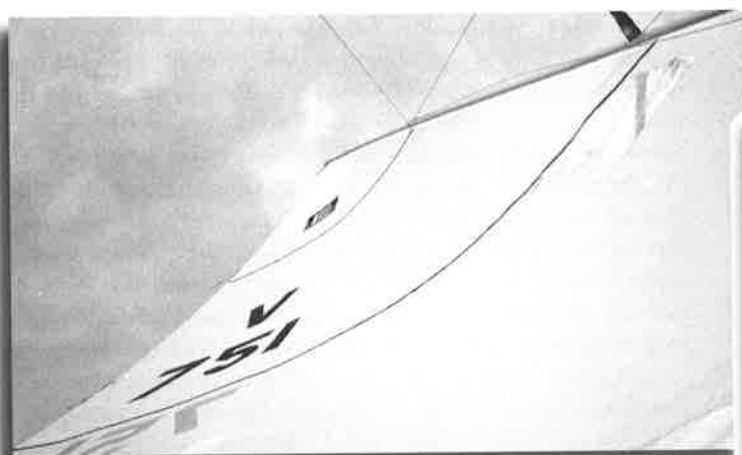
headed up, the boat slows down and when the whole luff gets to the point of collapse. The skipper and crew can help the trimmer greatly if some warning is given prior to large course alterations or puffs. With good anticipation, large amounts of sheet trim or ease can be done smoothly.

Knowing something about design, apparent wind angles, spinnaker control and their effects will improve your spinnaker trim next spring, practice sailing downwind with the jib down so you can see the effect of changes in wind strength, boat heading, pole position and sheet trim. This winter get out any of your photographs of E-scows or any other sailboat photos for that matter and study the difference between good and bad trim. The best spinnaker trim is an art that with practice and study becomes understanding.

Good luck from all of us at Inland Sails!-- ☺

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by **Luther Carpenter**

US Olympic Sailing Team Coach  
Europe and Laser

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NA Europe Class Newsletter)

This October, I was invited to a Coaching College in Newport, Rhode Island, where a group of our country's top coaches were challenged with the goal of designing a higher coaching education course for elite coaches. When the discussion turned to coaching tactics we experienced an unusual silence in the room. Most of the us were reluctant to say that we had the ultimate lecture on winning tactics in a sail-boat race. Gary Bodie referred to Stuart Walker's category system and explained that there really are only three types of upwind legs: One-side favored, Tacking on shifts, and neither of the above. He continued by saying he finds it harder to give a complete yet GENERAL lecture on the specifics of tactics beyond that concept. Everyone else in the room agreed.

But as I encounter sailors across the world, the demand is clear - there needs to be a better way to explain when, why and where we position our boats on a beat. Why do the good sailors seem to be able to **wriggle themselves to the top of the fleet** even after a mediocre start? Worse yet, how can a sailor we coach ace the best start and nail the first shift, only to slowly lose boats for the remainder of the leg? The most precise method that I can think of to attack such answers, is to zero in on the process of Lane Selection. How do we identify the best lanes to tack in, and consistently find those golden avenues to the windward mark?

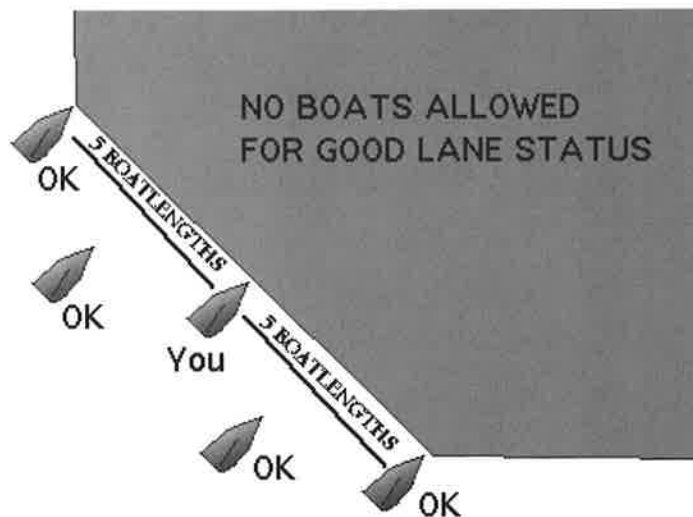
While this article won't give you every tactical answer, it will logically step through the process of recognizing what skills and thought go into tacking in a clear lane, and then look at some examples from the race course.

## ▲ Definition of a Good Lane

Step #1 is to define what a good lane is, and recognize some of the components that come with it:

- ✓ A good lane provides **clear air** and enables you to sail your own mode. There is no pressure to point super-high, or steam-roll fast forward to maintain clear air
- ✓ A good lane puts you on the **favored tack** toward the mark.
- ✓ Ownership of a good lane puts you in a position to **maintain status quo**, while the other 80% of the fleet "thins out" by being forced out of phase, sailing in bad air or at a less than optimal mode (such as high and slow).

- ✓ Even with less than spectacular boatspeed, we can maintain a front row slot by our positioning on the fleet. This positioning is made up a large percentage of the time by leebowing the competition
- ✓ The ideal lane has you bow forward on any immediate neighbor.



## ▲ 5 boatlength rule

To see this "golden" lane clearly, let's refer to what I call the "5 boatlength rule" (see diagram 1). This imaginary circle around our boat defines when we have a desirable lane. To satisfy the rule, there can be no boats within 5 boatlengths, or to windward or leeward of us unless we have the following circumstances:

- a) If the boat is to windward, her bow must be behind the middle of our boat - we are bow out.
- b) If the boat is to leeward, our bow must be forward of her bow,

Assuming we have the 5 boatlength rule in hand, we can survive in our lane for several minutes, even if our boatspeed is only par.

## ▲ The Search for the Yellow Brick Road

Now that we know what a good lane looks and feels like the question is, "how do we find one of those suckers?". Well the first step is to gain the ability to calmly identify the opportunities BEFORE they present themselves. That may sound strange, but I believe that 80% of the skills for finding clear lanes are accomplished through pre-race homework

First, you need to evaluate the course, know the phases of the windshifts, and if one side of the course will be favored. These pieces of information will point out to you which tack will be important to sail on at given times of the beat. Perhaps the course is skewed due to a windshift, or a filling seabreeze is approaching from the right. The

important aspect of this evaluation is to keep it firmly up front in your mind, so that after the start, when THE opportunity presents itself to lack in that lane, you know to react with conviction. In most races, the decisions made in the first few minutes are the critical ones that determine the tone of the beat. When that door opens, you need to walk on in (before it slams in your face)!

I find that two categories dominate my pre-race and thought process that heavily influence my lane selection. They are:

- ✓ **Boatspeed** - how is MY speed, and what specific techniques are called on by the conditions.
- ✓ **Condition Evaluation** - how does the nature of the condition affect tactics?

**Starting with boatspeed**, I need to state to myself how my good my speed is and how it relates to the rest of the fleet. I also like to think about the challenge of the condition. If it is light and choppy, I'll know that flowing sails and the ability to put the bow down will be key to good speed. I will try to avoid sailing in close quarters on another boat's hip, for the consequences of being caught tightly trimmed and pinching would be devastating in this condition - I would probably see the fleet sail right out from under me. I'll also think about the positive side of such a condition. All I will have to do is be on the lee bow of the fleet on the correct tack, and the chop and light air will soon have them bouncing up and down in my wake!

**Condition evaluation** is a skill that I have learned from my years of experience in the coachboat. I have found that this ability to step back for a moment from the action and think about the wind and wave environment has dramatically improved my game both in boatspeed and in tactics. For purpose of lane selection, I like to first generalize the conditions. I use two broad options: either stable or unstable. Stable conditions are those that are fairly consistent and predictable, and perhaps require a more passive outlook on tactics. A slowly building seabreeze in flat water would be an example of a stable condition. I would generally want to work right, and would be able to sheet the sails in hard for pointing while sailing the boat very flat. This mentality in my pre-race mode would set the tone for the beat. Get on to Port as soon as possible, settle down and concentrate on a narrow groove.

**Unstable conditions** can be puffy, shifty, and choppy or wavy. There is some component that keeps changing quickly and makes holding a lane in close quarters difficult. There are also huge gains and losses to be made playing the shifts and puffs, so keeping the ability to tack and sail fast are the focal point. With this outlook before the start, I'll realize that staring only at my telltales will not be enough. I will need to raise the level of my vision outside of the boat and do a BETTER job than the competition in reading the approaching windlines.

This all may sound sensible and basic, but I assure you that not near enough sailors even on the World level focus enough on this condition evaluation skill. I believe there is a big misconception that

***What the good sailors are really doing is combining the forecast with the conditions as they appear on the water, and reacting with a high percentage move related to the fleet.***

the good sailors somehow "know" what the wind will do next. Many sailors look to gain this seventh sense, but are frustrated or distracted by it's challenge. What the good sailors are really doing is combining the forecast with the conditions as they appear on the water, and reacting with a high percentage move related to the fleet. So don't think you are not capable of evaluating the conditions. Every can do it, it just takes practice and confidence.

### ▲ Study the Good Guy's moves

Most of us in our sailing careers get good at identifying the right lanes by seeing other great sailors occupying them! I can't tell you how vivid in my mind I have countless John Kostecki lanes in the J/24 class, and Greg Fisher in his multitudes of one-design class regattas. These two schooled me for years as I slowly developed my own backlog of situations and confrontations.

One of the reasons that we tend to notice others in the golden lanes, is because the hard truth is that there are only 3-5 winning lanes a beat! As we get better and better as racers we start to find ourselves scrapping with the Kosteckis and Fishers for that freeway to 1st place. So when you've identified a nice spot and see the local champion right there, don't be afraid to claim what is rightfully yours. Put a mild leebow on him and see if he can hang in the 'second-best' lane you've been traveling in! I know the next time I have Kostecki or Fisher there I'll be planting one!

We've looked at a few examples of the countless catalogs of tactical situations. While this article does not attempt to show you every move or situation. I hope that it has given you some ideas on how to think about lanes and where to find them.

If you have correctly identified it, and can have it, then **CLAIM IT** for it is yours. 🌐

(Ed. I condensed a few sections out)

# FLEET ROUNDUP USED BOATS

## MINNETONKA NEWS

Tom Burton is leading the Championship Series after four races, followed by Bill Allen, David Ferguson and Peter Slocum, Rob Evans (NCESA Director) is down a bit with finishes of only 7, 3, 8, 3. With the new bow-sprinted E-boats in Miami maybe he will get a condo there and invite all his E-Scow buddies to stay for free.

Dave Ferguson is helping arrange things up there for Nationals along with Bob Zak.

Minnetonka Women sailing juggernaut finished 2nd in the US Sailing Women's Open Singlehanded Championship held in Boston in May. She hopes to do every Womens Championship that has ever been invented by the time she is 30. Rolex, Adams, ect. ect.

## MENDOTA NEWS

These guys are following nutcase Lon Schoor into oblivion. The E-fleet is having close racing with many different boats winning races.

Lance Puccio, who shares H-7 with Lon won the local Jim Payton Memorial Regatta. Lon tells me he does not need any practice as he has been to 5 regattas already this year selling raffle tickets.

## PEWAUKEE NEWS

Chris Pinahs V-599 is sailing superbly this summer and is leading the PYC series over Mike Darrow in V-39. Bob Biver V-222 is a close third, followed by a new improved V-800, the rest of the fleet is really jumbled up with lots of wacky finishes.

PYC and ILYA commodore Jeff Baker has been on a trip to the Southern Ocean with A-Scower Lou Morgan (who is travelling around the world). Who knows what strange stories he will tell when hypnotized at the Invitational in Madison.

## BBYRA NEWS

Cliff Campbell flipped over this past weekend in the first BBYRA series. Dave Magno won and Had Brick was left on shore when he could not scrape together crew at the last minute.

Sam Merrick has turned over his E-Scow Archive to be scanned by Henry Colie for posting on the Website.

## CHAUTAUQUA NEWS

Has a new website at [www.sailcyc.org](http://www.sailcyc.org). Rick Turner, CH-6 is leading Dave Bargar CH-2 in the Sunday Series. They seem to done a very nice job of absorbing the great photography from Nationals last year into their website. Thanks again for a great time.

## OKOBOJI NEWS

Work is progressing in planning for the ILYA Championship this August 14-17. Steve Avery is regatta chairman and can be reached at [teamhog@rconnect.com](mailto:teamhog@rconnect.com) or check the ILYA Website at [www.ilya.org](http://www.ilya.org) for entry form and details. The new YC should be great to check out. ☺

## USED BOATS

### 1983 Melges - great starter boat

Great starter boat, w/one year old banks sails and trailer,

Mast is good too. Has won many races, 25# light, in Pewaukee. Will deliver to any major regatta ready to race.

**\$3,800.00 O.B.O.**

Eric Wilson - 414-369-0120 [EricWilsonV777@msn.com](mailto:EricWilsonV777@msn.com)

### 1991 Melges - fast boat

Includes trailer and NEW Sails, spin lock tension adjustors, Spectra sheets, located in Chautauqua, won third race at Easterns

**\$8,000.00**

Dave Bargar/McCormick [mccor@cecomet.net](mailto:mccor@cecomet.net)

### 1985 Melges - Brereton Boat

New Jib Set-up, New Backstay Set-up, 2 sets of sails, formerly Brereton boat, with trailer

**\$3,500.00**

Jane Tompkins 513-874-6890

[jhart\\_tompkins@phs.princeton.k12.oh.us](mailto:jhart_tompkins@phs.princeton.k12.oh.us)

**Send us your regatta reports, fleet news and photos.**

Please send reports as plain text (not MS word files), straight email is best.

B/W Scans at 300 dpi for inclusion in

NCESA publications and the Website. Color I need sent to me.

Save as Tiff and email as an attachment to:

**[newsletter@E-Scow.org](mailto:newsletter@E-Scow.org)**

**[www.E-Scow.org](http://www.E-Scow.org)**

**See the NCESA Bulletin Board for recent  
FREE Used Boat postings!**

# E

## Summer Regatta Notices

### Western Michigan Invitational



*Come to the Crystal Clear waters of  
Crystal Lake Michigan.*

**July 24 & 25, 1999**

**4 hours from Chicago  
Along shore of Lake Michigan**

**Contact Stuart Soule  
H 616-352-7503**

### 1999 E SCOW EASTERNS

**LAVALLETTE YACHT CLUB**

**WEDNESDAY, AUGUST 4TH – FRIDAY, AUGUST 6TH**

#### TENTATIVE SCHEDULE:

Tuesday , 8/3      3:00 p.m. – 8:00 p.m.  
                                 Registration, measure and weigh

Wednesday , 8/4      8:00 a.m. – 10:00 a.m.  
                                 Registration, measure and weigh  
                                 10:30 Skippers Meeting  
                                 11:00 Harbor Gun – Followed by 2 races  
                                 6:00 Cocktail party – LYC

Thursday , 8/5      8:00 a.m.      ECESA Meeting  
                                 10:00 a.m.      Harbor Gun – Followed by 3 races  
                                 6:30 p.m.      Cocktails, dinner at LYC

Friday, 8/6      10:00 a.m.      Harbor Gun – Followed by 1 race

All three days a hot breakfast will be served at 8:00 a.m. Lunches will be on the water except for Friday – BBQ/awards.

Notice of Race and pre-registration packet will be sent in June.

Plan now for housing/accommodations.

Housing – Aileen Barow (732) 830-3021

Rental Housing – Andrea Smith – B&K Real Estate (732) 899-6460

#### Hotels in Area:

Tradewinds Motel – (732) 793-2100 Close to LYC. Pool.

Bayberry Motel – (732) 830-4442 Close to LYC

Holiday Inn – Toms River (732) 244-4000 Approximately 8 miles from LYC.

Don't forget about the UpBays the weekend before – Plan to attend both!

Any additional information, please contact

**Paul Magno** (best lookin E-Scow sailor alive)

(732) 830-7170 or email at

Fastbreak@monmouth.com.

Watch the Beacon Project web page for additional information/updates.

**[www.beaconproject.org/easterns](http://www.beaconproject.org/easterns)**

### Western Michigan Championship

*August 11-14  
Spring Lake, MI*

Never been there, don't know much about the place..  
In Michigan, should be a good time. Send me some stuff and I will put it on the web. How about some photos of the clean water and blue skies.

Bruce Cassidy, H 616-846-0020

### MESA

*August 28 & 29  
Wawasee, WI*

Limited information available, Syracuse Indiana is located in Northeast Indiana. These guys always seem to have a good time no matter what the wind.

Casey Call, 317-257-2446, CCall@E-Scow.org



Photo by Pat Dunsworth

*Rob Evans winning at the weather mark with his new North Sails.*



Photo by Pat Dunsworth

*Lon Schoor charges downwind with his new North Sails.*



**NO. 1 IN ONE**

### **NORTH E SAILS VICTORY LIST**

- 1st - 1998 National Championship
- 1st - 1998 Inland Championship
- 1st - 1998 Blue Chip Championship
- 1st - 1998 I.L.Y.A. Invitational
- 1st - 1998 Western Michigan Championship
- 1st - 1998 Cedar Lake Spring Championship
- 1st - 1998 Charleston Easter Regatta
- 1st - 1998 Nagawicka Spring Regatta



**FAST SAILS.**

**North Sails One-Design Central**  
 484 E. Johnstown Rd.  
 Gahanna, Ohio 43230  
 614-418-9410  
*Greg Fisher*

**FRIENDLY SERVICE.**

**North Sails One-Design Zenda**  
 P.O. Box 2 • Pleasant St. • Zenda, WI 53195  
 414-275-9728 • Fax 414-275-8012  
 E-Mail: [eric@od.northsails.com](mailto:eric@od.northsails.com)  
*Harry Melges • Eric Hood • Andy Burdick*





E

*Extra Stuff*

## NATIONAL CLASS E-SCOW ASSOCIATION

### ANNUAL DUES

Either classification of membership entitled members to The Reporter, The Reaches, and the Regatta Schedule. Regular members also receive the Rulebook/Yearbook update.  
To race and vote, Helmsmen/women must be regular members.

**Mailto:**

Elizabeth Welch  
National Class E Scow Association  
239 Delevan Ave.  
Corning, NY 14830

Regular ☐ \$50.00

Crew ☐ \$15.00

Name \_\_\_\_\_

Racing No. \_\_\_\_\_ Club \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

City, St, Zip+4 \_\_\_\_\_

Email \_\_\_\_\_



# 1999 Regatta Schedule



## **ILYA Invitational**

Lake Mendota, Madison, WI

July 9, 10 & 11  
(Fri - Sun)

Lon Schoor  
608-241-5726

[www.E-Scow.org](http://www.E-Scow.org)  
[Lon@E-Scow.org](mailto:Lon@E-Scow.org)

## **Western MI Invitational**

Crystal, Lake, MI

July 24 & 25

Stuart Soule  
H 616-352-7503

**\*\* UPDATED \*\***

## **NY State Champ-Leg 2**

Keuka, NY

July 31 & Aug 1

George Welch Jr.  
607-937-3950

## **ECESA Champ**

Lavallette Yacht Club

Aug 4, 5 & 6  
(Wed - Fri)

Paul Magno  
732-830-7170

[fastbreak@monmouth.com](mailto:fastbreak@monmouth.com)

## **Western Michigan Champ**

Spring Lake, MI

August 11 - 14  
(Wed - Sat)

Bruce Cassidy  
H 616-846-0020

## **Down Bay**

Little Egg Harbor, Beach Haven, NJ

August 14 & 15

Jack & Nancy Lampman  
H 609-492-9424

W 609-428-7190

## **ILYA Championship**

Okoboji, IA

August 14-17  
(Sun-Wed)

Jim Smith  
414-275-6921

[www.ilya.org](http://www.ilya.org)  
[Scowslants@aol.com](mailto:Scowslants@aol.com)

## **MESA Championship**

Syracuse, IN

Aug 28 & 29

Casey Call  
317-257-2446

[CCall@E-Scow.org](mailto:CCall@E-Scow.org)

## **NCESA Championship**

Minnetonka YC, Deephaven, MN

Sept. 9, 10 & 11  
(Wen-Sat, reg on 8th)

Kevin Caufield  
612-745-0672

[www.mntka-yc.com](http://www.mntka-yc.com)  
[E-Nationals@E-Scow.org](mailto:E-Nationals@E-Scow.org)

## **Finger Lakes Autumn**

Keuka Lake, NY (triple)

September 18 & 19

George Welch Jr.  
607-937-3950

## **Blue Chip Regatta**

Pewaukee, WI

Sept 24, 25, & 26  
(invitational, Fri-Sun)

Todd Haines  
800-606-9060

[www.pyc.org](http://www.pyc.org)  
[V115@msn.com](mailto:V115@msn.com)

## **F.R.E.S.H (triple)**

Lake Hopatcong, NJ

Sept 25 & 26

Greg Skinner  
973-663-2366

## **Fall Sprints (triple)**

Annapolis, MD

Oct 2 & 3

Bill Storey  
H 410-280-0619

[wstorey@tealgroup.com](mailto:wstorey@tealgroup.com)  
W 703-385-1992 Ext.10

## **Carlyle Silver Cup**

Lake Carlyle, IL

October 2 & 3

Ted Beier  
H 314-353-3168

[tbeier@mdc.com](mailto:tbeier@mdc.com)

## **National Class E-Scow Association**

Join Today to receive NCESA REPORTER & Reaches,  
with Regatta Reports, Results, 41 color photos and  
informative articles by (Burdick, Bowers, Perry)

## **1999 NCESA NATIONALS MINNETONKA**

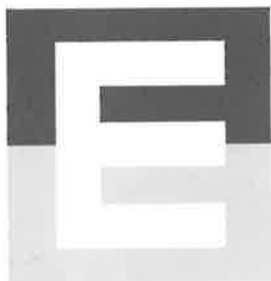
Skipper - \$50, Crew - \$15  
NCESA, 239 Delevan Ave. Corning, N.Y. 14830  
607-962-6319 [betty@E-Scow.org](mailto:betty@E-Scow.org)

[www.E-Scow.org](http://www.E-Scow.org)



*The best E-Scow Raffle around salesmen gets a ride in Texas.*

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Betty Welch  
Secretary/Treasurer, NCESA  
239 Delevan Avenue  
CORNING, NY 14830

**FIRST CLASS**