

THE REPORTER



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2010

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The Reporter 2010

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

Officers:

Art Brereton (TO), Commodore
Toby Sutherland (GL), Vice Commodore
Bill Wyman (J), Rear Commodore
Lon Schoor (H), Secretary Treasurer

Directors:

Term Expires 2011

Jeff Solum, ILYA
Sam Rogers, ILYA
Robert Cole, ECESA
Will Demand, ECESA
Pete Price, WMYA
Ted Beier, At-Large

Term Expires 2012

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

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Editor: Steve Andersen

Many Thanks to Our 2010 Reporter Contributors

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Report from the Commodore

Respectfully submitted by Art Brereton

To paraphrase Garrison Keillor, it's been a quiet year at the NCESA (relatively anyway!). Participation at the various regattas are maintaining solid numbers, membership in the NCESA is stable, and the LEHYC hosted a fantastic National Championships last September. We had a great turnout of 70 boats, and although the debate continues about how many is too many races for the Nationals, we still have yet to get above the old 6 race limit as the wind shut down for the last day of racing. There was no debate that the "on shore" activities met the very high Little Egg standard, and everyone left New Jersey excited to return again in 5 years! And of course, congratulations to the MA-11 team of Peter Hurley, Park Benjamin and Glen Dickson for winning last year's championship.

Perhaps the most exciting thing that is going on in the class is the effort to grow participation and bring new sailors to the class. The Island Heights Sailing Foundation that supports and offers two very competitive E's to deserving candidates, is proving to be hugely successful, and is showing the NCESA how big a difference this type of effort can make. So much so that the Foundation was awarded the COLIE SERVICE AWARD for 2010 by the NCESA. The NCESA has established the NCESA FOUNDATION that gives us a vehicle to make tax deductible donations to the Association. We hope to use these funds to support more boats and sailors who have the passion to race this great boat, but not the financial wherewithal. We are still working out the details of how we can do this, but the objective is to do it in a long term sustainable way that gives the biggest bang for the buck.

We are also joining the 21st century social network. We will be utilizing Facebook and Twitter to communicate not only general association news, but also specific "unofficial" race management and race results updates. This new addition will complement our existing formats of webpage, email blasts, "The Reporter" magazine, and will help disseminate relevant class information even quicker and easier.

A class organization is only as good as its volunteers, and I'd like to recognize two in particular that have given generously and will soon be stepping down as Chairmen of their respective committees. Dave Magno has been Class Measurer for longer than I can recall, and Ted Beier has been the Rules Chair since my uncle Jack Brereton appointed him in the late 70's. They have both contributed countless hours along with their own personal expertise and passion for the job. The difficulty we have had finding replacements speaks volumes about how big a contribution both have made to the NCESA.

The future of the class looks brighter than ever to me. The class has gotten past a number of low turnout regattas during the last decade, and a + 65 boat fleet for the Nationals is no longer hoped for, but expected. The gifting and foundation efforts in the class have shown a very tangible way to impact class participation, and I hope we will all look for some way we can contribute to this effort. The Board is very active and engaged. Most importantly, we have a strong and committed team of Lon and Donna Schoor to insure the class organization keeps moving forward. The amount of time and effort they give is truly exceptional.

I have already received communiqués from our 2011 PRO, Blake Middleton, that it is "time to get ready to get ready" for Torch Lake and the Nationals this September. If you've been there already, you know this is a truly special place to sail. If you haven't, the only way to find out is to go! See you there if not before!

Art Brereton, TO-101
Commodore



THE NATIONAL CLASS E-SCOW ASSOCIATION / FOUNDATION

Dear E-Scow Sailor,

The NCESA is financially healthy with a very strong member base and there is no better time to use its resources and talent to do something extraordinary for E-scow sailing. The NCESA is a 501(c)(3) non-profit tax deductible association. Therefore, we are in a unique position to support innovative projects to benefit E sailing across the country. To do this, the association has structured a Foundation that will be responsible for the management of donations and the distribution of funds through grant requests.

Our members have already done some wonderful projects that are, and have been, great for E sailing. The Island Heights Sailing Foundation (IHSF) created a bold initiative to put two E-scows in the hands of young skippers for an entire season. These young people will be E sailors for life and possibly our future class leaders. Doug Love's generous donation set the tone for the asymmetrical spinnaker conversions which were completed in a single year and more importantly, kept our E class unified. We are inspired to build on these successes. We hope you are too.

The creation of the Foundation will provide the structure that will enable us to support Regions and local fleets in their effort to grow in numbers and expertise. But that's not enough. There are a host of things that can be done and we don't know what they all might be. Providing funds for a grant request from members who are passionate about their proposal will surely lead to greater success that will benefit the class. Hopefully we will have some projects that are creative and innovative. Other grant requests may be more traditional such as: increasing youth participation at events, maintain perpetual trophies, enhance the e-scow.org website, conduct training & educational sessions, build an on-line archive of E-scow history, research and experiment on technological advances, provide the best race management and regatta venues, and other projects that enhance the sport of sailing E-scows.

Your support whether small or large will be greatly appreciated and most beneficial to E-scow sailing. A form is enclosed for your tax deductible donation. If you would prefer to use a credit card or PayPal, go to <http://e-scow.org/Donations.html>.

Additionally, the NCESA Foundation would like to be a conduit for boat donations so that other clubs around the country can share in the same success achieved by the IHSF. We recognize there are groups of energetic and enthusiastic E-sailors from fleets in all regions that could introduce new people to E-scow sailing. The NCESA Foundation could assist them with the donation of a boat and sails.

The goal of the NCESA Foundation is to provide the best possible service for all members. Your donation will help improve the quality of E-scow sailing now and well into the future.

With Appreciation,

Art Brereton, Commodore

P.O. BOX 3022 / MADISON, WISCONSIN 53704-0022

NCESA Board of Directors Meeting

November 6th, 2010

A. Meeting called to order at 9:34 AM by Commodore Art Brereton

B. In Attendance:

Ted	Beier	Carlyle	Vincent	Porter	Lake Geneva
Art	Brereton	Torch	John	Ruff	Pewaukee
Bob	Cole	Keuka	Lon	Schoor	Mendota
Henry	Colie	Mantoloking	Donna	Schoor	Mendota
Dave	Hagen	Crystal	Toby	Southerland	Grand Lake
Charlie	Harrett	Melges	Rick	Turner	Chautauqua
Pat	Heaney	Mendota	Bill	Wyman	Oshkosh
Pete	Price	Torch Lake			

C. Ted Beier moved to approve the minutes from the 2009 Board of Directors meeting and Bill Wyman seconded. Motion passed unanimously.

D. Old Business

1. Art Brereton described the formation of a new Development Committee at the Annual Membership meeting at Little Egg Harbor YC. I forgot to remind Art that he needed membership approval at that meeting to have this committee added to the By-Laws. Art moved to add the Development Committee to the NCESA By-Laws. The motion was seconded by Ted Beier. Motion passed unanimously.
2. Bill Wyman moved to approve an Executive Committee decision to award, at the end of the 2009 season, \$1000 to the Secretary-Treasurer. Bob Cole seconded and the motion passed unanimously.

E. Committee Reports

1. Ted Beier, Rules Committee chairperson, prepared a report that is attached to these minutes (Attachment A).
Ted indicated the jib luff attachment method has been a problem since the introduction of the asymmetrical spinnaker. Jib snaps come undone, buckles break, and there is excessive wear on the spinnaker luff during gybes. The result is high maintenance costs and much reduced spinnaker life. Ted Beier made a motion, to allow a zipper attachment method, to modify scantling rule VI.3.N to read, "The jib shall be fastened to the headstay via tabs with fasteners, and or a continuous luff extension flap and zipper. Use of a headfoil is prohibited". Rick Turner seconded and the motion was unanimously approved. The Development Committee had this issue on their list as well and they preferred the headfoil solution to minimize wear on spinnaker, jib, and spinnaker sheets due to gybes. The Board wanted to also give the membership the option to vote for a headfoil. Rick Turner moved to allow the use of the headfoil beginning 2012. Bob Cole seconded. The motion failed 9 to 2 because a majority felt waiting a year would not be cost effective for members who were looking for a solution to the maintenance costs associated with the current snaps/buckles or having jib conversion expenses after just one year. Ted Beier moved to allow use of the headfoil in 2011 and his motion was seconded by Pat Heaney. The motion passed 10 in favor and 1 opposed. The membership will be able to vote on both items on a ballot in late

November. Ted offered to write a paragraph to describe the merits of approving the headfoil solution.

Ted indicated that the masthead floatation panel volume should be .5 cubic feet, but the current panels are .1 cubic feet less than required. Ted passed out diagrams and measurements of the floatation panels. He motioned that we grandfather existing panels and vendor supplies, add the diagram to the scantling rules along with the table of offsets that defines the shape and supports the correct volume. (See Attachment B for diagrams). Turner seconded the motion and it passed unanimously.

Ted said he had the 1990 hull measurements for both the Melges and Johnson boats in the form of a table of offsets that define the hull shape. When these were first obtained it was decided to not publish them. The Board agreed to continue to not publish the offsets. Melges has digitized their current hull shape so that if the current molds are damaged beyond reconstruction, a new mold could be made from the digitized data. The 1990 hull offset will be kept as an important class archive document and put in a safe place, either a safe deposit box or a "digital safety box".

2. Toby Sutherland, Regatta Committee chairperson, reported on the successful National regatta event hosted by the Little Egg Harbor YC. They did a terrific job to get 70 boats to attend, provide over 200 beds for sailors in members' homes, and host great parties. This was the largest Nationals in the ECESA region.

Torch Lake YC is already well along on their planning and preparation to host the 2011 National regatta September 9-11 (Friday-Sunday). Toby said that Blake Middleton would be the PRO.

A letter was received from Lake Geneva commodore Mile Keefe and the 2012 Nationals was awarded to Lake Geneva to be held on a September 7, 8, 9 (Fri-Sun).

Chris Creighton attended the meeting to make a presentation to hold the 2013 National regatta at Chautauqua Lake YC on September 6, 7, 8 (Fri-Sun). They have made huge improvements to their club house and have two cranes with new long docks. Beier moved to accept the Chautauqua Lake bid and it was seconded by Bob Cole. The motion passed.

There was discussion about locations for future National regattas. Charleston would like to host another one soon and Gull Lake was mentioned as a possible site. The Committee Chairperson will request written bids to host future Nationals.

Bob Cole indicated Lake Eustis Sailing Club (FL) was adding E-Scows for the first time to their Midwinter regatta to be held March 25-26. The Sarasota One Design Midwinter' is March 19-20. Charleston is considering inviting the E-scow to Charleston Race Week instead of holding the Easter regatta.

The 2011 regatta budget was reviewed. Meeting budget projections requires over 60 boats attend the National regatta at Torch Lake.

3. The Financial Committee – Sutherland reported that a review of the balance sheet shows the class is in strong financial shape. A discussion about the use of assets was deferred until new business. The Board of Directors had instituted a loan program in 2008 to assist members with the asymmetrical spinnaker conversions. There are no loans outstanding and Turner moved to close the loan program. Brereton seconded the motion and all approved. The last of the Doug Love funds were distributed to the Island Heights Sailing Foundation, and that account is closed.

A review of the annual budget showed the effort to reduce REPORTER costs, saving on RC expenses, and higher than expected National regatta attendance resulted in an operating surplus. Art moved to change the Secretary-Treasurer stipend to \$5000 plus National regatta expenses 2011 and an additional \$250 in 2012 and each year following. The Secretary-Treasurer would also describe current activities. Sutherland seconded the motion and it was unanimously approved. Beier moved to approve the 2011 budget. Cole seconded the motion and it was approved by all.

4. Steve Andersen, Publications Committee chair, submitted the following written report:
The Reporter is moving forward. The articles have been downloaded and photos are being requested from the photographers. It is ahead of schedule this year.
The production plan is the same as last year unless the Board requests any changes. We will produce the issue on CD's with 100 copies produced with digital printing for members who request it.
The Anniversary issue is not put away. Work will continue but it is a long process and I will focus on it more over the winter months.

Sutherland moved to end the project to produce a magazine for NCESA's 50th anniversary which occurred in 2008. Schoor seconded the motion and it passed 10 in favor and 1 opposed.

It was suggested to change the name of the Publications Committee to Media Committee and expand the activities and better promote the class. Expand the current scope beyond the REPORTER magazine to include: website, Digital Reaches, Facebook and Twitter. Vincent Porter, Pat Heaney, Pete Price, and Rick Turner would be on the Committee and Steve Andersen will continue to produce the REPORTER. All would be more involved in class communication and editing materials. Brereton made a motion for this change and it was seconded by Cole. It passed unanimously.

5. Bob Cole of the Judicial Committee indicated that no issues were raised in 2010.
6. Sutherland gave the Membership Committee report. Sam Rogers has agreed to be the Chairperson of the committee and it is hoped that he can successfully get more ILYA sailors to be members of the NCESA. Generally we are holding strong with our membership but there is room for improvement since there are over 60 skippers who raced in a regatta in 2010 who were not regular members. To be included in the new ranking system a skipper must be a regular member.
7. Brereton submitted a written report for the Development Committee and it is included in these minutes (Attachment C).

F. New Business

1. Blake Middleton has agreed to be the PRO for the 2011 Nationals at Torch Lake.
2. Chris Hawk submitted a proposal to compute the Points Champion ranking using a percentile method. He completed a review and gave an example of how some of the ranking would change under a percentile method. One of the objectives of the ranking system is to encourage regatta participation. The percentile method does not reward points for regatta size. Chris' method certainly has merits but the Board decided it was too early to change the method and would allow the current method to continue for another year. The Regatta Committee was asked to investigate changes for an improved method to compute the Points Champion in the future.

The Regatta Committee was charged with procuring a suitable traveling trophy for the Points Champion.

3. Make it a goal to put association funds to work to promote the class, and insure its future as a leading one-design racing yacht. This is something other classes have done by creating charitable 501c3 foundations. There are several 'foundation' models to draw from to create something that is best for the NCESA. The NCESA already has a 501c3 tax status and can accept tax deductible donations, so it is not necessary to create a separate foundation. Rather, we can segregate funds between annual operations and donations to promote the future of the class.

It was agreed that we need to create a structure to implement a 'foundation' within the association. Schoor, Sutherland, Ruff, and Beier volunteered to help this effort. Some models to review and learn from are the Island Heights Sailing Foundation (talk to Art Bailey and Will Demand, <http://www.ihsailingfoundation.org>), and the Flying Scot Foundation (<http://www.flyingscotfoundation.com>). The objective is to fund many initiatives through grant requests to the NCESA, which would have to adhere to strict accountability guidelines.

While creating a well defined 'foundation' structure within the NCESA is a goal this year, many wanted to see if something could be done now. One model to follow quickly is the Island Heights Sailing Foundation model. A motion was made by Sutherland and seconded by Turner to donate \$1500 to IHSF but after some discussion it was suggested we should try to get a donated boat that is in good racing condition – preferably by someone purchasing a new boat – and hopefully in the next months. After a market value appraisal, which could be used as a tax deduction by the owner, Melges would assist the NCESA with minor fixes to ready the boat for the 2011 racing season. If a boat donation is made, we would make it available to someone along similar lines to the Island Heights Sailing Foundation. The motion for the IHSF donation was withdrawn and we would announce on the NCESA website our wish to get a boat donation for the association.

When the 'foundation' committee is formally created it will be initially funded from accumulated NCESA assets.

There was discussion earlier that some members wanted to receive printed copies of the REPORTER magazines. It was agreed that we should make about 200 magazine copies available and they would be given to anyone who made at least a tax deductible \$20 donation. The magazines would be made available on a first come first serve basis while supply lasts.

When the 'foundation' committee is formally created it will be initially funded from accumulated NCESA assets.

4. We still need chairs for the following committees for the 2011 season: Scantling Rules, Measurement, Media. For 2011 Kevin Jewett will be Sailing Rules. Bill Wyman is the new Finance Chair, Sam Rogers has agreed to be the Membership chair, Toby Sutherland remains Regatta chair with Vincent Porter added to the committee, Art Brereton the Development committee chair, and Rick Turner the Nominating committee chair.
5. There was a brief discussion about the existing regions of the association and whether it would make sense to try and create a Southeast, and a Rocky Mountain region, and maybe even resurrect the Mid-States region. With help from the association it might be possible to create local fleets and growth in the regions. The BOD asked for a survey of where the boats are now and what regions would be possible places to explore opportunities.

Art made a motion to adjourn and it was seconded by Heaney. All approved and the meeting adjourned at 3:00 PM.



Attachment A

Rules Committee Report to the 2010 NCESA BOD Meeting

No major experimental programs exist during 2010, and the only activity consisted of providing:

1. Answers/interpretations to several scantling rule questions.
2. Supply of engineering data on marine use of various aerospace aluminum alloys.
3. Supply of information on materials and processes for structural bonding of aluminum.
4. Documentation of the development of a spinnaker launcher (in-work).
5. Recommending a way forward for addressing the problem of failing jib hanks.

Also, the BOD should determine a method of archive for scantling data that is not included in the rulebook.

A short discussion of each item follows.

Rules Interpretations – The following questions regarding scantling rules were answered:

1. Is a deck cutout for a spinnaker launcher forward of the mastline and the installation of a spinnaker launcher allowed by the scantling rules? Answer: Yes, provided that the cutout cannot accommodate a crew member and serve as a cockpit. If such a development is initiated, it is requested that an experimental form be submitted to document the activity.
2. Is it within the rules to cover the aft portion of the cockpit to prevent water ingress? Answer: Yes.
3. How much transom is required in the hull? Answer: Since the transom is the origin of a number of scantling dimensions, sufficient transom is required to define a plane in the geometric sense. Also, if a significant portion of the transom is removed with the current hull configuration, water ingress is likely resulting in swamping.
4. The fasteners on jib hanks are failing from contact with the leach of the spinnaker. May a different form of luff attachment such as a zipper be used? Answer: Currently, no. See discussion below.
5. Where may carbon be used on the boats? Answer: *Carbon is expressly prohibited as a structural material for the hull, for the rudder posts, and is indirectly prohibited for spars except the bowsprit. It may be used for non-structural details such as tiller extensions, crossbars, and similar items. Such items do not violate our class rules as long as they do not stiffen or strengthen the hull or spars. Items such as boom vang levers would be required to bolt to the boom in the same locations as the current metallic lever, and a splash rail must be fastened to the hull with just several screws as the current one is, instead of being bonded.*

Engineering Data on Aluminum and Bonding Thereof – The following was supplied to various parties.

Aluminum Alloys - 2024 T6 (yield of 50 ksi) and 2024 T8 (58 ksi) series alloys have good corrosion resistance characteristics. The 2024 T3 (45 ksi) and 2024 T4 (42 ksi) do not. Either the T6 or T8 material would be significantly better than 6061 T6 (35 ksi). 7050 T7 (63 ksi) and 7075 T6 (66 ksi) are also good for corrosion resistance, but are probably overkill. These yield strength numbers are for 1 in. dia. rolled rod. The numbers for extruded rod will be somewhat higher, but that product form is probably more expensive.

Adhesives - Dexter Hysol adhesives are the best ones from Boeing experience, and are now owned by Henkel Aerospace Corp. in California at 925-458-8000 (source of technical info). The midwest distributor is Rudolph Brothers in Ohio at 614-833-0707. There are two room temperature cure materials which one can use, EA9321 or EA9360. These are two part adhesives, and are available in pints and quarts, I believe. EA 9321 is used at Boeing for general purpose aluminum bonding with good success. There is also an adhesion improving primer that may be used in the process, 9203 primer. The bonding process goes as follows:

1. De-grease parts with alcohol.
2. Sand with Scotch Brite pads until parts are bright and pass a water-break test (water poured over parts sheets instead of forming beads).
3. Wipe immediately with alcohol to remove any water, and flash dry, then bond immediately.
4. Apply 9203 primer per manufacturer's instructions, if desired. This step is not mandatory, but will improve the bond to some degree for the long term. The military recommends this, but it is not absolutely necessary.
5. Bond parts with adhesive per manufacturer's instructions.
6. Allow to set at room temperature for 1 hour (to prevent adhesive from bubbling/outgassing), they cure at 190F (heat lamp) for one hour to complete cure. Entire cure may be accomplished at room temperature in 5 days instead of using the elevated temperature. Parts may be handled (rudder fab completed) after 24 hours at room temperature, but should not be subjected to high loads for 5 days unless heat cure is used.

Spinnaker Launcher Documentation – An experiment was undertaken led by Art Brereton. Final documentation on user costs and availability is still in-work. See pictures below.

Failing Jib Hanks – There have been numerous complaints over the past several years about jib hanks (both snaps and buckles) being broken or undone from dragging the spinnaker clew across them. Also, rapid wear of the leach area of the asail has been cited. Several requests have been made to modify the scantling rule governing jib attachments to allow other forms of jib attachment including zippers, or at least allow an experiment in that direction.

Zippers are being used on jibs in other classes including the M-24 and Star with great success. I had used a zipper luff jib for over 10 years before the current scantling rule was written, and had found them to be quite robust. In fact, in most cases the zipper outlasted the jib. The type of zipper used at that time was a YKK, No. 10, jacket zipper, which is the same style we use on the flotation panels.

The Rules Committee recommends that allowing other forms of jib attachment including zippers be put to a vote of the class membership. This would be accomplished by modifying Scantling Rule VI.3.N to read, *“The jib shall be fastened to the headstay via tabs with fasteners, or a continuous luff extension flap and zipper. Use of a headstay foil is not permitted”*. **It is requested that the Board take action on this proposal.**

Archive of Information – Several items of boat scantling information are being informally retained by the Rules chair at this time, and a more modern/formal method of storage is needed; in particular, the official definition of the foam mainsail headboard panels and the definition of the hull via a table of offsets. It was agreed when the latter was obtained that it would not be published. The Board needs to specify a policy and process to archive these data where they will not be lost over the long term.

As a case in point, the drawing being used to procure foam head foil inserts is reasonably close to the design approved by the class in 1986, but not exactly the same. However, it does not include the requirement that each foil have a minimum volume of 0.5 ft³.

Respectfully Submitted,

Ted Beier, Rules Chairman

November 2010

Attachment C
Development Committee Report

11/6/2011

The Committee, formed in 2010 consists of the following members:

Art Brereton Chair

Henry Colie

Russell Lucas

Harry Melges

Rick Roy

The Mission Statement of the group is:

To engage in long term planning for the class in order to maintain its position as a high performance and modern racing class that incorporates the current “mainstream state of the art” design that enhances racing performance at an economically sustainable level.

The current list of enhancements the committee is investigating:

1. JIB LUFF ATTACHMENT:

OBJECTIVES:

- a. Attachment of jib to forestay simply w/o breaking or wear of that occurs with current attachment hardware
- b. Minimize friction of spinnaker over jib during gybes
- c. Minimize wear of spinnaker, jib, and spinnaker sheets due to gybes
- d. Minimize any negative performance or cost impact for future solution.

2. CARBON MAST:

OBJECTIVES:

- a. Similarly priced product
- b. Lower weight spar will allow for lighter crews and lighter loads on chain plates, boards, and rudders
- c. Greater supplier alternatives (aluminum extruders and tapering becoming harder to source)
- d. Reduce likelihood of turtling w/out floatation pads

3. MAINSAIL RECONFIGURATION TO FULLY BATTENED, LIGHTER/STRONGER MATERIAL, HIGHER ASPECT AND BIGGER ROACH (same luff, shorter foot)

OBJECTIVES:

- a. May allow for elimination of floatation pads due to fully battened high roach
- b. Higher performance and more modern sail plan
- c. Less wear and less frequent replacement
- d. May lower loads on mainsheet and promote more female skippers

4. IMPROVED VISUALS/WINDOW AND IDENTIFICATION NUMBERS FOR SPINNAKER

OBJECTIVES:

- a. Decrease likelihood of collision
- b. Easier boat identification for RC on downwind finishes

Our next step is to do a high level feasibility analysis to estimate the complexity and cost of these issues, and then present the BoD with a recommendation of prioritized list of which issues we would pursue first and the expected time frame to return a recommendation.

Further processes would be developed once the group understood the entire effort from beginning to end better.

It is our recommendation at this point that the group focus immediate attention on the jib luff and spinnaker issues as they are the most immediate needs.

Easter E Scow Regatta

Carolina Yacht Club - Easter Results

April 2nd & 3rd, 2010

Easter Results

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
Place	Sail #	Skipper	1	2	3	4	5	6	Total
1	Robby Wilkins	SC-27	1	1	1	1	1	(DNS)	5
2	Will Van Cleef	SC-8	3	2	2	5	(8)	1	13
5	Rick Turner	CH-6	4	3	(13)	3	3	4	17
3	Mark Unicume	GL-11	5	7	3	7	(7)	3	25
7	Steve Johanson	TO-33	9	4	7	(11)	2	5	27
8	Richard Wight	MA-10	11	5	6	2	(14)	9	33
4	Will Hanckel	SC-22	2	6	(10)	10	12	8	36
11	David Imscher	WA-21	(13)	8	9	8	11	2	38
10	Bill Nolden	LA-11	6	(14)	8	13	4	7	38
12	Art Bailey	IH-89	8	12	(12)	9	5	6	40
6	Toby Sutherland	GL-7	7	9	4	4	DFN	(DNS)	42
9	Walter Prause	SC-3	10	13	5	12	9	(DNF)	49
14	Peter Wright	MA-6	(15)	10	14	6	13	12	55
12	Charles B Johnson, II	HO-40	12	15	11	(15)	6	13	57
15	Chris Creighton	CH-1	16	11	15	(16)	10	11	63
16	Charlie Jackson	LA-5	14	(17)	16	14	15	10	69
17	Dan Perrin	SC-2	17	16	17	(DNC)	DNC	DNC	86



ACTION AT THE EASTERNS. PHOTO BY DICK WHITE

Lake Geneva Spring E Regatta

Lake Geneva Yacht Club

May 14th - 16th, 2010

Reports Respectfully Submitted by Lon Schoor and Kevin Jewett.

Lon's View~

~Day-1 Summary~

Jim Gluek (X-751) was strong off the line in all the races and jumped on top the fleet quickly, and from where I was sitting the Gluek team looked fast and smart. Playing mostly the right side of the course upwind but not pushing hard to the shore. The winds were out of the NE 5-10 mph, but swinging to the east during the day. We completed three races with each about an hour long. Our PRO Mike Sherin was relaxed and not overly anxious to change courses. He set a good average across all the shifting that was going on.

In the first race, the lightest of the three races, boats from each side converged pretty equally with Augie Barkow (V-37) leading Jim Gluek, Bill Wyman (J-5), Hugh Sugar (H-8) with Lon Schoor (H-7) following. I got some sound advice from Hugh after the race, it went something like this, "If you put your asymmetrical up and its upside down, take it down immediately to save yourself the embarrassment". I can tell you that trying to fly it upside down for a whole leg will put you from fifth to 30th. Vincent Porter (I-49) made a steady climb on each leg moving from 11th to sixth to third on successive weather mark rounding's. Kevin Jewett (V-123) went from 18th, then dropped some places for a lap and finally made his move up on the last two laps with a 13th and finish of fourth. Peter Strothman (I-9) was another boat that had a great recovery going from 29, 16, 11 to 10th at the finish. Equally impressive was Toby Southerland (GL-7) who went from 28,



TEAM TERRY JIBING AWAY FROM THE PACK. PHOTO BY MIKE MIKKELSON



AN INTERESTING VIEW FROM THE SUGAR'S BOAT. PHOTO BY MIKE MIKKELSON

12, 12 to ninth at the finish. The leader finished the race in 82 minutes.

The second race had slightly more wind and the breeze moved a little more toward the east. Team Gluek wasted no time jumping on the fleet leading the way to the first mark. The right side seemed a little better for most the boats. Following Gluek, were Barkow, Brett Hatton (SL-4), David Irmischer (WA-21) and Peter Strothman. Peter hasn't sailed an E Scow for a number of years but decided to buy a new 2010 E when his work brought him close to Lake Geneva. Since the asymmetrical was new to him, Peter commandeered some capable help from Andy Burdick who sailed in the middle position. The second race was different than the first as the winds were better down the center of the course than earlier in the day. Staying in the pressure was proving the best strategy. The position changes at the top of the fleet were a little more subtle this race with boats moving up or down only a few places. But not for James Beltz (M-13), who managed one of the bigger gains of the race

going from the 30's at the first mark to 19th at the finish. The race was 67 minutes long.

Again the wind picked up some more for the third race and it moved more to the east. This time it was twice around instead of three and the legs were lengthened. The winner finished in 62 minutes. Peter Strothman led at the first mark, and most of the race, followed closely by Jewett, Gluek, Sugar, Brian Porter (I-0), Sutherland, and Vincent Porter. These boats came mostly from the right side of the course, as the left was not the place to be. Strothman gybed at the offset on the last downwind while Jewett and Gluek held the starboard a hundred yards before gybing. They had the breeze and were able to sink away from Peter to pass him on the run to the finish. Jewett won followed by Gluek, Strothman, Brian Porter, Vincent Porter, and Sugar.

~Day-2 Summary~

Two races this morning with the wind swinging between NE and E. The first race was about 8 mph with a 1.5 mile weather leg and a W2 course. The race took 55 minutes for the lead boat, about 15 minutes upwind and 11-12 minutes downwind. Brian Porter got on track in this first race and lead at all the marks. For the most part he played the right half of the course upwind. Quite frankly, the left sucked. Most impressive was Jeff Bonanni (I-880) and crew who were 31st around the first mark, moved to 22nd at the leeward mark, 10th at the next upwind and finished downwind in ninth place. WOW! Gluek got in some trouble early with a bad start and ended up 21st at the first mark and with the regatta on the line, climbed back steadily on each leg to finish with a sixth. Bill Burns (V-25) had his best race of the regatta rounding the first mark in sixth and finishing in fifth place. James Beltz (M-13) was also in that category of best race of the regatta as he rounded the top mark in seventh and finished in 11th.

In the second race the wind was 12-15 mph at the start and increased another 5 after the first lap. Again the legs were 1.5 miles and the W2 race took 48 minutes. This time it was Peter Strothman leading all the way. He stayed on the right side of the course upwind and got a nice shoreline lift along with Jewett, Barkow, Schoor, Vincent Porter, Brian Porter and Sugar. Two boats gybed early (Vincent and Mark Unicum (GL-11) and both gained two or three boats on the run. Barkow and Schoor slipped a place at each mark while Gluek was skipping over a boat or two each leg, and he moved from 10th at the first mark to fourth at the finish. Past Commodore Rick Turner (CH-6) liked the bigger breeze and had his best race of the regatta. He had to do it the hard way by passing boats at each mark, to finish 12th.

I need to mention Blaine Unicum (GL-0) who is the son of Mark Unicum (GL-11). This may have been his first big regatta and a 12th place finish is a terrific effort, one place ahead of his dad. I was very proud of my old crew Hugh and Tim Sugar on the H-8. They had their best regatta ever and finished in eight place for the event. I am sure Mark felt the same about Blaine. Five boats traveled from Grand Lake Colorado to compete and that says a lot about the enthusiasm they are generating.

Off the race course, the Lake Geneva Yacht Club did a superb job at a wonderful facility. No sailor went hungry as the food was great as well. The Melges Factory van reminded everyone how fortunate we are to have the support of Melges Performance Boats and in particular, Andy Burdick. Andy is continually helping everyone with their questions and broken parts needs. It never stops though the whole event as I was witness to, since we were parked next to their boat. Thank you Andy.

Kevin's View~

This year's Lake Geneva Spring E Regatta was blessed by better breeze than last year's shut out. 35 boats were able to get five nice races in, thanks to the committed race management by Mike Sherin and his team. He held true to his statement at the skipper's meeting along the lines of "I know that I'm going to make some mistakes out there, but I'd rather have something to show for it rather than sitting around waiting for perfect conditions." Hooray for that as this warm up regatta is all about shaking things out and having a good time. As it turned out, I started race one with my spinnaker up after sitting in a hole for 3+ minutes at the starboard end of the line, so my thoughts were not very positive to begin with. Things did settle in and even out throughout that race and the rest of the day. On that memorable first beat of race one, the wind skipped over the starboard end of the line, marooning a chunk of boats while others, including Brian Porter (I-0) and Brett Hatton (SL-4) zipped off the line and across the lake to the left side. Others that either tacked or were marooned and stuck to the right, were lifted 70 degrees to the point where they were over standing, unless of course they had their spinnaker up. An early leader was the young Schmidt family boat V-736 who were looking good, but as my crew pointed out while we wallowed in the middle of the course, this isn't a race you want to lead early.

The left filled in again providing a reprieve for that side, and as the split fleet converged, Jim Gluek (X-751) and Augie Barkow (V-37) led around the mark from the right with Vincent Porter (I-49), Brett Hatton and Brian Porter charging back from the left. Others near the front included Bill Wyman (J-5), the Sugars (H-8) and Lon Schoor (H-7). Jim and Augie stretched their lead through out the remainder of the race with Vincent in tow. After recovering from our alternative starting technique and some nice sightseeing on the first downwind, we (V-123) were able to get back in the groove, steadily picking boats off through the finish line where we nipped Brian Porter and Brett Hatton to take fourth. Other nice comebacks in the race were mounted by new boat owner Pete Strothman (I-9) who clawed back to tenth after rounding 29th at the first mark, and Toby Sutherland (GL-7) who was able to dig out of 28th to finish eighth.

Race two proved to be a much more conventional affair. The breeze settled in and the race committee was able to move the starting line out into the center of the lake. W3 was the course again and the right side paid off as Black Point provided a nice lift for those approaching on the starboard layline. The familiar faces of Jim Gluek and Augie Barkow led the way with Brett Hatton, David Irmscher (WA-21), Vincent Porter, Lon Schoor, Patrick Heaney (H-13), Jason Sutherland (GL-31), Bill Walter (CR-100) and ourselves in a tightly knit pack rounding out the top ten. Again Gluek and

Barkow were able to stretch out their leads with Jim showing impressive speed throughout to take the gun ahead of Augie. Dave was able to fend off the pack where a lot of shuffling took place throughout the race, preserving a third place, just ahead of Vincent Porter.

For race three, the committee spread out the marks to 1.5 miles using more of the lake. As the breeze started to build, we were hiking hard most of the time upwind. W2 was posted and after a relatively clean start, with Bill Walter (CR-100) the only premature starter, the fleet spread out across the longer beat. After a long port tack up the south side of the lake where we enjoyed good



GATHERING FOR THE START. PHOTO BY MIKE MIKKELSON



DRIVING DOWN TO THE GATE. PHOTO BY MIKE MIKKELSON



GATHERING FOR THE START. PHOTO BY MIKE MIKKELSON

pressure and angle, our shift came in, and Pete Strothman and I decided to tack just short of the layline. Others who were with us included the Sugars, Bill Burns (V-25) and Ken Wruk (I-71). Those coming from the left at the mark included Gluek, Vincent and Brian Porter. Strothman was able to pin us out on the port tack layline in a nice move to establish the lead and held on through another lap. Gluek showed great speed and kept putting his boat in the right spot climbing up into third at the next windward mark. Dropping the chute in the drink for a short time and then gybing at the offset opened the door for us, as we sailed out into the lake along with Gluek, and enjoyed a little more breeze, getting through Pete to leeward and ahead. We ended up with the bullet, Jim finished an impressive day one with a second, Peter took third and Brian Porter put on a late charge downwind, taking fourth ahead of his nephew Vincent.

After the first day of racing, Gluek led with only four points, Barkow was in second with 11, and Vincent and I shared a tie with 12 points a piece. A little further back was another group, Brett Hatton had 20, Pete Strothman had 21 and Brian Porter held on with 23. In the parking lot that afternoon there was a lot of talk about rig tension and tuning as everyone wanted to get into gear for the year ahead. We enjoyed a great dinner hosted by the LGYC with plenty of steak, potatoes and good times for all who stayed to enjoy each other's company.

The next morning brought very similar conditions to the day before as the breeze was coming straight out of the east providing a fantastic race course again. In race four, Brian Porter found his stride leading wire to wire. The breeze was up and down a bit so it was important to pick good lanes to sail in. Apparently the Porter camp was ready for the day as Vincent took second followed by Augie, the Sugars and Billy Burns, who seemed to have figured out how to get much more out of his boat on day two than he had on day one. Gluek clawed his way back from 21st at the first mark into sixth, preserving a five point lead going into the final race.

Race five got off cleanly with a building breeze and better pressure across the entire course. This time Pete Strothman was able to take a course up the right side to establish a nice lead. His speed was great, no doubt in part due to his middle man for the event, Andy Burdick. It seemed like wherever they were in the fleet, we weren't far ahead or behind so it was fitting that we rounded in second, ahead of Barkow, Schoor, Vincent Porter, Brian Porter and the Sugars. Gluek was in tenth, opening the door for Barkow or Porter to take the Championship. Downwind, those who played the south side of the course were again rewarded including, Vincent Porter, Gluek and Mark Unicum (GL-11). Strothman held on to his lead at the leeward mark and all but our boat rounded the left gate to head off to the right again. We decided to take a flyer and sailed all the way across the lake to Conference Point, where we enjoyed a nice long port tack approach in building breeze for about one mile. At times it looked like we might have the lead, but again the righty paid at the top of the beat and Peter was able to cross easily. Mark Unicum came on strong but lost some near the top of the beat, where we were able to hang onto second ahead of Vincent Porter. Augie's boom gave as he approached the mark. I guess Jeff's been eating his Wheaties, but they decided to try to finish regardless. Gluek was able to work his way around Unicum, Schoor, Barkow and Brian Porter to finish fourth, securing the regatta win.

The event was a great success with many new boats on the line, sailed by young teams eager to make their mark on the fleet. Included in the newcomers were, Jeff Bonanni (V-880) and team from New Jersey, Peter and David Strothman who each have programs now, the Tim and Hugh Sugar team who had their best regatta to date. Chris Stearns (M-2) who along with his wife Alex are bringing a boat out to Canyon Ferry Lake in Montana to spark some more interest out west, and Blaine Unicum (GL-0), part of a five boat Grand Lake contingent who beat his father by one spot in the final standings. Way to go Blaine.

We look forward to seeing many of you some time soon.

Lake Geneva Spring E Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Jim Gluek	X-751	1	1	2	6	4	14
2	Vincent Porter	I-49	3	4	5	2	3	17
3	Augie Barkow	V-37	2	2	7	3	6	20
4	Kevin Jewett	V-137	4	7	1	10	2	24
5	Brian PorterI	-0	5	14	4	1	5	29
6	Peter Strothman	I-9	10	8	3	9	1	31
7	Brett Hatton	SL-4	6	6	8	13	9	42
8	Hugh/Tim Sugar	H-8	7	26	6	4	15	58
9	Lon Schoor	H-7	21	5	18	19	7	70
10	Toby Sutherland	GL-7	8	24	9	18	13	72
11	Jeffery Bonanni	V-880	13	15	30	8	10	76
12	Blaine Unicum	GL-0	11	17	15	17	16	76
13	Mark Unicum	GL-11	27	16	11	16	8	78
14	Ken Wruk	I-71	15	12	21	12	18	78
15	Rob Terry	CR-66	20	13	12	21	14	80
16	David Irmscher	WA-21	16	3	23	27	17	86
17	Bill Walter	CR-100	32	11	19	7	22	91
18	Patrick Heaney	H-13	14	9	17	22	31	93
19	Peter Mass	X-20	12	23	10	14	DNF	95
20	Bill Wyman	J-5	9	29	14	25	19	96
21	Rick Turner	CH-6	19	21	24	23	12	99
22	Jason Sutherland	GL-31	26	10	22	20	26	104
23	David Strothman	M-10	18	20	27	15	24	104
24	Bill Burns	V-25	33	27	32	5	11	108
25	James Beltz	M-13	31	19	28	11	20	109
26	Charles Colman	I-10	24	33	16	24	21	118
27	Mike Gannon	I-22	23	22	29	26	25	125
28	Bob Youngquist	I-13	17	32	20	29	30	128
29	Frank Davenport	I-333	28	18	33	28	23	130
30	Justin Segersten	H-38	22	25	31	32	29	139
31	David Lubchenco	GL-23	30	30	26	31	27	144
32	Rick Lemberg, Jr.	WA-200	34	31	13	34	DNF	148
33	Chris Stearns	M-2	29	28	25	30	DNF	148
34	Chris Hackleman	WA-17	35	34	34	33	28	164
35	Mathew Schmidt	V-736	25	DNF	DNC	DNC	DNC	109

PHOTO BY MIKE MIKKELSON

Lake Hopatcong Ice Breaker

Lake Hopatcong Yacht Club

May 22nd & 23rd, 2010

The Lake Hopatcong Yacht club hosted its annual spring regatta this past weekend with a great turnout and great racing. Something new for this year in the east was the formation of the Heritage Series. This was the first event to be included and twenty E Scows converged on LHYC Saturday morning with some new boats and new faces. The Heritage Series consists of five regattas where you can score your three best results. It is great to see the growth of the Eastern E Scow fleet with many of the boats being replaced, staying on the bay.

Winds Saturday were generally from the south at 8-10 with some changes in velocity and direction, keeping the fleet on its toes. We were sailing the north end of the lake through the narrow slot which made for some interesting moments in the first race when the 15 Thistles that were sailing the same course were converging to windward on the E fleet. Fortunately after that race, the thistle sailors figured out that 20 scows with the asymmetrical up cast large wind shadows and stayed well clear for the remainder of the regatta. The story of the regatta was Bobby Koar (BH-22) picking up where he left off last fall and taking the overall win.

The next regatta in the Heritage Series is the Toms River Tune-Up, followed by the Colie One Day and the Island Heights Wannamaker Weekend, and then back to Hopatcong in September for the fall regatta and Heritage Trophy. Thanks to Rums of Puerto Rico for sponsoring the regatta as well as donating a weekend stay in Puerto Rico with the proceeds being donated to both Island Heights Sailing Foundation and the Lake Hopatcong Yacht Club Historical Foundation.



PHOTO BY TRISH MURPHY

Lake Hopatcong Ice Breaker Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Koar	BH-22	2	1	1	1	1	6
2	Marscal	LE-1	4	6	5	4	2	21
3	Lucas	BH-8	7	7	3	3	3	23
4	Magno	LA-88	1	8	4	5	6	24
5	Wight	MA-10	5	4	2	6	8	25
6	Bonanni	LE-73	8	2	OCS	2	4	37
7	C. Johnson	HO-40	11	9	7	7	9	43
8	Wiss	HO-32	3	17	10	9	5	44
9	Bailey	HO-50	6	5	6	10	OCS	48
10	Hogan	OC-7	14	3	15	8	11	51
11	D. Johnson	HO-50	13	11	11	13	10	58
12	Feakins	HO-35	12	14	13	12	13	64
13	Ventimiglia	LA-11	18	12	9	14	12	65
14	Heverly	HO-51	9	15	12	15	14	65
15	Norman	HO-53	19	10	DNF	11	7	68
16	Turner	CH-5	15	18	16	DNs	DNS	71
17	Fretz	LE-55	10	16	8	DNS	DNS	76
18	P. Flinn	HO-54	16	13	14	17	17	77
19	J. Flinn	HO-45	17	20	DNC	16	16	89
20	Blair	HO-52	20	DNF	DNC	18	15	95



Toms River Tune-Up

Toms River Yacht Club

June 5th & 6th, 2010



IT LOOKS AS IF THE START OF AN INTERESTING STRING OF EVENTS IS ABOUT OCCUR..... PHOTO BY TRISH MURPHY



.....GOING, GOING..... PHOTO BY TRISH MURPHY

Toms River Tune-Up Results

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	Faranetta/Horrocks	LA-88	2	2	2	6
2	John Brown	SS-1	3	1	4	8
3	Bobby Koar	BH-22	1	3	5	9
4	John Manderson	T-4	6	5	1	12
5	Bob Donat	LE-3	4	7	3	14
6	Richard Ryon	LE-2	5	4	6	15
7	Andy Goetting	BH-8	12	6	8	26
8	Bill Warner	T-1	16	8	7	31
9	Chad Hillyer	T-17	7	12	12	31
10	AJ Bailey	IH-89	14	10	10	34
11	Philip Reynolds	IH-17	11	13	14	38
12	John Maschal	LE-1	15	16	9	40
13	Chris Fretz	LE-55	17	11	13	41
14	Stu Van Winkle	S-11	18	9	15	42
15	Brendan Hogan	OC-7	8	23	11	42
16	Todd Noshier	LE-13	10	14	23	47
17	Joe Thorpe	T-4	9	15	23	47
18	Molly Lucas	BH-9	13	23	23	59
19	James Miller	LA-2	19	23	23	65
20	Greg Matzat	SA-1	20	23	23	66
21	Mark Feaster	IH-22	23	23	23	69
22	Andrew Kraus	IH-101	23	23	23	69



.....YEP, SURE DID.....GONE. PHOTO BY TRISH MURPHY

Runyon Colie / Bilgeboarder One Day Regatta

Mantoloking Yacht Club

June 12th, 2010

Runyon Colie / Bilgeboarder Results

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	Bobby Koar, Jr.	BH-22	1	1	1	3
2	Will Demand	SS-1	4	5	3	12
3	Bill Warner	T-1	5	7	2	14
4	Chad Hillyer	T-17	6	11	4	21
5	Paul Magno	LA-88	3	4	DNF	28
6	Greg Matzak	SA-1	13	10	5	28
7	John Manderson	T-14	2	6	DNF	29
8	Eric Rochelle	HO-40	10	12	7	29
9	Dave Magno	LA-99	11	3	DNF	35
10	Phil Reynolds	IH-17	9	17	9	35
11	Doug Johnson	HO-50	15	15	6	36
12	Joe Thorpe	T-4	14	14	8	36
13	Peter Koar	BH-21	12	8	DNF	41
14	Jeff Bonanni	LE-73	DNF	2	DNF	44
15	Stuart VanWinkle	S-11	DNS	13	10	44
16	Dick Wight	MA-10	8	16	DNF	45
17	Brendan Hogan	OC-7	17	9	DNF	47
18	Mark Feaster	IH-22	16	19	12	47
19	Bruce Feakins	HO-35	19	18	11	48
20	Art Bailey, Jr.	IH-89	7	DNF	DNS	49
21	Todd Nosher	SS-77	18	20	13	51

PHOTO BY TRISH MURPHY

Wawasee E Scow Open

Wawasee Yacht Club
June 12th & 13th, 2010



PHOTO BY LISA POWELL



Wawasee Results - Gold Fleet

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Casey Call	WA-99	1	5	1	4	11
2	Brett Hatton	SL-4	8	3	5	2	18
3	Rob Terry	CR-66	7	1	8	3	19
4	Mark Unicume	GL-11	2	9	2	9	22
5	Tom Klaban	WH-11	3	4	9	6	22
6	Toby Sutherland	GL-7	5	2	12	5	24
7	Jason Sutherland	GL-31	13	7	3	8	31
8	Bob Herdrich	WA-47	6	8	10	13	37
9	Pete Price	TO-12	10	6	7	17	40
10	Dick Tillman	WA-22	4	18	19	1	42
11	JB VanMeter	WA-8	16	10	6	11	43
12	Bill Walter	CR-100	14	11	11	10	46
13	Mike Dow	CR-7	9	13	13	12	47
14	Paul Wickland	SL-22	18	12	4	15	49
15	Blaine Unicume	GL-0	11	17	17	14	59
16	David Irmscher	WA-21	15	19	20	7	61
17	David Lubchenko	GL-23	23	16	15	21	75
18	Rick Lemberg	WA-200	20	23	21	16	80
19	Mike Rian	WA-1	22	22	16	22	82

Wawasee Results -Silver Fleet

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Isaac Leistma	MU-10	12	14	14	25	65
2	Terry Moorman	WA-31	19	15	22	20	76
3	Ben Herdrich	WA-17	21	20	18	19	78
4	Robbie Queisser	WA-151	17	24	23	18	82
5	Andy Allen	WA-51	24	25	24	23	96
6	Mike Beesley	WA-49	25	26	25	24	100
7	John Call	WA-90	26	21	DNF	DNF	101

Wannamaker Weekend

Island Heights Yacht Club

June 19th, 2010



PHOTO BY RICHARD MCORMOND

Wanamaker Weekend Results

Place	Sail #	— R A C E —			Total
		1	2	3	
1	LE-2	1	3	2	6
2	BH-22	9	1	1	11
3	BH-21	2	4	6	12
4	T-17	3	7	4	14
5	T-1	7	6	7	20
6	BH-8	12	5	5	22
7	OC-7	4	DNF	3	24
8	T-4	8	8	9	25
9	SS-1	15	2	10	27
10	IH-89	11	12	8	31
11	MA-6	5	13	14	32
12	IH-17	10	11	13	34
13	IH-44	13	10	12	35
14	HO-54	6	14	DNF	37
15	T-14	14	9	DNF	40
16	LA-11	16	DNF	DNF	50

ILYA Invitational

Minnetonka Yacht Club

July 8th - 11th, 2010

Respectfully Submitted by Lon Schoor.



THE JEWETT'S DRIVING TO WEATHER. PHOTO BY PAT DUNSWORTH

~Day 1~

There were 51 boats on the starting line in a light breeze from the WSW. After a two hour delay waiting for the wind to fill in, the fleet was anxious to race and at least half the fleet was over the line - no exaggeration. We had another attempt which ended in a postponement and on the next start under the Z flag the race got off. The leaders came from the right side and had a good margin on those boats who could not get back from the left. Rob Evans (M-1) led at the first mark of a W2 course, followed by Art Brereton (TO-101), youth skipper Eric Bowers (M-11), Lon Schoor (H-7), Vincent Porter (I-2), Sam Rogers (M-42), Brian Porter (I-49), Chris Jewett (M-3) and Chad Olness (M-8). On the downwind, Augie Barkow (V-37) started to make a move up the ranks, passing boats on each leg. The pressure varied across the race course and you had to work right while staying in as much pressure as you could find. It seemed to me the west shore was best downwind, however the boats that played the pressure best with a couple of well timed gybes got a jump on the boats that were near them at the weather mark. Eric Bowers and team were calling it right and won the race. Augie Barkow was second followed by Sam Rogers, Rob, Evans, Brian Porter, Lon Schoor and Peter Strothman (I-9). The race was 48 minutes with legs of 1 mile.

PRO Blake Middleton got the second race off quickly in a little more breeze. With a race under their belt, the fleet settled down and had a clean start. The course was a W2 1/2 and the legs were about the same or slightly longer. Just as in the first race, the right side of the course was the place to be. The same strategy worked best, get to the right as



THE MID-LINE SAG BEFORE THE START. PHOTO BY PAT DUNSWORTH

best you could and still stay in the most pressure as possible. The Minnetonka

yachts were 1,2,3 at the first mark. Youth skipper Derek Packard (M-87), Peter Slocum (M-15) and Chris Jewett. They were followed by Lon Schoor, Eric Bowers, Chad Olness, Bill Allen (M-4) and youth skipper Eric Good (V-15).

Peter Slocum was having fun sailing his 1970 wood E Scow with a symmetrical spinnaker and 2001 sails. Clearly good decision making got him to his second place at the first weather mark and kept him in second place at the next upwind



VINCENT PORTER AHEAD AND DRIVING. PHOTO BY PAT DUNSWORTH

mark! Augie Barkow again was rock solid, moving up from an eleventh place at the first mark and steadily passing boats until he was third around the last leeward mark. Derek had slipped to fourth, followed by Chad, and Lon. On that last downwind, a fresh breeze came down the lake and closed up the fleet spread, making the last leg interesting. Painful for some and jubilant for others. This time the left was working on the bottom part of the leg because of the new breeze that developed on the downwind. Those who hung on too long had trouble getting back to the right. Chris Jewett didn't let it phase him and he had a good lead at the end of the race, which he had been steadily increasing since the second weather mark. Barkow passed Slocum for third. There were some big gains and

losses by many of boats. Rob Evans moved up to fourth, Packard was next followed by Strothman. Vincent Porter moved from 29th place to seventh, and Brian Porter (I-49) moved from 20th place to eighth. A good right shift with breeze near the finish was their benefactor. The race lasted 64 minutes.

~Day 2~

Looking over Lake Minnetonka at about 8:30 a.m., the wind situation looked a lot like the day before. However the forecast was for 7-12 mph SSW, but that's not how it happened. A thunderstorm loomed in the distance heading our way and after a few 30 minute postponements the PRO sent us in. The thunderstorm "dissipated" and we were back on the water at about 1:00 p.m. for three races, back to back to back.

The first race of the day started at 2:05 with the breeze 10 mph and building. The course was a W2 at a heading of about 195 degrees. Brian Porter was first around followed by Chris Jewett, David Strothman (M-10), Dan Guidinger (W-1), Tom Burton (M-9) and Louis Hill (W-47). These boats came off the leeward end of the line and stayed on the left

side of the course. Downwind was best to just continue on starboard almost to the layline. At the next upwind, it was Porter, Jewett, Burton, Vincent Porter (I-2), and Guidinger. They all held their places at the downwind finish. The wind increased during the race and it took only 38 minutes with about 1 mile legs.

The second race belonged to the three Porters at the first mark, Vincent Brain and Bri (I-17). Bri slipped a little on the W2 course and finished eight while Vincent and Brian were one, two. Rob Evans finished third and as I recall he was about 13th at the first mark but had two good downwinds. This race took 40 minutes.

The third race was a W2 1/2 and lasted 61 minutes on a little longer course. This race had some bigger shifts and the velocity varied more, although it was good wind throughout the race. Positions changed as the boats were mixing it up with each shift and new puff. Boats on the right during the first leg caught a nice shift on the second half of the leg to lead. Bri Porter looked like he'd be first around but Rob Evans stole his show. Following Bri was Hugh Sugar (H-8). Art Brereton went from 10th, to seventh, to fifth, to third at the finish with good decision making on his part. Sugar held onto second for most of the race and finished in fourth. Vincent Porter went from eighth, to fourth, to second. Another strong race for him. Augie Barkow got hung up on the first windward mark dragging it just enough so I could get around, "Thanks Augie." After he got loose, it put him in the 20's. He had a great come back and on the last two legs he moved up from 22nd to sixth. Fifth place was youth skipper Derek Packard who held his position throughout the race.

~Day 3~

Red sky at night is a sailor's delight and certainly this was true for the E Scow sailors at Minnetonka as the Saturday night party on the island was picture perfect. The next morning we had back to back races in 8-15 knots of wind in the 230 to 240 degree range.

Sunday had these five skippers leading the two race day. Tom Burton (6 pts total), followed by Chris Jewett (7 pts), Rob Evans (9 pts), Derek Packard (17 pts), and John Dennis (18 pts). The two boats in the top 10 not able to keep up were Lon Schoor (41 pts) and Brian Porter (42 pts).

The end result had Rob Evans easily winning the regatta. Chris Jewett moved up from 6th to 2nd with finishes of a third and a fourth, and Tom Burton moved up from eight to fifth with finishes of a first and a fifth.

In Race six, the first of back-2-back on Sunday morning, it was Woody Jewett (M-77) who port tacked across the whole fleet, heading towards Bracket's Point in a daring move he hoped would give him the lead. It almost did as he rounded fifth, his best position in the races so far. Woody slipped to 13th at the finish but still had a great race. The gap between the leaders and the



INVITE WINNER ROB EVANS STRIKING A POSE. PHOTO BY PAT DUNSWORTH



A BEAUTIFUL DAY ON LAKE GENEVA. PHOTO BY PAT DUNSWORTH

trailers was much tighter than the previous five races as one side did not come in as big as it had previously. Staying in the pressure downwind seemed especially challenging with the boats packed tight, which limited opportunities to get to the breeze (at least for me and I think maybe Brian Porter based on the results). It was Rob Evans who lead at the first mark followed by Peter Strothman (having his best race position of the regatta) and Tom Burton (Tom hadn't been heard from on the first mark rounding since the third race when he was fifth around). By the next upwind, Strothman took the lead followed by Burton, while Evans fell back to sixth but had a good downwind leg to the finish to end up second for the race behind Burton. Chris Jewett was always near as he finished third, followed by Peter Strothman and David Strothman. Jon Schloesser (J-80) had his best race of the regatta finishing sixth. The sixth race was a W2 at 235 degrees with legs of 1.2 nautical miles and lasted 43 minutes. Upwind legs lasted from 12-13 minutes while the downwind legs took nine minutes. There were some tip-over's, and though M-4 managed to do it twice, they still finished ahead of four boats in the race.

Race seven got off quickly after race six, thanks to PRO Blake Middleton and team. The race was a W2 ½ at 230 degrees and 1.2 nautical mile legs with winds still about 8-15 mph. The leg times were: 12 minutes to the first mark, 10 down, 11 up, 8 down, 11 to the finish. The race lasted a total of 52 minutes for those who don't want to add those numbers up. NCESA Commodore Art Brereton led at the first mark, followed by youth skipper Erik Bowers, John Dennis (M-42) and youth skipper Derek Packard. The ILYA has to feel good about their efforts to promote youth entries in all the scow classes. It certainly was noticeable at this E Invite Regatta as two finished in the top ten!

In this last race, youth skipper Drake Strongman (V-50) almost (one second early) had a perfect start at the committee boat. It's a sign that we will certainly hear his name in race reports more in the future. Again the fleet was tightly packed and there were many position changes throughout. Brereton almost held the lead for two laps, but John Dennis was the spoiler as he led around the last leeward mark and covered Brereton to the finish for the victory. That gave the next boat, Erik Bowers, an opportunity as he slipped by Brereton for second place. Brereton was third. Again Chris Jewett and Tom Burton were always near as they finished fourth and fifth. Vincent Porter had to have a good race as his 19th in the previous race threatened his good regatta. His sixth in the last race tied him for second in regatta points but he was third after the tie breaker. Rob Evans "coasted" in for a seventh place with almost a 20 point cushion.

ILYA Invite Results

Place	Skipper	Sail #	— R A C E —							Total
			1	2	3	4	5	6	7	
1	Rob Evans	M-1	4	4	7	3	1	2	7	28
2	Chris Jewett	M-3	9	1	2	15	13	3	4	47
3	Vincent Porter	I-2	8	7	4	1	2	19	6	47
4	Augie Barkow	V-37	2	2	9	14	6	7	11	51
5	Tom Burton	M-9	15	12	3	4	12	1	5	52
6	Derek Packard	M-87	16	5	6	11	5	9	8	60
7	Erik Bowers	M-11	1	13	10	6	7	25	2	64
8	Brian Porter	I-49	6	8	1	2	15	27	15	74
9	Peter Strothman	I-9	10	6	15	7	16	4	17	75
10	Sam Rogers / John Dennis	M-42	3	33	25	5	25	17	1	109
11	Art Brereton	TO-101	5	46	11	24	3	23	3	115
12	Lon Schoor	H-7	7	20	22	9	20	16	25	119
13	David Strothman	M-10	22	37	14	10	22	5	16	126
14	Brant Nelson	UM-11	13	16	40	21	17	12	13	132
15	Jule Hannaford	M-7	38	27	27	12	11	10	9	134
16	Jeff Solum	M-12	17	25	13	29	14	15	22	135
17	Chad Olness	M-8	12	44	12	19	18	22	10	137
18	Vince Driessen	GL-6	25	43	8	13	8	20	26	143

PHOTO BY PAT DUNSWORTH

ILYA Invite Results

Place	Skipper	Sail #	— R A C E —							Total
			1	2	3	4	5	6	7	
19	Peter Mass	X-20	14	32	21	17	19	24	24	151
20	Bri Porter	I-17	33	47	18	8	21	14	18	159
21	Dan Guidinger	2W-1	6	19	5	16	27	39	34	166
22	Louis Hill	W-47	43	11	19	35	24	11	23	166
23	Mark Unicume	GL-11	18	26	23	23	10	21	47	168
24	David Thompson	W-32	19	10	DNF	20	23	8	39	171
25	Eric Good	V-15	30	21	17	25	31	29	21	174
26	Toby Sutherland	2GL-7	7	28	26	18	37	26	14	176
27	Jon Schloesser	J-80	40	23	24	26	DNF	6	12	183
28	Tom Meyer	M-2	11	40	16	38	28	18	32	183
29	Tim & Hugh Sugar	H-8	42	14	28	22	4	40	DNF	202
30	Lance Puccio	H-11	36	22	30	46	9	32	28	203
31	Lee Alnes	W-25	37	29	31	27	32	38	20	214
32	Patrick Heaney	H-13	28	38	29	39	26	34	30	224
33	Sean Hendrickson	M-5	47	17	20	47	39	33	27	230
34	Justin Segersten	H-38	34	31	43	31	36	31	29	235
35	Jay Randall	W-4	23	24	33	32	33	48	43	236
36	Bill Allen	M-4	31	9	35	34	41	43	45	238
37	Charlie Igo	W-160	44	39	32	30	29	36	40	250
38	David Chute	M-53	20	15	41	43	DNF	45	35	251
39	Bill Wyman	J-5	34	18	36	28	44	46	46	252
40	Carl Zinn	M-35	35	48	39	37	30	28	41	258
41	Woody Jewett	M-77	42	45	47	33	34	13	48	262
42	Matt Peterson	V-27	21	42	37	42	DNF	37	33	264
43	Jim Beltz	M-13	50	30	46	41	42	44	19	272
44	Cody Zeigler	V-551	39	49	34	36	35	35	44	272
45	Peter Slocum	M-15	29	3	52	52	52	52	52	292
46	Harrison Burton Robbie Allen	M-19	45	41	38	40	45	DNF	31	292
47	Andy Jackson	H-23	49	35	44	45	40	42	37	292
48	Drake Sprinkman	V-50	48	34	42	48	43	47	36	298
49	Dave Abramson	UM-6	46	DSQ	45	44	38	41	38	304
50	Paul Kobs	UM-44	41	36	DNF	DNF	DNF	30	42	305
51	Scott Smith	M-88	51	DNF	48	49	DNF	DNS	DNS	356

PHOTO BY PAT DUNSWORTH

ILYA Invitational



BRANT NELSON TO LEEWARD AND AHEAD. PHOTO BY PAT DUNSWORTH



TEAM JACKSON GAINING ON THE PACK.
PHOTO BY PAT DUNSWORTH



THE BOWER'S BRINGING HOME THE FLEET. PHOTO BY PAT DUNSWORTH

ILYA Invitational



HANGIN' 10 ON TEAM PORTER. PHOTO BY PAT DUNSWORTH



HOW DID THE BEER CAN GET ALL OF THE WAY UP THERE.
PHOTO BY PAT DUNSWORTH



THE JEWETT'S, CHUTE'S AND WYMAN'S CATCHING A GREAT RIDE. PHOTO BY PAT DUNSWORTH

Eastern Championship



BOBBY KOAR APPROACHING THE GATE.
PHOTO BY DICK WHITE



GENTLEMAN, START YOUR ENGINES.
PHOTO BY BROOKE CREIGHTON



A SLOW AND PAINFUL FINISH. PHOTO BY DICK WHITE

Eastern Championship



TEAM LUCAS PERFECTING THEIR SHRIMPING TECHNIQUE. PHOTO BY DICK WHITE



DRIVING TO THE GUN. PHOTO BY DICK WHITE

ILYA Championship



DRIVING FOR LANES AND SEARCHING FOR HEADERS. PHOTO BY PAT DUNSWORTH



BRINGING A LITTLE COLOR TO WHITE ON WHITE. PHOTO BY PAT DUNSWORTH

ILYA Championship



PHOTO BY PAT DUNSWORTH



SCOOCHING OUT FOR THE START... PHOTO BY PAT DUNSWORTH



DRIVING DOWN GENEVA. PHOTO BY PAT DUNSWORTH

The Nationals



TEAM BLAIR ADJUSTING TO THE PUFF. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM



RAMMING SPEED! PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

The Nationals



A GREAT EXAMPLE OF KEEPING YOUR HEAD OUT OF THE BOAT. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM



A VIEW FROM THE FLIPPER CAM. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

The Nationals



EXPERIMENTAL BEACH HAVEN GO-FAST TECHNIQUES.
PHOTO BY ALLEN CLARK/PHOTOBOAT.COM



IT LOOKS AS IF STARBOARD IS FAVORED. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

The Nationals



A GREAT DAY FOR A TAN. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM



THE SEA OF SAILS. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

The Blue Chip



LOOKING FOR THAT PERFECT SLOT. PHOTO BY PAT DUNSWORTH



PEEK-A-BOO. PHOTO BY PAT DUNSWORTH



TEAM CALL IN FULL CONCENTRATION.
PHOTO BY PAT DUNSWORTH

The Blue Chip



MYSTERY GUEST BORA GULARI TAKES
A CLOSER LOOK.
PHOTO BY PAT DUNSWORTH



THE REVIVAL OF ISLAND HEIGHTS ORANGE....IN WISCONSIN??
PHOTO BY PAT DUNSWORTH

New York State Championship

Keuka Yacht Club
July 10th - 11th, 2010

Keuka Results

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Rick Turner	CH-6	1	4	1	2	8
2	Bradley Turner	CH-2	3	1	2	3	9
3	Bob Cole	KU-9	2	2	3	6	13
4	Marc Turner	CH-4	11	3	5	1	20
5	Dave Stenger	KU-2	9	6	4	7	26
6	Steve Andersen	KU-18	5	8	9	5	27
7	Andy Braman	KU-99	7	7	7	9	30
8	Dick Turner	CH-5	10	5	6	10	31
9	George Welch, Jr.	KU-1	4	DNS	DNS	4	32
10	Chris Creighton	CH-1	6	DSQ	8	11	37

**Chatauqua
Yacht Club**
**July 31st &
August 1st, 2010**

Chautauqua Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Rick Turner	CH-6	2	1	1	1	2	7
2	Marc Turner	CH-4	1	7	2	4	1	15
3	Bob Cole	KU-9	3	5	3	3	3	17
4	Dave Barger	CH-8	4	2	8	6	DNF	31
5	Bill Nolden	LA-11	5	10	4	8	5	32
6	Bradley Turner	CH-2	9	3	6	5	DNF	35
7	Chris Creighton	CH-1	8	8	7	2	DNF	36
8	John Sellstrom	CH-71	7	6	5	7	DNF	36
9	Dick Turner	CH-5	10	4	9	DNS	4	38
10	William Hudson	KU-12	6	9	10	9	DNF	45

WMYA Invitational Regatta

Torch Lake Yacht Club

July 17th & 18th, 2010

Race number one began precisely at 10:05 on Saturday morning. The wind was out of northwest with a velocity of 8-10. Pete Price and his team on TO-12 jumped out to an early lead. The breeze stayed steady with a slight increase in velocity by the end of the race. Price was able to lead the pack around the majority of the course. Coming down the last run to the finish, the race became very close between Price and a hard charging Doug McNeil (WH-111).

Unfortunately they were edged out as Art Brereton (TO-101) slipped in on a puff from the west to win.



PHOTO BY LISA POWELL

Race three began with the wind staying true to the morning's direction, but the velocity had grown to about 15-18 and the sun was shining. Truly one of the best afternoons of sailing I can remember. Team Monroe got out early, sailed a beautiful race, and by the last run had a commanding lead. Art Brereton had climbed into second around the windward mark, and had some comfortable real estate between the third place boat. Brereton quickly gybed and separated from Monroe. They split for half the run until they both gybed and converged about $\frac{3}{4}$ of the way down the leg. When they met Brereton had chopped Monroe's lead to within a boat length. They converged for a brief moment when Brereton gybed for the finish, while Monroe gybed shortly after. Brereton inched Monroe out by less than a boat length. They were followed in by Rob Terry, Don Nelson (WH-12) and Paul Wickland to round out the top five.

Race number four began as the breeze stayed steady, with lots of meaty puffs for

Race two began very promptly after the last boat crossed the line. The direction stayed true and no major course changes were necessary. The average velocity had a slight increase but the puffs were definitely bigger, a sign that the afternoon might get interesting. During this race Tom Monroe (WH-77) was able to escape to the front and hang on until the finish, followed by Rob Terry (CR-66), Brett Hatton (SL-4), Art Brereton and Paul Wickland (SL-22) rounding out the top five. Following this the teams went in for a short lunch.



PHOTO BY LISA POWELL

good downwind rides. Brett Hatton and his team on SL-4 were flawless as they climbed out to an early lead, extended and proceeded to hold off the entire fleet to win. Tom Monroe was able to mount a comeback and finish second, with Rob Terry sailing very consistently to finish third. Bill Knape (SL-73) and team finished strong in fourth and Bill Wyman and the crew of CR-7 came charging in to finish off the top five.

*Technical note: Crews of WA-99 and TO-8 did some experimenting with extreme angles of heel and dynamic crew positioning. Results to be submitted to the Melges tuning guide.

~Day 2~

Forecast: 5-10 out of the southeast occasional thunderstorms. Race number five got off at 10:05 in very light air but all boats seemed to have velocity as they began the long crawl towards the windward mark. The fleet split and headed for opposite shores. Don Nelson went far east to get the best breeze, and rounded in first place with Rob Terry and Art Brereton in second and third. Nelson held his lead downwind and split with Terry at the leeward gate (a marvelously set leeward gate I might add). By the time they rounded the weather mark, Rob Terry had taken the lead and would carry it down to the finish, followed by Brereton in second and Nelson in third.

Race six started after postponement and eventually was abandoned due to an extreme wind shift and thunderstorms.



WHALE WATCHING ON TORCH LAKE. PHOTO BY LISA POWELL



TEAMS FAUNTLEROY, NELSON AND HATTON BATTLING TO WEATHER. PHOTO BY LISA POWELL



TEAM LORIMER DRIVES AROUND THE WINDWARD MARK, LESS THE JIB SHEET...OPPS. PHOTO BY LISA POWELL

Up-Bay Regatta

Toms River Yacht Club

July 31st, 2010

Up-Bay Regatta Results

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Russ Lucas	BH-8	6	12	1	2	21
2	Peter Hurley	MA-11	2	10	8	3	23
3	Chad Hillyer	T-17	1	14	3	6	24
4	Paul Magno	LA-88	8	5	4	8	25
5	Peter Koar	BH-21	3	13	9	4	29
6	Dave Magno	LA-99	10	2	7	11	30
7	John Brown	SS-1	12	6	10	5	33
8	Rich Ryon	LE-2	4	9	11	10	34
9	Bobby Koar	BH-22	5	1	5	27	38
10	Jeff Bonanni	LE-74	19	21	2	1	43
11	Dick Wight	MA-10	14	8	13	12	47
12	Brendan Hogan	OC-7	9	7	14	20	50
13	Packy Mignon	BH-9	13	11	18	9	51
14	John Manderson	T-14	11	15	6	21	53
15	James Miller	LA-2	17	4	20	13	54
16	John Maschal	LE-1	7	17	15	16	55
17	Bill Warner	T-1	16	3	21	18	58
18	Joe Thorpe	T-4	21	19	12	15	67
19	Andrew Kraus	IH-101	27	16	19	7	69
20	Ken Layton	T-33	18	18	16	19	71
21	Art Bailey	IH-89	20	22	17	14	73
22	Fred Slack	IH-44	15	20	22	17	74
23	Marc Feaster	IH-22	24	24	23	22	93
24	Tim Flinn	HO-45	23	25	24	23	95
25	Todd Noshier	SS-77	22	23	27	27	99

PHOTO BY RICHARD McORMOND

Eastern Championship

Chatauqua Yacht Club

August 5th - 7th, 2010

Respectfully submitted by Dave Barger

Thursday, April 5th early a.m., 2010 Eastern Championship competitors awoke to a westerly breeze that had pushed thunderstorms across the hills of western New York. No matter the early morning rain however. The 7 knot breeze did its job and pushed the remnants of rain, thunder and lightning eastward. Rays of sun began to beam down on the lower basin of Chautauqua Lake as twenty six competitors eagerly awaited the events of the day.

Chautauqua Lake Yacht Club had been looking forward to the arrival of the 2010 Eastern Championships as well. CLYC Board of Directors and membership presented a brand new completely renovated and beautiful club. The project started in the fall of 2009 and was completed May of 2010. Regatta Chairman John Sellstrom rallied everyone for a prompt 9:30 a.m. Skippers Meeting as the breeze in the background steadily beckoned. CLYC Commodore Marc Turner gave a warm welcome, offered the services of the club and wished each team great sailing for the next three days. PRO Bob Stevens ran down the details of the course, a few last minute housekeeping matters and the maximum three race plan for each day. PRO Stevens reminded competitors that there were eight scheduled races and that a throw out would be allowed if six or more were completed. "Pack your lunch cause were sailing two back to back and then a break with the third race to follow."

The course for race one set the tone for the day. Competitors prepared for the warm and humid weather with plenty of sunscreen. The pin end was slightly favored in a westerly 10 knot breeze. Competitors pressed the leeward end of the line.



KICKIN IT UP ON CHAUTAUQUA. PHOTO BY DICK WHITE

The fleet had a defined split with a third of the boats working the middle of the course and the remaining two thirds working the shifts up the left. Chautauqua westerlys gave competitors plenty of opportunity to capitalize on lifts. The leaders, SS-1 skippered by John Brown with Will Demand as tactician, Bill Warner (T-1) and Marc Turner (CH-4) worked to the windward mark by taking best advantage of the shifts in the middle. Just as critical upwind was staying in the shifts and dark water downwind. As the race developed, the leaders worked the velocity keeping hull speed at a maximum and distance between the marks minimum. Paul Magno (LA-88), Pat Mignon (BH-9) and Robert Koar (BH-22) continued to work through the fleet, closing distance at the gate. The 10 knot breeze held up well and at the finish, it was a convincing win by John Brown and the SS-1 team.

Race two again favored the pin end albeit only slightly as the wind strengthened. PRO Bob Stevens, his race partner / wife Sydney, and Bruce and Joan Erickson had a challenging job handling the 15 to 40 degree shifts oscillating across the entire course. Through it all however, the scheduled races, timing and course length were expertly managed. Each crew had the time necessary to regroup between races but never felt the impatience of unnecessary delays.

Race two started with boats keeping the starboard advantage at the gun but hunting down the port lift as soon as there was a hole to duck through. The fleet spilt almost evenly between up the middle and right shore. The Koar Team, John Manderson (T-4) and Rick Turner (CH-6) worked the middle right, tacking to clear air. By avoiding weak spots close to shore and staying in the velocity, the leaders were able to just barely stay ahead of Peter Koar and Paul Magno (LA-88). John Sellstrom (CH-71) was working the middle-right, keeping clear air and moving towards the top of the fleet with speed. The great wind and warm weather made for fabulous racing as the boats rounded and set the Asyms at the offset.

Downhill, boats that stayed freed up in the middle found puffs that closed distance on the leaders. At the finish it was Robert Koar, John Manderson, Rick Turner in third.

A shore stop before race three was a welcome break. The wind continued to improve, building to 14 knots and prompting PRO Stevens to extend the windward mark the length of two nautical miles. At the four minute sound, the committee still had a square line. However, the wind shifts throughout the day continued and within the final minute before the start, the breeze went 18 degrees west. The entire fleet started starboard but quickly flopped to port catching the lift. This time the shore side attracted more of the fleet. The port lift off the line improved as the shore neared. When chutes blossomed at the offset, increasing wind speed encouraged boats to drive broadly downwind, tacking to advantage in the puffs. The two nautical mile return went by quickly as Koar, Warner and Rich Ryon



LINED UP FOR THE KEG AFTER A LONG DAY OF RACING. PHOTO BY BROOKE CREIGHTON

(LE-2) were pursued Brown and Bob Donat (LE-3). Paul Magno was doing what LA-88 does so well, taking an average fleet position to a top five finish. The day was wearing on as the race ended just after 5 p.m., with BH-22, Dick Wight (MA-10) and Ryon with the top three finishes. At the end of the day Thursday, Bob Koar led with 12 points, followed by Paul Magno with 12 points and John Brown in third with 18 points.

What a great day of sailing at Chautauqua! In every way the races were challenging and competitive. The fleet was ready for cold beer, a shower and the B.B.Q. pork dinner. The planned 5:30 p.m. ECESA annual meeting was postponed until Friday as club geared up for a fun night. The Chautauqua Lake Yacht Club really is a first class facility for regatta events

such as the ECESA Championship. The club itself is a beautiful transformation that has driven both regatta participation and the healthiest membership count in the club's history. Nice job CLYC Board and Staff on a Corinthian showplace. Everyone really enjoyed the new bar now located lakeside. A good time was had by all but on this first day of sailing and room to improve positions, the late night beer pong would have to wait another day.



EASTERN'S CHAMP PAUL MAGNO DRIVING FOR THE FINISH. PHOTO BY DICK WHITE

story in this race however was LA-88 sailing from deep middle of the fleet, picking off one boat at a time to finish third. This took some patience as the oscillating winds and holes near shore were extremely difficult to read. LA-88 made good decisions, found clear tacks and moved successfully up the second windward leg from 13th to fifth. They improved from there to finish an impressive third in race four.

Paul Magno continued his winning way finishing first in race five followed closely by Rick Turner and Chad Hillier (T-17). Turner was deep early on but tacked aggressively up the right-center of the windward leg, and then demonstrated incredibly strong downwind speed off the wind. This proved to be an important ingredient as the race committee had set the course up with four legs and a downwind finish. Dick Wight and Marc Turner and team finished strong with a seventh and eighth. Dick Turner (CH-5) at 86 years of age captured an impressive 14th.



ANOTHER ONE BITES THE DUST..... PHOTO BY DICK WHITE

with a prime rib dinner and live entertainment from the "Pennsylvtuckey Peachpickers". First however, ECESA Commodore Dave Magno called the annual meeting to order. After the class business was complete, the fun began. Again the Chautauqua Lake Yacht Club demonstrated expertise, the benefits of a new kitchen and attention to detail as the host club. It was tough to end the night with so many good times and good friends. Who knows where or when it all ended, but the beer pong table was in full swing when I went home.

Saturday was predicted to be light and variable. No one would have been surprised if the boats stayed on trailers. However, a 6-8 knot shifty wind broke out from the northwest and PRO Stevens wasted no time in firing a 10:20 harbor gun to get us on the water. The lighter winds drew most towards shore taking advantage of lifts and shifts. The leaders emerged from middle of line on the four leg, shortened course. At the windward mark, the fleet flopped to port quickly. The plan that worked was a port tack downwind to the shoreline and then capitalize on the starboard header back toward the leeward gate. BH-8 was first, followed by SS-1 and T-17 who continued to rack up a string of single digit finishes to advance.

Four legs and a downwind finish were posted for the eighth and final race of the regatta. It was a nice square line and a very aggressive fleet. There was no surprise when this resulted in PRO Stevens bringing everyone back in another general recall. After moving the committee boat forward, the race was dominated by Dave Magno (LA-99) for the first three legs. As the winds continued to lighten up, Magno came off the shore to the left of the finish line with Rick Turner as the wind dropped to a drift. The remainder of the fleet approached the downwind finish from the right and got the new wind early. This forced the fleet down to the finish on top of Magno who dropped to 11th place. Ughhhh.... CH-6 held on the finish second behind John Manderson with John



JOHN BROWN KEEPS IT BALANCED. PHOTO BY DICK WHITE



THE PAINFUL DRIFT TO THE FINISH. PHOTO BY DICK WHITE

Sellstrom CH-71 moving up to finish fourth. After that.... well the race committee was reading sail numbers one right after another as the fleet descended almost at once on the finish line.

Thanks to all who attended this years Eastern Championship and a tip of the Mount Gay cap to all the CLYC volunteers, Betsy Shults & committee for Regatta wear and the CLYC Yacht Club staff who preformed exceptionally.

Individual Race Trophies

- 1st - John Brown - Sea Side
- 2nd - Robert Koar - Bay Head
- 3rd - Robert Koar - Bay Head
- 4th - Russ Lucas - Bay Head
- 5th - Paul Magno - Lavallette
- 6th - Chad Hiller - Toms River
- 7th - Russ Lucas - Bay Head
- 8th - John Manderson - Toms River

Trophies - Top Five

- 1st - Paul Magno Lavallette 22 pts.
(worst was a 5th place finish - very consistent)
- 2nd - Robert Koar Bayhead 29 pts.
- 3rd - Russ Lucas 34 pts.
- 4th - Chad Hiller 35 pts.
- 5th - Rick Turner 43 pts.

Top Vintage boat

Rich Ryan - Little Egg 7th place

Top Master

Dick Turner -Chautauqua 23rd place

Top Rookie

John Manderson – Toms River 6th place

Service Trophy

Island Heights Foundation - John Brown / Russ Lucas

Eastern Championship Results

Place	Skipper	Sail #	— R A C E —								Total
			1	2	3	4	5	6	7	8	
1	Paul Magno	LA-88	3	5	4	3	1	2	4	(DNS)	22
2	Robert Koar	BH-22	5	1	1	2	12	3	(13)	5	29
3	Russ Lucas	BH-8	9	6	(11)	1	5	4	1	8	34
4	Chad Hillyer	T-17	(11)	7	7	11	3	1	3	3	35
5	Rick Turner	CH-6	(15)	3	9	9	2	13	5	2	43
6	John Manderson	T-14	(25)	2	12	7	4	6	15	1	47
7	Richard Ryon	LE-2	6	11	3	6	9	11	6	(14)	52
8	John Brown	SS-1	1	12	5	14	11	8	2	(TLE)	53
9	Bob Donat	LE-2	7	10	6	15	(19)	5	7	9	59
10	Richard Mignon	BH-9	4	9	18	12	13	(20)	10	15	81
11	Dave Magno	LA-99	14	13	10	4	10	(21)	21	11	83
12	Richard Wight	MA-10	13	17	2	10	7	(DNF)	22	13	84
13	Marc Turner	CH-4	10	14	21	18	8	(23)	8	7	86
14	Bradley Turner	CH-2	22	(DNF)	22	13	6	9	9	10	91
15	John Sellstrom	CH-71	12	8	19	20	(22)	15	14	4	92
16	Billy Warner	T-1	2	15	8	24	18	7	20	(DNF)	94
17	Brendon Hogan	C-7	18	16	20	5	(21)	10	12	TLE	98
18	Peter Koar	BH-21	16	4	16	(23)	15	12	19	TLE	99
19	Chris Creighton	CH-1	19	22	14	16	(23)	14	16	6	107
20	Robert Cole	KU-9	17	18	13	19	(20)	17	11	12	107
21	David Barger	CH-8	20	20	17	8	(DNF)	17	17	TLE	115
22	Bill Nolden	LA-11	8	21	15	17	16	18	(DNS)	DNS	122
23	Dick Turner	CH-5	23	19	(DNS)	22	14	19	24	TLE	138
24	William Hudson	KU-12	21	(23)	23	21	17	22	23	16	143
25	Greg Stenta	CH-21	24	(DNF)	24	25	24	24	18	TLE	156
26	Andrew Connell	CH-19	(DNS)	DNS	DNF	26	DNF	DNS	25	DNS	186

Top Rookie

John Manderson - Toms River 6th place

Service Trophy

Island Heights Foundation - John Brown / Russ Lucas

WMYA Championship

Spring Lake Yacht Club

August 14th - 15th, 2010

WMYA Championship Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Rob Terry	CR-66	1	1	7	1	1	11
2	Pete Price	TO-12	5	2	1	4	5	17
3	Brett Hatton	SL-4	6	4	3	3	3	19
4	Tom Monroe	WH-77	2	5	10	9	2	28
5	Paul Wickland	SL-22	3	9	6	5	7	30
6	Don Nelson	WH-12	4	7	11	6	4	32
7	Peter Fox	SL-8	9	3	2	13	6	33
8	Cam McNeil	WH-111	7	6	DNF	2	9	39
9	Bill Fauntleroy	WL-17	8	13	4	7	13	45
10	Mike Dow	CR-7	10	8	5	11	11	45
11	Tad Welch	SL-2	11	10	9	8	12	50
12	Brian McMurray	WH-88	DNF	11	8	10	8	52
13	Bill Knappe	SL-73	DNF	12	12	12	10	61

PHOTO BY LISA POWELL

ILYA Championship Regatta

Lake Geneva Yacht Club

August 11th - 14th, 2010

Respectfully Submitted by Lon Schoor with a follow up by Darby Sugar and Sam Rogers' Blog

~Lon's View~

We arrived Wednesday afternoon to a beautiful breeze over the lake that invited a number of boats out to practice before the racing was to start on Thursday. For those that had their crews ready, sailing was the best idea. There were a number of boats who's crew hadn't arrived or they had last minute maintenance to do on their boats. Not a good idea as the heat index had to be over 100 on the blacktop parking area. It was brutal! In any other environment people would not have showed up, but this is the ILYA Championships and there was too much excitement in the air to be squelched by the sauna hot and humid air.



TEAM BARKOW POSING FOR THE PHOTO OP. PHOTO BY PAT DUNSWORTH

- General Recall. On the second start there was a shift to the port end with breeze, which spread the boats along the entire line as the right side for the course had looked good prior to the start.

In the first race, Matt Peterson (V-27) was first around followed by Frank Davenport (I-333), Tobin Tornehl (V-511), Bill Burns (V-25) and Mark Unicume (GL-11). While they sailed strong, three more good sailors were making their move on the next two legs. Sam Rogers (M-42) moved from eighth to second, Rob Evans (M-1) went from 11th to third, and Derek Packard (M-87) liked his fifth at the second upwind mark better than his 12th the first time up. Derek is new to E Scows this year after having a very successful taste of the asymmetrical spinnaker in the Melges-17 class. Near the end of the race it was Evans following Rogers around the same leeward gate mark the last time down. Both boats stayed on starboard toward the point. When Rogers tacked, so did Evans and he was able to slowly work up on Rogers. Eventually Rogers tacked away and Evans waited a bit longer for some new breeze ahead before tacking. The next time they met, Evans crossed Rogers and a tacking duel began with Evans holding Rogers off for the win. Unicume was third followed by Dick Moran (X-17), Peterson and Packard. The first race was a windward 2 1/2 and the winner took 52 minutes to get around.

The fleet went in after the first race because of a threatening thunder storm and all 100 boats from both the E and MC fleet craned out. Things cleared up enough to send us out again at about 1:00 with the hope of two races. The committee was struggling with an uncooperative wind which was moving left faster than they could reset. The race got off with boats at the leeward end most pleased with position, especially Jeff Solum (M-12) and Sam Rogers, who jumped into the lead rounding the top mark one and two, followed by Jon Schloesser (J-80), Brian Porter (I-49) and Will Graves

55 E Scow owners completed registration and were ready to go. Unfortunately when Thursday came they were left sitting until 4:00 p.m. when the racing was officially cancelled. Oh, the lake had plenty of waves, just not a one created by a breath of air. Worse yet, Wednesday's hot and humid was just a warm up for the real thing on Thursday. At the Tex-Mex party that evening, the talk was all about the forecast of good winds on Friday, 10-20 was often heard and was a welcome thought.

Friday was a difficult SE wind direction and the 10-20 ended up being more like 5-10 and that is being very generous. Maybe the leaders saw that velocity but the back of the fleet limped along in four to seven. It was hard. The winds started the day swinging 20-30 degrees and the first start was a pile up at the starboard end of the line where there was more pressure

(V-74). The east side of the SE course continued to payout up and down the course. Peterson slowly moved up going from seventh to sixth to third and holding that place until the finish. Rogers got by Solum for the win and Solum held off Peterson, Graves was fourth and Augie Barkow (V-37) who was off the radar at the first mark and clearly passed the most boats to end up fifth at the finish. Unfortunately, another thunderstorm system was approaching and the fleets were sent in for the day. Tomorrow's forecast is not too promising with light winds and more rain. Hopefully the race committee can find a wind to get the all important third race in so the regatta is official.

Race three was the tale of two winds. Primarily it was about 7 mph from 255 degrees, pretty much right down the lake. The wind was best on each end and spotty in the middle of the course. Brian Porter and Vincent Porter (I-2) liked



A WISCONSIN SUMMER AT IT'S FINEST. PHOTO BY PAT DUNSWORTH

the favorable shift on the port end. John Porter wasn't racing but I happen to know he liked the starboard side (the sibling rivalry is alive and well), while Sam Rogers and Art Brereton (TO-101) liked the pressure on the starboard end as well with the potential of a good shift off the point. Sam Rogers led at the first mark. Both Vincent and Brian jumped the gun at the port end but gybed around the boat to make a quick recovery, rounding the first mark in the high teens. From my distant vantage point it looked as though more boats from the port side rounded ahead of boats from the starboard side. For the rest of the race that would not be the case. NCESA Commodore Art Brereton was second followed by Augie Barkow, Kevin Jewett (M-77) and David Strothman (M-10). By the next upwind mark

most boats had held on to their position, but Jim Gluek X-137 moved up from 12th to fifth and the crew of H-7, Heidi Rosenbaum and Bryan Biehl, drug their skipper up from 30th to 11th. The north (right) shore was producing better results and most boats were playing that side of the course for the remainder of the race. Jewett got by Rogers for the win. Following Rogers were Gluek, Will Graves, Rob Evans and Tom Burton (M-9), who had a steady climb to the top. 18th at the first mark, then 12th and finally sixth at the finish. The races was a 2 1/2 windward/leeward, the leg times were 16 minutes up, 10 minutes down, 14 up, 10 down and 11 up to the finish in a building breeze. I believe the legs were 1 mile long.

Race four followed immediately after race three using the same course. It got off at 11:33. Race three indicated that the starboard side (north) was the best bet to the first mark and four Pewaukee boats showed the way. Augie Barkow led, followed by PJ Friend (V-11), Will Graves and Tobin Tornehl (V-511). Tom Burton was next while Lance Puccio (H-11) had his best first mark rounding in sixth place, just ahead of regatta leader Sam Rogers. Augie never relinquished his lead and won the race with a comfortable margin. He was followed by Burton and Friend. Rogers had his worse race of the regatta finishing all the way down in fourth place. There are always 'givers' and 'takers' in a race and this time the takers were Gluek going from 18th to 12th, to ninth at the finish, Jewett 14-10-6, Rogers 8-5-4. The 'givers' were Evans 28-44-40, Tornehl 4-11-11, Puccio 6-25-25, and Brereton 13-6-11. The race 1 mile leg times were 12 minutes up, 8 down, 11 up, 8 down, and 14 up.

~Darby's Follow Up~

At the 2010 ILYA Inland Regatta, six E boats represented Mendota in a fleet of 55. You have heard the reports about the wind and sailing conditions, so I am going to tell you about the reasons why the Inland Regatta was so much fun! Ever heard the song "Escape" by Rupert Holmes, aka the Pina Colada song? Well that song pretty much sums up the E Scow portion of the regatta. Lyrics go as follows: "Come on, sing along!"

"Yes, I like Pina Coladas, and getting caught in the rain. I'm not much into health food, I am into champagne. I've got to meet you by tomorrow noon, and cut through all this red tape. At a bar called O'Malley's, where we'll plan our escape."

Lake Geneva Yacht Club had us purchase drink tickets so we could not use cash at the bar, thereby creating an all-inclusive vacation like atmosphere and enabling everyone to drink a few too many! So "Yes, we all liked Pina Coladas" or Margaritas which went well with our Mexican food served the first night!

"And getting caught in the rain" - Yep did that, cause we had two if not more races postponed or called off due to looming thunder/lightening storms. In fact we were once even told by the RC to get off the lake immediately wherever we could! That storm slipped around the lake but an absolute downpour occurred during dinner that night. Not to worry though as there was a one-man guitar band who kept the party rockin' until midnight with a select few who danced the night away. Evidence destroyed of course!

With all that heat and humidity, a little swim in the lake was also necessary - so *"I've got to meet you by tomorrow noon (in the lake for a swim)"* was the message that all the sailors got when the first day provided no wind to race in. This led to the best synchronized swimming routine LGYC has ever seen (and yes MYC was the instigator). For the rest of the day, people swam in the lake, jumped off the piers, and finished up the afternoon bobbing around on life jackets accompanied by more of that fine champagne.

And finally, you can't make it to Lake Geneva without visiting the local favorite bar, Chuck's, so *"At a bar called O'Malley's, where we'll plan our escape"* was definitely the theme Thursday night where sailors of every age cocktailed it up. The Porters ran some pretty competitive boat races (the kind you do in a bar) throughout the night! Needless to say, the social aspects of the 2010 Inland Regatta were super fun and the entire regatta described as hot, humid, rainy, competitive, intense and jam packed, should go down in the books as one of the best of the summer. Especially since one of our own, Lon Schoor (H-7) and crew placed ninth out of 55.

Talk about a great escape from the ol' 9 to 5. I for one will try to be at Inlands next year where hopefully the Pina Colada's will be served for free!



SCOOCHING IN FRONT FROM THE LEEWARD POSITION. PHOTO BY PAT DUNSWORTH

~E Scow ILYA Champs Wrap Up Blog by Sam Rogers~

August 15, 2010

The first part of the annual ILYA "Big Inland" was completed over 3 days and 4 light, hot and bumpy races. The first day of racing for the E Scows was cancelled due to no wind and with the heat index climbing into the low 100's, many of the competitors took to taking a dip in the lake every 15-20 minutes to keep the core body temp into the normal ranges. And with the outside bar at LGYC luring many of the sailors throughout most of the day, it was a welcome relief when the final call was made at 4pm so the beer could really start flowing.

The forecast for day 2 was not much better as the heat was expected into the high 90s and figured to stifle any breeze. Thankfully when the competitors awoke, there was a nice 8-12 SW breeze on the lake and it was now up to PRO Russ Ackley to insure the racing got off in time before the breeze fizzled out. After a 30 degree right shift and a general recall on the first attempt, the line was reset and got off cleanly. I-49, I-2 and M-42 would get off the pin-end cleanly and work the left side of the course that looked great for most of the beat, but once the top boats approached the windward mark, the race would effectively restart with a another massive right shift which brought the back of the fleet to the front. For those who got stuck on the top left of the course, it was a long painful trek to the top mark. V-27 would lead the first top mark with many “contenders” and past champions deep in the fleet.

As the race progressed, the breeze settled a little bit, but there was still big variations in velocity and plenty of shifts. By the last bottom mark, M-42 would take the lead followed tightly by M-1 Rob Evans and GL-11, Mark Unicume. Evans and M-42 would split halfway up the beat with Evans going left, and Rogers going right with the left winning out just by a touch allowing Evans to take the race lead.

After a 3 hour break between races 1 and 2 for storms that never developed, race 2 got underway with a 8-10 SE breeze and a very skewed starting line and windward mark. For those who could pick up on it and execute, starting at the pin, and getting to Cedar Point which was 200 yards away was key. M-42 was able to get a clean start at the pin, tack across the fleet and establish themselves in the front, but it was Jeff Solum on M-12 who went the furthest left, found a nice vein of pressure and rounded in first. Mark rounding's would be a huge part of this race since many of the boats would arrive together and those who could set, and get away quickly would make huge gains on the other boats who were stuck together, suffocating the dying breeze. M-12 and M-42 were able to set and extend nicely, heading all the way over to the North Shore and gybing once they reached the piers off of Cedar Point.



THE APPROACH OF THE OMINOUS SKY. PHOTO BY PAT DUNSWORTH

Just as the top mark proved to be a place for huge gains and losses, the bottom mark was even more pronounced. Those who could carry their kites late, maintain speed, and round cleanly were able to break free from the pack in the dying breeze. Augie Barkow on V-37 was able to pick off 10-12 boats at the last leeward mark by carrying his kite until he was around the mark, maintain his speed and sail cleanly away, while the boats around him were basically glued to the water and preventing each others sails from filling. For the race win, M-42 was able to get around M-12 and hold on for the bullet. The RC was hoping for another race, but the threat of storms caused nixed that. 3 races would be needed to constitute an official regatta and with the forecast once again looking bleak, it was not looking good to have an E ILYA winner in 2010. M-42 carried a small overnight lead over M-87 Derek Packard and V-37 Augie Barkow.

Just as Day 2 outlived the forecast, Day 3 provided a nice surprise for competitors as a West breeze at 8-10 had filled over the morning hours. For those who have been to Lake Geneva, it is a boating hotspot, especially on the weekends when the temps are in the 90s. Not only were 55 E Scows sprawled across the lake fighting for every ounce of breeze, but the competitors would also have to deal with massive amounts of power boat chop from the locals who did their best to make the racing as difficult as possible. Race 3 got underway with the sides of the course proving to be the places to be, and the middle of the course being like a slow, painful death. The boats on each side of the course waiting until the last possible minute to tack back to the mark, and once they did, the leaders on each side were basically bow to bow as they each prayed for some sort of angle change to get them to the mark in decent position. Just as things looked dire on the right, a nice little lift came down the course and allowed M-42, TO-101 and V-37 to get across the boats on the left side.

It would be a battle to who could get to the right throughout the race, and as M-42 did their best to stay near V-37 to protect the regatta lead in the middle of the course, M-77, Kevin Jewett would extend to the right corner on the last upwind, catch a massive right hander and fly into the finish line to take the bullet. M-42 would just barely get back across a few other boats who came in from the right to take 2nd place while V-37 dropped to 9th.

Headed into the last race, the breeze seemed like it wanted to freshen to the low teens, but just couldn't settle in. We decided to take our 4th crew for the last race since we are one of the lighter teams, but as the gun sounded, the breeze lightened and we would be heavier than what would be ideal. After a terrible start, several leebows, ducks and close calls, we finally got to the right, and were able to break into the front group in 10th place. With Augie Barkow and his team on V-37 leading the race however, we would need to get no worse than the high teens to hang onto the regatta victory.

Augie established a nice lead, and once the race settled in, our team on the M-42 did a great job of hanging tough and battling out of some very challenging situations to solidify our position in the top 5. As we approached the line on the last beat, the excitement started to build as we realized our goals of winning this years ILYA E Scow Champs were about to be complete. As we crossed the line, hugs and high fives were exchanged as our team of Tony Jewett, Chrisy Hughes and Lynn Jewett were crowned champs. It was a very challenging weekend of races and our team did a great job of keeping the boat moving at all times and sailing clean throughout the series.



ILYA CHAMP TONY JEWETT, CHRISY HUGHES, LYNN JEWETT AND SAM ROGERS. PHOTO BY PAT DUNSWORTH

The next E Scow "Major" is the E Scow National Championships, September 9-12 in Little Egg Harbor, NJ. The Nationals always serves as a battle of East vs. West since it the first time the West Coast Fleets match up with the very competitive East Coast Fleets.

ILYA Championship Results

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Sam Rogers	M-42	2	1	2	4	9
2	Augie Barkow	V-37	11	5	9	1	26
3	Tom/Harrison Burton	M-9	14	7	6	2	29
4	Derek Packard	M-87	6	3	14	20	43
5	Brian Porter	I-49	15	12	11	5	43
6	Will Graves	V-74	31	4	4	8	47
7	Jim Gluek	X-751	29	14	3	9	55
8	Erik Bowers	M-11	20	13	7	18	58
9	Lon Schoor	H-7	7	37	10	7	61
10	Art Brereton	TO-101	35	8	8	11	62
11	Rob Evans	M-1	1	18	5	39	63
12	Vincent Porter	I-2	13	20	20	10	63
13	John Schloesser	J-80	18	10	19	21	68
14	Peter Mass	X-20	37	6	12	16	71
15	Kevin Jewett	M-77	DNF	9	1	6	72
16	Tobin Tornehl	V-511	12	23	32	12	79
17	Dick Moran	X-17	4	32	27	19	82
18	Paul Kobs	UM-44	27	30	13	13	83
19	Hugh/Tim Sugar	H-8	19	16	35	17	87

Continued on page 48

ILYA Championship Results cont'd

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
20	David Strothman	M-10	10	11	37	32	90
21	Kevin Ward/Peter Wall	I-4	30	19	15	28	92
22	Jeff Solum	M-12	40	2	26	30	98
23	Eric Good	V-15	24	31	17	27	99
24	Lance Puccio	H-11	25	26	25	24	100
25	Rick Roy	V-26	8	17	30	48	103
26	Mark Unicume	GL-11	3	38	22	45	108
27	Chad Olness	M-8	23	21	18	46	108
28	Peter Friend/Buddy Melges	V-11	33	28	47	3	111
29	John Wicks	M-5	17	15	52	31	115
30	Matt Peterson	V-27	5	47	41	23	116
31	Blaine Unicume	GL-0	42	34	31	22	129
32	George Rolfs	V-551	46	29	40	15	130
33	Louis Hill	W-47	36	36	33	26	131
34	Dave Everhart	D-20	47	42	29	14	132
35	Bri Porter	I-17	16	53	24	41	134
36	Zack Maher	D-100	21	27	39	49	136
37	Elizabeth Harned	X-4	38	33	23	43	137
38	Frank Davenport	I-333	9	45	36	51	141
39	Charlie Igo	W-160	41	48	21	33	143
40	Bill Burns	V-25	22	35	45	42	144
41	Patrick Heaney	H-13	26	43	38	37	144
42	Ken Wruk	I-71	43	DNC	16	34	149
43	Phil Mattison	D-66	32	40	42	36	150
44	Ed Bowen	J-515	28	46	43	38	155
45	Brian Buzzell	D-1883	39	52	28	40	159
46	Justin Segersten	H-38	34	41	50	35	160
47	Tom Castle	J-25	44	50	44	25	163
48	John Sims	I-818	48	39	51	29	168
59	Robert Youngquist	I-13	50	24	53	44	173
50	Charles Coleman	I-10	48	22	48	DNS	175
51	Mike Gannon	I-22	45	51	34	47	177
52	James Beltz	M-13	49	25	49	53	178
53	Richard Beers	D-42	49	25	54	52	208
54	Andy Jackson	H-23	51	49	54	52	208
55	Don Sheldon	I-27	DNC	DNC	55	54	221

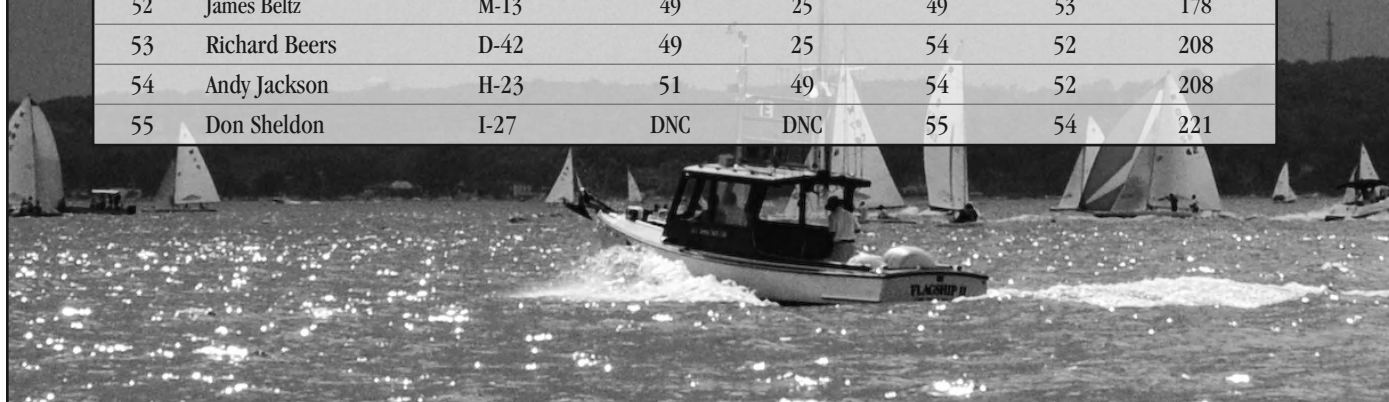


PHOTO BY PAT DUNSWORTH

Down Bay Regatta

Little Egg Harbor Yacht Club

August 14th & 15th, 2010

Respectfully Submitted by Chris Fretz



GETTING UP AND GOIN....
PHOTO BY RICHARD McORMOND

was our dry run to the Nationals and it was an overwhelming success. Sunday afternoon we received a thumbs up from all competitors who pronounced LEHYC ready for 2010 E Scow Nationals. Today is the last day for \$200 registration fee.

Tomorrow the cost goes up but what's \$50 actually get these days? I suppose that it should cover your first tank of gas or maybe raffle tickets to win everything from gift certificates, electronics or a sail. My \$50 will buy a handle of rum and a case of beer though.

Last night our list of pre registered competitors crossed 50. With three weeks to go it's time to look at your regatta budget and decide if your going to experience the 2010 nationals or read about in Digital Reaches. With the new national ranking system this is a must attend event.

Winning would be great but having a higher rank than most of the boats in your fleet is priceless.

Sixty seven boats including 32 E Scows arrived for LEHYC's Down Bay regatta this past weekend. This annual event attracts E Scows, M Scows, A Cats, B Cats and Lighting's. LEHYC's RC team led by E Nationals PRO Bob Stevens ran five races in five fleets. The wind was mostly from the east but shifts toward the SE kept the RC moving to maintain a square course over four to five legs averaging 1.2 miles. Three races on Saturday were followed by two races on Sunday.

When the dust settled after the final race it was Tim Faranetta (LA-88) in third, Russ Lucas (BH-8) in second and Bob Koar, Jr. (BH-22) in first.

Saturday evening, 675 people enjoyed dinner and dancing on the bay. A good time was had by all. This



TIM FARANETTA JIBING TO PROTECT HIS
LEEWARD POSITION ON BOBBY KOAR.

PHOTO BY RICHARD McORMOND

Down Bay Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Bobby Koar	BH-22	(7)	1	7	1	1	10
2	Russ Lucas	BH-8	(9)	3	1	5	7	16
3	Tim Faranetta	LA-88	6	5	(18)	3	2	16
4	Rich Ryon	LE-2	2	9	(16)	2	6	19
5	Dave Magno	LA-99	4	2	(15)	11	4	21
6	John Brown	SS-1	(13)	4	6	13	5	28
7	Bob Donat	LE-3	1	6	9	15	(16)	31
8	Robby Wilkins	SC-27	10	(16)	5	4	12	31
9	Jeff Bonanni	LE-73	(18)	17	2	6	8	33
10	John Manderson	T-14	(DNF)	11	10	9	3	33
11	Dick Wight	MA-10	5	(15)	8	14	11	38
12	Chad Hillyer	T-17	3	8	11	17	(19)	39
13	JB Maschal	LE-1	(16)	13	4	10	14	41
14	Gary Sayia	MA-6	11	7	14	8	(17)	43
15	W. Peter Koar	BH-21	(19)	18	17	7	13	55
16	Molly Lucas	BH-9	11	10	13	(22)	22	56
17	Jack Lampman	LE-8	8	14	22	(25)	20	64
18	Bill Warren	T-1	22	21	3	(23)	23	69



DO YOU BELIEVE THEY SAVED IT??

PHOTO BY RICHARD McORMOND

National E Scow Championship

Little Egg Harbor Yacht Club

September 10th - 12th, 2010

*Respectfully Submitted by Chris Fretz, Bob Donat and Glen Dickson,
with a View from Lon Schoor, and Sam Rogers Before and After Blog*

~Glen, Chris and Bob's Report~

Little Egg's Big Nationals: How it was done

Little Egg Harbor Yacht Club is on a five year rotation to host the National Championship. In 10 events over 50 years we had seen an average of 46 entries with a high of 56 and a low of 35. So when we started planning for the 2010 regatta in late 2009, the thought of more than 60 boats was met with a lot of skepticism. Anyone who has run a large event knows that predicting the number of attendees is a make or break decision. Over, or undershoot by more than a few boats and a regatta goes from break even to losing money.

Before we thank all of the competitors for coming and the volunteers for making it a great event, we should discuss how we broke out in 2010 and well surpassed LEHYC's average number of entries. In the end it came down to three things: Reputation, value and good old-fashioned guilt.

Reputation. This was the first Nationals we were hosting since the conversion to the A-sail. Teams that had sailed here before knew that the sea breeze provided ideal conditions for the A-sail. After a summer of light air in the Midwest the lure of big breeze was all a few of you needed to make the trip. The New Jersey fleets have seen some impressive growth over the last three years because of our reputation for fast, fun racing.

Value. Though the entry and social package was higher than in years past, we made sure that everything was included. We tried to avoid the a la carte pricing and cash bars that tend to get out of control. We also made an effort to house as many teams as possible, further reducing the cost.

Guilt. Lon Schoor had the online registration available prior to the Geneva spring regatta. We started bribing and begging skippers to pre-register early so that we had close to 40 boats committed by the end of June. At this point, we worked the phones and spoke to fleet captains about who had the motivation to make the trip. We pushed hard for at least one boat from every fleet and came close to that goal. Getting the last five boats involved a lot of calls.

The day before the regatta we confirmed that 70 teams made the trip. This is an amazing number considering the distance many of you traveled. The Midwest put us over the top by sending as many boats as they did.

Lon Schoor provided great daily updates on the regatta which are available on the class website, and Sam Rogers has good stuff on his blog. We reached out to the 2010 National Champions to see if they would offer some insight into their approach at the championship. What follows is the Race by Race Notes from MA-11, written by jib man Glen Dickson.



BLAZING DOWN THE BAY..... PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

~Race 1~

Pretty breezy, maybe 15 kts. from the NW. We got a bad start down by the pin with major traffic issues, and had to duck a bunch of boats and take a couple of tacks to get a marginal lane. Seemed like the guys who started near the boat got the first shift, but the guys who won the pin and tacked were ahead of us too. We got ping-ponged around the middle, fighting for clear air until the upper third of the beat, when we managed to get a lane and hit a couple of shifts. Rounded in the 20's, maybe, and got rolled by four or five boats en route to the offset when we fell asleep hoisting the kite. Heated it up to clear our air and saw a puff off the western shore, so we headed up some more to get it.



TEAM UNICUME PROBABLY WISHING THEY HAD A FOURTH.

PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

The puff filled with nice pressure and angle, and we held starboard for a long time until we were pretty leveraged to the right side of the course (looking downwind) and still seemed to have the best pressure on the course. We saw a northerly puff filling across the middle of the course and gybed in time to hit the puff, which headed us enough to fetch the gate on port gybe. We had better pressure than the boats several hundred yards to weather of us as the puff seemed to land just past them, and probably sailed through the lee of 15 to 20 boats. Rounded the gate somewhere in the low teens and were conservative the next beat, playing middle right (I think); I remember Dick Wight (MA-10) passed us on a lefty just before the mark. Basically, we took the same line down the second run and again passed a clump of boats, and seventh, right behind our buddy John Manderson (T-14). Great start, feeling good about our speed. Looking forward to getting off the line in the next race.

~Race 2~

Lighter breeze, maybe 8 knots at the five minute gun. Mediocre start near the pin, with a marginal lane. The boats that started near the windward end sheared up off our heading with a big righty about a minute after the start, so we knew we were in trouble. We talked about bailing out but decided against it and continued left, dragging on a long starboard with Chad Hillyer (T-17) and Bobby Koar (BH-22) off our hip. We got a little header and decided to take it, and tacked to duck those guys. Went just a short bit back into the middle before we hit a little righty puff and tacked on that, making a big gain on Hillyer and Koar. Those two tacked as we crossed them and they headed back to the right. I remember thinking they had decided it was a persistent shift and it was time to cut their losses. We decided to keep going and saw a faint wind line to the left, a long way off. We probably went a little past the port layline to get to it, but it was a lefty with a little pressure, and luckily it held all the way to the mark, which we rounded around 30th.

Looking back, that was probably the key move of the regatta for us. Chad and Bobby lost more by going back right and rounded much deeper than us, and wound only getting back to 25th and 48th respectively.

We had another good run, blasting out to the right corner and passing maybe 10 boats. We had a rather sloppy takedown and rounding at the left-hand gate and couldn't tack for a while, as the vang line was stuck in the windward board. That turned out to be lucky as we walked into a 15 degree righty with a lot of pressure, tacked, and immediately were top-ten. The breeze was back in now, and we were max-vang and hiking hard. We hedged way right on the second beat, going a bit past layline to stay in the northerly puff, and went back again to the right side of the course downwind to finish sixth. I remember saying, "I thought we were lucky the first race. But that was ridiculous," or something to that effect, as we all had a good laugh.

~Race 3~

Lighter today, probably 6-8 knots from the E/SE. We loosened up the rig a bit, decided to start middle-third and go left. Mediocre start, and boats at the pin who tacked early were launched. By the time we got left, the side was done as

we sailed in bad air along the port layline to round deep, maybe mid-30's. We picked off some boats downwind and then played the middle the next beat, but weren't going too fast. We were duking it out with Paul Magno (LA-88), Jeff Bonnani (LE-73) and Rick Turner (CH-6) the whole beat, and managed to hit a few shifts and just lee-bow Paul before the second windward mark, probably rounding low 20's. But we made an ill-advised immediate gybe around the offset mark, which was made worse when the lazy sheet got knotted at the ratchet and the kite wouldn't go out. We lost everybody we gained on the second beat and a couple other boats, and finished 30th. It was the first leg we went backwards, not forwards, and we were pretty bummed.

~Race 4~

Breeze still around 8-10 knots. Peter changed the rig back closer to our day 1 setting and we resolved to finally get a decent start. We actually got a great start in the middle, a couple boats to leeward of the midline boat, and were able to tack relatively quickly with a big fat lane. I remember Peter saying, "Now we're playing the game!" and we held a long port, going fast relative to the boats below us with good height. About two-thirds of the way up the beat, some boats below us tacked and headed left, and we had a decision to make. It looked like better pressure ahead and the boats on our weather hip seemed to be falling into us, so we continued to the far right and tacked just below layline. I believe Bobby Koar won the right and rounded first, with Casey Call (WA-99) and Brian Porter (I-49) right behind him, and us in fourth. We passed Casey early on the run and kept pace out to the port layline with Koar and Porter. Brian was catching up a bit and just before the mark, I guess he either got room or forced Bobby into a bad rounding, and he popped into first. We rounded with speed, and Peter decided to foot and drive through Bobby's lee. That worked, and we soon got clear air and headed hard right again. Porter took a hitch back to the middle first, and we went pretty much to the layline and gained. But he was able to face us about 80 yards from the mark and force us to make two more tacks. We rounded second, held our own on a long starboard, then gained on Brian when he gybed back into the middle for a while and finished right off his transom, with Bobby third.



MORE EXPERIMENTAL GO-FAST TECHNIQUES.
PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

~Race 5~

Don't really remember much about this race except that it was lighter and a little shiftier. We got another mediocre start pin-third, went middle left (I think) and rounded around 20th. No big moves either upwind or downwind, but we were going fast and steadily picking off boats. We had a really nice last beat, going middle left, and managed to pass a couple of boats in the last 200 yards to finish ninth. We weren't sure exactly how well we were doing, considering the deep first race of the day, but figured we had to be in the mix with the drop.

~Last Day~

Obviously, an exciting morning for all of us. I remember that Peter was a nervous wreck by the time we finally went out and were drifting around in the rain. We had calculated the points for the top 10 with the discard that would kick in with a sixth race. While we were tied with Art, with the drop he was over 10 points back and wasn't a big factor. Bobby would be first, we'd be three points back, and Brian and Sam Rogers (M-42) were just a couple of points back. So it was those three guys we figured would be our competition, and we knew we'd need another top ten, probably top-five, to win. I remember saying that Brian probably wasn't feeling any pressure as he'd already won the thing seven times, but that we shouldn't be feeling as much as Bobby or Sam, as no one expected us to be there in the first place. To be honest, if we did race, I liked our chances. We had been sailing through the fleet every race and were probably due for one more good start.

We broke form and got our boat in early. We had been one of the last boats out the first two days. Obviously, things looked pretty bleak for racing when it was raining with no wind and the start got postponed. I remember sitting around drinking coffee with Dave Magno (LA-99) saying he thought we were done, and congratulations on our win. I walked to the back of the club to make a phone call and find out what the weather was like up north. When I came back, Peter and Park were laughing as they explained that the power had gone out and the hoists were out of commission. At the point, the situation was bordering on the absurd, and there were jokes from several sailors about the fix being in: Peter driving his car into a utility pole, etc. I'm glad the RC sent us out when the power came back on, so there would be no second-guessing. I kept telling Peter to stay psyched up, that we were going to race, though I didn't really believe that. But that was certainly a long hour or so, drifting around and listening to the RC on the radio.

The rest is history. Racing was called on Sunday and Peter Hurley, Glen Dickson and Park Benjamin became the 2010 national champs. We should all be inspired as these guys brought a bunch of talent to the table but they acknowledge a lot of mistakes. Their average finish position was 11th, but in this case it got it done.

LEHYC would like to thank the volunteers for RC, housing and everyone who pitched in to help leading up to and during the event. Above all else, we want to thank the competitors who have made 70 boats the new benchmark that we will strive to exceed in 2015.

~Lon's Perspective~

Seventy boats on the starting line for the 2010 National Championship regatta hosted by Little Egg Harbor Yacht Club. LEHYC hosts the National Champs every five years and this is their largest turnout ever.

On Thursday, The Grand Lake YC people showed up in style with their large enclosed trailer carrying three E Scows inside and one on the roof. On Friday, Grand Lake skipper Jason Sutherland (GL-31) and crew, Jay O'Neal, Tom Coulthurst and Jennie Coulthurst showed up with a little style of their own. In racing conditions that made consistency scarce, they had two 5th place finishes to lead the regatta after two races. Two other boats stayed in single digit finishes, Jeff Bonanni (LE-73) and Peter Hurley (MA-11).

The winds have been from the NW for the last couple of days. No boats went out to test the waters on Thursday when the winds were a good 20+ with gusts approaching 30 mph so the practice race was canceled. Very late in the afternoon Jeff Bonanni and team did get a short sail after the winds had died down. He was itching to sail since he arrived a few days early to get in some practice and had been left high and dry because of extreme sailing conditions. While Jeff was out sailing, most everyone else was putting the finishing touches on their boats. Many turned on their side to get a coat of wax, a tuning gauge or tape measure in the hand of every other person walking around. Lots of excitement and anticipation in the air with talk of strong winds continuing for the first day of racing.

An overcast Friday morning saw a lot of activity early with sailors showing up at 7:00 a.m. for 9:30 harbor gun and a 10:30 warning signal. The wind looked good, not blowing the leaves off the trees, but a nice 15 mph range looked most likely, still from the NW. The NW winds can be very shifty especially when light. Would that hold true with a bigger breeze?

At the skippers meeting they announced a 30 minute delay in the first start to give everyone time to get their boats in. The NW winds made it a little harder to get away from the two cranes launching the boats, and took a little extra time. The line was set and high tide arrived at the first start, 11:05 a.m. The current was still flowing however, and the starboard line boat looked strange to us midwestern sailors as the stern was pointing into the wind with a tight anchor chain pulling off the bow. The current was eager to push everyone over the line early. Although many sailors were sure they were over at the first start, especially near the leeward end of the line, our PRO Bob Stevens saw everyone neatly lined up down the line and the first race started as scheduled.



INVASION OF THE BLACK AND BLUE DIVISION.

PHOTO BY ALLEN CLARK/PHOTOBOAT.COM



"LET'S TAKE A QUICK LEFT AND BLOW THIS CLAM BAKE."
PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

wind dropped down in the middle of the race and then came up again near the end. Jason Sutherland was 11th and moved up each mark rounding and finish fifth. Robby Wilkins (SC-27) was 10th and he passed the most boats in the top group. Robby got into some pressure on the first downwind and moved into third place. On the fifth leg to the finish, Sam Rogers in the lead was covering Peter Maas. Robby Wilkins still in third, got some new pressure and a shift that was enough to carry him over the line in first place. NCESA Commodore Art Brereton (TO-101) was fourth, followed by Toby Sutherland (GL-7).

~National Championship - Day 2~

The annual membership meeting was moved up to start at 8:15 a.m. and Commodore Art Brereton was able to complete the business in record time for a 9:30 harbor gun and a 10:30 warning signal. The winds were north at about 6-7 mph but as race time approached were dying. The PRO put up the postponement as the wind shut off completely and we had a short wait for the sea breeze to start up at 11:00.

At the start there was 5-7 mph of wind from 120 degrees. It appeared that many boats expected the breeze to move right but did not on the first leg. It was Peter Maas on the left side of the course who took the lead at the first mark. He was followed by Richard Wight (M-10), Greg Matzat (SA-1), Robby Wilkins and Brian Porter (I-49). Positions didn't change much on the first three mark roundings except for Brett Hatton (SL-4) who moved from ninth to second, and Bob Donat (LE-3) who went from the 20's at the first mark to ninth at the next leeward mark. Robby Wilkins got into some trouble at the second upwind rounding and had to do a penalty circle which dropped him from seventh to 12th. Finally things got shaken up on the last downwind as a little pressure and a shift launched new leaders as Peter Maas, Dick Wight and Greg Matzat were caught going left. Brian Porter won the race in 65 minutes followed by Chad Hillyer (10th at the previous mark), Robby Wilkins (12th at the previous mark), Augie Barkow (V-37) who had held his position pretty much the whole race and Brett Hatton.

The leeward end was favored and those who were able to cross the fleet to get right were okay as there was a big right shift later in the leg. Most boats from the leeward end had to crawl back throughout the race. Bobby Koar (BH-22) lead at the first mark with Chad Hillyer (T-17) in second followed by Paul Magno (LA-88), Bill Nolden (LA-11) and Jason Sutherland. It wasn't until the second downwind to the finish that the positions changed. All year long, Bobby Koar has been fast and able to easily stay in front, but Chad Hillyer got into more pressure and was able to slip past Bobby to win the race. The race lasted exactly an hour for the leaders. Because of the shifty winds and velocity changes across the course, the fleet spread out enough for the RC to easily record the downwind finishes.

Race two was frustrating for RC and sailors. The shifts were larger and the velocity was up and down between 5-15 mph. The RC had a hard time anticipating the next shift and getting a good line at start time was a challenge. At the first start, most boats piled up at the windward end and pushed over early for general recall. After some delay for line adjustments for the second start, I and Z flags flying, boats again were too eager and pushed over at the leeward end of the line. The third start was clean and Peter Maas (X-20) was glad it was. He led at the first mark followed by Sam Rogers (M-42), Jack Lampman (LE-8), Butch Leonard (LE-5), Blaine Unicume (GL-0), Marc Feaster (IH-22) and Justin Segersten (H-38) in seventh. This was Justin's best mark rounding at a regatta. The



TEAM KOAR RIDING THE PUFF OVER TEAM HILLYER. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

Race four had legs of 1.2 miles and lasted 55 minutes in winds of 7-10 mph. The right shift that came in during the first race had the course heading at 150 degrees. This time the fleet pushed the start and PRO Bob Stevens decided to call a long list of boats that were over the line. Surely some got away with a head start but now he put the fleet on notice that a general recall wasn't going to be his first option. Casey Call (WA-99) hit the shift first from the left side and lead at mark one, followed by Bobby Koar, Brian Porter, Peter Hurley and Tom Monroe (WH-77). Many of the boats over the line re-rounded at the leeward end that pushed them over to the favored side of the course, enabling them to get back into the top 20 to 30 boats. Opportunities existed for gains and losses but the top boats shuffled slightly and slowly over the next three legs. However in the middle half of the fleet, there were some bigger movements of 10 to 20 places. Brian Porter slipped by Bobby Koar while Casey Call slid back, along with Tom Monroe. Porter won followed by Peter Hurley, Koar, Paul Magno (LA-88) and Sam Rogers.

The last race of the day almost got off on time but the PRO called a postponement a couple of minutes from the start to adjust the line. After moving the leeward end back in second attempt to spread the boats out on the line, the crews at the leeward end found a good breeze and a slant that allowed them back onto port after a few minutes and lay the weather mark. Bobby Koar lead followed by Lon Schoor (H-7), Augie Barkow, Jason Sutherland, and John Manderson (T-14). There was no movement in the top three boats for the entire race so it was Koar, Schoor, and Barkow at the finish. Brian Porter moved up the most from 13th to fifth, mostly on the second upwind. Sam Rogers also liked the second upwind and moved from 14th to seventh. Peter Hurley went from 15th at the first mark to 13th and then ninth at the finish. Art Brereton got by Brian Porter on the final beat to finish fourth, Tom Monroe WH-77 was sixth followed by Sam Rogers, Chad Hillyer. The Harbor gun is set for 9:00 am Sunday morning for the last day. It looks like some rain is possible with winds forecast at 5-10 mph.

The final day produced nothing more than rain, allowing Peter Hurley and his crew of Park Benjamin and Glen Dickson to take home the 2010 National E Scow Championship.

~Sam's Blog.~

UP NEXT – 2010 E Scow National Championships

September 9, 2010

Every 5 years, the NCESA packs up and makes way to Little Egg Harbor, NJ for its annual National Championship. For those who have been to Little Egg Harbor, it might be the best natural venue possible for racing E Scows in the country; with its wide open waters, steady and reliable seabreeze and great social activities, there is a reason the class puts this

venue on the calendar repeatedly. What will be most welcoming is that the sailors can almost certainly count on being able to stretch their legs and put the webbing in their hiking straps to use

When compared to this year's variable and shifty E Scow ILYA Champs on Lake Geneva, the Nationals will be a full on drag race event, a true test of boatspeed as opposed to rolling the dice and hitting a shore. When the seabreeze comes in Little Egg, the boats in the front are tacking 2-3 times in 15-18 mph winds on 1.5 miles beats which usually draws groans from crew members who are doing the equivalent of a 11-12 minute wall sit during the upwind beats. During the 2005 Nationals when I had the opportunity with race with Vincent and Bri Porter, we decided to sail with 3 people and during one of the upwind legs on Day 2 with a fresh sea-breeze, our jib man Bri had a hard time taking the pain in his legs and quietly asked me to club him over the head so he could still be in the straps, but not be awake for the pain. When racing E Scow in Little Egg, you will need good boatspeed to succeed, and some strong thighs as well



HANG ON TIGHT KIDS..... PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

Coming fresh off a victory at the ILYA Champs, our team of Chrisy Hughes, Tony and Lynn Jewett are hopeful we can do what Tom Burton did in 2009; secure victories at both the ILYA and NCESA Champs. This is a rare feat with only a handful of sailors being able to pull this off and when you look at the names of who has done it, Melges, Porter, Burdick...you begin to understand why; with so many good sailors racing E Scows, you not only need to sail well to win one major championship, but you have to have a bit of good luck as well, and to do it twice in one year is exceptional. 2010 will be no different with the top talent in the ILYA and ECESA making the trek to Little Egg. Brian Porter, Vincent Porter, Augie Barkow, and Chris Jewett as well as a handful of sailors from the East will all try to inscribe their names on the classic 1950s Tiffany's bowl awarded to the winners. With over 70 boats pre-registered, whoever wins will have to display great speed and an ability to sail clean.

While most boats are individually doing there best to take home a National Title, there is also an underlying competition between boats in the ILYA (Inland Lake Yachting Association) and ECESA (East Coast E Scow Association) and who has the tougher fleet annually. While there is certainly great talent in both regions, in the past 25 years the ILYA has claimed the National E Scow title 23 times, and 16 straight. With the Nationals taking place at an ECESA venue, and some very good talent evolving in their region over the last few years, it is very possible a boat from the East could make a strong challenge for the title this year...but we will do our best to keep the trophy in the ILYA.

After we unload the triple deck E boat trailer towed graciously by Jeff Solum on M-12, our plan will be to get the E Scows rigged, tuned and prepped for racing. We will be sure not to work too late into the evening however since we have a date with flat screen TV for the Vikings/Saints game at 7:30. Racing begins at 10:30 am on Friday morning and with 3 races planned each day, the biggest challenge will be to ditch the great social activities early and get a solid nights sleep.

Stay posted to 42marine.com for daily updates from the 2010 NCESA National Championships.



DRIVING HARD TO LEEWARD. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

Does Hot Sauce Make Eating Your Words Taste Better? 2010 E Scow Nationals Wrap-Up

Posted: 13 Sep 2010 12:44 PM PDT

In my preview post leading up to the 2010 E Scow Nationals, I was so confident in the conditions that Little Egg Harbor had to offer that I decided to go out on a limb and make a few bold predictions. Not only did I learn a few new things about this normally reliable venue, but I also learned that I will stay away from making predictions on future posts since I was basically wrong in every statement that I made regarding the type of regatta it would be, including which region the eventual winner would hail from.

Just to summarize, here are few of the predictions that I made leading up to the event, and the corresponding result:

“Steady, reliable breeze” – Wrong. The great seabreeze that Little Egg is known for never made an appearance as a strong front passed through on Thursday and left brisk temps that never allowed the land to heat up. We were left with a dying NWestrly breeze on Day 1 that challenged sailors with huge velocity and degree changes and left a lot of “contenders” with huge scores on the results sheet after day 1. After the front passed on day 2, we were left with 8-10 mph easterly that left sailors mentally exhausted after 3 challenging races.

“Drag racing and boatspeed conditions” – Wrong. While it was still important to have good speed, the Nationals was all about getting off the line cleanly, closing your eyes and hoping you were headed in the right direction. What looked like a certain thing in the pre-start often resulted in many of the top teams stranded on a side and scratching their heads. With the big velocity and direction changes on Day 1, it was not uncommon be leading the race by a mile, fully hiking, vang on and sailing fast with the entire fleet in your mainsail window one minute, and the next minute have a 30 degree header, everyone on the low side, and 30 boats getting ahead on the other side of the course.

“Strong thighs and strong hiking straps” – Wrong. The only time this statement could have been true was if a team decided to go out and practice on Thursday prior to the event when it was blowing 25-30. Otherwise the hiking straps were used sparingly on Day 1, and could have been removed on Day 2.

“Great Social Activities” – Ok, I got one thing correct. The post race kegs and soft pretzels, the parties, food and everything on-land were top notch and is reason enough to return to Little Egg in 5 years.

“The ILYA has won the NCESA National Championship for 16 straight years.” – Wrong. Several teams from the ECESA, WMYA and “At-Large” areas would make pushes for the title, but a team from the ECESA would claim the title for the first time since 1994.

So after seemingly to put a jinx on the entire event, from here on out, I will save the predictions for someone else. As for the report from the M-42, we found ourselves surviving the first day with results of 14, 2 and in fifth place overall. Jason Sutherland would be the clubhouse leader after the Day 1 with a 5, 5. This made sense since Jason's home lake of Grand Lake, CO and its high mountains can cause some seriously crazy conditions similar to what the first 2 races provided and it looked like Jason and his team were the only ones to make sense of it. After looking at the results sheet, it appeared that many top teams would have a hard time recovering from finishes in the 20s or 30s, but Day 2 would have plenty of action.

As we headed out for race 3, our goal for the day was to keep our 14th as our "throwout" race assuming we could get enough races in. Well, that disappeared pretty quickly when we found ourselves OCS in the first race, and when we attempted to reround the boat end of the line after being in the middle bucking current the entire way, it was almost as if time stood still on our boat, while the rest of the fleet blasted off towards the windward mark. Once around the committee boat, the leaders sail numbers were not visible and we knew we were in for a long race. The only consolation is that our good friends on the M-3 were also OCS and it provided at least a little bit of levity to have some share the pain of battling it out in the back of the pack. We battled hard to get back to a 36th, but it was no doubt a tough start to Day 2. All was not lost however as a few of the leaders from Day 1 we close to us in this race. Jason Sutherland (GL-31), Peter Hurley (MA-11) and Jeff Bonnani (LE-73) were also going to have to use a new high sore as their throwout. Meanwhile, after a harsh first day, Brian Porter on his team on I-49 returned to form and took the bullet in race 3.

We managed to eek out two keeper finishes in races 4 and 5, and when we returned to LEHYC, it was anyone's guess as to who was winning the event. Porter smoked everyone on Day 2 with a 1, 1, 5, but his 29, and 20 on the first day would be hard to battle back from. Bobby Koar and his team also had a great day 2 with a 15, 2, 1, but their 48th in race 2 would keep them out of the lead. Once the results were posted, it would be Peter Hurley on MA-11 who would lead with 54 pts and five boats right on his tail including Art Brereton who was tied for the lead and the only boat in the top ten to post all top 20 finishes. if one more race was to be completed however, the throwout would kick-in and the leaders would find themselves replaced by Bobby Koar and his team who would get to rid themselves of a 48 and have a small lead over Hurley, Porter, Rogers and Barkow.

With a 9am Harbor Signal on Day 3, it looked the RC was eager to get off 3 races on the final day which



TEAM DONAT AND "ANOTHER BEAUTIFUL DAY AT BEACH HAVEN."
PHOTO BY ALLEN CLARK/PHOTOBOAT.COM



THE DEVIOS LOOK OF PAUL MAGNO. PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

was a welcome sign to a lot of the teams praying for a 6th race. As teams prepped their boats, dark skies loomed on western shore, and after a quick look at the radar, a nice line of T-storms and rain would be approaching the area. After a 2 hr delay, the RC would make an attempt to get the boats on the race course, but a power outage would not allow for the cranes to operate and we once again would be in a holding pattern. Once the power resumed, the call was made to get out on the water and attempt to get off at least one race. With less than half of the 70 boat fleet making the effort to go out, the possibility of our team making a 7 pt comeback (with a throwout) was looking more and more bleak. As we attempted to get out of the harbor, it was clear the passing storms had swallowed any ounce of breeze and we were left with a glassy racing area that would not change in time for the 1pm race limit.

The results would remain unchanged from Day 2 and Peter Hurley and his team on MA-11 would take the NCESA title. Overall, a fun, crazy highly unpredictable event with plenty of lead changes and unexpected results. Congrats to Peter and his team. Results can be found here. Next year the NCESA heads to Torch Lake for its annual championship and while I have heard great things about this venue, I will be sure to keep my thoughts to myself.

A huge thank you goes out to Bob Donat and his team at LEHYC for an outstanding event. I don't think I have seen a regatta Chairman work as hard as Bob did throughout the event. And of course, a huge thank you to the team on the M-42 for a great season. Chrisy, Tony and Lynn all made huge sacrifices to attend the events this year and it was a total blast. You guys are the best!

Nationals Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Peter Hurley	MA-11	7	6	30	2	9	54T
2	Art Brereton	TO-101	15	4	17	14	4	54T
3	Brian Porter	I-49	29	20	1	1	5	56
4	Chad Hillyer	T-17	1	25	2	25	8	61
5	Augie Barkow	V-37	10	31	4	15	3	63
6	Sam Rogers	M-42	14	2	36	5	7	64
7	Bobby Koar	BH-22	2	48	15	3	1	69
8	Paul Magno	LA-88	3	28	25	4	11	71
9	Jeffrey Bonanni	LE-73	4	7	29	18	14	72
10	Robby Wilkins	SC-27	31	1	2	11	28	74
11	Richard Ryon	LE-2	8	36	13	9	18	84
12	John Brown	SS-1	22	11	7	26	22	88
13	Brett Hatton	SL-4	25	15	5	27	32	104
14	Brian Zimmerman	SC-22	23	21	20	13	27	104
15	Jack Lampman	LE-8	51	9	14	20	13	107
16	Tom Monroe	WH-77	19	32	45	8	6	110
17	Chris Jewett	M-3	35	14	35	16	10	110
18	Rob Terry	CR-66	41	10	18	28	19	116

PHOTO BY ALLEN CLARK/PHOTOBOAT.COM

continued on page 61

Nationals Results cont'd

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
19	Vincent Porter	I-2	16	34	38	21	12	121
20	Casey Call	WA-99	49	19	24	6	24	122
21	Matt Schmidt	V-736	24	45	16	10	29	124
22	Peter Mass	X-20	11	3	11	44	57	126
23	Jason Sutherland	GL-31	5	5	50	47	20	127
24	Lon Schoor	H-7	32	41	28	31	2	134
25	Dave Magno	LA-88	17	26	41	17	33	134
26	Richard Wight	MA-10	12	39	10	46	35	142
27	John Maschal	LE-2	18	37	42	7	39	143
28	Peter Wright	MA-8	12	39	10	46	35	142
29	Mark Unicum	GL-11	37	27	32	23	40	158
30	Derek Packard	M-87	27	23	OCS	19	21	160
31	Jeffrey Solum	M-12	43	16	52	33	17	161
32	Patrick Heaney	H-13	33	43	12	39	38	165
33	Buzz Reynolds	IH-17	48	30	19	40	37	174
34	John Manderson	T-14	6	53	49	53	15	176
35	William Warner	T-1	13	46	34	22	64	179
36	William Koar	BH-21	47	29	39	38	26	179
37	Bill Nolden	LA-11	9	56	56	37	23	181
38	Russ Lucas	BH-8	28	59	33	45	16	181
39	Christopher Creighton	CH-1	20	58	8	48	49	183
40	Blaine Unicum	GL-0	21	47	21	35	59	183
41	Justin Segersten	H-38	64	18	22	23	561	187
42	Toby Sutherland	GL-7	34	51	40	34	31	190
43	Greg Matzat	SA-1	54	54	9	29	48	194
44	Lance Puccio	H-11	45	38	37	43	34	197
45	Louis Hill	W-47	58	12	44	30	54	198

NCESA Award Winners

Race 1 Winner, Keuka Trophy:

Chad Hillyer, T-17

Race 2 Winner, Iver C. Johnson Trophy: Donated by the Minnetonka YC.

Robby Wilkins, SC-27

Race 3 Winner, BBYRA Trophy: Barnegat Bay Yacht Racing Association.

Brain Porter, I-49

Race 4 Winner, Pewaukee Trophy:

Brian Porter, I-49

Race 5 Winner, Chautauqua Trophy:

Bobby Koar, BH-22

Race 6 Winner, Ferguson Trophy:

No race, not awarded

Race 7 Winner: No trophy yet donated.

No race, not awarded

Robert E Weldon Trophy: Given by his crew in 1961, presented to the crew of the winning boat.

Park Benjamin and Glen Dickson, MA-11

Bilge Pullers Trophy: The Championship bowl awarded to the winner of the National regatta an open championship regatta that combines the ECESA ILYA, WMYA, and other regions.

Peter Hurley, MA-11

Colie Service Award: 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 or herself through contributions to the fleet.

Island Heights Sailing Foundation's Will Demand and Art Bailey

Torch Lake Team Championship: Give to the Yacht Club with the best overall performance at the National Championship regatta. Awarded to the yacht club that obtains the best score as a team counting the best four boats in each race.

Little Egg Harbor Yacht Club

Rookie Award: First Nationals as a skipper.

Derek Packard M-87, 30th place overall

Master Award: Best finish for a skipper over the age of 60.

Jack Lampman LE-8, 15th place overall

Woman's Championship Trophy: Given by Mike and Dede Meyer of Pewaukee YC. Awarded to the woman sailor or sailors racing on the highest finishing boat.

Katie Scholes T-17, 4th place finish overall

Woman's Corinthian Trophy: Given by Leah Wagner and Larolanne 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 and woman sailing.

Donna Schoor, H-7

Woman Skipper: Best finish by a woman skipper

Elizabeth Harned, X-4

FLACE

Keuka Yacht Club September 18th & 19th, 2010

Respectfully Submitted by Dave Magno

In making my 2010 sailing schedule, I put down the FLACE at Keuka. I knew their fleet was down in numbers and I wanted to support the regatta. By fall the kids would be back to school, so I had to put together a crew. I easily convinced a couple of new guys on LA-2 to make the trip. James Miller is new to the class so he looked forward to it along with his crewmember Doug Riehl. Unfortunately for Doug a bad knee kept him home so James' other crew Mike Carberry seized the opportunity. Therefore, we were off to visit with longtime E sailor Bob Cole and his wife Marie.

When a bunch of sailors that have never sailed together before jump into a boat, you never know what you're going to get. We had no idea a glitch free weekend would follow with everything breaking our way.

Saturday brought sunny skies with light to medium winds out of the southwest, the axis of the lake. In the first race we got a good start and led wire to wire. Bob Cole (KU-9) and George Welch, Jr. (KU-1) fought it out for second allowing us to escape before Cole finally took control. In the second race George led early, pursued by Bob Cole. The wind had shifted some and the fleet crowded the west side of the lake. In a regatta defining moment, we were able to become race contenders by crossing the lake in a big right shift on the second upwind leg. Downwind we got below the leaders going down the west shore and took the lead for the win. Bob also got by George for another second.

After lunch we took advantage of boats over to win another race. George Welch, Jr. restarted quickly by circling the pin and rapidly moved up to second. Bob Cole hung in there for a third. The fourth race saw a different lead group. Marc Turner (CH-4) snuck out to a nice lead, which left Bill Nolden (LA-11), Dave Stenger (KU-2), and our boat in chase. The wind was dying and we were finally able to catch Marc and pass him in the last hundred yards. Bill Nolden took the third. It was off to the wineries and then Thanksgiving Dinner in September back at the club. All enjoyed an excellent feast.

Sunday was cloudy with light winds out of the northeast, 180 degrees different. Steve Andersen (KU-18) got going in this one and led for the first lap while we were in second. We passed him on the next lap and positions shuffled in the light and spotty winds. In the end, we won with Andersen second and Bob Cole third. The final race was a light air battle between Bill Nolden and us. Meanwhile, the action was in constant flux behind us. We eventually prevailed with Bill Nolden second and Marc Turner third.

Overall, Bob Cole was consistent enough for second, with George Welch, Jr. third, Marc Turner fourth, and Bill Nolden fifth.

FLACE Results

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	Dave Magno	LA-88	1	1	1	1	1	(1)	5
2	Bob Cole	KU-9	2	2	3	4	3	(5)	14
3	George Welch, Jr.	KU-1	3	3	2	(5)	4	4	16
4	Marc Turner	CH-4	4	4	6	2	(6)	3	19
5	Bill Nolden	LA-11	5	5	5	3	(5)	2	20
6	Steve Andersen	KU-18	6	6	4	6	2	(6)	24
7	Dave Stenger	KU-2	7	7	7	7	7	(7)	35

The Blue Chip

**Pewaukee Yacht Club
September 24th - 26th, 2010**

Respectfully Submitted by Lon Schoor



2010 MYSTERY GUEST BORA GULARI.
PHOTO BY PAT DUNSWORTH

fourth. Tom Burton (M-9) went from second to 11th on the next leg and picked up a couple of boats to finish ninth. Tom Klaban (WH-11) tipped at the first mark, which put him in solid contention for "bar walk" honors. The bar walk is a tradition at the Blue Chip where the team in last place on Saturday night dances across the bar in their underwear. Believe me, boats are fighting hard, even at the bottom of the fleet to avoid the bar walk embarrassment. Kevin Jewett (V-15) went from fourth at the first mark to a victory by the finish. Brett Hatton (SL-4) deserves mention because he went from 16th to sixth at the finish.

In the second race, Porter got off the line with a quick tack to port and cleared all the starboard tackers. He lead at every mark on a 4+ course. Peter Friend (V-11) was second and held on until the fourth upwind where he rounded in 14th. It was scary how fast that could happen to you. Lon Schoor (H-7) was third around the first mark but took a little break to do some shrimp fishing and it was down hill from there. This year's National Champion, Peter Hurley (MA-11), was seventh around the first mark just behind Kevin Jewett, Tom Burton (M-9) and Derek Packard. But Peter's success was short lived as he slowly worked his way back to 16th at the finish. There were 21 boats in the regatta. Poor Bora (?) was last half way through the race and could only get past four boats by the finish. Talk about tough sledding.

Three races today (Saturday), the first day of racing. Friday was too windy to race with wind gusts in the high 30's.

Brian Porter (I-49) with crew Charlie Harrett and Dave Navin were amazing today, at least from where I was "spectating". They had finishes of two, one and three in Pewaukee's most difficult conditions for consistency, a north wind. Big shifts, big pressure changes, and wicked puffs with huge lifts or knocks (the leaders were getting the lifts and we were getting the knocks!). The breeze was up in the morning at a good 15 mph for the 9:00 a.m. start and slowly softened throughout the day until it was about 5 mph at the finish of the third race, 2:35. The PRO waited an hour to see if wind conditions would favor another race but cancelled at 3:30 to end racing for the day.

The Mystery Guest is Bora Gulari, the 2009 International Moth World Champion. He has a long resume for racing achievements in all kinds of boats and won the prestigious Rolex Yachtsman of the Year award for 2009. Bora is in 10th place at the Blue Chip, having his best finish in the last race, a sixth place.

It's the Blue Chip so despite the shifty, puffy conditions, the fleet was tight from front to back. Racers were gaining and losing large numbers of boats with each major shift coming down the lake. Derek Packard (M-87) lead at the first mark and it must have been exciting for his first ever Blue Chip race. Derek finished



IF BOATS COULD TALK.....
PHOTO BY PAT DUNSWORTH

Remember Lon, behind just two boats at the first mark, well at the finish he was just ahead of two boats. Ouch! The Pewaukee Board of Directors should pass a motion that prohibits the Blue Chip PRO from holding any races with a north wind, give or take 40 degrees! Remember Tom Klaban, with a DNF in the first race after tipping over, well in this race he was last. I only mention this because now he is the most motivated racer on the course as the bar walk was looking all too certain for his team.

The third race was in lighter winds but no less fickle. All the teams had dropped their fourth crew. Brian Porter again got the jump on the fleet but this time he couldn't get away. Positions were changing at the top, a few positions every mark rounding on the

3+ course. Brian was followed by Will Graves (V-74), Tom Klaban, and Bora the Mystery Guest. Did I mention Tom Klaban was motivated?! Tom went on to finish second and avoided the bar walk. I saw some pretty big smiles on their faces as you'd think they just won the regatta. It would be nice of me to not mention that Tom Burton was next to last. I did so because he worked his way back to seventh, half of it on the last leg to the finish. Derek Packard had a nice comeback from 15th to fourth at the finish.

The "race" for last place was won by our 2010 National champion, Peter Hurley. I heard that Peter did some professional modeling in his Laser days. Should we all be expecting something special for the bar walk?



BLUE CHIP CHAMP BRIAN PORTER JUST SHOWING OFF
PHOTO BY PAT DUNSWORTH



A SPECIAL BAR WALK FOR OUR 2010 NATIONAL CHAMPIONS.
PHOTO BY PAT DUNSWORTH

Two races were sailed on Sunday. Another north wind for the first race at about 5-8 mph and the second race was east/north/east at about 9-15. It was Tom Burton's day all the way with two first place finishes but Brian Porter stayed in the top five each race to win the 2010 Blue Chip Regatta.



THERE MUST BE BIKINI'S AHEAD!
PHOTO BY PAT DUNSWORTH

Blue Chip Results

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Brian Porter	I-49	2	1	3	5	4	15
2	Kevin Jewett	V-15	1	2	9	4	3	19
3	Tom Burton	M-9	9	4	7	1	1	22
4	Derek Packard	M-87	4	3	4	16	2	29
5	Jim Gluek	X-751	3	8	8	6	5	30
6	Bob Biwer	V-222	12	5	1	7	11	36
7	Bret Hatton	SL-4	6	10	12	8	7	43
8	Mark Unicume	GL-11	8	9	18	10	9	54
9	Will Graves	V-74	5	15	10	11	14	55
10	Bora Gulari	?	10	16	6	13	13	58
11	Casey Call	WA-99	11	14	20	2	12	59
12	Rob Terry	CR-66	18	20	11	3	8	60
13	Peter Friend	V-11	16	11	5	14	15	61
14	Art Brereton	TO-101	15	6	17	9	17	64
15	John Brown	SS-1	17	13	16	17	6	69
16	Hugh & Tim Sugar	H-8	7	18	15	12	20	72
17	Lon Schoor	H-7	13	19	14	20	10	76
18	Toby Sutherland	GL-7	14	12	13	19	19	77
19	Peter Mass	X-20	19	7	19	15	21	81
20	Tom Klaban	WH-11	DNF	21	2	21	18	84

Lake Hopatcong Fall Regatta

Lake Hopatcong Yacht Club

September 25th & 26th, 2010

Respectfully Submitted by Doug Johnson

The Lake Hopatcong Yacht club hosted its annual fall regatta this past weekend and for this year, the regatta was also the conclusion of the Heritage Series as well as the North Jersey Yacht Racing Association's Class Championship. There were a total of 10 boats sailing with Bill Nolden (LA-11) and Kenneth Layton (OC-7) making it up from the bay as well as eight local boats. Sailors were greeted Saturday morning with bright skies and a southwest breeze of 8-10. As the boats made their way out to the course, it was determined that we would be using a mid-leg start/finish as this regatta is sailed in conjunction with the LHYC Thistle Class's fall regatta, creating some challenges as the day went on and the breeze came up.



PHOTO BY DICK WHITE

Tom Wiss (HO-32), Bruce Feakins and Bill Nolden. On the run, the mid-leg start finish added an extra dimension to the race as it was closed and boats had to stay high and hope for some extra pressure coming out of the River Sticks to soak you to the mark or call the lay line perfectly so you could clear the pin end of the line and still carry enough height to pass Chestnut Point.

At the end, the extra pressure from the River Sticks came through, allowing Doug Johnson to sneak past Bill Nolden and close the gap on the others. On the second beat, a broken hiking strap slowed Tom Wiss down as he had to make a stop and recover his crew. The boats settled in for the remainder of the race and Doug Johnson was able to get past Bruce Feakins, as he with former LHYC members Chuck and David Drawbaugh turned over after experiencing some technical issues. In the end Kenneth was able to hold on for the win followed by Johnson, Wiss (nice recovery) and Nolden.

After an on the water break for lunch, the wind had shifted left and piped up to 15-18 with some larger shots and 20-30 degree oscillations. A new course was set with short legs which measured three quarters of a mile. At the start, most of the fleet immediately tacked onto port and headed across the lake towards the mark. After a short beat, Tom Wiss rounded the mark first but shrimped and was dragged into the offset, allowing Chris Norman (HO-53) and Doug Johnson to get by as he was trying to get back in line to clear the offset. Both Norman and Johnson gybed at the offset and headed out on port with Johnson gybing back to starboard for some extra pressure. At the leeward mark it was Johnson, Norman and Wiss, who again had another nice recovery. Johnson continued to lead for the remainder of the race with Patrick Flinn able to sneak up a few spots to end in second, with Norman, Wiss and Nolden following. The boats headed back to the club for some well deserved downtime to recover.

The first race got off promptly at 11 a.m. and as the boats headed up the course, it became apparent that right was right as Patrick Flinn (HO-54) lead to the windward mark. It was a position he would not relinquish as the race went on. On the run, boats in the pack were seeking any extra pressure and passing lanes they could find. At the leeward mark it was Patrick leading comfortably as he went on to take the win followed by Bruce Feakins (HO-35), Doug Johnson (HO-50) and Bill Nolden. After a brief break, the second race got off in building wind. Although the breeze was phasing left in the pre-start, the boats that were OCS ended up catching a nice righty and were lifted up the right side of the course to the mark. At the windward mark it was Kenneth Layton leading followed by

By the time the sailors arrived at the club Sunday morning, the front had passed and the 85 degrees that greeted us Saturday was now 60, and the southwest breeze was now northeast, light and variable. The RC immediately set up for a 10 a.m. start and had a good course set with the breeze looking like it was going to settle in from the northeast at 5-7. The fleet got off clean for the most part with the exception of Johnson who was OCS. As the boats beat up windward leg, it was critical to find the most pressure as it was up and down. At the windward mark, leading was Chris Norman who went to the east shore after the start and carried the pressure to the mark, followed by Johnson who recovered from the OCS and Bill Nolden. Again, downwind it was critical to find the pressure and stay in front of it as Norman gybed to seek some additional pressure at the shore. Johnson picked up a puff from the left and was able to pull ahead.

At the leeward mark it was Johnson followed by Nolden, Norman and Feakins. On the second beat, the breeze died down to 1-3 and boats were struggling if they were in the center. Bruce Feakins stayed on the west shore and found some pressure which took him to the windward mark in first followed by Norman, Nolden and Johnson. On the last run, boats were searching for any little breeze and focusing on staying out of the wind shadow of the windward boats. Johnson was able to pass Nolden and Norman, but Bruce Feakins was able to hold on for the win followed by Johnson, Layton, Nolden, and Jim Flinn (HO-45). Chris Norman was the unlucky recipient who found himself in one wind shadow after another and slipped from second to eighth at the finish. Shortly after the boats cleared the line, the RC made the call that there would be no fifth race. The boats were quickly pulled from the water and packed up for the long wait for Charleston at Easter. The winning team was Doug Johnson, Bob Rosevear, Eric Rochelle (Saturday) and Renee Rochelle (Sunday).

Lake Hopatcong Fall Regatta Results

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Doug Johnson	HO-50	3	2	1	2	8
2	Patrick Flinn	HO-54	1	6	2	6	15
3	Bill Nolden	LA-11	4	4	5	4	17
4	Kenneth Layton	OC-7	6	1	DNF	3	18
5	Bruce Feakins	HO-35	2	7	DNS	1	19
6	Tom Wiss	HO-32	5	3	4	7	19
7	Chris Norman	HO-53	7	5	3	8	23
8	Jim Flinn	HO-45	8	8	DNF	5	29
9	Tim Flinn	HO-1	9	DNF	DNF	9	37
10	Mike Blair	HO-52	11	DNF	DNS	11	42

PHOTO BY DICK WHITE

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Jammin at Little Egg.

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