

THE REPORTER 2007



*The Blue Chip
Photo by Pat Dunsworth*

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The Reporter 2007

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

Officers:

Rick Turner (CH), Commodore
Art Brereton (TO), Vice Commodore
Toby Sutherland (GL), Rear Commodore

Directors:

Term Expires 2008

Tim O'Keefe, ILYA
Brian Porter, ILYA
Bill Wyman, ILYA
Doug McNeil, WMYA
Erik Johnson, ECESA
Bill Misenheimer, At-Large

Term Expires 2009

Kevin Jewett, ILYA
Jeff Solum, ILYA
Pete Price, WMYA
Robert Cole, ECESA
Peter Koar, ECESA
Ted Beier, At-Large

Many Thanks to Our 2007 Reporter Contributors

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Editor: Steve Andersen

50TH ANNIVERSARY

2008 looks like an exciting year for the NCESA with the new Asymmetrical spinnaker and regatta participation continuing to grow. 2008 will also be a special time for the NCESA, as we will be celebrating our 50th Anniversary. To help commemorate our first fifty years, we will be planning an Anniversary Reporter to celebrate the people, the places and the boats that have made the NCESA one of the finest sailing associations in the world. We will not only be covering the first fifty years of the NCESA but will go all of the way back to the first E Scow manufactured by Johnson Boat Works. We are now working on this anniversary issue and we will need all of the help possible in scrounging up old stories, articles and photos. Please feel free to contact me or any of the Officers and Directors if you would like to contribute to our 50th Anniversary Reporter. Your help will be greatly appreciated.

Sincerely,
Steve Andersen (KU-18)

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REPORT FROM THE COMMODORE

The NCESA Officers, Secretary and Board of Directors had a very busy year in 2007 with many issues and changes to address throughout the year. Tom Burton our departing Commodore, has left some big shoes to fill and we are all indebted to him for his strong leadership and organization over the last two years.

Lon Schoor becomes Secretary/Treasurer.

As you may be aware, Dierk Polzin retired at end of 2006. Dierk was the “father” of the NCESA web site which he developed and maintained for the class for 10 years. He also launched the Digital Reaches which provides the class with a great source of timely information. Dierk also served as our Secretary/ Treasurer for 5 years. We were very fortunate to have Lon Shoor, from Madison, step forward and take over the reins from Dierk. Dierk assisted Lon during the transition period to help make it seamless. Lon also got some additional help from his lovely wife Donna getting files and information set up and organized. The first big test was the National Championship Registration at the Carolina Yacht Club which was handled without a hitch. As all who attended will tell you, Lon and Donna did a great job taking care of all the paperwork.

49th Annual Regatta at Carolina Yacht Club

This year we were very pleased to be hosted by the Carolina Yacht Club and their great southern hospitality as they put on a great regatta for our National Championship. It was the first time the regatta was not held in September in the history of the class and 50 competitors took advantage of the timing to get an earlier start on the season. Congratulations to Sam Rodgers and his crew for their outstanding performance as this year’s champion. Augie Barkow finishing second was impressive as well. Due to their consistent finishes, neither Sam nor Augie needed to sail the last race to effect their overall finish. They both did a masterful job figuring out shifting wind and some remarkable tides and currents! Dierk Polzin was awarded the Colie Service Award for recognition of his years of dedication and service to the class and The Women’s Corinthian Trophy was awarded to Megan Farfalla for her involvement and spirit in representing women participating in our class.



Our Fearless Leader in action the Blue Chip.
Photo by Pat Dunsworth

Upgrades to the Web Site

As you may have noticed the web site has been upgraded, thanks to the collaboration of Lon Schoor and Bill Bartel. We have a new, more economical, host service provider. We control both of our domain names www.e-scow.org and www.e-scow.com and have a new look and feel to our web site. We have also aligned with US Sailing and Ken Taylor of Regatta Networks, to host and manage the software for our membership and regatta registration which will hopefully benefit both organizations in the long run.

Consideration of the Asymmetrical Rig

The experimental project for the Asymmetrical with additional upper support stays for the top of the mast was concluded. The rules committee formulated a scantling change to accommodate the new rig configuration and recommended unanimously it be adopted by the Board of Directors at our fall meeting. Also during the fall we received news that Lake Carlyle, Lake Geneva, and Lake Mendota had moved to locally convert their rigs to the Asymmetrical configuration, joining the decision made by the Western Michigan Yachting Association earlier in the year. It was clear this would be a major issue at the National Board meeting in Chicago.

The National Board of Directors Meeting

The Board of Directors met at the beginning of November in Chicago at the Chicago Yacht Club. After a routine activities and committee reports in the morning, the board turned its attention in the afternoon to consideration of the rules committee recommendation. After several hours of discussion a proposal was finally hammered out involving a proposed scantling change and an optional time table for implementation. The Board agonized over many issues including cost, implementation, rate of change in the past, current and potential for the future years. It also considered how to handle the issue during the Nationals and potential ramifications if the rules committee recommendation was defeated. In the end, the BOD agreed and recommended unanimously to take the proposal to the membership with its recommendation for adoption. The Board also considered presenting a referendum to the membership on the timing of the National Regatta and the representation to the Mid-States E Scow Association and other regional fleets that did not have direct board representation.

The Vote

As you all know by now the membership voted overwhelmingly to allow the scantling rule change for the Asymmetrical configuration to be accepted, effective in 2008. This will mean we will all sail as one fleet at the Nationals. Presumably, this will result in many converting over to the new configuration this winter and spring. I would ask all of you to help in any way you can to assist all E boaters make this conversion to maintain the vitality and participation in our local, regional and national fleets. The membership also approved the change of the Mid-States director representation to an at large representation for fleets in the South, Mid-South, West and Far West. There was also a majority of the members that indicated a preference to return to a September Nationals in 2009.

Our 50th Anniversary Year

2008 will be our 50th anniversary of the NCESA and we will be returning to the site of the very first Nationals in 1958 at Chautauqua. The National Championship Regatta will be held June 27-29 that the Chautauqua Lake Yacht Club in Lakewood, New York. Chautauqua has a great sailing area, great club and wonderful hospitality. You won't want to miss this event.

Also as part of our 50th Anniversary we will be putting together an anniversary Yearbook. I am asking all to look in their scrapbooks and archives for photos and memories you can share that might be included in this upcoming publication.

It is undoubtedly going to be a very exciting year in 2008. I hope to see you in the nationals if not sooner.

Sail Fast

Rick Turner CH-6

NCESA Commodore

NCESA ANNUAL DIRECTORS MEETING

Board of Directors Meeting Minutes

November 3, 2007

Respectably submitted by Lon Schoor, NCESA Class Secretary/Treasurer

A. *Call to Order* - The meeting was called to order by Commodore Rick Turner at 9:30AM, Saturday, November 3, 2007, at the Chicago Yacht Club. Rick had everyone introduce themselves around the table.

B. *Attendance and Introductions*

Officers:

Rick Turner, Commodore

Art Brereton, Vice Commodore

Toby Sutherland, Rear Commodore

Lon Schoor, Secretary/Treasurer

Directors:

Ted Beier (MESA)

Art Brereton (WMYA)

Robert Cole (ECESA)

Kevin Jewett (ILYA)

Erik Johnson (ECESA)

Peter Koar (ECESA)

Bill Misenheimer (MESA)

Tim O'Keefe (ILYA)

Brian Porter (ILYA)

Pete Price (WMYA)

Jeff Solum (ILYA)

Bill Wyman (ILYA)

Committee Chairpersons:

Casey Call (Nominating)

Guests:

Tom Burton (Minnetonka)

Henry Colie (Mantoloking)

Andy Burdick (Melges)

Brian Buzzel (Delevan)

Charlie Harrett (Melges)

John Hayashi (Windward)

Sam Rogers (Melges)

John Ruf (Pewaukee)

John Thomas (Wawasee)



C. *Approval of Minutes* - there was a correction to the June 22, 2007 NCESA Annual Meeting minutes to the number of Directors represented on the Board of Directors from the ECESA region - changed from 4 to 3. No changes to 2006 Board of Directors meeting minutes. Motion to approve the minutes made by Bill Wyman and seconded by Art Brereton. Passed unanimously.

D. *Old Business* - Rick explained a proposal received for regatta registration software from Dierk Polzin. After a review of his proposal and investigation of alternatives, the Officers recommended the use of US Sailing partner Regatta Network's Web solutions for regatta registration and membership management. Rick also explained it was necessary to hire a new consultant to maintain the Association's web site. Bartell Computer Consulting was selected. Bill is redesigning the E-Scow.org site and we hope to present it to the membership in mid November. There was an expenditure of \$2,500 to Dierk Polzin for web software to provide pre-registration for the 2007 National regatta. There was also a down payment on a \$2,500 contract with Bartel Computer Consulting. There was a motion by Tim O'Keefe to approve the actions and expenditures by the Officers. It was seconded by Pete Price. The motion passes unanimously.



Team Howey in a bit of a pickle at the Geneva Spring Regatta
Photo by Tammy Sawyer

E. *Committee Reports*

1. *Rules* - Ted reported the vote was 88 approved and 2 opposed to the rudder ballot submitted to the members at the beginning of the year. The change allowed the existing foil rudder shape to be put on older rudders with the bent rudderpost, and not to restrict that shape for use only on straight shaft rudder posts.

Ted indicated that the wording of the rules needs some work to clean them up. Not to change the meaning, but to improve it, such as make measurements consistent in style. He indicated the work would be completed by the end of February so that it is ready for the 2008 Yearbook/Rulebook publication.

The Rules Committee recommendation on the experiment for a 2nd set of mast spreaders for the asymmetrical sail was deferred to after lunch and discussed under F. proposed Amendments. He thanked the members of the committee for their participation in the conference call to complete the recommendation to the Board.

Ted reported the forestay headfoil experiment is on hold for now.

Toby Sutherland moved to approve the report and it was seconded by Kevin Jewett. Motion passed unanimously.

2. *Regatta* - Rick Turner reported on the great job the Carolina Yacht Club did on hosting the 50 boat 2007 National regatta in Charleston, SC. He recommended they be considered for future regattas.

Rick indicated that Chris Creighton, from Chautauqua, is the 2008 National Regatta Chairperson. There is a preliminary NOR prepared that is waiting for some decisions by the Board before posting. The regatta dates are June 27-29. Ted Beier will be the Head Judge. Races will be run by two US Sailing judges from the Cleveland area, PRO Bruce Ericson, and Chip Ulrich. Registration will be available on-line January first. Merchandise and social packages will be available also.

There was discussion if future National regattas will be in June (4th weekend) or September (weekend after Labor Day). Art Brereton moved and Peter Koar seconded, that the membership should be polled this fall and after the 2008 June Nationals to see what the membership preference was for future regatta dates. Motioned passed.

Art Brereton put a bid in for the 2011 National regatta at Torch Lake.

Tim O'Keefe moved, and Bill Wyman seconded, that the Regatta committee report be approved.

3. *Regatta Bids* - Bob Cole moved, and Art Brereton seconded, that the 2009 National regatta be awarded to the Oshkosh Yacht Club and the 2010 National regatta was awarded to Little Egg Harbor. Motion passed unanimously.

Future regatta bids are:

2011 - Torch Lake

2012 - Hopatcong

Because of the early June National regatta, it was noted that the Annual Membership meeting was held before the Regions were able to elect their new NCESA directors. Therefore the membership was never able to vote on the new Directors nominated by each region. A motion by Brian Porter and seconded by Art Brereton, to appoint the newly elected directors for each region to the Board of Directors. The motion passed unanimously.

4. *Financial* - Balance sheet showed the association to be in good financial standing with a balance of \$64,102.84 up \$406.17 from the previous year. The 2007 profit and loss report showed income of \$32,765.44 and expenses of \$32,359.27 and a profit of \$406.17. The 2008 Budget projects a small profit (\$340) for operations not including the publication of an NCESA 50th anniversary book. That item was deferred to the Publication report.

Lon Schoor suggested the three year membership category at a discount was somewhat of an administrative hassle with Regatta Networks and not helping the association's annual operating revenue. A motion was made by Tim O'Keefe and seconded by Ted Beier, to eliminate the 3 year \$125 membership option and honor the memberships that have been paid. It passed unanimously.

There was a discussion about the free membership that came with the purchase of a new boat that paid the \$200 new boat fee. A motion was made by Ted Beier and seconded by Kevin Jewett to eliminate the complimentary memberships for those members purchasing a new boat. The motion passed unanimously.

Regatta expenses have increased. There was a discussion about the \$80 National regatta entry fee. It was moved by Rick Turner and seconded by Ted Beier to change the 2008 National regatta fee to \$120, with a late fee of \$160, and a \$40 fee for skippers 25 years old or younger with no late fee penalties. Motion passed unanimously.

The stipend amount that is given to the host club of the National regatta was discussed. Item was referred to the Regatta Committee.

Motion made by Ted Beier and seconded by Art Brereton to accept the financial report. Motion passed unanimously.

5. *Publications* - Steve Andersen reported the 2007 REPORTER is progressing and is on target to be mailed after the holidays. He reports some work has been started for the 50th Anniversary Book and Pat Dunsworth has sent him his archive of photos. He will need everyone's help for research, information gathering, writing, and editing. Hiring someone with editing and/or writing experience would be most helpful. A book of 200 pages and perfect bound will cost about \$40,000 for 1000 copies, or \$52,500 for 2500 copies.

A discussion of the finance options included: advertising, sponsors, book sales, and hiring help. A motion was made by Ted Beier and second by Art Brereton to commit \$20,000 to the book project and have Steve and the Publication Committee build a budget and plan for final approval of the Board with the goal of having the project break even financially. The motion passed unanimously.

Lon Schoor reported the use of Reaches and Digital Reaches to provide information to the membership. Digital Reaches is sent to 553 people. The Board discussed Reaches verse Digital Reaches for distribution of information to members. A motion by Tim O'Keefe and second by Ted Beier, to use the Digital Reaches as the preferred source for the distribution of information to the membership. Motion passed unanimously. The NCESA web site will maintain an archive of Digital Reaches.

The web site is being redesigned by Bill Bartel and will hopefully be released to the membership in mid November. It will have a new look but much of the old content will be linked in until it can be reformatted to go with the new look. The new web site will use US Sailing's Regatta Network's solution for membership application and renewal, and a full function regatta registration solution. Discussed adding a section on the web page for members only, using a sign-on method to participate in forums and blogs when using real names.

Ted Beier made a motion and Bill Wyman seconded, to approve the Publication Report. It passed unanimously.

6. *Membership* - Rick Turner reported that the Wawasee Yacht Club is no longer a part of the MESA region and has joined the WMYA region. There was discussion about how the memberships work at the various regions and what members pay. ILYA members have to pay \$70 for their annual membership and their club pays additional fees to the ILYA of several hundred dollars depending on the number of ILYA fleets racing. MESA, WMYA, and ECESA do not collect regional association membership fees, but they require NCESA membership to sail in their regattas. The clubs in the WMYA pay \$140 annually. The ECESA has an annual \$20 fee per fleet. There is great concern that the ILYA sailors do not join the NCESA unless they race in the National regatta. A motion was made by Rick Turner and seconded by Brian Porter, to attempt to increase ILYA member participation by requiring NCESA membership for the Geneva Spring regatta. The NCESA would provide some regatta support or trophy. The motion passed unanimously.

Ted Beier moved and Bill Wyman seconded a motion to approve the Membership committee report. It passed unanimously.

7. *Regional Reports*

Pete Price reported:

WMYA Invite at Chrystal - 20 boats, 1 symmetrical sail

Westerns at White Lake - 8 A-sails, 7 symmetrical

9 boats out of 9 converted at Chrystal

9 boats out of 10 converted at Torch

2 boats out of 5 converted at Spring

3 boats out of 5 converted at White - Don Nelson converting this winter.

Fleets are stable with much more enthusiasm from the young and the old. Growth is the topic and is more promising now, after all of us converted. Crews are talking about converting older boats into marketable A-Sails.

The WMYA handed out traditional trophies at our Championships to the symmetrical fleet and to the first 3 for the A-Sail; it really worked to our advantage. Crews received prizes that never were in contention before. Just that kept them in the game for next year.

Bill Wyman briefly summarized the ILYA report since it has been posted on the web. The big change was to use time based race management when setting the course length (i.e. to keep races to an hour in all sailable wind conditions). To improve participation, the E fleet requested that regatta be held on the weekends and not mid week, and discussed having gold, silver and bronze fleet designation for different aged boats or skippers experience. It was noted that the Lake Geneva fleet voted to convert to the asymmetrical for 2008.

Erik Johnson reported the ECESA is healthy and the local fleets are doing well. 35 boats attended the Eastern Championship. There is concern about the impact the asymmetrical will have on local fleets and older boats. They are especially concerned about Hopatcong and Keuka. Younger sailors (20, 23, and 25 years old) are joining their fleets to skipper boats. There is new blood and we are having fun.

Ted Beier reported MESA had a championship regatta at Carlyle with 8 boats, 5 A-sail and 3 sym.

F. *Proposed Amendments*

1. Discussed the asymmetrical scantling recommendation of the Rules Committee to the Board. [See Asymmetrical Scantling Changes]

There was discussion about the number of spinnakers that could be allowed. There was no motion to change the recommendation and only one spinnaker can be declared for an event and carried on the boat while racing. If your asymmetrical spinnaker is damaged it can be replaced according to existing rules with the permission of the Judge.

After considerable discussion Brian Porter moved and Ted Beier seconded a motion to retain the three tape measurements of the asymmetrical spinnaker and eliminate the girth measurement. Essentially it was determined that since only one spinnaker is allowed for an event and carried on the boat, and the 6 inch tolerance meets our one-design definition for size, the girth measurement could be eliminated. The motion passed.

Discussion on the use of diamond stays and second set of spreaders for either configuration lead to Tim O'Keefe moving and Ted Beier seconding a motion to allow the mast diamond stays, and optional second set of spreaders, to be used on boats of either spinnaker configuration if the asymmetrical spinnaker vote is passed by the membership. The motion passed unanimously.

The proposed rule for measuring the bowsprit vertical height when extended was discussed next (previous rule III.5.H. - Vertical location of forward end of sprit). Tim O'Keefe moved and Brian Porter seconded a motion to eliminate the measurement because it was unnecessary. The motion passed unanimously.

There was a discussion about when the pole can be extended and it was determined that the Sailing Rules and Instructions addressed the issue and a scantling rule was not needed.

It was moved by Tim O'Keefe and seconded by Brian Porter to approve the recommendations of the Rules Committee as amended by the Board. The motion passed.

The next discussion was about the timing of when to implement if the asymmetrical scantlings are approved by a membership vote. Discussion centered around 2008 or 2009.

- There was discussion about the feasibility of being able to convert the boats before the season start. Henry Colie made a generous offer to take parts and expertise to locations to convert boats and make the transition as easy as possible. Others made similar offers. It was indicated there would be available funds to help subsidize the costs of the conversions. Melges Performance Boats indicated they would have enough parts for the conversion and would be able to get them done. Windward Boats indicated the same thing.
- Regarding questions of how long it took to convert a boat; two people could easily convert two boats in a day.
- There was considerable discussion about what to do with the awards at regattas. All options and permutations came out in the discussion.
- The E Fleets at Hopatcong, Keuka, and Charleston were identified as fleets that would struggle with the asymmetrical change and special attention should be given to help these fleets and other identified fleets if the change goes through.
- Discussed concerns about people who have spinnaker inventory that they would not be able to use anymore.
- Determined local fleets may have to meet separately to resolve the conversion and awards to keep their fleet unified.
- People indicated it would take some time to develop asymmetrical expertise to compete at the National level, and others said it was very easy to sail.



While in action at the Geneva Spring, Team Friend still finds time to smile at the 'Birdie'
Photo by Tammy Sawyer

- It was noted that the last asymmetrical vote failed by 25 votes - if 12 people changed their vote it would have passed.
- A committee should be formed to lead the implementation and respond to issues along the way.
- Most agreed they think the vote will pass. Some said we have to maintain a unified fleet by being sympathetic to those that oppose the change. Others felt like this has dragged on long enough and we need to get it over with because the class is being hurt more by waiting.
- There was concern that if the asymmetrical vote failed the E class would split.
- The Board also wanted to recommend to the membership a proposal that had the unanimous support of the entire Board of Directors. The sticking point was the year of implementation.

It was moved by Ted Beier and seconded by Kevin Jewett that if the asymmetrical vote passes, the E fleet will sail as a single fleet in all events for the year 2009. The motion passed unanimously.

After a long and hard debate about implementation in 2008 it was suggested to let the membership make the decision. It was moved by Brian Porter and seconded by Ted Beier, to recommend to the membership the Rules Committee recommendation on the asymmetrical spinnaker, as modified by the Board, and to ask the membership to vote on an implementation year of either 2008 or 2009. If 2/3's of the members vote for 2008, the implementation would occur in then; otherwise the implementation would be in 2009. The motion passed unanimously.



The idea of freezing future changes for a period of five years was discussed at considerable length. It was moved by Rick Turner and seconded by Toby Sutherland, that it is the intent to not accept experiments for the next five years, so as to minimize any significant change to the scantlings and the dollar amount associated with them. The motion passed unanimously.

It was decided to put a package of material together that addresses the numerous issues that surround the asymmetrical vote. This will be put on the web site and sent to members so they have it before they have to cast their vote on the asymmetrical recommendation from the Board.

2. It was moved by Rick Turner and seconded by Erik Johnson to allocate the two director positions that belong to MESA and give them to a new 'At-Large' region that would be made up of the following clubs: Carlyle, Grand Lake, Charleston, Sarasota, Augusta-Savanna, Seattle, and Montana. The MESA region has stopped functioning. The current directors representing MESA would be reassigned to the At-Large region. Bill Misenheimer's term ends in 2008 and Ted Beier's term ends in 2009. The motion passed unanimously.
3. It was moved by Tim O'Keefe and seconded by Jeff Solum to provide \$10K for emergency expenditures in 2008 to be used by agreement of the class Officers. The motion passed unanimously.

- G. *New Business* - The suggestion to make the penalty for a racing rule infraction more severe was sent to the Regatta and Rules Committee for consideration.

Refer to the Rules and Judicial committees a request to allow a country identifier on the sails. There are fleets in Finland and Canada.

Continue to provide photo awards for participants and race committee.

In the upcoming ballot, only regular members in years 2007 and greater will be counted.

- H. Work continues on assigning people to the standing committees and the designation of a chairperson. Rick plans to have this done by the end of November and the appointments are effective on January 1st.
- I. At 4:15 it was moved by Bill Misenheimer and seconded by Tim O'Keefe to adjourn. Motion passed unanimously.

SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 23rd-25th, 2007

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	Mark Jordan	SC-1	(3)	1	2	1	1	1	6
2	Will Martin	SC-14	1	2	1	(3)	2	2	8
3	John Jennings	SF-8	2	3	(4)	2	3	3	13
4	Chris Herdrich	WA-2	(8)	6	3	6	4	4	23
5	Pete Weir	CR-100	4	4	7	4	7	(OCS)	26
6	Bill Cotsworth	SF-400	6	5	5	(7)	6	6	28
7	Roger Koehn	SF-108	5	7	6	5	(8)	7	30
8	Chris Creighton	SF-17	7	(8)	8	8	5	5	33
9	Jim Barr	SF-4	(DNF)	DNS	DNS	DNS	DNS	DNS	55T
10	Carl Horrock	MA-4	(DNS)	DNS	DNS	DNS	DNS	DNS	55T



Riding that September air at the Blue Chip
Photo by Pat Dunsworth

Carolina Yacht Club

April 6th & 7th, 2007

Respectfully submitted by Sam Rogers



Ah...Easter in Charleston
Photo by Crayton Walters

Cold Front Mixes with Hot Racing!

Most of the Northern Scow Sailors who make their way to the Annual Charleston Easter Regatta are expecting 80 degree weather and sunny skies. Well, the sunny skies were aplenty, but the temperatures hovered around 40 degrees as the E, MC and Melges 17 sailors prepped their boats this morning. Along with the cold temperatures, the breeze varied from 18-23 kts. out of the north. PRO Tommy Harken decided to postpone an hour before the first race, a decision that did not receive very much resistance from the sailors.

By 11 am, the temperature rose and the breeze died enough to get everyone out on the water and start the first race. By the time the warning signal started, the breeze was still out of the north at 12-15 kts. with a few knots of adverse current. One thing for certain about Charleston, if you do not have experience sailing with current, you will by the time the regatta is over. Boat handling and tactical mistakes seem to be even more apparent when there is fair amount of current on the race course. In race 1 for all of the fleets; it was important to get to the left side of the course where there



Make sure to hitch up those slickers before the long downwind ride
Photo by Crayton Walters

was the most current relief due to shallower water. Boats that stayed in the middle of the course found themselves bucking a 3 kt. current while the boats on the left were only experiencing a 1 kt. current. Quite a difference. In the E Scows, Dick Wight (MA-10) got as far left as he could to round the mark in 1st. Robby Wilkins (SC-27) and Peter Robinson (CH-7), sailing their brand new Melges E Scows, rounded right behind Dick and headed off down wind. Of course, Charleston has its fair amount of shifts as well. The lead boats rounded the bottom mark, headed to the left side, only to find out halfway up the beat that a huge right shift had made its way down the course. This turned the fleet inside out as the top three boats



Carving up Charleston Harbor
Photo by Crayton Walters

fell to the low teens and watched as the back of the fleet came to the front. Sailing on Charleston Harbor is never easy, but is certainly is some of the most exciting sailing. Will Demand (T-1) took the bullet in race one.

As the fleet gathered for the 2nd race, the sea breeze kicked in and a nice 10-12 SW breeze allowed for 2 good races in the afternoon.

Local sailor Robby Wilkins wasted no time jumping out to the lead in the second race. Robby started at the boat, tacked right, got into the favorable current and never looked back. Robby's speed was simply unmatched in race 2 and it was clear nobody was going to catch him. In race 3, Rick Turner (CH-6) took a page out of Robby's playbook and tacked right out of the start. He was first at the top mark and kept his strategy simple; sail fast, get right, and increase the lead. The standings in the E fleet were extremely tight and with 3 races tomorrow, the 29 boat E Scow fleet will certainly get shuffled around. With the first day of racing concluded, Rick Turner stands in 1st, followed by Will Demand in 2nd, Peter Wright (MA-6) in 3rd, Robby Wilkins following closely in 4th and Dick Wight rounding out the top 5.



In search for the hidden Easter Egg?
Photo by Crayton Walters

Strong Breeze Greet Sailors on Day 2

If the sailors thought the cold temperatures and strong breeze were bad Friday morning, Saturday dawned even colder with gusts into the low 30's. Hoping that the breeze would taper as the temperature increased, PRO Tommy Harken postponed the fleets for a few hours. Instead of dying however, the breeze only built and it was clear the only logical thing to do was to de-rig the E's, MC's and Melges 17's in the parking lot. Although most sailors were disappointed not to be racing in such a tight regatta, most decided to check out the sights, shopping and lunch spots around Charleston. This town is truly a sight to see and great place to bring the family anytime of the year.

The race committee and organizers of the regatta did a great job of getting races off in a timely fashion and making sure the sailors were well taken care of. With no shift in the standings from the Friday's racing, Rick Turner becomes the winner of the 2007 Easter E Regatta, with the awards ceremony held at the historic Mansion of Sonny Meavers on the harbor front. Sonny graciously opens his house up to all of the sailors to truly get a taste of historic Charleston. Make your way to Charleston next year and you will not be disappointed..

EASTER E REGATTA RESULTS

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	Rick Turner	CH-6	4	5	1	10
2	Will Demand	T-1	1	8	2	11
3	Wright & Saya	MA-6	2	2	10	14
4	Robby Wilkins	SC-27	11	1	4	16
5	Richard Wight	MA-10	5	9	3	17
6	Will Hanckel	SC-22	3	6	11	20
7	Walter Prause	SC-3	8	11	5	24
8	Will Martin	SC-14	9	3	13	25
9	Lon Schoor	H-7	10	4	14	28
10	Will Van Cleef	SC-8	6	18	7	31
11	Bill Nolden	LA-11	17	7	8	32
12	Ed Durant	GA-8	13	17	6	36
13	Peter Robinson	CH-7	14	13	12	39
14	Carl Horrocks	MA-14	12	14	16	42
15	Ross Griffith	SC-11	7	DNF	9	43
16	David Barger	CH-8	15	15	18	48
17	Kimo Winterbottom	BH-22	DNF	12	15	54
18	Bill Misenheimer	TO-12	19	16	20	55
19	Marc Turner	CH-4	20	19	19	58
20	Chris Creighton	CH-1	DNF	10	22	59
21	Dan Perrin	BH-2	16	20	26	62
22	John Sellstrom	CH-71	18	23	24	65
23	Dick Turner	CH-5	DNF	25	17	69
24	Ricky Turner	CH-9	DNF	24	21	72
25	Tom Hall	SC-5	DNF	22	23	72
26	Ben Leigh	SC-11	DNF	21	25	73

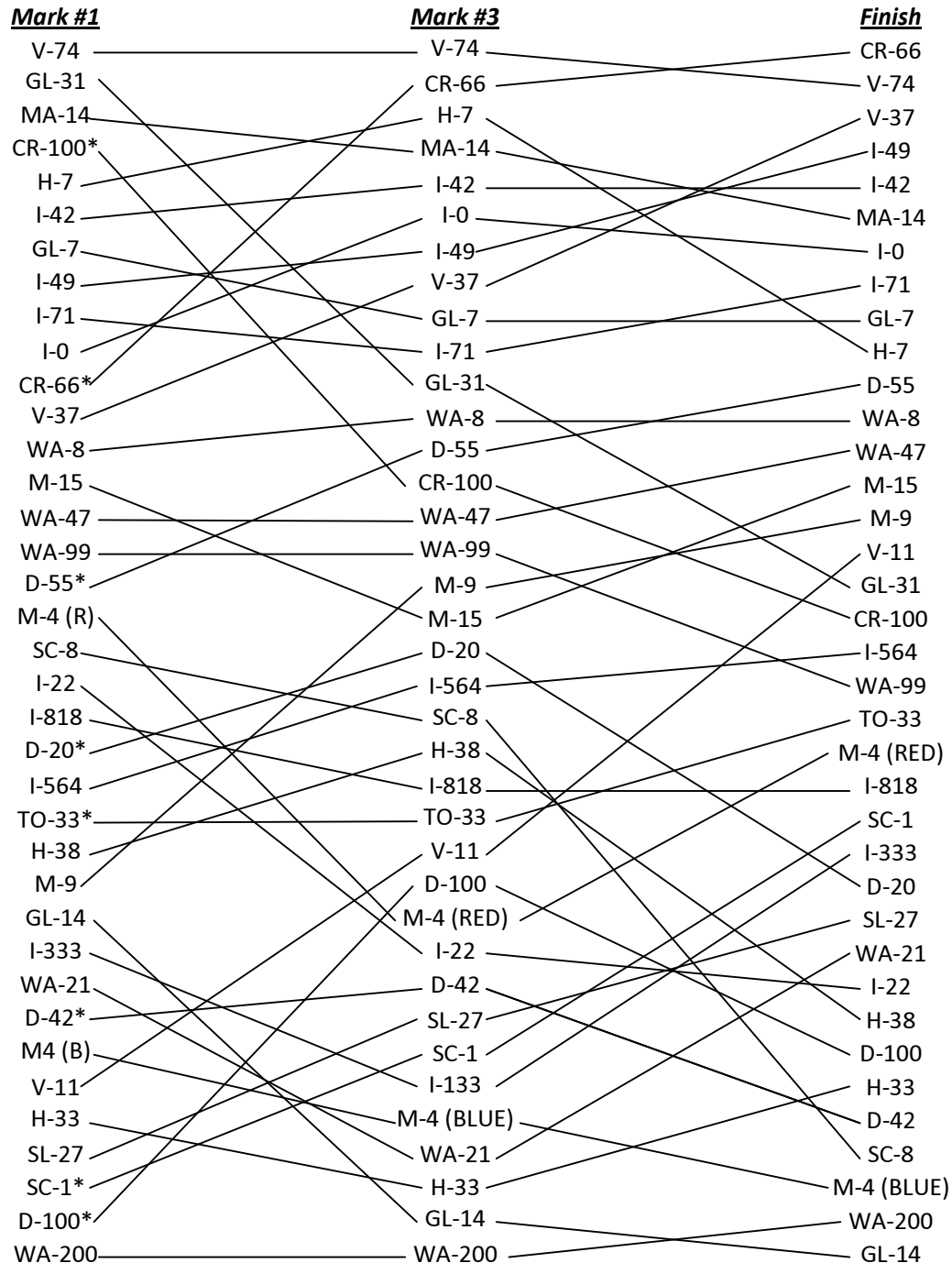
LAKE GENEVA SPRING E REGATTA

Lake Geneva Yacht Club

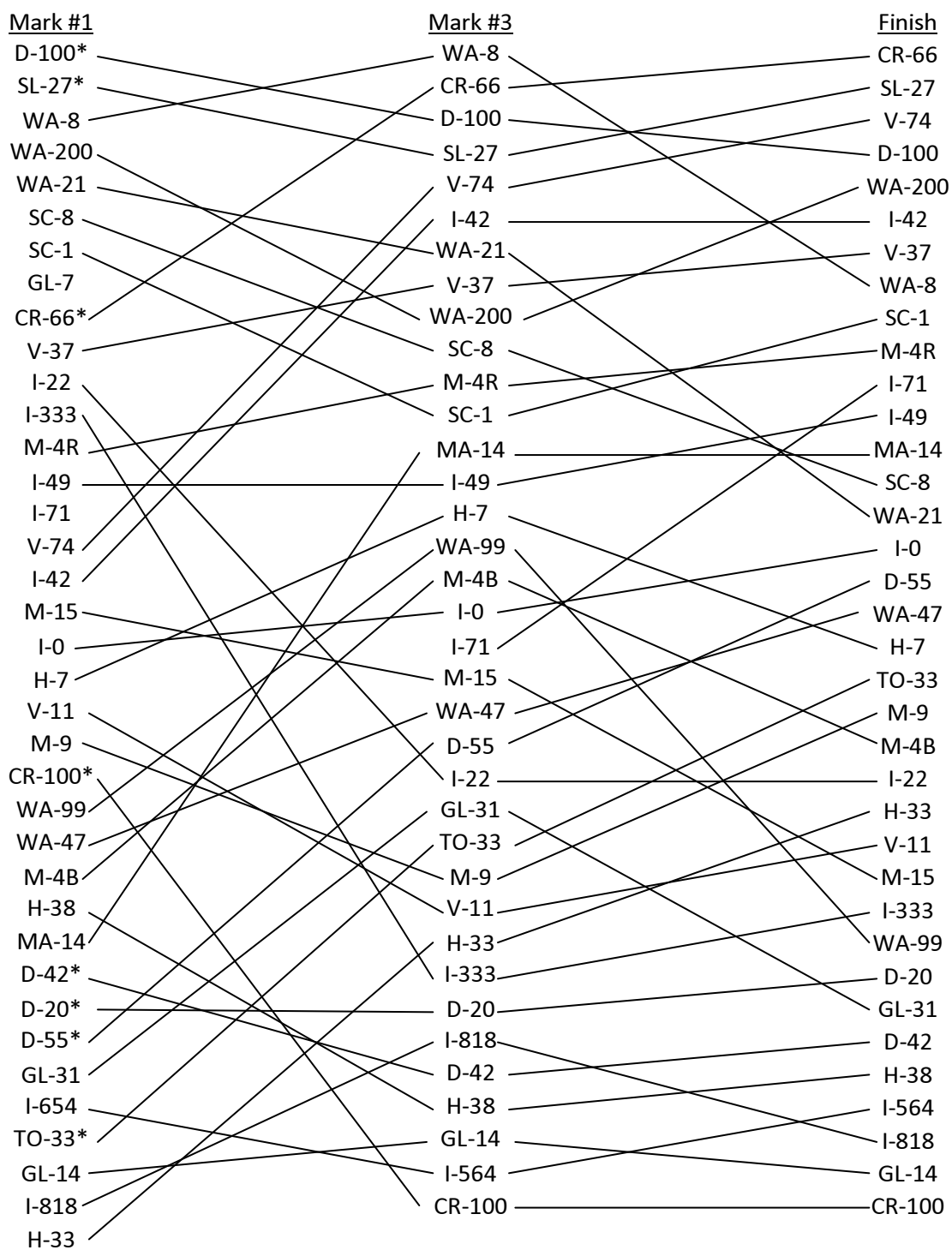
May 19th & 20th, 2008

Weather Mark Rounding – Combined Symmetrical and Asymmetrical (*) boats

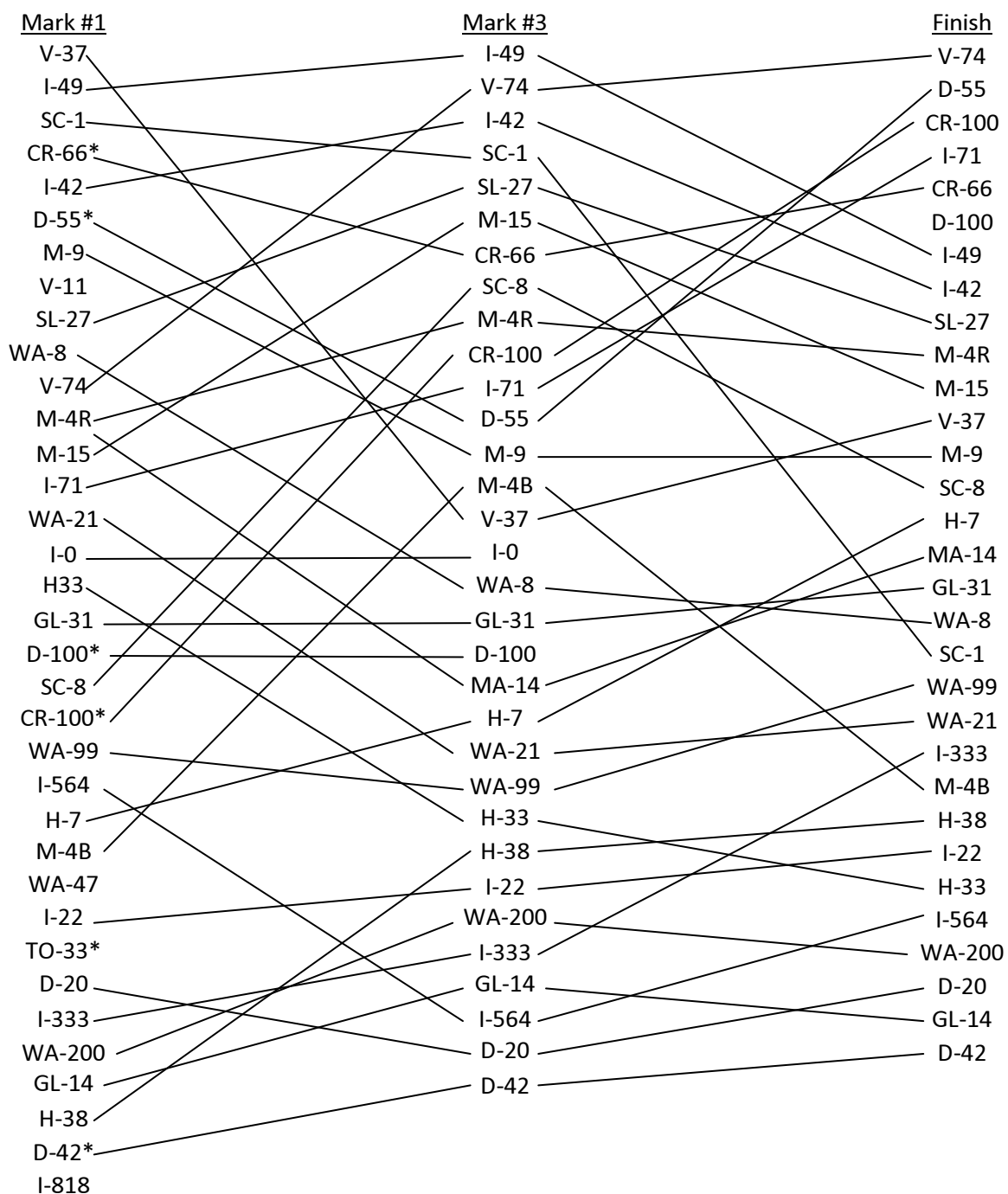
Race # 1 – 255 degrees, 15-18 mph



**Weather Mark Rounding – Combined Symmetrical and Asymmetrical (*) boats
Race #2 - 255 degrees, 13-15 mph**



**Weather Mark Rounding – Combined Symmetrical and Asymmetrical (*) boats
Race #3 - 245 degrees, 13-15 mph**







"Who's turn is it to secure the rolling beer can in the cockpit?
Photo by Tammy Sawyer



Team Tiefenthaler tearing up Geneva!
Photo by Tammy Sawyer

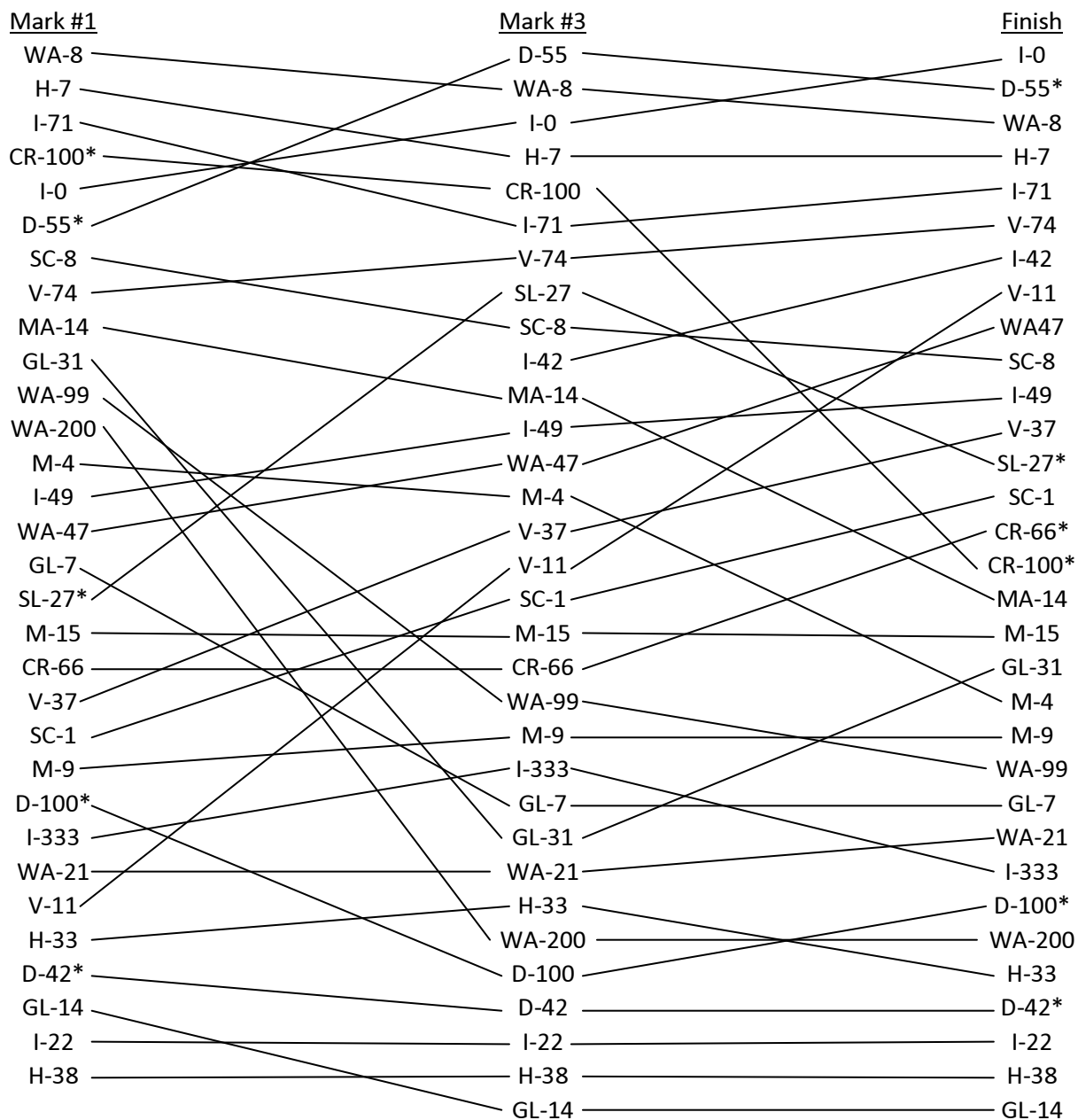


Teams Hatton, Maher and Davenport battling to windward
Photo by Tammy Sawyer

Weather Mark Rounding – Combined Symmetrical and Asymmetrical (*) boats
Race #4 - 75 degrees, 12 mph

<u>Mark #1</u>	<u>Mark #3</u>	<u>Finish</u>
I-42	V-74	V-74
V-74	I-0	I-49
M-15	I-49	I-0
I-0	I-42	I-42
I-71	M-15	SL-27
I-49	H-7	I-71
SL-27*	SL-27	H-7
SC-1	I-71	CR-66
MA-14	V-37	MA-14
H-7	CR-66	M-15
V-37	MA-14	V-37
M-9	SC-8	D-55
GL-7	SC-1	SC-8
M-4R	M-4R	WA-47
WA-47	GL-7	WA-99
D-55*	V-11	M-9
SC-8	M-9	M-4R
WA-99	D-55	GL-7
I-333	WA-99	V-11
CR-100*	WA-47	WA-8
H-33	WA-8	SC-1
V11	I-333	GL-31
CR-66*	CR-100	H-33
WA-21	D-100	WA-200
WA-8	WA-200	D-100
WA-200	GL-31	CR-100
D-100*	H-33	I-333
GL-14	WA-21	WA-21
I-22	I-22	I-22
H-38	GL-14	GL-14
GL-31	H-38	D-42
D-42*	D-42	H-38

Weather Mark Rounding – Combined Symmetrical and Asymmetrical (*) boats
Race #5 - 75 degrees, 9-10 mph



GENEVA SPRING E RESULTS

— R A C E —								
Place	Skipper	Sail #	1	2	3	4	5	Total
1	Will Graves	V-74	1	1	1	1	5	9
2	Sam Rodgers	I-42	4	3	4	4	6	21
3	Ken Wruk	I-71	7	8	2	5	4	26
4	Vincent Porter	I-49	3	9	3	2	10	27
5	Augie Barkow	V-37	2	4	7	9	11	33
6	Lon Schoor	H-7	9	16	9.5	6	3	43.5
7	Carl Horrorks	MA-14	5	10.5	11	7	13	46.5
8	JB Van Meter	WA-8	10	5	13	17	2	47
9	Brian Porter	I-0	6	14	DNF	3	1	54
10	Bill Allen	M-4 (red)	18	7	5	14	16	60
11	Peter Slocum	M-15	12	21	6	8	14	61
12	Will Van Cleef	SC-8	26	12	8	10	9	65
13	Tom Burton	M-9	16	10.5	9.5	13	17	67
14	Mark Jordan	SC-1	20	6	14	18	12	70
15	B Herdrich	WA-47	11	15	DNS	11	8	75
16	J. Southerland	GL-31	14	24	12	19	15	84
17	Casey Call	WA-99	16	23	15	12	18	84
18	PJ Friend	V-11	13	20	DNF	16	7	86
19	D. Irmischer	WA-21	22	13	16	23	20	94
20	R. Lemberg	WA-200	28	2	23	21	22	96
21	Toby Sutherland	GL-7	8	DNF	DNS	15	19	102
22	Frank Davenport	I-133	21	22	17	22	21	103
23	Todd Tiefenthaler	H-33	25	19	21	20	23	108
24	M. Gannon	I-22	23	18	20	24	24	109
25	Justin Segersten	H-38	24	25	19	26	25	119
26	Amanda Allen	M-4 (blue)	27	17	18	DNC	DNC	122
27	Steve Schalk	I-564	15	26	22	DNC	DNC	123
28	J. Howey	GL-14	29	28	24	25	26	132
29	J. Simms	I-818	19	27	DNF	DNC	DNC	136
Symmetrical Boats								

Photo by Tammy Sawyer

Toms River Yacht Club

June 2nd & 3rd, 2007

Place	Skipper	Sail #	1	— R A C E —				Total
				2	3	4	5	
1	Will Demand	T-1	1	5	3	2	3	14
2	Dave Magno	LA-99	4	2	4	4	2	16
3	Rich Ryan	LE-2	2	1	11	1	4	19
4	Paul Magno	LA-88	3	9	2	3	5	22
5	Carl Horrocks	MA-14	5	7	5	5	1	23
6	Bob Donat	LE-3	11	3	1	8	8	31
7	Gary Saya	MA-6	9	6	8	7	7	37
8	Chad Hillyer	T-17	8	10	9	6	6	39
9	JB Maschal	LE-1	6	4	10	9	10	39
10	Art Bailey	IH-1	10	11	7	10	9	47
11	John Brown	SS-1	7	8	6	DNS	DNS	49
12	Doug Love	BH-10	DNS	DNS	DNS	11	11	64
13	Stu Van Whikle	MA-18	12	12	DNF	DNS	DNS	66
14	John Budnowski	LA-26	13	13	DNS	DNS	DNS	68

Photo by Richard McOrmond



A bit of a sticky wicket between Mr. Cole and Mr. Flynn at the Easterns

Photo by Richard McOrmond

RUNYON COLIE, JR. BILGEBOARDERS REGATTA

Mantoloking Yacht Club

Jun 16th, 2007

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	Dick Wight	MA-10	4	3	3	10
2	Peter Wright	MA-6	6	2	4	12
3	Paul Magno	LA-88	5	5	2	12
4	Rich Ryon	LE-2	2	4	7	13
5	Dave Magno	LA-99	3	6	6	15
6	Peter Koar	BH-22	10	9	5	24
7	Buzz Reynolds	BH-8	8	8	9	25
8	Chad Hiller	T-17	11	7	8	26
9	Carl Horrocks	MA-14	7	13	10	30
10	John Brown	SS-1	9	10	11	30
11	Peter Hurley	MA-11	12	12	12	36
12	Joe Thorpe	T-4	13	11	13	37
13*	Tim Faranetta / Chuck Drawbaugh	MA-4	1	1	1	*Asym

Photo by Richard McOrmond



Riding the Eastern tide
Photo by Richard McOrmond

Carolina Yacht Club

June 22nd – 24th, 2007

Respectfully submitted by Sam Rogers

E Scow Nationals a Huge Success in “Low-Country!”

50 E Scow teams from the Midwest and East Coast converged at the Carolina Yacht Club for the 2007 edition of the E Scow Nationals. This is the first time the city of Charleston, South Carolina has held a Scow National Championship, and based on the outstanding job done by PRO Tommy Harken, the organizing committee and CYC's members, many more major regattas will be held here in the future.



Thursday night kicked the Nationals off with the Skippers meeting held at the historic mansion of Sonny Meavers. For all of those who have not been to Charleston, SC, the city is rich with history and heritage and it was a true pleasure to get to experience some of this first hand. As the group of 150+ competitors listened to Tommy give his race instructions, most people were thinking in the back of their minds about the tricky currents and big sea breeze Charleston Harbor is known for.

Friday morning brought high temperatures and humidity, but not very much breeze. The fleet was anxious to get out on the race course but was held back by a postponement until about 1 pm. Using his longtime Charleston Harbor experience; Tommy Harken sent fleet out at 1:30 in preparation for the sea breeze to kick in. After a short delay, the flags off of Fort Sumter began to move and the sea breeze was beginning to build. Race 1 started at 2:30 in an 8-10 mph SE breeze. Charleston sailor Ross Griffith (SC-11) wasted no time showing his local knowledge by jumping out to the lead. On his tail were Will Demand (T-1), Tom Burton (M-9), Augie Barkow (V-37) and Paul Magno (LA-88). As the race progressed, the sailors who were unfamiliar with the current quickly got acclimated as they either watched boats on the opposite side of the course slide by, or watched themselves make big gains. The race remained largely unchanged at the top as it would be Paul Magno taking the bullet in race 1 with a nice left shift coming into the finish line followed closely by Griffith.

Ride'em Cowboy
Photo by Tim Wilkes



Race 2 was more of the same conditions but the breeze had increased and clocked slightly to the south a bit more. As the sea breeze tried to settle, big variations of direction and velocity could be found all over the course. Most sailors found that extending to a side, even if it meant battling a big header to get there, was the best thing to do. Will Graves (V-74) would take the title in Race 2 with Augie Barkow and Richard Ryon (LE-2) close on his tail.

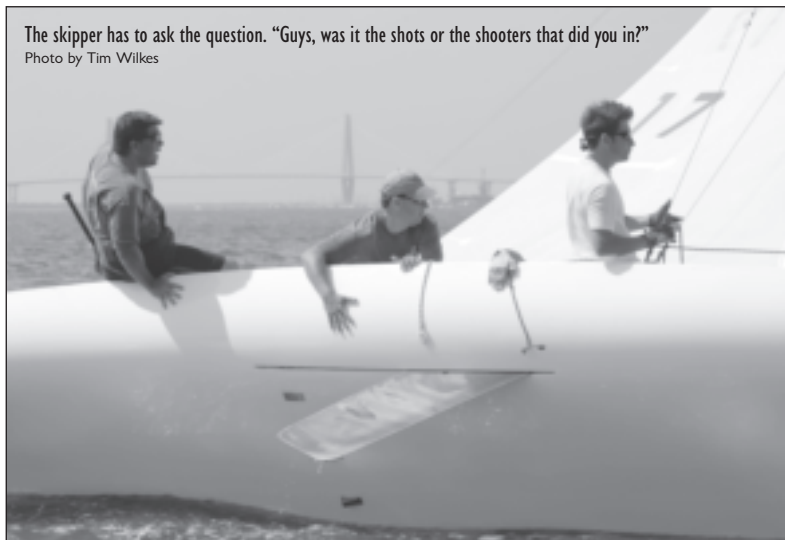
Day 2 looked to be a repeat of Day 1 as the fleet was greeted by a light gradient westerly first thing in the morning. Tommy Harken and his team wasted no time getting the fleet out onto the race course knowing the westerly would eventually give way to the sea breeze as the day wore on. The start of race 3 began promptly at 11am as scheduled. With favorable current for the duration of the race, most sailors battled to get

to the deep waters of the shipping lane on the left side of the course with faster moving water. However, it seemed those who primarily played the shifts were rewarded. Will Graves again would jump out to the front of the pack with Sam Rogers (I-42), Rich Ryon, Bob Biwer (V-222) and Bob Herdrich (WA-47) closely in chase. The group would begin to separate as Rogers, Ryon and Graves found their groove the next time upwind. The last beat would be a battle with Graves splitting to the right side, and Rogers taking the left. The two boats would converge at the finish line with Sam finding the last shift to nose out Will by a boat length.

Race 4 began after a short delay to allow the sea breeze to settle. Again, PRO Harken and his team used their local knowledge and made the right call. The sailors were more than happy to wait for steady conditions. The race began in 10-13 kts. of wind with large shifts on both sides of the course. Teams who found the left side of the course were able to take advantage of the new sea breeze while teams on the right side of the course were able to find remnants of the mornings westerly. A group of about 15 boats converged on the top mark together which made the first downwind interesting to say the least. Will Graves, Tom Burton, Robbie Wilkins (SC-27) and Sam Rogers found themselves at the front of the pack at the first leeward mark. These four boats would battle it out, tacking on big shift after big shift in their attempt to get the bullet. Rogers was able to find a groove to get across the line first with Will Graves in second, Robbie Wilkins in third and Tom Burton fourth.

The last race of Day 2 saw the sea breeze fully settle in with steady pressure around 14-17 kts. Just as races prior, the first windward mark would be crowded with boats converging from the left and the right. As the first few boats came around and set their spinnakers, a big puff greeted the fleet and capsized 2-3 boats, making for some exciting racing action. This would allow the front pack to extend on their lead and sail with a little more freedom. Dick Wight (MA-10), Augie Barkow and Sam Rogers battled for the remainder of the race to see who would take Race 5 honors. Wight worked the left side of the course hoping for a nice lefty which had been found a few times earlier in the day while Rogers and Barkow worked the shifts in the

The skipper has to ask the question. "Guys, was it the shots or the shooters that did you in?"
Photo by Tim Wilkes





middle of the course. At the end of the W 2 1/2 course, Rogers took the bullet with Barkow in 2nd and Wight in 3rd.

After another great party held by the Carolina Yacht Club on Saturday night, the fleet gathered Sunday morning for the last race. With a throughout, both 1st and 2nd place were locked up, but a battle for 3rd place would still need to be settled in the sixth and final race. After a short postponement, the fleet started in the most beautiful conditions of the weekend; 12-15 mph out of the SE with blue skies and calm water. The winner of the 1st race, Paul Magno and his team on board LA-88 took the bullet and also took possession of the Ferguson Trophy which Paul's son had been eyeing for years. As for third place overall, Robby Wilkins and his team on SC-27 were more than happy to discard a 15th from their scorecard and replace it with an 8th in the last race. This would allow Robby to edge out Will Demand and Will Hanckel (SC-22) who tied for 4th with 36 points. Robby not only took 3rd place, but was the highest finishing South Carolina boat.

All of the competitors expressed praise for the race committee and the organizing committee of the 2007 E Scow Nationals. This was a top notch event, and for all of those who have thought about attending the Easter Regatta in Charleston, it is highly recommended. You will be treated with great hospitality, great racing and great food in the city of Charleston. This town has become a staple of the E Scow fleet and it is a must do in the future. A special thanks to PRO Tommy Harken and his crew with special assistance from Lenny Krawcheck, Will Martin, Crayton Walters, the Carolina Yacht Club and its members, and all the of the sponsors and contributors who made this event so successful.

NCESA CHAMPIONSHIP RESULTS

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	Sam Rogers	I-42	5	4	1	1	1	(DNS)	12
2	Augie Barkow	V-37	7	2	5	6	2	(DNS)	22
3	Robby Wilkins	SC-27	13	5	(15)	3	5	8	34
4	Will Demand	T-1	3	(22)	6	9	15	3	36
5	Will Hanckel	SC-22	(23)	6	4	8	6	12	36
6	Will Graves	V-74	17	1	2	2	(26)	15	37
7	Richard Ryon	LE-2	11	3	3	(17)	14	9	40
8	Lon Schoor	H-7	9	13	(18)	7	10	2	41
9	Tom Burton	M-9	4	16	(22)	4	12	5	41
10	Paul Magno	LA-88	1	17	10	(21)	18	1	47
11	Peter Hurley	MA-11	18	11	(20)	5	8	6	48
12	Dick Wight	MA-10	(20)	7	12	19	3	10	51
13	Dave Magno	LA-99	19	(25)	17	10	17	4	67
14	Carl Horrocks	MA-14	6	10	(19)	14	19	18	67
15	Casey Call	WA-99	(26)	12	16	11	22	7	68
16	Peter Friend	V-11	(22)	18	9	12	13	16	68
17	Rick Turner	CH-6	14	19	11	15	(30)	11	70
18	Ross Griffith	SC-11	2	15	23	20	(38)	13	73
19	Bob Biwer	V-222	12	8	8	(31)	27	19	74
20	Chad Hiller	T-17	15	20	7	(28)	16	20	78
21	Will Van Cleef	SC-8	(25)	9	21	16	25	17	88
22	Bob Herdrich	WA-47	10	31	13	29	9	(DNS)	92
23	Chuck Drawbaugh/ Tim Faranetta	HO-50	31	14	14	26	(34)	14	99
24	Garrett Sayia / Peter Wright	MA-616	27	(29)	13	23	22	101	
25	Walter Prause	SC-3	24	(29)	26	23	7	24	104
26	Will Martin	SC-14	(32)	23	31	18	11	26	109
27	John Brown	SS-1	8	26	25	24	(33)	28	111
28	John Maschal	LE-1	28	21	(34)	30	21	23	123
29	Buzz Reynolds	BH-8	(33)	24	24	25	20	31	124
30	Mark Jordan	SC-1	(44)	39	39	33	4	30	145
31	Butch Lenhard	LE-5	30	(44)	28	36	24	29	147

Photo by Tim Wilkes

NCESA CHAMPIONSHIP RESULTS

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
32	Rick Lemberg, Jr.	WA-200	34	32	37	(38)	28	21	152
33	Ed Durrant	GA-8	(40)	35	35	22	31	32	155
34	Bill Misenheimer	WA-12	27	34	(36)	32	35	34	162
35	Dave Barger	CH-8	36	28	32	39	32	(DNS)	167
36	Marc Turner	CH-4	39	30	(42)	34	42	25	170
37	Tom Wiss	HO-32	42	33	27	35	37	(DNS)	174
38	Craig Bradley	HO-13	21	41	(48)	40	40	37	179
39	Todd Tiefenthaler	H-33	29	43	43	27	43	(DNS)	185
40	Tom Hall	SC-19	41	40	30	41	(DNF)	36	188
41	Andrew MacKessy	LE-8	37	38	44	42	29	(DNS)	190
42	Nicholas Ellyn	SC-31	35	47	38	43	(DNS)	35	198
43	Dan Perrin	SC-2	38	46	40	49	(DNS)	35	198
44	Peter Robinson	CH-7	43	42	41	44	39	(DNS)	209
45	Jim Barr	SF-1	46	36	46	46	36	(DNS)	210
46	Brad Turner	CH-9	(49)	49	45	47	44	27	212
47	Bill Nolden	LA-11	48	37	33	45	(DNS)	DNS	214
48	Scott Hackleman	WA-17	47	45	(OCS)	37	41	DNS	221
49	Christopher Creighton	CH-1	45	48	47	48	45	(DNS)	233
50	Ben Leigh	SC-12	50	50	49	50	(DNF)	DNF	250



Photo by Tim Wilkes

ILYA INVITATIONAL

White Bear Yacht Club

July 13th – 15th, 2007

The 2007 ILYA E Invitational Regatta at the beautiful White Bear Yacht Club had 38 strong competitors from the Upper Midwest. The regatta had a variety of wind and course conditions that provided excellent competition.

Friday morning dawned crisp, cool and sunny but with no wind to speak of. PRO Tom Hodgson brought the fleet out onto the water as the wind began to build, but nothing solid filled so in we went for lunch. By 1 pm the breeze had begun to fill and we headed out to try for two back-to-back races.



Team Jewett in perfect form
Photo by Pat Dunsworth

With a 9:30 start time, the Race Committee hoped to get two back to back before lunch. The wind was about 9-14 mph at 8:30 and came up steadily. By race time it was steady in 15-20 mph range with gusts much higher. One race was sailed before lunch with Pewaukee's Kevin Jewett taking the gun, with two back to back in the afternoon. Race 3 was captured by Vince Driessen (GL-6) followed by Kevin Jewett and in race 4, Tom Burton (M-9) took the line honors followed again by V-123.

Sunday brought no wind and no races. A good effort by the race committee was displayed to get off the races, but the weather just did not cooperate. Congratulations to Kevin Jewett for his victory with just nine points over four races, proving once again that consistency is the key in ILYA racing. Minnetonka's Tom Burton took second place with 12 points, followed by White Bear's Dan Guidinger with 22 points. Vince Driessen from Gull Lake won the tie breaker for fourth place over Chris Jewett (M-3) of Minnetonka who rounded out the top five.

Thanks to all the competitors who made the effort to come to White Bear for this event! We really appreciate you being here and contributing to a really fun regatta. Special Thanks to Regatta Co-Chairs, Janet Callahan and Dan Guidinger, and their regatta committee for their hard work organizing another "Great Gatsby-esque" event as one competitor remarked.



Another beautiful day at White Bear
Photo by Pat Dunsworth

The race committee did an admirable job wrestling with the shifting breezes and eventually was able to get a course set and a race underway, but by then the hopes of two races had evaporated. A windward 3 1/2 course with a heading of 260 was set.

Charlie Harrett (I-42) got off to an early lead, followed closely by Lee Alnes (W-25) and Kevin Jewett (V-123). The shifty conditions and variable wind speeds were quite challenging and the lead changed a few times. White Bear's Dan Guidinger (W-1), Van Johnson (W-20) and Jay Rendall (W-4) pulled up into the top five at one point and Guidinger eventually took top honors with a phenomenal tack to the finish on the last leg.

Special thanks to Jock and Twinks Irvine for their incredible generosity hosting the wonderful evening party at their Manitou Island home! Sailors were treated to some delicious food and drink as well as some fabulous Blue Grass music by none other than past Commodore Hodgson and his friends. Wow - what a way to cap a perfect day of ILYA competition.

Saturday brought very different wind conditions to White Bear.



The start of a perfect windward takedown
Photo by Pat Dunsworth

ILYA INVITATIONAL RESULTS

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Kevin Jewett	V-123	4	1	2	2	9
2	Tom Burton	M-9	3	3	5	1	12
3	Dan Guidinger	W-1	1	8	10	3	22
4	Vince Driessen	GL-6	11	12	1	5	29
5	Chris Jewett	M-3	8	4	4	13	29
6	Don Nelson	WH-12	7	9	9	8	33
7	Charlie Harrett	I-42	2	7	11	14	34
8	Jeff Solum	M-12	9	2	14	10	35
9	Lon Schoor	H-7	12	5	15	7	39
10	Jule Hanneford	M-7	14	10	13	6	43
11	Gordie Bowers	M-11	18	6	3	19	46
12	Van Johnson	W-20	5	DNF	12	4	60
13	Lance Puccio	H-11	25	13	7	19	64
14	Brian/Vince Porter	I-49	22	16	6	23	67
15	Jay Rendall	W-4	6	DNF	8	17	70
16	Matt Markoe	W-101	20	19	20	11	70
17	Daniel Thompson	W-32	21	17	24	9	71
18	Woody Jewett	M-77	17	23	17	15	72
19	Lee Alnes	W-25	10	14	23	26	73
20	Jack Strothman	M-10	15	18	28	12	73
21	Ken Broen	W-87	13	11	27	24	75
22	Carl Zinn	M-35	28	15	18	16	77
23	Chad Olness	M-8	23	24	19	20	86
24	Louis Hill	W-47	DNF	22	16	22	99
25	Ed Cox	W-66	27	20	26	27	100
26	Jack Zimmerschied	M-26	26	26	22	29	103
27	Dave Abramson	UM-6	16	DNF	25	25	105
28	Tyler Dunphy	GL-3	31	25	21	30	107
29	Justin Segersten	H-38	30	21	29	28	108
30	Amanda Allen	M-4	29	27	DNF	21	116
31	Tim Black	BE-11	32	29	30	31	122
32	Scott Tice	BE-3	37	28	31	32	128
33	Eric Good	V-15	19	DNF	DNF	DNS	136
34	Dustin Hartwig	W-8	34	DNF	33	33	139
35	Tom Austin	W-3	24	DNF	DNS	DNS	141
36	Dave Kline	BE-10	35	OCS	32	RAF	145
37	Bob Swanson	Z-24	33	DNF	DNS	DNS	150
38	Steve Beck	W-26	36	DNF	DNS	DNS	153

NY STATE CHAMPIONSHIP REGATTA

Leg 1

Chautauqua Yacht Club

June 9th & 10th, 2007

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	George Welch, Jr.	KU-1	2	1	1	5	
2	Rick Turner	CH-6	6	1	2	2	11
3	Dave Bargar	CH-8	2	8	3	3	16
4	Bob Cole	KU-9	4	3	4	5	16
5	Marc Turner	CH-4	7	4	5	4	20
6	Brad/Ricky Turner	CH-9	3	5	6	7	21
7	John Sellstrom	CH-71	9	6	7	6	28
8	Chris Creighton	CH-1	10	7	9	9	35
9	Rob Churchill	CH	5	10	10	DNF	38
10	Dick Turner	CH-5	8	11	11	8	38
11	Pete Robinson	CH-7	DNF	9	8	DNF	43
12	Dave Stein	CH-51	DNF	DNF	DNF	DNF	52

Leg 2

Keuka Yacht Club

July 21st & 22nd, 2007

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	George Welch, Jr	KU-1	1	1	1	3
2	Rick Turner	CH-6	3	2	2	7
3	Marc Turner	CH-4	2	3	3	8
4	Bob Cole	KU-9	4	4	5	13
5	John Sellstrom	CH-71	8	7	4	19
6	Steve Andersen	KU-18	6	6	7	19
7	Brad/Ricky Turner	CH-9	9	5	6	20
8	Rob Churchill	CH	5	9	9	23
9	William Hudson	KU-12	7	8	8	23
10	Dick Turner	CH-5	DNS	10	10	31

The Shift continues!

Quantum Flexed its muscles in 2007. Regatta wins by Kevin Jewett, Will Demand, and Don Nelson along with top performances from Augie Barkow and many more, made 2007 a great season.

The E-Scow class has decided. The Asymmetrical is here and will make its National Championship debut in 2008. Fleet and group orders are available—production has begun. The Quantum asymmetrical has been tested, raced and proven. It's fast in all conditions and will perform!. Order your Asymmetrical early to guarantee delivery before the June Nationals.

Don't forget Quantum's main and jib combination. It was fast all season and will be at the top of the fleet again in 2008.

2007 Results

ILYA Invitational

1st - Kevin Jewett

Toms River Tune-up

1st - Will Demand

National Championship

2nd - Augie Barkow

WMYA Championship

1st - Don Nelson

Charleston Easter

2nd - Will Demand

QUANTUMTM
SAIL DESIGN GROUP
Where sailmaking is a performing art



Preparing to douse
Photo by Tim Wilkes



Big Pelicans equal.....
Always keep your head out of the boat
Photo by Tim Wilkes



The curse of flat front boats....for the jib man
Photo by Tim Wilkes



Team Misenheimer puts up a block at the windward offset
Photo by Tim Wilkes



The fleet begins to split just after the start
Photo by Tim Wilkes



It sure looks like Easter in June
Photo by Tim Wilkes

Lets go catch em' Skip
Photo by Richard McOrmond



Is Team Welch over early or is it a great start?
Photo by Richard McOrmond



Driving hard to the offset in
"Beautiful Little Egg"
Photo by Richard McOrmond



It looks as if someone is just a bit late on the takedown
Photo by Richard McOrmond



Slip sliding away
Photo by Richard McOrmond



Maneuvering for inside position
Photo by Richard McOrmond



Lake Winnebago.....
Photo by Tammy Sawyer



.....at it's.....
Photo by Tammy Sawyer



.....finest!
Photo by Tammy Sawyer



It's not quite football season yet
Photo by Pat Dunsworth



Team Turner lets it all hang out
Photo by Pat Dunsworth

Kevin Jewett puts some distance on the competition
Photo by Pat Dunsworth



A beautiful image never to be forgotten
Photo by Pat Dunsworth

WESTERN MICHIGAN INVITATIONAL



Pete Price displaying the shape of things to come
Photo by Ingrid Lindfors

Crystal Lake Yacht Club

July 14th & 15th, 2007

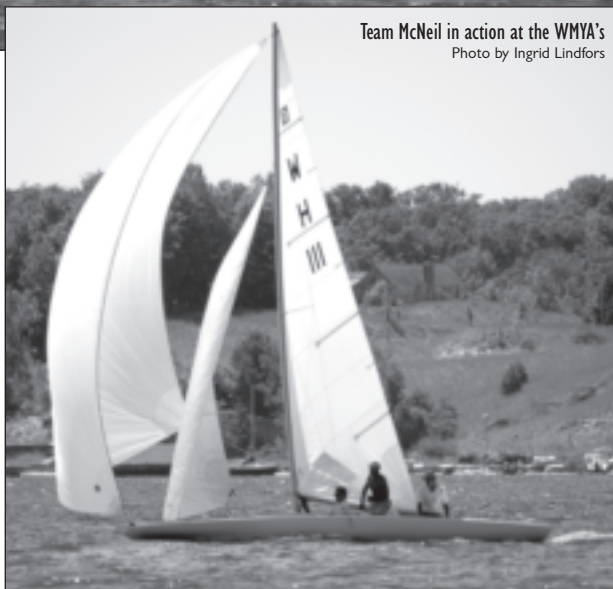
Kites Fly at Crystal

In what turned out to be the A-Kite Invite, the 2007 WMYA Invitational was arguably the best ever. While early morning storms with wind in the thirties kept five boats from participating in the regatta, the seventeen that did had the time of their lives.

With breeze between 18-27 mph on Saturday, the Race Committee got in two races in the morning and two in the afternoon. While they had planned to try a fifth race, the wind started building over the limits toward the end of the fourth race and they sent the fleet in for dinner.

Among the more interesting observations on the day was the fact that with four heavy-air races, only three boats flipped while sailing downwind in big breeze and waves. That is less carnage than you would typically see at a Blue Chip with those conditions. The only damage reported was to a few egos.

Even more interesting is the fact that downwind finishes are suddenly very cool! The downwind legs are now at least as tactical as the upwind legs, with boats doing quick gybes to stay in the puffs or stake out a position on another boat. Paying attention to the strength and angle of the breeze coming down the lake can make a 100 yard change (better or worse) in your position in a matter of a few minutes. Catch the right shot and you can turn straight down the course at 20+ mph. The most spectacular scenes of the weekend were watching tight packs of boats screaming at 20+ as they tried to out-manuever each other to the finish line. Wow, electrifying!



Team McNeil in action at the WMYA's
Photo by Ingrid Lindfors

The smiles and enthusiasm on shore brought a whole new language into play. You heard things like, “He was launched!” or “This used to be a fast boat, now it’s a rocket!” In a region that has had some ups and downs with participation, the excitement in the fleet is definitely back!

The contenders for the Championship quickly moved to the front on Saturday morning. In Race 1, Rob Terry’s CR-66 “Black Pearl” was uncatchable, leading Steve Johanson (TO-33), Art Brereton (TO-101) and Brett Hatton (SL-27) over the finish line. In the second race, Tom Munroe (WH-77) put a horizon job on the fleet with Doug McNeil (WH-111) and Terry following.

After lunch the wind seemed to die down a bit. By the time the boats got out to the starting line the breeze had already come back with a vengeance, simply switching from WSW to WNW. As with the first race, it was Terry, Johanson, Brereton and Hatton. Brereton and Johanson were awesome in the fourth and final race of the day with 1-2 finishes, cutting Terry’s lead to 1 point.

CLYC Commodore Steve Christian of “Dinghy’s” fame had a mountain of incredible baby back ribs on the big grill when the sailors got their boats put away. At the end of the day, you could have not asked for more from the lake, or from the kitchen for that matter.

After rain and calm early Sunday, the sun came out and the breeze filled in as the boats made it to the starting area. With an average breeze of 9 mph and some light spots mixed in, the fleet had a chance to shift gears and give the sore muscles a break.

Things got exciting right out of the gate as Johanson nipped Terry with a photo finish in the first race (Race 5) to tie for the regatta lead. Brereton finished right behind Hatton to stay in the hunt. In the sixth and potentially final race, Rob Terry broke free and crushed the fleet. His joy was cut short as the Race Committee immediately announced a seventh race, making up for the one that was called off at the end of Saturday. While Johanson and Brereton still had a shot, Terry’s second in the final race clinched the title. Rob’s consistency with 1-3-1-(5)-2-1-2=10 gave him a 7 point victory. Johanson won the tie-break over Brereton for second. Hatton finished fourth and McNeil’s bullet in the finale brought him to fifth.



Tom Klaban looks for an opening
Photo by Ingrid Lindfors



More Western’s action
Photo by Ingrid Lindfors

It was refreshing to see some true youth at the front of the fleet as Art’s teenage crew of Spencer Powell and Matt Crites sailed like veterans, while Terry’s secret weapon on the chute was junior fleet champ Tony Pugh from Crystal.

Paul Wickland (SL-22), who sailed an excellent regatta as the lone symmetrical class rig, had only a few words to say when he received his trophy. “You guys got me. I am getting my conversion kit tomorrow”.

Bottom Line: “I don’t think any of us thought they could take a boat we already loved and make it dramatically more fun, but they sure did it.”

WESTERN MICHIGAN INVITATIONAL RESULTS

Place	Skipper	Sail #	— R A C E —							Total
			1	2	3	4	5	6	7	
1	Sam Rogers	I-42	5	4	1	1	1	DNS	1	12
1	Rob Terry	CR-66	1	3	1	5	2	1	2	10
2	Steve Johanson	TO-33	2	5	2	2	1	5	6	17
3	Art Brereton	TO-101	3	4	3	1	4	2	10	17
4	Brett Hatton	SL-27	4	9	4	3	3	3	5	22
5	Doug McNeil	WH-111	12	2	5	6	7	8	1	29
6	Tom Monroe	WH-77	5	1	6	4	9	9	12	34
7	Kevin Watrous	TO-101	8	6	10	7	5	7	4	37
8	Pete Price	TO-12	6	10	7	DNF	8	4	7	45
9	Tom Klaban	WH-11	14	DNS	DNS	8	6	6	3	55
10	Bill Walter	CR-100	9	8	8	9	13	15	13	60
11	Paul Wickland	SL-22	7	11	11	11	12	10	15	62
12	Norman Olsen	CR-60	11	13	14	10	11	16	9	68
13	Charlie Turk	TO-2	16	12	12	DNS	10	14	8	72
14	George Lindner	CR-77	13	7	9	DNS	15	17	16	77
15	Richard Halliday	CR-12	10	15	15	DNF	17	11	14	85
16	Andy Allen	WA-51	15	DNF	13	12	14	12	17	86
17	Mike Terry	CR-54	17	14	16	DNS	16	13	11	87

Photo by Ingrid Lindfors

Toms River Yacht Club

July 28th & 29th, 2007

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Rich Ryan	LE-2	9	2	3	1	14
2	Paul Magno	LA-88	2	3	2	8	15
3	Will Demand	T-1	8	2	1	5	16
4	Eric Johnson	LE-18	1	6	8	2	17
5	Reed Johnson	LE-13	4	8	7	4	23
6	Had Brick	IH-27	7	9	11	6	33
7	Chad Hillyer	T-17	14	4	6	10	34
8	Jack Lampman	LE-8	11	5	4	DNS	35
9	Bobby Koar	BH-8	3	DNF	5	DNS	35
10	Pat Flynn	HO-51	12	11	12	3	38
11	Peter Koar	BH-22	10	DNF	10	7	42
12	Richard Wight	MA-10	6	7	DNS	DNS	43
13	Dave Magno	LA-99	5	DNF	DNS	9	44
14	John Brown	SS-1	13	10	9	DNF	47
ASYM	Ed Vienckowski	MA-4	(6)	(1)	(1)	(9)	

Photo by Richard McOrmond

EASTERN CHAMPIONSHIP

Little Egg Harbor Yacht Club

August 2nd – 4th, 2007

Respectfully submitted by Parry Barclay, Bobby Koar, Bob and Leah Donat

A total of 35 E Scows competed in the 2007 Eastern Championships. Erik Johnson (LE-18) won this year's event held August 2-4 at Little Egg Harbor Yacht Club. Finishing second was Rich Ryon (LE-2) followed by Reed Johnson (LE-13) both sailing out of Little Egg.

Thursday saw hot temperatures in the morning with no wind and races postponed until the southerly sea breeze filled in. It was a 'Beautiful day in Beach Haven' with sunny skies and a warm southerly building steadily at around 8-12 with some puffs up to 15 – 18 knots and 2 foot seas. The race was won by Bobby Koar and crew on BH-8. He had this race won from the start with the exception of an early run by Carl Horrocks (MA-14). Carl rounded on Bobby's stern at the first windward mark and was pulling even with them at the first bottom gate, staying in pretty close quarters.



It really is a beautiful day at Little Egg
Photo by Richard McOrmond



Someone has to take the waves to protect the skipper
Photo by Richard McOrmond

The second race was won by Dave Magno (LA-99) who had just come off a 10th place in the first race. This race was started in about a 14-16 knot southerly, building steadily from the previous race with little or no change in wind direction. The current had gone slack and was turning around, giving more opportunity for boats to make it out of the east on the upwind legs. This makes it more important to get over into the western shore with a good lane and out of the now, unfavorable current. Young lions Reed Johnson and Chad Hillyer (T-17) followed in 2nd and 3rd. It seems like we have an increasing number of aggressive young sailors in the East.

On land the racers were treated with a barbecue, drinks and live music. The fleet was presented with a fun "quiz" organized by none other than Jay Darling, a long time member of the Eastern Fleet. The questions focused on the history of E

Scow sailing in the East. To say the questions were difficult would be an understatement and all the boats had a few days to work out the answers. We think Jay just did this to get all the other teams thinking about the questions rather than what they were there to do, which was to sail fast!!! At the awards ceremony, George Welch, Jr. (KU-1) was announced the quiz winner.

Friday brought heavy weather conditions with a 15 knot sea breeze building to a steady 20 knots for both races. These conditions suited the veterans. Eric Johnson 1st, Dave Magno in 2nd followed by Bob Donat (LE-3) in 3rd. This race was challenging for many teams, as there were a number of break downs and wipe outs.

The second race of Friday was raced in a strong sea breeze as well and won by veteran Dick Wight (MA-10). Dick proved that time in the boat is invaluable and really put on a show!

The taste of Little Egg
Photo by Richard McOrmond



At this rate we'll make it to Atlantic City in no time
Photo by Richard McOrmond



The fleet licked their wounds with rum and beer, while they danced the night away to Caribbean music on the front dock of the clubhouse. The Little Eggers know how to throw a party!

Saturday saw a light breeze out of the south. Pete Hurley (MA-11) lead the first race up the left side of the course taking advantage of a sea breeze that was still filling in from the left. Peter was followed closely by Rich Ryon, Bobby Koar and Reed Johnson. On the final leg Reed picked off everyone with speed and smart tactics.

The final race of the regatta saw Rich Ryon recover from a poor start to round the first mark in 3rd behind George Welch, Jr. and Carl Horrocks. Rich and his team completed a flawless jibe set at the top mark and left the pack behind winning the final race by over a minute.

Bobby Koar who placed tenth overall in the championship commented, "In my opinion, LEHYC is one of the most physically challenging venues to sail because of the straight line breeze, big open courses and (sometimes) big waves. This type of racing will definitely play into your favor if you have an athletic crew and a stiff boat that moves. Little Egg is all about boat speed and muscle. Besides the spectacular conditions, the race committee is always on top of their game with their race management never far from perfect. You'll most likely never find a race where the starting line isn't square, or the committee isn't running about switching up marks on the race course because of a slight wind shift. It is for sure; fair sailing at its best. Thank you PRO Bob Stevens and crew!"

EASTERN CHAMPIONSHIP RESULTS

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	Erik Johnson	LE-18	2	4	1	2	7	(DNS)	16
2	Rich Ryon	LE-2	7	5	(10)	5	3	1	21
3	Reed Johnson	LE-13	8	2	(15)	6	1	7	24
4	Carl Herrocks	MA-14	4	14	5	3	(16)	2	28
5	Will Demand	T-1	(14)	12	4	4	8	5	33
6	Dave Magno	LA-99	10	1	2	(DNF)	13	9	35
7	Richard Wright	MA-10	13	7	9	1	(20)	8	38
8	George Welch, Jr.	KU-1	3	13	8	(DNF)	12	3	39
9	Bob Donat	LE-3	(12)	10	3	11	5	11	40
10	Robert Koar, Jr.	BH-8	1	(32)	12	16	2	10	41
11	Peter Koar	BH-22	6	8	14	7	(18)	6	41
12	Jack Lampman	LE-8	16	11	(21)	8	6	4	45
13	Paul Magno	LA-88	5	6	11	(DNF)	9	15	45
14	Rick Turner	CH-6	11	9	16	12	(17)	13	61
15	Chad Hillyer	T-17	9	3	18	(DNF)	21	14	65
16	Fred Slack	IH-44	17	15	7	13	(19)	19	71
17	Peter Hurley	MA-111	18	16	(22)	14	4	20	72
18	Butch Lenhard	LE-5	20	20	17	9	(24)	12	78
19	John Maschal	LE-1	26	18	13	(DNF)	10	18	85
20	Gary Sayia	MA-6	23	19	19	10	15	(25)	86
21	Robert Cole	KU-9	15	17	(28)	17	22	17	88
22	Doug Johnson	HO-50	(25)	24	23	20	14	16	97
23	Bill Nolden	LA-11	(31)	26	20	15	11	27	99
24	Tom Wiss	HO-32	19	23	6	(DNS)	29	26	103
25	Brad Turner	CH-9	27	(DNC)	26	18	23	21	115
26	David Barger	CH-8	21	22	24	(DNF)	27	24	118
27	Chris Fretz	LE-55	28	27	27	(DNF)	26	23	131
28	Dick Turner	CH-5	29	25	31	(DNS)	28	22	135
29	Chris Creighton	CH-1	(33)	30	30	21	30	28	139
30	John Cranmer	LE-37	22	21	25	(DNF)	DNF	DNC	140
31	Craig Bradley	HO-13	32	(OCS)	32	19	25	DNF	144
32	James Flinn	HO-45	30	28	29	(RAF)	31	DNF	154
33	Patrick Flinn	SS-11	24	29	(DNF)	DNF	DNF	DNS	161
34	Brittany Wells	LE-44	34	31	(DNF)	DNS	32	29	162
35	Ed Vienckowski	MA-4	(DNS)	DNC	DNS	DNF	DNF	DNF	180

Photo by Richard McOrmond

WMYA CHAMPIONSHIP REGATTA

White Lake Yacht Club

August 2nd – 5th, 2007

Asymmetrical Class Series Summary

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Rob Terry	CR-66	5	1	1	2	9
2	Doug McNeil	WH-111	2	3	4	6	15
3	Pete Price	T0-12	3	4	3	5	15
4	Tom Munroe	WH-77	1	5	6	4	16
5	Brett Hatton	SL-27	4	7	2	3	16
6	Tom Klaban	WH-11	7	2	7	1	17
7	Keek Wickland	SL-22	6	6	8	7	27
8	Brian McMurray	WH-88	8	8	5	DNS	30

Symmetrical Class Series Summary

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Don Nelson - O	WH-12	1	1	1	1	4
2	Frank Veit - M	SL-73	2	3	2	6	13
3	Brien Fox - O	SL-8	3	5	3	2	13
4	D.J. Edgerle - O	SL-11	4	2	5	5	16
5	Welch/Baxter	SL-2	6	4	4	4	18
6	Mike Gassman	V-112	5	6	6	3	20
7	Erik Peterson	SL-7	7	7	7	7	28

ILYA E SCOW CHAMPIONSHIP

Oshkosh Yacht Club

August 14th-16th, 2007



Team Burton slices through the waves
Photo by Tammy Sawyer



The photogenic Jewett boat gets
yet another photo
Photo by Pat Dunsworth



ILYA winner Vince Porter leads Matt Schmidt
around the windward mark
Photo by Pat Dunsworth



The Rogers boat gets a taste of the lake
Photo by Tammy Sawyer

ILYA E SCOW CHAMPIONSHIP RESULTS

Photo by Pat Dunsworth

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Vincent Porter	I-49	9	3	1	3	2	18
2	Sam Rogers	I-42	5	1	3	6	4	19
3	Tom Burton	M-9	4	8	6	5	1	24
4	Kevin Jewett	V-123	6	14	2	1	3	26
5	Brian Porter	I-0	1	10	9	4	5	29
6	Tobin Tornehl	V-511	2	4	8	7	10	31
7	Toby Sutherland	GL-7	11	7	10	2	6	36
8	Gordy Bowers	M-11	7	6	7	13	9	42
9	Peter Slocum	M-15	15	5	5	11	8	44
10	Jim Gluek	X-751	3	12	11	12	7	45
11	Jeff Solum	M-12	17	2	4	14	14	51
12	Peter Friend	V-11	8	11	14	10	12	55
13	David Chute	M-53	13	13	12	9	13	60
14	Lon Schoor	H-7	20	9	13	15	11	68
15	Todd Tiefenthaler	H-33	21	15	15	21	18	90
16	Chad Olness	M-8	18	17	19	20	19	93
17	Tom Meyer	M-2	10	RAF	DNS	8	15	95
18	Larry Hirschberg	J-151	14	24	28	17	17	100
19	Wilson / Baker	V-777	16	20\RDG	16	18	DNF	101
20	Jon Schloesser	J-80	12	16	21	28	DNS	108
21	Matt Schmidt	H-36	23	18	17	19	DNF	108
22	Bill Wyman	J-5	19	19	18	22	DNF	109
23	Jack Schloesser	J-12	24	23	25	24	16	112
24	Eric Good	V-15	29	22	22	16	DNF	120
25	Patrick Heaney	H-13	25	26	23	25	21	120
26	John Simms	I-818	27	21	20	26	DNF	125
27	David Sitter	J-11	30	27	26	23	20	126
28	Max Wyman	J-55	26	20	27	27	DNF	131
29	Justin Sergersten	H-38	22	25	29	29	DNF	136
30	Robert Cummins	J-2	28	28	24	30	DNS	141

LAKE DELAVAN E SCOW ASYMMETRICAL OPEN

Coye Harrett and Tom Monroe pushing off from the line
Photo by Larry Kmiecik



Delavan Yacht Club

September 8th & 9th 2007

Warm weather, sunny skies and light winds were on call for the inaugural E Scow Asymmetrical Open hosted by Lake Delavan Yacht Club in Delavan, Wisconsin, September 8 and 9.

Twenty Three boats from 11 different lakes made the journey to Delavan to enjoy four challenging races in conditions ranging from light to very light on Saturday, to light / medium on Sunday.

There were contestants from all generations —the oldest skippers were 75+ years old - Norm Olsen (CR-60) and Phil Mattison (D-66), and the youngest skippers were 17 & 19 years old, Coye Harrett (I-13) and Zach Maher (D-100).

Saturday racing saw wind directions from the ENE swinging frequently up to 90 degrees, with the large shifts and large holes posing challenges for all the boats. Substantial gains and losses were made depending upon location in or out of the light pressure. For example, race 1 winner Pete Price (TO-12) was crossing tacks with eventual race 2 winner and overall regatta winner Lon Schoor (H-7) halfway up the last leg of race 2. Lon went on to take the bullet, Pete finishing that race in 19th place. Locating yourself in the pressure and being in the right place at the right time for the shifts were crucial for success.

After 2 races on Saturday in these trying conditions, the race committee called it a day and sent in the racers for libations and a magnificent Lake Delavan Yacht Club cookout dinner including Rib Eye Steaks and fresh local corn on the cob. The camaraderie was great, and the sailors were in fine spirits.

Sunday's forecast called for a little more breeze than Saturday, however the hour gun was shot with only 2-4 knots of breeze out of the northwest greeting the sailors. The steadfast race committee headed up by PRO Larry Kmiecik was determined to get in a couple more races before the Sunday time limit expired so the sailors manned their boats and headed for the starting line in front of the yacht club for a W2, the downwind finish intended for expediting a fourth race in rapid fashion if possible.

The breeze gradually freshened to about 8 knots by the end of the first Sunday race and the committee responded quickly

Tim O'Keefe shows us the form
Photo by Larry Kmiecik



with another 2 1/2 in the final race. This was the first time of the weekend when all crew could be in the straps even momentarily at the same time. The freshening breeze offered the sailors some boat speed not available all weekend. A fitting last race to the regatta where no race was decided until the final leg had been sailed.

Sunday's Race 3 and was won by local asymmetrical ace Tim O'keefe (D-55) and the fourth race was won by Art Brereton (TO-101) from Torch lake.

With the scores tallied for the weekend, it was National E Scow Association Secretary/Treasurer Lon Schoor from Lake Mendota in first place with 10 points and National E Scow Association Vice Commodore

Art Brereton in second with 15 points, followed by Tom Klaban (WH-11) in third, Rob Terry (CR-66) in fourth and Tom Monroe (WH-77) in fifth. Congratulations to Lon and to all the competitors, and very special thanks to the Delavan Yacht Club, their Commodore Josh Funderburg and Richard Beers for providing housing for all and spearheading this wonderful event. The sailors look forward with great anticipation for the next E Scow Asymmetrical Open in 2008.

Phil Mattison enjoys the ride
Photo by Larry Kmiecik



LAKE DELAVAN E SCOW ASYMMETRICAL RESULTS

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Lon Schoor	H-7	4	1	2	3	10
2	Art Brereten	TO-101	8	3	3	1	15
3	Tom Klaban	WH-11	5	5	5	2	17
4	Rob Terry	CR-66	3	2	11	5	21
5	Tom Munroe	WH-77	2	8	6	6	22
6	Tim O'Keefe	D-55	14	4	1	7	26
7	Pete Price	TO-12	1	19	8	4	32
8	Eric Wilson	V-777	16	10	4	8	38
9	Kim Schloemer	D-76	7	14	7	14	42
10	Coye Harrett	I-13	12	6	17	10	45
11	Brian Buzzell	D-1883	6	9	22	9	46
12	Dave Everhart	D-20	13	11	10	12	46
13	Brett Hatton	SL-27	10	17	9	13	49
14	Paul Wickland	SL-22	18	7	15	11	51
15	Woodie Jewett	M-77	11	15	18	16	60
16	Rich Halliday	CR-12	9	22	13	17	61
17	Phil Mattison	D-66	20	12	16	15	63
18	Zach Maher	D-100	17	16	14	21	68
19	Mark Hetzler	D-301	19	21	12	19	71
20	Ed Clair	D-21	15	13	21	22	71
21	Richard Beers	D-42	21	18	20	18	77
22	Norman Olsen	CR-60	22	20	19	20	81
23	Lance Massey	D-89	23	23	23	23	92

Photo by Larry Kmiecik

Keuka Yacht Club

September 15th & 16th, 2007

Respectfully submitted by Robert Cole

The weather report may have convinced some to stay away, as Saturday dawned cool under broken cloudy skies, with a mist rising from the lake. Nonetheless this FLACE became a test of skill over conditions from 0 to 28 miles per hour on beautiful Keuka Lake. The calm under the west shore bluff belied the wide oscillations and deep gusts to be found while moving east out to the race course. Competitors from Chautauqua, Lavallette, Pigeon Lake Ontario Canada (site of the future Canadian National E Championship) and Keuka took to the water in the late morning for the first experience.



The morning thermal takes it's last breath
Photo by Dave & Nancy Stenger

The start of the first race was somewhat delayed to right Joe Bowland on CAN1, languishing just above the starting line. As starting gun approached, a left veer sent half the fleet to the pin. The start was a tossup between George Welch, Jr. (KU-1) and Rick Turner (CH-6), each of whom crossed the fleet immediately on port. Others at the boat end were left to turn to port and see some space to close as George, Jr. and Rick opened up a commanding lead. KU-1 led wire to wire to take the first race of the day.

Cool day chili lunch was the next order of business as those assembled shook off the wind and the cold of a tough first race. Returning to the race course, the question was one more today, or two?

The throng was lulled at the start of the second race only to be hammered once again. The left side proved illusory as Rob Anderson (CANII), Canada's favorite E son of the moment, took off to the right to lead at the first mark. Spectators were seen following on plane as the fleet scooted downwind on renewed gusts. Left side down took George, Jr. and Rick, coming from behind after a starting line "how do you do", out ahead. Those riding the right down were left to ponder what might have been. Steve Andersen (KU-18), having recently brought out his measuring tape, found the right side up and remained near the top. George, Jr. took the gun followed by Rick with Big John Sellstrom (CH-71) grabbing third.

The lunchtime question was answered by a quick call to start yet a third contest in these fallish conditions. The day continued to test the group, but Rick, "sailing where the wind was" the first time down, bypassed the fleet handily and kept his lead to narrow George's overall regatta lead. Race three ended with Rick, George, Jr. and Bob Cole (KU-9), making a first appearance in the top three.

All survived the day, so why not celebrate with a “Thanksgiving in September” dinner with all the trimmings? That we did! Sunday morning brought a remarkable change and completed the test of skill. From the time the first sail was raised, the air dropped to seemingly less than nothing, if an occasional motion in reverse is the measure. The veers continued and once again KU-1 found the port layline soon after the start, never to be seen again. Finding some pressure in this race was a test of luck and skill. Rick Turner with Bill Nolden (LA-11) nearby, took a chance on the right side of the course on the leeward leg, to come from behind and finish second. Bill grabbed third followed by Bob. Rob found the mirror and drifted to fifth.



Bill Nolden waits for the blast to hit him
Photo by Andy Braman

After the tow back in to the club, it was decided that this would be the last race of the day and the regatta. Congratulations to Team Welch, Jr. for yet again another FLACE win.

FLACE REGATTA RESULTS

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	George Welch, Jr.	KU-1	1	1	2	1	5
2	Rick Turner	CH-6	2	3	1	2	8
3	Bob Cole	KU-9	5	5	3	4	17
4	John Sellstrom	CH-71	3	2	5	8	18
5	Bill Nolden	LA-11	4	8	4	3	19
6	Steve Andersen	KU-18	6	4	7	6	23
7	Rob Anderson	KU-9X	7	7	6	5	25
8	Dick Turner	CH-5	DNS	6	8	7	31
9	Joe Bowland	V-111	DNF	9	DNS	9	38

THE BLUE CHIP REGATTA



Pewaukee Yacht Club

September 21st – 23rd, 2007

The first race was begun in SSW winds that slowly increased from start to finish. It went from 7mph to a gusty 8-15mph at the finish. Carl Horrors (MA-14) got a jump on the fleet at the first mark with Paul Biwer (V-777) a close second, followed by Lon Schoor (H-7), Tom Burton (M-9), and this year's mystery guest Peter Holmberg (?). Tom and Peter stayed on starboard while the others jibed away. It paid off for them as they were first and second at the leeward mark. Jim Gluek (X-751) worked his way back during the race going from 10th to 4th at the finish. The winner was Tom Burton who worked out to a good lead and never looked back, followed by Peter Holmberg in second, Carl Horrocks third, Jim Gluek fourth, and Lon Schoor rounding out the top five.

The fleet went in for a typically good Pewaukee lunch, which allowed the winds to build and move a bit to the right. This made for a better race course using more of the long part of the lake. The winds were 15-20 mph from the SW with gusts a little higher. Augie Barkow (V-37) found those conditions to his liking and was first around. With the strong gusts, a group of boats had big downwind legs and Dick Wight (MA-4) lead at the leeward mark followed by Tom Burton, Willie Graves (V-74), Jim Gluek, Rick Turner (CH-6) and Toby Sutherland (GL-7). The big move on the next two legs was made by Mike Darrow (V-39), moving from 9th to 2nd, followed by Toby, Tom, Rick, and Carl. On the move also was Kevin Jewett (V-123) as he was 14th at the first leeward mark, moved to 8th on the next lap, and was 4th at the last leeward mark and finish. This wouldn't be the Blue Chip though without some crews willing to test the water temperature. Peter Holmberg was in second place on the first downwind when he turtled. Jim Gluek's good first lap was torpedoed on his tip over, but he got it up and made a good recovery to finish 10th. Augie also made a recovery after losing his first place at the first mark and finished in second for the race. With all of the jockeying back and forth during the race, Dick Wight kept his focus and took the gun for first.

A front moved through the area on Friday evening and the rain was heavy at times. The winds were lighter Saturday, in the 5-10mph range starting out the day from the WNW and backing to the WSW. With sunny skies and temperatures in the mid-seventies it was a beautiful day in Pewaukee.

The first race packed winds from the WNW at 5-8mph and the course was a 3 1/2. It was Peter Friend (V-11) who got off hot and led the fleet around the first three turns before fading to a sixth at second leeward mark, in winds that were pretty shifty. It must have got him a little riled up as he came back strong and steadily moved up to finish in first. After 10th at the first mark, Lon Schoor had a good downwind leg and stayed in the top four positions for the rest of the race, closely battling with Peter, Kevin Jewett, Augie Barkow, Tom Burton, and Will Graves. Lon ended up 2nd, Augie was 3rd only about 15 seconds behind Peter. Kevin was 4th, Will 5th, followed by Jim Gluek in 6th.

Pewaukee is one of the few places that the racers can really take advantage of a break for lunch between races. I think it is a treat since more and more of our regattas are sailed with back-to-back races. The pier can easily hold the 20+ boats and the race course is only a few minutes away at most.

The second race was sailed in 0-7 mph with big shifts and big holes - the course was a 3 1/2. The fleet spread out big time as Bob Biwer (V-222) got off to a good lead at the windward mark and held onto it for the entire race, but probably not without getting a few more gray hairs as it was that kind of day. Peter Friend, Lon Schoor and Tom Burton were the last three boats around the first windward mark but were 5th, 4th and 8th respectively at the next leeward mark. It was Dick Wight chasing down Bob for the entire race and he got close but not close enough, finishing the race in second. Will Graves was exchanging positions with Dick in the chase to catch Bob, and took third. Tom Burton got his second wind on the third upwind leg and moved into 4th place and held the position at the finish. Lon took a gamble on the last leg and ended up in a hole that allowed Paul Biwer to pass him and finish in fifth. Peter Holmberg was in 2nd at the first windward mark after having one of the worst starts but his luck didn't hold as he fell to 14th by the finish.

Saturday night at the Blue Chip is a special evening. It is the epitome of what a superb yacht club and this great class of ours has to offer. The prime rib dinner was as good as it gets and the setting for socializing is just right. Listening to the sailing

exploits of the mystery guest is always entertaining and insightful, and of course the traditional 'bar walk' by the boat in last place is something everyone hangs around for. Jason Sutherland and team GL-31 were the honorees'. As tradition would have it, they danced the night away in their underwear - all in good fun.

Sunday's race number five started in a light SE breeze that had the usual shafts of wind with good size shifts. The course was a windward/leeward 4 1/2 with legs about 7 tens of a mile long.

The first lap started out tough for regatta leader Tom Burton who was over early the starting line along with Bob Biwer. Bob almost had the best start as he reached down behind the boats lined up for the start and jammed it up in

Fall bliss
Photo by Pat Dunsworth



Upside down is slow
Photo by Pat Dunsworth





Once again it's the Jewett's
Photo by Pat Dunsworth

a gap just before the gun. However, his timing was just a bit off and ended up a couple of seconds early. After the first windward and leeward legs, Lon Schoor poked his nose in first with the luck of several small right shifts while staying just to the right of the fleet up wind. Lon's first leg was lucky as he was just below Bob at the start and was left sitting on the line while everyone else took off. Next around was Kevin Jewett who slipped by Peter Holmberg downwind, followed by Jim Gluek in 4th, PJ Friend in 5th, and Augie Barkow in 6th. Note that Will Graves was 10th and Tom Burton was 11th. On the second lap it was Augie's turn as he moved up to second right behind Kevin Jewett. Will Graves moved into 4th, following Lon, while Peter Holmberg slipped to 6th, just behind Paul Biwer. The unfortunate racers were Jim Gluek dropping seven places and Dick Wight falling from 5th to 12th. Tom Burton must have been guessing right as moved up to 9th after having to restart. On the third lap, the first four places didn't change: Kevin, Augie, Lon, and Will Graves. Will Hanckel (SC-22) was steadily passing a boat here and there and was now in 5th. Paul Biwer rounded in 6th while Peter dropped a couple of boats and was now in 9th. Dick Wight was now moving up and was right behind Tom Burton. On Lap-4, Will Graves made a big move jibing away at the weather mark and was now in first followed by Augie, Kevin, Lon and Peter. Dick Wight jumped up 5 spots to 6th while Tom remained in 10th. Will Hanckel's success was short lived as he fell from 5th to 20th. Ouch! His position was taken over by Peter Holmberg while Jim Gluek made a nice recovery going from 13th to 7th. On the last leg of the race all Dick had to do was to keep 3 boats in between his and Tom's to win the regatta. On a day like this, one can only guess but somehow Dick had it figured out to take the 2007 Blue Chip Regatta, finishing with 27 points. The racing was tight and battles important all the way to the finish as there were four boats tied for second with 29 points. Will's win in the final race placed him in second for the regatta, Augie's second in the final race allowed him to finish fourth overall, just behind Tom Burton who grabbed third and just ahead of Kevin Jewett rounding out the top five.

THE BLUE CHIP REGATTA RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Richard Wight	MA-4	8	1	8	2	8	27
2	Willie Graves	V-74	15	5	5	3	1	29
3	Tom Burton	M-9	1	4	7	4	13	29
4	Augie Barkow	V-37	12	2	3	10	2	29
5	Kevin Jewett	I-123	9	3	4	8	5	29
6	Lon Schoor	H-7	5	17	2	6	3	33
7	Peter Holmberg	?	2	7/RDG	9	14	4	36
8	Jim Gluek	X-751	4	10	6	11	7	38
9	Peter Friend	V-11	11	16	1	7	10	45
10	Mike Darrow	V-39	6	8	11	13	16	54
11	Paul Biwer	V-777	7	12	15	5	18	57
12	Carl Horrocks	MA-14	3	6	10	20	19	58
13	Toby Sutherland	GL-7	10	7	13	19	14	63
14	Bob Biwer	V-222	19	DNF	14	1	12	68
15	Robbie Wilkins	SC-27	18	19	12	15	6	70
16	Jeff Solum	M-12	DNF	13	17	12	9	73
17	Tobin Tornehl	V-511	16	18	18	9	15	76
18	Will Hanckel	SC-22	14	9	19	16	20	78
19	Rick Turner	CH-6	13	11	20	17	17	78
20	Jason Sutherland	GL-31	20	15	21	18	11	85
21	Dan Guidinger	W-1	17	14	16	DNF	DNS	91

Photo by Pat Dunsworth

Blue Chip Mystery Guest

2007 America's Cup Winner – Team Alinghi

Peter Holmberg was born October 4, 1960 on St. Thomas, Virgin Islands. He attended St. Peter & Paul, Charlotte Amalie High School, and the College of the Virgin Islands before receiving his Bachelor of Science degree in Business Management from Sonoma State University in California.

Peter learned to sail at age five in St. Thomas and began racing internationally at age nine. After many years of training locally in the Virgin Islands, Peter won the Silver Medal in the Finn Class at the 1988 Olympics in Korea. This is the first and only Olympic Medal ever won by the Virgin Islands.

After winning the Olympic Medal, Peter began racing as a professional sailor and has since gone on to win numerous World and International Championships. In 1992 Peter shifted his focus to Match Racing and traveled the world extensively with his small team of Virgin Islanders, reaching the Worlds #1 ranking by 2002.

In March 1996, Peter formed the Virgin Islands America's Cup Foundation. This was an ambitious endeavor whose goal was not only to challenge for the America's Cup, but to re-unite Virgin Islanders with the water, promote water sports and careers, improve race relations with a national endeavor, and promote the Virgin Islands as a tourist destination. The Foundation raised over 4 million dollars, gained international acclaim, and taught hundreds of residents to swim and sail through its public VI Marine Program. But unable to raise the additional monies required to meet the minimum budget, the syndicate merged with Team Dennis Conner in January 1999. Peter went on to race in the afterguard of Stars & Stripes in the 2000 America's Cup Challenger Selection Series where they finished third.

Peter then joined the Oracle BMW Team for the 2003 America's Cup where they finished second in the Challenger Selection Series.

Following this, Peter joined the winner of the 2003 America's Cup, Team Alinghi from Switzerland as one of the helmsmen. After four years of training and racing, Alinghi successfully defended the 32nd America's Cup in July 2007 in the waters off Valencia, Spain.

Peter is a past President of the Virgin Islands Sailing Association and a past Commodore of the St. Thomas Yacht Club. Peter is also the recipient of the 2003 Paul Harris Fellow Award and the 2003 St. Thomas-St. John Chamber of Commerce Bill Lamotta Community Service Award.

Through his efforts of representing the Virgin Islands around the world in sailing, Peter hopes to encourage more Virgin Islanders to pursue excellence in sports and better enjoy, utilize and respect the waters around them while also promoting the culture and beauty of the Virgin Islands to the world.

Highlights of Peter's Racing Career

2007	Winner	32nd America's Cup	Team Alinghi
2006	1st Place	Monsoon Cup Malaysia	
2005	1st Place	Louis Vuitton Act 4	Team Alinghi
2004	1st Place	Louis Vuitton Act 3	Team Alinghi
2003	2nd Place	Louis Vuitton Cup	Oracle-BMW Racing
2002	1st Place	Match Racing World Tour	
2001	1st Place	Bermuda Gold Cup	
2000	3rd Place	Louis Vuitton Cup	Team Dennis Conner
1999	1st Place	Congressional Cup	
1998	1st Place	Congressional Cup	
1995	Silver Medal	Pan Am Games	J24
1990	1st Place	Maxi World Championships	
1989	1st Place	International 50' Worlds	

PAST BLUE CHIP WINNERS AND MYSTERY GUESTS

YEAR	FIRST PLACE	MYSTERY GUEST
1966	Gordy Bowers, Minnetonka	Tom Sawyer, Pewaukee
1967	Bob Pegel, Lake Geneva	Dick Stearns
1968	Nat Robbins, Minnetonka	Bruce Goldsmith
1969	Gordon Lindeman	Gordon Lindeman
1970	Stu Wells, White Bear Lake	Lowell North
1971	Bill Allen, Minnetonka	Jim & Jack Linville
1972	Bill Allen, Minnetonka	Dennis Connor
1973	Bill Allen, Lake Geneva	Paul Henderson
1974	Bud Melges, Lake Geneva	Bill Bentsen
1975	Harry Allen, Minnetonka	Ed Eloranta / Jim Bradley
1976	Bill Allen, Lake Geneva	Peter Comette
1977	Dennis Connor	Dennis Connor
1978	John Gluck, Lake Geneva	Joan Ellis
1979	John Gluck, Lake Geneva	Ed Adams, Tim Cole, & Jonathan Ford
1980	Willie deCamp, Mantoloking	Jim Allsopp
1981	John Gluck, Lake Geneva	Hans Fogh
1982	Bill Allen, Minnetonka	Bruce Goldsmith
1983	Gordy Bowers, Minnetonka	Paul Van Cleve
1984	Bill Allen, Minnetonka	Terry Nielson
1985	Harry Melges III, Lake Geneva	Jonathon McKee
1986	Harry Melges III, Lake Geneva	Steve Benjamin
1987	Harry Melges III, Lake Geneva	Bruce Burton
1988	Peter Fortenbaugh, Bay Head	Dave Chapin
1989	Peter Fortenbaugh, Bay Head	Gary Knapp
1990	Brian Porter, Lake Geneva	Tom Ehman
1991	Brian Porter, Lake Geneva	Gary Jobson
1992	Bill Allen, Minnetonka	Paul Cayard
1993	Bill Allen, Minnetonka	Mark Reynolds
1994	Bill Allen, Minnetonka	Ken Read
1995	Bill Allen, Minnetonka	Russell Coutts
1996	Andrew I Burdick, Pewaukee	Courtenay Becker-Dey
1997	Chris Pinahs, Pewaukee	Joe Londrigan
1998	Mike Darrow, Pewaukee	Dave Perry
1999	Tom Burton, Minnetonka	Betsy Allison
2000	Paul Biwer, Pewaukee	Carl Buchan
2001	Bob Biwer, Pewaukee	Vince Brun
2002	Peter Friend, Pewaukee	Morgan Reeser
2003	Brian Porter, Lake Geneva	Flavio Favini
2004	Tom Burton, Minnetonka	Johnny Lovell
2005	Brian Porter, Lake Geneva	Steve Cucchiaro
2006	Tom Burton, Minnetonka	Gary Jobson
2007	Dick Wight, Mantoloking	Peter Holmberg

Photo by Pat Dunsworth

CARLYLE SILVER CUP REGATTA

Carlyle Sailing Association

September 29th & 30th, 2007

Respectfully submitted by Ted Beier

Despite the atypical temperatures for Carlyle at this time of year with highs in the low 90's, regatta attendance for the Carlyle Silver Cup Regatta was down this year. The five boats attending were awarded the usual hospitality excellence and warm welcome. To no one's surprise the traditional chili, fillet gumbo, and red beans and rice were to everyone's liking. Winds for the regatta were light southerly between 5 and 8 mph, and only three races could be completed. The lone boat that traveled to the regatta was Steve Shalk (I-564) from Lake Geneva. Steve was the only boat with the symmetrical spinnaker and took line honors in the second race. Unfortunately, consistency didn't help Ted in the tie breaker for the final results.

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	Melly	S-8	1	4	1	6
2	Beier	S-2	2	2	2	6
3	Shalk	I-564	3	1	3	7
4	Haglin	S-80	4	3	4	11
5	Shindel	S-1	5	5	5	15

Photo by Tammy Sawyer

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HOW TO CONVERT YOUR BOAT

HOW TO CONVERT YOUR BOAT (step by step procedure)

Conversion of an existing boat is a relatively straight forward process. Your options for getting these changes made include doing it yourself, hiring Melges Performance Sailboats or Windward Boatworks to do it for you, or potentially organizing your fleet to do multiple boats at the same time in assembly line fashion. Our class secretary is compiling a set of documents to provide instructions for those who want to do it themselves.

To assist you in making a decision however, it is helpful to understand how big of a project this is. Below you will find the "simple" version of the steps that need to take place, and below that are detailed step-by-step instructions from Melges Performance Sailboats.

High Level Steps

Boat

- Cut a rectangular hole in your deck using a template.
- If your boat was built prior to 2002, install a bulkhead under the deck using glue and a few strips of fiberglass cloth (boats built in '02 and after have a the bulkhead installed).
- Glue the deck housing for the pole to the deck -Install several cleats and blocks for the new control lines.

Mast

- Install (optional) second set of spreaders for diamond wires.
- Install diamond wires on the mast.
- Install new sheave at the top of the mast for the new halyard.
- Run new halyard and tune.

Detailed Steps

Tools Required

2 – 7/16" end wrenches or similar	1/4" drill bit
9/64" drill bit	1/8" drill bit
5/32" drill bit	3/16" drill bit
#2 Phillips screwdriver	3/8" end wrench
4 1/2" hole saw	Pint of resin
3" or 4" wide fiberglass cloth	Electric drill
Jig saw	Light
Carpenter square	80 grit sandpaper
Two saw horses	Sharp pencil
Ruler	Tape measure
String	Masking tape
Electrical tape	Thread locker, not permanent
Shade	Six pack



Hull Work:

1. Line up pattern for deck slot at bow, trace hole opening.
2. Drill a single hole inside the traced opening, large enough to allow the jig saw blade a place to start.
3. Cut around the rectangular deck opening (It's a good idea to vacuum after you've cut because you'll be crawling up there shortly).
4. Using a carpenter square with one edge even with the outboard side of the deck opening, draw a line 8" forward of the deck slot. This will be used as an approximate fore and aft location for the deck housing. Also, with the square still in place, measure $1 \frac{9}{16}$ " over to mark the approximate center point of the deck housing. You'll use these pencil lines in upcoming steps.
5. Inside the boat, measure and mark $101 \frac{1}{2}$ ", from the front side of the ring frame at the front of the cockpit forward along the backbone flange. This marks the location of the bulkhead face.
6. On boats with no bulkheads already installed it will be necessary to move the vang thru deck block in the backbone up 2".
7. Dry fit the bulkhead inside the boat. It may be necessary to trim most of the top flange away. It's a very tight fit, it's supposed to be.
8. Now dry fit the bulkhead, deck housing and bow sprit. Use what is actually the outboard end of the pole for this dry fit, it'll save having to crawl inside with the pole now. This is a two person job, one inside positioning the bulkhead, one outside positioning the deck housing.
9. Insert the bow sprit (outboard end) into the deck housing, through slot in deck, and then through the bulkhead bushing.
10. Slide deck housing in to place on the deck. Use the pencil lines from above to position the deck housing.
11. Position the pole so that it's extension forward of the bow is 48".
12. Make sure the end of the pole is on centerline by sighting down the boat using the pole end, forestay mast step, backbone and traveler support as reference.
13. Sight down the pole to make sure the deck housing is in line. This will insure the bearing is positioned properly.
14. With the bulkhead and deck housing being held in place, slide the pole in and out slightly. It should move very freely, if there's any resistance adjust the bulkhead slightly.
15. Mark the bulkhead location.
16. Mark the deck housing location.
17. Install the bulkhead. Butter the flanges with adhesive and set in to place at the marks. Let this cure and then by reaching through the slot in the deck, laminate a few fiberglass tabs in to place on the front top edge side of the bulkhead. This will insure a secure fit.
18. Install the deck housing. Butter the flange with adhesive, set in to place at the mark. A piece of plywood to set the weight on, cut slightly smaller than the flange width is recommended to insure the flange is flat on the deck. Weight down the housing using what's available, lead shot bags, bricks, lead weight, etc. Not too much weight as you don't want to squeeze all the adhesive out. Clean the excess adhesive with a putty knife and then wipe with acetone. Tape everything in to place using 2" masking tape wrapped around and underneath the boat. Let this cure before proceeding to make sure it doesn't move.



Photo by Larry Kmiecik



19. Using a 4 1/2" hole saw, cut a hole just forward of the aft ring frame at the vertical center of the backbone on the port side. This will give access to the fasteners in the upcoming steps.
20. Just forward from the aft ring frame on the starboard side, mount a cleat with a fairlead horizontally just under the top radius of the backbone. Access the bolts through the 4 1/2" hole.
21. Mount with screws the low profile eyestraps vertically just above the starboard forward ring frame. This will act as a slight deflector for the pole out line.
22. Starboard forward ring frame, front side, 073 eyestraps mounted vertically 10 1/4" out from backbone, as high as possible, shackle bullet block on using 3/16" shackle, this is for shockcord. Mount another 073 eyestraps 14" out from BB and 2" up to CL for shockcord tie off.
23. From inside the boat, slide the bowsprit through the bulkhead and deck housing. Slide the end cap into the sprit and measure the extension from the bow exactly 48". Mark where the stop ring needs to be mounted. Pull pole out and install stop ring.
24. Slide pole back in and run the pole out line. Start at the cleat between the skipper and 4th crew, go through the cheek block that hasn't been mounted yet (you'll mount shortly), forward through the low profile deck eye mounted just above the forward ring frame, forward through the Harken bullet swivel on the port side of the bulkhead bearing, through both Harken thru decks on the pole and tie off using a figure 8 stop knot on the eyestraps on the starboard side of the bulkhead bearing.
25. Mount the cheek block so that the line comes vertically in to the cleat and puts the least resistance on the low profile eyestraps above the forward ring frame. Tighten the cleat, cheek block and install the port hole.
26. Mount the pole end plug. First slide the O ring on the pole. With the pole extended all the way, mount so that the pulley is on top.
27. Tie a stopper knot in the pole out line at the cleat so that pole end plug stops just short of the deck housing. This is important because if the pole plug slams in to the deck housing it could rip the plug out of the end of the pole.
28. Run the shock for pole retraction. It runs from the end of the pole, through the bullet block on the front side of the forward ring frame, forward through the bullet block mounted just below the bulkhead bearing and then back to the eyestraps on the ring frame. Adjust the shock cord length by pulling the pole out and having the shock cord retract it all the way. Tie a figure 8 stopper knot.
29. Install the tack line hardware. First, drill a 3/8" hole in the splashboard 4 3/8" out from the V in splashboard on the starboard side, just above flange. This is for the tack line to run through. Put a thin aluminum plate, piece of plywood...just something to stop the drill bit from going into the deck on the front side of the splashboard.
30. Install the Harken Tie Lite bullet block on the bow plate. Orient the block so that the sheave runs fore and aft.
31. Mount the black Harken fairlead next to forestay cover plate on starboard side, just aft of black band, tight to cover plate, athwartships. Drill with 5/32" bit and attach with two #10 pan head screws.
32. Mount tack line Harken cleat with plastic fairlead and on high flat pedestal, starboard side of mast step, 2.25" out from side of deck plate to CL of cleat, square, bolt holes 1 5/8" forward of Black band dots. Run the tack line through the cleat, forward through the hole in the splashboard, forward through the bullseye fairlead, forward through the block on the bow plate and finally through the tack block at the end of the pole.

Mast Work:

If desired, pull topping lift and pole down out of the mast completely. The cleats for these lines may also be removed. Also, on the boom, the spinnaker pole post and cups can be removed. (note: This document was created prior to the second set of spreaders experiment. The installation of the spreaders will require measuring and drilling four holes for either rivets or screws to secure the bracket.) Installation of Diamond Stays:

1. Lay mast on the two saw horses, track down. Locate the horses so they are at the black bands. See sketch for proper slot in spreader tip, cut and drill accordingly. Once complete, roll the mast over so track is up.
2. On each side of the mast at the top, drill $1/4$ " hole 12 $5/8$ " down from the bottom of the top black band, $7/8$ " forward of back of mast. Using the $1/4$ -20 x 2 $1/2$ " hex head bolt and half lock nut, attach the swedge eye at the top of the diamond stays to the $1/4$ " hole just below the upper band. Notice the swedge eyes have a slight bend in them, this is to allow the stay to fit the side of the mast better.
3. On each side of the mast at the bottom, drill $1/4$ " hole 1 $3/8$ " up from the bottom of the mast extrusion, 2" forward of back of mast. The bottom of the extrusion is the cut point of the aluminum tube, not including the mast base. Open the turnbuckles at the bottom of the diamond stays all the way, so that the threaded studs are just flush with the inside of the turnbuckle body. Using the $1/4$ -20 x 3 $1/2$ " hex head bolt and half lock nut, attach the turnbuckles to the mast. Make sure the diamond stays are on the front side of the spreaders.
4. Put the diamond stays in the slots on each spreader.
5. Counting turns on the turnbuckles so that the stays are even, tighten diamond stays so there is 3" of prebend. To measure prebend, stretch a string between the black bands and measure from the mast track to the string at the deepest point. Make sure the mast is straight side to side by sighting up the track, make adjustments to the turnbuckles accordingly.
6. Using the whipping wire supplied, secure the diamond stays to the spreaders by wrapping the wire around the stay at least four times and passing it at least twice through the $1/8$ " hole just aft of the slot in the spreader.

Installation of Spinnaker Halyard:

1. Rotate mast on horses so that the track is down.
2. Installation of top halyard pulley; measuring from the bottom side of the top black band cut a hole in the mast from 5 $11/16$ " to 7 $1/2$ " that is $3/4$ " wide. On masts that have a top halyard latch, this will be opening the hole in the mast to accommodate the pulley. Pre fit the pulley to make sure it fits in the opening. Once it fits mark the three attachment holes, drill with a $9/64$ " bit and tap using a 10-24 tap. Do not install the pulley yet.
3. Remove the existing top spinnaker halyard pulley, leave halyard in mast for now.
4. From the bottom of the mast, pull the main halyard so that the shackle is at the top.
5. At the bottom spinnaker halyard exit, tape the end of the current spinnaker halyard to the end of the new halyard. Make sure this is a secure tape job, loosing the halyard in the mast will not be fun...
6. With one person at the bottom of the mast feeding the halyard and another at the old top exit pulling gently, pull the new halyard through the mast to that point. Once there completely remove the old halyard.
7. Using a stiff wire with a hook in the end, a coat hanger will do, bring the main halyard out of the mast through the old pulley opening. Using electrical tape, tape the spinnaker halyard to the main halyard and pull them up to the top of the mast. At the new spinnaker halyard sheave opening, pull the taped halyards out, untape and let the main halyard go back into the mast.
8. Run the new spinnaker halyard through the pulley, put the cover plate on and using thread locker on the three 10-24 x $3/8$ " pan head machine screws attach the pulley to the mast. Untie the snap from the old halyard and attach it to the new. Make sure there's a knot at the bottom also.
9. Go sailing.

PARTS TO CONVERT YOUR BOAT

There are two options for boat parts: Melges Performance Sailboats fiberglass parts with additional parts kit, or Windward Boatworks fiberglass parts with their additional parts kit. Spinnaker manufacturers are North and Quantum. Below is information from these vendors on the required pieces needed for the conversion. Please contact North or Quantum directly for more information on their spinnakers.

Melges Performance Sailboats

(Note: this bill of materials does not include the second set of spreaders)

Item	Description	Supplier	Part	Quantity	Unit
Spinnaker halyard	6mm 8 plait	Ronstan/Marlow		64	ft
Thru deck w/cover plate with wear bars, custom part	Thru deck block	Harken	O88	1	ea
	Special cover plate	Harken	HCP1614	1	ea
	Custom Tang, welded	MBW	stainless	1	ea
	Labor, special thru deck	MBW		0.5	hr
Cap Stays	1/8" 1x 19 wire	Sanlo	57	ft	
	Turnbuckles	Johnson Marine	42-113	2	ea
	T balls	Bay Sailing	741-03	2	ea
	T ball backing plate	Bay Sailing	740-03	2	ea
	C jackstay tang	MBW		2	ea
	Rivets, 3/16"	Alloy Fastener		4	ea
	1/4-20 x 3" HH	Alloy Fastener		1	ea
	1/4-20 lock nut	Alloy Fastener		1	ea
Sprit Tube		Forte		1	ea
	Thru decks	Harken	O88	2	ea
	Eyestraps	Harken	73	1	ea
	Tack block strap	Racelite	RL318	1	ea
	10-24 x 2 1/2" PH	Alloy Fastener		2	ea
	10-24 lock nut	Alloy Fastener		2	ea
	End plug	Midland Plastics		1	ea
	Tack block	Harken	2636	1	ea
	Stop Ring	Controls Eng.		1	ea
	#8 x 1 SMS	Alloy Fastener		3	ea
	Labor, sprit tube hardware	MBW		1	ea
Deck Housing	Gelcoat			1	ea
	Cloth			1	ea
	Resin			1	ea
	Bagging materials			1	ea
	Labor, laminating			0.75	ea
		MBW		1.5	hr



Item	Description	Supplier	Part	Quantity	Unit
Housing Bearing		Midland Plastics			
	Labor, housing bearing installation	MBW		0.5	hr
Bulkhead					
	Gelcoat			1	ea
	Cloth			1	ea
	Resin			1	ea
	Labor, laminating			0.75	ea
	Bearing	Midland Plastics		1	ea
	Eyestrapp	Harken	73	3	ea
	29mm single	Harken	348	1	ea
	40mm single	Harken	2650	1	ea
	10-24 X 1" TH	Alloy		6	ea
	10-24 lock nuts	Alloy		6	ea
	#10 Fender Washers	Alloy		6	ea
	Labor, bulkhead hardware and bearing installation	MBW		0.5	ea
Sprit Out Hardware					
	Line, 6mm Excel Pro	Marlow		28.5	ft
	40mm cheek	Harken	2644	1	ea
	Cleat	Harken	150	1	ea
	Cleat fairlead	Harken	425	1	ea
	10-24 x 2 1/2" PH	Alloy		4	ea
	10-24 lock nuts	Alloy		4	ea
	#10 Fender Washers	Alloy		4	ea
	Bullseye fairlead	Harken	237	1	ea
	Port hole	Sea Dog		1	ea
Tack Line Hardware					
	Line, 6mm Excel Pro	Marlow		55	ft
	Bullseye fairlead	Harken	237	1	ea
	10-24 x 3" PH	Alloy		2	ea
	Cleat	Harken	150	1	ea
	Cleat fairlead	Harken	425	1	ea
	10-24 x 2 1/2" PH	Alloy		2	ea
	10-24 lock nut	Alloy		2	ea
	#10 fender washer	Alloy		2	ea

Photo by Larry Kmiecik



SAILING TECHNIQUES FROM MELGES PERFORMANCE SAILBOATS

Racing Your Asymmetrical E At Full Speed

Thank you very much for looking to Melges Performance Sailboats and North Sails Zenda to provide you the very best sailing gear. 2007 looks to be a very exciting season especially with the evolution of the E Scow Asymmetrical Spinnaker.

We wanted to provide you with some helpful tips so that your learning curve moves upward. Please follow some of these initial tips so that you reach maximum performance right out of the gate. Teamwork is a major factor in this sport. So, work with your team and see what techniques may work for you specifically. The tips provided are a baseline to work from.

When setting up your Asymmetrical sheets – be sure to rig them so that you are doing “inside gybes”. The clew passes between the luff of the kite and the forestay. A quick way to ensure this is to lead the tack line over the starboard spinnaker sheet when you rig your sheets. Tack over sheet.

Everyone here at Melges Performance Sailboats and North Sails Zenda wish you the best. Please have a fun and exciting 2007 racing season!

Always, sail FAST! Important Mast Tuning and Asymmetrical Techniques to Learn!

As with any mast head spinnaker configuration the rig is more loaded and will require more attention to rig tuning and some changes in sailing technique.

The diamond stays on the mast help to support the mast head spinnaker configuration and the tension on the diamonds is important to insure that the mast stays pre bent and in column. In wind ranging from 0-10knots it is OK to set the diamonds up so that the mast has 3.5” of prebend. To measure this you can pull the main halyard down along the back edge of the mast and touch the mast just above the boom. At a point just above the spreaders the distance from the aft edge of the mast to the main halyard should measure 3.5” or more. When the wind is over 10-12 knots it is important to start tightening up the diamonds to help support the mast head. When it is over 15 you need to have 4”-5” of prebend in the mast, this equates to 400+ lbs on the diamonds when measured with a model A Loos tension gauge.

****Note**** Diamond stays will stretch when they are new and you must check them before and after heavy air races, especially when the rig is new.

Spreaders should always be in the maximum aft setting on the mast to insure maximum spreader sweep. Note: This is the fast setting for all wind conditions, and this is true for the aft chainplate boats as well as the forward chainplate boats.

Sidestay tension: With the forward chainplate rigs it is important to start to put some tension on the uppers once the breeze is over 10 knots. 400 lbs. on the uppers is necessary to insure that the mast stay prebent when sailing down wind. We recommend sailing with the uppers closer to 600 lbs. once the breeze is over 15 knots. This is the same for the aft chainplate rigs. With the aft chainplate rigs we rarely go below 600 lbs on the upper sidestay tension.

Mainsheet techniques: It is important with the Asymmetrical to sail at slightly hotter or higher angles than with the symmetrical kites to achieve the greatest performance. This, along with the higher speeds you are achieving will bring the apparent wind angle forward and require the mainsail to be trimmed at a tighter angle. Also, more vang can be carried since you are sailing at hotter angles with more load on the mainsail. Because you are sailing at hotter angles and the A sails are so easy to gybe you should not ease the main sail out too far on the gybes. The maximum the sheet should ever be eased is about 10' measuring from the aft corner of the boat to the boom. This technique along with keeping some vang on will help maintain a positive bend in the mast and regardless of backstay tension will help insure that the mast does not do an inverted bend.

Recipe for mast damage: Gybing in heavy air with the vang loose and the mainsail eased out too far can be a recipe for mast problems. This is the single most important thing you need to concentrate on when sailing the A sail configuration. When you go into a gybe do not slow the boat down, go from high speed mode right into the gybe. I equate this to a high speed windsurfing gybe. If the diamonds are too loose and the uppers are too loose this will also compound the situation and cause the mast to invert and could cause failure.

As with any powered up mast head configuration you have to learn the techniques to insure that you are safely performing the maneuvers. Once you understand the mechanics of the rig you will realize how much fun the A sails are and how much easier they are to sail. With the proper mechanics of boat handling and rig tuning the rigs are very durable and will stand up to a lot of wind.

Downwind Asymmetrical Techniques

Setting the Asymmetrical – The Top 10 List

1. Pull the bow sprit all the way out – IMPORTANT – You cannot pull the bowsprit out until you break the plane of the windward mark.
2. Mid Crew opens the bag and prepares for the kite to exit the cockpit.
3. Make sure to keep the boat flat when in the hoisting process as this helps keep the spinnaker out of the water.
4. Jib Crew pulls the spinnaker halyard all the way up
*Tip: Have a permanent mark on the halyard in the “full up” position so you pull to that point every time.
5. After the halyard is all the way up, Jib Crew now pulls the tack of the asymmetrical all the way out. Make sure that you tail the foot of the spinnaker out of the bag to insure that the tack line and kite stay up on the deck as the tack goes out so that it does not get caught in the water rushing by.
6. Helmsperson Tip – on the set it is very important to help your crew out by heading dead downwind on the hoist. This allows the kite to go all the way up with ease. It is important to also make sure the mainsail is not let out to far. The halyard and head of the kite can get hung up behind the spreader delaying the hoist. Keep on eye on these things.
7. Once the halyard is up your Jib Crew should communicate “Made”. The helmsperson should freshen (head up) right away so that the kite blows away from the rig and then fills.
8. Limit your mistakes on the set – do not sail to high on the set – this makes it harder to pull the halyard up and the kite will fill early making it harder on the crew.
9. Limit your mistakes on the set – hoist straight out of the spinnaker bag with some help from the middle crew. Do not put the kite on the deck or near the water.



10. Be sure to have the hoist all the way up, then pull out the tack line and then trim the kite to fill.
11. Practice your timing on all of these things and know when you can push the envelope for the ultimate set!

Things To Think About And Practice

1. When sailing downwind with the asymmetrical we sail with our boards all the way down. In varying conditions you may want to experiment with pulling your boards up some. This could be especially good in moderate winds and wavy conditions. Practice this technique and find out what is fast for your team. When in doubt though – keep the boards all the way down.
2. Angle of heel will not vary from the symmetrical kite set up.
3. Downwind Sailing Angles – this will vary some. Many think that you have to sail hot and fast in all conditions with this set up. This is not the case. Here is a brief guideline to go by.
 - a. Winds 0-8 – a higher angle is required so that the boat builds apparent wind. With this speed you can begin to sail low. As soon as the boat slows even slightly or the boat begins to flatten in angle of heel – you need to head right back up and fire up the speed again. This requires constant attention and focus. One key factor in this condition is mainsheet trim. As your apparent wind moves forward you need to keep your mainsheet trimmed a lot more. Make sure your mainsail is not luffing. You will be amazed as to how the boat reacts to a tighter mainsheet and how much the boat likes to have the mainsheet worked downwind. Practice this. In this wind range you want to practice float gybes where you bear away slowly and ease the kite out and start pulling it around so it floats around the bow.
 - b. Winds 9-12 – you can experiment with sailing a lower or deeper angle in these conditions. As the breeze hits and the boat heels, begin to drive the boat down and sail deeper. Work your mainsheet. As you sail deeper the main will need to be eased slightly, but not nearly as far as would for a symmetrical sail.
 - c. Winds 13-25 – this is where it is really fun! Rock and Roll time! Crew should all be on the high side in their hiking straps. The mainsail will need to be trimmed in – almost all the way at times – as your apparent wind is way forward. The Jib Crew will need to work the jib and also the vang. It will feel like you are sailing a higher angle due to the speed build up. You really need to get the boat up and rolling – do not sail low or keep people in the boat – put them on the rail and go for a fast ride! The key is the mainsheet, keep the main trimmed. Do not ease the main much through your gybe either! Keep the sail in! In this wind condition you want to perform Mexican gybes, the skipper turns right into the gybe, you trim the sheet tight, strap the foot of the kite, let it back slightly onto the rig on the new windward side of the boat and as the main is coming across you blow the sheet off and trim the new sheet on quickly.
4. It is very important to keep your lines clean and drop coiled. You need to drop coil your spinnakers after every gybe so that the sheet run free through this maneuver.
5. Compass – it is very important to watch your compass angles downwind while staying in the freshest breeze on the course. These boats will be going very fast. Angles and wind really make the difference. Watch your compass as much if not more than you do going upwind.

Asymmetrical Takedowns

The easiest take downs are the windward take down or the Mexican take down. The leeward takedown is your third option.

Windward Takedown

1. Head the boat virtually dead downwind.
2. Middle crew begins to pull the windward spin sheet around and then the Jib crew releases the tack line shortly after that. You can release the bow sprit line shortly after.
3. Middle Crew - Pull the windward sheet aggressively through the ratchet - all the way back so that the clew reaches the ratchet block. The sail will have inverted.
4. Middle Crew - Call for the halyard once you have the sail in hand.
5. Helmsperson - Before the halyard begins to drop be sure to steer up slightly so that the sail blows onto the deck of the boat. If you are dead downwind or sailing by the lee the kite will blow out away from the boat and go into the water. This is not good. It is very important that the helmsperson helps out the crew by steering up.
6. The Middle Crew stuffs the sail into the bag and prepares for the rounding.



Mexican Takedown

This takedown is effective when approaching the leeward mark on starboard tack and you need to gybe to go around the mark. As you reach a 3 boat length circle from the leeward mark you prepare to go into action. The key is that you need to be at about 150 degrees to true wind as you complete your gybe and you sail on port tack to the mark (as you gybe you need to have the ability to head up on port gybe slightly so that the asymmetrical stays on the deck of the boat. If you come out of the gybe dead downwind the spinnaker will fall right into the water – again, the helmsperson needs to do their job to make the take down easy and effective). So, your relation to the leeward mark is critical – you want to exit the gybe and begin to reach toward the leeward mark.

1. You enter the three boat length circle on starboard tack.
2. Helmsperson calls for a Mexican.
3. Middle Crew - Be sure to drop the windward board before entering the gybe.
4. Begin the gybe – the Middle Crew needs to trim the sheet hard so that the clew goes to the ratchet on the port side of the boat. This brings the clew and the foot of the sail to within reach for the take down.
5. The helmsperson turns the boat and enters the gybe. As the boom goes across he yells for the halyard release. The Jib Crew needs to release the halyard.
6. The helmsperson needs to head up so that the sail gets “pressed” into the rig on the port side. The key is to head up so that the sail falls onto the deck and into the rig keeping the sail away from the water.
7. The crew needs to be on the high side – on this port gybe as you approach the leeward mark – very important if it is windy as the boat will accelerate once you begin to reach to the mark.
8. The tack line and bow sprit line are the last two items to be released. The Middle Crew needs to stuff the sail into the bag and hike hard as the boat rounds the mark.
9. Middle Crew pulls the board up on the port side as soon as possible or before the leeward mark.

Leeward Takedown

1. The key here is that the helmsman heads down for an easy takedown.
2. Release the tack line and trim the spinnaker sheet in.
3. Release the halyard slowly or with friction for the first 8 feet so that the halyard does not blow out and get hooked on the leech of the mainsail.
4. Middle Crew stuffs the kite into the bag.
5. Final release is the bow sprit line which can occur shortly after the release of the tack line.

Set Up

It is important to follow the North Sails Tuning Guide – I-1 Rig. Follow the amount of rig tension suggested for the varying conditions. With the I-1 Rig your spreaders should be in the forward hole (for maximum sweep – standard setting). When the breeze is up, we recommend you tighten your diamond stays – as noted above. For the forward chainplate rigs please follow the guidelines above for tuning.

Andy Burdick

Photo by Pat Dunsworth



NCESA REGATTA PARTICIPATION GRID

[illegible]

NCESA MEMBERSHIP STATISTICS

NCESA MEMBERSHIP STATISTICS

Prepared for the November 3th 2007, NCEA Directors Meeting
as of 10/24/2007

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Regular	198	196	215	224	220	149	136	208	263	318	238
Associate	304	254	314	283	349	283	194	265	224	328	249
Total	502	450	529	507	592	412	330	473	487	646	487

Nationals Participants

Skipper	46	46	61	38	78	72	39	56	48	92	50
Crew					224	184	96	153		349	
per boat					3.87	3.56	3.46	3.73		3.79	

New Boat	21	16	22	28	17	12	10	22	14	7	19
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ILYA

I-Reg.					84	65	40	69	79	144	82
I-Assoc.					117	120	47	64	46	151	33
I-Total					201	185	87	133	125	295	115

WMYA

W-Reg.					39	24	19	39	32	31	34
W-Assoc.					77	54	20	55	51	41	30
W-Total					108	76	39	94	83	72	64

MESA

M-Reg.					24	18	22	25	31	26	19
M-Assoc.					22	19	20	18	17	14	18
M-Total					46	37	42	43	48	40	37

ECESA

E-Reg.					61	40	51	65	104	94	73
E-Assoc.					111	82	105	109	102	101	120
E-Total					172	122	156	174	206	195	193

OTHER

O-Reg.					12	2	4	10	17	23	29
O-Assoc.					22	8	2	19	8	21	36
O-Total					34	10	6	29	25	44	65

Photo by Pat Dunsworth

FAST

"At my age, I can't afford to go any slower. North Sails Zenda is a constant inspiration for our team and is a clear choice for the fastest sails on the water. Their overall support and on the water involvement are the reasons why I am a 100% loyal customer. Every time we work with North Sails Zenda, we feel unwavering commitment on their part for our sailing program. It's working".

Todd Tiefenthaler H-33



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1st Eastern Championship | 1st Western Michigan Invite | 1st Wawasee Regatta
1st Lake Geneva Spring | 1st Charleston Easter Regatta

**partial inventory*



ILYA Action
Photo by Pat Dunsworth



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