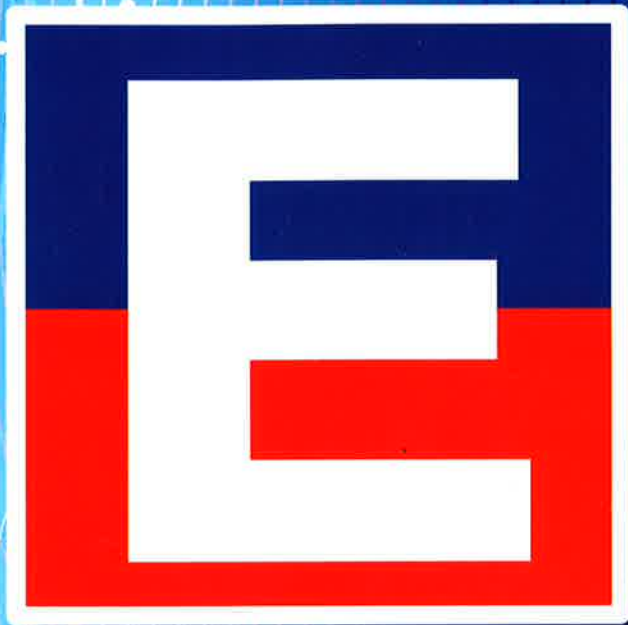


2012 NCESA REPORTER



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Secretary Treasurer: Lon Schoor (H)

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Term Expires 2013

Rick Turner, ECESA
Bill Nolden, ECESA
Pete Price, ECESA
Patrick Heaney, ILYA
David Hagen, WMYA
Ted Beier, At-Large

Term Expires 2014

Jon Schloesser, ILYA
Vincent Porter, ILYA

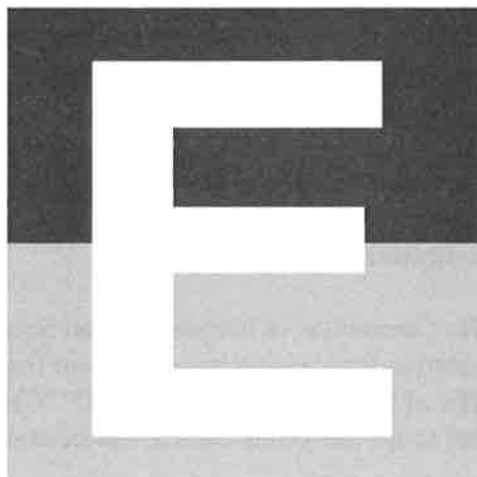
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MANY THANKS TO OUR CONTRIBUTORS

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Tammy Sawyer	Kevin Hayford
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Michelle Turner	Velocitek
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NCESA Board of Directors Meeting

November 3rd, 2012

A. Meeting called to order at 9:00 AM by Commodore Toby Sutherland

Toby expressed the feelings of everyone at the meeting when he related how shocked and saddened we are at the damage caused by Hurricane Sandy. It was also a relief to hear everyone is safe. We looked at some videos of what happened in the Barnegat Bay area and were very concerned about what we saw.

We want to help our members in Barnegat Bay. The NCESA has donated money to the Islands Height Sailing foundation in the past. This is an organization that provides a service to the whole Barnegat Bay area. They maintain three E-Scows that are supported by donations. Each year they make a grant of these boats to young skippers to use. This program has energized and promoted the growth of E-scow racing on Barnegat Bay. The NCESA Board of Directors has authorized a \$2000 donation to the Island Heights Sailing Foundation to help them in their recovery from Hurricane Sandy.

B. In Attendance:

Ted Beier	Carlyle
Bob Cole	Keuka
Dave Hagen	Crystal
Bill Nolden	Lavallette
Jon Schloesser	Oshkosh
Matt Schmidt	Pewaukee
Lon Schoor	Mendota
Donna Schoor	Mendota
Toby Sutherland	Grand Lake
Rick Turner	Chautauqua
Bill Wyman	Oshkosh

C. Ted Beier moved to approve the minutes from the 2011 Board of Directors meeting and Bill Wyman seconded. Motion passed.

D. Old Business

1. Bob Cole made a motion to approve new directors. This included: Rick Kotovic to replace Sam Rogers, who asked to be replaced, Matt Schmidt to fill a vacant ILYA position, and Robbie Wilkins extended for another term.

The motion was seconded by Ted Beier. Motion approved.

2. Dave Hagen made a motion to approve \$300 in expenditures made by the Executive Committee during the year. Bob Cole seconded the motion. Motion approved.

E. Committee Reports

1. *Rules Committee* – Chairperson Matt Schmidt reported the committee had a request for a scantling rule interpretation for hiking strap attachment that states it “must be fastened below the deck line at two points only, one of which is on the centerline”. “Centerline” is interpreted to be the center structural truss of the boat and straps can be attached to the sides of the truss.

There continued to be issues regarding last year's decision to open up the rule defining attachment of the jib to the headstay (allowing the use of a Harken Carbo Foil). Customers wanting to order new North jibs were being discouraged from ordering a jib that used the foil. North would prefer to not have two jib styles since the luff would have to be changed (shortened its entire length) to accommodate the attachment of a luff tape that would go into the foil. The reason for shortening the luff is so that the jib and foil would fit into the jib pattern defined by the scantlings and approved in 2010 by the membership. At the Annual membership meeting, after much discussion, there was a straw poll taken that stated, "Should we change the rule to allow the luff tape to be added" which meant extending the jib measurement pattern. A majority (16 to 4) were in favor of doing this. Matt Schmidt showed pictures and measurements that indicated the jib pattern needed to be 1 5/8" larger by extending the leading edge perpendicular to the luff. Lon Schoor made a motion to extend the leading edge of the jib pattern an additional 1 5/8" to accommodate the head foil luff tape. Toby Sutherland seconded the motion. The motion failed to pass. The majority of the Directors did not like the idea of having two different sized jibs, current jibs with snaps and new jibs with a luff tape. Adding a 1 5/8" extension to the leading edge of the jib pattern would increase the jib size by over 2 square feet. Rather, a majority of Directors felt North should have two E-Scow jibs to select from, one with the snap attachment and one with the luff tape attachment, both fitting within the jib measurement pattern.

Bill Nolden indicated he had tried using sail floatation panels that were made for a Flying Scott and they fit on the E-Scow. Instead of zipping them in, the panels go over the head of the mainsail. The panels are designed to leave room to attach the main halyard and then are hosted with the luff edge going up the sail tunnel with the mainsail. Ted Beier agreed to review the floatation requirements and compare the volume of the two panel types and report back to the Rules Committee.

To follow up with a request from last year, Matt Schmidt volunteered to create a diagram for publication to its members. The diagram would show how to connect the spinnaker tack line to the bowsprit so that the bowsprit would extend and retract automatically when the tack line is pulled and released. This is considered a safer and faster method because it keeps the bowsprit in a retracted position when not in use and the crew only has to pull one line to hoist the spinnaker and extend the bowsprit.

Bill Nolden asked if carbon sail battens are allowed. Answer: Yes, the rules allow. Carbon is listed as not permitted in the Hull materials section, Scantling Rule II.1.B.

2. Regatta Committee – Chairperson Bill Wyman reported that the Chautauqua National regatta went well. Rick Turner, from the host club, indicated they had some lucky breaks financially on how things turned out so that the regatta was also a success for them, despite the less than anticipated attendance. Each regatta provides opportunities to improve our Regatta Guidelines. Some examples are: earlier regatta registration commitments, more use of social media before and during the event, build on our first daily awards effort, create a PRO liaison team for the races, and continue to improve on race course management. The templates we use for NOR and SIs will also be reviewed as Hank Stuart, the 2012 PRO, had some ideas that people liked.

The 2013 E Nationals will be at Lake Geneva. Bill walked us through the NCESA part of the regatta budget which showed \$13,400 in income and \$12,683 in expenses for a Profit of \$717.

Ted Beier made a motion to have the 2014 E National Regatta at Crystal Lake. Toby Sutherland seconded the motion and it was approved. Little Egg Harbor has a bid in for the 2015 E Nationals and the award was delayed to be sure they will want to hold the regatta in 2015 given the circumstances with Hurricane Sandy.

Rick Turner made a motion to buy a load cell scale with a digital read out, a heavy duty travel case, and to include annual recalibration. The motion was seconded by Bill Wyman. Motion approved. It was indicated

that boats should weigh earlier in the season before attending the Nationals and that this weighing should be conducted in an environment to produce accurate results.

The idea at the Annual Membership meeting of holding the E Nationals at a prestigious big venue location (such as Newport) was discussed and it was decided to ask Bob Koar and Russ Lucas to explore this further.

Reviewed the 2013 Regatta Budget for the Geneva E Nationals that assumes 70 boats will attend. See Appendix A.

3. *Finance Committee* – Bob Cole walked the Board through the Financial Reports. The 2013 Budget has income of \$39,055 and expenses of \$36,693 for a profit of \$2,362. The Balance Sheet shows the Association has current assets of \$93,507.51 and current liabilities of \$238.62 for a balance of \$93,507.51. The Profit & Loss Statement for 2012 indicated income at \$34,228.35, expenses at \$29,154.94 for a net profit of \$5,073.41. The net profit was less than in 2011 when it was \$7186.23 and the differences in profit from year-to-year is directly related to the number of participants in the national regatta. He indicated his committee has also received a copy of the NCESA bank statement. The Association is in good financial shape and no changes were made to the budget. Toby Sutherland made a motion to approve the 2013 budget. Ted Beier seconded the motion. Motion approved.

4. *Publications Committee* – Bob Cole reported that Steve Andersen has decided to end a long tenure as the editor of our annual REPORTER magazine. The Board recognized Steve's large contribution to the NCESA. Lon Schoor made a motion to give Steve a recognition gift for his service and all he has done to publish REPORTER magazines. Bob Cole seconded the motion. The motion was approved with a budget within \$150.

There was a discussion about who we would get to produce the REPORTER this year and in the future. A couple of good ideas emerged and these will be investigated.

Jon Schloesser agreed to serve on the Media Committee.

There was a discussion about how we might improve the content of the REPORTER so that it is more than just regatta reports. Suggestions included: How to articles, Ted Brennan style cartoon drawings from years ago, an article on the new Melges boat, and a Q&A article from the Development Committee.

There has been a project to load old REPORTER magazines onto the website to preserve them for all time and make our entire collection available to members. There are still a few missing REPORTER magazines that need to be identified, and then we'll make a request to the membership to see if we can get those copies to scan and load on the website.

5. *Judicial Committee* - Bob Cole noted there were no actions by the committee this year. Members of this committee serve for a three year term and two people are appointed each year on a geographical basis to maintain a six member committee. The preference is to have some non active racers fill these positions and some great suggestions were made for consideration.

6. *Membership Committee* – There was a significant change in membership categories for 2012 which made year-to-year comparisons not possible. We made some revenue assumptions about membership based on the new categories when we created the 2012 budget.

Although the total number of members is lower, we did exceed the 2012 budget estimates for membership revenue.

Category	2011	2012
Regular (\$50)	239	31
Associate (\$15)	337	59
Crew (\$0)	N/A	114
Owner (\$65)	N/A	214
Totals	576	418

7. *Nominating Committee* - Rick Turner indicated no activity was required.

8. *Development Committee* – Toby Sutherland made reference to a letter from the Development Committee (see Attachment A), that highlighted an issue that the class will have to face with E-Scow masts in the future. A conversion from aluminum to carbon masts is not so much a technical issue, but rather a transition issue – how can the class move in that direction with success similar to the asymmetrical spinnaker conversion. The consensus is we need to get the issues in front of the membership and begin a dialog with members that are essential for any significant change to the Scantling Rules. We should publish the Development Committee letter in the REPORTER and Digital Reaches, initiate a Q&A on the topic, and follow developments closely. Also, consider a Foundation program to solicit funds and sponsorship to assist the class in a future spar transition.

9. *Regional Reports:*

ILYA There is growth at the bigger fleets – 2 new boats at Pewaukee, 3 at Mendota, 2 at Oshkosh, and Minnetonka has boats converting to the spinnaker launchers. However, the regatta attendance seems to be down a little, especially considering the strength at the local fleets. There are people looking for good entry level boats to purchase.

ECESA The East had a successful year and the number of boats racing is increasing. BBYRA activity is up. There were 46 boats at the Little Egg Harbor Easterns. Island Heights Foundation program now has three boats in their grant program for young sailors. The Asymmetrical spinnaker change has spurred interest in the region.

WMYA Fleets are stable. A new fleet is starting in Charlevoix.

At-Large The Charleston fleet is struggling. There is still activity at Savanna Georgia and Columbia SC. Grand Lake Colorado activity was also down, and has seven boats racing. Grand Lake hosted the first Western Championships in June – it was a huge success.

F. Proposed amendments to By-Law and Constitution

1. Article IX – Trophies The By Laws are out of date and in need of updating.

a. Discussed the decline in Red Fleet participation at the National Championship Regatta and it seems to have grown out of favor. Three trophies were designated for the Red Fleet. There was discussion that we

should try some new ideas to recognize competitor achievements for those skippers who aren't likely to finish in the top 10. Bill Wyman made a motion to eliminate the Red Fleet (By Law IX.4.B). Rick Turner seconded the motion. The motion was approved. The Regatta Committee was assigned the task to propose some new ideas to the Board to award three specialty trophies to competitors at the National Championship Regatta.

b. Discussed "keeper" trophies for Ranking Champion and Youth Champion – no action taken.

c. Toby Sutherland made a motion to purchase a perpetual trophy for the National Ranking Champion (addition to By Law IX.3). Bill Wyman seconded the motion. A budget of \$2500 was established and it was thought we could get some donations for this trophy. The motion passed. d. Bill Nolden moved we purchase a perpetual Youth Championship trophy (addition to By Law IX.3). The motion was seconded by Bill Wyman. A budget of \$1500 was established and funding options were discussed. The motion passed. It was agreed we should try to get a trophy soon, so that the 2012 Youth winner can have possession of the trophy until the next E National regatta.

e. It was noted there is no perpetual trophy for top woman skipper. Matt Schmidt made a motion to get a perpetual trophy for the Top Woman skipper at the National regatta and engrave it with all past winners. Lon Schoor seconded the motion. The motion passed with a budget of \$1500.

G. New Business

1. Discussed PROs for the 2013 National Regatta at Lake Geneva. It was noted that Hank Stuart was unavailable. The Regatta Committee will recommend a PRO from short list of suggested PRO names. An updated version of the NCESA Race Committee guidelines will be given to potential PRO candidates to review. Also, we will update the NCESA templates for the Notice of Race and Sailing Instructions.

2. Discovered we had not followed up on a gift for the 2011 National Regatta at Torch Lake, nor done anything for the Chautauqua club for the 2012 Nationals. Jon Schloesser is going to print and frame an aerial picture for their club houses.

3. We have two yacht clubs with the same 'GL' lake designation, Gull Lake in Minnesota and Grand Lake in Colorado. These are well established clubs and changing the lake designator is not desirable for either club. The problem is having two boats at a regatta with the same lake designator and number. It was suggested that if a boat wants to attend a regatta and there is a boat already registered with a lake/number you want to use – you will have to change your number (add a "1" to it or something). The secretary of the NCESA and ILYA need to coordinate lake designators for the two associations, to eliminate duplication.

4. The website needs some new functionality and refreshing. Several yacht clubs in the association are using a product that is designed to address the needs of membership associations and whose appearance and behavior can be tailored with templates and administrative settings. Some of the new functions we should include are:

Member Login

Member only Content

Automated membership renewal notices

Discussion Forums

Control webpage access by member type

Membership Directory and lookup

e-Commerce Storefront

Event Registration

Upload photo, audio & video by members

Surveys, Polling, Voting, and Elections
emailing and communication tools
Lots of report options
Quickbook Export

A cost comparison was made for the 2012 FY and it was determined that the use of ClubExpress, a product that would meet our needs, adds about \$500 per year in web/membership related expenses. ClubExpress is paid \$0.40 per member per month. Jon Schloesser made a motion to switch to ClubExpress for our website and membership needs. Bob Cole seconded the motion and it passed.

For member information privacy, not all pages of the website should be open to the general public (such as membership lookup). We want to allow only members to participate in NCESA forum discussions. To control this, all membership types should pay to use the full functions of the website. We will continue to display to the general public, most all the other website pages/information to help promote the E-Scow Class and encourage interest from the general public. Currently the crew fee is \$0 and crew does not have to be an association member to race in regattas. To provide full website access to Crew member types, it was suggested there be some dues, but continue the policy of not requiring crew membership to race in a regatta. Matt Schmidt made a motion to set the Crew membership fee at \$10. Bob Cole seconded the motion and it passed.

5. There were two equipment donations to the NCESA. The donations were a 1996 E-Scow from Andy and Barbie Jackson that is up-to-date and superbly maintained, and an E-Scow trailer from Jim Barr. The NCESA does not normally want to own and subsequently maintain equipment. However, these donations were coupled with a Foundation grant request that would give the equipment away for use in a program to attract new E-Scows owners. The Mendota E-Fleet submitted a Foundation grant request to start a program similar to the Island Heights Sailing Foundation but not limit it to only youth sailors. The Mendota E-Fleet will use the boat to train and mentor a potential new boat owner. The idea is to greatly assist a person who is interested in buying their own E-Scow by providing a boat for their first year and get them hooked on racing an E-Scow in the Mendota E fleet. The person awarded this boat would have to cover some of the yearly expenses. Toby Sutherland made a motion to approve the grant request, giving the donated equipment to the Mendota E Fleet and \$1000 to help get the program started. The Mendota E-Fleet will be making regular status reports in 2013 to the NCESA Foundation on the progress of their proposal. The motion was seconded by Bill Wyman and the motion was approved.

6. Rick Turner made a motion to formally implement the Foundation Committee. The committee will have 6 members and a chairperson. The members of the committee would serve for a three year term and two members would be replaced or renewed each year. The committee membership should have balanced representation from each of the four regions of the NCESA. The Foundation Committee grant recommendations would be given to the Board of Directors for approval. Lon Schoor seconded the motion. The motion was approved.

7. Toby Sutherland made a motion to grant \$2000 to the Island Heights Sailing foundation. Ted Beier seconded the motion and the motion passed. (See opening paragraph of these meeting minutes).

8. Toby Sutherland suggested we investigate what it would take and how much it would cost to provide a very active social media presentation with Twitter, FaceBook, and videos of the National Championship Regatta. Not only would this better communicate the event to the membership, it would be a great marketing tool for the class. The Association could reach out to more sailors in more regions of the country and showcase the boat, NCESA, clubs, associations, and vendors that currently support E-Scow racing. This will be explored by the Media Committee.

Toby Sutherland asked for a motion to adjourn, and the meeting ended at 3:58 PM.

Attachment A

1/22/2012

Dear Fellow Members,

Just wanted to share some information on what the Development Committee is discussing and contemplating. We continue to want to keep an eye on the horizon of what is coming for our class along with what is right in front of us. The stated purpose of this committee is included below.

The new deck mold and configuration is in full production and Melges has double digit orders, which continue to support the theory that incremental innovation helps keep our class strong through new boat orders, while increasing the supply of quality used boats. The inventory of newer used boats for sale has been very tight as of late, so hopefully this will improve.

A carbon fiber rig still looms on the horizon for the class, as the cost for these products has become more reasonable while the availability of quality aluminum extruders continues to tighten. As you may not know, last winter Melges was in a difficult situation as their old extruder went out of business, the new die at the new extruder broke, and then the first batch of tubes had to be scrapped. Also at some point in the near future, Melges will be faced with the challenge of finding someone new to do the tapering and welding on the extrusions. As someone who used to be in this business, I can assure you that there is much more art than science to getting consistent aluminum tapered spars than it appears on the surface. Getting to the current level of product is going to be difficult when a new fabricator is brought on board. All these issues mandate that the most prudent course of action for the class is to begin to design and test a carbon rig, along with trying to find a number of creative solutions to manage the transition to a carbon rig some number of years in the future.

Trying to ease the impact of this type of transition will be much more of a challenge than the actual development of the rig, and we will need the ideas and efforts of our entire membership to help make this happen. The generosity of Doug Love in creating a transition fund for the Asymmetric Spinnaker had a huge impact on the class's conversion, and was a chief reason why the class was able to make this change and emerge stronger on the other side in such a short amount of time. The Board and The Development Committee would obviously welcome any suggestions you may have.

The Development Committee exists to be a clearing house of all our member's ideas and suggestions for how to keep our class as one of the premier ones in the world. Please communicate any thoughts and ideas you have to the Committee, so it can remain in touch with what is on your mind. Make sure you are part of directing the future of our class!

Sincerely,

Art Brereton, Henry Colie, Harry Melges, Russ Lucas, Rick Roy

A BETTER MELGES E

Melges Performance Sailboats built a brand new deck mold for 2012 production. The new boats coming out of this world famous build facility are exceptional. We have constructed a boat that is higher quality, safer, stronger and easier to sail. Best of all the new boats are more comfortable. Following are a few key notes on the incorporated features.

More Comfortable

Our new boats feature a Raptor Foam Non-Skid on the floor of the boats which make the boats easier to sail along with comfort. Sailing in bare feet again! Along with the comfort you achieve non-skid which is important. Soon you will be able to purchase these kits for prior 2012 boats so you can upgrade your existing Melges E. A great upgrade to have!

Interior deck radius on the new deck is more comfortable for hiking. Allows you to hike harder and longer!

Under-deck board system is standard on all of the new boats. Now the crew does not have to wait for the board to go up. They can get to the new high side and hike right away. Boards are completely under-deck and out of the way. Standard now in the A, E, MC and Melges 17. A tremendous feature for our scow type boats!

The back-bone on the new boats are rounded and more comfortable to sit on and or push off of while sailing. The new back-bone accepts the spinnaker

Less Water - Dry Boat

We really focused on trying to keep the boat dry upwind and downwind. Here are some of the areas we focused on. Chainplates - Harry moved the chainplates higher so that the turnbuckles are higher off the deck. We all know how wet the leeward rail can be downwind when you are ripplin' along at maximum speed. The turnbuckles kick up lots of extra water. Much of this water goes into the boat. With this simple advancement the boats have become more dry.

The Outer Tanks Inside the boat are now sealed making the boat safer and more dry. This is a simple function of the deck mold. Safer and a hot new look for the interior of the boat. Really nice.

The forestay system in the bow has been removed. The direct hook up at the bow is simple, clean and effective. Many advantages here but two main ones are the fact that the boat has no water in front as there are now no holes. Completely sealed in the bow area. With the internal gear out of the bow of the boat there is a nice weight savings keeping the bows lighter and stiff.

More Fun For The Crew

The most exciting feature of the new boat is the kite launch system. A no hands approach to getting the spinnaker into the boat. A custom continuous halyard at the proper length allows you to pull in reverse upon take-down so that you can easily pull your spinnaker into the kite launch area on the deck. The sets are cleaner and easier. No more going to the low side to get the spinnaker out of the boat and hoping that it does not go in the water as the tack of the sail goes toward the bow. Now you simply hoist out of the centerline area, just forward of the mast and BOOM, kite is up.

The One-Pull Tack and Bow Sprit line makes the hoist that much easier too. Pull the tack line out and the sprit extends at the same time. This allows the crew to stay on the high side, even hiked out as they set the kite. A real advantage.

Melges is building 15 new boats for 2013 to date with the potential to build more. Come down to Melges and see the new boats! Everyone is welcome!

Sincerely,
Andy Burdick

VELOCITEK **\$1000 SPEED CHALLENGE**

Velocitek traveled to Geneva, Wisconsin to run a \$1000 Speed Challenge for the Spring E regatta. They received warm welcomes, viewed some great racing, and the weather couldn't have been better – sunny skies and 17+ knots of breeze. 30 E-Scows vied for Saturday's top ten second average speed. There was no lack of effort from the participants. We saw crews pushing it the limit, crews pushing past the limit, and wayward boats sailing way outside the race course to find steady breeze. When the smoke cleared from the water, it was Patrick Heaney (H-13) and his crew on Wild Turkey who emerged victorious.



Velocitek traveled to Madison, WI, for the 2012 ILYA Championship. On Friday, they ran a very fast and exciting \$1000 Speed Challenge for the E-Scow fleet and on Saturday they hosted a "ProStart Demo Day" for the C Fleet. There was plenty of wind for Friday's Speed Challenge. 36 E-Boats did their best to record the top ten second average speed in what began as a steady 17 kts of breeze, but quickly built into an adrenaline pumping 23 kt blow. Velocitek was fortunate enough to be on the race committee boat for the start of the second race. With a minute to go, 44 boats lined up at the start and luffed their sails. The noise was incredible. It was at that point that the gale seemed to reach its peak. Keeping an eye on the wind meter, read puffs of 23...24...26! A bit too much for some – 4 boats completely flipped over, one boat's rudder was knocked out of commission after running over another boat's mast, and 5 boats were OCS.

The efforts of the race organizers and the volunteer safety boat were commendable, however, and after one general recall, the RC got off a start. The theme of the upwinds was "Hiking-P-90X," as crews did their best to



balance out their enormous rigs. The theme of the downwinds was "Hang on!" as the entire fleet threw up its chutes and blasted downwind in speeds of 22+ kts. At the end of the day, survivors checked in their Velocitek devices to have their max speeds recorded. It turned out to be the second fastest Challenge we've ever run. Every boat's average was in the high teens and we saw some amazing instantaneous speeds of 24 and 25 kts. When all was said and done, Jon Schloesser (J-80) and his crew on Whiteaway were crowned "Speed Challenge Champions" - taking home the \$1000 gift card to Summerset Marine with the top average speed of 18.3 knots.

SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 17-18 2012

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	R7	Total
1st	1	Barr	1	3	(6)	1	6	2	2	15
2nd	777	Blomquist	(6)	5	3	3	3	1	1	16
3rd	WA11	Nolden	2	2	1	5	2	4	(9)	16
4th	164	Kuesge	(7)	4	2	4	1	3	5	19
5th	131	Kwasniewski	3	1	5	2	(8)	5	6	22
6th	CR10	Gallick	5	6	4	(7)	4	6	4	29
7th	12	Weihe	4	(7)	7	6	5	7	7	36
8th	17	Nicholas	(9)	9	9	8	7	8	3	44

CHARLESTON EASTER REGATTA

Charleston Yacht Club

April 7, 2012



Rank	Sail#	Skipper	R1	R2	R3	Total
1st	I-71	Ken Wruk	2	2	1	5
2nd	SC-27	Robby Wilkes	1	1	8	10
3rd	M-77	Kevin Jewett	3	6	7	16
4th	CH-6	Rick Turner	4	4	9	17
5th	LA-11	Bill Nolden	5	8	4	17
6th	SC-22	Brian Zimmerman	6	5	6	17
7th	V-9	Eli Putnam	9	9	2	20
8th	SC-7	George Durst	8	10	3	21
9th	BH-22	William Koar	7	3	DNF	22
10th	GA-8	Ed Durant	10	7	5	22
11th	SC-3	Walter Prause	DNC	DNC	DNC	36

GENEVA SPRING REGATTA

Lake Geneva Yacht Club

May 19-20, 2012

Rank	Sail#	Skipper	R1	R2	R3	R4	Total
1st	X-751	Jim Gluek	1	2	6	3	12
2nd	KU-9	Andy Burdick	2	4	4	2	12
3rd	I-2	Vincent Porter	3	5	3	4	15
4th	I-9	Peter Strothman	7	9	1	1	18
5th	M-87	Derek Packert	6	6	8	6	26
6th	V-736	Matt Schmidt	4	10	11	9	34
7th	V-37	August Barkow	5	1	2	DNF	38
8th	I-101	Scott Ripkey	8	13	10	12	43
9th	GL-7	Toby Sutherland	24	8	7	7	46
10th	X-20	Peter Maas	13 RDG	11 RDG	9	19	52
11th	W-25	Lee Alnes	18	15	12	8	53
12th	I-49	Brian Porter	10	25	16	5	56
13th	H-8	Hugh/Tim Sugar	11	3	17	DNF	61
14th	GL-31	Jason Sutherland	13	7	24	23	67
15th	I-22	Mike Gannon	21	21	5	21	68
16th	I-71	Ken Wruk	15	14	13	26	68
17th	H-13	Pat Heaney	17	19	23	10	69





Geneva Spring Results Cont'd

18th	H-7	Lon Shore	9	18	14	DNF	71
19th	V-551	George Rolfs	19	22	20	11	72
20th	WA-21	Dave Irmscher	25	11	22	15	73
21st	WA-8	J.B. Van Meter	12	17	25	20	74
22nd	M-17	Jason Ostdye	16	23	19	16	74
23rd	I-303	Dave/Frank Davenport	22	26	18	14	80
24th	V-27	Matt Peterson	23	24	15	18	80
25th	GL-23	David Lubchenco	28	20	21	13	82
26th	H-88	Phil Zalog	14	DNF	26	17	87
27th	CH-6	Rick Turner	20	16	DNF	22	90
28th	H-23	Andy Jackson	27	DNF	DNF	22	109
29th	KU-12	William Hudson	26	DNF	DNC	24	111



TOMS RIVER SPRING SERIES REGATTA

Toms River Yacht Club
April 22 thru May 7, 2012

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	Average
1st	SS-1	Will Demand	5	3	1	1	1	1	2	1	1	1	1	3	(5)	2	(6)	1.77
2nd	V-880	Jeff Bonanni	2	1	3	2							3	2	1	4	(8)	2.25
3rd	OC-7	C. Mahoney/P. Must	3	2	5	(5)	3	4	1	2	4	3	5	1	(7)	1	4	2.92
4th	BH-8	Michael Fortenbough	1	4	2	4							4	(11)	3	8	1	3.38
5th	T-1	Bill Warner						5	4	3	2	2	2	6	6	(6)	2	3.56
6th	T-53	Brian Gabriel	4	6	4	3	2	3	3	4	6	4	(10)	9	4	(10)	5	4.38
7th	MA-4	Dick Wight											6	4	2	5	7	4.8
8th	IH-22	Brendan Hogan								6	3	6						5
9th	IH-17	Buzz Reynolds	6	5	6	6	4						7	7	9	3	(12)	5.89
10th	T-17	Chad Hillyer														9	3	6
11th	SA-1	Greg Matzat						2	5	(8)			11	5	10	(12)	11	7.43
12th	LA-2	James Miller						6	(8)	5	5	5	8	10	11	(12)	9	7.44
13th	LE-22	Chris Fretz											9	8	8	7	10	8.4





LAKE HOPATCONG SPRING REGATTA

Lake Hopatcong Yacht Club

May 19-20, 2012

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1st	HO-32	Tom Wiss	2	1	2	1	1	7
2nd	HO-45	Jim Finn	4	3	3	3	2	15
3rd	LE-22	Chris Fretz	1	2	1	DNS	DNS	20
4th	HO-54	Pat Flinn	3	DNS	DNS	2	3	24
5th	HO-53	Matt Esposito	7	4	5	6	4	26
6th	HO-51	Bruce Heverly	6	6	4	4	6	26
7th	HO-35	Bruce Feakins	5	5	6	5	5	26

RUNYON COLIE BILGEBOARDER REGATTA

Mantoloking Yacht Club

June 10, 2012

After a brief postponement, a light easterly breeze made its way over the barrier island and began to settle in. The harbor gun sounded twelve minutes after eleven o'clock as twenty scows made their way to the course. Just half a mile south of the Mantoloking Yacht Club, PRO Ed Vienckowski set up for a south easterly breeze at about 125 degrees. The warning signal for the first race sounded just before noon and we were off. At the start, those boats on the leeward end of the line, BH-22, MA-6, and SS-1, seemed to have more velocity and great speed which enabled them to hit an early left shift. The majority of the fleet concentrated in the middle of the line, with some quickly tacking onto port expecting a strong southerly. A

couple boats on the weather end, IH-44 and BH-21, were able to hold a fast lane on starboard with clear air, causing many port tackers to duck. The first five around were BH-22, MA-6, SS-1, IH-44, and BH-21. The sides definitely paid off in this race, and without any major mistakes, the first five boats were able to hold on for rest of the race. Before the start of the next race, the weather mark was moved about fifty yards to the south to compensate for a slight shift to the right. With a heavily favored pin, the first attempt to start the second race resulted in a general recall (I think Ed was trying to protect Nimbus from any unintentional barging at the boat). The pin was squared and with a cooperating fleet the second race was under way. Similar to the first race, the sides continued to pay off. (That, and a carefully planned and clean crossing of the channel, which by this time had become flooded with motor boats and bad tan lines.) As with most races, the biggest gains and losses were made downwind and at the roundings. Gybing at the right time and positioning your boat for the next puff were essential to having a good downwind leg. The first three boats, BH-8, BH-22, and BH-17 were able to extend their lead from the fleet with good sets, and in time for a strong puff at the weather rounding. Increasing velocity from the south favored the right side of the course and unfortunately limited any passing lanes for the rest of the six legged race. The last and final race got under way around 2:30. The top four boats were very consistent and well aware that everything would be decided in the final race. The wind was still out of the south east, reaching 10-12 knots. The right side of the course was showing more velocity, but a geographical left could still be in play at the top of the beat. The majority of the fleet concentrated in the middle of the line as the pin was slightly favored, (still protecting Nimbus from any classic "I think I can make it" maneuvers). BH-21 got off the line first and held fast a starboard lane half way up the leg. As anticipated, an increase in velocity from the south outweighed any geographical lift on the left. Most boats headed right and those out front simply decided to cover their position and head right also. The first boat around was BH-21 followed closely by LA-88, SS-1, BH22, and BH-8. Not knowing the exact

difference in points amongst the top boats, focus was put on going fast and extending our lead. BH-21 stayed out in front for the remainder of the race by having a clean leeward rounding and a safe cover of their competition. Nevertheless, it all came down to who and what was taking place in the second, third, and fourth positions that would determine the standings. In the end, three points separated the first and fourth place boats. Consistency was KEY.

Following the races, everyone returned to the Club for a casual award ceremony with cold

beer and delicious snacks. The traditional white flags with an E symbol centered around green lettering was awarded to the top three finishers, with the winning boat not being let off stage without a delicious Nickleowski. The presence of Runyon Colie and most of the Colie family was an honor to us all, and a great reminder of the impact that E-scows have made on the sailing community on Barnegat Bay.



Peter Koar
BH-21



Bilgeboarder Results

Rank	Sail#	Skipper	R1	R2	R3	Total
1st	BH-21	Peter Koar	5	2	1	8
2nd	BH-8	Russell Lucas	4	1	4	9
3rd	SS-1	John Brown, Jr.	2	5	2	9
4th	BH-22	Bobby Koar, Jr.	1	4	6	11
5th	BH-8	Michael Fortenbaugh	10	3	5	18
6th	LA-88	Paul Magno	8	10	3	21
7th	IH-44	Fred Slack	6	6	9	21
8th	MA-6	Peter Wright / Gary Sayia	3	7	14	24
9th	T-1	Bill Warner	11	8	7	26
10th	LE-1	John Maschal	7	9	13	29
11th	T-17	Chad Hillyer	13	13	8	33
12th	La-2	James Miller	9	11	15	35
13th	OC-17	Chrissy Mahoney	15	12	11	38
14th	T-53	Brian Gabriel	13	16	10	39
15th	BH	Molly Lucas	16	15	12	43
16th	IH-5	Brendan Hogan	14	14	16	44
17th	T-4	Joe Thorpe	17	17	19	53
18th	SA-1	Greg Matzat	19	19	17	55
19th	S-77	Todd Noshier	18	18	20	56
20th	IH-89	Art Bailey	20	DNF	18	59

WANAMAKER REGATTA

Island Heights Yacht Club

June 17, 2012



Rank	Sail#	Skipper	R1	R2	R3	Total
1st	IH-44	Fred Slack	1	2	4	7
2nd	BH-22	Bobby Koar	2	1	6	9
3rd	BH-21	Peter Koar	10	5	2	17
4th	BH 8	Peet Must	5	4	9	18
5th	T-17	Chad Hillyer	4	3	12	19
6th	LE-2	Richard Ryon	3	16	1	20
7th	T 53	Brian Gabriel	12	6	3	21
8th	Ma-4	Dick Wright	8	8	7	23
9th	LA-99	Dave Magno	6	11	10	27
10th	LE 13	Michael Fortenbaugh	11	18	5	34
11th	MA 6	Garret Sayia	7	19	8	34
12th	SS-1	John Brown	9	7	DNF	37
13th	T-4	Joseph Thorpe	13	10	15	38
14th	LE22	Chris Fretz	19	9	11	39
15th	IH 101	Andrew Kraus	15	13	13	41
16th	H 22	Arthur S. Bailey III	14	15	18	47
17th	IH-17	Buzz Reynolds	17	12	19	48
18th	IH-5	Mac Feaster	18	17	14	49
19th	SS-77	Britt Noshier	DNC	14	17	52
20th	IH-22	Marc Feaster	16	20	16	52

WAWASEE REGATTA

Wawasee Yacht Club

June 7-10, 2012

Twenty-nine e-scows arrived on a perfect day to set up boats and party late at the Wawasee Yacht Club, or early into the morning if you were waiting for crew to arrive after a 6-hour drive from Madison after work. Most of the Mendota contingent (4 boats) chose to camp on the yacht club grounds. The H-7 was fortunate to stay at JB & Lisa Van Meter's house. [Note: Lisa created the custom trophies – a woodcut print of three asymmetrical E-Scow bows.]

Saturday morning there was a nice breeze. The RC set up in an area of the lake that had some shallow waters and patches of weed growth. Lon Schoor (H-7) tacked to port at the committee boat and had good winds on the right to lead at the top mark, with Brett Hatton (SL-4) coming from the right middle to round second. At the leeward mark, things were shaken up with shifty winds and weeds to deal with. Although Schoor still lead, the margin was only a boat length or two as Toby Sutherland (GL-7) was in second, followed by Tim Sugar (H-8), Steve Johanson (TO-33), and Mike Dow (CR-7); Brett fell back to 9th. Dave Irmscher (WA-21) was on the move slightly to the left of the leaders, and he got the puffs first and avoided the weeds to round the next upwind mark in second. It was a crowd at the mark with Schoor, Irmscher, Sutherland, Johanson, Sugar, and Dow all packed together. I let the weed problem get to my head and slipped a place at the downwind finish, while Irmscher went on to win a very close race with the top 6 boats converging at once.

For the second race, the RC moved us down the lake so we had fewer weeds to deal with, but what didn't change were the shifty winds with big variances in speed. This resulted in a regatta theme – the early leaders were telegraphing the shifts and wind to the rest of the fleet, and no one who led early was able to win any of the races. In the second race, winds were up a little – everyone hiking – and Hatton's early lead actually helped Sugar to work the shifty, puffy winds and climb past Hatton to lead at the second downwind. Sutherland used his following position to pass Sugar on the last leg to win race two. Every mark rounding saw a shuffling of places, and again the racing was close.

The third race started with everyone hiking, but lightened up as the race progressed. Schoor was over the line at the leeward end, but was able to circle the port start mark, and ended up nearly laying the first mark on port tack and rounded about 6th. Hatton had the "misfortune" to lead again for much of the race, but again the leader was jinxed with the regatta hex and he was swallowed up by the fleet on the last leg to the finish and ended up 13th. Ouch – Very tough conditions! Sutherland was in second for much of the race, but when things fell apart on the last 2 legs he slipped from his then first place regatta position to third overall at the finish. Dow was



able to pass 5 boats on the last two legs to move up to 5th for the race and second overall. This was repeated by Johanson who went from 6th to 1st on the last leg and 4th overall for the regatta. Schoor was able to take advantage of new breeze on the left side on the last leg, while the leaders were struggling on the right, to get back into the race and finish 2nd and win the regatta.

Mike Rian (WA-1) won the Silver Fleet Trophy. He finished mid-fleet, but had a couple of good positions, rounding 10th in the second race and near the end of the third race he was holding on to 11th place at the last leeward mark. As with the leaders, the dreaded last leg of the third race got the better of him, but still he was able to win the Silver Fleet Trophy.

The RC tried to set a course on Sunday, but the wind did not cooperate. Before noon it was apparent the wind would not be coming up and the regatta ended.

All of the volunteers at Wawasee made for an awesome event and a great time. The parties were a blast, the food wonderful, and the free beer kept everyone together late into the nights. It was everything a small, regional fun regatta should be; our group from Mendota will be back again next year. Why wouldn't you attend a regatta that is so inviting and accommodating? Thank you Wawasee!

Wawasee Results

Rank	Sail#	Skipper	R1	R2	R3	Total
1st	H-7	Lon Schoor	4	4	2	10
2nd	CR-7	Mike Dow	2	5	4	11
3rd	GL-7	Toby Sutherland	8	1	3	12
4th	TO-33	Steve Johanson	5	7	1	13
5th	H-8	Hugh/Tim Sugar	3	6	7	16
6th	SL-4	Brett Hatton	6	2	13	21
7th	WA-21	Dave Irmscher	1	16	6	23
8th	H-13	Pat Heaney	10	9	9	28
9th	CR-11	Pete Price	12	3	14	29
10th	WA-22	Dick Tillman	9	8	16	33
11th	WA-47	Bob Herdrich	13	14	8	35
12th	GL-31	Jason Sutherland	14	10	12	36
13th	TO-44	Casey Christensen	11	17	11	39
14th	WA-200	Rick Lemberg Jr.	16	15	10	41
15th	WA-17	Ben Herdrich	19	22	5	46
16th	WA-8	JB VanMeter	15	11	23	49
17th	TO-O	Lath Keller	22	12	18	52
18th	WA-1	Mike Rian	20	13	19	52
19th	WA-99	Casey Call	7	30	20	57
20th	WA-51	Andy Allen	24	20	15	59
21st	WA-49	Mike Beesley	21	19	22	62
22nd	WA-151	Rob Queisser	25	21	17	63
23rd	H-3	Mike Barnett	17	18	30	65
24th	WA-11	Chris Herdrich	18	24	26	68
25th	SL-73	Bill Knape	23	30	21	74
26th	WA-0	Bryan Sarber	28	23	24	75
27th	WA-31	Terry Moorman	26	26	25	77
28th	WA-14	Mark Russell	27	25	27	79
29th	WA-2	Amanda Freyn	29	30	30	89

WESTERN SHOOTOUT REGATTA

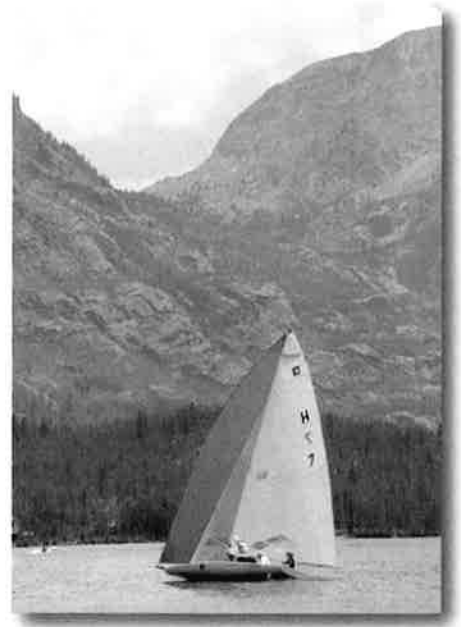
Grand Lake Yacht Club

June 30 - July 1, 2012

We arrived in Grand Lake from the north, traveling along Trail Ridge road through the Rocky Mountain National Park. The views were spectacular as the road got as high as 12,300 feet! Another route might have been faster but the views were worth the high mountain route. We took the same way home to get one last look before the long flat Nebraska drive back to Wisconsin.

Not long after we arrived, the Members at Gull Lake Yacht Club treated us to a special evening party. We were picked up at the club with a party barge that held a ton of people. Everyone boarded to head first to Dalton & Lubchenco's houses for cocktails and grilled pizza on their docks overlooking the lake and surrounding mountains. Next up it was all aboard again to cross the lake to the O'Donnell's complex of homes (settled in the 1890s I think) for more drinks and food (the bison sausage and sweet corn were my favorite). It was a perfect evening for a lake cruise party arrangement. 2012 is the 100th anniversary of the Grand Lake Yacht Club. They have a rich history that the membership is very proud of. We felt special to be included in what clearly was the regatta theme – an extravagant celebration of not only their first E-Scow regatta but the wonderful club they have sustained and shared with so many over the years. There was more to come as we got back on the barge for a short jaunt over to the Sutherland's homestead for dinner number three and more rounds of drinks. Toby had on display a beautiful large silver trophy, the Lipton Cup, which is sailed for each year on Grand Lake – a very spectacular piece of hardware. There was a ton of activity on multi-levels of decks, patios, docks and boat house tops. It took a while to get everyone loaded on the barge for the ride back to the Yacht Club – although no one wanted to leave; everyone had more than enough food and cocktails. What fun.

The first morning of racing was a slow start, which was fine for most of us after a night of partying. The winds filled in late and the first race got off at a very respectable 11:30. It was the least wacky winds of the 3 races – and Bill Allen (M-4) got off the line and worked up the middle left of the lake until about half way and then chose the left side for the final approach for the weather mark to be first around. Being on the left side the last half of the leg was the place to be and those of us on the right were in the back half of the fleet. George Rolfs (V-551) was second followed by JB Van Meter (WA-8), along with crew Casey Call and both of their young sons, their first E-Scow regatta – how cool is that. Jim Gluek was filling in for Augie Barkow on the V-37 team and they were not far behind and took advantage of a nice narrow wind streak downwind to round in first at the leeward mark. Team V-37 did not relinquish the lead and won the race. Don't get me wrong - it was still easy to gain and lose lots of boats – just ask George, or JB since mother nature wasn't so kind to them. Toby Sutherland (GL-7), on the other hand, used his local experience to pull himself slowly into second place by the finish, picking off boats one at a time at each mark rounding. Similarly, John Dennis (M-42) finally made his move on the third downwind to move into third place. Peter Maas (X-20) held onto his 4th spot throughout the race. Jason Sutherland (GL-31) liked the downwind legs the best as that is when he did all his passing, taking a boat or two each downwind leg, and moved from 11th at the first mark to fifth at the finish. Bill Allen finished 6th.



The wind died at the finish of the first race so we all took the natural break given to us to eat lunch and lounge around the club and docks of the members, some of which were within walking distance. The final race of the day got off at 4:50 PM in a nice new wind that filled in from the opposite direction of the first race. There weren't dramatic changes in position and boats generally moved up or down a place or two from their first mark rounding. One exception was Chris Ruske (GL-13) who improved the most going from 13th to 8th at the finish. The 3 times around course was shortened to twice around as the wind was again evaporating. John Dennis (M-42) took the lead away from Peter Maas (X-20) on the last downwind to win the race. Toby Sutherland (GL-7) held on to third and Lon Schoor (H-7) moved up a place on each of the last two legs to finish 4th, followed by Jim Gluek (V-37) who also moved up a place each of the legs.

On Sunday we were greeted with a beautiful glassy mountain lake, with not a breath of air for sailing – just yet anyway. The weather changes very quickly in the mountains and it was fun to experience since it was so different from home. By 12:30 the winds filled in and Tom Coulthurst, the PRO, wasted no time to get off the last race. This was a fickle wacky race – nothing to be frustrated with – just amused by. Only Toby (GL-7) survived unscathed by the random mood of the mountain winds. It started well enough to weather as usual with everyone on the high side but halfway up the beat it died and boats started to put up their spinnakers, John Dennis (M-42) first but everyone followed suit. As the boats approached to round the windward mark there was another peculiar change as the wind died again and 12 boats were all in a bunch rounding the mark with their spinnaker up - not 5 boat lengths separated the first from the last of the pile up. Strange as it may seem they slowly unsorted the tangle, still with spinnakers up, and continued to head

to the next mark with spinnakers still up. Spinnakers into the mark and spinnakers away from the mark – this has never happened on Mendota in my 40 years of racing E's. You got to love Grand Lake – at least I do since I was one of the last to the windward mark and one of the first away from it following Toby (GL-7) and Woody Jewett (M-77) in a good breeze that only seemed to be hitting our three boats. We broke out to a good lead at the leeward mark and extended to the last windward mark until we had at least a half mile lead on the pack. In the meantime there was some interesting racing for the next few positions. Jim Gluek was fourth then 10th, then 9th, then 4th, and finally 11th! Chris Ruske (GL-13) was 7th, then 4th, then, 8th. Bill Allen (M-4) was 13th, 7th, 5th, 6th, 14th. David Lubchenco was 10th, 6th, 4th, 5th, 8th. X-20 with a new skipper, Tim Harrington, because Peter hurt his back, had the most interesting race – He went from last to 6th, to last, to 12th to 11th, and ended up in 3rd! On the last downwind leg the wind shut off for the two leaders Toby and Lon. As we sat and watched for wind, it filled in up the lake and brought the whole pack from behind and sailed right by us with their momentum until we could catch the new breeze, still very light. This was 200 yard from the finish. Toby was on one shore and Lon was on the other. Toby got more of the breeze first and the pack that was near him took advantage of all it offered to finish first. I got lucky to pass again most of the pack on my side except for Woody, who finished 6th, and I finished 7th. Toby won the race, John Dennis (M-42) was second, after being a distant 10th at the last mark. Third was X-20 (Tim Harrington). Doug Wilhelm (GL-11) had his best race in 4th place. Bruce O'Donnel (GL-2) was 5th and it was his best race of the weekend.

The winners received their awards and were able to celebrate their success with a Colt 45 – after all, this was the Western Shootout Regatta. Here they are firing a round as they say farewell to the best time they have ever had at a regatta.



Rank	Sail#	Skipper	R1	R2	R3	TOTAL
1st	M-42	John Dennis	3	1	2	6
2nd	GL-7	Toby Sutherland	2	3	1	6
3rd	X-20	Peter Mass	4	2	3	9
4th	V-37	Jim Gluek	1	5	11	17
5th	H-7	Lon Schoor	8	4	7	19
6th	GL-11	Doug Wilhelm	9	11	4	24
7th	GL-23	David Lubchenco	11	6	8	25
8th	GL-2	Bruce O-Donnel	7	14	5	26
9th	M-77	Woody Jewett	13	7	6	26
10th	GL-31	Jason Sutherland	5	13	10	28
11th	M-44	Bill Allen	6	10	14	30
12th	GL-13	Chris Ruske	10	8	12	30
13th	V-551	George Rolfs	12	9	9	30
14th	WA-8	JB Van Meter	14	12	13	39
15th	GL-99	Tim Harrington	16	DNS	DNS	48

ILYA INVITATIONAL REGATTA

Gull Lake Yacht Club

July 12-15, 2012

No matter that registration was from 3-7:00 PM, it seemed like most of the 37 E-Scows attending this year's ILYA Invite regatta were already there when I arrived at 3:10. Clearly everyone was anxious and decided an early start was a good idea as they had been really looking forward to this weekend. It has been 10 years since the E's had a regatta at Gull Lake and everyone had heard what a beautiful new yacht club facility they had to host this event. There was a team of yellow T-Shirt volunteers everywhere to direct traffic and get the boats lined up to prepare for launching, as the DNR was on sight to inspect and wash boats as needed before going into the water. Most anchored in front of the club and many used their early arrival to go out and sail to familiarize themselves with the lake and make sure everything on the boat was ready for the first race the following morning.

Friday morning Russ Ackley, the PRO, took us to the North end of the lake and almost got the first start off in time but had to have a very brief postponement after a signal flag mix up – and the first race started at 10:09 AM. The course was L4 (twice around) at 230 degrees. It was all Chris Jewett (M-3) all the way for the win. Here is the best part – Chris had his 5 year old son on board as the fourth, keeping up the strong family tradition that is so much a part of the E-Scow class. Chris was followed at the first mark by Jeff Solum (M-12), Brian Porter (I-49), and Alex Driessen (GL-6). This was Alex's first E Scow regatta and had his dad crewing (also probably a first!). At just 18 years old he must have been excited. The only all woman team was Amanda Swaggert (M-4) sailing with her sister Kate Allen and they sailed solid to maintain their middle of the fleet position. By the second upwind mark things were already sorted out and the finish positions were the same as the last upwind mark for the first 10 boats. At the last upwind mark Packard followed Jewett and Porter, and he was being chased down by Peter Strothman (I-9), George Rolfs (V-551), Solum (M-12), John Schloesser (J-80), and Vincent Porter (I-2). Leg times: the 2 upwind legs were 12 and 11 minutes, and the 2 downwind legs were 10 minutes each.

The first race only lasted 43 minutes so for the second race of the day they went with a W5 course to make it an hour long race. The winds shifted right some and the new course heading was 240. Winds continued to be 5-8 mph. The second race got off about 11:30 and just like the first race, one person David Strothman (M-10) led at every mark to win the race. Minnetonka boats were prominent on the leader list – David was followed by, Tim Regan (M-13), Derek Packard (M-87), and Peter Maas (X-20) getting around ahead of Jeff Solum (M-12). These boats held their position for the most part. In the “you can't keep a good team down” category Peter Strothman (I-9) went from 29th, after being OCS, to 9th at the finish, Vincent Porter (I-2) went from 16th to 5th. I would be remiss if I didn't note the extraordinary performance of Andy Burdick (I-45), the eventual regatta winner, who went from 7th, to 8th, to 10th, to 14th at the finish. Andy had a new Melges employee, Matt Pistay sailing with him – I bet he was impressed. Rumor has it that it was up to Chrisy Hughes to coach the team back to their potential with an upbeat “locker room” talk to bring Andy out of his funk. Leg times: upwind 12, 18, 12 minutes, and downwind 9 and 11 minutes.

Next was quick shore break before the third race of the day, but the weather was changing and by the time we got back on the water the wind had moved quite a way to the right. There were some ominous looking dark clouds on the horizon that were clearly affecting the winds. Winds were 8-13 mph at the start at 260 degrees. What looked like to be a good course went sour as the wind clocked more right until boats were nearly fetching the first mark and a parade developed as the boats headed downwind. PRO Russ Ackley decided the race was unfair and abandoned it as the boats approached the leeward mark. Russ wanted to get another race off soon but the wind just kept clocking right and he had to finally go to the other end of the lake. By the time the wind steadied out it had also lightened up considerably. He tried one more time to get a race off but it was a general recall. By now it was late so they decided to end racing for the day with the hope of getting 3 races in on Saturday. In the abandon race Burdick was leading, followed by Peter Strothman, Jon Schloesser, Vincent Porter, and Jules Hannaford.

Saturday morning it was calm on the lake. Lunches were served early and as we ate the winds were filling in as predicted. Russ scheduled a noon prep signal for the third race. Like the first race Chris Jewett (M-3) was hot out of the gate and lead at every mark to win race 3. The winds were light, 4-7 from 330 degrees, and the course was an L4. Peter was a few boats up from the pin end and





took it out to the left corner. He was followed by Scott Ripkey (I-101), Solum (M-12), Burdick (I-45), Packard (I-87), and Lon Schoor (H-7). Here is how the shuffle went after the first mark: Vincent steadily moved up from 12, 6, 4, and second at the finish. Solum and Burdick held steady in third and fourth. Peter Strothman went from 10th to 5th, and Packard slipped one place to finish 6th. The biggest move up was by Pat Heaney (H-13) going from 18th to 7th place. Brian Porter's boat had a new skipper and he was seen on a power boat. Later I saw him crewing and I assume it might have a younger Porter skippering the I-49, Full Throttle.

In the fourth race conditions were nearly identical with a slight shift to the right to give us an L4 course of 340 degrees. Vincent Porter (I-2) had a nice start near the leeward end and lead at the first three marks. With Chris Hughes' encouragement (aka, psycho therapy), Andy got the idea he could win a race – so that's what he did on the last leg, taking the win away from Vincent. Tom Burton (M-9), sailing with longtime crew Bruce Martinson and Tom's sons Harrison and Charlie, finally got on track to finish third followed by Packard (M-87) in fourth. Schloesser was 5th, and possibly setting himself up for his best ILYA finish ever if he could just do it again.

The next race, third of the day, was started immediately. No one complained because the first 2 races were short, 50 minutes, and no time was wasted between races. The course was a W5, and the race started at 2:35. Everyone was paying attention to the dual between last year's winner, Vincent Porter (I-2), who was in a tight race with regatta leader Derek Packard (M-87). Jon Schloesser must have been very motivated by the possibility of his first top 5 ILYA finish because he lead at the first mark, followed by Peter Maas (X-20), Burdick (I-45), Scott Ripkey (I-101), Burton (M-9), Hannaford (M-7), Tom Meyer (M-2), and young Alex Dressen (GL-6). Alex tipped over in the previous race – this will be a regatta he will never forget! Lots of boats were over at the start: W-32, M-4, M-7, H-13, M-87, H-7, and M-3. Packard (M-87) would have to dig deep to recover and hold onto the regatta lead. It could happen as we witnessed in the race as Pat Heaney (H-13) had a spectacular come back from his OCS to finish 5th in the last race. He showed that the left side of the course, if you went far enough, paid big dividends. Porter rounded in 17th and Packard rounded in 27th. Schloesser (J-80) slipped a little during the race but his fourth place finish still gave him his best ever big regatta finish in the 5th spot. Congratulations Jon. Pat Heaney (H-13), with crew Justin Segersten, Andy Marin, and Pauly, also had their best ILYA regatta finish with a 7th overall. He had a solid day of racing on Saturday with finishes of 7, 7, and 5. Another young team, George Rolfs (V-551), with crew Cody Ziegler and Ben Biwer, ended the day strong with a 6th place – and overall they finished in 8th place for the regatta. Another best ILYA regatta finish!

On the last leg of the last race, the regatta winner was decided. These were not steady winds in direction or speed – a scenario for the perfect storm. At the last leeward mark Vincent Porter and Derek Packard were coming into the gate at the same time. They both had worked through the fleet and were in the 7-8 position by this time. Derek headed to the left leeward gate mark to head right on the upwind while Vincent choose the right leeward gate mark to head left on the upwind leg. Left had been favorable most of the time on the windward legs (I know this for a fact since I went right most of the time). Vincent knew he needed to get a boat between him and Derek to win – and was set up in a favorable position to do just that. However, he couldn't afford to let Derek get away so Vincent bailed on the favorable left side to cover Packard, and did eventually finish with a boat between them. However it wasn't in the 7-8 spot they were in at the leeward mark – it was in 17th and 19th! Had they played out this cover dance on the left side of the course they probably would have been 4-5 at the finish which would have given Vincent the Hannaford Memorial trophy for winning the regatta a second year in a row.

Congratulations to Andy Burdick and team on their well deserved victory, it is not easy to come from far behind, 13th after the first day, with finishes of 11 and 15, to win the regatta by winning the last two races when your back is to the wall.

ILYA Invitational Results

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1st	I-45	Andy Burdick	11	15	4	1	1	32
2nd	I-2	Vincent Porter	8	5	2	2	17	34
3rd	M-87	Derek Packard	3	2	6	4	19	34
4th	I-9	Peter Strothman	4	9	5	6	13	37
5th	J-80	Jon Schloesser	7	13	14	5	4	43
6th	M-3	Chris Jewett	1	11	1	13	18	44
7th	H-13	Patrick Heaney	10	19	7	7	5	48
8th	V-551	George Rolfs	5	20	9	11	6	51
9th	M-9	Tom Burton	21	16	10	3	3	53
10th	M-12	Jeff Solum	6	4	3	17	23	53
11th	M-7	Jules Hannaford	13	7	17	12	7	56
12th	M-10	David Strothman	9	1	28	9	15	62
13th	X-20	Peter Maas	15	6	19	26	11	77
14th	W-5	Ross Cardozo	12	23	18	10	14	77
15th	I-101	Scott Ripkey	16	21	8	32	2	79
16th	W-47	Louis Hill	17	22	25	14	9	87
17th	I-49	Brian Porter	2	14	30	21	22	89
18th	H-7	Lon Schoor	18	12	22	18	21	91
19th	W-25	Lee Alnes	33	8	21	22	8	92
20th	M-17	Jason Ostbye	25	17	15	19	16	92
21st	M-13	Tim Regan	23	3	11	28	28	93
22nd	W-32	Morris Wheeler	32	10	13	15	27	97
23rd	W-160	Charlie Igo	24	33	23	16	10	106
24th	M-4	Amanda Swaggert	19	32	16	24	20	111
25th	M-8	Terry Foster	28	24	24	8	29	113
26th	M-2	Thomas Meyer	20	18	20	31	24	113
27th	I-303	Frank Davenport	30	25	26	29	12	122
28th	GL-6	Alex Driessen	14	27	29	20	33	123
29th	H-8	Hugh Sugar	29	31	12	30	26	128
30th	M-77	Woody Jewitt	22	28	34	27	25	136
31st	H-88	Phil Zalog	26	30	33	25	30	144
32nd	M-5	John Wicks	27	29	27	DNS	31	152
33rd	W-2	Rob Wood	31	35	31	34	32	163
34th	M-22	Rob Aitken	36	36	35.5	23	34	164.5
35th	M-43	Sean Hendrickson	34	26	35.5	DNS	DNS	171.5
36th	GL-3	Peter Dunphy	35	34	32	DNS	36	175
37th	W-101	Ian Arvesen	37	37	37	33	35	179

WMYA INVITATIONAL REGATTA

Crystal Lake Yacht Club

July 12-15, 2012

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1st	CR-66	Rob Terry	13	1	7	1	1	23
2nd	TO-0	Pete Comfort	7	7	6	6	2	28
3rd	TO-33	Stephen Johanson	1	14	1	11	3	30
4th	WH-17	Brian McMurray	5	2	8	2	14	31
5th	WH-77	Tom Munroe	14	3	2	12	7	38
6th	SL-4	Brett Hatton	4	11	5	4	15	39
7th	CR-7	Mike Dow	18	8	9	3	4	42
8th	WH-22	Sam Gill	6	4	10	12	12	44
9th	TO-181	Kevin Watrous	10	10	13	9	9	51
10th	WH-11	Doug McNeil	9	9	4	10	21	53
11th	SL-22	Paul Wickland	3	19	14	13	5	54
12th	TO-8	Denny Malone	12	16	3	5	19	55
13th	TO-44	Casey Christens	8	6	15	20	10	59
14th	WA-21	David Irmischer	2	12	12	14	21	61
15th	CR-11	Pete Price	11	5	11	17	21	65
16th	TO-17	Jim Campbell	16	13	19	15	6	69
17th	TO-2	Charlie Turk	15	20	18	7	12	72
18th	TO-11	Charles Hallett	19	17	20	16	13	85
19th	TO-7	Andy Powell	20	15	16	18	16	85
20th	TO-99	Dan Lorimer	17	18	17	19	17	88



ILYA INVITATIONAL



ILYA INVITATIONAL



TOMS RIVER SPRING



NCESA CHAMPIONSHIP



NCESA CHAMPIONSHIP



NCESA CHAMPIONSHIP



BLUE CHIP



BLUE CHIP



EASTERN CHAMPIONSHIP

Little Egg Harbor Yacht Club

Aug 2-4, 2012

Forty three E scows competed in the 2012 Eastern Class E Scow Association Championship hosted by Little Egg Harbor Yacht Club on August 2nd through August 4th. This was one of the largest fleets in recent memory, with thirteen different yacht clubs represented and boats traveling as far as Lake Geneva and Charleston.

On Wednesday August 2nd several boats arrived, with the parking lot full of overturned boats getting their bottoms polished, lots of people bargaining for tools and several folks prodding the competition looking for pointers.

Racing began Thursday morning, with a ceremonial chant of "It's a beautiful day in Beach Haven" to honor the late Walter Smedley. Since 2008, with the introduction of the asymmetrical spinnaker, the regatta has been expanded to eight races, perfect to take advantage of the famous Little Egg sea breeze. It definitely was NOT a case of "It's never like this here" like the fleet saw at the 2010 National Championship regatta.

All three days featured a strong sea breeze, with three races completed on Thursday, three more on Friday and the final two on Saturday. The strongest sea breeze came on Friday with a steady 15-20 knots for all three races, while the highlight off the water was the lobster dinner on Friday night put together by LEHYC volunteers.

In the end, Russell Lucas on BH-8 Shimmer with his crew of Mike Dutton, Peeter Must and Colleen Kelly secured the championship win for the second year in a row. The elder Koar team in BH-22 secured their third bridesmaid finish in a row at the Easterns with a well fought second place. Vincent Porter (I-2), Robby Wilkins (SC-27) and Jeff Bonanni (LE-73) rounded out the top five. It was great to see the teams from Lake Geneva and Charleston make the long trek to Beach Haven.

I would like to take this opportunity to thank the entire crew of volunteers for a memorable experience at LEHYC, especially regatta co-chairs Melissa Stevens, Elaine Stevens and Deb Rhebergen, as well as PRO Bob Stevens and his crew. This team consistently puts together top notch activities, both on and off the water - Jeff Bonanni

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	Total
1st	BH-8	Russell Lucas	(12)	2	1	1	2	1	2	2	11
2nd	BH-22	Bobby Koar	9	1	(11)	2	1	3	5	3	24
3rd	I-2	Vincent Porter	2	(21)	9	3	4	4	4	1	27
4th	SC-27	Robby Wilkins	(7)	5	2	6	6	2	1	7	29
5th	LE-73	Jeff Bonanni	5	(17)	12	5	7	9	6	4	48
6th	LE-2	Richie Ryon	14	4	7	(17)	3	12	15	5	60
7th	SS-1	John Brown	1	14	6	12	8	15	(20)	10	66
8th	LA-99	Dave Magno	4	22	8	7	9	7	10	(27)	67
9th	LA-88	Paul Magno	10	10	(20)	4	10	10	7	19	70
10th	IH-44	Fred Slack	3	9	15	9	13	(20)	9	13	71
11th	BH-21	Peter Koar	17	8	4	13	12	5	(24)	14	73
12th	MA-11	Peter Hurley	11	13	(DNF)	15	5	31	3	6	84
13th	LE-3	Bob Donat	8	11	3	25	(29)	8	8	21	84
14th	T-17	Chad Hillyer	6	3	18	(21)	19	13	18	9	86
15th	MA-4	Richard Wight	21	7	5	16	18	(DNF)	14	11	92
16th	BH-17	Michael Fortenbaugh	25	6	26	8	(33)	6	16	8	95
17th	T-1	Bill Warner	22	(25)	16	10	16	14	11	24	113
18th	LE-1	John B Maschal	16	(32)	13	11	32	26	12	15	125
19th	IH-5	Mac Feaster	26	12	23	24	11	11	22	(31)	129
20th	CH-6	Rick Turner	19	16	(35)	23	14	23	13	22	130



Eastern Championship Results 21-43

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	Total
21st	HO-54	Patrick Flinn	20	15	25	(33)	21	17	21	17	136
22nd	HO-50	Doug Johnson	15	23	22	(28)	22	16	23	16	137
23rd	KU-9	Robert Cole	27	(37)	10	26	15	19	29	25	151
24th	SA-1	Greg Matzat	24	19	17	27	20	23RDG	32	(41)	162
25th	LE-22	Chris Fretz	29	24	21	19	26	(DNF)	30	26	175
26th	LE-100	Tom Cox	13	28	24	31	25	25	(DNF)	35	181
27th	MA-6	Sayia Wright	31	20	(DSQ)	30	31	27	17	32	188
28th	LA-11	Bill Nolden	23	30	34	(37)	27	28	19	33	194
29th	LE-8	Jack Lampman	38	31	30	35	23	(DNF)	28	12	197
30th	T-8	Chrissy Mahoney	35	27	32	14	34	29	26	(36)	197
31st	IH-17	Buzz Reynolds	37	DNF	33	22	17	24	33	34	200
32nd	CH-4	Marc Turner	(DNF)	36	29	18	24	DNF	27	23	201
33rd	LE-5	Butch Lenhard	18	18	14	41	38	(DNF)	37	37	203
34th	LA-2	James Miller	33	26	27	36	30	18	34	-40	204
35th	LE-4	Doug Galloway	32	34	31	(38)	35	22	36	18	208
36th	T-53	Brian Gabriel	36	29	28	20	40	21	(41)	38	212
37th	KU-12	William Hudson	28	33	19	32	43	(DNF)	39	30	224
38th	IH-22	Marc Feaster	34	(DNF)	DNF	42	28	32	25	20	225
39th	CH-1	Chris Creighton	(39)	35	34RDG	39	36	33	31	28	236
40th	CH-8	David Berger	30	(DNS)	DNF	29	39	DNF	40	29	255
41st	HO-53	Chris Norman	40	(DNF)	DNF	40	37	30	35	39	265
42nd	HO-35	Bruce Feakins	(DNF)	DNF	DNF	34	41	DNF	38	DNS	289
43rd	HO-52	Mike Blair	(DNF)	DNF	DNF	43	42	DNF	42	42	301

WMYA CHAMPIONSHIP REGATTA

Muskegon Yacht Club

August 8-12, 2012



Rank	Sail#	Skipper	R1	R2	R3	R4	Total
1st	CR-7	Mike Dow	3	1	5	2	11
2nd	CR-66	Rob Terry	1	3	4	3	11
3rd	WH-12	Don Nelson	2	4	1	8	15
4th	WH-111	Douglas McNeil	5	7	2	5	19
5th	SL-4	b hatton	6	6	3	4	19
6th	WH-17	Boo McMurray	12	2	DNF	1	29
7th	CR11	Pete Price	9	5	8	9	31
8th	WH-77	Tom Munroe	7	10	9	6	32
9th	SL-73	Charlie Knape	11	12	6	7	36
10th	WH-22	Sam P Gill	4	9	DNF	10	37
11th	CR 54	Mike Terry	8	11	10	11	40
12th	SL-22	Paul Wickland	13	8	7	DNS	42
13th	SL-221	Michael Gassmann	10	13	DNF	DNF	51

DOWN BAY REGATTA

Little Egg Harbor Yacht Club

August 2012

Rank	Sail#	Skipper	R1	R2	R3	Total
1st	MA11	Peter Hurley	4	2	5	11
2nd	BH22	Bobby Koar	8	7	2	17
3rd	SS4	Randall Hartranft	1	3	15	19
4th	SC27	Robby Wilkins	12	6	1	19
5th	LE3	Bob Donat	22	1	3	26
6th	BH21	Peter Koar	2	20	4	26
7th	T17	Chad Hillyer	10	10	11	31
8th	T4	Joseph Thorpe	13	5	19	37
9th	LA88	Paul Magno	14	9	16	39
10th	LE1	JB Maschal	3	13	24	40
11th	MA4	Richard Wight	5	28	7	40
12th	LE22	Chris Fretz	9	23	14	46
13th	IH44	Fred Slack	7	18	22	47
14th	LE8	Jack Lampman	35	8	8	51
15th	T1	Bill Warner	17	22	12	51
16th	SS1	John Brown	31	11	13	55
17th	MA6	Sayia Wright	21	17	18	56
18th	LE4	Doug Galloway	19	14	26	59
19th	LE2	Richie Ryon	24	30	6	60
20th	IH22	Mike Frankovich	20	12	31	63
21st	LE100	Tom Cox	32	4	28	64
22nd	BH17	Michael Fortenbaugh	11	24	29	64
23rd	BH7	Packy Mignon	15	19	DNF	71
24th	T8	Chrissy Mahoney	28	35	9	72
25th	LA11	Bill Nolden	18	31	23	72
26th	LE37	John Cranmer	30	33	10	73
27th	HO53	Chris Norman	23	29	21	73
28th	IH5	Mac Feaster	33	15	27	75
29th	IH17	Buzz Reynolds	34	21	20	75
30th	SA1	Dylan Froriep	36	16	25	77
31st	HO54	Patrick Flinn	26	34	17	77
32nd	KU9	Robert Cole	16	32	30	78
33rd	LE73	Jeff Bonanni	6	DNF	DNS	80
34th	LE5	Walter Lenhard	25	27	32	84
35th	LA2	James Miller	29	25	33	87
36th	LA99	Dave Magno	27	26	DNS	90

ILYA CHAMPIONSHIP REGATTA

Mendota Yacht Club

Aug 12-15, 2012

The story for day one was the wind, . Mendota is a nice large lake and with the gusts at 30 mph the waves were a handful, especially at the leeward end of the course. Many stories at the Friday night party were of boats swamp- ing - sure, many tipped over too - but others just drove it to the bottom of the lake! Race 2 saw the most wind and many boats did not survive. The tough conditions put a premium on boat handling and crew work. Some DNC and DNF finishes were caused by equipment failures but most had a more human element at the root of their troubles. In a remarkable effort - many of the teams that tipped over were able to right the boat and complete the race. Andy Burdick (I-45) led Augie Barkow (V-37) on a tie breaker after three races. Overall - an exhilarating day!

Day two saw an additional 2 races completed in the morning with challenging winds that ranged from 10 - 25 mph from the Northwest. The breeze would fill and hold for several legs only to drop off before the next wave of high breeze appeared. The key was to be on the correct side to catch the new wind as it built. Many crews were seen dropping and adding fourth crews trying to find the right combination of weight for the conditions. By the after- noon the breeze slowly dissipated during race 6. A lead group of 15-18 boats were able to completely break away from the entire fleet as the wind died at the first mark. The race became one of a desperate search for wind and fi- nesse to keep your momentum in the dying breeze, Emily Green of Madison met the challenge, becoming the first woman to win an Inland E Scow race since 1974. Vincent Porter mastered the day, catapulting him to the lead of the regatta. With no wind for day three, he secured the overall championship.

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	Total
1st	I- 2	Porter, Vincent	1	8	5	4	1	11	30
2nd	I- 45	Burdick, Andy	2	5	1	8	13	5	34
3rd	V- 37	Barkow, August	3	3	2	7	6	15	36
4th	I- 9	Strothman, Peter	12	12	3	1	5	14	47
5th	I- 49	Porter, Brian	11	2	12	15	3	4	47
6th	M- 42	Rogers, Sam	8	14	14	11	4	2	53
7th	BH- 8	Lucas, Russell	5	4	10	3	14	17	53
8th	M- 9	Burton, Tom	18	6	8	6	10	7	55
9th	H- 8	Sugar, Hugh and Tim	7	12	11	26	2	6	64
10th	W- 25	Alnes, Lee	20	1	7	9	17	30	84
11th	H- 7	Schoor, Lon	17	16	15	10	9	18	85
12th	V-551	Rolfs, George	15	9	17	14	21	16	92
13th	V- 15	Good, Eric	21	10	9	13	18	24	95
14th	M- 12	Solum, Jeff	13	24	13	12	11	23	96
15th	J- 80	Schloesser, Jon	9	13	6	25	31	13	97
16th	H- 13	Heaney, Patrick	10	15	23	21	8	21	98
17th	M- 10	Strothman, David	30	20	SCP	16	12	12	115.5
18th	H- 14	Green, Emily	DNC	18	20	17	22	1	122



ILYA Championship Results Cont'd

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	Total
19th	M- 11	Bowers, Erik	6	DNC	DNC	2	20	8	124
20th	M- 87	Packard, Derek	16	DNC	DNC	5	7	9	125
21st	V- 50	DeGuire, Alex	24	7	27	23	29	33	143
22nd	X- 20	Maas, Peter	4	DNC	DNC	20	24	10	146
23rd	H- 0	Russell, Jeff	27	DNC	28	31	16	3	148
24th	M- 13	Regan, Tim	32	19	19	18	33	31	152
25th	H- 20	Barnett, Mike	28	21	18	DSQ	23	20	154
26th	W- 5	Cardoza, Ross	DNC	23	24	24	15	26	156
27th	H- 9	Jefferds, Craig	14	DNC	9	28	DNC	25	164
28th	M- 8	Foster, Terry	19	17	29	39	35	27	165
29th	V- 27	Peterson, Matt	23	DNC	26	22	32	19	166
30th	H- 11	Puccio, Lance	25	DNC	30	33	19	22	172
31st	WA- 99	Call, Casey	36	DNF	25	19	25	29	178
32nd	H- 88	Zalog, Phil	31	DNC	21	29	27	28	180
33rd	WA- 11	Herdrich, Jaimison	DNC	DNC	22	35	26	39	209
34th	W- 47	Hill, Louis	22	22	DNF	DNC	DNS	38	214
35th	I-333	Davenport, Frank A.	26	DNC	DNC	27	DNC	32	217
36th	J- 4	Karrels, Mike	29	DNC	DNC	37	30	41	224
37th	H- 23	Jackson, Andy	33	DNC	DNC	34	34	37	225
38th	J- 5	Wyman, Bill	DNC	DNC	DNC	32	28	35	226
39th	H- 2	Bob Stoer	35	DNC	DNC	36	36	40	234
40th	H- 19	Holz, Bob	34	DNC	DNC	40	DNC	34	239
41st	H- 1	Krasberg, Mark	DNF	DNC	DNC	38	DNS	36	249
42nd	H- 3	Grundl, Nick	DNF	DNC	DNC	41	DNC	DNC	261
43rd	J-515	Harrison, Charlie	DNC	DNC	DNC	DNC	DNC	DNC	264



NCESA NATIONAL CHAMPIONSHIP

Chautauqua Yacht Club

September 7-9, 2012



50 competitors gathered from across the country to compete in the 54th NCESA National Championship Regatta at Chautauqua Lake Yacht Club in the picturesque farmland and rolling hills around Lakewood, New York. As competitors arrived for registration and check-in they were greeted by beautiful skies and light north-west winds, perfect conditions to work out the kinks, get those last practice maneuvers in and get a “feel” for the lake. Looking at the initial weather forecast, many were wrestling with an initial strategic question, “go with 3 or 4 ?”, as the preliminary prediction was for light winds throughout the 3 day event.

The practice race introduced a new wrinkle with a new start line configuration format to deal with. As opposed to a traditional start line with starboard and port pin boat with a midline boat and windward signal/gun boat, the PRO, Hank Stewart advocated two pin boats, starboard and port, with the signal boat serving as the midline boat. This was promoted to simplify start logistics and centralize signal communications and enable the PRO to be in the middle of the start procedure. Many sailors greeted the configuration with positive comments while others had a wait and see attitude.

The first day of racing, Friday, greeted the fleet with discouraging light conditions with little to no wind in the morning up until early afternoon. Then a light southwesterly “filled” in. Whether it was the shifty conditions, changes in velocity, the new start line configuration or first race “itchy trigger fingers”, the fleet had several general recalls, postponements and progression to a couple of Z flag recalls. When the “smoke” finally cleared for a start, 20% of the fleet had a 20% penalty including the eventual race winner Brian Porter. John Brown, SS-1 from Hurricane-Sandy-Sea-Side-Heights fame finished 2nd and Dick White sailing BH-8 from Mantoloking/Bay Head, where Sandy breached the barrier island, finished third. Rich Ryon LE-2 from Little Egg was 4th and Jeff Bonanni LE -73 was 5th.

The second race start conditions were similar to the first, light southwest 5-10mph but as the race progressed the wind became more variable with several dramatic shifts and mark/course changes. At the end of the race, the wind died and came in from new directions resulting in challenging conditions and a shuffled fleet. Despite the challenge, Peter Hurley had it all figured out finishing first. Chad Hillyer sailing T-17 was second, Dave Magno from Lavallette in LA -99 finished third, Brett Hatton from Spring Lake SL-4 finished fourth and George Welch from Keuka KU-1 was fifth.

After the first day of racing, the top five were Peter Hurley MA-11, 10 points, George Welch KU-1 and Andy Burdick 1-45 tied for 2nd with 13 points, Dave Magno LA-99 in 4th with 14 points and Rich Ryon LE-2 with 19 points in 5th. As the scores indicate, no one dominated the results with many in contention with a mix of finishes.

Day 2 proved to be a bit of a surprise. Sailors awoke to torrential rains, a strong front and building winds out of the west-southwest. Those that bet on the early regatta forecast with light winds and light crews were faced with a new set of conditions. The fleet went under postponement until the weather moderated a bit. The first race of the day saw Brian Porter I-49 jump out in the lead and never look back, finishing 1st. Dick White was

2nd followed by Pat Heaney H-13 in 3rd, Sam Rodgers M-42 in 4th and Chad Hillyer T-17 in 5th. Photos of this race, taken by Michelle Turner from helicopter piloted by Gordon Wuebbolt, both members of CLYC, may be seen on the NCESA web site.

The wind of the 4th race was similar to the 3rd with stronger winds and big waves coming down the long fetch of the lake. Several competitors upset in the stronger winds. Rob Terry CR-66 pulled a rabbit out of the hat to win followed by Sam Rodgers 2nd, Andy Burdick 3rd, Brian McMurray WH-17 fourth, and Brian Porter 5th but suffering a ZFP prior to the start.

The last race of the day moved further up the lake (West) into flatter water as the breeze continued to build and become gustier. Brian Porter seemed to master the changing gears required to deal with the cannon ball puffs rolling off the western hills and took advantage of some confusion among the leaders with a course change at the second windward mark to finish first. John Brown was 2nd, Andy Burdick 3rd, Pat Heaney was 4th and Dick White was 5th.

After 2 days of racing Andy Burdick had finished consistently near the top to lead the regatta while the rest of the fleet beat each other's brains out, with many of the competitors having a variety of finishes. Competition was fierce!

The last day dawned with almost no wind again. Many were looking for at least one more race for a throw-out.

Rank	Sail#	Boat	Skipper	R1	R2	R3	R4	R5	R6	Total
1	I-45	TEAM 45	Andy Burdick/ Toby Sutherland Jim Gluek Deb Ziegler	6	7	6	3	3	[51/DNF]	25
2	I-49	Full Throttle	Brian Porter/ Dave Navin Charlie Harrett	11/ZFP	[30]	1	15/ZFP	1	1	29
3	M-42	Madame	Sam Rogers/ Chrisy Hughes George Peet Alex Curtis	[18]	12	4	2	13	3	34
4	SS-1	Blind Squirrel	John Brown/ Will Demand George Demand	2	[22]	12	21	2	2	39
5	BH 8	Shimmer	Richard Wight [Mas- ter]/ Michael Dutton Coleen Kelly Nathan Wight	3	18	2	[32/ZFP]	5	15	43
6	T-17	Hunter	Chad Hillyer/ Kelly Hillyer Peter Koar Billy Warner	[29]	2	5	20/ZFP	7	10	44
7	M-9	Intrepid	Tom Burton/ Bruce Martinson Andy Furguson Judson Dayton	18/RDG	[27]	7	6	6	9	46
8	LE-2	Widgeon	Richard Ryon/ David Lampman Stokes Carrigan Suzy Reynolds	4	15	11	7	[20]	18	55T
9	M-87	Temptress	Derek Packard [Youth]/ Gavin Potts Matthew Hanson Colin Thompson	[19/RDG]	10	9	13	10	13	55T
10	WH-17	Bill Z	Brian McMurray/ Brad Sprouse Jake Erdman Deborah McMurray	12	16	17	4	9	[38]	58

Some were hoping for at least 2 races to better their standings. As the fleet left the yacht club docks it quickly became apparent, there would only be one race or no race at all with no throw-out due to the light conditions. Depending on the wind gods and the number of races, the results could be drastically affected. As time was running out for the cutoff for the last race (1:00PM), with minutes to spare, the course was set and the black flag was shone insuring penalties for any that dared to risk an early start, discouraging a general recall. The final race started at 12:57PM. As a very light west wind continued to slowly build Brian Porter I-49 sailed smartly to win the last race followed by John Brown SS-1, 2nd , Sam Rodgers, M-42, 3rd, Bob Terry CR-66, 4th and Jeff Bonanni, LE-73, 5th .

Congratulations to Andy Burdick and his crew toby Sutherland, our commodore, Jim Gluek and Deb Ziegler for winning the regatta and sailing consistent top 10 finishes while staying out of trouble . That proved to be the winning formula. Brian Porter, with three firsts in the last four races rallied to end up second, Sam Rogers was third, John Brown was fourth, and Dick White was 5th.

A special thanks goes out Marc Turner, local regatta chairman, and all the volunteers at the Chautauqua Lake Yacht Club for hosting another great regatta.

Rank	Sail#	Boat	Skipper	R1	R2	R3	R4	R5	R6	Total
11	MA-11	LOCO MOCOSO	Peter Hurley/ Park Benjamin Patrick Koar	9	1	26	8	15	[36]	59
12	I-2	Grace	Vincent Porter/ Coye Harrett Clifford Porter Cameron Turner	10	20	14	[22/ZFP]	11	6	61
13	KU-1	Non Sequitur	George Welch Jr/ Steve Brown Bryon Eichorn Scott Leonard	8	5	8	[31]	25	16	62
14	IH-44	Slacktide	Carl Horrocks/ Pat Connell AJ Bailey	7	13	[24]	20	12	11	63
15	LE-73	GIRLS ON FILM	Jeff Bonanni/ Matthew Goetting Mike O'Brien	5	[32]	15	15	24	5	64
16	CR-66	Black Pearl	Rob Terry/ Jules Terry Jack Rillema Justin Terry	21	[34]	21	1	21	4	68
17	LA-99	Magnum Force	Dave Magno/ Chase Hillyer Danny Flinn	11	3	20	[51/DNF]	23	12	69
18	H-13	Wild Turkey	Pat Heaney/ Justin Segersten Andy Marin Michael Paulson	28	[29]	3	9	4	28	72
19	BH-22	Koarsair	Bobby Koar/ Robert Koar Sr Sarah Mease Phil Barow	23/ZFP	21	10	17	[26]	20	91
20	IH-5	Whale Tails	Brendan Hogan [Youth]/ Mac Feaster Ian Southerland	24/ZFP	[48]	13	40/ZFP	8	8	93

Rank	Sail#	Boat	Skipper	R1	R2	R3	R4	R5	R6	Total
21	M-12	E=MC2	Jeff Solum/ Terry Foster Ian Solum	27/RDG	25	18	14	[39]	14	98
22	LA-88	Fast Break	Paul Magno/ Tim Faranetta Tom Kosinski Jeff Glosenger	19	9	22	26/ZFP	[51/DNF]	24	100
23	H-11	Full Tilt	Lance Puccio	20/RDG	17	23	28	16	[51/DNC]	104
24	CH-6		Rick Turner/ Dan Evans Lauren Turner Nick Evans	25/ZFP	26	32	[35]	18	7	108T
25	T-8	Turning tricks	Tyler Kennedy [Youth][Rookie]/ Chrissy Mahoney Luci Saraceno Tyler Yetman	[37/ZFP]	11	29	28/ZFP	14	26	108T
26	CR-7	Flying Toaster	Mike Dow/ Jessica Gerber Bob Clark Stephanie Dow	17	19	31	19	27	[51/DNF]	113
27	X-20	Maash Pit	Peter Maas/ Mike Maas Lisa Maas Sara Maas	32	24	28	[36/ZFP]	19	17	120
28	SL-4	Soul Food	Brett Hatton/ Chad Hough Joe Rotonda	34	4	[45]	32	31	21	122
29	MA 4	Calamity	Ed Vienckowski/ Henry Colie Meredith Hillyer Kate Scholes	[40/ZFP]	14	35	27	38	22	136
30	T-53	HappE Hour	Brian Gabriel [Rookie]/ Art Bailey Dave Drawbaugh	[43]	6	40	24	37	30	137





Rank	Sail#	Boat	Skipper	R1	R2	R3	R4	R5	R6	Total
31	J-80		Jon Schloesser/ Wil Wyman Jeff Price	16	38	19	23	[51/DNF]	51/DNC	147T
32	H-7	Mirage	Lon Schoor [Master]/ Heidi Rosenbaum Bryan Biehl Sebbie Turner	24	33	16	[51/DNF]	51/DNC	23	147T
33	I-303	i bad	Frank Davenport [Rookie]/ Ron Jarecki Ben Porter Joe Kutschenreuter	31	35	38	11	33	[51/DNC]	148
34	KU-9	Finale	Robert Cole/ Matt Newman Ann Penwarden Tim Cole	35	[47]	34	33	30	29	161
35	J-5	Fruitcakes	Bill Wyman/ Adam Cummings Tom Charpentier	42/RDG	8	43	[51/DNF]	51/DNC	19	163
36	LE-3	Bobsled	Bob Donat/ Leah Donat Derek Stoldt Kelly McGlynn	33/ZFP	[44]	25	42	28	37	165
37	H-8	Gr8 Expect- stions	Hugh/Tim Sugar/ Annie Sugar Darby Sugar Tim Sugar	41	28	27	39/ZFP	[51/DNF]	31	166
38	LE-22	loquanto	Chris Fretz/ Rafe Pilling Maggie Conden Ben Conden	38	23	36	37	[51/DNF]	34	168
39	LA-2	Fortitude	James Miller/ Brad Wright Jamie Wasco Mike Carberry	37	40	30	40	22	[51/DNF]	169T
40	CH-8	Lake Effect	David Bargar [Mas- ter]/ Kirk Kelly Madeline Evans Doug Bargar	[51/ZFP]	36	33	39	29	32	169T

Rank	Sail#	Boat	Skipper	R1	R2	R3	R4	R5	R6	Total
41	LE-8	Elusive	Jack Lampman [Master]/ Peter McGowan John Haig	40	42	39	25	32	[51/DNC]	178
42	CH-4		Sarah Smedley Marcus Turner/ Hanna Evan Mike Evan Charlie Anderson	45	39	41	[51/OCS]	17	39	181T
43	H-88	CrazE Eight's	Phil Zalog/ Bill Bock	33	31	47	36	34	[51/DNC]	181T
44	CH-71	Speed Racer	Ben Sugar John Sellstrom [Rookie]/ Kris Sellstrom Greg Stenta Gretchen Evan	[51/ZFP]	43	44	34	35	27	183
45	KU-12		William Hudson/ Anders Hudson Maria Hudson Mark Newman	46	41	37	[51/ZFP]	51/DNF	25	200
46	CH-1	Brass Balls	Chris Creighton/ David Gross Nick Troche Terry Moorman [Master]/ Greg Jefferies Kelly Queisser	48	37	48	38	[51/DNF]	40	211
47	WA-31		Joseph Meade Henry Dalrymple Steve Bender Cara Bender	39	46	42	[51/DNF]	51/DNC	35	213
48	KU-25	Sugar	Dick Turner Chris Craig Eric Hall David Ventimellia	44	45	49	43	[51/DNF]	33	214
49	CH-5		Kevin Sixbey Julia Dyatell David Ecker Reid Gustafson	[51/DNC]	51/DNC	46	41	36	41	215
50	CH-14	Ship of Fools		49	49	[51/DNF]	51/DNC	51/DNC	51/DNF	251



NCESA NATIONAL CHAMPIONSHIP

Award Winners

1st Race - Keuka Trophy	Brian Porter	I-49	Lake Geneva YC
2nd Race - Iver C. Johnson	Peter Hurley	MA-11	Mantaloking YC
3rd Race - BBYRA Trophy	Brian Porter	I-49	Lake Geneva YC
4th Race - Pewaukee Trophy	Rob Terry	CR-66	Crystal Lake YC
5th Race - Chautauqua Trophy	Brian Porter	I-49	Lake Geneva YC
6th Race - Freguson Trophy	Brian Porter	I-49	Lake Geneva YC

Regatta Winner - Bilge Pullers Trophy	Andy Burdick	I-45	Lake Geneva YC
First Place Crew Weldon Memorial Trophy	Toby Sutherland	I-45	Lake Geneva YC
	Jim Gluek		
	Deb Ziegler-Gluek		

1st Place Woman Championship Trophy	Deb Zeigler-Gluek	I-45	Lake Geneva YC
Womans Corinthian Tropy	Leah Donat	LE-3	Little Egg Harbor YC
Runyon Colie Service Award	John Brown	SS-1	Seaside Park YC
Torch Team National Champ			Minnetonka YC

Rookie Award	Tyler Kennedy	T-8	Toms River YC	26th place
Masters Award	Richard Wright	BH-8	Mantaloking YC	5th place
Youth Skipper	Derek Packard	M-87	Minnetonka YC	9th place
Red Fleet 3rd place	Frank Davenport	I-303	Lake Genva YC	33rd place
Red Fleet 2nd place	Tyler Kennedy	T-8	Toms River YC	25th place
Red Fleet 1st place	Brendon Hogan	IH-5	Island Heights YC	20th place
Road Warrior	Vincent Porter	I-2	Lake Geneva YC	326 points



THE BLUE CHIP

Pewaukee Yacht Club

September 21-23, 2012

Being the Mystery Guest By Peter Isler

"It's the best regatta! Just stay out of the middle on the runs," counseled my friend Dave Ullman. "You'll have a great time, the E-Scow is one of the most refined one design classes in the world - it's on par with the Star," said Dennis Conner. "You'll do great, just don't let them over-serve you," added Gary Jobson. Those were some of the tidbits of advice I got from former Mystery Guests at the fabled E Scow Blue Chip regatta. This past weekend (Sept. 21-23) in Pewaukee, WI... it was my turn! Everybody should get the chance to be a "Mystery Guest" at some point in their life. Here's the gist of it: sail with a crew of four in one of the fastest and most developed one design classes in the world in big breeze against the best sailors in that class on a lake with a deep rooted sailing tradition that has made it the "heartland of American sailing" for many years. On the surface the Mystery Guest's role might seem pretty obvious - but as the late Roy Disney used to say, "The devil is in the details." Over the past 47 years of the Blue Chip, a wide variety of "celebrity sailors" have been invited to take part in this epic three day regatta - which closes down the sailing season for the class with a bang. The obvious duties of the Mystery Guest are to take the helm of an E boat with a local ace crew for the regatta - racing against 20 or so teams from around the E Scow universe that have qualified during the season to attend the event. But there's so much more. You have to put up with some of the best hospitality imaginable ... being treated better than a king for four days. You quickly realize that the regatta is not just about the sailing... the shoreside feasting and festivities are more than equal in importance. And the Mystery Guest is asked to keep up with the "pedal to the metal" pace of the participants both on and off the water! Mystery guest lore runs deep - but looking back at the score sheet - success on the water is rare - only a few have mastered the E Scow's secrets and broken the code to the wind shifts on little Pewaukee Lake. In 47 years only seven Mystery Guests have made it into the top three. Two San Diego sailors, Dennis Conner (1977) and Andrew Campbell (2011) pulled off the impossible by winning the ultimate "away game". But nobody at Pewaukee YC seems to put too much of import of the MG's regatta score... it's all about showing the Mystery Guest a real good time, and looking forward to the big Saturday night banquet when the Mystery Guest gets to entertain the crowd with some tasty sea stories over dessert.

I had never sailed an E Scow - but I had seen them before, and I had spent three days out on Pewaukee Lake - teaching a US Sailing Advanced Racing Clinic to the E-Scow and M20 fleet. I was a hot college sailor and I'd never seen a scow sailing before - but I soon was hooked. The boats are super powered up - and sail on their edges, heeled over to reduce wetted surface, increase waterline and orient the lee board

vertically - in 12 knots they are flying and in 20 knots they are off the chart sailing fun - especially downwind. I didn't have a pocket gps, but we had great breeze all weekend and I'd bet the boats go upwind at about 9 knots - tacking through 75 degrees... and downwind, with the masthead A-sail the boats easily break 20 knots. A local sailor told me they pulled 2 wake boarders behind the boat earlier in the summer - I believe it. The first real cold



front of the season came through on schedule - on the first day of fall and we had some smoking great breeze that proved a bit much for some of the class "experts" on Saturday. I counted about 7 capsizes including two directly in front of us that caused my heart to race just a bit to avoid them. Talking to the victims later - the blame was not placed on the 45 degree - 25 knot puffs - but the "activities" of the previous evening - or should I say early morning? Luckily the Mystery Guest was able to keep the mast pointed at the sky - though we did have a couple of heart wrenching moments. I seemed to get the hang of upwind boatspeed pretty quickly - but picking the right side of the course sailing downwind (and concurrently keeping the mast pointed at the sky) were a challenge and when the six race scores were tallied - we finished in 13th place. 2012 Class National Champion, Andy Burdick and team completed a season "hat trick" - averaging better than 2nd place and winning his second Blue Chip by 18 points. Andy and gang also won the big A Scow Nationals in 2012 - an impressive clean sweep of the big scow Classes for the well-liked President of Melges Performance Sailboats. The impressive thing for me was to see how successful the 28 foot, E Scow has been in transitioning through the generations. It's roots come from the big 38 foot A Scow - created in 1901, that was, for many years, the world's fastest



monohull. The E Scow is easily on its third generation of sailors and still attracting the best young sailors in the Inland Lakes region... for good reason; this boat is well balanced, well rigged and very high performance. And on the smooth water of Pewaukee Lake - you wouldn't want to race any other boat. Except maybe the giant big brother A scow! After the awards' ceremony on Sunday, PYC Commodore Dave Decker made good on his late Saturday night promise and we launched his A boat and I got to take the helm for spin around the lake. Tick another item off my bucket list! I still had a few more hours before my plane departed, so in the Blue Chip spirit of keeping the pedal to the metal, I rode over to the brand new Harken headquarters where I got a tour from my good friend and Pewaukee legend, Olaf Harken. Olaf and his brother Peter represent, to me the epitome of American business success. The new facility is huge and state of the art ... who knew that robots built the blocks that we all use on our boats! A cool touch that hammers home the one design performance heritage of the Harken company is a fully rigged Finn dinghy (with USA sail numbers) on display in the foyer. Olaf said it was the last boat manufactured by their sister company Vanguard - part of the fleet that went to the 1996 Olympics - it's never touched the water! So I got to add my name to the long and illustrious list of Blue Chip Mystery Guests. It was so much fun - I'm thinking of trying to sail a few E regattas next summer! Hopefully I upheld the tradition and the high bar set by my peers. But somehow I don't think anyone will be able to surpass the performance of Russell Coutts, mystery guest in 1995 (the year Black Magic took the Cup to NZL). Over the course of four days I heard more stories about Russell than any other Mystery Guest. But none of them were about the sailing... no one ever even hinted on how he finished - the Mystery Guest's legacy is clearly tied to their performance on shore as well as on the water!

Rank	Sail#	Skipper	R1	R2	R3	R4	R5	R6	Total
1st	V-45	Burdick, Andy	4	1	1	2	1	2	11
2nd	V-37	Barkow, Augie	3	5	8	1	5	7	29
3rd	M-9	Burton, Tom	8	3	5	6	10	6	38
4th	V-777	Biwer, Bob	1	2	2	DNF	15	4	42
5th	V-15	Good, Eric	2	8	11	4	4	16	45
6th	H-7	Schoor, Lon	13	10	12	3	3	11	52
7th	M-42	Dennis, John	5	DNF	3	11	7	8	52
8th	H-13	Heaney, Patrick	15	9	16	5	2	9	56
9th	M-87	Packard, Derek	14	4	9	10	9	10	56
10th	GL-7	Sutherland, Toby	6	16	7	15	12	5	61
11th	W-25	Alnes, Lee	12	6	6	8	14	18	64
12th	V-736	Schmidt, Matt	7	12	10	DNF	DNF	1	66
13th	?	Isler, Peter	17	7	13	14	6	12	69
14th	V-551	Rolfs, George	11	RDG	19	7	11	14	74
15th	M-12	Solum, Jeff	9	15	14	9	13	17	77
16th	CR-66	Terry, Rob	10	DNF	4	17	17	13	79
17th	TO-33	Johanson, Steve	18	14	18	13	DNF	3	84
18th	H-8	Sugar, Tim/Hugh	19	11	17	12	8	19	86
19th	CR-7	Dow, Mike	16	13	15	16	16	15	91

OVERALL NATIONAL RANKINGS 2012

Top 50

Rank	Sail#	Skipper	Total Points	Best 3 Regattas
1	I-2	Vincent Porter	326	223
2	I-45	Andy Burdick	267	219
3	I-49	Brian Porter	237	199
4	M- 9	Tom Burton	199	199
5	M- 87	Derek Packard	236	191
6	BH-22	Bobby Koar	248	189
7	MA-11	Peter Hurley	188	188
8	SS-1	John Brown	236	186
9	T-17	Chad Hillyer	235	185
10	H-13	Pat Heaney	262	182
11	BH-8/MA-4	Richard Wight	232	181
12	LE-2	Richard Ryon	220	179
13	M- 12	Jeff Solum	178	178
14	BH-8	Russ Lucas	174	174
15	J-80	Jon Schloesser	172	172
16	LA-88	Paul Magno	172	172
17	LA-99	Dave Magno	204	171
18	I-9	Peter Strothman	170	170
19	LE-73	Jeff Bonanni	179	165
20	CH-6	Rick Turner	214	163
21	H-7	Lon Schoor	233	162
22	X-20	Peter Maas	201	161
23	LE-3	Bob Donat	179	158
24	CR-66	Rob Terry	157	157
25	H-8	Hugh/Tim Sugar	240	156
26	M- 42	Sam Rogers	156	156
27	WH-88	Brian McMurray	156	156
28	KU-9	Robert Cole	164	149
29	CR-7	Mike Dow	180	146
30	V-551	George Rolfs	143	143
31	SC-27	Robby Wilkins	143	143
32	W- 25	Lee Alnes	142	142
33	SL-4	Brett Hatton	171	137
34	LE-22	Chris fretz	169	137
35	BH-21	Peter Koar	165	137
36	CH-04	Marcus Turner	130	130
37	H-11	Lance Puccio	129	129
38	LE-8	Jack Lampman	128	128
39	I-333	Frank Davenport	128	128
40	IH-44	Fred Slack	128	128
41	T-53	Brian Gabriel	141	123
42	CH-08	David Bargar	123	123
43	KU-12	William Hudson	139	118
44	H-88	Phil Zalog	163	117
45	CH-1	Chris Creighton	117	117
46	T-1	Bill Warner	116	116
47	V-37	August Barkow	114	114
48	LA-2	James Miller	119	107
49	IH-44	Carl Horrocks	106	106
50	BH-8	Michael Fortenbaugh	121	104

Dominant.



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