The REPORTER

2009

The Nationals PHOTO BY PAT DUNSWORTH

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The Reporter 2009

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

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Toby Sutherland (GL), Vice Commodore

Bill Wyman (J), Rear Commodore

Lon Schoor (H), Secretary/Treasurer

Directors:

Term Expires 2010

Pat Heaney, ILYA
Brian Porter, ILYA
Jay Rendall, ILYA
Dave Hagan, WMYA
Bill Nolden, ECESA
Robby Wilkins, At-Large

Term Expires 2011

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

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Editor: Steve Andersen

Many Thanks to Our 2009 Reporter Contributors

We all need to give greatest thanks to Lon Schoor. He travels to many of our fine regattas and gives us most of our day to day updates. Without Lon, the completion of the Reporter would be almost impossible. Thank you Lon.

Jim Barr	Art Brereton
Andy Burdick	Justin Chando
Bob Cole	Pat Dunsworth
Chad Hillyer	Chase Hillyer
Eric Horrocks	Mari Johnson
Tammy Sawyer	Lon Schoor

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The Commodore's Report

Our Fearless Leader PHOTO BY PAT DUNSWORTH

In my business, they often say "Timing isn't everything, it is the only thing". That certainly is the case for me as I become Commodore of the NCESA. The past few years have been stressful for both the membership and Board as the adoption and conversion to the asymmetrical spinnaker has come to pass. After Rick Turner skillfully navigated the Association through this challenging and turbulent period, he has passed the helm to me in calm waters and with the class in perhaps its strongest position in its now over 50 year history. We have weathered a major change well, and we are seeing a new generation of participants joining our ranks. The critical difference was Doug Love's generous contribution that made it possible for so many of our younger owners to make this conversion. And that investment by Doug has paid major dividends of renewed enthusiasm from these young sailors. It is great to see some fresh new faces pushing some of the old bulls out of the top ranks!

In the interest of cost savings, not to mention going green, we are trying a new digital format for The Reporter. By going this route we are saving over $7,000 in costs, and we hope you will all agree that this change and any inconvenience it may cause is well worth it. For those who wish a hard paper copy, one can be printed from the DVD. Again we are all very grateful to Steve Andersen for all his hard work and long hours that bring us a breath of summer in the depth of winter. (Not quite the February issue of Sports Illustrated, but close…???)

This year's championship regatta was hosted by the Oshkosh Yacht Club at their beautiful new clubhouse. Everything under their control was perfect, but unfortunately the wind was not. Still PRO Blake Middleton and his team did a masterful job squeezing in racing between 5pm and sunset. We were fortunate to get in 3 races and a Championship completed, with negligible damage to the cocktail hour. In the end it was one of the old bulls who emerged victorious. Tom Burton and his team of Bruce Martinson, Andy Ferguson, and Martha Morgan added the National Championship to their earlier victory at this year's ILYA to cap what was arguably their best season. But the hat trick was not to be. Tom has battled constantly over the years with a certain band of brothers from Lake Geneva, and Vincent Porter made Father John and Uncle Brian proud by winning The Blue Chip. But more important than the numbers of boats at the Nationals or the quality of our racing, our finest hour for 2010 was when Sam Rogers was recognized by US Sailing for the great level of sportsmanship he displayed at this year's Blue Chip. Sam showed that he had learned sailing's most important lessons well from mentors like Gordy Bowers and Buddy Melges; that respecting the sport and your competitors was all that mattered at the end of the day. This attitude and the special camaraderie in our class is the true essence of the E Scow Class, and is the key ingredient to our special history and our future success.

We would be wise to use this period of relative calm in the class to look forward to the future. Ted Beier and the Rules Committee have done a great job bringing our Scantlings up to date. The Board is also beginning to discuss ways that we can make future development to our class even less stressful through long range planning and financial assistance. But in the meantime we can all look forward to another classic, the 2010 Nationals at Little Egg. As the current America's Cup involves more hulls than races, it's good to know there are some things in the world of sailing you can count on… See you there in September!

Finally a special thanks to Lon and Donna Schoor. As the Officers change every two years, they make sure the business of the class gets done and things stay on track. I know that I along with Toby and Bill rely on them heavily, and the entire membership can have confidence that our best interests are being looked after.

Sail Fast and Have Fun!

Art Brereton
Commodore
TO-101

NCESA Board of Directors Meeting

November 7th, 2009

A. Meeting called to order at 9:33 AM by Commodore Art Brereton

B. In Attendance:

Art Bailey - Island Heights
Ted Beier - Carlyle
Will Demand - Toms River
Art Brereton - Torch
Bob Cole - Keuka
Dave Hagen - Crystal
Charlie Harrett - Melges
Pat Heaney - Mendota
Bruce Martinson - Minnetonka
Pete Price - Torch Lake
Jay Rendall - White Bear
Lon Schoor - Mendota
Donna Schoor - Mendota
Jeff Solum - Minnetonka
Toby Southerland - Grand Lake
Dick Turner - Chautauqua
Rick Turner - Chautauqua

PHOTO BY PAT DUNSWORTH

There was a special recognition for Dick Turner's attendance at the start of the meeting. More than 50 years ago, Dick was one of the original Directors responsible for the creation of the NCESA.

C. Will Demand moved to approve the minutes from the last meeting and Ted Beier seconded. Motion passed unanimously.

D. Old Business

1. Ted Beier was reappointed to represent the At-Large fleets as a director. His term is for 2010-2011.

2. Jay Rendall moved to approve all new directors, terms 2010-2011. Bob Cole seconded the motion and it passed unanimously. The new term directors are: Bob Cole, Will Demand, Pete Price, Jeff Solum, and Ted Beier.

3. Directors & Officers insurance was purchased for $870 as directed by the Board at the previous meeting. This insurance also covers all Committee members.

4. It was recognized there is no official process for selecting the two Directors to represent the At-Large region (lakes that are not a member of the ILYA, ECESA, or WMYA). After some discussion it was decided to have Art Brereton and Toby Southerland make a selection process recommendation to the Board at the 2010 Board of Directors meeting.

Article IX of the Constitution should be modified to describe the At-Large representation process. The discussion included identifying all the fleets that are in the At-Large region and contacting them to see if they have a fleet representative. Also get suggestions from these lakes of people who might be interested in serving on the Board. Other ideas included: ask for volunteers, rotate positions from all At-Large fleets, have the At-Large region members vote electronically, and possibly use the Nominating Committee to recommend At-Large directors. Distribute At-Large region directors between the Southeast and all other fleets.

5. Bruce Martinson accepted a position on the Rules Committee. Bruce will work with Ted Beier during the year to transition into being the Chairperson of the Rules Committee. Ted has been on the Rules Committee for 30 years. He took over as Chairperson of the Rules Committee after Buzz Reynolds tenure in the early nineties.

E. Reports:

1. Rules Committee - Ted Beier

a. Bowsprit - There was a proposal to move bowsprit usage language from the Sailing Instructions to the Scantling Rules. In the proposed language the phrase "after the yacht pierces the plane of that mark while on starboard tack" was used. The definition/meaning/intent of this phrase was discussed at some length. The phrase was changed to "after the bow of the yacht is abreast of the mark on the rounding tack". The agreed upon language states:

"The bowsprit may be extended on any leg of the course where the asymmetrical spinnaker can be carried solely for that purpose. When rounding the weather mark with the spinnaker not deployed, the bowsprit may not be extended until after the bow of the yacht is abreast of the mark on the rounding tack. The bowsprit must be retracted as part of a continuous process of retrieving the spinnaker. The bowsprit may be extended momentarily, when well clear of other yachts, to assist in clearing a fouled tack line."

Will Demand moved to approve moving the bowsprit usage statement to the Scantling Rules. Jeff Solum seconded the motion and it passed unanimously. This proposed change to the scantlings must be approved by a membership vote.

b. Asymmetrical spinnaker dimensions – Recommended a mid-girth measurement be added to restrict the size and measurement tolerances on the spinnaker. Set a mid-girth measurement at 17 4" plus or minus 3". Currently there is no mid-girth measurement specified. The North asymmetrical spinnakers have a mid-girth measurement of 17 4". Since there is currently only one sail maker (North), this is also a unique opportunity to adjust the luff length measurement. It was suggested the luff length be reduced by 2" while grandfathering all sails made for the 2009 and previous years. The reduction in size will help improve visibility. The grandfathering only affects Quantum spinnakers since the existing North sails fit in the recommended measurements. A motion was made by Will Demand and seconded by Ted Beier to have a mid-girth measurement of 17 4" plus or minus 3" and to make the luff length 35 1" plus 0" minus 6" for all new construction. The motion passed unanimously. A membership vote is required to make this change to the Scantling Rules.

c. A discussion then ensued about our current policy regarding the use of two spinnakers (the second asymmetrical spinnaker can only be used if the primary one is destroyed). Since there is a proposal to narrow the asymmetrical spinnaker dimensions so that essentially all spinnakers will be nearly the same size, the following motion was made: if the asymmetrical measurements are approved by the members, then allow two asymmetrical spinnakers to be registered for use at an event. The motion was made by Ted Beier and seconded by Will Demand. This would be a scantling

rule change to VIII.4.C and a membership vote is required to approve the change. Even if the membership voted to approve this change, it would not become a rule unless the vote on the mid-girth spinnaker measurement is approved.

d. Windows in the asymmetrical spinnaker – Will Demand made a motion to allow windows of unlimited size and placement, and a minimum 7 oz. material weight. It was noted that this is a clarification of the current understanding about the use of windows in the asymmetrical spinnaker. Ted Beier seconded the motion and it passed unanimously. A membership vote is required to approve the change.

e. There was a discussion about what should be in the Sailing Instructions verse what should be in the Scantling Rules. The discussion was prompted by our requirements for or about: 360 vs 720 penalty turn, bowsprit use, changing crew during the event, and not changing the number of legs of a race. Without trying to detail all the arguments for or against what should be where, I can say that what is maybe intuitive to one person may not be to another and also what is intuitive may not be correct in terms of what ISAF might expect when dealing with issues after the fact. It was decided to take this topic off line and form a super committee (made up of the Rules & Judiciary Committees) to address the issues. There should be a logical progression from ISAF to NCESA to the clubs. Part of the committee s recommendation of where the things should be located in our rules, should be an explanation of why things should be in one place verse another. This would be a guideline that we can use while making future changes to the rules.

f. Make a correction to the maximum number of races at a National regatta to 10. 9 races are specified now and that is an error - it is not what the Board of Directors passed a year ago.

2. Regatta Committee – Art Brereton

a. Reviewed the 2009 National Regatta report submitted by Beth Wyman & Diana Isom on behalf of the Oshkosh Yacht Club. Art commented that the NCESA's number one goal this year was to provide exceptional race management. Blake Middleton and crew struggled to get three races in because of no wind during the day. Thanks to the flexibility of the host club, the RC managed to hold three excellent late afternoon races in quite good wind conditions. It was noted that this was a difficult year for good regatta attendance because of the country's economic meltdown. However, the 46 boats that attended had a terrific time and were treated to the best possible Race Committee work by Blake and his team.

b. The 2010 Nationals will be hosted by the Little Egg Harbor Yacht Club on Barnegat Bay. Bob Cole indicated the co-chairpersons for the Nationals will be Bob Donat and Derek Stoldt. They will be providing housing to encourage participation. Coral Reef Apparel will be used for regatta merchandise and Regatta Network will be used again for registration. They have proposed a Saturday morning annual meeting with breakfast since the sea breeze takes a little time to develop. They are going all out to make this the biggest Nationals on the East coast. They also requested to use Bob Steven's for the PRO. Bob was the PRO for the 2005 Nationals at Little Egg Harbor. He also has a US Sailing Regional PRO certification and has a solid resume of high quality PRO results. There was discussion about PRO assignments with a strong desire to have a couple of people identified, such as Blake Middleton, which would be willing and able to make a longer term commitment to the NCESA National regattas. This would achieve our goal of high quality race committee results. It was suggested that National regatta bids should accept a PRO from a small select pool of PROs that the NCESA has identified. It was also suggested that NCESA regatta budgets maintain a line item for a paid PRO to emphasize our commitment to high quality race management results. Ted Beier made a motion to use Bob Stevens for the 2010 Nationals at Little Egg Harbor. Will Demand second the motion and it passed.

c.A review of the regatta budget showed the importance of good attendance.This is not something that happens without a lot of effort by many people. Much of that responsibly has been and will continue to be on the host club. Little Egg Harbor Yacht Club is committed to having a large number of boats to meet the goals of an NCESA regatta budget.

d. Regatta Bids - The 2011 National regatta has been awarded to Torch Lake YC. Bids for the 2012 or 2013 National regatta were made by Toms River and Lake Geneva bid for the 2012 regatta.The Toms River bid indicated they wanted a weekday event (Wed-Fri after Labor Day) and they would tow all boats to the course, about 30 minutes from the club.They would provide powerboats for sailors to take necessary breaks before and after races.The Lake Geneva regatta bid was for a Fri-Sun event and the NCESA would provide the PRO.Toby Sutherland made a motion to accept the 2012 National regatta bid from Lake Geneva.Will Demand second the motion and it passed. Rick Turner made a bid to host the 2013 National regatta at Chautauqua on the preferred Fri-Sun format.The decision to award the 2013 was tabled until next year.

3. Finance Committee – Toby Sutherland

a. 2009 Year-end statements show the organization is in good overall financial shape. In 2009, expenses exceeded income. The severe economic recession had a negative effect on NCESA regatta attendance, memberships, royalty sail stickers, and new boat fees.

b. Reviewed the draft 2010 Operating Budget. Made the following changes to the draft budgets:
• Increased the estimated number of boats for the National regatta.
• Added an expense line item for PRO and recognition awards.
• Correct Trophy line item to $2500.
• Reduced REPORTER line item to $5K.

b.The REPORTER expense over many years has become a larger portion of the NCESA Budget. The REPORTER has a long history of being a quality magazine for our membership to enjoy.Art Brereton moved to set the REPORTER budget at $5000 and create a committee from members of the Membership, Publication, and Finance committees to investigate alternatives that would meet the new budget amount.Toby Sutherland second the motion and it passed.

c. Loans made for the asymmetrical spinnaker conversion have been paid back in full with interest. The grant program has about $1500. Toby Sutherland moved to donate this money, with Doug Love's consent, to the Island Heights Sailing Foundation in support of their effort to provide two competitive E Scows to two qualified youth for a season. Bob Cole seconded the motion and it passed.

4. Judicial Committee – No pending issues. It was noticed that we have two committee chairpersons that are also Directors and this is a violation of the By-Laws.Those committee chairs will be replaced.

5. Publications Committee

a. See Finance Committee report above for changes to the REPORTER budget.

b.Website & Digital Reaches – Continued to actively add/update information to the website as it is provided. Published 17 Digital Reaches.

6. Membership Committee – Toby Sutherland reported the membership was not down as much as might be expected with the poor economy and being a year after one of the association's biggest votes when membership spikes.

NCESA Membership History

Year	97	98	99	00	01	02	03	04	05	06	07	08	09
Regular	198	196	215	224	220	149	136	208	263	296	348	358	261
Associate	304	254	314	283	349	283	194	265	224	185	176	300	294
Total	502	450	529	507	569	432	330	473	487	481	524	658	555

	2008	2009	% Change
Easterns	250	196	(21.6%)
Inlands	214	210	(6.1%)
Western	139	115	(17.3%)
At-Large	55	43	(21.8%)
Total	658	555	(15.7%)

Streaking down Winnebago PHOTO BY PAT DUNSWORTH

7. Nominating Committee – No additional activity since the Annual meeting in Oshkosh where the present officers were nominated and elected.

8. Regional Reports – Will Demand reported for the Barnegat Bay area indicating the health is good. There are 15 clubs in the bay area.They were doing short races in the spring and fall to emphasize boat handling skills.The Island Heights Sailing Foundation is going to continue the program of providing two competitive E Scows to young sailors. In New York, Chautauqua got a boost from the 2008 regatta and has 13 boats.The ECESA Championship will be in Chautauqua in 2010. Keuka has 7 boats.Also, the future Eastern Championship rotation is: Chautauqua 2010 Hopatcong 2011 Little Egg Harbor 2012 Keuka 2013.

Pete Price reported the Western Michigan fleets are stable with Crystal and Torch, being the mainstays. The Championship will be at Torch in 2010.

Jeff Solum reported that Minnetonka had 3 additional boats (20 boats) and thought they would have one additional boat in 2010.There seemed to be more interest on the lake with the conversion to the asymmetrical. Jay Rendall said White Bear was up to 12 boats, with one more new boat for 2010. Pat Heaney said Mendota is up a couple of boats. Saturday mornings were set aside for practice and coaching to improve the fleet's regatta results overall.There was a noticeable improvement in regatta participation and overall results. He also indicated the ILYA Championships were suffering and thought scheduling was the major reason.Also youth sailing is big and parent owners of E Scows give their time to youth regattas. He wondered if a combined E Scow and youth event should be tried.The 2010 Invite is at Minnetonka and the Championships are at Lake Geneva.

The At-Large area is having more activity. Toby reports Grand Lake is doing well. Bob Cole was at Augusta GA in October and said they had 10 E Scows. The Mid Winters at Lake Eustis is going to include E's. Columbia SC was trying to start a fleet. There was also activity in Canada at Pigeon Lake and Lake of the Woods. Will spoke to Kia in Finland and they have 13 boats being converted. Jay reported Bald Eagle had some older E's.

F. Proposed amendments to By-Laws/Constitution

1. [See Rules Committee report]
2. One vote per boat issue was tabled – no date set for future consideration.

G. New Business

1. PRO for Nationals (see Regatta report) – add line item in the budget for the PRO/RC. Bob Stevens to be the PRO for 2010 and Blake Middleton for 2011.

2. Island Heights Sailing Foundation requested a donation from the NCESA to help support the two donated competitive E Scows that are awarded to two young sailors for the season provided they regularly campaign them at club series and regional regattas. [From the Financial Committee report – "The grant program had about $1500. Toby Sutherland moved to donate this money, with Doug Love's consent, to the Island Heights Sailing Foundation in support of their effort to provide two competitive E Scows to two qualified youth for a season. Bob Donat second the motion and it passed"] Will encouraged other regions to try to do the same to encourage youth participation. Their program was modeled after the Lightning Class boat loan program. With that as a model, it was easy to set up and has worked very well in it's first year.

3. Pat Heaney made a proposal to create a Points Championship and award a trophy for it at the end of the year. Members would earn points based on their finishes at regattas. The person with the highest points would be the Points Champion for the season. After much discussion about how to do this and which model to follow, Pat made a motion to submit a plan to the Regatta Committee for approval that would identify three regattas this first year, award points to all competitors, and present a perpetual trophy to the Points Champion at the National regatta. Toby second the motion and it passed.

4. A Boat Development Committee for long range planning was proposed by Art Brereton. Currently boat development is driven through the approved Experimental Procedures by individuals with approval of the Rules Committee. A Development Committee would maintain a list of things that could be done to improve the boat based on some established objectives, estimate the financial impact, determine the value to the class, and maintain a prioritized list of improvements for the long term. Will Demand made a motion and Jay Rendall made the second. The motion was to present a plan to the membership for approval at the 2010 Annual Membership meeting. The plan would have representation from each area and a committee chairperson. Committee members would have a 3-5 year commitment. The committee would have a staggered replacement method to appoint new committee members and maintain long term continuity.

Obviously, the Development Committee would be expected to work very closely with major class suppliers. The motion passed. Although the complete and final proposal will be presented to the membership at the 2010 Annual meeting, the new procedures would mean boat improvements would be done differently. The Development Committee process defers from the current Experiment Procedures, in that members would submit ideas to the Development Committee first. The Development Committee would prioritize the request along with other ideas on their list. The Development Committee would then make recommendations for changes to the Board of Directors. The Board of Directors would move it along as an experiment to be reviewed by the Rules Committee. Implementation of approved experiments would be managed by the Board of Directors.

H. Adjournment at 4:00 PM

Blazin PHOTO BY TAMMY SAWYER

Driving to the Finish PHOTO BY PAT DUNSWORTH

One Design Midwinters

Sarasota Sailing Squadron

Sarasota, FL

March 20th - 22nd, 2009

Sarasota Bay's warm and breezy weather greeted seventy-seven sailboats from all over the US and Canada for the Michelob Light Midwinter Championship. Seven of Sarasota's A-Sym holdouts left the dock on Saturday, however only five made it to the starting line. One boat broke and the other team decided conditions were too overpowering for a crew of three.

Sailing the first race in 17 - 20 knots of wind, the fleet was tightly bunched at the top mark. Doug Kresge (SF-101) set the chute, eased the pole forward and slammed the throttles into full afterburner. Doug opened up a commanding lead over the rest of the fleet, who opted to sail more conservative angles downwind. But as any good military pilot will tell you, running around in full afterburner all day will lead to meltdown. Doug's meltdown came in the form of a 30+ knot gust on the second run, rolling the boat and destroying the spinnaker and main.

When all was said and done, Jim Barr (SF-99) posted three bullets and recaptured the title after last year's humiliating loss. Bruce Hilton (SF-12) sailed a strong regatta, posting two top finishes and securing second place. Not only did Jim Barr win in the E Scow Fleet, he organized the whole regatta. You couldn't ask for a finer event. Thanks for a job well done!

One Design Midwinters Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	SF-99	Jim Barr	2	1	2	1	1	7
2	SF-12	Bruce Hilton	1	3	1	4	2	11
3	SF-50	Steve Schwark	3	2	4	3	3	15
4	SF-64	John Galik	4	4	3	2	DNS	21
5	SF-181	Bill Johnson	DNS	DNS	DNS	DNS	DNS	40T
6	SF-60	Pete Weir	DNS	DNS	DNS	DNS	DNS	40T
7	SF-101	Doug Kresge	DNF	DNS	DNS	DNS	DNS	40T

PHOTO BY TAMMY SAWYER

Easter Regatta

Carolina Yacht Club
Charleston, SC
April 10th - 11th, 2009

Easter Regatta Results

			— RACE —				
Place	Sail #	Skipper	1	2	3	4	Total
1	SC-22	Will Hanckel	1	1	3	3	8
2	SC-27	Robby Wilkins	5	3	5	2	15
3	TO-33	Steve Johanson	3	2	7	7	19
4	CH-6	Rick Turner	7	8	4	4	23
5	V-37	August Barkow	2	DNF	1	1	26
6	GA-8	Ed Durant	10	9	6	8	33
7	I-71	Ken Wruk	4	DNS	2	6	34
8	MA-10	Richard Wight	6	4	8	DNF	40
9	HO-40	Charles B. Johnson, II	9	5	14	12	40
10	LA-11	Bill Nolden	8	DNS	11	5	46
11	CH-2	Brad Turner	17	7	12	10	46
12	CH-4	Marcus Cook Turner	11	6	13	DSQ	52
13	SC-3	Walter Prause	DNF	11	9	11	53
14	LA-5	Peter Durst	14	10	16	16	56
15	MA-6	Peter Wright	DNF	16	10	9	57
16	SC-12	Justin Annis	13	14	18	17	62
17	CH-71	John Sellstrom	DNF	13	15	13	63
18	KU-99	Andy Braman	DNF	12	17	14	65
19	V-9	Eli Putnam	12	15	DNF	DNS	81
20	CH-1	Chris Creighton	15	DNF	DNS	DNS	81
21	SC-2	Dan Perrin	16	DNC	DNC	DNC	81

PHOTO BY PAT DUNSWORTH

Lake Hopatcong Icebreaker

Hopatcong Yacht Club
Hopatcong, NJ
May 16th & 17th, 2009

The Lake Hopatcong Icebreaker Regatta held 3 races on Saturday in light shifty conditions. There were no races on Sunday as it was a steady 15-18 from the north and gusting into the high 20's and occasionally into the 30's.

Lake Hopatcong Icebreaker Results

			— RACE —			
Place	**Sail #**	**Skipper**	**1**	**2**	**3**	**Total**
1	BH-22	Bobby Koar	2	1	1	4
2	HO-32	Tom Wiss	1	3	2	6
3	LA-99	Dave Magno	5	2	4	11
4	HO-50	Dave Johnson	4	4	3	11
5	HO-40	Charles Johnson	3	5	5	13
6	HO-35	Bruce Feakins	6	6	6	18
7	HO-45	Tom Flinn	7	7	DNF	22

PHOTO BY MARI JOHNSON

Tom's River Tune-Up Regatta

Tom's River Yacht Club
Tom's River, NJ
May 30th - 31st, 2009

Respectfully Submitted by Eric Horrocks & Chase Hillyer

Eric Horrocks' Report ~

Well I can say that the first regatta started out with a bang. It was a well run with some beautiful weather and some fantastic racing conditions. We had fifteen boats show up with the best competition from around the area. After my last class on Friday afternoon, I hopped on the train to come home. I was very anxious because my first regatta was the next day and I was texting my crew making sure they all knew what time to be there. I got home and went down to Toms River to put the mast up and get the boat ready for racing.

Trying to find the slot PHOTO BY JUSTIN CHANDO

The rookies dialing it in PHOTO BY JUSTIN CHANDO

On Saturday it was game time. I got to the racing site early to tune the boat to the wind condition. Checked the wind reports on my phone and was confident in what the forecast was and borrowed a tension gage from fellow sailors Dave Magno and Chad Hillyer. I checked the tensions and was happy with the tune of the rig. As I finished my crew arrived, consisting of good friend and All-American Andy Goettiing, Colleen Kelly, and Tim Faranetta, a long time E Scow sailor and one I used to crew for. We were very pumped for the regatta. We were the second boat out on the course and started sailing upwind, checking sides and practicing our jibes. It was time for the first start and I was very nervous. I have been on starting lines with one hundred boats before but nothing compared to this. I had been waiting to do this for ten years and it had finally had come.

The starting gun blew, we were off. We started in the middle of the line because we thought it gave us our best option. It was a good one. We rounded the first mark in fourth and were happy with it. We stayed in fourth and finished fourth. As we broke out lunch, Andy said we are going to win the next one. I just thought to myself, good motivation Andy. With one start down we were on to the next.

The gun blew off and we were on our way. Starting in the same spot as the first race, we went out to the left, were in the breeze and going fast. I looked down to see the rest of the fleet in the window of my main sail and thought 'WOW' we are crushing right now. We rounded the windward mark in first and had a perfect set. Most of them were this regatta, my crew was excellent. As we went downwind, Richard Ryon (LE-2) caught up with us. It was no big deal as Richie is a good E Scow sailor. Upwind we were about even but the next downwind we were very fast and made up a lot of ground, rounded the last mark in first, kept the lead and won the race. I was speechless. All I heard was Cliff and Mary Joe Campbell yelling "Way to Go, we were rooting for you." I had a smile from ear to ear. As we slowly sailed back down to the starting area to wait for the next race, my fellow competitors were congratulating us on the win. I had to stay calm so I could do it again the next race.

Well that one came and we had a horrible start due to me not keeping my hole on the line. But we as a team came through it and finished fifth. All in all, a good first day. We had been practicing prior to this but nothing really gets you mentally ready for a regatta. We came in, de-rigged and socialized with the rest of the fleet.

Sunday came, I checked the race scores and we were in third. I didn't really want to check them because I normally don't like to think about the numbers. We rigged and tuned the boat and with the help of Matt Goetting, fixed a frayed line while the fleet waited for a storm to pass and the wind to fill. We dropped the boat in the water and headed out to the course. It was a nice reach out and headed out to the famous Wanamaker Course. We tested sides a little bit, did a few jibes and were then ready for the start of race number four. We started at the pin and went, with my crew making sure we were on the line and going full speed. We went to the left side of the course and rounded the first mark in fourth.

The chute went up nicely and off we went downwind. We had a nice light air downwind and rounded the leeward mark in deep because of a little mix up at the mark. But we quickly came back, which is easy when you have top notch crew work like I did. We ended this race with a fourth and I was happy with that as we sailed a great race and came back with a good finish. On the way back down to the start, Andy and Tim were talking about points and what we needed to win, because both Richard Ryon and John Brown had beaten us and put some points on. I wasn't really paying attention and was letting Colleen steer the boat while I hung out in the back. I read that it is good to let your crew steer the boat in between races, and I wanted to relax a little bit.

The next race we started at the middle pin, had a great upwind and rounded second behind local E Scow legend Dave Magno. I was pumped and Andy was yelling, "Let's go Eric, we are going to catch him." He said this a lot in the regatta. We caught up to him on the way down and split marks, Dave going to the left as we headed off right. I went up the left side of the course were even around the top mark again. Dave jibed early and I stayed out which paid off as we took over the lead. We kept the lead until the end and crossed first. I was amazed. I said to myself "Great first regatta." It was the best thing ever. As I was day dreaming, Tim and Andy looked back and said, "Dude, Richie and John are way deep." I think you might have won this thing. I said, "Noooo way!!" I looked back and they were right, we had won the regatta. My first regatta sailing this boat, and we won. I was speechless and had a smile from ear to ear. Now was the race in to the dock which is supposed to be the one that counts. Haha! We got the boat out of the water, Andy ran to the store for some beers and everyone came over to congratulate us on our win.

I have to say this was the best thing I have ever done in sailing. I have sailed a bunch of different boats in my life, have been in the class for 10 years and this regatta was a huge high. My crew pulled us through it and we won. I just want to give a huge thanks the Art Baily and the Island Heights Sailing Foundation, Russ Lucas for donating the boat, John Manderson and my brother Carl for the coaching we had the two weeks prior to the regatta, my parents, and finally to Toms River Yacht Club and the Race Committee.

Chase Hillyer Comments ~

The Tune-Up regatta was a fantastic first regatta. It had great conditions with sunny skies and winds in the 5-10 range all weekend. The competition was good with 15 strong, including three boats up from Little Egg Harbor. I had a great crew, which included Mathew Geotting, Ian Southerland and Chrissy Mahoney.

On Saturday morning I got to the yacht club early, put the boat together and got it tuned just right. A nice west wind gave my crew some great spinnaker practice on the sail out. While the race committee set the course, my team and I talked about our strategy and watched for wind shifts. All of the starts were my strongest points of the day. I was quite good at punching out and holding a lane, but in the first race I noticed I was tacking and jibing a little too much. I finished 12th the first race, which was not bad but was my worst race of the regatta. After that I started to get more comfortable with the length of the beats and sailing the boat with tight competition. The rest of the day went well, but I noticed I had trouble keeping the boat moving in the changing conditions. After the first day I was quite satisfied with my team's performance. We learned a lot and got better with every race. I feel more in tune with the boat after this first day.

On Sunday we had a short postponement due to lack of wind. Just after the race committee signaled us to go sailing we had a brief rain shower for the sail out. Once we got to the race course, it was like someone turned a switch. There were clear skies with few clouds. I struggled to get off the line and was forced to tack in both starts. While I thought my speed was good, I just could not seem to pick the right shifts. There were many tight mark rounding's that made for some big gains and losses throughout the day. All and all I though it was a fantastic regatta, the race committee was able to get some good fair races off.

Although there is no regatta for next weekend, I intend on polishing my boat on Saturday and getting some crew together for a practice on Sunday. I would like to work on all of my boat handling, from mark roundings to tacks and jibes. I have been having a blast with the boat so far and am really looking forward to a great summer with lots of good competition. I was quite happy with the results of my first regatta and believe with more practice we could be one of the better boats out there.

PHOTO BY JUSTIN CHANDO

Tom's River Tune-Up Regatta Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	LA-12	Eric Horrocks	4	1	5	4	1	15
2	LE-2	Richard Ryon	2	3	3	2	11	21
3	SS-1	John Brown	5	5	2	1	9	22
4	MA-14	John Manderson	3	6	11	3	5	28
5	MA-18	Stuart Van Winkle	10	11	9	5	3	38
6	MA-10	Dick Wight	1	2	4	DNS	DNS	39
7	T-17	Chad Hillyer	6	13	1	11	8	39
8	LE-1	John Bell Maschal	9	9	7	7	7	39
9	IH-11	Chase Hillyer	12	10	6	8	6	42
10	LA-99	Dave Magno	11	4	DNF	13	2	46
11	LE-55	Chris Fretz	7	14	12	10	4	47
12	LA-11	Bill Nolden	15	8	8	9	10	50
13	IH-89	Arthur Bailey	8	12	13	6	12	51
14	MA-6	Sayia/Wright	13	7	10	DNS	DNS	62
15	T-4	Glenn Shaffer	14	15	DNF	12	13	70

PHOTO BY JUSTIN CHANDO

Wawasee Regatta

Wawasee Yacht Club
Wawasee, IN
June 5th - 7th, 2009

Wawasee Regatta Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	GL-7	Toby Sutherland	1	2	4	2	1	10
2	GL-11	Mark Unicume	2	4	3	1	2	12
3	WH-11	Tom Klaban	7	1	1	8	5	22
4	WA-21	Dave Irmscher	5	7	2	4	7	25
5	I-71	Ken Wruk	13	3	5	3	3	27
6	WA-99	Casey Call	11	8	6	5	4	34
7	T0-12	Pete Price	4	9	12	7	6	38
8	SL-22	Paul Wickland	3	6	9	12	13	43
9	WA-200	Rick Lemberg	8	10	8	11	8	45
10	WA-47	Bob Herdrich	12	5	11	10	10	48
11	WA-22	Dick Tillman	6	12	10	6	18	52
12	WA-12	Todd Weir	9	16	16	9	11	61
13	WA-17	Ben Herdrich	10	15	13	14	9	61
14	CR-12	Rich Halliday	17	11	7	15	16	66
15	WA-31	Terry Moorman	15	14	14	13	14	70
16	WA-9	George Simpson	16	13	15	16	15	75
17	WA-90	John Call	14	17	17	17	12	77
18	WA-7	Ralph Smith	18	18	18	18	18	90

Team Unicume Splashin' at the Nationals PHOTO BY PAT DUNSWORTH

Runyon Colie 'Bilgeboarders' E Scow Regatta

Mantoloking Yacht Club
Mantoloking, NJ
June 13th, 2009

Respectfully Submitted by Chad Hillyer

Fifteen boats showed up to compete in the 5th Annual Runyon Colie Jr. Bilgeboarder Regatta held June 13th at Mantoloking Yacht Club. The fleet completed three good races with winds ranging 5-13 out of the northeast. Racing was extremely close, with short legs and consistent wind shifts; nobody was ever out of the hunt.

The first race was led most of the way around by the newly christened boats of John Brown (SS-1) and Russell Lucas (BH-8). The two new boats looked hot with their black masts, sleek new internal board systems and rigging. However, due to the shifty conditions, Chad Hillier (T-17) had an opportunity to pass Russell on the top section of the third leg and barely hold Russell off on the run to the finish. In doing so, broke up the runaway first and second place finishes for the two brand new E Scows.

In the second race, John Brown again led most of the way around the course. As the results show Chase Hillyer (IH-1), who rounded the last windward mark in third, was able to catch him on the last downwind run, followed by the Sayia/Wright team (MA-6) in a close third. The downwind action to the finish was very close, with the top six within just a few boat lengths of each other.

John Brown had a commanding lead on the fleet and seemed to be in control, leading around nearly every mark up to this point. For the third race, the breeze had shifted to the north a good 20 degrees which made the race course skewed and pin end favored. Bobby Koar (BH-22) won the pin followed by Chad Hillyer. Both were able to control the left side of the course and lead the entire way around due to the few passing lanes created by the shift. The real story was back in the third position. On the first downwind leg, John Brown's team seemed to figure out how to hoist not only his spinnaker halyard but also the sheets that became trapped inside the dog clip on the spinnaker halyard; what a "Calamity". Because of this John lost six or seven boats and unfortunately the regatta.

After the racing, the 'Bilgeboarders' put out a great spread of tasty beverages and food for all. At the awards ceremony, the sailors were greeted by the guest of honor, Runnie Colie himself, who was out on the water all day helping keep the race committee honest with tid-bits of wisdom. Runnie remains a legend in our class and a mentor to so many E sailors. It was great to have him present on this day!

Runyon Colie 'Bilgeboarders' E Scow Regatta Results

			— RACE —			
Place	Sail #	Skipper	1	2	3	Total
1	T-17	Chad Hillyer	2	6	2	10
2	BH-8	Russell Lucas	3	4	3	10
3	BH-22	Bobby Koar Jr.	4	7	1	12
4	SS-1	John Brown	1	2	12	15
5	MA-6	Peter Wright	6	3	7	16
6	MA-14	John Manderson	5	9	6	20
7	MA-10	Dick Wight	8	5	9	22
8	LA-99	Paul Magno	7	12	4	23
9	IH-1	Chase Hillyer	9	1	15	25
10	LE-13	Jeff Bonanni	12	8	5	25
11	IH-7	Phil Reynolds	10	14	8	31
12	BH-5	Peter Koar	14	11	11	36
13	IH-89	Art Bailey	13	10	14	37
14	T-4	Glenn Shaffer	11	14	13	38
15	MA-18	Stuart VanWinkle	DNF	15	10	41

Team Lucas in action at the Easterns PHOTO BY MARI JOHNSON

IHYC Wanamaker Regatta

Island Heights Yacht Club
Island Heights, NJ
June 20th, 2009

IHYC Wanamaker Regatta Results

			— RACE —			
Place	Sail #	Skipper	1	2	3	Total
1	T-17	Hillyer	4	1	1	6
2	MA-14	Horrocks	1	2	4	7
3	BH-5	Koar	2	5	2	9
4	BH-22	Koar, Jr	6	4	3	13
5	SS-1	Brown	3	DSQ	6	20
6	IH-71	Reynolds	8	7	5	20
7	IH-1	Hillyer	5	8	7	20
8	LA-11	Nolden	7	3	DNF	21
9	IH-89	AJ Bailey	9	6	8	23
10	LA-99	Magno	DNS	DNS	DNS	33

Eastern Puffs PHOTO BY MARI JOHNSON

New York State E Scow Championship

Chautauqua Yacht Club
Chautauqua, NY
June 27th & 28th, 2009

Keuka Yacht Club
Hammondsport, NY
July 25th & 26th, 2009

Dateline July 26, 2009 Keuka Lake, New York. The 2009 New York State E Scow Championship was held over four days in two venues over a wide range of conditions from 0 to 20 mph. A total of 9 races were sailed including 13 teams. The fleet in each location numbered 10. June 27th & 28th, four races were held at Chautauqua and on July 25th & 26th, five races were held at Keuka.

Six teams competed in both legs including Chris Creighton (CH-1), Dick Turner (CH-5), Rick Turner (CH-6), Steve Andersen (KU-18), William Hudson (KU-12) and Bob Cole (KU-9). Team Rick Turner took the Chautauqua leg, with Team Cole in second and Team Barger in third. George Welch Jr.'s KU-1 team took the Keuka leg, followed by Bob Cole in second and Rick Turner in third.

In the end, two points separated many times past NYS Champ Rick Turner and the KU-9 team of Sean Treacy, Ann Penwarden, Marie McKee and Bob Cole. NYS Champs for the first time.

Chautauqua Leg

		— RACE —			
Skipper	**Sail #**	**1**	**2**	**3**	**4**
Robert Cole	**KU-9**	**1**	**2**	**2**	**3**
Rick Turner	**CH-6**	**2**	**1**	**1**	**1**
George Welch, Jr.	**KU-1**	**DNS**	**DNS**	**DNS**	**DNS**
Chris Creighton	**CH-1**	**4**	**7**	**4**	**DNS**
Steve Andersen	**KU-18**	**8**	**5**	**DNF**	**DNS**
William Hudson	**KU-12**	**9**	**8**	**7**	**6**
David Bargar	**CH-8**	**5**	**3**	**3**	**2**
Marcus Turner	**CH-4**	**10**	**10**	**DNS**	**DNS**
Dick Turner	**CH-5**	**7**	**9**	**DNS**	**7**
John Sellstrom	**CH-71**	**3**	**4**	**6**	**5**
Ricky/Brad Turner	**CH-9**	**6**	**6**	**5**	**4**
Dave Stenger	**KU-02**	**DNS**	**DNS**	**DNS**	**DNS**
Andrew Braman	**KU-99**	**DNS**	**DNS**	**DNS**	**DNS**

Keuka Leg

Skipper	Sail #	— RACE — 6	7	8	9	10	Points	Overall
Robert Cole	KU-9	1	3	3	2	2	19	1
Rick Turner	CH-6	4	5	2	3	3	21	2
George Welch, Jr.	KU-1	2	1	1	1	1	40	3
Chris Creighton	CH-1	9	2	4	7	10	55	4
Steve Andersen	KU-18	3	8	6	4	9	58	5
William Hudson	KU-12	6	6	8	5	8	63	6
David Bargar	CH-8	DNS	DNS	DNS	DNS	DNS	65	7
Marcus Turner	CH-4	10	4	5	6	5	65	8
Dick Turner	CH-5	5	9		8	4	65	9
John Sellstrom	CH-71	DNS	DNS	DNS	DNS	DNS	70	10
Ricky/Brad Turner	CH-9	DNS	DNS	DNS	DNS	DNS	73	11
Dave Stenger	KU-02	7	7	DNS	10	6	74	12
Andrew Braman	KU-99	8	DNS	7	9	7	76	13

NYS Champ Bob Cole at the Easterns PHOTO BY MARI JOHNSON

ILYA Invitational

Pewaukee Yacht Club
Pewaukee, WI
July 9th - 12th, 2009

Respectively Submitted by Lon Schoor

Day 1 ~

Kiss me Darlin PHOTO BY PAT DUNSWORTH

It is early Saturday morning and most everyone is still asleep here in Pewaukee. Too much fun yesterday to get on the computer to get out a report - sorry about that. We had two great back-2-back races after lunch. The wind finally filled in down the length of Pewaukee for a 1:50 pm start (a 220 degree course was set). Many boats used their fourth crew and all teams were hiking hard all afternoon. Augie Barkow (V-37) was strong off the line, working the left point and nailed a nice port tack slant up the middle of the course. He lead at every pin to finish first with a nice lead. Following Augie at the first mark were Bill Allen (M-1), Bill Burns (V-300), Lon Schoor (H-7), Bob Guidinger (V-102), and Eric Wilson (X-751). It was typical Pewaukee with some good shifts on a nice long 3+ course. That gave some good boats an opportunity to catch up after a slow start. Boats on the move up were Rick Roy (V-26), Vincent Porter (I-49) and Tom Burton (M-9). They finished second through fourth. Lon hung on to second at most all the marks but missed a big left shift on the last leg to finish fifth.

The second race started with a general recall because of a wind shift to the right during the sequence. The wind picked up too, and boats scrambled to pick up a fourth crew. They changed the course from 210 to 240 and got a start off with about five eager boats being called back. Augie was off the line well again but it was Tom Sweitzer's (V-9) turn to lead the way around all the marks to finish first. Augie was second, followed by Art Brereton (TO-101) , Tom Burton, and Jule Hannaford (M-7). There was a little inversion of the middle of the fleet at the first mark. Those ahead that stayed on starboard got hung out to dry as those behind that jibed, caught a nice port slant down the lake. That was the only big shake up in the positions during the race. At the finish Tom Switzer held off Augie Barkow. They were followed by Art Brereton, Tom Burton, Jule Hannaford, Jeff Solum (M-12), and Will Graves (V-74). Burton lost a protest to erase a good effort.

Day 2 ~

Augie Barkow continues to lead the 39 boats around the course. He has a 21 point lead on a group of five competitors separated by just 3 points. Today the winds were 7-14 for the morning's race and approaching 20 in the second race, but the puffs were much stronger with 20-30 degree shifts.

The race course was a real challenge because Russ Ackley, the PRO, wanted to get enough distance on the course and that put the weather mark tight on the shore. The wind was as fickle as can be and there were major shake ups at the weather mark. Example; in the second race Jim Gluek went from third to ninth in the last 200 feet to the second mark, and he had lots of company with results like this trying to get around the mark.

The leeward gate was exciting for spectators with sail handling catastrophes and tip over's, as the strong sharp puffs would come at exactly the wrong time for many boats.

Tom Burton had a pair of fourth places to match the pair he had on day one. He is consistent, but we all know that. However, in the second race his team decided at do a jibe set and changed the spinnaker lines before getting to the mark. On the set it filled but looked funny and they thought it was tangled so they jibed and it filled again. He was quite animated and had a few choice words when the spinnaker went up sideways.

In the first race it Tom Sweitzer leading at the first mark with Will Graves, Jule Hannaford, and Jim Gluek following. By the next upwind, Augie moved into first place after being sixth at the first mark. Vincent Porter was OCS, but he worked his way back by the second downwind leg to 14th place and got another boat upwind, just enough to hang on to a tie for second place in the regatta after the day was done. Augie had a good lead at the finish followed by Will Graves, Jim Gluek, Tom Burton (who steadily moved up from eight to fourth during the race), Tom Sweitzer, and Jule.

In the second race Will Graves lead at the first mark followed by Augie, Jim, and Jule Hannaford. The leaders stretched it out quickly as there was a huge pile-up at the weather mark, fickle wind related. The second downwind saw a big left shift and many boats had over stood the leeward gate which added to the excitement for spectators and the racers. Will Graves dropped back and Jule moved up. PJ Friend (V-11) made out big moving up 10 places to fourth. The leaders were alone battling it out on the last downwind. Jule and Augie each rounded at the same time but at opposite gate marks. Jule was able to get on top of Augie and cover him for the win.

Augie Barkow out ahead PHOTO BY PAT DUNSWORTH

Day 3 ~

After a postponement to allow the wind to fill in and settle down, the last race of the regatta got off at 11:07 Sunday morning. The course was a 2+ at 305 degrees and the winds were 5-7 at the start and built during the race to 7-11. A few minutes into the start sequence, it shifted left and the boats could barely cross the line on starboard. It was the usual suspects at the port end who tacked on to port and jumped on top of the fleet (Porter, Burton, Barkow, Graves, Hannaford, and Gluek).

This is way too much fun! PHOTO BY PAT DUNSWORTH

At the first mark it was Hannaford, Graves, Burton, Barkow, Gluek, Schoor (It's true, I went to six places just to get my name in print). The lead boats were pulled high and the boats behind were able to sink in a puff. This closed the leader gap and the first 10 boats were tightly packed at the leeward gates. Graves moved into the lead at the upwind mark coming off the south shore point to cross the lake. He held the lead to the finish. Tobin Tornehl (V-511) was second, followed by Burton, Porter, and Barkow. The H-8 boat (Hugh and Tim Sugar) were all by themselves on the north shore and found a great slant coming off the shore on starboard and rounded sixth, moving up five places. Then it was Hannaford, Schoor, Matt Schmidt (H-36), and Gluek.

Just another day at Pewaukee PHOTO BY PAT DUNSWORTH

Things spread out a little on the way to the second downwind mark but not enough to give the leaders any comfort. Again the fleet split on the last upwind leg, some taking the south shore and others the north. The results were mixed depending on when you were there. Schoor moved from 10th to sixth on the final leg with a nice slant off the south shore, and others had like results on the north shore. At the finish it was Graves, Burton, Tornehl, Porter, Barkow, Schoor, Hannaford, Sugar, and Schmidt. Congratulations to teams Sugar and Schmidt from Lake Mendota, a couple of younger sailors getting a taste of some success - that should keep them hooked.

ILYA Invitational Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	V-37	Augie Barkow	1	2	1	2	5	11
2	V-74	Will Graves	13	6	2	6	1	28
3	I-49	Vincent Porter	2	9	13	3	4	31
4	M-7	Jule Hannaford	19	4	6	1	7	37
5	X-751	Jim Gluek	10	7	3	9	10	39
6	V-9	Tom Sweitzer	12	1	5	10	14	42
7	V-11	Peter Friend	6	13	9	5	16	49
8	M-12	Jeff Solum	18	5	15	17	11	66
9	M-9	Tom Burton	4	DSQ	4	4	2	54
10	V-300	Bill Burns	11	11	18	8	22	70
11	TO-101	Art Brereton	15	3	8	30	15	71
12	H-7	Lon Schoor	5	8	12	DNF	6	71
13	V-26	Rick Roy	3	22	25	7	24	81
14	V-102	Bob Guidinger	9	12	7	20	33	81
15	H-13	Pat Heaney	14	10	14	11	34	83
16	V-511	Tobin Tornehl	21	19	11	DSQ	3	94
17	M-I	Bill Allen	8	16	21	DNF	13	98
18	V-777	Eric Wilson	7	DNF	10	15	28	101
19	J-5	Bill Wyman	16	15	31	16	23	101
20	H-11	Lance Puccio	26	30	16	12	19	103
21	H-8	Tim/Hugh Sugar	20	25	28	23	8	104
22	H-36	Matt Schmidt	33	17	23	24	9	106
23	X-20	Peter Mass	24	31	20	19	12	106
24	V-511	George Rolfs	31	20	17	14	26	107
25	V-15	Eric Good	29	18	27	13	30	117
26	V-82	Bill Biwer	28	26	29	22	18	123
27	V-49	Jeff Seeboth	31	24	22	27	27	131
28	D-100	Zach Maher	22	28	34	21	29	134
29	V-95	Chris Liebler	17	14	24	DNS	DNS	135
30	V-27	Matt Peterson	32	32	36	18	17	135
31	M-5	John Wicks	23	29	19	29	37	137
32	H-23	Andy Jackson	36	21	30	DNF	20	147
33	H-838	Jamie Hanson	25	24	32	DNF	21	152
34	J-515	Ed Bowen	DNF	23	37	28	25	153
35	X-4	Elizabeth Harned	27	DSQ	26	26	36	155
36	H-38	Justin Segersten	37	33	33	25	35	163
37	V-50	Drake Sprinkman	34	27	DNF	DNF	31	172
38	J-25	Tom Castle	35	OCS	35	31	32	173
39	V-30	Mark Isabell	DNS	DNS	DNS	DNS	DNS	200

PHOTO BY PAT DUNSWORTH

WMYA E Invitational Regatta

Crystal Lake Yacht Club
July 18th & 19th, 2009

Saturday morning brought dark skies, chilly temperatures and winds around 20 mph from the northwest, keeping a few boats on their trailers. Tom Munroe (WH-77) came loaded for bear with Charlie and Coye Harrett on board. They were smokin' fast in the big breeze and immediately jumped out to a lead in race one. It turned into a four boat race until some boats came together at the final leeward mark and left Rob Terry (CR-66) in the drink . Brett Hatton (SL-27), with Jamie Kimball and David Fox, finished second and Doug McNeil (WH-111) was third. There was a long delay between races as several boats flipped with one of them was completely submerged and had to be towed back to the club.

It was more of the same in race two as Munroe moved out front again. Terry decided to keep the pointy side up and finished second, followed by McNeil and Hatton. A few more boats went over, but no swamping and the fleet headed in for a late lunch.

The breeze settled into the low teens and the skies cleared a bit for race three. This time Casey Call (WA-99) punched out and rounded first ahead of Terry and Rich Halliday (CR-12). At the bottom, it was Terry leading with Munroe on his tail and Call close behind. Brian McMurray (WH-88) got into the mix by working the shifts up the left side to round second behind Terry. The downwind finish saw Terry hold off Munroe, Call and McMurray.

Conditions got a little mushy for race 4 as it got late in the day, so shifting gears and staying in the pressure became critical. After dominating much of the early action, Munroe got into trouble at the start and was over early. He fought back, but could do no better than eleventh. Terry moved to the front of the fleet with Hatton in pursuit and McNeil coming in fast from the right side of the course. Hatton made a late charge as Terry hung on by less than a boat length at the finish with McNeil right behind. Great racing!

Munroe led by one over Hatton and four over Terry as sailors dug into a dinner of delicious Dinghy's ribs prepared by Steve Christian and his team. Many sailors headed straight for the nearest anti-inflammatory, liquid or otherwise, as others made their way over to Point Betsie to check on the progress of the Chicago-Mackinac fleet.

Sunday morning delivered sunshine, light winds from the WSW and mild temperatures heading toward the 70's. Conditions were tricky with plenty of shifts and holes. These are the kind of conditions that often bring Don Nelson (WH-12) or Pete Price (TO-12) to the front. The wind went left in the pre-start and Tom Munroe tacked off the pin end to lead the pack. Nelson was with him the whole way, finishing second with Steve Johnson (TO-33) in third. Hatton was fourth with McNeil fifth, keeping the battle with Nelson for second overall very close. Terry got hung up at the start and could manage no better than ninth, putting a likely end to his regatta hopes.

The breeze picked up a little for the final race as teams were all hiking in the better pressure, but there were still plenty of soft spots to avoid. Patience was critical as you worked your way to the next breeze. Disaster struck early for Tom Munroe as he got buried at the pin end by the entire fleet. The regatta was up for grabs again with five or six teams poised to capitalize. Nelson, Hatton and McNeil were all in good position early after working up the left side. Pete Price stormed into the lead on the second beat with a masterful job of working the shifts and the pressure up the right middle. Terry, out of it for all intensive purposes after another rough start, had a nice run to the final leeward mark and got back to the middle of the fleet. The contenders headed left up the final beat with Price trying to cover. Johanson and Paul Wickland (SL-22) led Terry out to the right. As the breeze moved right this group tacked and moved on top of the fleet. Price tried several times to get back to the right, but couldn't get across. Terry found a shaft of breeze and pinched up into it, eventually getting over Wickland and out in front of Johanson, who had dug back into the right again. Price finally found solid breeze as he approached the port layline to the finish and was able to cap an excellent race as he nipped Terry at the line. Johanson, Wickland, Nelson and McNeil followed. With Munroe finishing back in the fleet and a throw-out coming, it was unclear how things would end.

As it turned out, Terry's last race, last leg, crazy comeback was the difference. His 2-1-1-9-2 topped Munroe's 1-1-2-11-1 by a single point! This was another near miss by Tom Munroe, who sailed extremely well, but caught a couple of tough breaks. Hatton, McNeil, Nelson and Price all finished within three points of each other. Great competition and great drama.

Terry's unlikely recovery gave him his third straight WMYA E Invitational title and fourth overall.

WMYA E Invitationsl Regatta Results

			— RACE —						
Place	Sail #	Skipper	1	2	3	4	5	6	Total
1	CR-66	Rob Terry	(15)	2	1	1	9	2	15
2	WH-77	Tom Munroe	1	1	2	11	1	(13)	16
3	SL-27	Brett Hatton	2	4	8	2	4	(9)	20
4	WH-111	Doug McNeil	3	3	(12)	3	5	6	20
5	WH-12	Don Nelson	4	(8)	5	6	2	5	22
6	TO-12	Pete Price	5	5	(13)	5	7	1	23
7	WA-99	Casey Call	8	7	3	10	(11)	8	36
8	WA-21	David Irmsher	11	9	6	4	(12)	7	37
9	SL-22	Paul Wickland	12	(DNF)	11	8	8	4	43
10	TO-101	Art Brereton	(13)	11	7	9	6	10	43
11	TO-33	Steve Johanson	16	(DNF)	17	7	3	3	46
12	SL-8	Peter Fox	9	6	10	(14)	13	11	49
13	CR-12	Rich Halliday	7	10	9	12	15	(17)	53
14	SL-11	Bill Knape	6	13	14	13	(17)	12	58
15	WH-88	Brian McMurray	(DNF)	DNS)	4	17	10	14	63
16	CR-100	Bill Walter	10	(DNF)	16	15	14	15	70
17	CR-51	Bruce Patterson	14	12	15	(16)	16	16	73

PHOTO BY PAT DUNSWORTH

Inter-Lake Regatta

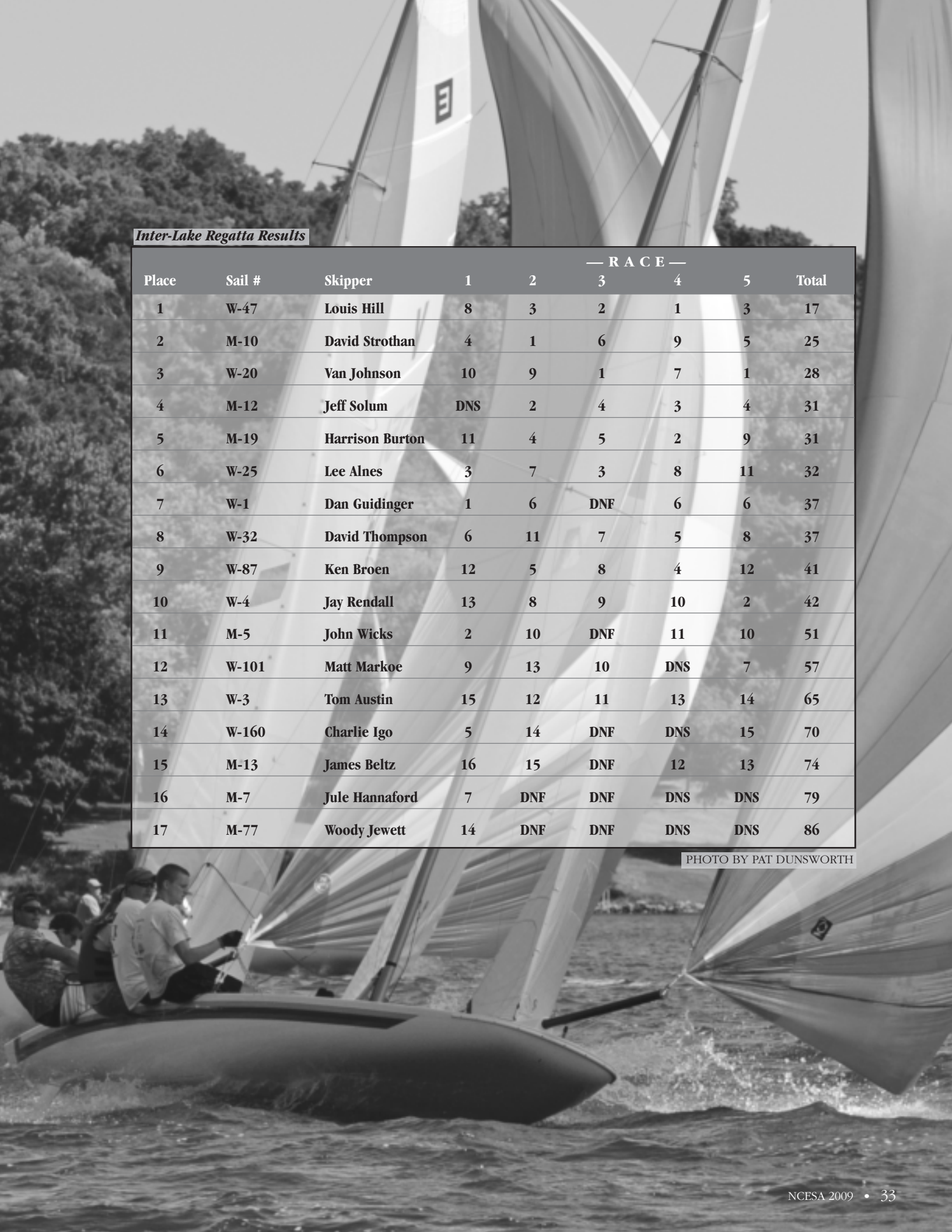
White Bear Lake Yacht Club
White Bear Lake, MN

The Inter-Lake Regatta began as a challenge regatta between the White Bear Yacht Club and the Minnetonka Yacht Club. This year it was held on White Bear Lake where the Inter-Lake was first sailed 1n 1895. E Scows are one of several fleets that currently race in the regatta.

On Friday, the wind built throughout the day and after a morning of postponement, two races were finished. Dan Guidinger (W-1) was leading the E fleet with a 1st and 6th.

The breeze was up on Saturday with morning puffs recorded well into the 20's and steady wind in 18 - 22 mph range The E's and C's went at it in the morning and sailed one race before a lunch break. There were several who went swimming during the race and others needed boat repairs. For safety reasons, the race officers gave the fleet a break before attempting another. Winds built throughout the lunch hour, but then subsided for a bit and decision was made to send all fleets back out for a 2:00 pm start. White Bear skipper, Lee Alnes (W-25) said, "There were some of the best E Scow rides we've ever had!" At the end of the day Louie Hill (W-47) had a first and second to put him in the lead. More boats had damage, including Woody Jewett (M-77) and Jule Hannaford (M-7) with bent rudders, and Guidinger with broken outhaul and ripped mainsail.

Sunday was much lighter as Van Johnson (W-20) sailed off the windward end on port and was gone after he got to the best wind near the starboard layline. Jay Rendall (W-4) tacked to port at the gun at the leeward end of the starting line, crossing the fleet with the exception of Johnson and sailed to second place in the race. Louie Hill continued his consistent sailing during the regatta finishing the race in third and winning the event. David Strothman (M-10) won race number two and finished second overall. Van Johnson moved up to third overall after his second race win of the regatta. Jeff Solum (M-12) and Harrison Burton (M-19) rounded out the top five.



Inter-Lake Regatta Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	W-47	Louis Hill	8	3	2	1	3	17
2	M-10	David Strothan	4	1	6	9	5	25
3	W-20	Van Johnson	10	9	1	7	1	28
4	M-12	Jeff Solum	DNS	2	4	3	4	31
5	M-19	Harrison Burton	11	4	5	2	9	31
6	W-25	Lee Alnes	3	7	3	8	11	32
7	W-1	Dan Guidinger	1	6	DNF	6	6	37
8	W-32	David Thompson	6	11	7	5	8	37
9	W-87	Ken Broen	12	5	8	4	12	41
10	W-4	Jay Rendall	13	8	9	10	2	42
11	M-5	John Wicks	2	10	DNF	11	10	51
12	W-101	Matt Markoe	9	13	10	DNS	7	57
13	W-3	Tom Austin	15	12	11	13	14	65
14	W-160	Charlie Igo	5	14	DNF	DNS	15	70
15	M-13	James Beltz	16	15	DNF	12	13	74
16	M-7	Jule Hannaford	7	DNF	DNF	DNS	DNS	79
17	M-77	Woody Jewett	14	DNF	DNF	DNS	DNS	86

PHOTO BY PAT DUNSWORTH

Nationals

The Best at Oshkosh PHOTO BY PAT DUNSWORTH

Taking a Hit PHOTO BY TAMMY SAWYER

Nationals

Rid'em Cowboys PHOTO BY TAMMY SAWYER

PHOTO BY PAT DUNSWORTH

Sliding to Leeward PHOTO BY PAT DUNSWORTH

Nationals

Peek-a-Boo PHOTO BY PAT DUNSWORTH

This is more like it..... PHOTO BY TAMMY SAWYER

Words can't describe this.... PHOTO BY PAT DUNSWORTH

ILYA Invitational

All together now PHOTO BY PAT DUNSWORTH

PHOTO BY PAT DUNSWORTH

Charging to the Gate PHOTO BY PAT DUNSWORTH

Blue Chip

Close Call PHOTO BY TAMMY SAWYER

If you tip over, we'll get you on film PHOTO BY TAMMY SAWYER

Team Rogers Blazing Downwind PHOTO BY PAT DUNSWORTH

Blue Chip

Eastern Invaders PHOTO BY PAT DUNSWORTH

PHOTO BY TAMMY SAWYER

Gotta be the Shades PHOTO BY PAT DUNSWORTH

Easterns

New Go-Fast Techniques PHOTO BY MARI JOHNSON

This bottom is smooth..... PHOTO BY MARI JOHNSON

Team Koar flying to the gate PHOTO BY JUSTIN CHANDO

Easterns

The sea breeze kickin in PHOTO BY JUSTIN CHANDO

Hiking Hard PHOTO BY MARI JOHNSON

More hands on the bottom..... PHOTO BY MARI JOHNSON

Eastern Championships

Bay Head & Mantoloking Yacht Clubs

Bay Head, NJ

August 3rd - 5th, 2009

Respectfully Submitted by Eric Horrocks

This regatta was special for me because I was able to skipper a boat against sailors that I have looked up to for the longest time. Before I start with how the regatta went I just want to say to anyone who skippers an E Scow to remember your first Easterns and how you felt when you finished it. It was the best regatta I have ever been to, sailing a boat that has been a dream to sail.

Day 1 ~

The first morning of the regatta I got up way to early. I think it was probably around 6:30 am or so. Went down had a cup of coffee and tried to remember all the things that needed to be completed before the event. I left for the sailing site around 8:30. When I arrived at Mantoloking Yacht Club, I went over to the amazing spread of breakfast items. They had everything an E Scow sailor could eat in the morning. As I sat down to eat, Chase Hillard, who has the other grant boat

About ready to go clamming PHOTO BY MARI JOHNSON

walked in and said, "You nervous yet, I am?" I laughed, trying not to say yes. I was super nervous and I think he could tell we were in the same boat. I walked back to the boat while my crew was there starting to rig. As I told them go eat and I will finish up, Colleen had a surprise for all of us. She pulled out of her bag the outfits that we were going to wear for this regatta. They were bight neon-colored t-shirts. I was wearing orange, my bowman Jay was wearing green and the girls had bright pink and yellow tank tops. In addition to the shirts, the girls wore 80's style spandex that were black with bright colors splattered on them. I knew we wouldn't be missed out on the course.

My crew is very good at trying to make me as calm as they can before we go out sailing. In the middle of the skippers meeting, I spoted my boat being towed by one of the golf carts to the lift. I laughed to myself because they were on their game already and it was still early. At this venue the volunteers were moving E Scows in and out of the water via golf carts. It was amazing as it allowed the skippers and crew to watch their boat being pushed back and forth to it's spot and you could enjoy a beer while it was moved back.

The charge to the windward mark PHOTO BY JUSTIN CHANDO

We got out on the water and began our normal tune-up practice before the first race. Yet before we knew it, the first race was about to begin and we were a little late. We started and went out right, figuring since we started at the boat end, we needed to get some clean air. It was a smart move as we rounded the top mark in about 15th in a 35 boat fleet. Downwind is Colleen's time to shine. She flies our chute and I will have to say, the two girls on our boat blew away the theory that girls can't sail on E Scows anymore because of the new chute. They do amazing work!

We ended up passing nine boats and finished sixth. I was very happy with our performance for the first race. The second race started out even better, as we rounded the top mark in about fifth. We had another great downwind but the next upwind didn't go so well as we finished ninth. It was a great first day and a great night of pig roast and watching Dr. Britton Chance's and Runyon Colie's numbers being retired at Mantoloking Yacht Club. Looking back, I remember when I was about six, watching Mr. Colie sail on the bay and wishing I would be able to do that when I am his age.

Day 2 ~

Once again it was a beautiful day on the Barnegat Bay. It was a hot! All of the locals knew that the sea breeze was going to come in at some time and would be strong. The day started out with a nice easterly that would eventually turn to a southerly. The first race went ok. We had a good start but couldn't get the boat going fast enough, and ended up with a 13th. After the finish, my crew looked at me once again like at the Toms River Tune-Up Regatta and told me that we were going to win the next race. The girls were yelling at me, "Lets hear you say it." I can't say no to them so they had me yelling, " We are going to win!"

At the start, we were the one of three boats down at the pin. I couldn't tell you why we were down there but I thought it was favored. We started the race and I looked over my shoulder, saw the fleet and said, "Oh no, this is not good". We tacked over and had the whole fleet in our window and we were winning. What a great feeling to see the entire E Scow fleet in your window. After rounding the windward mark in first, we just extended downwind and kept it up without any flaws. We finished the race and I was jumping up and down yelling we just won a race. We had won a race at the Easterns, it was amazing. I was on the high of my life. It didn't matter at the time what place we got for the rest of the regatta, we had won one. With the outfits we had on, everyone knew that the rookies had won. It was great! The next race we got a 15th and came in with smiles on our faces. It was a great day once again on Barnegat Bay. We were tied for 5th. The night started with dinner hosted by the Bay Head Yacht Club and a Jersey rock legend band playing. A fun time was had by all, as everyone enjoyed the music and danced the night away.

Who is that man on the bow? PHOTO BY MARI JOHNSON

Day 3 ~

After an amazing night, it was back to race mode. We got a tow out as there was no wind, but it was beginning to fill slowly. The race committee, which was doing an excellent job, started a race with a whisper of wind but was later cancelled as we waited for the sea breeze to come in. The race began in a nice easterly and everyone was going fast. We rounded the top mark in a not so good spot and decided not to jibe out at the mark, which in the end paid off. We pasted a bunch of boats and ended up on a 13th.

The end of the long regatta was at a near and I knew my older brother Carl was in a fight for the win. We finished off the last two races with a seventh and a sixth, a great way to finish your first Easterns. But my brother pulled it out for the win. What a great feeling that I finished seventh and Carl won his first Eastern Championship.

The excitement wasn't over yet. At the awards I received the rookie award and was a little choked up as everyone in the class at the regatta signed the top part of my E Scow sail. Even Runyon Colie and Dr. Britton Chance, two people who are truly legends to the sailing community. I just want to thank the Island Heights Sailing Foundation, which started me on my E Scow skippering career, I feel I am the luckiest person alive to be able to do something like this and I hope that the Midwest and other fleets will follow in their footsteps in letting young people be able to sail a boat like this. Its like being given a NASCAR car for free and have the opportunity to race with a top notch crew. Thanks again to the Bay Head Yacht Club and Mantoloking Yacht Club, the Race Committee, and Art and Russ. Well done to everyone who participated in E Scow Easterns! See you next year!

Gotta be the black masts..... PHOTO BY MARI JOHNSON

PHOTO BY MARI JOHNSON

Eastern Championship Results

			— RACE —								
Place	Sail #	Skipper	1	2	3	4	5	6	7	8	Total
1	LA-41	Carl Horrocks	1	3	6	5	8	(19)	1	2	26
2	BH-22	Robert Koar	7	2	1	6	2	4	5	(17)	27
3	BH-8	Russ Lucas	(12)	1	2	8	4	1	9	4	29
2	BH-5	William Koar	5	7	3	(23)	11	5	3	1	35
5	SS-1	John Brown	3	4	4	20	3	3	(27)	11	48
6	T-17	Chad Hillyer	11	5	9	(18)	1	2	10	12	50
7	LA-12	Eric Horrocks	6	9	13	1	(15)	13	7	6	55
8	LE-2	Richard Ryan	14	10	(21)	2	7	7	12	3	55
9	LA-99	Paul Magno	2	6	15	(17)	5	16	6	5	55
10	LE-73	Jeff Bonanni	20	(30)	7	7	6	6	2	14	62
11	MA-10	Richard Wight	4	(20)	5	14	9	10	17	13	72
12	CH-6	Rick Turner	10	12	12	DNF	23	8	13	15	93
13	BH-3	Travis Weisleder	(27)	20	18	3	21	24	4	10	100
14	IH-17	Phillip Reynolds	28	8	(33)	22	26	9	8	8	109
15	MA-11	Peter Hurley	16	27	11	31	DNF	12	11	7	115
16	LE-8	Jack Lampman	13	31	19	9	10	15	18	DNS	115
17	LA-11	Bill Nolden	23	(26)	17	4	19	18	21	16	118
18	MA-6	Gary Sayia	8	14	8	15	18	29	(30)	26	118
19	IH-11	Chase Hillyer	17	(22)	22	21	22	21	15	9	127
20	LE-3	Bob Donat	15	(32)	16	13	12	25	22	25	128
21	LE-1	John Maschal	22	21	14	19	13	20	(25)	21	130
22	MA-18	Stuart Van Winkle	24	16	10	25	16	22	(26)	20	133
23	CH-2	Bradley Turner	26	17	25	26	(28)	11	28	18	151
24	IH-89	Arthur Bailey	25	(28)	28	10	17	27	23	22	152
25	IH-44	Fred Slack	19	19	26	24	(27)	26	14	26	154
26	HO-13	Patrick Flinn	18	18	20	30	(32)	23	24	24	157
27	KU-9	Robert Cole	29	30	24	11	21	14	29	DNS	158
28	HO-50	Doug Johnson	21	15	23	27	24	28	(31)	23	161
29	HO-32	David Drawbaugh	30	11	29	12	20	31	32	DNS	165
30	LE-55	Chris Fretz	31	29	31	16	30	17	19	DNS	173
31	HO-40	Charles Johnson	9	25	30	28	25	30	(34)	27	174
32	LA-26	John Bubnowski	32	34	34	33	DNF	32	16	28	209
33	CH-1	Chris Creighton	33	31	32	29	29	DNS	DNS	DNS	224
34	LA-2	James Miller	34	33	27	32	31	DNS	DNS	DNS	227

PHOTO BY MARI JOHNSON

WMYA Championship

Torch Lake Yacht Club
Torch Lake, MI
August 6th - 9th

WMYA Championship Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	TO-101	Art Brereton	1	7	10	1	1	20
2	SL-27	Brett Hatton	2	1	9	6	3	21
3	WH-77	Tom Monroe	4	3	5	5	11	28
4	WH-12	Don Nelson	11	5	4	2	8	30
5	CR-66	Rob Terry	6	6	3	8	7	30
6	TO-33	Stephen Johanson	10	4	6	7	4	31
7	TO-12	Pete Price	3	12	2	10	5	32
8	TO-5	Neil Garrity	5	2	16	9	6	38
9	TO-00	Lathrop Keller	12	8	8	12	2	42
10	WH-111	Doug McNeil	14	15	1	4	10	44
11	TO-181	Kevin Watrous	13	13	13	3	14	56
12	SL-8	Brien Fox	DSQ	10	12	11	9	62
13	SL-22	Paul Wickland	9	18	7	18	12	64
14	TO-8	Kevin Malone	8	11	17	15	13	64
15	SL-73	William Knape	7	9	19	19	15	69
16	WH-88	Brian McMurray	16	14	11	13	19	73
17	TO-7	Todd Collins	15	19	14	14	18	890
18	TO-2	Charlie Turk	18	16	15	17	16	82
19	TO-99	Dan Lorimer	17	17	18	16	17	85

PHOTO BY PAT DUNSWORTH

ILYA Championship

Green Lake Yacht Club
Green Lake, WI
August 12th - 15th

The ILYA Championships were hosted by the Green Lake Yacht Club. It is a beautiful lake and a great resort community. Bill MacNeil, the regatta chairperson, organized a team of dedicated volunteers to make this a memorable event.

I will have to say the winds were some of the most consistent I have ever seen at a regatta but certainly not very predictable on the course. There were 7 races and all the courses over the three days of racing were about a 210-220 degree heading with the winds 8-15 mph. The courses were windward leeward two and half times around. On the course, the shifts were big, the puffs significant and not very easy to read or get to on time when you did see them.

Tom Burton (M-9) and his long time crew of Bruce Martinson, Andy Ferguson, and Martha Morgan, sailed an amazingly consistent regatta with only 24 points counting all seven races. Given the conditions and the competition at this years championship, they are truly deserving champions.

The Story ~

Thirty-nine E's are here and the field will be tough. Minnetonka is well represented with nine boats and talent galore. Pewaukee shows its strength with eight. Oshkosh and Mendota have five. With names like Porter, Gluek, Barkow, Evans, Burton, Jewett and Bowers - the oldsters have returned. And from far away Torch Lake, Art Brereton makes an appearance with a tough crew of Melges and Ward. PRO Terry Bischoff gets them going at 11:00.

Day 1 ~

It's a family affair in the top four of the E fleet. Augie Barkow (V-37) sailing for Pewaukee sits in first with brother Carl (X-11) with brother Jim on board, sailing for Pine in fifth. Brian Porter (I-0) is in third with nephew Vincent (I-49) in fourth. It's only Tom Burton who lacks a family connection in the top five, but he has a son skippering a boat as well. The sailing has been tight. Augie has had to climb back at times to hold onto the lead. He has an enviable 1-2 for the day. While the C's and I-20s got in three races, the E's postponed on shore, ate lunch and went out for the afternoon to complete two.

Day 2 ~

The top three are duking it out but remain the same. After race one of the day, Burton held a one-point lead on Barkow and extended to a two point lead after race 2. Barkow was the first boat into the inlet with a win in race number 3 while Burton slipped ever so slightly. Barkow is back on top for the second day. This will be the race of the day. Don't ever discount Brian Porter (or John, or Vincent, or "little Bri", or now Clifford.) Sailgroove watched race #2 on the course today with the sensational races of Lon Schoor (H-7) and Ken Wruk (I-71). It's of note that Sam Rogers (M-42) won the day.

Day 3 ~

It took seven races and the last race to determine the '09 E champ and Tom Burton it is. It became a two horse town with Brian Porter's 14th in race number six. Barkow faltered in the last race to give Burton a four point lead and another championship. Lots of young faces in the fleet with crew and skipper alike. Erik Bowers (M-11) won the last race with dad Mark, Mike Woldum and Ali Gutenkunst on board.

Team Burton in control at the Nationals PHOTO BY PAT DUNSWORTH

ILYA Championship Results

			— RACE —							
Place	Sail #	Skipper	1	2	3	4	5	6	7	Total
1	M-9	Tom Burton	5	1	1	5	6	3	3	24
2	V-37	August Barkow	1	2	5	6	1	4	9	28
3	I-0	Brian Porter	2	5	7	3	4	14	5	40
4	V-74	Will Graves	17	8	2	9	3	7	4	50
5	I-49	Vincent Porter	3	7	4	23	9	2	8	56
6	V-123	Kevin Jewet	10	4	8	21	2	10	6	61
7	M-11	Gordy & Eric Bowers	16	11	14	8	8	9	1	67
8	X-751	Jim Gluek	9	6	12	13	13	6	13	72
9	M-42	Sam Rogers	DNF	12	3	1	5	12	2	76
10	H-7	Lon Schoor	8	17	11	2	17	17	10	82
11	M-1	Rob Evans	4	22	6	7	27	5	14	85
12	M-12	Jeff Solum	6	9	10	26	16	11	15	93
13	M-10	Peter Strothman	27	13	15	11	18	13	7	104
14	TO-101	Art Brereton	14	34	17	14	15	1	12	107
15	M-8	Chad Olness	15	23	21	10	7	8	24	108
16	X-11	Carl Barkow	11	3	13	33	23	16	17	116
17	H-8	Tim & Hugh Sugar	7	20	19	28	14	22	11	121
18	V-511	Tobin Tornehl	21	18	9	12	10	18	DNF	129
18	I-71	Ken Wruk	13	19	38	4	11	20	25	130
20	V-27	Matt Peterson	25	10	22	15	21	19	20	132
21	X-20	Peter Maas	24	16	20	16	20	21	16	133
22	V-95	Chris Leiber	31	21	33	17	19	15	19	155
23	H-13	Patrick Heaney	20	24	18	18	36	23	18	157
24	H-11	Lance Puccio	23	14	23	20	DNF	31	21	173
25	J-80	Jon Schloesser	12	26	24	22	22	27	DNF	174
26	V-15	Eric Good	18	28	16	19	DNF	26	26	174
27	I-818	Clifford Porter	22	30	27	24	12	DNF	27	183
28	X-4	Elizabeth Harned	29	37	26	25	29	25	28	199
29	M-19	Harrison Burton	35	15	25	36	31	29	34	205
30	V-82	Bill Biweer	30	29	35	31	26	24	33	208
31	I-333	Frank Davenport	26	31	32	32	28	30	29	208
32	M-53	David Chute	19	25	31	37	32	34	31	209
33	J-5	Bill Wyman	37	35	29	30	25	28	32	216
34	J-11	David Sitter	33	36	36	29	30	32	22	218
35	D-100	Zach Maher	28	27	30	27	37	DNF	DNF	231
36	J-25	Tom Castle	36	DNF	34	34	24	33	30	232
37	J-55	Max Wyman	32	33	37	39	33	35	35	244
38	L-5	Todd Weir	38	32	39	38	35	DNF	23	246
39	H-23	Andy Jackson	34	38	28	35	24	DNF	DNF	251
40	L-1	Christine Hills	39	39	40	40	38	36	36	268

PHOTO BY PAT DUNSWORTH

Down Bay Regatta

Little Egg Harbor Yacht Club
Little Egg Harbor, NJ
August 15th & 16th, 2009

Down Bay Regatta Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	BH-22	Bobby Koar	2	1	1	(6)	2	6
2	MA-10	Richard Wight	3	3	(10)	5	1	12
3	LE-13	Jeff Bonanni	4	4	2	2	(5)	12
4	LE-2	Richard Ryon	(5)	2	3	4	4	13
5	LA-99	Dave Magno	1	5	7	(9)	9	22
6	SS-1	John Brown	(13)	12	11	3	3	29
7	MA-14	Barara Colie	(12)	9	5	12	7	33
8	LE-18	Tom Cox	6	(16)	6	11	10	33
9	LE-8	Jack Lampman	8	7	(14)	10	8	33
10	LE-1	JB Maschal	(16)	13	8	1	15	37
11	LA-12	Eric Horrocks	7	6	4	(DNC)	DNC	39
12	IH-44	Fred Slack	(19)	14	18	8	6	46
13	MA-6	Gary Sayia	14	8	12	(18)	12	46
14	MA-18	Stuart Van Winkle	9	15	(16)	13	13	50
15	LE-3	Bob Donat	10	(19)	9	15	17	51
16	IH-89	AJ Bailey	11	(17)	15	14	11	51
17	LE-5	Butch Lenhard	(20)	10	19	7	16	52
18	LE-4	Doug Galloway	15	(21)	13	17	14	59
19	IH-17	Buzz Reynolds	18	11	20	(DNC)	DNC	71
20	LE-55	Chris Fretz	(21)	18	21	16	18	73
21	LA-11	Bill Nolden	17	20	17	(DNF)	DNC	76

PHOTO BY MARI JOHNSON

National Class E Scow Championship

Oshkosh Yacht Club
Oshkosh, WI
September 9th - 12th

Respectfully Submitted by Andy Burdick

Day 1 ~ National Class E Scow Championship

Take away the ripples on the water and the flag flying over the Oshkosh Yacht Club and you have an idea of what it was like for most of the first day of the Championships. Boats on trailers and lifts, and people making a tour of this glorious reconstruction of the original yacht club building. Magnificent!

Blake Middleton, the PRO, kept the sailors informed on the radio about every 15 minutes throughout the day. It could have been a recording. However the plan was clear, they were going to do everything they could to get a race in and that meant pushing back dinner and waiting for the late day breeze to fill in from the east. At 4:30 you could see it start across the lake and the postponement flag came down for a 5:30 warning signal.

Ramming speed..... PHOTO BY TAMMY SAWYER

The course was a windward leeward 2 1/2 with 1.2 mile legs. An 8 mph breeze from the southeast at 135 degrees was a blessing compared to the flat water we had been looking at all day long.

The race got off clean with one boat over in the middle. The boats grouped up at both ends of the starting line. The windward end because they liked the extra pressure, and the leeward end because they liked the angle. Brian Porter (I-0) hit the line at full speed at the committee boat with only had one inch to spare before being over at the start. Then there was Rob Terry (CR-66) at the leeward end, heading to the left side where the angles improved and got a great port tack slant

from that side of the course to lead at the weather mark. Iggy Labanauskas (I-17) was second around, also from the left side of the course, followed by Jeff Scholesser (J-55). Tom Burton (M-9) played more of the middle of the course and rounded fourth, followed by Commodore Rick Turner (CH-6), and Casey Call (WA-99). Brian Porter was 9th. The story goes that Iggy was supposed to race the I-0 boat belonging to Aaron Roth while Brian would sail the I-17 boat. But Brian convinced people that he should sail the I-0 boat (supposedly faster) so Iggy got the 'slower' I-17 boat. Guess they will re-think that choice!

Smooth sailing PHOTO BY PAT DUNSWORTH

A couple of big changes the second time around saw Jeff drop back to 12th and Brian move up to fourth, behind Tom, Iggy and the leader Rob. Robby Wilkins (SC-27) moved from 12th to fifth, and Sam Rogers (M-42) moved from 16th to eighth. Lon Schoor (H-7) dropped from seventh to 13th (ouch!), getting caught in the 'soup' on the first downwind and passing a few boats on the next upwind. Brian hit the mark during his fourth place rounding. He might have caught the anchor line and the mark dragged into him. Jon Scholesser dropped from a 10th at the first mark to 19th at the second upwind mark.

Positions settled in and the last time around Vincent Porter (I-49) passed three boats, moving from ninth to sixth, Lon got a few boats as well to finish 10th. ˆ

Day 2 ~ Twilight Racing

Another beautiful day in Oshkosh. The National E Scow Fleet sailed out this morning for a 10:00 am start. There was wind and some of the wind was fresh so PRO Blake Middleton was hopeful to get a start in on time. We did notice that some of the fleet was slow to move this morning. The party at the Waters last night was rockin' and many stayed out late dancing to a fantastic band! Still, all 46 boats made it out in time for the first start.

After a brief postponement the fleet entered a starting sequence. It was light as the breeze had trouble reaching 5 mph. This meant there was one person on the high side, maybe. Just before the starting gun, there was another postponement as many boats were over the line while others had trouble getting up to the line. It was evident that the fresh breeze that some sailed out in, was now fizzling away.

Catching some Winnebago PHOTO BY TAMMY SAWYER

Another attempt by the Race Committee took place, as it was very evident another race had to be added to this series. The forecast for the remainder of the day was ultra light and the forecast for the final day of the event was not much better. So with just one race in, the picture was being painted and it was not a pretty one. After another attempt at a start, it was clear that there was just not enough wind to get a race in. Blake showed his experience by being patient and waiting, not sticking a bad race into a National Championship Series. Smart!

It was clear that the wind was not coming so our PRO sent the sailors in for shade, water and lunch. In all of his updates Blake was very clear that the fleet needed to be ready to sail at any time and to be ready to sail until dark if needed. Preparations on shore were taking place and a late race was inevitable. Blake was great through it all. He allowed the fleet to go do what they wanted, listen to his updates and be ready to go when the time came.

At 3:00 pm the time came. Blake asked the powerboats to tow the E fleet out to the race course area in hopes of a race. Wait, there was no wind on the water! What was he thinking?! Blake knew what he was doing. In the weather system we had been presented with, we have seen little wind during the day but have seen an evening breeze for a week straight. He knew that if the fleet was on the water and ready for the arrival of wind we could have 2 races.

Sailing into the sunset PHOTO BY PAT DUNSWORTH

The breeze moved in and was a fairly steady 4-8 mph. The first race of the day, second race of the series started at 4:00. A W2 course and only a .75 mile beat put a premium on the start. The fleet was almost evenly split up the first beat. Tom Burton won the right side of the course while Sam Rogers won the left side of the course. Lon Schoor and Peter Maas were right in the hunt as the four boats met at the top mark. Lurking just behind was Brian Porter and Vincent Porter (I-49). The move of the race was an early jibe on the run. Vincent Porter did this and gained big on run. A new breeze filled down the right side of the race course and I-49 was in line for the best stuff. Burton followed with a jibe, still with a healthy lead but also in line for the new breeze with Porter.

At the leeward gate, many tacked onto starboard to sail the starboard shift. The boats that extended on port really made money on this beat as the wind clocked slightly right with better pressure. Burton kept the lead but Mass and the X-20 team ground them down to be close at the top mark. Lon Schoor and Sam Rogers followed. Because of the clocking breeze, it meant that a jibe after the offset was immediate. Burton never missed a beat. He set, jibed and raced down the lake with Maas following. As the leaders continued down the lake, Maas decided to throw in some jibes to keep things interesting. A good move but it left the door open for Schoor to sneak in. As Lon went out to the edge he had better pressure. He jibed and raced into the finish. It was going to be close between Schoor and Maas. Tom had won as he and his Inland Championship Team sailed a very good race. It was close for 2/3 but Bill finished off his good race and finished second while Lon ended up third.

The race took a total of 47 minutes. As the back half of the fleet finished, it was clear that the wind was getting fresher. Not quite white caps but a really nice breeze. The Oshkosh chop began to build a bit so it was going to be a fun twilight race.

Race 3 of the Championship kicked off at exactly 6:00 pm. Plenty of daylight still. Everyone was hiking now and the few boats who decided to sail with four people in the regatta were smiling. One of the boats was Chad Hillier (T-17) and his Ol' Blue team. They liked the breeze and liked the left side which was clearly favored. Chad is one of the top East Coast E Scow teams. The East Coast came west in force for this regatta and they have some excellent sailors. E Scow sailing out there is really buzzing.

Scootchin' through PHOTO BY PAT DUNSWORTH

Hillyer was leading at the top mark with Bobby Koar (BH-22) right behind him. The Koar family is another fantastic group of E sailors. Jeff Bonanni (LE-73) from Little Egg was right with the leaders as well. You can see an East Coast theme here. They were kickin' butt. Sam Rogers was in this race again as was Brian Porter, Jeff Solum (M-12) and Jon Schloesser (J-80) - a local hero. But where was Tom Burton? He rounded about 15th.

As the fleet jetted downwind with all crew on the high side, technique kicked in and some of the best sailors in the E class closed in on the leaders. Brian Porter had a killer run as he put himself in 2/3 at the leeward gate. Hillyer was still winning after a nice run, Rogers was there, Bonanni and Koar were there too, and now Burton was in the mix. That's right, after a 15th at the top, M-9 was in the hunt at the leeward cans. How? Tom and his team of Andy Ferguson and Bruce Martinson are excellent sailors but most importantly they are fundamentally strong. Burton watches the wind, watches his compass and rarely puts his boat in trouble or bad traffic. He is a very smart sailor and smart sailors make big gains in big regattas.

Hillyer fought off the group and rounded the top mark first again. Bonanni and Koar were there but a distance behind and Rogers kept hanging tough. Not a lot changed on the run or the next beat as Hillyer sailed very smart race, keeping his competition between him and the finish line. Chad took the bullet, and Jeff was second as he sailed an awesome race. Sam sailed solid to take third while Bobby grabbed fourth and Tom stayed tough and finished fifth.

So at the end of this day, Burton has a nice lead with a 2,1,5 on his scorecard but there is a lot of sailing left - we hope. 9:00 am start tomorrow in hopes of a morning breeze. Another smart move by PRO Blake Middleton. So, after a great party tonight, another fantastic dinner at the Waters and the hand off of the E Scow class from Rick Turner to Art Brereton, the fleet is ready to crown a new champion tomorrow. Will it be Burton? Will he continue his smart sailing, or will Rogers, Vincent Porter, Jeff Bonanni and others stage a comeback and steal the championship? We will see. It is the 2009 E Scow National Championship in Oshkosh - anything can happen!

Day 3 ~

Blake Middleton called for a 9:00 warning signal for the last day in hopes there would be another morning breeze like the day before. Unfortunately, it just wasn't enough for a decent race. The RC was on the water observing and reporting on the radio - we heard 3 mph and the direction was mostly north. The longer they were out the less optimistic they sounded about the wind. At about 10:30 Blake announced it wasn't going to happen. End of regatta. Tom Burton, Bruce Martinson, and Andy Fergusen are the 2009 Champions.

Our Principal Race Officer, Blake Middleton, received congratulations from every competitor present. To be able to get three quality races in the given weather conditions for the three days, was a tremendous effort and accomplishment. He is clearly a sailor's Race Officer. His priority was to get as many quality races in as possible, and three were all that was possible! He kept the competitors informed regularly while on shore waiting for the wind or when on the water trying to organize the next start. Excellent job!

Regatta chairperson Diana Isom, all members of the Oshkosh Yacht Club and the Wyman's, 'The Waters', went all out to make this an enjoyable event. More importantly they worked with Blake Middleton to make the regatta possible. They twice pushed back dinner plans a couple of hours to allow for some twilight racing. Without a 6:00 pm start we would not have had the minimum three races to complete the regatta.

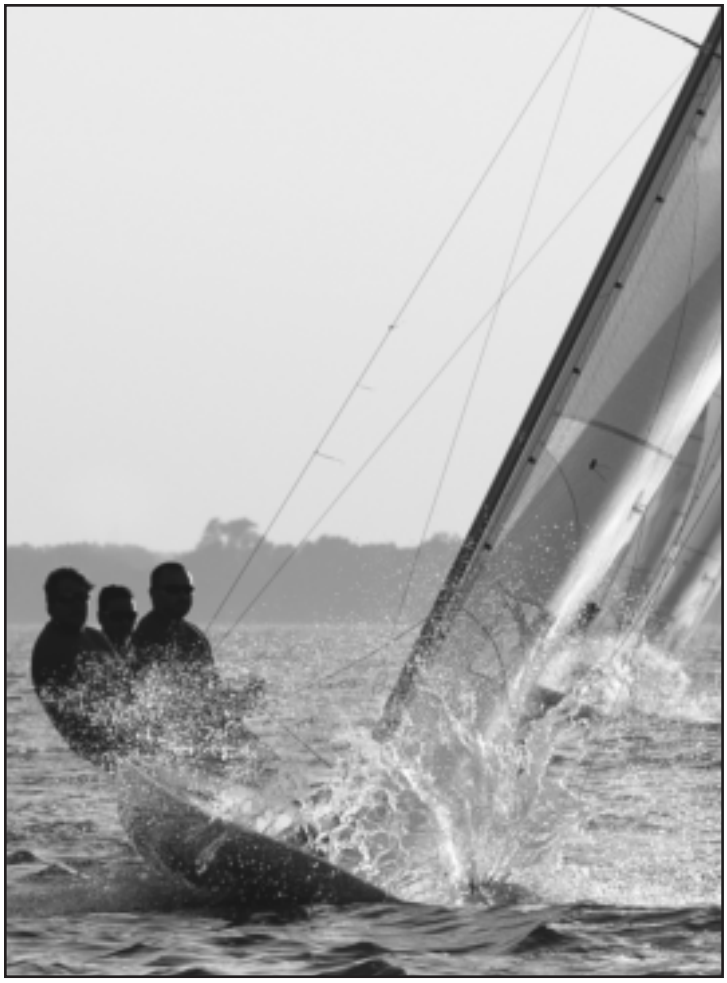


PHOTO BY PAT DUNSWORTH

National Class E Scow Championship Results

			— RACE —			
Place	Sail #	Skipper	1	2	3	Total
1	M-9	Tom Burton	2	1	5	8
2	M-42	Sam Rogers	9	4	3	16
3	I-49	Vincent Porter	6	7	6	19
4	LE-73	Jeff Bonanni	12	6	2	20
5	I-0	Brian Porter	4	9	10	23
6	BH-22	Bobby Koar	17	5	4	26
7	CR-66	Rob Terry	1	19	7	27
8	M-12	Jeff Solum	11	11	11	33
9	V-37	Augie Barkow	13	12	9	34
10	H-7	Lon Schoor	10	3	22	35
11	SC-27	Robby Wilkins	5	24	8	37
12	X-20	Peter Maas	14	2	24	40
13	X-751	Jim Gluek	15	13	14	42
14	MA-10	Richard Wight	20	8	15	43
15	CH-6	Rick Turner	8	17	19	44
16	J-80	Jon Schloesser	19	15	18	52
17	I-17	Iggy Labanauskas	3	39	13	55
18	WA-99	Casey Call	7	29	20	56
19	H-13	Patrick Heaney	26	16	16	58
20	GL-11	Mark Unicume	33	17	17	60
21	LE-3	Bob Donat	25	25	12	62
22	TO-101	Art Brereton	16	22	29	67
23	T-17	Chad Hillyer	27	44	1	72
24	J-5	Bill Wyman	21	27	26	74
25	SS-1	John Brown	22	32	21	75
26	BH-8	Russ Lucas	28	21	28	77
27	M-2	Tom Meyer	32	14	33	79
28	J-55	Jeff Schloesser	18	33	30	81
29	V-27	Matt Peterson	24	28	35	87
30	V-551	George Rolfs	39	18	31	88
31	J-11	David Sitter	31	26	32	89
32	X-4	Elizabeth Harned	29	43	23	95
33	J-515	Ed Bowen	36	35	25	96
34	D-42	Richard Beers	40	20	38	98
35	IH-11	Chase Hillyer	34	30	34	98
36	J-25	Thomas Castle	23	42	37	102
37	WA-47	Robert Herdrich	42	36	27	105
38	M-77	Woddy Jewett	41	23	44	108
39	H-38	Justin Segersten	38	31	42	111
40	CH-8	Dave Barger	30	41	43	114
41	J-2	Robert Cummins	35	40	40	115
42	CR-12	Richard Halliday	43	37	36	116
43	GL-7	Jason Sutherland	37	34	DNF	118
44	WA-200	Ricky Lemberg	44	38	41	123
45	CH-1	Chris Creighton	DNF	45	39	131

PHOTO BY TAMMY SAWYER

Blue Chip Regatta

Pewaukee Yacht Club
Pewaukee, WI
September 25th - 27th, 2009

Day 1 ~

Race one started out on the light side, about 6 mph and built during the race to about 10 mph. The course was 2 1/2, heading about 110°. The wind was from 100 to 130 degrees. Will Graves (V-74) rounded first followed by Sam Rogers (M-42) and Vincent Porter (I-49). They traded places by the third upwind with Porter leading Graves and Rogers. The last downwind saw Porter and Graves coming into the mark from the north shore but a group from the opposite side had the breeze and managed to get between Porter and Graves. Porter went on to win, Rogers second, and Graves fell to seventh. Third was Bill Burns (V-300), followed by Dick Wight (MA-10), Bob Biwer (V-777), PJ Friend (V-11), Graves, Jim Gluek (X-751), Will Demand (SS-1), and Kevin Jewett (V-123) in 10th. The race lasted 43 minutes.

After a lunch break the second race started at 1:12 and most of the boats had added fourth crews. The wind was still very shifty, 10-13 mph, and the RC delayed a couple of times to adjust for the shifts. Again 100 to 135 degrees but they weren't gradual shifts, they came in sharp. This race had a new cast at the first weather mark. Peter Maas (X-20) led followed Kevin Jewett (V-123), Rob Terry (CR-66), PJ Friend, and Lon Schoor (H-7). There were lots of opportunities for lead and position changes throughout the whole race. The course was 5 times around and the shifts were big and sharp, causing moments of joy and anguish on each boat during the leg. However, the shifts tended to average people out at each mark rounding. Porter had a seventh place mark rounding, a 14th at the next mark and passed one boat to finish 13th. Will Demand worked his way up from 15th at the first mark to seventh at the finish. Jim Gluek moved from 23rd to 16th at the finish. The Mystery Guest Liz Baylis, started to get the feel of things and she moved from 20th to 12th at the finish. At the gun it was Rob Terry, Jewett, Maas, Biwer, Art Brereton (TO-101), Friend, Tom Burton (M-9), Tom Klaban (WH-11), Demand, and Schoor to round out the top ten. The race lasted 70 minutes.

We let the young guys hike PHOTO BY PAT DUNSWORTH

The third race had the wind swing a little more to the right but the huge shifts stayed with us. This time it was 3 1/2 times around. Rogers lead the first part of the race and then fell to second as Porter took the second half of the race. Klaban was third at the first mark followed by Jewett, Jule Hannaford (M-7), Brereton, Demand, and Tom Sweitzer (V-9). Klaban faded on the third upwind and Mass liked things as he moved up from 11th to

seventh. The winds for this race were the roughest yet. Hannaford finished last after his fifth place at the first mark - many felt the frustration he had. Brereton was just behind Hannaford at the first mark and slipped to 20th. Nobody likes to see that in print but I wanted to give you an idea of the wind we were beating ourselves up with. On the upside, Graves moved up from 12th to fourth, and Burton went from 20th to fifth at the finish. It ended with Porter taking his second win followed by Rogers, Jewett, Graves, Burton, Biwer, Maas, Sweitzer, Jeff Solum (M-12), and Demand.

We're showing off to the camera too PHOTO BY PAT DUNSWORTH

Day 2 ~

The fourth race of the regatta got off at 10:05 in light shifty winds of about 4-5 mph from 290 degrees, give or take 15 degrees! At the start there was a left shift and boats had to tack to port to cross the line heading to the first mark about .8 miles up the lake. There were several short shifts up the middle and the lead boat, Rogers, did it right and then worked to the right side (north shore). Jewett headed for the right side a little earlier and lost some to the boats that worked the middle for a couple of tacks before heading to the right. Porter was to the left of the leaders most of the leg. At the first mark it was: Rogers, Biwer, Schoor, Burton, Sweitzer, Jewett, and Porter. Three more laps to go. Rogers stretched it out, Burton steadily moved up while Porter did the same, picking off one boat at a time for three laps. Schoor dropped a few on each downwind and got them back on the upwind. Sweitzer slid from fifth to 16th on the first downwind as the leaders stayed more toward the south shore and those that tried the center of the lake struggled, like Sweitzer. Wight passed the most boats on the three laps - going from 17th at the first mark to fifth and the finish. Biwer had it going until the last fourth of the last beat when he got a little too far left of some competitors and dropped 3 to 4 boats. That gives you an idea of the shifty conditions, but also there was a little drop in pressure as well to make things doubly challenging. It ended with Rogers, Burton, Schoor, Porter, Wight, Jewett, Solum, Biwer, Rick Turner (CH-6), and Friend.

After lunch they took us out for a 1:30 start but the wind went dead. They waited and got some reports that is was filling at the top of the lake from a new direction. The course was set at 270 degrees, 3 1/2 times around with the same .8 mile legs, and the breeze was 5-6 mph. Porter jumped out quick on the left side and on the first shift had a nice port tack on top of the fleet as most headed to the middle where there seemed to be more wind. Another group worked the south shore and the angles. At the first mark it was Porter, Jewett, Gluek, Wight, Turner. I think the first boats from the south shore may have been Turner, Rob Terry in sixth, and Bill Burns in ninth. The first downwind was congested and it was a struggle to find a lane in the light air (at least where I was). I think the leaders played the south shore. The wind was up and down and the shifts were legitimate - boats looked good and then bad but it seemed to average itself out by the upwind mark. Friend made the biggest gains and moved from 18th to seventh, but Hannaford was good too. A lap later moving from 21st to 11th. Jule liked the right side upwind and generally that was working for a majority of the boats. Just as there were a few boats with big gainers, there were a few with big losses. Those who struggled were Turner, Terry, and Klaban - sorry guys. At the finish it was Porter, Gluek, Rogers, Wight, Jewett, Friend, Burton, Hannaford, Burns, and the Mystery Guest Liz Baylis.

"Hey guys, I think we have a bite." PHOTO BY PAT DUNSWORTH

Are there brakes on this thing? PHOTO BY TAMMY SAWYER

Day 2 ~ Breaking News

It was brought to Sam Rodgers attention that you had to race with the same spinnaker for the entire event. He thought the rule applied to each race of the event, not the whole series. After learning what the actual rule was, Sam asked the RC to withdraw him from races 2 and 3. It turns out Sam used a newer white spinnaker in the first race and then an older black spinnaker in races 2 and 3. Then he used his white spinnaker for race 4. The black spinnaker is a little older and is of a different material than the white one, but they both are the same size and shape. His preference was to use the black spinnaker when there was more wind and the white newer spinnaker in the lighter winds.

Realizing he broke a class rule, Sam and his team withdrew from races 2 & 3, when he used the black spinnaker. When word spread to the competitors about what Sam had done, they were surprised and felt the penalty for his misunderstanding of the class rule was too severe. The competitors were hoping there was another option for Sam. They wanted a solution that did not penalize Sam to such an extent. However, it was Sam's choice to stand by his decision to withdraw from the races.

Sam is to be congratulated for not only his great racing, but also for his exemplary sportsmanship. He won more than the regatta, he forever won the respect of all his competitors.

Day 3 ~ Vincent Porter wins the Blue Chip

The fleet sailed out to the start in about a 7 mph breeze from 190 degrees. The forecast was for lots more breeze. While we were in sequence you could see the new big breeze way up the lake and it was coming down fast. As it filled in the starboard end became more favored and had more wind. Most of the boats saw it developing and were there to take advantage. Rogers jumped out quick and seemed to have speed on those around him. He just kept pulling away on every leg of the 3 1/2 course. Friend rounded in second in a pack that included Demand, Burton, Gluek, Graves, Porter, Jewett, Turner, and Schoor. The boats that jibed right at the offset gained big as the breeze was still building from that side of the course. The downwind ride was exciting and showed off the new speed of the E Scow with the asymmetrical spinnakers. At the bottom, Rogers lead followed by Demand, Graves, Friend, Gluek, and Porter. The legs were .9 miles long. The downwind ride lasted less than five minutes and the upwind lasted about 10 minutes. Five minutes goes by quick when you have to set the spinnaker, clean-up, jibe, takedown and cleanup some more - I didn't hear anyone complaining!

Jettin at the jib PHOTO BY TAMMY SAWYER

I had a breakdown and didn't see what was working and what wasn't for the rest of the race. But I did see Sam with a big lead and pulling away on the second downwind, this time on the opposite side (east) of the course. A few boats had moments of success. Biwer was in the second half of the fleet at the first mark but worked up to fourth by the second downwind - only to slip to seventh at the finish. Porter just kept grinding away moving up from seventh to third at the finish. Sweitzer was doing the same. He didn't show up my radar until the second upwind in ninth place and then clawed his way into fifth at the finish. Friend struggled and his second slipped away little by little. Burton was up and down but faded a few in the second half of the race. Was Tom predicting their fate the night before when he commented about how a team of 50 year olds had good fortune all year against the younger teams of Rogers, Porter, and Jewett. First time Blue Chip competitor, Mark Unicume, liked the breeze and had one of his better races finishing 14th - he'll be back.

At the finish it was: Rogers, Demand, Porter, Gluek, Sweitzer, Graves, Biwer, Burton, Brereton, Jewett.

2009 Blue Chip Regatta Results

			— RACE —						
Place	Sail #	Skipper	1	2	3	4	5	6	Total
1	I-49	Vincent Porter	1	12	1	4	1	3	22
2	V-123	Kevin Jewett	10	2	2	6	5	10	35
3	V-222	Bob Biwer	5	4	5	8	13	7	42
4	MA-10	Dick Wight	4	14	10	5	4	12	49
5	M-9	Tom Burton	23	7	4	2	7	8	51
6	X-751	Jim Gluek	8	15	11	14	2	5	55
7	M-42	Sam Rogers	2	RAF	RAF	1	3	1	57
8	V-11	Peter Friend	6	6	17	9	6	13	57
9	V-74	Will Graves	7	18	3	17	17	6	68
10	SS-1	John Brown	9	9	9	24	18	2	71
11	V-9	Tom Sweitzer	20	20	7	15	8	4	74
12	CR-66	Rob Terry	21	1	14	13	15	11	75
12	TO-101	Art Brereton	11	5	19	11	20	9	75
14	X-20	Peter Mass	22	3	6	16	19	15	81
15	V-300	Bill Burns	3	19	12	19	10	18	81
16	H-7	Lon Schoor	13	10	20	3	12	DNF	83
17	?	Liz Baylis	19	11	13	20	11	17	91
18	M-12	Jeff Solum	17	DNF	8	7	16	21	94
19	WH-11	Tom Klaban	18	8	15	22	22	16	101
20	CH-6	Rick Turner	16	21	16	10	21	20	104
21	GL-11	Mark Unicume	12	16	21	18	23	14	104
22	M-7	Jule Hannaford	14	22	23	12	9	DNS	105
23	GL-7	Toby Sutherland	DNF	17	18	23	14	19	116
24	KU-9	Robert Cole	15	13	22	21	24	22	117

PHOTO BYPAT DUNSWORTH

2009 E Blue Chip Mystery Guest

Liz Baylis
Profession: *Executive Director, Women's International Match Racing Association Public Health Virologist, California State Department of Public Health*
Education: *Bachelor of Arts, Medical Microbiology and Immunology, University of California, Berkeley*

Mystery Guest Liz Baylis getting the feel
PHOTO BY PAT DUNSWORTH

Yacht Club Affiliations:
- San Francisco Yacht Club
- Richmond Yacht Club
- United States Sailing Association

Awards:
- 2005 & 2006 Linda Elias Sailing Scholarship Recipient
- 2005 U.S. Sailing Team Member (Yngling)
- 2003 San Francisco Yacht Club Yachtswoman of the Year
- 2002 Rolex Yachtswoman of the Year
- 2003, 2002 & 2000 San Francisco Bay Woman Sailor of the Year

Selected Match Racing Events:
- Current ISAF Women's Ranking:13th (as of July 2007)
- 2007 Long Beach Mayor's Cup, Long Beach, CA – Catalina 37 -1st
- 2007 Santa Maria Cup, Annapolis, MD – J/22 – 4th
- 2007 Rolex Women' Match, St. Petersburg, FL – Sonar -1st
- 2006 U.S. Women's Match Racing Championship – Newport Beach, CA – Governor's Cup 21 – 3rd
- 2006 Rolex Osprey Cup, St. Petersburg, FL – Sonar – 4th
- 2006 Santa Maria Cup, Annapolis, MD – J/22 – 3rd
- 2005 U.S. Women's Match Racing Championship – Fort Worth, TX – J/22 – 4th
- 2004 Women's Match Racing World Championship – Annapolis, MD - J-22 – 7th
- 2003 U.S. Women's Match Racing Championship – New Orleans, LA – J/22 – 1st
- 2003 Women's Match Racing World Championship – Sundsvall, Sweden – J/80 – 4th
- 2003 Santa Maria Cup, Annapolis, MD – J/22 – 1st
- 2002 Women's Match Racing World Championship – Calpe, Spain – J/22 – 1st
- 2001 Rolex Osprey Cup, St. Petersburg, FL – Sonar – 1st

Selected Offshore Events:
- 2006 Pacific Cup (San Francisco to Kaneohe, Hawaii) – Antrim 27 – 1st (Skipper)
- 2005 Transpac (Los Angeles to Hawaii) – Cal 40 – 2nd (Watch Captain)
- 2002 Pacific Cup (San Francisco to Kaneohe, Hawaii) – Antrim 27 – 1st (Skipper)
- 2000 Pacific Cup (San Francisco to Kaneohe, Hawaii) – Antrim 27 – 1st (Skipper)
- 1996 Pacific Cup (San Francisco to Kaneohe, Hawaii) - Schumacher 39 - 1st (Watch Captain)
- 1995 Long Beach to Cabo San Lucas Race - Express 37 - 1st (Helmsman)

Selected Other Racing Events:
- 2004 Bayview Mackinac Race – Mumm 30 – Driver/Trimmer – 3rd
- 2003 Bayview Mackinac Race – Mumm 30 – Driver/Trimmer – 2nd
- 2001 Bayview Mackinac Race – Great Lakes 70 –Skipper
- 2001 Chicago Mackinac Race – Great Lakes 70 – Skipper
- 2000 Louis Vuitton Cup (Challenger Races for the America's Cup) – America True

FRESH Regatta

Lake Hopatcong Yacht Club
Lake Hopatcong, NY
September 26th & 27th, 2009

FRESH Regatta Results

			— RACE —					
Place	Sail #	Skipper	1	2	3	4	5	Total
1	BH-22	Bob Koar	3	1	1	1	1	7
2	HO-32	Tom Wiss	1	6	3	4	2	16
3	HO-53	Chris Norman	2	8	2	6	6	24
4	HO-50	Doug Johnson	4	3	8	7	3	25
5	BH-5	Molly Lucas	5	5	6	5	4	25
6	LE-55	Chris Fretz	8	2	7	2	8	27
7	HO-40	Greg Skinner	9	7	5	3	10	34
8	H0-54	Patrick Flinn	10	4	4	10	9	37
9	HO-51	Bruce Haverly	7	11	10	8	7	43
10	HO-45	Jim Flinn	12	9	9	9	5	44
11	LA-26	John Bubnowski	6	10	11	11	12	50
12	HO-13	Mike Blair	11	12	13	12	11	59

Flying into the Windward Mark PHOTO BY MARI JOHNSON

The Blue Chip off and Running... PHOTO BY PAT DUNSWORTH

Driving to the Windward Mark at the Nationals PHOTO BY PAT DUNSWORTH

Down to the Gates at the Invite PHOTO BY PAT DUNSWORTH

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Dusk over Winnebago PHOTO BY TAMMY SAWYER