

2011 REPORTER



ILYA Invitational. Photo by Pat Dunsworth

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The 2011 Reporter

National Class E Scow Association
Lon Schoor, Secretary/Treasurer
P.O Box 3022, Madison, WI 53704

Officers:

Toby Sutherland (GL), Commodore
Bill Wyman (J), Vice Commodore
Robert Cole (KU), Rear Commodore
Lon Schoor (H), Secretary Treasurer

Directors:

Term Expires 2012

Pat Heaney, ILYA
Vincent Porter, ILYA
Jay Rendall, ILYA
Rick Turner, ECESA
Dave Hagan, WMYA
Robby Wilkins, At-Large

Term Expires 2013

Sam Rogers, ILYA
Jon Schloesser, ILYA
Will Demand, ECESA
Bill Nolden, ECESA
Pete Price, WMYA
Ted Beier, At-Large

The Reporter is published annually by the National Class E Scow Association, P.O. Box 3022, Madison, WI 53704. Material may not be reproduced without the consent of the NCESA, authors, photographers, and illustrators.

Many thanks to our 2011 Reporter contributors:

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NCESA Board of Directors Meeting

November 5th, 2011

A. Meeting called to order at 9:06 AM by Commodore Toby Sutherland

B. In Attendance:

Ted Beier	Carlyle	Vincent Porter	Lake Geneva
Art Brereto	Torch	Sam Rogers	Minnetonka
Andy Burdick	Geneva	Lon Schoor	Mendota
Bob Cole	Keuka	Donna Schoor	Mendota
Dave Hagen	Crystal	Toby Sutherland	Grand Lake
Pat Heaney	Mendota	Rick Turner	Chautauqua
Kevin Jewett	Geneva	Bill Wyman	Oshkosh
Bill Nolden	Lavallette		

C. Rick Turner moved to approve the minutes from the 2010 Board of Directors meeting and Bill Wyman seconded. Motion passed.

D. Old Business

1. Reported that the Jib Attachment vote passed with 80% approval. Suggested the Rules Committee review the use of “pattern” in the jib measurement rule. Suggested it might be good to have measurement marks on the jib sail. Melges plans to include jib attachment method on their jib order form.
2. In August, at the request of the PRO, the Executive Committee approved his travel expenses for the National regatta.
3. Approved expenditure to add video to the website. Suggested we continue to improve the website and regatta reporting – add funds, dedicate a person for reports, include more YouTube links, editor for regatta videos, and more social network presence.

E. Committee Reports

1. Toby Sutherland, 2011 Regatta Committee chairperson, reported on the successful National regatta event hosted by the Torch Lake YC. They did a terrific job to get 79 boats to attend and provided the competitors with very well attended parties on Friday and Saturday nights. All the chairpersons and volunteers did an outstanding job.
 - Suggestions were received for future National regattas.
 - There seems to be a preference for one dinner party and on the other night have a much more causal party immediately following the racing.
 - Improve attendance at the trophy presentations. Make it timelier. Notify winners of specialty trophies so they are aware of the award and present to receive it.
 - Present race winner awards at the party at the end of each day.
 - From the list of competitors, identify some skippers that the PRO can consult with prior to the start of a race regarding conditions, course, and other items in the guidelines.

- Update the Racing Guidelines for the Race Committee to better address:
 - Number of races
 - Uniform line length
 - Midline boat issues
 - Course length and leg length recommendations for various winds

Torch Lake YC requested an additional \$500 to offset expenses in hosting the National Regatta. Toby Sutherland moved that we provide Torch an additional \$500 and give the traditional host club recognition gifts for the event. Bob Cole seconded the motion and it passed. Bill Wyman agreed to arrange for the gifts to Torch Lake YC.

Mr. Simms, Commodore of the Lake Geneva YC, regrettably requested that the NCESA find a new host club for the 2012 National E Championship regatta. The Geneva YC has approved the building of a new club house and their building schedule conflicts with our Championship in September. The leadership scrambled in the weeks before the Directors meeting to find options for 2012. We had two options. Chautauqua YC had a bid for 2013 and Geneva YC was interested in swapping National regatta dates with them. That would put the 2012 regatta at Chautauqua and the 2013 regatta at Geneva. Or, accept a bid by Oshkosh to host the 2012 regatta and leave the 2013 at Chautauqua. Rick Turner gave a presentation about the Chautauqua venue and Bill Wyman gave one for the Oshkosh venue. Discussion followed about the two options and a motion was made by Sam Rogers to accept the Oshkosh bid of 2012. The motion was seconded by Pat Heaney. The motion failed, 3 approve and 6 oppose. Bob Cole made a motion to have Chautauqua host in 2012 and Geneva host in 2013. Ted Beier seconded the motion. The motion passed, 7 approved and 3 opposed. The Board thanked Bill Wyman for the extra effort he made to provide the NCESA with an option of the 2012 regatta given the short notice we were given to make adjustments in our regatta schedule.

2. Finance Committee – Bill Wyman went over the financial reports which showed the organization had a very strong balance at the end of the fiscal year. For 2011 we had positive net income, mostly due to a 79 boat National Championship regatta. The A motion to approve the 2012 budget, after adding \$500 to Foundation expenses, was made by Bill Nolden and seconded by Pat Heaney. The motion passed.
3. Publications Committee - Steve Andersen (no report)
4. Judicial Committee - Bob Cole noted a History of Rule changes has been compiled by Ted Beier. The history has been posted on the website. Suggested to Toby that three new members may need to be appointed to the committee, which must be balanced according to region.
5. Membership Committee - Sam Rogers reported we had great membership numbers for 2011. (See Attachment B)
6. Nominating Committee - Rick Turner reported the membership accepted the nominations put forward at the annual membership meeting.
7. Regional Reports:

ILYA: There are increases in the number of boats at ILYA lakes. Sam reported the ILYA Board of Directors is supportive of a 'boat membership' concept that would result in NCESA 'membership' for all boats racing in ILYA events.

ECESA: Bill Nolden reported the east had a successful year and the number of boats racing is increasing. BBYRA activity is up, there were 35 at the Hopatcong Easterns and 30 at the DownBay. Island Heights Foundation program continues to bring in young sailors by providing two competitive E Scows to youth skippers.

WMYA: Fleets are strong locally. Crystal Lake interested in hosting the 2014 or 2016 E Nationals.

At-Large: The Charleston fleet is struggling with only 3 boats. There is still activity at Savanna Georgia and Columbia SC. Gull Lake Colorado activity was also down in 2012 but there is hope for a rebound. It was announced they will host the first Western Championships in June of 2012.

8. Matt Schmidt submitted a written report for the Directors (Attachment A).
9. Brereton, Development Committee chairperson, reported there were discussions about hiring a professional architect to look at the current E Scow, but decided against this because the design was not the hard part, and future boat improvements are fairly evident. There has been no demand for a window in the asymmetrical sail and this may be a result of the perception there is no viable option and no one good location for the window. They investigated a metal alloy casting technique for building leeboards. He congratulated the Rules Committee and Directors for the speed and process to enable members to see the experimental boat that was proposed for consideration by Melges Performance Sailboats. The experimental boat was well received and generated much discussion – no big “flack” from members. Melges is making a new boat design for 2012 with some, but not all the features of the experimental boat. All changes are within the current scantling rules. The current boat will have a center spinnaker launcher, buried boards, normal vang arrangement, turnbuckle forestay adjustment, and traditional cockpit size but designed to be more enclosed and take longer to swamp. Method of construction will remain the existing vinylester process.

Ted moved to approve two scantling rule changes (see Attachment B):

- To allow the use of epoxy resin in hull construction and;
- To modify the current 3 truss hull structure requirement by allowing a structure of equivalent stiffness.

The motion was seconded by Schoor and the motion passed.

Art talked to Southern Spars about a carbon mast for E scows. He reported the carbon tube weight would be 22 pounds less than the current aluminum mast tubes. They have existing mandrels that would be good for the E Scow. Considerable discussion followed. Among the Directors it seemed to be inevitable that this would happen sometime in the future and the biggest concern and point of discussion was how this conversion could be done in a way that all members could support and afford the conversion when the time is appropriate. The goal of any proposal would be to assure we remain a unified fleet and not allow the fleet to split between aluminum and carbon. Art indicated that the cost difference between carbon and aluminum is reaching parity. There is no timeline, just discussions. The Development Committee will put information together to keep the membership informed in the years to come. After information is presented to members, the Association will survey members and provide a forum for discussions.

F. Proposed amendments to By-Law and Constitution

1. The membership Committee recommends a “boat membership” be created in the scantling rules so that all active E Scow owners that race their boat will be required to pay an annual fee to the NCESA. The fee would include an annual membership in the association for the owner and their crew. After considerable discussion Sam Rogers moved, and Bill Wyman seconded a motion to add new Scantling Rule I.5. and

changes to Article I – Classes of members and Dues as follows:

I.5 No Boat shall be entitled to race as a bona-fide E Scow unless:

- (a) the annual dues have been paid to the NCESA and;
- (c) a current annual NCESA Active Owner Membership Sticker is affixed on the starboard side of the transom.

A valid annual Active Owner Membership would include annual memberships for the crew.

ARTICLE I - CLASSES OF MEMBERS AND DUES would be changed to read:

1. There shall be four classes of members – Active Owner, Regular, Associate, and Crew.
 2. Active Owner member shall be yacht owners, or designated owner when in a boat partnership.
 3. Regular member shall be skippers, who are not Active Owners, and others wanting to support the NCESA.
 4. Active Owner member shall have the privilege of one vote.
 5. Only Active Owner and Regular member shall be eligible for elected or appointed offices.
 6. Associate members shall be people interested in supporting the NCESA.
 7. Crew members shall be people who crew on a boat with a valid annual Member Sticker
2. Bob Cole moved that Active Owner Membership dues be \$65. The motion was seconded by Bill Wyman and the motion passed. It was noted that this membership includes Crew Memberships for all persons crewing on a boat with a valid Member Sticker affixed on the transom.
3. Schoor moved and Cole seconded a change to Article VIII.9. as follows:
- No yacht while racing in a sanctioned event may have a paid hand for either skipper or as a member of the crew. The skipper must be a Regular Member or Active Owner Member in good standing.
- Motion passed.
4. Bill Wyman moved, and Pat Heaney seconded a motion to change Article I.6 to say the Board of Directors will set the membership dues. Motion passed.
 5. The Directors determined that “mail” mentioned in the By-Laws includes e-mail, when a valid member email address exists. If there is no email address, then US-mail would be used.
 6. A discussion on redefining some committees lead to the following proposals: Turner moved and Schoor seconded a proposal to make the Development Committee a subcommittee of the Rules Committee. Motion passed. It was proposed that we define the Foundation Committee structure in the By Laws. A proposal will be presented at the next annual Board of Directors meeting. It was proposed we change the name of the Publications Committee to the Media Committee. This would be a By Law change that the membership has to approve.
 7. Ted Beier made a motion to restrict advertising on yachts and crew (Attachment C). ISAF Rules regarding advertising have changed and they now allow, under Regulation 20 limitations, advertising on boats.

Historically the NCESA has not allowed advertising. The motion did not receive a second. The NCESA will be bound by current ISAF Rules.

G. New Business

1. Discussed race guidelines and procedures that would provide consistently good quality races for the Nationals Championship regatta. The Regatta Committee will make their PRO recommendation to the Directors before the end of the year. Discussed guideline items such as:
 - Create written guidelines for the PRO and RC
 - Designate competitors that the PRO shall consult with prior to a scheduled race
 - Set minimum leg length guidelines based on number of boats. It was concluded that the mark rounding's are too congested for 70-80 boats, creating an undesirable situation that could be improved with longer legs to spread out the fleet. Legs of 1.2 to 1.5 miles should be the minimum length for our large numbers, longer is better.
 - It is not practical with 80 E Scows to have lots of races (current maximum is 10). Suggest that only in ideal medium conditions would there be 3 races in a day, never more. In stronger winds or very light winds we would only have 2 races a day. (See #7 below).
 - PRO's should have experience with fleets similar in size to recent E National regattas.
2. Talked about weighing boats at the nationals. Chautauqua has a scale. Make every effort to have boat weights certified before the regatta. If the weather is bad a boat cannot be weighted at the regatta because the environment is not controlled for accurate weighing. Toby will follow up on Augie Barkow's recommendations to purchase a scale.
3. Sail Declaration cards have never been used as a follow-up to check sails used at the National regatta and Schoor moved to eliminate them to simplify registration. The motion was seconded by Sutherland. The motion passed.
4. Reviewed procedure for declaring crew at the National regatta. If you start the first race with a different number of crew than you registered with, you shall notify Registration of the adjustment.
5. To help control trophy expenses, the Regatta Committee will recommend uniform style trophies to be used for future National regattas. If a host club wants to choose a different trophy style, they need the approval of the Regatta Committee.
6. Sutherland moved and Schoor seconded the host club would receive a \$3000 stipend and an additional \$500 upon receipt of their final financial report. The host club will be given an additional \$500 for each of three milestones of boats starting; 65, 70, 75. Motion approved.
7. Vincent Porter moved and Bill Nolden seconded that the National Championships will be a 7 race regatta. With a maximum of three races a day in ideal conditions (not too much wind or too little wind). Other guidelines remain the same: throw out worst race if 6 are completed, a bathroom break after back-2-back races. Motion passed.
8. Bill Nolden inquired if people were having trouble with the port zipper coming undone on their floatation panels because he has noticed this happening. Bill is going to request an experiment for a different type of floatation panel attachment.

Photo by Tammy Sawyer

9. Reviewed Experiment procedures – The Rules Committee chairman shall give the Board of Directors written notice of the application, the vote of the Committee, and any written comments submitted with responses. Unless the chairman receives written negative responses from at least a majority of the entire Board within 20 days of mailing the notice to the Board members, the experimental project shall be deemed approved.
10. Decided to not change the Ranking system currently in use. Review again next year.
11. Continue to sell REPORTERS, but print fewer of them.
12. Pat Heaney suggests we post on the website a diagram that shows how to have the tack line also pull the bowsprit out. It is a safer method because the bowsprit would not inadvertently remain extended, or be pulled out too soon.

Toby Sutherland made a motion to adjourn and it was seconded by Bill Nolden. All approved and the meeting adjourned at 4:02 PM.



Cranking it down. Photo by Tammy Sawyer

Attachment A

Rules Committee Report to the 2011 NCESA BOD Meeting

Submitted by Matt Schmidt

Jib attachment membership vote - This was to allow different attachment methods to the headstay (headfoil, zipper, etc) as well as enlarge the pattern 1/4" to account for existing hanks/attachments that need to be grandfathered in. The membership ballot passed with 80% approval.

New boat and rules that were initially discussed in the experiment - epoxy as a construction material, hull structure change - specifically wording regarding trusses, and allow a sliding vang. None of these items has been brought to a membership vote. I think that the epoxy change is more or less a formality and there are other e-mails circulating regarding this and how rules were changed removing it two years ago. I think the vang would require a further experiment - especially since Melges switched from the compression vang w/ C-boat boom back to the present lever system. My personal opinion is this would require sail shape or boom shape experimentation as well as the actual vang system (compression strut, purchase, etc) The final change requested in the experiment was with regards to the current three truss verbiage in the rules. This needs more attention and more discussion with Melges on how they are going to proceed. In the future with collaboration from the development committee, I'd hope we can figure out proactively how to make these changes, rather than at Melges' request. I have not had much contact with Harry since the Inland.

I'd assume that the boat will be a large topic of discussion. It also probably warrants a smaller group discussing further with Harry and Co if that is not already happening.

We have approved the continuation of an experiment with a synthetic main halyard (Jeff Bonanni - Little Egg, I believe). He'd like to try a dyneema (spectra) halyard with a cleat at the base of the mast instead of the masthead lock. This is primarily to deal with the saltwater and lack of swaging/Melges nearby. His intent seemed to be to make a simple system that is easy to use and much simpler to maintain. This may mimic a similar system on the Melges 24 was my understanding - I think this is a 4:1 below deck, but I'm not completely familiar with this.

Other potential future experiments that people inquired about - dyform sidestays/diamond stays and a method to adjust diamonds with one adjuster. Neither of these two ideas resulted in an experiment request, but were inquiries. Also, a number of people asked for clarification of the GPS rule. I think this was mainly due to nothing being stated in the rules.

This may not be rules specific, but more measurement - I figure at least pass the information along. I helped my dad with measurement at the ILYA regatta and I think there were only two or three boats that chose to weigh and had minor tweaks. One boat was not measured recently and the other having glasswork/conversion changes. He said overall having the Minnetonka boats collect measurement information ahead of time worked well and saved considerable time, but you did have to sign for measurement and sign for SI's. This was more of a pain since not everyone signed ahead of time. Not large issues, but things that would help the process go smoother in the future and are laid out to the host club ahead of time. I don't know if any of this is a concern with NCESA or the Nationals regatta.

Ted has been working on updating a document on the summary of rules/scantling changes. Basically a short history of the changes made each year. The History of Rules Changes was added to the NCESA Website.

Attachment B

NCESA Membership Statistics

As of 10/28/2001

TOTAL

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Regular	220	149	136	208	263	318	238	326	264	224	239
Associate	349	283	194	265	224	328	249	298	299	293	337
Total	569	432	330	473	487	646	487	660	563	517	576

NATIONAL PARTICIPANTS

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Skippers	78	72	39	56	48	92	50	71	46	70	79
New Boats	17	12	10	22	14	7	19	12	6	11	8
Regatta Region				W	E	I	O	E	I	E	W

ILYA

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Regular	84	65	40	69	79	144	82	140	103	75	82
Associate	117	120	47	64	46	151	33	76	102	72	82
Total	201	185	87	133	125	295	115	216	205	147	164

WMYA

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Regular	39	24	19	39	32	31	34	66	43	41	59
Associate	77	54	20	55	51	41	30	72	74	40	122
Total	116	78	39	94	83	72	64	138	117	81	181

MESA

	2001	2002	2003	2004	2005	2006	2007
Regular	24	18	22	25	31	26	19
Associate	22	19	20	18	17	14	18
Total	46	37	42	43	48	40	37

Photo by Pat Dunsworth

ECESA

	2001	2001	2003	2004	2005	2006	2007	2008	2009	2010	2011
Regular	61	40	51	65	104	94	73	108	83	85	80
Associate	111	82	105	109	102	101	120	249	197	255	204
Total	172	122	156	174	206	195	193	249	197	255	204

OTHER

	2001	2002	2003	2004	2005	2006	2007	2008	2008	2010	2011
Regular	12	2	4	10	17	23	29	48	32	23	18
Associate	22	8	2	19	8	21	36	9	9	11	9
Total	34	10	6	29	25	44	65	57	41	34	27



Making waves at the ILYA Championships. Photo by Pat Dunsworth

Attachment C

Advertising on Boats at Recognized Events

Submitted by Ted Beier

Background – NCESA has prohibited advertising on boats and sails for as long as I can remember which goes back to the late '60s. Many of the class founders were quite adamant about this, and the BOD has reaffirmed that policy numerous times. For the past 10 or 15 years we have depended on ISAF Regulation 20, Category A to “carry our water” here. However, in 2009 (I believe) ISAF has changed Regulation 20 by removing the Categories, so NCESA is uncovered here. ISAF does allow class organizations to restrict/prohibit advertising except for International or Olympic classes. As the Jury Chair for many recent regattas, I think that the BOD should set a policy on advertising and put it in the class by-laws. This would be helpful as guidance for juries in the future at recognized events.

Proposal – I would make a motion to the BOD to approve the addition of the following as Section 15 to Article VIII of the NCESA By-Laws.

At recognized events, advertising on the hulls, spars, and sails of competing boats is prohibited except for a maker's mark, which must be less than 10 in. square. Advertising shall be defined per ISAF Regulation 20. Crew gear is not regulated unless the crew presents a common advertising theme when in normal position. The decal for an event's naming sponsor shall not be so regulated for the period of the subject event only, with prior approval of the NCESA Board.

Rationale – These words are very close to the previous Category A requirements. They are more lenient in that they provision for event sponsors, and relax the requirement for crew gear. This rule is compliant with class tradition, and provides workable guidance to event juries.



Squeezing them off at the pass. Photo by Pat Dunsworth

2011 E Scow Grant Program Winner Profiles

Respectfully Submitted by Glen Dickson

Andy Goetting

Andy, 24, is a member of Bay Head Yacht Club. He has crewed for class veteran Russell Lucas for the past few years in the BBYRA series, Eastern and National championship regattas, serving as jib trimmer, middle crew and substitute skipper.

A member of the U.S. National Optimist Team as a junior, Andy migrated to Club 420's, placing fifth in the North Americans. He then went on to captain the collegiate sailing team at Roger Williams University. In his senior year he led the team to fourth place overall in the 2008 national dinghy championships and captured third in A-division, earning Honorable Mention All-American honors. Andy has competed in a variety of national classes including Melges 24's and Viper 640's, and won prestigious local regattas including Toms River YC's annual Santa Bowl, sailed in Tech Dinghies, and the 2010 World Duckboat Championship hosted by Mantoloking YC. He has also started several businesses, including a line of inflatable dorm-room furniture that has reached national distribution.

Andy's E Scow team for the 2011 season includes spinnaker trimmer Matt Amarante, also of BHYC, who sailed 420's at Brown and has spent the past few years crewing for 2008 BBYRA E Scow champ Peter Koar; tactician and middle crew Grace Lucas, a former 420 junior hotshot for BHYC who now sails for Yale; and jib trimmer Devin Jones from Island Heights YC, who has crewed on E's for the past several summers.

Randy Hartranft

Randy, a member of Ocean Gate and Toms River Yacht Clubs, has spent the past few years trimming jib for John Brown of Seaside Park YC and Joe Thorpe of TRYC. Randy, 21, was a standout singlehanded sailor as a junior, earning a spot on the Laser Radial Youth World team and placing ninth in the 2007 Laser Radial World Championship. He has continued to sail Lasers along with 420's at SUNY Maritime College, where he is a senior and member of the collegiate dinghy team.

Randy's exceptionally talented E Scow crew includes fellow OGYC member Todd Hawkins, a former Laser Radial National, North American and Canadian champion who was a collegiate All-American for SUNY Maritime in 2009; Jerry Tullo, another former Laser Radial North American Champion who has also represented the U.S. in multihulls at the ISAF Youth Worlds and sailed dinghies for Harvard; and Alexandria Okuniewicz, a TRYC sailor and standout field hockey player for the College of New Jersey who has crewed on E Scows for the past three summers.

Both the Goetting and Hartranft teams plan a full summer of E Scow campaigning, including regular participation in local regattas and midweek practice sessions to fully prepare for the major events later this summer

Jib Attachment Method Rule Change

The Scantling Rule change for the method to attach the jib to the forestay was passed. 80% of those Regular membership that voted were in favor of the change.

The following rules would change:

VI.3.C The cloth, headstay, and headstay attachment shall lie wholly within the profile of the Official Jib Measurement Pattern (including the 90 degree and 140 degree angles at the tack and clew measurement points).

VI.3.N The jib shall be fastened to the headstay. ~~by using not more than 20 tabs or fasteners, each not more than approximately 1.5 inches maximum dimension measured along the luff.~~

VI.3.C The Official Jib Measurement Pattern dimensions be enlarged 0.25" perpendicular to the forestay.

These changes allow the use of a zipper jib luff or a headfoil to attach the jib to the forestay. This change has no affect on those people wanting to continue with the current use of snaps and or tabs.



Driving up to the start at the Nationals. Photo by Lisa Powell

Sarasota One Design Midwinters

Sarasota Sailing Squadron

March 18th – 20th, 2011

On Saturday, March 19, ten E Scows headed to the bay for an 11:00 am start with 82 degrees and sunny with the wind at 7-9 mph. The second through fourth races had wind at 12-16 mph. There was a constant battle for the lead with Jim Barr (SF-1) knocking out two wins, Richard Elsishans (SF-164) with two wins and Chris Herdrich (LA-11) from Wawasee teaming up with Bill Nolden from Lavallette for their third win and the tie breaker to wrest the title away from Barr and Elsishans.

~ Race ~										
Place	Sail#	Skipper	1	2	3	4	5	6	7	Total
1	LA-11	Chris Herdrich	3	1	2	2	(5)	1	1	10
2	SF-164	Richard Elsishans	2	(3)	1	1	2	2	2	10
3	SF-1	Jim Barr	1	2	4	3	1	5	(6)	16
4	SF-12	Arn Conner	4	4	3	4	(7)	7	5	27
5	SF-101	Valdek Kwasniewski	5	6	5	(7)	3	4	7	30
6	SF-10	John Gallick	6	(8)	7	6	6	6	3	34
7	SF-17	Bill Johnson	8	7	DNF	DNS	4	3	4	37
8	SF-777	Ted Weihe	7	5	6	5	DNS	DNS	DNS	45
9	SF-100	Dave Patterson	9	DNF	DNS	DNS	DNS	DNS	DNS	64
10	SF-36	Bob Mumdel	DNS	DNS	DNS	DNS	DNS	DNS	DNS	66



Driving down at Torch. Photo by Lisa Powell

Charleston Easter Regatta

Carolina Yacht Club

April 22nd & 23rd, 2011

Respectfully Submitted by Katy Perrin

We had a great weekend. Friday brought scattered thunderstorms which proved difficult for the Race Committee to complete any races. The sailors were sent out in the morning trying to get one race in before the anticipated 12:00 pm storms but with no luck, they were brought in to wait it out. They were sent back out around 2:30 pm and again tried to get the first and only race in of the day but the storms prevailed and everyone was sent in for the day.

As always, the Carolina Yacht Club served a great dinner that everyone enjoyed Friday night. Saturday was a beautiful day with variable winds. The day started off with light winds but picked up to about 12-15 kts. Race Committee was able to get four great races in for all fleets. We were pleasantly surprised to arrive at Sonny Meaver's house for the Awards Ceremony and not be greeted by a swarm of no-see-ums. Race Committee received positive feedback from everyone for their attempts to get in as many races as possible. It was the perfect weekend to start off the season and we look forward to a great summer of racing.

Easter Results

Place	Sail #	Skipper	~ Race ~				Total
			1	2	3	4	
1	SC-27	Robbie Wilkins	2	5	1	1	9
2	I-71	Ken Wruk	3	1	2	5	11
3	GL-11	Mark Unicume	1	7	4	2	14
4	LA-11	Bill Nolden	8	3	5	4	20
5	SS-1	John Brown	4	OCS	3	3	27
6	HO-50	Doug Johnson	9	2	7	10	28
7	SA-1	Greg Johnson	7	4	9	8	28
8	V-9	Eli Putnam	6	11	6	6	28
9	CH-1	Chris Creighton	12	8	11	9	40
10	LA-5	Peter Durst	10	9	10	11	40
11	GA-8	Ed Durant	6	6	13	DNS	42
12	IH-22	Mark Feaster	11	OCS	12	7	47
13	GL-0	Blain Unicume	13	OCS	8	12	50
14	SC-27	Chris Hamilton	14	10	DNS	DNS	58
15	SC-22	Will Hanckel	DNS	DNS	DNS	DNS	68
16	SC-3	Walter Prause	DNF	DNS	DNS	DNS	68

Photo by Lisa Powell

Geneva Spring Regatta

Lake Geneva Yacht Club

May 14th & 15th, 2011

Respectfully Submitted by Frank Davenport

A miserable forecast and ultimately unpleasant weather did not deter 31 E Scow teams to race in this year's Geneva Spring E Regatta. A few teams arrived early and were able to get some good practice in Friday afternoon under cloudy skies with about 10 – 15 mph of breeze....followed by a most pleasant "Happy Hour" hosted by LGYC.

Saturday morning greeted the fleet with rather blustery conditions and 50 degrees. After about a 45 minute delay the RC under the able direction of Mike Sherin and Gloria Melges sent the fleet out and got the first of three races off in shifty 12 – 18 mph breeze.

Augie Barkow (V-37) and team put on a real E Scow demonstration leading at every mark and adding separation from the fleet on every leg, never being challenged throughout all three races. Because of the shifty conditions, there were some "tipovers," but chase boats were on hand to assist and most continued the day's racing.

A few of the even most experienced teams said the last starboard run in the last race was the fastest they had ever sailed...great Geneva Lake sailing: great breeze with gusts and no motor boat chop. Sunday's racing was cancelled due to 20 – 30 mph in breeze and 45 degrees.



It's not cold out here! Photo by Tammy Sawyer



Team Hill drives through the chop. Photo by Tammy Sawyer



Matt Peterson comes around the leeward gate ahead of George Rolfs. Photo by Tammy Sawyer

Geneva Spring Results

Place	Sail #	Skipper	~ Race ~			Total
			1	2	3	
1	V-37	August Barkow	1	1	1	3
2	I-9	Peter Strothman	4	4	2	10
3	I-2	Vincent Porter	2	2	7	11
4	M-87	Derek Packard	5	3	3	11
5	V-511	Tobin Tornehl	3	5	6	14
6	H-13	Pat Heaney	9	8	5	22
7	V-551	George Rolfs	11	6	10	27
8	I-71	Ken Wruk	7	11	9	27
9	TO-101	Art Brereton	14	9	11	34
10	GL-11	Mark Unicume	10	10	14	34
11	V-27	Matt Peterson	15	7	17	39
12	H-7	Lon Schoor	13	15	12	40
13	X-751	Jim Gluek	6	DNF	4	41
14	X-11	Carl Barkow	12	12	20	44
15	WA-21	David Imscher	16	14	15	45
16	WA-99	Casey Call	DNF	13	13	57
17	I-22	Michael Gannon	22	17	18	57
18	GL-31	Jason Sutherland	19	20	21	60
19	WH-11	Tom Klaban	17	16	DNC	64
20	GL-0	Blaine Unicume	DNF	19	16	68
21	W-47	Louis Hill	DNF	18	19	68
22	GL-7	Toby Sutherland	DNF	DNC	8	70
23	V-736	Matt Schmidt	8	DNF	DNC	70
24	I-303	Frank T. Davenport	18	21	DCN	70
25	TO-77	Chris Sterns	21	22	DNC	70
26	WA-200	Rick Lemberg	20	DNC	DNC	82
27	H-23	Andy Jackson	DNF	DNC	DNC	93
28	H-88	Phil Zalog	DNF	DNC	DNC	93
29	I-333	Frank Davenport	DNC	DNC	DNC	93
30	M-5	John Wicks	DNC	DNC	DNC	93

Photo by Tammy Sawyer

Lake Hopatcong Spring Regatta

Lake Hopatcong Yacht Club

May 21st & 22nd, 2011

This past weekend Lake Hopatcong Yacht Club hosted its annual Icebreaker Regatta in conjunction with its Thistle class. In all there were Eight E Scows and 12-13 Thistles sailing with five races scheduled for Saturday and Sunday. Chris Fretz (LE-55) from Little Egg was the only visiting sailor along with seven local boats. Although the attendance was lighter this year than in years past due to a bleak forecast and a shore wedding, those who sailed left scratching their heads as to what they might expect for the Easterns this summer which will be held at LHYC in August.

As people were rigging their boats Saturday morning, it was clear that the weather forecasts may have been right as the breeze had yet to arrive. After the skippers meeting was held, the decision to move up the seminar on “how to sail the lake” given by local sailors Tom Wiss (E Scows), Brian Murphy (Stars), Lloyd Kitchen (Thistles) and Mike Gruber as the fleets waited for the breeze to arrive. After the seminar, the boats departed the docks in a faint northeast breeze between 3-4 mph. The race committee was determined to get some racing in for the day and the overall outlook was not much better. Shortly after 1pm the gun fired and the regatta was off. Promptly after the start the breeze died and the boats worked hard to keep any momentum they had going as they tried to get to the shore. The majority of the fleet was headed for the west shore with only Tom Wiss (HO-32) and Chris Norman (HO-53) heading for the east.



It looks as if a real tall fellow is sneaking up on the Nationals weather mark.

Photo by Lisa Powell

After a painful 30 minutes or so and thoughts that the Thistles were now beginning to pass through the E- Scow fleet, the sailors were greeted with another anguishing sight of the rain line moving down the lake and towards the fleet. After doing their best to skim the docks on both sides of the lake to the first windward mark, Patrick Flinn (HO-54) and Tom Wiss rounded one-two as the rain and wind came, followed by Bruce Heverly (HO-51), Chris Norman and Doug Johnson (HO-50). With short legs and a mid-leg start finish, passing lanes were hard to come by and the only change from the first mark was Johnson passing Norman on the run and Bruce Feakins getting him at the finish. At the finish it was Flinn, Wiss, Heverly, Johnson and Feakins. The race committee noticed as the rain passed, so did the wind and sent the fleet in for the day, with the exception of Chris Fretz who stayed out to practice and learn his new boat.

Sunday morning brought more waiting to the fleet. There was enough breeze to sail but a thick fog bank over the lake kept visibility to 100 feet or so. After postponing the harbor gun for about an hour, the fog began to lift and the boats headed out to a welcome surprise of a ESE breeze of 6-8 mph. The boats were sent down to Byram Bay and the course was set through the notorious slot. The fleet was able to get off the line clean and work their way to the windward mark. As they converged on the mark, the breeze got fluky and the boats packed up. First around were Flinn, Wiss and Norman followed closely by Feakins, Fretz, Heverly and Johnson. Most boats extended off the line

on starboard and Johnson was able to jibe set, pick up some more pressure coming down the lake and keep it in the groove to the leeward mark, moving from seventh to first. The next leg saw many changes during the top half of the beat with Johnson still leading at the windward mark followed by Feakins, Fretz, Flinn and Wiss. The results remained the same at the finish with the exception of Feakins who dropped back to seventh with a broken bow sprit. Shortly after the last boat cleared the line, the RC went back into sequence for what would be the third and final race of the regatta. The breeze had settled in at about the same velocity. The boats got off clean and worked the center of the course to the windward mark where Bruce Feakins lead followed by Johnson, Norman, Fretz and Flinn. The lead boats were able to get by Feakins who was sailing with his kite flying off the bow ring and positions remained unchanged for the remainder of the race with Johnson taking the race and regatta win.

Lake Hopatcong Spring Results

~ Race ~						
Place	Sail #	Skipper	1	2	3	Total
1	HO-50	Doug Johnson	4	1	1	6
2	HO-54	Patrick Flynn	1	3	4	8
3	LE-55	Chris Fretz	7	2	3	12
4	HO-32	Tom Wiss	2	5	5	12
5	HO-51	Bruce Heverly	3	4	6	13
6	HO-53	Chris Norman	6	6	2	14
7	HO-35	Bruce Feakins	5	7	7	19
8	HO-52	Mike Blair	8	8	8	24



*Though it's not Hopatcong, it's great E Scow racing at the Blue Chip.
Photo by Pat Dunsworth*

Toms River Tune Up

Toms River Yacht Club

June 4th & 5th, 2011

Place	Sail #	Skipper	~ Race ~				Total
			1	2	3	4	
1	BH-8	Richard Wight	1	4	1	1	7
2	SS-1	John Brown	4	5	2	2	13
3	LA-88	Paul Magno	3	2	3	5	13
4	BH-22	Bobby Koar	2	7	4	3	16
5	IH-44	Carl Horrocks	6	1	10	8	25
6	LA-99	Dave Magno	9	3	8	7	27
7	T-14	John Manderson	7	6	7	10	30
8	LE-3	Bob Donat	13	9	5	6	33
9	T-067	Randall Hartranft	14	14	6	4	38
10	BH-9	Andrew Goetting	5	12	9	16	42
11	IH-101	Andrew Kraus	15	8	16	11	50
12	T-4	Joseph Thorpe	10	13	12	15	50
13	T-1	Bill Warner	11	20	13	13	57
14	IH-89	Arthur Bailey IV	8	21	19	14	62
15	SR-1	Stuart Van Winkle	21	11	11	20	63
16	T-33	Ken Layton	16	10	17	22	65
17	LE-22	Chris Fretz	OCS	15	14	12	67
18	T-13	Glen Shaffer	17	23	22	9	71
19	IH-22	Marc Feaster	12	18	23	19	72
20	LE-100	Tom Cox	18	22	15	18	73
21	BH-21	Peter Koar	OCS	16	21	17	80
22	LA-2	James Miller	20	19	18	23	80
23	T-53	Brian Gabriel	OCS	17	20	21	84
24	SA-1	Greg Matzat	19	DNF	DNS	24	95
25	SS-77	Britt Noshier	DNS	DNS	DNS	DNS	104

Photo by Lisa Powell

Seventh Annual Runyon Colie Bilgeboarder E Scow Regatta

Mantoloking Yacht Club

Sunday June 12th, 2011

Respectfully Submitted by Russ Lucas

It was a “magnificent day in Mantoloking”. This has a slightly different meaning than the age-old Walter Smedley chant for a beautiful day in Beach Haven.

The idea of a motorboat-free Sunday on upper Barnegat Bay is truly wonderful, but usually needs some rain gear to be pulled off. Fortunately, the weather forecast on Sunday June 12th had just enough threats of rain that we had the Bay to ourselves for the Seventh Annual Runyon Colie-Bilgeboarder Regatta at Mantoloking YC.

Led by Pro of PRO's, Ed Vienckowski and his team, we sailed three great races in flat water with light northeast breezes, and were back to the dock in time for our hero's' arrival. Runnie and Betsy Colie arrived to a full parking lot of smiling faces, cold beer, great food and lots of laughs.

The racing was interesting because we were sailing close to Mantoloking YC which is surrounded with neat geographic points and coves that add some old school charm to your tactical choices. At the same time we got to cross the channel at the top of the course, with a healthy current in action. Trying to decide which factor would overrule the other, while still connecting the dark dots on the water made it a really fun afternoon, or so it seemed to *BH-8 Shimmer* and some of the other top boats.

The first race was sailed in an up and down eight knot breeze, which carried many a hole in it. While the first group came in fast from the upper left, those who saw the breeze and passed on the current, got their jump. Tim Faranetta (LA-88), Bobby Koar (BH-22), Jeff Bonanni (LE-73) and Russ Lucas (BH-8) led the way and took a nice puff downwind to get some room on the fleet. The balance of the fleet had a very busy time as 15 boats stayed really close through the rest of the race. We saw lots of place changes and good crew work behind us, in part due to an aggressive spring training series that Art Bailey and Will Demand hosted at Toms River YC. Time in the boat showed for those who've been out there for near the last 2 months.



*The Jersey Boys making their way to weather at Torch.
Photo by Jason Helbig*

Russ Lucas and his team of Colleen Kelly, Pete Must and dusted-off veteran Mike Dutton jibed out first and got around Koar and Faranetta to round first and stay ahead.

The second race saw Lucas, Faranetta and Bonnani have clean starts and work the left, which had pressure. The key seemed to be to leave some room for an extra tack left as we saw some righties near the top of the course. Those who got caught on the right side seemed to be unable to take advantage of that “last” shift.

Jeff Bonanni led most of the way until he got pinned on the last downwind layline as Lucas and Faranetta could

jibe with a slightly better puff and got ahead. Lucas, Faranetta, Bonanni finished 1-2-3 in this race, and fourth place went to Andy Goetting (BH-9) in just his second scow regatta as a skipper. Andy is the recipient of one of the Foundation boats for 2011. He sailed a great race and was gaining downwind. Lucky for the leaders it was only two laps. Right behind Andy was the other “kid”, Randy Hartranft (T-067), in the other Foundation boat. Both Andy and Randy are making this program very proud as they walk around with smiles on their faces and spend most waking hours working on their boats. *Keep it up guys!!!!!!!!!!*

The final race was in slightly more breeze, maybe a solid 10, and was interesting only in a few early season miracles for Team Shimmer. After getting dusted at the start and hitting a leeward mark, Lucas relied on smart suggestions from the crew; must to have a couple super speedy upwind legs to get back to second. Jeff Bonnani outclassed everyone to win this last race. Some say it was that middle crew from Zenda, Mike O’Brien, who helped him out so much. It’s just hard to get Mike to ease the sails downwind after so many years winning in DN’s.

As good as the racing was, the highlight of the day had to be our time with Runnie Colie at awards. The sharp icy blue eyes and wit are still there, even at 95 years young. His stories were marked with humor and laser precision, with facts and figures that make us all proud to know this wonderful hero of ours.

In true Bilgeboarder fashion, the old tradition of doing a Nickleowski (Brandy, small lemon, sugar shot-administered without use of hands and lifted overhead) was mandatory for all place winning teams (Lucas first, Bonanni second, Faranetta third). But then, as a show stopper, Runnie stepped right up to the table and showed us all how it’s done. You can find it on Facebook I’m sure!

What a great way to begin the 2011 season.

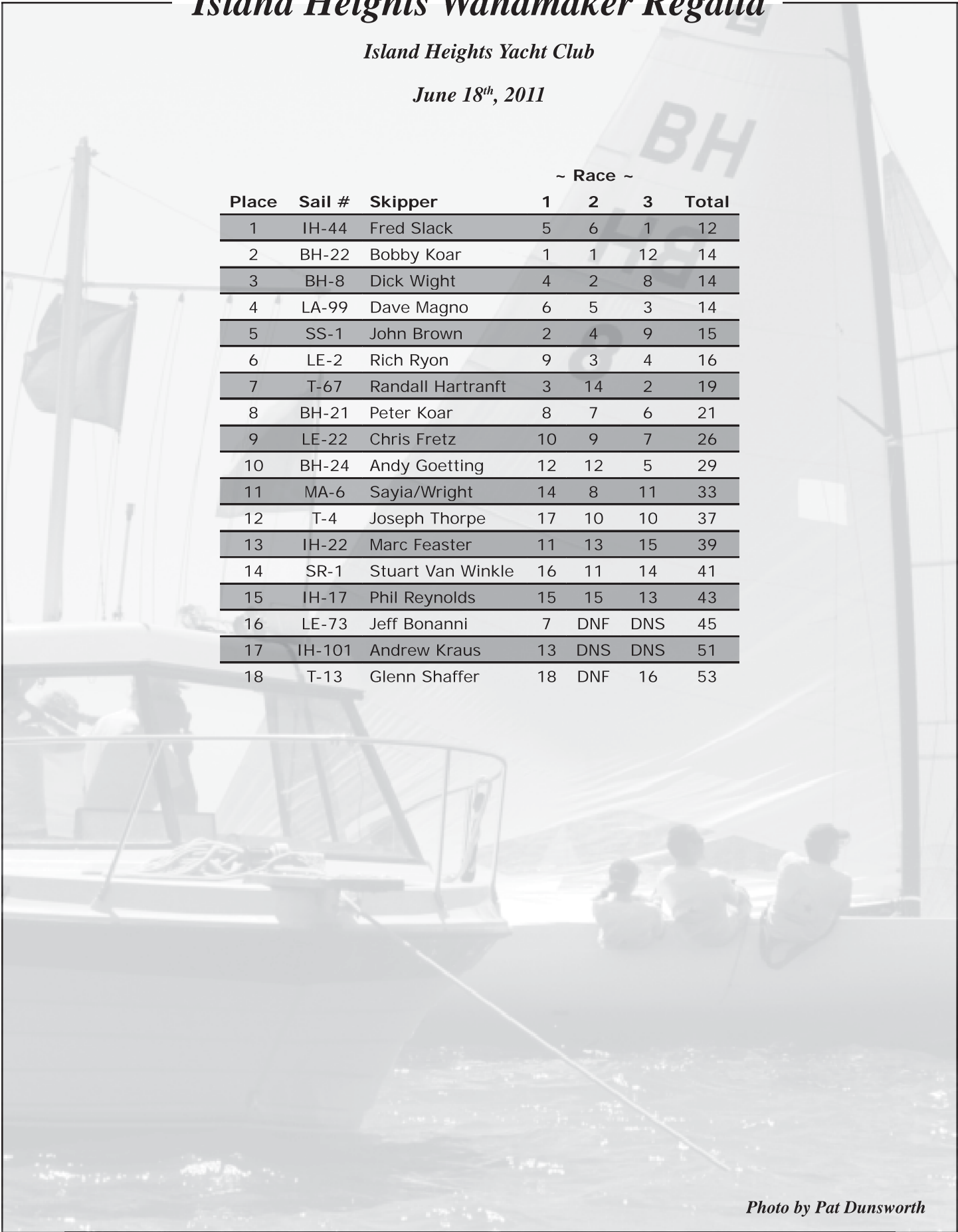
Final Results

Place	Sail #	Skipper	~ Race ~			Total
			1	2	3	
1	BH-8	Russ Lucas	1	1	2	4
2	LE-73	Jeff Bonanni	4	3	1	8
3	LA-88	Tim Faranetta	3	2	3	8
4	BH-22	Bobby Koar Jr.	2	7	5	14
5	SS-1	Will Demand	7	6	8	21
6	IH-44	Fred Slack	11	9	4	24
7	T-067	Randy Hartranft	13	5	6	24
8	T-14	John Manderson	6	8	10	24
9	BH-21	Peter Koar	5	13	7	25
10	BH-9	Andy Goetting	14	4	13	31
11	LE-1	John Maschal	8	10	15	33
12	T-1	Bill Warner	12	14	9	35
13	SA-1	Greg Matzat	9	16	14	39
14	T-4	Joe Thorpe	10	11	19	40
15	S-77	Todd Noshier	15	12	17	44
16	T-13	Glenn Shaffer	18	17	11	46
17	BH-7	Packy Mignon	17	18	12	47
18	MA-6	Sayia/Wright	16	15	18	49
19	T-53	Brian Gabriel	19	19	16	54

Island Heights Wanamaker Regatta

Island Heights Yacht Club

June 18th, 2011



~ Race ~

Place	Sail #	Skipper	1	2	3	Total
1	IH-44	Fred Slack	5	6	1	12
2	BH-22	Bobby Koar	1	1	12	14
3	BH-8	Dick Wight	4	2	8	14
4	LA-99	Dave Magno	6	5	3	14
5	SS-1	John Brown	2	4	9	15
6	LE-2	Rich Ryon	9	3	4	16
7	T-67	Randall Hartranft	3	14	2	19
8	BH-21	Peter Koar	8	7	6	21
9	LE-22	Chris Fretz	10	9	7	26
10	BH-24	Andy Goetting	12	12	5	29
11	MA-6	Sayia/Wright	14	8	11	33
12	T-4	Joseph Thorpe	17	10	10	37
13	IH-22	Marc Feaster	11	13	15	39
14	SR-1	Stuart Van Winkle	16	11	14	41
15	IH-17	Phil Reynolds	15	15	13	43
16	LE-73	Jeff Bonanni	7	DNF	DNS	45
17	IH-101	Andrew Kraus	13	DNS	DNS	51
18	T-13	Glenn Shaffer	18	DNF	16	53

Photo by Pat Dunsworth

ILYA Invitational Regatta

Delevan Lake Yacht Club

July 7th – 10th, 2011

Respectfully Submitted by Lon Schoor

Vincent Porter had a one point deficit going into the final day of racing at the ILYA E Invite. The wind was perfect from the SW and everyone knew we'd have back to back races to finish off the regatta. All the leaders were jockeying for position at the leeward end of the line but Vincent took the pin with Peter Strothman (I-9), one point ahead in the regatta going into the race, was about four to five boats up the line. A couple of tacks up the left side kept Vincent on top of the fleet while Peter wasn't able to break free from some boats calling for room to tack because of the close shoreline. Vincent led at all the marks. The top group was bunched tight and the racing was close and tactical with lots of jibes down near the leeward end where the gate was close to the shoreline. Augie Barkow (I-37) finally got a break on the third upwind moving from eighth to third and then got by Jon Schloesser (J-80) to take second place in the race followed by Jon. Peter held his fourth position during the race and Art Brereton (TO-101) moved from ninth to fifth at the finish. Brian Porter (I-49) slipped from second at the first mark to eight at the finish as the winds gradually lightened during the race, going from hiking hard with three crew and lots of vang (at least for us) to just sitting comfortably on the high side. The seven leg race was 64 minutes long – about 12 minutes up and seven minutes down. *(I know the math doesn't quite add up).*

Now Vincent had a two point lead on Peter going into the last race with several boats about five points behind them. One that had to have a good race was Jon Schloesser, and he did his part by leading comfortably at every mark to win the race. Strothman had a strong first leg rounding second with Vincent trailing in seventh place. Vincent jibed before the leaders and got to some fresh air first and closed the gap. By the next upwind mark he was in second place just ahead of Peter. Lon Schoor (H-7) got a big break jibing at the first offset mark and catching a nice downer puff along the north shore, moving from 21st place to about sixth at the leeward mark. David Davenport (I-303) had a great first leg rounding third and held onto that for five legs of the seven leg race, where he started to slip back and finished 13th. Rachel Beers (D-42), a new 18 year old youth sailor, had to have been overjoyed when she rounded the first mark in third place behind Strothman. What a thrill it must have been for her first E Scow regatta! On the final leg Strothman and Barkow with Vincent covering, were fighting it out heading toward the north shore while I was left alone playing the south shore. I got a great slant when I tacked on to port and was able to cross Strothman and Barkow to take third place. Jim Gluek (X-751) and Tim O'Keefe (D-55) followed them in sixth and seventh place while Carl Barkow (X-11) had his best race of the regatta finishing eight. Paul Kobs (M-44) was next with one of his best races of the regatta to finish ninth and Brian Porter rounded out the top ten finishers.

The Delavan Yacht Club people were great hosts, Thank You!



*We're just happy to be at the Invitational.
Photo by Pat Dunsworth*



*There's nothing better than a fast boat and
a good tan. Photo by Pat Dunsworth*

ILYA Invitational Results

Place	Sail #	Skipper	~ Race ~					Total
			1	2	3	4	5	
1	I-2	Vincent Porter	5	1	3	1	2	12
2	I-9	Pete Strothman	4	3	1	4	4	16
3	V-37	Augie Barkow	1	5	11	2	5	24
4	X-751	Jim Gluek	7	7	2	6	6	28
5	TO-101	Art Brereton	3	4	5	5	14	31
6	I-49	Brian Porter	6	6	4	8	10	34
7	D-55	Tim O'Keefe	2	16	9	10	7	44
8	J-80	Jon Schloesser	13	2	OCS	3	1	52
9	H-7	Lon Schoor	9	13	20	7	3	52
10	X-20	Peter Mass	11	10	14	12	12	59
11	M-44	Paul Kobs	8	23	7	14	9	61
12	X-11	Carl Barkow	17	19	18	9	8	71
13	V-15	Eric Good	14	8	8	18	28	76
14	H-11	Lance Puccio	10	12	23	11	21	77
15	V-551	George Rolfs	23	9	19	13	15	79
16	I-303	David Davenport	25	17	12	17	13	84
17	D-100	Zack Maher	27	15	6	15	27	90
18	V-27	Matt Peterson	18	21	13	19	19	90
19	H-8	Hugh/Tim Sugar	15	11	25	23	128	92
20	D-66	Phil Mattison	12	14	28	32	11	97
21	D-20	Dave Everhart	24	24	17	16	17	98
22	H-13	Patrick Heaney	20	26	10	27	16	99
23	D-301	Mark Hetzler	19	18	16	26	23	102
24	J-5	Bill Wyman	22	20	21	28	24	115
25	D-1833	Brian Buzzell	28	31	15	21	22	117
26	D-21	Ed Clair	16	28	26	25	31	126
27	J-515	Ed Bowen	32	27	29	22	20	130
28	J-55	Max Wyman	21	22	24	31	DNF	131
29	H-88	Phil Zalog	29	25	27	24	29	134
30	H-23	Andrew Jackson	31	30	22	30	25	138
31	J-25	Thomas Castle	30	29	DNF	20	30	142
32	D-42	Rachel Beers	26	32	30	29	26	143

Photo by Tammy Sawyer

WMYA E Invitational

Crystal Lake Yacht Club

July 16 & 17, 2011

This regatta is known to have strong winds whenever it is here at Crystal Lake and this year was no exception. Saturday morning dawned bright and sunny with winds from the south/southwest between 15–20 mph and puffs ranging from 20 – 25 mph.

The first race got off at 10:30 a.m. with the fleet splitting between the left and right sides of the course. Those that went left faired a little better as they approached the windward mark. Rob Terry (CR-66) sailed a great race to take the gun, followed by Steve Johanson (TO-33), Art Brereton (TO-101) and Tom Munroe (WH-77). Race number two saw the same winds with the left side still favored. Tom Munroe took off fast and never looked back the entire race. Steve Johanson, Doug McNeil (WH-111) and Art Brereton rounded out the top four. At the lunch break, Steve Johanson was leading the fleet followed by Tom, Rob and Art.

After a much needed rest, the fleet headed back out for races three & four. The winds were still 15 – 20 mph out of the south/southwest with puffs approaching 25 – 28 mph. The third race still saw the left side favored and Rob Terry took advantage of this as he led the fleet the entire race. Doug McNeil, Brett Hatton (SL-4) and Art Brereton rounded out the top four to end the third race of the day. Teams were getting tired as the fleet headed to the last race of the day. Rob Terry and his crew somehow managed to find the needed reserves to sail fast as they took their third first place finish of the day. At the end of an exhausting day of racing, Rob Terry with three wins led the fleet followed by Doug McNeil, Tom Munroe and Art Brereton.

Sunday was another beautiful day with the winds still out of the south/southwest at 18 – 22 mph, gusting between 25 – 28 mph. Race number five got off right on time at 10:00 am, with the left side still the favored side. By this time, Rob Terry had it down to a science and led the fleet around the course to take the gun at the line. Tom Munroe took second, followed by Doug McNeil and Pete Price (CR-11).

(continued after photo section)



*Are we talking Horizon Job? Team Monroe at the Nationals.
Photo by Jason Helbig*



Photo by Lisa Powell

ILYA

Invitational



Photo by Pat Dunsworth



*Spinnaker trimmer extraordinaire.
Photo by Pat Dunsworth*

ILYA

Championship



The Happy Hour Cruise. Photo by Pat Dunsworth



Ride that doggie. Photo by Pat Dunsworth



Chris Jewett takes a lump. Photo by Tammy Sawyer

NCESA Championship

*Mike Dow naviages through traffic at the
leeward gate. Photo by Jason Helbig*



*Preparing the set.
Photo by Lisa Powell*



Photo by Jason Helbig



NCESA Championship

*Hiking always begins at the front of
the boat. Photo by Jason Helbig*



Photo by Lisa Powell



*Teams Wickland and Hallett hitting the
left corner. Photo by Jason Helbig*





*It's a beautiful day for a sail.
Photo by Jason Helbig*



*Team Feaster leads East Coast invasion of
fancy chutes. Photo by Jason Helbig*



*Team Donat gets away without a wrap.
Photo by Lisa Powell*

NCESA Championship



The crystal clear waters of Torch Lake. Photo by Lisa Palmer



79 boats ready to race. Photo by Jason Helbig

Blue Chip



*The Pewaukee glide.
Photo by Pat Dunsworth*



*Toby Sutherland takes the low road.
Photo by Pat Dunsworth*



Team Barkow taking aim. Photo by Tammy Sawyer

Blue Chip

*"Who's doing what? Where?"
Photo by Tammy Sawyer*



Photo by Pat Dunsworth



(WMYA E Invitational continued)

The final race of the regatta saw Rob again lead the fleet around the course and take the gun with Doug McNeil, Bill Walter (CR-100) and Tom Klaban (WH-11) rounding out the top four of the last race. There was a collective sigh of relief as each team crossed the finish line and headed back to the club.

We had a nice turn out this year with 20 boats showing up from six different lakes, including Roger Cyr (BC-7) from Lake Charlevoix (we think we have him convinced that he needs to come to both the Westerns at Crystal Lake and the Nationals at Torch Lake). Our thanks to the Crystal Lake Yacht Club and its staff for putting on another great regatta this year and we hope to see everyone at the 2012 WMYA E Invitational at Torch Lake next July!

WYMA Invitational Results

~ Race ~									
Place	Sail #	Skipper	1	2	3	4	5	6	Total
1	CR-66	Rob Terry	1	(5)	1	1	1	1	5
2	WH-111	Doug McNeil	(7)	3	2	2	3	2	12
3	WH-77	Tom Munroe	4	1	(10)	4	2	7	18
4	TO-101	Art Brereton	3	4	4	(8)	7	5	23
5	SL-4	Brett Hatton	(8)	7	3	3	5	6	24
6	WH-17	Coye Harrett	5	9	5	6	6	(11)	31
7	WH-11	Tom Klaban	9	8	6	5	(10)	4	32
8	CR-11	Pete Price	(15)	11	8	7	4	8	38
9	WA-21	David Irmsher	6	6	7	9	(DNS)	DNS	49
10	CR-100	Bill Walter	16	(DNF)	13	10	8	3	50
11	TO-33	Steve Johanson	2	2	15	11	DNF	(DNS)	51
12	CR-7	Mike Dow	10	10	11	(12)	12	9	52
14	SL-10	Isaac Luestma	11	13	9	19	14	(DNF)	66
15	CR-10	Ted Greene	(18)	12	18	16	9	12	67
16	SL-22	Paul Wickland	13	15	14	14	11	(DNS)	67
17	CR-77	George Lidner	(19)	18	12	15	13	10	68
18	CR-54	Mike Terry	12	14	16	(21)	18	14	74
19	BC-7	Roger Cyr	17	17	17	(20)	15	13	79
20	CR-12	Rich Halliday	14	16	(19)	18	17	16	81
21	WH-88	Brian McMurray	DNF	(DNS)	20	13	16	15	85

Eastern Championships

Lake Hopatcong Yacht Club

August 4th – 6th, 2011

Every five years the ECESA Eastern championship regatta makes its way to Lake Hopatcong in North-western NJ, and for 2011, the LHYC E Scow fleet wanted to make sure that this was one of the best regattas. Unlike the bays of the Jersey shore, inland winds in August can be frugal so the fleet spent the better part of a year trying to plan on any contingency and it paid off. With the regatta scheduled for Thursday-Saturday boats began to arrive at the club early on Wednesday to get a feel for the winds and shifts that they might be able to expect. By the time the skippers meeting was held on Thursday morning, 33 boats had arrived and unlike the Easterns five years ago, we were treated to a few days of mid eighty's temperatures. We were also fortunate to have Bob Stevens acting as our PRO. With his hard work over the course of the week, we were able to get six of the eight scheduled races in.

After a brief skippers meeting on Thursday, the harbor gun sounded and the 33 boats made their way out from the docks of LHYC. The breeze on Thursday was challenging for the race committee as it was out of the east which is the narrowest part of Lake Hopatcong. The race committee set a course with approximately ¾ mile legs and determined that we would sail four legs. After two general recalls, the fleet got off the line and the regatta was on. As the fleet made its way up the first beat, the breeze was up and down so it was essential to keep the boat in clean air and moving. At the end of the first race it was Rick Turner (CH-6) taking the gun followed by Randy Hartranft (T-067) in one of the Island Heights Sailing Foundation boats in second, followed by Bobby Koar (BH-22) in third and Russ Lucas (BH-8) in fourth.

The race committee determined that we would immediately go into a second race for the day and the breeze held for it. The strategy was the same, with the bulk of the fleet looking for a pin end start and trying to get to the left side of the course. It was another four leg race and at the end it was Carl Horrocks (IH-44) taking the win followed by Paul Magno (LA-88), LE-2 Rich Ryon (LE-2) and Russ Lucas respectively. The fleet headed back to the club for a break and lunch. After about an hour at the club, the boats made their way back out to the course but unfortunately the breeze began to cycle from every direction and then just died. After a brief postponement, the decision was made to abandon the rest of the day and head back to the club to prepare for the evening's festivities. After a few hours break, the competitors made their way back to the club for a Don Q rum happy hour and pig roast. It was a perfect evening on the lake and the talk was with a questionable forecast for Saturday, we needed to get as many races as possible on Friday to make sure this regatta became official.

Friday, the competitors arrived at the club and were greeted with brilliant sunshine but a lack of wind. The forecast was for a south breeze to fill in and as we approached the scheduled 9:30 am harbor gun, it was clear that a postponement was in order as the breeze was still unsettled. As the morning progressed, for once the breeze did as forecasted, and shortly after noon had filled from the south at 6-8 mph, opening up the lake for some



Team Turner seen chasing the Midwest boys at the Blue Chip. Photo by Pat Dunsworth



I'm still trying to figure out how this balance thingy works. Photo by Tammy Sawyer



Photo by Lisa Powell

longer legs. The race committee did a great job of setting a good line and the legs were set at about a mile and a quarter. Winning race three was Dick Wight (MA-4) who was working hard earlier in the week to get the boat ready for the regatta and it paid off. Dick was followed by Russ Lucas, Bobby Koar and Peter Hurley. The fleet made its way back to the starting area for a fourth race, with some pressure off the committee as the regatta was now official. Again the fleet got off the line clean and for many, the focus shifted from making the regatta official to getting in the six races required to be eligible for the drop. For anyone who has sailed on Lake Hopatcong, they understand that Hopatcong is the Indian name for "lake of many coves" and this leads to extreme shifts in direction and pressure. At the finish of race four, Russ Lucas continued an amazingly consistent regatta and won the race followed by Randy Hartranft, Jeff Bonanni (LE-73) and John Brown (SS-1) respectively. The fleet headed back to the club and shortly after the decision was made to call it a day as the feeling was to shoot for two quality races Saturday and not try to force another shorter race in on Friday. Friday night's banquet was exceptionally well attended with both competitors and LHYC members. After the beefsteak dinner and the help of our many sponsors', our Friday night raffle was held with Russ Lucas winning the grand prize of a new North Asymmetrical kite. Russ immediately proved to be a true class act and donated

the kite to the Island Heights Sailing Foundation so some of the younger generation will continue to sail these boats with top level equipment.

Although the forecast for Saturday did not look promising early in the week, the competitors arrived at the club and were pleasantly surprised with a returning south breeze with a little more pressure than Friday. With an earlier harbor gun scheduled, the fleet scrambled to get all the boats in the water and headed out to the course. Shortly after 9:30 a.m., the boats were off the line and sailing a mirror course from Friday but extended to five legs. At the finish of race five, Carl Horrocks took the win followed by Russ Lucas, John Brown and Jeff Bonanni. As the boats crossed the finish line, there was some jubilation on BH-8 as we would only be attempting one more race which would also bring into play the throw out. Russ Lucas and team were able to retire back to the club to watch the last race as the 2011 ECESA Champion. The sixth and final race began shortly after and at the end, it was won by Bobby Koar, followed by John Brown, Peter Hurley and Carl Horrocks. The boats made the short sail back to the club to pack up, have lunch and attend the awards.

Russ Lucas's BH-8 team showed that being consistent on Hopatcong was possible, recording a top five finish in every race they sailed. Bobby Koar, also from Bay Head, was the only other boat to have only single digit finishes and secured second place. He was followed by Carl Horrocks, John Brown and Jeff Bonanni to round out the top five. Shortly after 2 p.m., the boats were on the road and all of the volunteers from LHYC were able to return home and get some rest.

In the end, we could have never pulled off an event like this without all the volunteers at the club as well as our sponsor's including Don Q Rum, West Marine, Melges Performance Sailboats, North Sails, DRY UV, SailFast Apparel and Harken. The 2011 Easterns was a year in the planning and we are looking forward to 2016 with the hopes to hold a larger event. Congratulations to Russ Lucas and his BH-8 Shimmer team on a job well done.

Eastern Championship Results

Place	Sail #	Skipper	~ Race ~						Total
			1	2	3	4	5	6	
1	BH-8	Russ Lucas	4	4	2	1	2	(34)	13
2	BH-022	Bobby Koar	3	7	3	6	(9)	1	20
3	IH-44	Carl Horrocks	(17)	1	12	5	1	4	23
4	SS-1	John Brown	(10)	12	5	4	3	2	24
5	LE-73	Jeff Bonanni	8	(13)	7	3	4	6	28
6	MA-4	Dick Wight	7	5	1	7	10	(17)	30
7	CH-6	Rick Turner	1	(15)	8	11	7	7	34
8	TO-67	Randall Hartranft	2	16	6	2	(19)	11	37
9	LE-2	Rich Ryon	13	3	9	(17)	8	10	43
10	MA-11	Peter Hurley	11	(29)	4	15	12	3	45
11	LA-99	Dave Magno	6	6	10	10	(17)	16	48
12	LA-11	Bill Nolden	5	10	(23)	8	21	5	49
13	LA-88	Paul Magno	16	2	(18)	14	11	8	51
14	T-1	Bill Warner	14	(20)	14	9	15	12	64
15	IH-17	Phil Reynolds	(34)	19	11	13	5	18	66
16	BH-24	Andrew Goetting	(20)	9	17	12	13	19	70
17	BH-7	Paul Mignon	12	11	29	18	20	(22)	83
18	HO-54	Pat Flinn	19	(25)	19	21	16	9	84
19	IH-89	Arthur Bailey IV	18	8	13	(27)	26	30	92
20	HO-50	Doug Johnson	15	21	(25)	19	18	21	94
21	HO-35	Bruce Feakins	(26)	23	15	23	23	14	98
22	SR-1	Stuart Van Winkle	22	(30)	21	24	6	25	99
23	BH-21	Peter Koar	21	18	(30)	16	22	23	100
24	HO-53	Chris Norman	9	24	16	29	27	(27)	103
25	LE-22	Chris Fretz	24	22	(26)	20	14	24	104
26	KU-12	William Hudson	23	17	31	22	(31)	13	106
27	IH-22	Mark Feaster	29	14	28	32	25	15	111
28	HO-45	Jim Flinn	25	26	24	28	24	(28)	133
29	HO-51	Bruce Heverly	27	28	20	26	(32)	29	130
30	CH-5	Dick Turner	30	27	22	(30)	28	26	133
31	HO-32	Greg Skinner	32	(32)	27	31	29	20	139
32	HO-1	Peter Rand	28	33	32	25	30	(34)	148
33	HO-52	Mike Blair	31	31	34	33	33	(34)	162

Photo by Pat Dunsworth

WMYA Championship Regatta

Crystal Lake Yacht Club

August 4th – 7th, 2011

Respectfully Submitted by Jon Pomerleau

Things got started early for many teams as they showed up at the beginning of the week to enjoy vacation time in the beautiful Crystal Lake/Frankfort area. They were greeted by the tireless volunteers from CLYC and WMYA as they joined the 200 plus boats and crews that participated in the event.



*Windward symmetry on Crystal.
Photo by Anne Greene*



*Movin' on down at Torch.
Photo by Jason Helbig*



Photo by Jason Helbig

Those who came in looking for a repeat of the big breeze drag race at the E Invitational in July had to shift gears quickly as the regatta saw predominantly lighter winds. These challenging conditions wreaked havoc on the fleet, with the exception of the Jamie Kimball/Ted Keller/Pete Comfort team on TO-Zero as they had nothing worse than a four and rolled to an easy victory. The only other boat in the fleet without at least one double-digit finish was light air maestro Don Nelson (WH-12), with the steady sailing earning him third place overall. Defending Champ Rob Terry (CR-66) got buried in race two and put up a 10, a hole he could never dig his way out of as he ended up in second place overall.

Many of the fleets sailed in east winds throughout the week, as did the E fleet in race one. Terry led the first lap with Art Brereton (TO-101) working a little farther left on the beat and catching Terry at the top. Brereton extended on the run. Kimball made a daring move up the right on the last beat and edged Terry for second. Bret Hatton and the SL-4 team finished fourth, also coming in from the right.

Race two on Friday saw the breeze move to the NNW with Jr. Skipper Charlie Knape (SL-73) starting on the boat end of the line and working the right side to a substantial lead and a first place finish. Hatton and Kimball switched places with two and four to go into the weekend tied for the lead. Ted Greene (CR-10) also worked the right side and had a solid three to move into third overall.

Saturday is moving day as there are two races and the regatta usually takes shape. Terry led race three wire to wire in an effort to get back into the contest, but looked back to see Team Zero had worked through the crowd to finish second. The Andy Molesta/Brien Fox team on SL-8 made the most of the conditions, hanging with the leaders for a solid three. Hatton was in a group of boats that got tangled up near the pin end of the line and found himself with a 15.

Terry's bid to claw back into it ended quickly as he got shut out at the RC boat in race four. This became the Doug McNeil (WH-111) show as he did a horizon job that just about put the fleet on the clock. Brereton got back in gear after a couple of tough ones to finish second with the

unflappable Team Zero in third, for a total of five points on the day. Nelson put up a pair of four's to match Terry's one and seven and stay one point behind for second overall with one race to go.

Saturday evening brought the Commodore's Ball and discussion of a forecast for breeze on Sunday that would actually let teams hike (on the high side). As the M-17 fleet came off the water with a mild WSW breeze, the wind moved quickly north and started to pick up as the E's left the dock. By the time they reached the starting area, the pressure was really building and teams were cranking down rigs and shopping the spectator fleet for fourth crews. There were some ups and downs and some good oscillations, so staying in the pressure and looking for the next shift was critical. This became a four boat race with TO-Zero finally adding a bullet to the string of consistent scores, with Terry, McNeil and Tom Munroe (WH-77) close behind. A couple of boats headed in early and one tried to test the depth of the water, but downwind speeds in the mid-teens put smiles on all the faces.

Special thanks to the group from Keuka Yacht Club, host of the MC Nationals next month, as they brought two E Scows and eight boats in total from New York. Speaking of Nationals be sure to make it to beautiful Torch Lake for the E Scow Nationals September 9th -11th. The Westerns move on to Muskegon next year, so get out your calendar and plan to enjoy big water and great breeze at this excellent venue.

WMYA Championship Results

Place	Sail #	Skipper	~ Race ~					Total
			1	2	3	4	5	
1	TO-0	Jamie Kimball/ Ted Keller	2	4	2	3	1	12
2	CR-66	Rob Terry	3	10	1	7	2	23
3	WH-12	Don Nelson	7	7	4	4	8	30
4	WH111	Douglas McNeil	9	13	11	1	3	37
5	TO-101	Art Brereton	1	18	12	2	7	40
6	CR-11	Pete Price	5	12	9	9	13	48
7	SL-73	Charlie Knappe	17	1	22	6	5	51T
8	SL-4	Brett Hatton	4	2	15	5	DNF	51T
9	CR-7	Mike Dow	13	15	7	12	6	53
10	CR-10	Ted Greene	8	3	5	19	20	55
11	WH-77	Thomas Munroe	12	17	6	17	4	56
12	KU-9	Robert Cole	14	8	17	13	10	62
13	CR-100	Bill Walter	6	11	18	11	17	63T
14	CR-77	George Lindner	11	22	13	8	9	63T
15	CR-54	Mike Terry	15	6	20	14	11	66T
16	CR-12	Richard Halliday	10	9	10	18	19	66T
17	SL-22	Paul Wickland	18	5	19	15	14	71
18	TO-44	Casey Christensen	16	21	14	10	12	73
19	SL-8	Molesta/ Fox	22	23	3	21	16	85
20	SL-10	Isaac Leestma	21	20	8	23	DNF	97
21	CR-51	Bruce Patterson	DNF	16	16	24	18	99
22	WH-88	Brian McMurray	20	19	21	20	21	101
23	CR-17	Bill Fauntleroy	DNF	24	23	16	15	103
24	KU-18	Steve Andersen	19	14	24	22	DNF	104

LEHYC Down Bay Regatta

Little Egg Harbor Yacht Club

August 13 & 14, 2011

Place	Sail #	Skipper	~ Race ~			Total
			1	2	3	
1	BH-22	Bobby Koar	1	2	1	4
2	BH-8	Russ Lucas	2	4	3	9
3	BH-21	Peter Koar	7	6	5	18
4	LA-88	Tim Faranetta	15	7	2	24
5	LE-73	Jeffrey Bonanni	3	18	6	27
6	LE-1	JB Maschal	8	8	12	28
7	T-14	John Manderson	11	5	13	29
8	LE-3	Bob Donat	13	9	9	31
9	IH-44	Fred Slack	6	13	14	33
10	LE-5	Butch Lenhard	12	3	20	35
11	IH-17	Buzz Reynolds	5	26	4	35
12	MA-11	Peter Hurley	14	14	7	35
13	LA-99	Dave Magno	18	1	19	38
14	T-1	William Warner	16	12	10	38
15	LE-8	Jack Lampman	4	22	17	43
16	BH-24	Andrew Goettling	9	11	23	43
17	LE-2	Richard Ryon	17	10	16	43
18	SS-1	John Brown	10	15	21	46
19	LA-2	James Miller	22	19	8	49
20	T-4	Joseph Thorpe	24	16	15	55
21	IH-89	Arthur Bailey	25	20	11	56
22	SR-1	Stuart VanWinkle	21	17	22	60
23	BH-7	Packy Mignon	23	25	18	66
24	LE-22	Chris Fretz	20	24	25	69
25	LE-4	Doug Galloway	19	27	24	70
26	LE-100	Tom Cox	27	21	26	74
27	LE-37	John Cranmer	26	23	29	78
28	LA-11	Bill Nolden	28	29	27	84
29	T-13	Glenn Shaffer	29	28	28	85

Photo by Tammy Sawyer

ILYA Championship

Minnetonka Yacht Club

August 19th – 21st, 2011

Respectfully Submitted by Lon Schoor

Just the facts.” We had four races, a total of 12 upwind legs eight downwind legs. The average upwind time was 10.9 minutes and the downwind time 9.1 minutes. The average race lasted 51 minutes. The boats averaged 7.2 mph for the 4 races or 6.6 mph upwind and 7.9 mph downwind. Winds were from the WNW to the NNW 7-15 mph. There isn’t much to report with “just the facts”, so once again I will make up the story for the racing.

Okay, it was a great sailing day on Friday, 7-15 mph from 305 to 345 degrees – it was the last part that made it interesting for spectators and dangerous for the competitors. As Bill Mattison used to say, “I never lost a race I watched” – boy do I wish I had been spectating. We started out with two general recalls as the wind would swing to favor an end, and of course, everyone would bunch up and pull the trigger a little early. I have had a plate of spaghetti that looked less tangled than the E Scows around the committee boat. The third start got off with a little extra encouragement from the Z flag, but not quite enough for Vincent Porter (I-2), Art Brereton (TO-101) and Harrison Burton (M-19). On the first beat, the boats on the right got the big shift and the breeze to go with it, which some had planned on and others were hoping for. Five of the first seven boats were from Minnetonka: Eric Bowers (M-11), Tom Meyer (M-2), Kobs/Burgum (M-44), Harry Melges (I-1) and John Wicks (M-5). Melges was the first of the boats from the left, while most of the others from that side lost the throw of the dice. By the next upwind, things were shaken up some with the wind picking up and moving more right, giving Chris Jewett (M-3) the lead, followed by Tom Burton (M-9), Augie Barkow (V-37), Bowers and Melges. At the finish, Burton got by Jewett, while Melges passed Bowers, with Jon Schloesser (J-80), Peter Maas (X-20) and Brian Porter (I-49) following. The course was a W5 (that’s 5 legs) 310 degrees. It lasted 48 minutes for the leaders.



The best seat in the house. Photo by Pat Dunsworth



Driving hard at the start. Photo by Pat Dunsworth

Race two was another W5, 310 degrees with no general recall. The race was started just after noon. Winds were up and down but a little lighter than the finish of the first race. The course was squeezed along the northeast shore, and the right and left sides seemed to have two different winds with each producing some success. Timing was everything for which side won out and those dialed in on the first upwind were Chris Jewett, Peter Maas, Brian Porter, Jules Hannaford (M-7), Sam Rogers (M-42), Kobs/Burgum, Burton, David Strothman (M-10), Dick Wright (BH-8), Pete Strothman (I-9), Melges, and Schloesser. At the top half of the next upwind, the back group of leaders split from the front group and caught a nice starboard slant to the mark to invert the leaders list and now Wight



*ILYA Champions, Team Barkow
Photo by Pat Dunsworth*

lead, followed by Pete Strothman, Burton, Schloesser, Jewett, Rogers, Vincent Porter, Barkow, Maas and Hannaford. That was the best that Vincent & team could do as they shredded their spinnaker in such a mess they never finished the race. Besides Vincent, Rogers and Hannaford also faded on the next time around to the finish, while Rob Evans (M-1) picked up four places and Derek Packard (M-87) passed 15 boats to finish ninth! The wind picked up during the race with some wishing they had their fourths along. The race lasted 52 minutes for the leaders.

After a short shore break the third race would have started at 2:55 p.m. if it wasn't for more general recalls. After a second general, the third attempt was a success at 3:33 p.m. The wind was up and down but again just before the start, the wind lightened and many dropped their fourths only to be sorry on the second upwind leg as the wind was building. Brian Porter was able to play the left side and had a great port tack slant to the first mark to lead, followed by David Strothman, Burton, Vincent Porter, Rogers, Barkow, Jim Gluek (X-751) and George Rolf (V-551). The Vincent Porter Team had trouble with their spinnaker in the pond during the set, and again at the end of the leg on

the douse. The Saturday night party was serving shrimp but no one mentioned to me that that Vincent was in charge of the food supply. Brian Porter and Barkow kept a short but safe lead throughout the race while the next three were in a ménage à trios that ended in a photo finish: Burton, Evans, and Vincent Porter in that order. The race lasted 54 minutes for the leaders. Tom Burton had the consistency (1, 4, 3) to lead after the first day of racing. So did Barkow (3, 8, 2) and Pete Strothman (9, 2, 11).

Saturday looked like it could be a race day despite the dismal wind forecast, but just as the boats began to congregate at the start area the wind fizzled. For the next seven hours, our PRO Blake Middleton gave regular updates and about his intentions, which was to start a race as late as 6:30 p.m. if necessary, since the wind forecast for Sunday was just as bad. Race four, a windward 2 ½ times around (whoops, that's a W5 in the new vernacular), started under the Z flag at 6:00 p.m. in a nice 7-10 mph from WNW. Pete Strothman led at every mark with Sam Rogers and Augie Barkow chasing the entire race. Regatta leader Tom Burton was way back in 20th place at the first mark. With only five points between the two leaders Tom Burton and Augie Barkow going into the last race, Tom would have to pass about 12 boats to win the regatta. He got by eight to take second for the ILYA Championship while Augie Barkow and team won their first ILYA Championship. Last year's winner Sam Rogers, had his best race finishing second, but even a win would not help him get into the top ten. The next battle was between Rob Evans and Peter Maas, separated by just a point for third place. Evans was 12th at the first mark and Maas was 21st. Peter made a valiant effort to finish 13th but not enough to overtake Evans who had dropped one boat to finish seventh. Dick Wight passed the most boats in the top echelon going from 11th to fourth in the race while Harry Melges dropped a couple of boats during the race to finish ninth, still finishing one point ahead of Wight for the regatta. A mountain of championship caliber teams made for tough sledding on Lake Minnetonka!

Check out the 2011 ILYA Championship Regatta Website for all the details with party reports, videos, and accolades that were very much deserved for the over 100 Minnetonka YC member volunteers and host of sponsors that made this regatta a success.

ILYA Results

Place	Sail #	Skipper	~ Race ~				Total
			1	2	3	4	
1	V- 37	August Barkow	3	8	2	3	16
2	M- 9	Thomas Burton	1	4	3	12	20
3	I- 9	Pete Strothman	9	2	11	1	23
4	M- 1	Rob Evans	15	7	4	7	33
5	X- 20	Peter Maas	7	10	10	13	40
6	M- 3	Chris Jewett	2	5	23	11	41
7	I- 1	Harry Melges, III	4	25	8	9	46
8	BH-8	Dick Wight	20	1	22	4	47
9	I- 49	Brian Porter	8	20	1	19	48
10	X-751	Jim Gluek	18	18	6	6	48
11	J- 80	Jon Schloesser	6	3	24	16	49
12	M- 42	Sam Rogers	19	13	16	2	50
13	M- 11	Erik Bowers	5	26	7	14	52
14	M- 7	Jule Hannaford	14	19	26	10	69
15	M- 10	David Strothman	16	27	13	19 RDG	75
16	M- 12	Jeff Solum	25	15	19	18	77
17	M- 87	Derek Packard	29	9	15	28	81
18	M- 44	Kobs/Burgum	10	23	35	15	83
19	M- 2	Tom Meyer	13	36	31	5	85
20	V-736	Matt Schmidt	36	12	14	23	85
21	V-551	George Rolfs	37	21	9	20	87
22	GL-6	Eric Oppen	31	14	18	30	93
23	X- 11	Carl Barkow	11	6	38	45 ZFP	100
24	W-160	Charlie Igo	24	22	37	17	100
25	W- 25	Lee Alnes	39	16	21	26	102
26	TO- 33	Steve Johanson	28	31	17	32	108
27	M- 43	Sean Hendrickson	12	24	27	59 ZFP	122
28	D-100	Zach Maher	40	32	33	21	126
29	I- 2	Vincent Porter	59 ZFP	DNF	5	8	131
30	V- 15	Eric Good	52	11	28	40	131
31	M- 5	John Wicks	33	35	42	24	134
32	M- 35	Carl Zinn	38	28	43	25	134
33	TO-101	Art Brereton	39 ZFP	17	DNF	22	137
34	V- 9	Tom Sweitzer	30	39	32	37	138
35	H- 13	Patrick Heaney	17	34	47	43	141
36	M- 8	Terry Foster	23	42	41 ZFP	35	141
37	M- 17	Jason Ostbye	45	DNF	12	29	145
38	M- 53	David Chute	32	33	25	DNF	149

Photo by Tammy Sawyer

ILYA Results Continued

Place	Sail	Skipper	~ Race ~				Total
			1	2	3	4	
39	H- 8	Hugh/Tim Sugar	34	44	40	31	149
40	W- 2	Jay Rendall	49	30	30	45	154
41	GL- 7	Toby Sutherland	35	29	34	DNF	157
42	H- 7	Lon Schoor	DNF	43	20	36	158
43	I- 10	Charles Colman	22	51	48	41	162
44	H- 88	Phil Zalog	21	DNF	44	42	166
45	W- 32	Zachary Hester	26	38 RDG	56	46	166
46	I-333	Frank Davenport	DNF	45	41	27	172
47	M- 4	Brian Allen	41	40	45	49	175
48	V- 50	Drake Sprinkman	44	38	36	DNS	177
49	W- 47	Louis Hill	DNF	41	39	39	178
50	M- 19	Harrison Burton	58 ZFP	48	51	34	191
51	M- 77	Woody Jewett	43	52	50	50	195
52	GL- 3	Tyler Dunphy	48	46	53	51	198
53	X- 4	Elizabeth Harned	42	49	52	56 ZFP	199
54	H- 11	Lance Puccio	DNF	37	46	DNF	201
55	M- 13	James Beltz	DNF	47	49	47	202
56	RL- 1	Don Konantz	51	DNF	55	38	203
57	M- 88	Scott Smith	53	53	54	52	212
58	UM- 6	Dave Abramson	50	50	DNF	DNF	218



Another good tan. Photo by Tammy Sawyer



*Rollin, rollin, rollin...
Photo by Tammy Sawyer*

Big Inland Bred

August 23, 2011

Thankfully Reprinted from Sam Rogers Blog

Scow sailing within the Inland Lakes Yachting Association sometimes gets the reputation from outsiders of being “in-bred”, and it is not hard to figure out why when the people you compete against are the same as when you were eight years old and a large number of the sailors are from the same families that have been doing it for generations. Maybe it is wrong to be proud of having this connation, but when it comes to racing scows in the ILYA, it truly is a big family and the annual Big Inland is our reunion, the only difference from a normal family is we have 500 crazy uncles instead of a few. Throw in some of the fastest one-design boats on the planet, extremely talented sailors all vying for beautiful trophies dating back to the late 1800s, and it makes for the greatest regatta of the year which just concluded with four champions being crowned in four different classes over 10 days of racing. I never thought being in-bred would be so much fun.

Being hosted on our home waters of Lake Minnetonka, I was able to witness the massive volunteer effort that took place to make this one of the more memorable “Big Inland” regattas in a long time. Regatta co-chairs Tony Jewett and Rick Kotovic enlisted their friends, families, in-laws and long lost cousins to ensure that everything from housing, social activities, and even helping to retrieve halyards was taken care of so every competitor could make it to the race course without a hassle. Phone calls were made over our long winter helping to provide each fleet with their highest numbers in years; 26 A Scows, 58 E Scows, 54 C Scows, 50 MC Scows. Out of all the sailors in these fleets, 30% were 25 or younger. The final Saturday night party on MYC’s Lighthouse Island saw over 400 guests and would have made the Pillsbury’s proud, and the entire event could serve as an effective rebuttal to *Saving Sailing*.

I had the opportunity to compete in the A and E Scow classes and had not-so friendly reminder that if you are hoping to be an ILYA Champion, you better be in championship form. During the A Scow portion of the event, we had two great days of southerly breezes in the 15-18 range where 26 of the big 38 footers weighing only 1800 lbs were able to stretch their legs and fly around the race track. Broken masts, capsizes and a few bruised egos resulted from the smallest mistake being made on these boats. On Joel Ronning’s *Catapult*, we fought hard for a sixth place and managed to take home the legendary Valentine Trophy, but we and the rest of the fleet were no match for Andy Burdick and his team who took the title. Petey Crawford was on hand to shoot some awesome footage from day two of the event.

For the E Scows, our goal for the weekend was to do our best to defend our title from last year, knowing it would not be easy with a deep field including the most decorated E Scow helmsman of all time, Harry Melges. After posting a 19th in the first race and not having a throw out to utilize, it did not take long to figure out that our chances of repeating were basically zero. The remaining races on the first day would be a struggle for our team, and we would have to watch as many of our close friends established themselves at the front of the pack. In the end, Augie Barkow (V-37) and his team put their numerous second place finishes in previous ILYA Champs to rest and took home the big one. They sailed great and even battled back from a broken traveler in race two to help secure the win. The good news for our team is the 85 boat E Scow National Championship on Torch Lake is just a few short weeks away for a shot at redemption.

One unmistakable trademark of any Big Inland always comes during the trophy presentation where the majority of the award winners get a bit choked up thanking their crews for a great week of sailing, and saying good-bye to their host families that will soon be guests. Just like a final Thanksgiving toast that shifts the action to a different family venue the following year, the ILYA Champs will take place in Madison, Wisconsin for 2012 and the members of the Mendota Yacht Club will have the duty of rolling out the red carpet for the out of towners. And of course, the door is always open for any newcomers to experience this in-bred style of sailing...it’s the best.

NCESA Championship Regatta

Torch Lake Yacht Club

September 9th – 11th, 2011

Respectfully Submitted by Lon Schoor



Torch Lake Michigan. Photo by Jason Helbig

Day 1

eventy nine teams were chomping at the bit for the first start after witnessing some of the most perfect racing conditions the day before during the practice races. But they were left disappointed until the winds finally filled in for a 2:30 p.m. start. What a day! The first race was in the 8 mph range and was building some during the race. The first leg saw the lead boats come from the right but this would be the last time that would happen for the rest of the day. As the wind built a little, the left had more pressure and a favorable shift to boot. There weren't any other options and although some tried, it was pretty futile. Tom Munroe (WH-77) lead at every mark and the finish. Not necessarily so easy considering another White Lake boat sailed by Bill Fauntleroy (WH-17) rounded in second but dropped into the teens the next time around. At the second weather mark it was Munroe, Rick Turner (CH-6), Augie Barkow (V-37), Art Brereton (TO-101) and Brian Porter (I-49). Last year's Champion Peter Hurley (MA-11) was in good position at the first mark rounding fifth. He might have been the first boat from the left side, but for someone more accustomed to working his way up through the fleet, he found himself on a slide to 24th place at the next upwind and 28th at the finish. We all know the problem wasn't weeds – Ouch! If you're an Inland sailor and have never been to Torch, you are missing one great E Scow experience. The water is crystal clear and a gorgeous light blue. After 60 minutes of racing, Munroe held off the competition to win followed by Barkow who passed Turner and Chris Jewett (M-3), who passed Brian Porter. In that first race there were a number of OCS boats of which only Peter Strothman (I-9), Eric Good (V-15) and Toby Sutherland (GL-7) corrected their mistake.

The second race got off in more wind as it was just starting to white cap. By the end of the first race, everyone pretty much knew they had to be left to do well. Their experience showed at the leeward end of the line as Brian Porter was jockeying with Tom Burton (M-9), and taking a little advantage of Peter Hurley to win the end of the line and the favored side of the course. Hurley got some last second help from Rob Terry (CR-66) who tried a port tack approach. Tacking at the pin end boat and moving it out of the way for Hurley to get by. You have to be a little lucky sometimes. Tom Burton attacked Porter for five legs but could not prevail. Brian Porter wins with Burton in second. Another group match up of five boats was Chris Jewett (M-3), Peter Hurley (MA-11), John Brown (SS-1), Jeff Bonanni (LE-73) and Russ Lucas (BH-8). Each mark rounding saw a little shakeup in the five but in the end, Jewett held them off. Lucas got the best of the rest to finish in fourth, followed by Hurley, Brown and Bonanni. Sam Rogers

(M-42) did it the hard way to finish in eight after being about 20th at the first mark. With the wind being stronger, the race lasted about 50 minutes and I believe it might have had slightly shorter legs as our PRO Blake Middleton had a plan to try and get a third race in on the first day even if it meant starting at 6:30 p.m. While the first race legs were maybe 1.2 miles the second race legs might have been more like a mile long.

The wind did get lighter during the second race and by the end it was back down to about 7-8 mph. However, the wind on the right side of the course had even less pressure. While giving the sailors a brief shore break between the second and third race the wind on the right side of the course was fading fast and when it got down to 2-3 mph, Blake called the start of the third race off.

There was a great sold out crowd of about 325 sailors at the Shanty Creek Resort for the Commodores Dinner. Everyone arrived while the sun was setting and the red sky was a perfect ending to a day of racing. During dinner there were two huge screens showing pictures of the days racing.

The forecast for tomorrow is for light wind from the NE but people are hoping the sea breeze will develop much like today and we get better wind than the forecast.



AAARRRGH...of course. Photo by Jason Helbig



*Brian Porter attempts to port tack the fleet.
Photo by Lisa Powell*

Day 2



*Tom Burton glides down to leeward.
Photo by Lisa Powell*

It was Jeff Solum (M-12) off the port end of the line heading an a long starboard all the way out to the layline that put him in the lead of race three for most of the race. The winds were light to medium at about 7 mph with a heading of 360 degrees. On the last leg, Chris Jewett was coming across on starboard and Solum had to duck him. Augie was on Jeff's hip and didn't have to duck, and gained just enough on M-12 to be the first to tack on the layline from about a 1/2 mile out. Barkow made the line at the favored end and won the race. Jewett was next and Jamie Kimball (SL-17) came from the right to nip Solum who finished fourth.



Photo by Jason Helbig



And away we go. Photo by Lisa Powell

Chris Jewett (M-3) is the 2011 National Champion

Chris Jewett and his team of Rick Kotovic and Pat Hughes are the new National Champions. He was leading going into the last day and finished with a strong fifth and second place to win. The best posting on the last day went to Vincent Porter (I-2) with a first and third, moving him up to second place. Vincent's team included Coye Harrett and Clifford Porter. Vincent's uncle Brian Porter's failure to cover Vincent near the end of the last race cost him a second place in the regatta as he lost the tie breaker points to Vincent. Brian's team included Charlie Harrett and David Navin. The award for the best family finishes clearly goes to the Porter and Harrett families, although they weren't on the same boats! Russ Lucas and his team of Peter Must, Colleen Kelly, and Mike Dutton continued with their string of consistent finishes and were in fourth place at the end of the regatta.

NCESA Championship Results

Place	Sail #	Skipper	~ Race ~					Total
			1	2	3	4	5	
1	M-3	Chris Jewett/ Pat Hughes Rick Kotovic	4	3	2	5	2	16
2	I-2	Vincent Porter/ Coye Harrett Clifford Porter	10	9	6	1	3	29T
3	I-49	Brian Porter/ Dave Navin Charlie Harrett	5	1	12	6	5	29T
4	BH-8	Russell Lucas/ Peter Must Colleen Kelly Mike Dutton	8	4	13	3	12	40
5	SL-17	Jamie Kimball [Rookie]/ Jessica Gaddis Pete Comfort Ted Keller	7	10	3	23	1	44
6	M-42	Sam Rogers/ Chris Hughes Tony Jewett Lynn Jewett	24	8	10	14	4	60

Place	Sail #	Skipper	1	2	3	4	5	Total
7	M-9	Tom Burton/ Bruce Martinson Andrew Ferguson Karina Karlen	23	2	11	2	24	62
8	V-37	August Barkow/ Jeff Niedziela A.J. Schweda	2	27	1	15	26	71
9	CH-6	Rick Turner/ Lauren Turner Nick Evans Daniel Evans	3	12	17	9	36	77
10	M-12	Jeffrey Solum/ Hal Roberts John Wicks Erin Cook	23/ RDG	16	4	18	17	78
11	I-9	Peter Strothman [Rookie]/ Corbett Porter Erick Youngquist	46	21	7	4	8	86
12	MA-11	Peter Hurley/ Glen Dickson Park Benjamin	28	5	16	27	13	89
13	CR-66	Rob Terry/ Jules Terry Jack Rillema II Cameron McNeil	29	35	5	17	7	93
14	WH-77	Tom Munroe/ Jerry Gill John McNeil Gwen Gill	1	30	22	35	6	94
15	LE-73	Jeffrey Bonanni/ Matthew Goetting Christopher Bigos Laura Ann Keller	20	7	45	10	32	114
16	M-87	Derek Packard [Youth]/ Hugh Harris Gavin Potts Matt Hanson	6	13	24	41	31	115
17	IH-44	Carl Horrocks/ Ryan Bailey Kirby Slack Luci Saraceno	22	14	26	13	44	119
18	SC-27	Robby Wilkins/ Carolyn Patton Reese Wilkins Will Tyner	17	33	14	37	25	126
19	M-17	Jason Ostbye [Rookie]/ Hans Dickel Joshua Bone	47	17	31	21	11	127
20	LA-99	Dave Magno/ Dave Drawbaugh Eric Rochelle	OCS	19	8	12	14	133T
21	TO-101	Art Brereton/ John Hodges Hans Melges Dan James	9	52	9	44	19	133T
22	J-80	Jon Schloesser/ Elliot Wrasse Patrick Caflisch	25	26	51	19	16	137

Place	Sail #	Skipper	1	2	3	4	5	Total
23	IH-89	Brendan Hogan [Youth]/ Catherine Bailey Tyler Kennedy Scott Layton	12	24	35	26	41	138
24	V-777	Eric Wilson/ Chad Sprinkman Bill Rajki Suzie Sternkopf	19	23	27	72	9	150
25	BH-24	Andy Goetting [Rookie][Youth]/ Jane Rew Chase Hillyer Pat Koar	32	11	52	42	15	152
26	BH-22	Bobby Koar/ Phil Barow Sarah Mease Robert Koar, Sr.	21	55	39	7	34	156
27	V-27	Matt Peterson/ Rick Wilfert Scott Stroud	11	65	29	38	18	161T
28	X-20	Peter Maas/ Lisa Maas Mike Maas Julie Maas	37	48	25	22	29	161T
29	H-7	Lon Schoor [Master]/ Heidi Rosenbaum Bryan Biehl	36	45	19	20	42	162
30	V-9	Tom Sweitzer/ Kelly Darling Jon Just John Porter	43	29	63	11	21	167
31	MA-4	Stuart Colie [Rookie]/ Mariah Frye Ed Vienckowski Henry Colie	15	54	21	31	48	169
32	WA-99	Casey Call/ Louis Desenberg Catalina Salas Kevin Cox	40	43	40	29	20	172
33	CR-7	Mike Dow/ Stephanie Dow Bob Clark Jim Gluek	49	15	28	24	60	176
34	H-13	Patrick Heaney/ Andy Marin Justin Segersten Michael Paulson	55	18	49	33	22	177
35	V-551	George Rolfs [Youth]/ Tom Rolfs Cody Ziegler	50	36	18	28	46	178
36	SS-1	John Brown/ Will Demand George Demand Molly Kempton	OCS	6	34	8	53	181
37	GL-7	Toby Sutherland/ Jeff Munn Scott Munn	25/ RDG	25	62	45	28	185
38	TO-8	Denny Malone/ Kevin Malone Terry Malone Steve DeTar	18	37	53	47	33	188

Photo by Jason Helbig

Place	Sail #	Skipper	1	2	3	4	5	Total
39	WA-47	Bob Herdrich [Master]/ John Herdrich Bill Pipp Chelsea Pipp	31	40	38	16	64	189
40	SL-4	Brett Hatton/ Pete Fox Andy Molesta Lydia Everett	13	51	23	48	61	196
41	TO-0	Lathrop Keller/ Brad Keller Eric Nordberg Tammy Nordberg	41	DNF	15	55	10	201T
42	LE-3	Bob Donat/ Leah Donat Derek Stoldt Blair Condon	39	28	30	34	70	201T
43	WH-111	Douglas McNeil/ John Wickland Bob Currier	45	50	20	32	58	205
44	WH-17	Bill Fauntleroy [Rookie]/ Jake Erdman Tom Munroe, Jr. Sean Fidler	16	74	32	57	27	206T
45	H-11	Lance Puccio/ Keith Rosenbaum Lindsey Puccio Marshall Gibbons	34	53	46	36	37	206T
46	H-8	Hugh/Tim Sugar/ Darby Sugar Annie Neumann Tim Sugar	30	59	61	25	35	210
47	WA-8	J. B. VanMeter/ Chris Knight Robert Queisser J. Devon Kinney	42	31	41	58	45	217
48	LE-22	Chris Fretz/ Mike Battista Rafe Pilling Ben Condon	58	39	60	40	23	220
49	V-25	Bill Burns/ Bob Schieble Joe Boland	44	22	59	49	51	225
50	LA-88	Paul Magno/ Tim Faranetta Chad Hillyer Jessica Magno	38	44	36	30	DNF	228
51	CR-11	Pete Price/ Allison Price Bill Misenheimer Steve Schiller	60	56	44	43	30	233
52	I-333	Frank Davenport [Master]/ Andrew Wilson John Zils John Decarlo	14	46	58	67	55	240
53	V-15	Eric Good/ Paul Good Miles Clark	52	42	56	53	38	241
54	WH-88	Brian McMurray/ Dillon McCormick Jandy Sprouse Brad Sprouse	48	20	42	52	DNF	242

Place	Sail #	Skipper	1	2	3	4	5	Total
55	TO-5	Neil Gerrity [Red]/ Will Forgrave Holly Gerrity	26	47	65	50	63	251
56	T-1	William Warner [Master]/ William Warner Larry Johnson Pam Jackson	27	32	43	71	DNC	253
57	SL-73	William Knappe [Red]/ Dan Bylenga Tom Spelman	67	49	33	56	50	255
58	T-4	Joseph Thorpe/ Jamie Wasco Chrissy Mahoney Bradford Wright	35	63	47	68	47	260
59	TO-33	Stephen Johanson/ Peter Johanson Mary Johanson Matt Spears	51	38	50	73	56	268
60	SL-221	Michael Gassmann [Rookie]/ Carl MacConnach Zac Bauer	53	61	68	46	43	271
61	X-11	Carl Barkow [Rookie]/ Kim Barkow Oliver Luebker Melissa Marban	63	34	67	59	49	272
62	H-88	Phil Zalog [Rookie]/ Ben Sugar Bill Bock Emma Wightman	61	58	64	39	57	279
63	TO-181	Kevin Watrous/ Maxwell Watrous Dory Lerew Jacklyn Hallett	64	41	54	61	62	282
64	SL-22	Paul Wickland [Red][Master]/ Emily Wickland Ted Slater Edward Wickland	59	68	55	65	39	286
65	J-5	Bill Wyman/ Adam Cummings Will Wyman	OCS	71	37	64	40	292
66	TO-44	Casey Christensen [Rookie][Youth]/ Matthew Christensen Matt Crites	57	62	69	62	52	302
67	WA-31	Terry Moorman [Red][Master]/ Greg Jeffries Kelly Queisser Andy Allen	56	64	57	60	66	303
68	IH-22	Marc Feaster/ Trevor Feaster Mac Feaster Michael Frankovich	54	60	70	63	59	306
69	TO-2	Charlie Turk/ Annie Larew Craig Hupp	68	70	48	54	DSQ	320
70	WA-200	Rick Lemberg [Red]/ Rick Lemberg Chris Tingley Mary Quiesser	65	57	78	70	65	335

Photo by Lisa Powell

Place	Sail #	Skipper	1	2	3	4	5	Total
71	TO-99	Dan Lorimer [Rookie]/ Rusty Thie Dan Campbell Wade Lorimer	OCS	67	77	51	69	344T
72	CR-12	Richard Halliday/ Frances Halliday Peter Weir Mark Graf	70	75	76	69	54	344T
73	TO-11	Charles Hallett [Red][Rookie] [Youth]/ Kris Hallett Brad LaPratt	66	66	66	76	73	347
74	BC-7	Roger Cyr [Rookie]/ Ellise Smolenyak Elliot Falls Garett Falls	62	77	75	66	72	352
75	TO-77	Chris Stearns/ Bradley Hursh Alex Stearns Bryan Bahler	71	73	71	77	67	359
76	TO-7	Todd Collins [Red]/ Verne Powell David Schulze Betsy Powell	73	72	72	74	71	362
77	CH-1	Christopher Creighton/ Paul Luisi Mike Lindsley Nick Troche	72	76	73	75	68	364
78	WA-17	Scott Hackleman [Red]/ Jim Hackleman David Herdrich Brent Harris	74	69	74	DNF	DNC	377
79	WA-11	Chris Herdrich [Master]/ Mike Rian Kenny Bolles Jeff Herdrich	69	78	79	78	DNC	384



And around we go... Photo by Lisa Powell

2011 NCESA Award Winners

National Regatta Race Winners

1st Race KEUKA TROPHY Punch Bowl	Tom Munroe	WH-77
2nd Race IVER C. JOHNSON AWARD Donated by Minnetonka YC Punch Bowl/Tray/Cups	Brian Porter	I-49
3rd Race BBYRA TROPHY	Augie Barkow	V-37
4th Race PEWAUKEE TROPHY Half Boat Model	Vincent Porter	I-2
5th Race CHAUTAUQUA TROPHY Ice Bucket	Jamie Kimball	SL-17
6th Race FERGUSON TROPHY Ship Model in Case	No Race	
7th Race Not yet donated	No Race	

Specialty

ROOKIE First Nationals

Name

Jamie Kimball

Boat#/Club

SL-17/Spring Lake

Position

5th

MASTERS Over 60

Lon Schoor

H-7/Mendota

29th

YOUTH SKIPPER 25 and Under

Derek Packard

M-87/Minnetonka

16th

Red Fleet

1st Place

Name

Neil Gerrity

Boat#/Club

TO-5/Torch

Position

54th

2nd Place

William Knape

SL-73/Spring Lake

56th

3rd Place

Paul Wickland

SL-22/Spring Lake

64th

NATIONAL RANKING**Name****Pts.****Club/Boat #**

National Rankings Champion:
(Most pts in 3 best regattas)

Augie Barkow

250

Pewaukee V-37

Road Warrior:
(Total pts for all regattas)

Art Brereton

332

Torch TO-101

WOMEN'S CHAMPIONSHIP TROPHY: Colleen Kelly, BH-8, placed 4th overall

Given by Mike and Dede Meyer of Pewaukee Yacht Club. Awarded to the woman sailor or sailors racing on the highest finishing boat.

WOMEN'S CORINTHIAN TROPHY: Lisa Maas, X-20, Pine Lake Yacht Club

Given by Lean Wagner and Karolanne Lundeen, awarded to the woman present at the National regatta who possesses exemplary knowledge and demonstrates technical skill both on and off the water, and is an active member of the team. She embodies sportsmanship by promoting and supporting the sport of women in sailing.

WOMAN SKIPPER: (No Women skippers in 2011)

ROBERT E. WELDON TROPHY: Pat Hughes and Rick Kotovic M-3

Given by Mary Robbins, Sally Hurd & Cecil Hurd Jr. in 1961, presented to the crew of the winning boat.

BILGE PULLERS TROPHY: Chris Jewett M-3

The championship bowl is awarded to the winner of the National Regatta, an open Championship regatta that combines the ECESA, ILYA, WMYA and Other Regions.

COLIE SERVICE AWARD: Frank Davenport I-333

Given in 1996 by the ECESA in honor of one of its most cherished and accomplished members, Runnie Colie, from Barnegat Bay, a past National Champion in 1966. It recognizes each year the person who has distinguished himself/herself through contributions to the fleet.

TORCH LAKE TEAM CHAMPIONSHIP:

Minnetonka: Chris Jewett M-3, Sam Rogers M-42, Tom Burton M-9, Jeff Solum M-12

Given to the Yacht Club with the best overall performance at the National Regatta. Awarded to the yacht club that obtains the best score as a team, counting the best four boats in each race.

The Blue Chip

Pewaukee Yacht Club

September 23rd – 25th, 2011

Respectfully Submitted by Andrew Campbell (Mystery Guest)

At the end of every E Scow season since 1966, the Pewaukee Yacht Club has hosted the Blue Chip. To better understand the event, one has to know the E Scow class. The National Class E Scow Association (NCESA) has almost 90 years of history with fleets spanning the Midwest, the Finger Lakes of New York, the Jersey Shore, down to South Carolina, and west to Grand Lake, Colorado. To judge the quality of E Scow sailors is to index the very best that American sailing has to offer: National, International, World and Olympic Champions and legends are scattered across the historic records.



Our mystery guest, Andrew Campbell, takes the show.

Photo by Tammy Sawyer

The E Blue Chip is an invitational event for the top finishers from all the major events on the E Scow calendar each year. Pewaukee's strong scow tradition and ideal location (smack in the middle of Wisconsin and the ILYA) makes it a perfect stage for an ultimate showdown between the top sailors in the class from across the country each season. Taking it one step further, the Blue Chip committee goes outside of the class to find a sailor of note to join in the fun and test their mettle against the seasoned class veterans. The guest list is a laundry list of great sailing talent including Dennis Conner, Lowell North, Hans Fogh, Jonathan McKee, Steve Benjamin, Gary Knapp, Tom Ehman, Gary Jobson, Paul Cayard, Mark Reynolds, Ken Read, Russell Coutts, Courtney Becker-Dey, Dave Perry, Betsy Allison, Carl Buchan, Vince Brun, Morgan Reeser, John Lovell, Peter Holmberg, Dave Ullman, Liz Baylis and



Photo by Pat Dunsworth

last year, Bora Gulari. Ironically, those are the non-E Scow sailors, competing against legends in their own right who had earned invitations to the event such as Buddy Melges, Bill Allen, Gordy Bowers, Brian Porter, Harry Melges, Tom Burton, and Dick Wight among others. The "Mystery Guest" gets the advantage of a good boat, new sails, and a great local crew, but has little time to prepare in what are some odd boats to sail. The E is very fast, sensitive on the helm, but ultimately difficult to get a handle on because of the need to sail with constant heel.

The 2011 E Blue Chip was an experience unlike any other for me. Some of the legendary sailors on the list above that I spoke to about it, demanded that I make every effort to attend. I especially wanted to be there to follow in the footsteps of not only my parents, Bill and Sherri, who attended the event in the 80's and 90's (finishing second in 1990), but also of my grandparents on both Dad's and Mom's sides, since they have significant histories in the class. The Toms River Campbell's are strong advocates for the class in New Jersey after having retired from actively sailing. Likewise are the Wilders on Keuka Lake in New York. Needless to say the entire family was happy to hear that part of

the new generation of Campbell's would get the opportunity to sail in an E boat at the Blue Chip. Bringing my wife Jacqueline to the event was a big priority for me ahead of time. What I didn't realize was what a statement it would become for her to race the entire regatta with us, more on that later.

We arrived midday Thursday to sunny skies and nice breeze, in time for a little practice with a few of the local teams from Pewaukee and the surrounding lakes. What we didn't know was that Thursday's westerly would be the steadiest and most pleasant breeze of the entire weekend! It was really great to be able to get out and sail with our local hot-shot crew of Jim Campbell (no relation, besides a common interest in the Blue Chip!) and our boat's owner Matt Schmidt, who had just come off a victory at the C Scow Blue Chip a week prior.

Thursday is traditionally a pork-chop dinner hosted by the PYC Commodore and Board. Walking over, I was surprised to run into what was effectively a PYC Board meeting around the grill pit. The club consists of a dining hall/reception space with a kitchen and a separate bar, but anything the club lacks in luxury and decor, it has in genuine hospitality and friendship to anybody who comes to visit.

Friday morning arrived with a chill. The northerly breeze was in, but light, so we started our series 250 yards off the PYC docks and sailed windward/leeward's the short distance across the lake. We rigged up and discovered that part of the Mystery Guest's role is sailing the regatta with a large Question Mark "?" on your mainsail. I joked in my toast Saturday night that the Question Mark is befitting of the mystery guest not only because the other sailors are wondering: "Who are those guys?" but the mystery guest himself (or herself) is also left wondering things like "What the heck are we doing here? Are you guys sure we should be heeling this much? How did we just go from fifth to last on one leg? Why is Pewaukee's code letter V? Why did we stay so late at the party last night?" The Question Mark was certainly the symbol of the weekend for us as I asked "How are we managing to do this?" as we led through the first leeward gate of the regatta. We did slip back to sixth in the race, but the next two races of the day we got out into two solid leads. We gave away a 250 yard lead to finish overlapped with two boats across the finish line to win race two. Then we stretched and gave away well more than that distance to only slightly more comfortably win race three.

Friday night was a great chance for us to catch up with our family hosts on the lake, the Gutenkunsts. Coming from a legendary Pewaukee family, John and his wife Lesa lived in San Francisco for many of the years I grew up in San Diego, allowing us cross paths many times, but never having met. The Blue Chip does bring people together and the Gutenkunst family is but one example of many people we met at the regatta, only to find out we already have many friends in common.



*A new way to win the race...steal the mark.
Photo by Tammy Sawyer*



Squeeze that puff. Photo by Tammy Sawyer



Our mystery guest is a little late to the start, but not for long. Photo by Pat Dunsworth



Team Heaney showing their bar dance mojo. Photo by Pat Dunsworth

spotlight. The “bar walk” is just one of the hilarious and great traditions the regatta has developed over the years. It should be noted that any team that accepts the bar-walk-challenge is officially the recipient of the first invitation back to the event next year!

Sunday had the best breeze of the weekend. The easterly allowed the race committee to stretch the course and we sailed a five leg windward-leeward with 1.1 mile legs. Jim, Matt, Jackie and I only needed to beat the X-751 team, but we didn’t help ourselves by having a rough start and having to chase down our target in shifty conditions near

Saturday had only a slightly better outlook for breeze as it shifted into the northeast, with very patchy conditions making starting the first race of the day very difficult. Unfortunately, massive holes and wildly shifting breeze dominated the first race of the day as a nasty thunderstorm disrupted the race. We scanned far and wide for any hint of pattern, but were mostly left scratching our heads as people glided past us in private zephyrs. I would be lying if I didn’t tell you we were dead last around at least one mark in that race. We only managed to climb back to 13th place because we sailed the entire last beat with our spinnaker up, skating past a few unlucky boats. We had to make something of a comeback after lunch and were able to take an early lead in race five. This time we were actually able to extend on our lead and cross the line in comfort. We felt as if we had redeemed ourselves slightly from a tough day, and sat second in the standings to Pine Lake’s Jim Gluek (X-751).

Saturday night is the formal dinner at PYC. Steaks about a mile thick with delicious sides all around, were combined with good cocktails and great conversation as each team was introduced by regatta chairman Todd Haines. I gave a short presentation about my Star campaign, showed some photos and videos of big wave Starboat sailing and talked about the Olympic venue in Weymouth, the Olympic Trials process, and talked a bit about the CISA Clinic and the importance of getting more people, including youth sailors, involved in the sport in a high-quality way. While on my soapbox, I got to make a case for sailing the E Scow with four people. Often teams will bring a fourth sailor to events, but if breeze is light, that person gets to watch from the boat, or worse, the dock. There was never a doubt in my mind that we would sail with four for the entire regatta. Heck, we needed the weight to heel the boat over downwind. The extra hands for rounding’s are critical and an extra set of eyes on a shifty lake is always an asset. I added to my case that sailing with four is a great way to get young sailors involved in the sport. I have never forgotten my childhood memories of sailing at what seemed like Mach III on the E Scow. I guarantee those experiences racing with my parents, grandparents and close friends of theirs were the reason I love, succeed in, and am compelled to promote the sport of sailing.

Unfortunately for our competitors from Lake Mendota, the team sitting in last place on Saturday afternoon is challenged to walk the bar in their skivvies. This was clearly on Pewaukee team Tobin Tornehl’s mind Saturday afternoon, inspiring them to a regatta-best fifth place finish and forcing Patrick Heaney and team into the

the top of the beat. We rounded about fifth and, after a terrifying gybe where we nearly turned over early in the leg, were able to get into our own water and round the bottom third. There was no catching the local heroes aboard V-222 racing with Bob Biwer. We did force them to tack up the last beat, but were a few lengths behind as they took the bullet in the last race. We were second. Luckily, second place was enough to overtake Jim and take the 2011 Blue Chip title. The breeze wouldn't cooperate enough for a seventh race, but we were happy in any case.

What can I say? We were so excited on board the “?” we could barely contain our grins. We lucked into a great series and made a little history as the only mystery guest team since Dennis Conner in 1977 to win the event. There have only been six mystery guests in the top three in the 46 year history of the event. Our goal to be top three was not the only expectation exceeded. I was astounded by the overwhelming hospitality of the people of Pewaukee Yacht Club and the E Scow class in general. The class has made an enormous impact on my family. I dare to say the E Scow is the single biggest reason we continue to enjoy the sport and have so many sailing friends around the country. Heck, my parents met at an E Scow Easterns! With this Blue Chip experience, Jacqueline and I can more fully understand why those connections run so deep. I cannot thank our hosts, the PYC membership, the Blue Chip committee, our competitors and our teammates enough for allowing us the opportunity, much less the support to win the regatta.

Jackie and I joked after Saturday that we were going to work hard in coming years to make sure we could qualify for an invitation through some other E Scow regattas just so we could come back to the Blue Chip. Well, apparently by winning we're grandfathered into an invitation for life. I know we'll return to the event in the future. Besides that, I've joined the great list of “former mystery guests” and look forward to harassing future potential mystery guests to clear their schedules and get out to Pewaukee to meet the best the E Scow class has to offer.

Blue Chip Results

~ Race ~									
Place	Sail#	Skipper	1	2	3	4	5	6	Total
1	?	Andrew Campbell	6	1	1	13	1	2	24
2	X-751	Jim Gluek	1	9	3	2	6	4	25
3	M-9	Tom Burton	2	5	10	4	10	3	34
4	M-12	Jeff Solum	14	2	2	10	2	7	37
5	V-37	Augie Barkow	8	8	13	1	7	6	43
6	CR-66	Rob Terry	10	4	5	3	17	9	48
7	V-222	Bob Biwer	15	7	8	5	14	1	50
8	MA-10	Dick Wight	17	3	12	6	3	11	52
9	M-87	Derek Packard	7	11	9	7	11	10	55
10	X-20	Peter Mass	4	12	6	9	9	16	56
11	WA-22	Dick Tillman	5	6	7	12	16	15	61
12	SS-1	John Brown	3	17	4	15	13	13	65
13	CH-6	Rick Turner	9	15	17	11	4	12	68
14	GL-7	Toby Sutherland	13	10	11	17	12	5	68
15	SL-73	Charley Knappe	12	13	16	8	8	17	74
16	H-13	Patrick Heaney	11	14	15	14	15	8	77
17	V-511	Tobin Tornehl	16	16	14	16	5	14	81

Dominant.



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The Nationals at Torch. Photo by Lisa Powell



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