

THE REPORTER

2006



"Driving down Lake Geneva at the ILYA Championship"
Photo by Pat Dunsworth



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2006 NCESA REPORTER

The Reporter 2006

National Class E Scow Association
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P.O. Box 3022
Madison, WI 53704

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Uncle Karl	

Dierk Polzin Retires

Dierk Polzin, NCESA Class Secretary and web site guru has decided to step down from his position at the end of 2006. Dierk has done an outstanding job in running our Association and has been instrumental in bringing the NCESA to the forefront of technology with the creation of our great web site. A great big 'Thank You' goes out to Dierk for all of the work he has done for us and we hope to see him on the water soon.

Table Of Contents

NCESA National Directors Meeting	2
Commodore's Report	4
Sarasota One Design Midwinters.....	7
Easter E Regatta.....	8
Hopatcong Ice Breaker.....	13
Geneva Spring E Regatta	15
Wawasee E Open Regatta	19
NYS Championships	22
ILYA Invitational	26
Western Michigan Invitational	38
Western Michigan Championships.....	40
Eastern Championships	43
ILYA Championships.....	45
NCESA National Championships.....	49
FLACE	57
Blue Chip	60
Carlyle Silver Cup	63
2006 Highlights	29-36

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The Reporter The Reporter is published annually by the National Class E Scow Association, P.O. Box 3022, Madison, WI 53704.

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NCESA ANNUAL DIRECTORS MEETING 2006

The following is a summary of issues, determinations and information of interest to the Membership derived from the annual Directors meeting that took place in Chicago on November 4, 2006. At least once a year the Board meets each November. The Board consists of representatives from each region (12 Directors and 4 Officers). The attendees pay for their own transportation and lodging. Attending were: Officers (Burton, Turner, Saunders & Polzin), Directors (Porter, McNeil, Price, Moorman, Demand, Wyman, Ryon, Schoor & Johnson). Also attending were: Kimball, Strothman, Call, Colie, Beers, Everhart, O'Keefe & Maher).

FINANCES

- The current bank accounts are healthy and just higher than last year. The Association had a total net income of \$7,425.75 in the 2006 fiscal year (November – October) and a net worth of \$63,735.29, up from the previous year. There was solid membership revenue due largely to significant participation in the National Regatta and expenses were somewhat higher because the trophies were cleaned up and boxes were made to house the trophies. Comments were made about the positive financial health of the class and how best to invest wisely, as well as the expectation that expenses going forward may be higher due to hiring a new Executive Secretary.

REGIONAL REPORTS

- ECESA: Championship at Hopatcong was well attended with mid-30's boat participation. New York State Championships were also well attended and there is overall good health in this region although some concern with Keuka fleet activity. The levels of competition appear to be improving.
- MESA: Has steady involvement from Wawasee on weekend races, Carlyle is growing, Wawasee has decided to join the WMYA so there is some question as to the future of the MESA.
- ILYA: Has strong local fleets and numbers are steady from 2005, numbers at championship events were down due to the Nationals being held in the region at Minnetonka.
- WMYA: Has stable fleets in terms of numbers, two regional regattas had approximately 20 boats participating, asymmetrical sails were discussed at fall meeting and 12-15 boats expressed an interest in converting if the NCEA supported participation of asymmetrical boats.

REGATTA

- Minnetonka Nationals was among the most successful regattas in the history of the class with participation from 92 teams. Very well organized, promoted and supported by all. The only issue discussed was the number of fouls on the race course due to the large fleet, with no exonerations.
- Charleston is ready to host the 2007 Nationals, to be held June 21-24. Will Martin is the Regatta Chair and Tommy Harken the PRO. There will be a casual dinner Friday and more formal dinner Saturday evening, with racing to begin at 11:00 a.m. but flexibility afforded to the PRO in terms of races.
- The 2008 Nationals, the class 50th Anniversary, will be held at Chautauqua Lake YC, in Lakewood, New York. They hosted our first nationals in 1959. These will be held the third week in June due to weather and wind conditions.
- The 2009 National event location is TBD and we have bids from Little Egg, NJ for 2010, and a 2012 bid from Hopatcong.

PUBLICATIONS

- The Reporter is coming along well with photos and articles.
- Secretary Polzin is designing a new website, which will be a mixture of the perceived best portions of 8-10 other sailing websites.
- Thought is being given to publishing a formal 50th Anniversary coffee table style book, but work on gathering articles and photographs must begin promptly. Pete Price and Henry Colie are willing to assist with these efforts.

NCESA ANNUAL DIRECTORS MEETING 2006

MEMBERSHIP

- 318 Regular (up 55), 328 Associate (up 104). Total of 646 (up 159) is up from 2005, possibly due to large increases in the National regatta participation.
- MESA and WMYA numbers were down slightly (down 19) and ILYA numbers were up significantly (up 170) again due largely to the ILYA hosting the National regatta.
- No progress in expanding the number of regattas that require NCESA membership for their skippers and thought that ILYA would not acquiesce on the issue. Attendees were encouraged to think of ways to increase the benefits of NCESA membership, and it was suggested that we develop a national rankings system as many other classes do.
- Discussion regarding whether the number of Directors should correlate with the number of paid members, but the Constitution calls for directors to correlate by the number of boats rather than number of NCESA members. Commodore Burton requested that Vice Commodore Turner select a committee to discuss the issue and make a recommendation at next year's Board meeting on representation.

RULES

- Discussed the possibility of a wire versus Kevlar forestay and Board re-affirmed we are sticking with the forestay as is.
- No change was made on the issue of whether to allow a headfoil with a tunnel to attach the jib for asymmetrical boats.
- Motion made to ask the Rules Committee to consider language which would allow the newer model foiled rudders to be placed on the older model rudder posts. Motion passed without dissent.
- A motion was made requesting that the class include the participation of asymmetrical E Scows in a way that does not adversely and unreasonably affect the race course competition for the sanctioned fleet. After considerable discussion, the motion was approved unanimously. The specifics of how participation from asymmetrical boats will work on the race course will be left to the discretion of each region. For the Charleston Nationals the plan is to have two separate starts (sanctioned boats first), with a separate leeward pin for the asymmetrical boats that will ensure they stay behind the sanctioned fleet. There will be separate "keeper" trophies but not perpetual trophies for the asymmetrical fleet.
- Henry Colie brought forward a proposed experiment for an asymmetrical boat with a second set of spreaders for the mast, but was asked to follow protocol by bringing his experiment first to the Rules Committee.
- A proposal was considered as to whether we should change our rulebook to conform to the U.S. Sailing rule which makes the penalty for a foul.
- Discussion regarding whether to have Gold and Silver fleets was had, with the decision to keep things as they are for now and consider the issue should we again get significant participation at a regatta.

OTHER BUSINESS

- Approval was given to pursuing the purchase of a digital file of the E Scow hull shape from Melges Boat Works.
- Considerable discussion was had about the departure of our Executive Secretary, Dierk Polzin. Dierk gave an account of his many duties as well as the time commitment required for each. Several commented on Dierk's positive contributions to our class over the years. It was decided that a job description should be put together and the job posted as being available, as well as sent specifically to several people who have already expressed an interest in the job. We are also open to soliciting proposals from people interested in the job, and it was decided that the class should not necessarily be pre-disposed to sending these important functions to an outside agency.

COMMODORE'S REPORT

Our Commodore in action at Charleston.
Photo by Andy Burdick



by Tom Burton (M-9)

A look back at 2006

Asymmetrical Sails

The year started out with the asymmetrical ballot question. While a majority of votes cast were in favor of an asymmetrical sail scantling change, 58% for vs. 42% opposed, the motion failed because it failed to receive a two-thirds majority vote required in the NCESA By-Laws. Proponents of the asymmetrical sail then petitioned the Board of Directors in mid summer to be allowed to race with the sanctioned fleet at the 2006 National Regatta but be scored separately. A majority of the BOD opposed (9 opposed vs. 5 for) permitting asymmetrical sails at the 2006 Nationals but I agreed to place the matter on the Annual Meeting Agenda during the E Nationals at Minnetonka. The vast majority of the attendees at the Annual Meeting spoke in support of permitting asymmetrical to race at the E Nationals. Ultimately a poll was taken at the Annual Meeting as to whether the NCESA should accommodate asymmetrical sails at the National Regatta. 43 votes favored accommodation while only 3 votes opposed.

At the fall BOD meeting in Chicago, after much discussion, the BOD voted 11-0 to include the asymmetrical boats (provided a minimum of 5 asymmetrical boats pre-register) in a way that does not adversely and unreasonably affect the race course competition for the sanctioned fleet. Therefore, asymmetrical boats will be included in the 2007 National Championship Regatta at Charleston, SC. Given the size of the race area at Charleston, it was believed the best way to accommodate the asymmetrical fleet was to start it 5 minutes after the sanctioned fleet and adding a separate leeward mark 100 yards below the sanctioned fleets leeward gate.

National Championship Regatta

The 2006 E National Championships had 92 boats, the largest regatta in our 48 year history. Much of the credit for the large turnout goes to the regatta co-chairs, Pat & Chris Hughes, who tirelessly promoted the regatta. Chris, who recently stepped down from the NCESA Board of Directors, was awarded the WOMEN'S CORINTHIAN TROPHY. This prize is awarded to the woman present at the National Regatta who possesses exemplary knowledge and demonstrates technical skill both on and off the water, and is an active member of the team. Chris is the spinnaker person on M-2 and embodies sportsmanship by promoting and supporting the sport and women in sailing.

Blake Middleton and the race management team did an outstanding job getting off six quality races. While Blake told the fleet at the skippers meeting that he was proud of never having to use the Black Flag, it became apparent that the Black Flag, now known as the "Blake Flag", was needed to keep the fleet behind the nearly 1 mile starting line.

Congratulations to Brian Porter and his rock star crew David Navin and Charlie Harrett for winning an impressive third E Scow National Championship in a row.

Dierk Polzin retires as Secretary/Treasurer.

Dierk Polzin has been the Secretary/Treasurer for the NCESA for the past five years. Dierk developed and maintained the class website for 10 years and launched the Digital Reaches Newsletter that provides NCESA members with timely information. He has worked tirelessly for all of us and it is going to be difficult to find a replacement. I in particular appreciate the enormous assistance he provided to me so I could carry out my responsibilities as Commodore.

2007

Carolina Yacht Club to host E National Championships June 21-24th

Anyone that has traveled to the Carolina Yacht Club in Charleston, SC for the Easter Regatta has experienced great racing and superb southern hospitality. The June 21-24, 2007 Nationals marks the first time in the NCESA's 49 year history that the Class has not held the National Championships on the weekend following Labor Day. The June 21-24th weekend was selected for three primary reasons:

1. The NCESA Board did not want to schedule the Championship regatta during the hurricane season.
2. Several years ago a majority of the regular members polled supported trying a summer time regatta to encourage greater high school and college age participation. This age group represents our future E Boat sailors.
3. The June weekend chosen by the Carolina Yacht Club will have the least tidal impact on racing and winds are generally breezy in Charleston through June.

Will Martin is the Regatta Chair and Tommy Harken the PRO. There will be a casual dinner Friday and more formal dinner Saturday evening, with racing to begin at 11:00 a.m. but flexibility afforded to the PRO in terms of races.

Best wishes to all of you in 2007. I hope all of you will make a special effort to attend the National Championship in Charleston as well as your regional regattas.

Steve Schalk melts away the ice in the beautiful southern waters of Charleston.
Photo by Andy Burdick



2006 SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 24-26, 2006

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1st	Jim Barr	SF-4	1	5\DNS	5\DNS	2	1	1	10
2nd	Bruce Hilton	SF-400	2	5\DNS	5\DNS	1	2	2	12
3rd	Dwight Herdrite	SF-17	5\DNS	1	1	5\DNS	4	4	15
4th	Kevin Watrous	TO-181	17	3	5\DNS	5\DNS	3	3	17



Crayton Walters and Mark Jordan busting out to weather.
Photo by Andy Burdick

EASTER E REGATTA

Carolina Yacht Club

April 14th – 15th, 2006

By Crayton Walters & Andy Burdick

The Easter Regatta was held in beautiful southern hemisphere weather. 24 boats from the E Scow world made it for the holiday weekend to enjoy 80 degree weather and plenty of wind. Friday was a typical Charleston Harbor weather pattern with a light morning wind to freshen up in the afternoon with a nice 15 knot sea breeze.

One who made the trek was Tom Burton (M-9) from Minnetonka. This was his first visit to Charleston and he really liked the surroundings. Great facility, great club and beautiful sailing! Burton led the majority of the first race today but was edged out by Dick Wight (MA-10) and Lon Schoor (H-7) at the finish. Conditions were light with a fair amount of current.

The RC waited to start race 2 which was a great decision as the sea breeze kicked in for races 2, 3. Epic E Scow conditions greeted the fleet; 12 knots and some chop made the next two heats exciting. Ken Wruk (I-71) from Lake Geneva had a battle with Burton in race 2 and sailed his best race ever holding off the E Scow legend and winning this race in style. Wruk un-wrapped a brand new Melges E for this regatta! That's out of the box fast! He and his crew worked hard to fend off great competition.

Race 3 saw some exciting maneuvers at the top mark. Wruk was in the hunt again as was Robbie Wilkins (SC-27) from Charleston. When the two converged at the top mark the second time, Wruk hooked the mark and Wilkins was forced to port allowing Gary Knapp (M-13) to sneak in and take the lead. Knapp wrapped it up and went on to take race 3.



The fleet fights the current as they drive to the start.
Photo by Andy Burdick

EASTER E REGATTA



Ken Wruk drives to the winward mark.
Photo by Andy Burdick



Great form in driving downwind.
Photo by Andy Burdick

After three races the Carolina Yacht Club greeted the fleet with ice cold beer! The party featured a great dinner and band. Time to rock! Friday night's banquet was well attended. The bar ran on forever while the Dixieland Jazz band had everyone in the mood. Most went on to enjoy downtown Charleston after filling up on as much libation and food as racing will allow.

Saturday saw a weather change that changed the face of the regatta. It was a steady 20-25 knots of wind along with a nice 2 knot ebb tide current. Tom Burton quickly won the first race as if he had sailed in Charleston all of his life. Gary Knapp was close behind. This left one last race with Burton leading by one point. The wind remained steady at 20+ and Knapp found the way to get in front and

stay. Burton settled for a 4th which just gave Gary the win. Dick Wight was there all weekend and Robbie Wilkins made a great comeback with speed and confidence in the boat. Ken Wruk showed great speed after making his second trip to Charleston in as many years.

We see lots of familiar faces every year for this regatta and are surprised by new ones as well. As the venue for the 2007 nationals, The Carolina Yacht Club is anticipating a big turnout for Easter next year. Lots will happen before then as Will Martin and Crayton Walters start making the grand plans for a Nationals that will be remembered by many.



Team Schoor enjoying the southern hospitality.
Photo by Andy Burdick

EASTER E RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Gary Knapp	MA-13	4	4	1	2	1	12
2	Tom Burton	M-9	3	2	4	1	4	14
3	Richard Wight	MA-10	1	3	8	5	3	20
4	Ken Wruk	I-71	5	1	7	4	5	22
5	Robbie Wilkins	SC-27	8	10	2	3	2	25
6	Crayton Walters	SC-3	6	5	3	8	DNF	47
7	Craig Bradley	HO-13	10	12	14	7	7	50
8	Lon Schoor	H-7	2	6	9	9	DNF	51
9	Bill Nolden	LA-11	9	OCS	11	11	6	62
10	Douglas Love	BH-10	12	15	17	14	9	67
11	Charles Johnson	HO-40	18	14	16	12	8	67
12	Bill Misenheimer	WA-12	17	7	13	6	DNF	68
13	Peter Wright	MA-6	7	14	5	DNF	DNF	76
14	Steve Schalk	I-564	14	9	10	DNF	DNF	83
15	Peter Durst	SC-31	19	17	12	10	DNF	83
16	Will Hanckel	A-199	16	11	6	DNF	DNF	83
17	Chris Creighton	CH-1	DNF	16	15	13	DNF	94
18	Mark Jordan	SC-1	13	8	DNF	DNF	DNF	96
19	Dan Pirrin	BH-2	20	18	DNF	16	DNF	104
20	Jack Zimmerschied	M-26	15	DNF	DNF	15	DNF	105
21	Nicholas Ellyn	KU-18	21	20	DNF	17	DNF	108
22	Walter Pause	SC-11	11	DNF	DNF	DNF	DNF	111
23	Preston Haglin	S-80	DNF	19	18	DNF	DNF	112
24	Dick Turner	CH-5	DNF	DNF	DNF	18	DNF	118

THE WINNING MA-13 TEAM AT CHARLESTON

Gary Knapp was making a guest appearance. The last time he was on an E Scow was 1989 when he was the Blue Chip mystery guest. There he finished a close second to Peter Fortenbaugh. He has not been doing much racing lately but his background includes Olympic campaigns in Soling's in 1976, 470's in 1980, FD's in 1984, and Tornado's in 1988. He was a member of the 1984 & 1988 US Olympic teams. His latest racing has been as tactician on the Farr 40 Infinity. He says he will be back next year to defend his title.

The crew on MA-13 Lemar was Scott Carlson - Jib, Henry Colie - Boards, Barbara Colie - Chute, and Gary Knapp as skipper.



The view aboard Team Black Point.
Photo by Andy Burdick

GARY KNAPP's COMMENTS

Who is he? I live on Long Island in New York with my wife Marie and our 9 year old daughter KB. I recently hit the 50 mark and work managing a private beach club that has sailing, tennis and swimming for its members.

Where does he sail now? I frostbite lasers on occasion in Oyster Bay, NY and occasionally hitch a ride on a J120 or Farr 40. My sailing is limited as I work weekends May thru October at this point.

Will he be back? I will sail with Henry, Barbara and Scott Carlson anytime I can.

How did he like the E Scow? More than in 1989 at the Blue Chip, my first experience. New rudders are a big plus. Sailing with the team in Charleston was wonderful as they had all sailed together for many years and it showed. Henry has a great knack for setting up and sailing the E, Barbara was fantastic on the kite and Scott has been well trained by Henry's dad Runny on the jib. The boat is fantastic with a lot of gears and an opportunity to make big gains offwind. I would love to have an E where I work because I think it would be great fun in most of the conditions we get. It was fantastic to get back in the E and see some old friends and make some new ones. E people are some of the nicest people on the planet.

Lake Hopatcong Yacht Club

May 20th – 21st, 2006

By Bruce Feakins

The Spring Regatta at Lake Hopatcong is one we will remember for quite a while. We started our first race with winds out of the west /southwest at 17 to 19mph with gusts to 25. That sounds like a great day of sailing; the problem was that the gusts were downdrafts at 30-40 degree angles. Of the nine boats that started the day all but one washed their sails, many of them more than once. Our one non-swimmer, Dave Magno ended up breaking a traveler block in the third race.

We had a common site in the first race of Dave Magno (LA-99) getting off to a good start and leading much of the race, and of course, winning. Will Demand (SS-1) enjoyed his “new” boat and was sailing with Dave until he and his crew took a swim. He recovered well to take second. Rick Turner (CH-6) had a strong race with a good start and took third. Eric Rochelle (HO-31) was sailing with the leaders all race and finished fourth. In all, four boats went over at least once in this race, two going turtle. It was hard to keep track of boat positions during the race as we were all so busy with boats in distress.

Eric Rochelle had a great start in the second race and led much of the early stages. Eric found a light spot near the east shore after rounding the weather mark first. Will Demand jibed at the weather mark and stayed more to the middle of the lake. Rick Turner recovered from a flip right after the start and stayed towards the middle downwind as well. Will finished 1st, Eric 2nd, Rick 3rd and Dave Magno stayed close to take a 4th.

Our third race saw some tight racing early but Rick and Will opened a gap on the field. Eric had a solid hold on third until he went over nearly hitting the finishing boat. Greg Skinner (HO-32) was at the helm of Tom Wiss’ boat and was charging for position. Eric and his crew did a great job getting up to hold position with Rick taking 1st, Will 2nd, Eric 3rd and Greg 4th. Will Demand had an issue with his side stay lifting and separating the deck at the side rail. Unfortunately Will was done sailing for the weekend but led to some great fun for Will and his crew Bill Warner on Saturday night.

There were two other fleets racing this weekend with a total of 30 boats on the water. It was great to have club members out in their boats watching the racing. They were called into service often to help with the carnage. We all returned to the club for some much deserved libations and tales of early season swimming. Thank god for a mild winter as the water temperature was a balmy 60 degrees.

The second race Sunday started with the fleet getting off the line very close together. There was a great tacking dual with Tom Wiss, Dave Magno and Rick Turner. When Dave tacked away from Tom to cover Rick, it gave Tom an opening and he was able to pull away with the lead. Tom took his second bullet of the day with Dave finishing 2nd and Rick 3rd. Once again Eric Rochelle was sailing with the lead group to finish 4th.



Photo by Pat Dunsworth



We had a great weekend with three fleets hosting regattas. After a frantic day on Saturday there was some exciting sailing and tight racing on Sunday. The fleet finished close with the first four boats separated by seven points, second and third decided by one point. Rick Turner was in the top three each race to take home the victory. Greg Skinner did a great job keeping HO-32 in the mix and Tom Wiss had the two bullets Sunday to take second in the regatta. Eric Rochelle was racing with the leaders, and leading at times, to take home third. Dave Magno sailed great at Hopatcong but his broken traveler in the 3rd race led to a DNF and a fourth place finish.

HOPATCONG ICE BREAKER RESULTS

Place	Sail #	— R A C E —					Total
		1	2	3	4	5	
1	CH-6	3	3	1	2	3	13
2	HO-32	5	5	4	1	1	16
3	HO-31	4	2	3	4	4	17
4	LA-99	1	4	DNF	3	2	20
5	SS-1	2	1	2	DNS	DNS	25
6	HO-50	DNF	6	DNS	6	5	37
7	HO-11	6	7	5	DNS	DNS	38
8	HO-13	DNF	DNS	DNS	5	6	41
9	US-3	DNF	DNS	DNS	7	DNF	47

Lake Geneva Yacht Club

May 20th -21st, 2006

By Lon Schoor

Everyone comes to the regatta with some expectations of doing well. Winning isn't on everyone's list, although we secretly wish it would happen just once. Most of us are realistic and would be excited to finish with an award or just a great finish or two. After we got home from the Geneva Spring regatta and were putting the boat on the rail system for our upcoming summer racing series, a crew member said, "It doesn't feel like we won." It had only been 2-3 hours since we received the trophy but I understood what they meant right away. The fun and excitement is really in the racing not the winning. That's why we keep coming to so many E Scow regattas year in and year out. Leading going into the last day of racing – it's natural to have a thought (as a crew member did) that maybe we will be lucky, the weather will turn bad, the races cancelled, and we can win a regatta.

You can't blame them but with more experience, they will understand that you should never wish away a regatta race. After all this is what it's all about. My crew for this regatta was Heidi Rosenbaum in the middle, Miles Clark on the jib, and Laura Anderson as the fourth. It was my second regatta with Heidi and Miles (earlier we went to the Charleston Easter Regatta) and my first with Laura. I felt fortunate to have them racing with me. For those curious, our crew weight was about 660 pounds, not enough sometimes and too much at other times.

Dierk asked me to write a regatta report and I am sorry to say I am one of those skippers that can't remember a thing about most of the races. I am talking about my own races let alone where someone else was or how they got there. I envy people who say things like PJ Friend (V-11) had a good start near the middle of the line and played the left side in the first race to catch the big left

"Does it get any better than this?"

Photo by Tammy Sawyer



"...Nope!"

Photo by Tammy Sawyer



shift to lead at the weather mark. Actually it probably happened like that. For a long while, after having a great windward end start and playing the right side, I thought I would round first but probably ended up somewhere between 3-6.

As many of you know I remodeled my 1996 Melges boat to be more like Melges new boats with the swept back spreaders, no back stays and the foil rudders. This is my fourth regatta sailing the boat and I am finally getting used to the tuning, steering and sheeting needed to keep the boat going fast. I love what Melges has done to the boats. They are a dream to race and their design and innovation will keep our class strong for a long time to come.

Back to the racing. The results show PJ went on to win the first race and the second one as well. That was quite an achievement considering some of the major wind shifts that occurred during the races. In the second race I had a poor leeward end start but there was a major left shift early that kept me somewhat near the leaders at the first mark. I stayed mostly left that day in winds from the 270 direction. Many times I thought I was a goner only to have a good shaft of wind come down just in time to keep me near the leaders. I was being pretty patient for the wind and I could feel my crew getting anxious at times, but we had terrific boat speed and that kept us in play even when I was making poor decisions.

The second day of racing was a tear your hair out kind of day. Not because we were leading going in, but that the wind was so switchy and puffy from the north that big groups of boats were changing positions throughout the race. I never saw them on the second day but Aaron Roth (I-0) with a 2, 2 and Rob Evans (M-1) with a 3, 4 must have been psychic to achieve those finishes. To give an example of what it was like for the rest of us, Ken Wruk (I-71) had said he was last at the first weather mark but managed to finish the race in 14th. If it was anything like my races he was probably in the top 10 at one point as well. I was up and down both races but was lucky enough to be up near the finish.



Jim Gluek rides up and over a crest.
Photo by Tammy Sawyer



I was surprised that we actually increased our regatta lead in the first race of the second day. On our first leg it looked pretty dismal by the time we reached the weather mark. It is at a time like this that a skipper needs the crew to work extra hard and fight through each little defeat to create the big break needed to pass a large group of boats. In that first race on the second day, we hooked onto a long port lift up the center of the course and had speed to burn that got us back into the race. I saw Toby Sutherland (GL-7) out front once and see from the results that he did win the fourth race. I should mention that I should have been covering PJ Friend, Pete Strothman (M-10) and Ken Wruk, but that is hard to do when you have a poor start and end up following most the pack to the first weather mark. After the second upwind, we worked our way back into the race. We were aware where PJ, Pete and Ken were, but frankly the wind shifts and puffs were our main focus. We still had to have a reasonably decent finish going into the last race, as Rob Evans was having a good race and you know he is going to come on strong.

The last race was a repeat of the fourth with switchy, puffy conditions and lots of lead changes. We had our ups and downs and had won and lost the regatta at least a half dozen times. It wasn't until the last leg that we hooked into some stronger wind on the right, started to make significant gains and managed to finish 8th. What got me most excited and what will be memorable about the regatta is that we had great boat speed and super team work. This allowed us to have consistent finishes even if I wasn't making the brilliant decisions needed to win races.

Congratulations to the race winners: Peter Friend, Pete Strothman, Toby Sutherland, Jim Gluek (X-751) and their crews.

You can't come away from a regatta at Lake Geneva and not envy the facilities they have to offer and the wonderful people that put so much time into making their events outstanding. Mary Jane and Steve Schalk organized another great regatta and I am looking forward to attending the ILYA Championships there in August.

GENEVA SPRING E RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Lon Schoor	H-7	3	4	4	6	8	25.0
2	Rob Evans	M-1	14	5	8	3	4	34.0
3	Ken Wruk	I-71	4	7	5	14	6	36.0
4	Peter Friend	V-11	1	1	13	17	5	37.0
5	Aaron Roth	I-0	11	11	12	2	2	38.0
6	Toby Sutherland	GL-7	8	8	11	1	15	43.0
7	Mike Darrow	V-39	13	9	9	13	3	47.0
8	Richard Wight	MA-10	12	6	15	5	9	47.0
9	Casey Call	WA-99	7	2	10	15	14	48.0
10	Pete Strothman	M-10	2	12	1	16	20	51.0
11	Jim Gluek	X-751	21	3	24	10	1	59.0
12	Jason Sutherland	GL-31	10	13	27	11	7	68.0
13	Bill Walter	CR-100	15	14	19	12	10	70.0
14	Tobin Tornehl	V-111	5	23	21	8	16	73.0
15	Pete Wall	I-4	20	10	7	21	22	80.0
16	Scott Ripkey	I-101	18	28	16	7	13	82.0
17	Frank Davenport	I-333	23	24	3	22	11	83.0
18	David Irmscher	WA-21	24	20	20	9	12	85.0
19	Michael Gannon	I-22	19	29	2	19	19	88.0
20	Mark Jordan	SC-1	16	16	6	28	23	89.0
21	Will Morton	SC-14	26	18	23	4	25	96.0
22	Doug Mill	V-80	6	19	14	DNC	DNC	107.0
23	Kim Buttram	V-89	17	15	17	DNC	DNC	117.0
24	John Simms	I-818	32	21	22	26	17	118.0
25	Peter Wright	MA-6	28	26	18	24	24	120.0
26	Jeff Seeboth	V-49	25	27	28	20	21	121.0
27	Todd Tiefenthaler	H-33	22	25	25	27	27	126.0
28	Dave Banstra	WH-10	9	17	DNF	DNF	DNC	128.0
29	Justin Segersten	H-38	27	22	31	25	26	131.0
30	Rick Lemberg	WA-200	30	30	26	29	18	133.0
31	Brent Harris	WA-17	31	31	30	18	28	138.0
32	Bruce Heverly	HO-51	29	32	29	23	DNF	147.0
33	Peter Slocum	M-15	DNC	DNC	DNC	DNC	DNC	170.0

WAWASEE E OPEN REGATTA

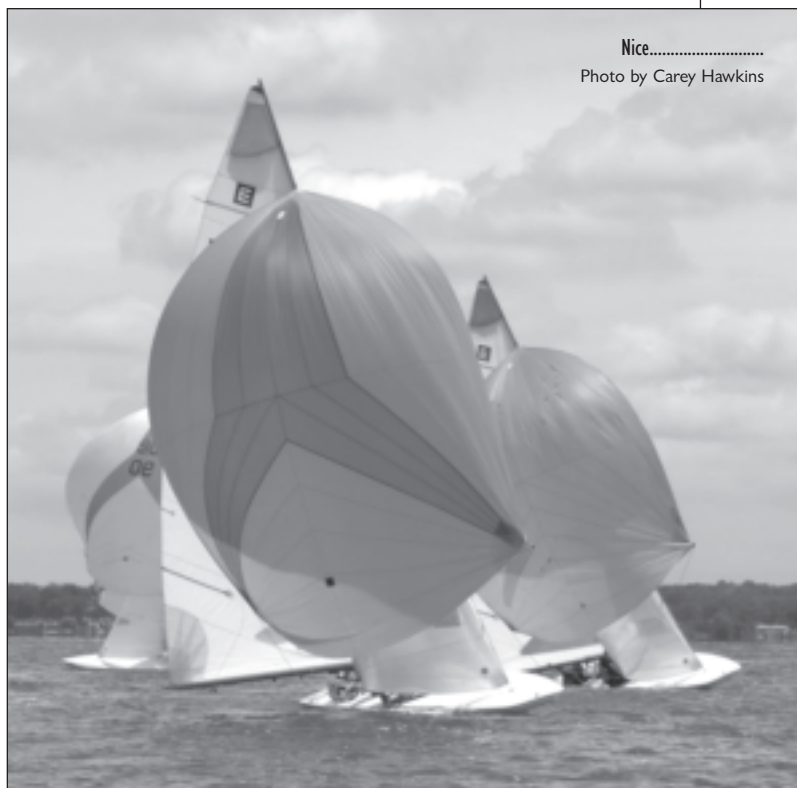
Pete Price scoots ahead of Casey Call.

Photo by Carey Hawkins



Nice.....

Photo by Carey Hawkins



Wawasee Yacht Club

June 10th – 11th, 2006

Even with poor weather looming on the horizon, 21 boats descended on Lake Wawasee for the 23rd Annual Wawasee Yacht Club E Scow Open Regatta.

Sailors that arrived on Thursday and Friday afternoon found some great practice sailing weather in 75-degree sunshine with winds at 10-15 knots and minimal chop.

In typical Wawasee fashion, the beer was flowing for the registration party on Friday with a warm welcome of fantastic Beer Brats, music, and sailing camaraderie.

Unfortunately the weather forecast for Saturday's sailing held true. In the morning the skies were overcast, the air temperature was a cold 64 degrees, the wind was 8-12 kts. and it was raining. After the first race, the fleet went back to the WYC for some lunch, a few barley pops and to warm up around the fire.

Race #2 found the fleet in clearing skies with the wind holding at 10 knots at the start of a 5 legger. After an initial general recall, the next start had Pete Price (TO-12) rocketing towards the windward mark followed by Casey Call (WA-99) and Ken Wruk (I-71). The Black Point Team, headed by Ken, over took Casey and Pete by the leeward mark rounding with some fancy kite work by Tim Dorren. Ken's race #2 lead was short lived as Pete, Casey and Toby Sutherland (GL-7) fought for position at the 2nd windward rounding. Casey nudged out the TO-12 boat at the leeward mark and headed for the finish. At this time the sun was coming out and wind was going home. In variable light winds, Toby Sutherland came from 3rd place at the leeward rounding, to pass both Casey and Pete for a first place finish. Way to go Toby!

Race #3 was regarded by those who sailed her as "The race that should not have happened". The winds were light with scattered promising puffs. A shortened course seemed like it could support a 7-leg race. However, with a finishing time limit in the SI's, the



"Forget the guy, where did I put my beer?"

Photo by Carey Hawkins

race committee was obligated to score nearly half the fleet with DNFs. Those with the skill and luck of Rob Terry (CR-66), Ken Wruk and Toby Sutherland to name a few, were able to take advantage of the 90-degree wind shift and reach back and forth between the marks to finish the race before the wind finally died and everyone was towed in to shore for the day.

Race #5 saw a battle between TO-12 and GL-7 for 1st and 2nd. With the winds becoming lighter and shiftier, there were a lot of place changes through the mark roundings. Consistently seen in the top 10 for most of the roundings was Indian Lake's own Pete Hagar helming the ID-1 boat. Good to see you back Pete!

When it was all said and done, Pete Price took the cannon smoke, with Toby in 2nd, followed by Casey Call and Paul Wickland (MU-22) in 3rd and 4th respectively.

After the points were tallied, Toby and Pete both ended up with 15 points with Toby taking first place with 2 bullets to Pete's 1. Ken Wruk took third place with 19 points. Hard to believe Ken has only been sailing E Scows for 4 seasons now. With a 4th at Charleston, and a 3rd at Geneva.



Bob Herdrich jibes just ahead of Dave Irmsher

Photo by Carey Hawkins

WAWASEE RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Toby Sutherland	GL-7	8	1	3	1	2	15
2	Pete Price	TO-12	2	2	4	6	1	15
3	Jim Wruk	I-71	4	4	2	4	5	19
4	Rob Terry	CR-66	1	5	1	5	9	21
5	Casey Call	WA-99	6	3	9	3	3	24
6	Jason Sutherland	GL-31	5	7	5	10	6	33
7	Paul Wickland	MU-22	7	12	6	7	4	36
8	Bob Herdrich	WA-47	3	11	22/DNF	2	7	45
9	Dave Irmischer	WA-21	22/DNS	6	8	8	8	52
10	JB Van Meter	WA-8	9	8	22/DNF	15	10	64
11	Peter Hagar	ID-1	13	13	22/DNF	9	11	68
12	Chris Herdrich	WA-2	22/DNS	9	7	16	15	69
13	Rick Lemberg	WA-200	12	10	22/DNF	12	13	69
14	Terry Moorman	WA-24	11	18	22/DNF	13	12	76
15	Mike Beasley	WA-49	10	19	22/DNF	14	17	82
16	Scott Hackleman	WA-17	16	17	22/DNF	11	19	85
17	John Call	WA-90	14	14	22/DNF	20	16	86
18	George Simpson	WA-9	15	16	22/DNF	18	18	89
19	Jim Barr	SF-3	22/DNS	20	22/DNF	17	14	95
20	Andy Allen	WA-51	17	21	22/DNF	19	20	99
21	Bill Meisenheimer	WA-12	22/DNS	15	22/DNF	22/DNS	22/DNS	103

NYS CHAMPIONSHIPS



"Hey dad, thanks for letting me borrow your main." or "What do you think, should we drive the race committee crazy today?"
Photo by Terry Polier

A.K.A. (E-Scow North Americans)

Chautauqua Lake Yacht Club

June 16th -17th, 2006

The first half of the New York State Championships was held at Chautauqua Lake Yacht Club, June 16-17 under bright blue skies and temps in the high 80's. Participants included boats from Keuka Lake, Chautauqua and one from Pigeon Lake, Ontario Canada making the event truly international. In honor of our Canadian visitors, the event was immediately renamed the North American Championships as the only event with competitors traveling from outside the US.

The first race saw light to medium shifty conditions that shuffled the fleet several times. Bob Cole (KU-9) read conditions the best and came from behind at the finish to edge Marc Turner (CH 4) and his brother Rick Turner (CH-6). George Welch, Jr. (KU-1) was fourth.

The second race saw Rick Turner lead the race from wire to wire while holding off a strong charge from Marc near the finish to end up second. KU-9 was third. Thus after the first two races the top three boats had the same point totals.

During the last race on Saturday, there was a shift to the right on the first beat. Dave Bargar (CH-51) benefited and rounded first with a big lead. He was followed by Peter Robinson (CH-7) and Ricky Turner (CH-36). Conditions continued to be shifty which caused a lot of mixing of the fleet throughout the race. Dave Bargar continued to lead at the last leeward mark and was followed by brothers Rick and Mark Turner. Sailing toward the

The ever improving Peter Robinson.
Photo by Terry Polier



finish they became consumed in a tacking duel. While Dave maintained a loose cover, the fourth place boat, Bob Cole, sailed off to the right and away from the leaders. KU-9 picked up another "right shift" to finish first. Dave Bargar finished second ahead of the duelers Rick Turner third and William Hudson (KU-12) who edged Marc Turner at the line for a fourth.

Sunday the wind filled in from the south, stronger and steadier than on Saturday. Rick Turner won the first race followed by George Welch, Jr. and Marc Turner. Bob Cole finished fourth. The last race was won by a strong showing by Mark Turner who sailed away from the fleet. Rick Turner was a distant second followed George Welch, Jr.

The event ended on Fathers' day with Pete Robinson sailing with his son Collin, Dave Bargar sailing with his two sons Will and Nate; Rick Turner sailing against his son Ricky, and the Grand Dad of them all, Dick Turner sailing with his grandson Alex and against his two sons Rick and Marc, and his grandsons Ricky Turner and crew Nick Columbare.

NYS CHAMPIONSHIPS – CHAUTAUQUA RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Rick Turner	CH-6	3	1	3	1	2	10
2	Marc Turner	CH -4	2	2	5	3	1	13
3	Bob Cole	KU-9	1	3	1	4	6	15
4	George Welch	KU -1	4	4	7	2	3	20
5	Dave Bargar	CH -51	5	5	2	8	5	25
6	Peter Robinson	CH-7	7	9	9	5	4	34
7	William Hudson	KU-12	6	10	4	7	9	36
8	Chris Creighton	CH-1	10	7	8	6	7	38
9	Dick Turner	CH-5	8	8	10	11	8	45
10	Ricky Turner	CH-36	9	11	6	10	10	46
11	Fritz Mattern	KU-5	11	6	11	9	11	48

NYS CHAMPIONSHIPS – KEUKA RESULTS

Place	Skipper	Sail #	— R A C E —			Total
			1	2	3	
1	Rick Turner	CH-6	2	1	3	6.00
2	George Welch, Jr.	KU-1	1	2	4	7.00
3	Marcus Turner	CH-4	4	3	1	8.00
4	Bob Cole	KU-9	5	4	2	11.00
5	Pete Robinson	CH-7	6	5	6	17.00
6	Bradley Turner	CH-36	3	6	9	18.00
7	William Hudson	KU-12	8	7	8	23.00
8	Steve Andersen	KU-18	9	DNF	5	25.00
9	Dick Turner	CH-5	10	8	7	25.00
10	Dave Stenger	KU-21	7	9	DNS	27.00
11	Chris Creighton	CH-1	DNC	DNC	DNC	33.00
12	Dave Bargar	CH-51	DNC	DNC	DNC	33.00
13	Fritz Mattern	KU-5	DNC	DNC	DNC	33.00

ILYA INVITATIONAL

Oshkosh Yacht Club

July 14th – 16th, 2006

By Dierk Polzin

Augie Barkow (V-37) won the ILYA Invitational held on a steamy Lake Winnebago. He finished with score of 1-6-3-3-1 and a total of 14 points. Second was Peter Friend (V-11) of Pewaukee with 21 points and third was Tom Burton (M-9) of Lake Minnetonka. Most surprising was the low turnout of just 17 boats.

The reports we received indicated that the first day the winds were to be quite unstable but as the weekend went on the wind filled and by the last day they had gusts over 20.

We asked Augie to tell us what his reactions:

Congratulations on winning, can we do a quick four question interview?

Thanks Dierk - we had a blast and the Oshkosh YC did a great job all weekend.

What factors helped you to win the ILYA Invitational at Oshkosh?

Crew work was a great asset to our victory. With such varying conditions, it was a great help to us that we could do any maneuver at anytime, and our course management helped too. Not getting out to a side and staying with the fleet while picking off boats when we could. Sailing very conservatively paid off. I have been sailing a lot this year, C's and E's with the same two



Gliding down the big lake.
Photo by R.J. Bangs



Tom Burton way out ahead at the start.
Photo by R.J. Bangs

guys, Mike Finn and Jeff Niedziela - so the comfort factor is high and our approach to every race is very similar. Conservative, sail the lifts, stay in the hunt and let others fall behind.

How were you going so fast?

We have had really good boat speed all year with our new Quantum sails. The new jib and main really set up well. We rarely fall into people and our speed was great. Our boat set up was very simple - medium stay tension, mast rake 33'10.5" with no mast sag. Just like always.

What did you learn?

Our downwind was not stellar. We learned a few things about light air downwind sailing, but most importantly we learned how to keep the bow out of the waves on the downwind legs and really sail the boat hot and ride the waves.

Where can you improve more your sailing?

You can always improve your sailing, but right now I would say our downwinds could use the most attention.



ILYA Invite winner Augie Barkow with crew Mike Finn and Jeff Niedziela..
Photo by Tammy Sawyer



ILYA INVITATIONAL REGATTA RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Augie Barkow	V-37	1	6	3	3	1	14
2	Peter Friend	V-11	3	4	8	2	4	21
3	Tom Burton	M-9	12	1	1	6	2	22
4	Lon Schoor	H-7	5	3	2	4	8	22
5	David Chute	M-53	4	7	4	5	5	25
6	Jeff Solum	M-12	2	5	9	9	3	2
7	Ken Wruk	I-71	6	2	7	1	18\BFD	34
8	Tom Meyer	M-2	13	8	6	10	6	43
9	Todd Tietenthaler	H-33	8	12	10	11	7	48
10	Jon Schloesser	J-80	7	13	5	8	18\DNF	51
11	Larry Hirschberg	J-151	9	17	13	7	10	56
12	Bob Cummins	J-2	10	16	12	12	13	63
13	Tobin Torhehl	V-111	11	14	11	13	14	63
14	Justin Segersten	H-38	15	11	16	16	9	67
15	Bill Wyman	J-5	16	9	15	15	12	67
16	Jack Schloesser	J-12	14	15	14	14	11	68
17	Patrick Heaney	J-13	17	10	17	18\DNF	15	77

GENEVA SPRING E

Photo by Tammy Sawyer



GENEVA SPRING E

Mark Jordan enjoying the northern hospitality.

Photo by Tammy Sawyer



WMYA INVITATIONAL

Hmmmmmmmmmm.

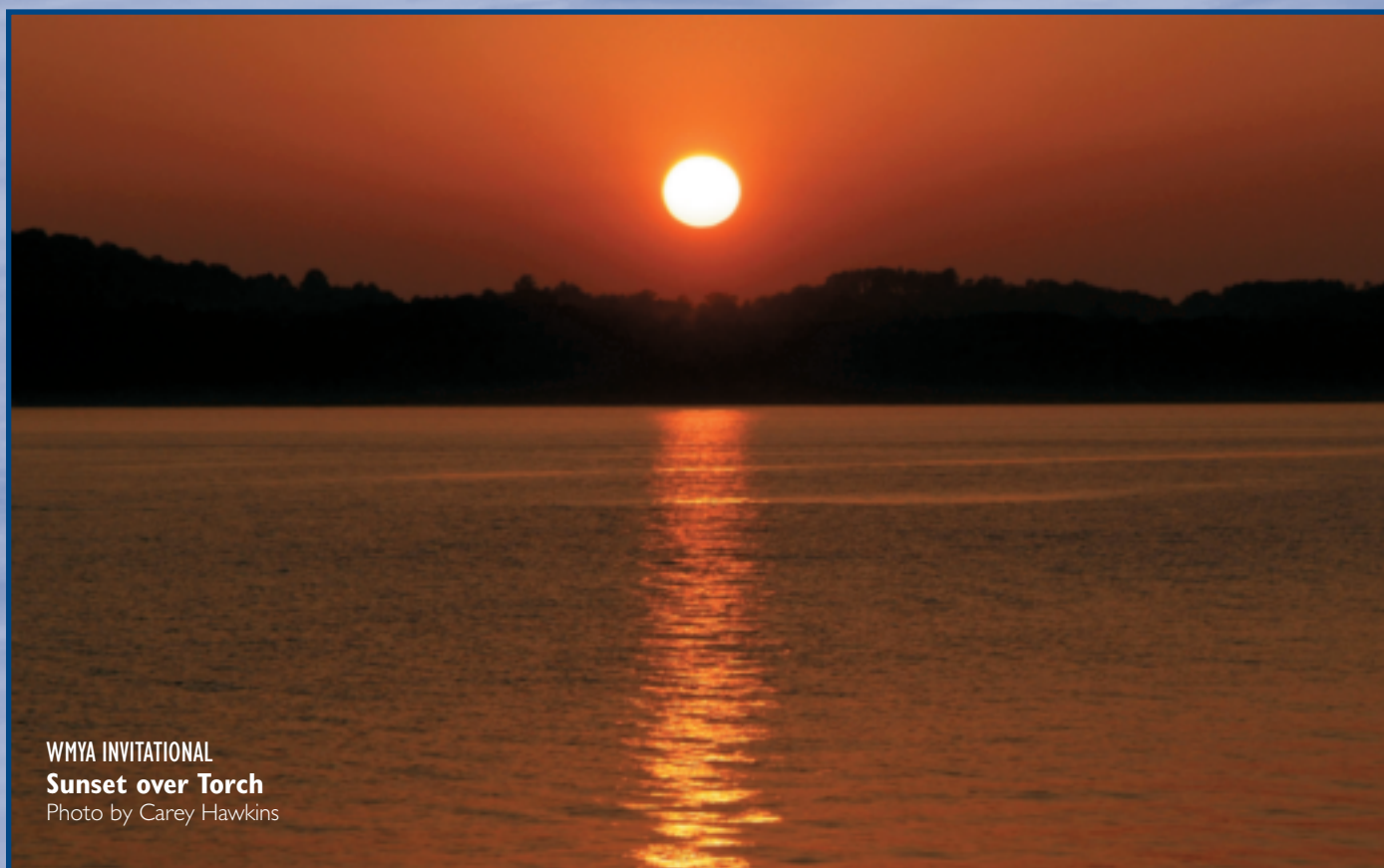
Photo by Carey Hawkins

WAWASEE
"Hi Mom!"

Photo by Carey Hawkins



WAWASEE
Photo by Carey Hawkins



WMYA INVITATIONAL
Sunset over Torch
Photo by Carey Hawkins

ILYA CHAMPIONSHIP
Way out in front.
Photo by Pat Dunsworth



ILYA CHAMPIONSHIP
The fleet drives down to the leeward mark.
Photo by Pat Dunsworth



ILYA CHAMPIONSHIP
"Is this what we call a skimming dish?"
Photo by Pat Dunsworth



NATIONALS

A touch of Easter in September.

Photo by Pat Dunsworth



NATIONALS

Team Kobs at the ticklish point.

Photo by Tammy Sawyer



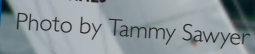
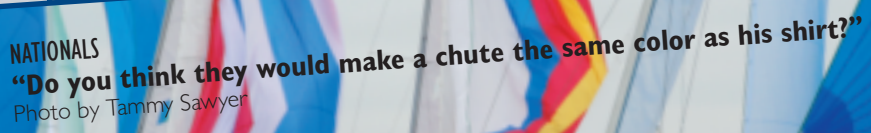
NATIONALS

What a fleet!

Photo by Pat Dunsworth



Photo by Pat Dunsworth



NATIONALS
Lake Minnetonka's Finest!
Photo by Tim Wilkes



NATIONALS
Rob Evans looks to be in great position.
Photo by Tim Wilkes



NATIONALS
There is no better place to be...than on an E!
Photo by Tammy Sawyer





BLUE CHIP
The downwind parade.
 Photo by Virginia Mills



BLUE CHIP
Ready, Set.....
 Photo by Virginia Mills



BLUE CHIP
Sally Barkow drives away Dave Magno.
 Photo by Virginia Mills

BLUE CHIP
Mark Beaton in the thick of it.
Photo by Virginia Mills



BLUE CHIP
Driving hard toward the windward mark.
Photo by Tammy Sawyer

BLUE CHIP
There is nothing better than great team work.
Photo by Tammy Sawyer

Flex Your Muscle!



Virginia Mills Photo

Quantum Flexed its muscles in 2006. Regatta wins by Augie Barkow, Toby Sutherland, Don Nelson and Gary Knapp along with top performances from Kevin Jewett, Sally Barkow, Mark Beaton and many more, made 2006 a great season. Headlined by the new Flex jib, Quantum looks to continue with more success in 2007. Check out the latest news from Quantum Sails at www.destinationonedesign.com. Listen to podcasts by top sailors including the 2006 ILYA Invite Champion, Augie Barkow, E-Nationals race winner and Olympic hopeful, Sally Barkow, other familiar scow names. Learn from the top sailors in the world.

2006 Results

Charleston Easter

1st Gary Knapp

Wauwasee E-Scow

1st Toby Sutherland

ILYA Invitational

1st Augie Barkow

2nd Peter Friend (partial)

Blue Chip

3rd Toby Sutherland

5th Kevin Jewett

National Championship

5th Kevin Jewett

9th Augie Barkow

Western Michigan Championship

1st Don Nelson

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WESTERN MICHIGAN INVITATIONAL



"Hold on tight kiddo's!"
Photo by Carey Hawkins



Peter Price takes a sharp left.
Photo by Carey Hawkins

WESTERN MICHIGAN INVITATIONAL

Torch Lake Yacht Club

July 15th – 16th, 2006

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	Casey Call	WA-99	1	8	4	2	1	2	10
2	Pete Price	TO-12	2	5	7	1	15	3	18
3	Doug McNeil	WH-111	12	2	6	4	3	9	24
4	Kevin Watrous	TO-181	17	6	3	3	5	7	24
5	Tom Monroe	WH-77	9	14	5	7	4	1	26
6	Tom Klaban	WH-11							28
7	Don Nelson	WH-12							33
8	Bill Walter	CR-100							33
9	Rob Terry	CR-66							37
10	Steve Johanson	TO-33							40
11	Glenn Hallet	TO-11							42
12	Neil Gerrity	TO-5							49
13	Bill Misenheimer	WA-12							52
14	Paul Wickland	MU-22							53
15	Peter Comfort	TO-111							72
16	Charlie Turk	TO-2							74
17	Denny Malone	TO-8							74
18	Brian McMurray	WH-88							76
19	Richard Halliday	CR-12							82
20	Verne Powell	TO-7							97

Kevin Watrous drives to leeward.
Photo by Carey Hawkins

WESTERN MICHIGAN CHAMPIONSHIPS

Muskegon Yacht Club

August 2nd – 6th, 2006

By Sam Rogers

Seventeen boats made their way to Muskegon, Michigan for the 77th Annual WMYA Regatta. Don Nelson (WH-12) dominated this year's E Scow portion of the WMYA. Pete Price (TO-12) sailed a consistent regatta to finish second and Tom Monroe (WH-77) captured third place.

Karl Lanka and Brian McMurray sail into threatening skies.
Photo by Ingrid Lindfors





Day 1 - All of the sailors showed up at the Muskegon Yacht Club and were greeted with steady 20-25 mph breezes that lasted the entire day. In the E fleet, the top five boats constantly changed position and with a freighter coming through on the last beat, a few boats got caught on the leeward side which made things interesting. After a tight battle for the lead the last lap around, Nelson edged out Munroe and Art Brereton (TO-111) to take the lead.

Day 2 - The same conditions were present for the start of the E Scow fleet which was frustrating for sailors who just got done with the Melges 17 race. Sighs of "here we go again" could most certainly be heard on most boats. Pete Price quickly jumped out to the lead on the first lap around the course. Using excellent boatspeed and solid tactics, Pete sailed well enough to keep the other boats at bay to take the race. Art Brereton took the lead for a small portion of the race after a tough start and finished third while Don Nelson finished 2nd. Tight racing is in store for Day 3.

Day 3 - Day three saw light to moderate breezes in the morning with nice medium to heavy breezes in the afternoon. Racing was tight in all of the classes but as the regatta progressed along, a few of the fleets were getting tighter in the standings while some are getting spread out. With one race remaining in each class and there being no throwout, anything can happen in the WMYA Championships. Congratulations to Don Nelson winning in spectacular fashion.

WESTERN MICHIGAN CHAMPIONSHIP RESULTS

Place	Skipper	Sail #	— R A C E —					Total
			1	2	3	4	5	
1	Don Nelson	WH-12	1	2	1	1	7	12
2	Pete Price	TO-12	7	1	5	4	1	18
3	Tom Munroe	WH-77	2	5	8	3	3	21
4	Brian McMurray	WH-88	5	7	2	2	6	22
5	Robert Terry	CR-66	4	6	4	8	2	24
6	Douglas McNeil	WH-111	8	4	7	5	4	28
7	D.J. Edgerle	SL-11	6	8	14	7	9	44
8	Keek Wickland	MU-22	11	9	11	12	5	48
9	Brien Fox	SL-8	9	13	6	10	11	49
10	Karl Lank	SL-27	10	12	9	13	8	52
11	Bill Veit	SL-73	13	10	13	9	13	58
12	Art Brereton	TO-111	3	3	18\DNS	18\DNS	18\DNS	60
13	Steve Johanson	TO-33	15	11	10	14	10	60
14	Tad/Jeff Welch/Baxter	SL-2	12	14	12	11	12	61
15	Art Brereton	TO-101	18\DNS	18\DNS	3	6	18\DNS	63
16	Dave Novak	1-12	18\DNS	18\DNS	15	15	14	80
17	Bill Knape	SL-18	14	15	18\DNS	18\DNS	18\DNS	83



"Whatis...poking...me?"
Photo by Ingrid Lindfors



Dickey Wight in action at the Nationals.
Photo by Tammy Sawyer

EASTERN CHAMPIONSHIPS

Lake Hopatcong Yacht Club

August 2nd – 4th, 2006

Not long after the Lake Hopatcong Yacht Club hosted its centennial regatta last June, the focus turned to the 2006 Eastern's to be held this year. The event was a year in the making and ended up to be a great! With a forecast for sweltering heat, local members had memories of past Eastern's at the lake with more waiting than sailing but that was not the case this year. Shortly after noon on Tuesday, August 1st, the boats started arriving at the club and now the concern turned away from weather to the growing concern for parking. In the end, 34 boats registered and all six races were complete before one o'clock on Friday.

Wednesday morning greeted the sailors with sweltering heat, but along with it came a breeze of 5-10 from the west. Anyone familiar with Hopatcong knows that this breeze is challenging to both the Race Committee as well as the sailors with the lake running more north and south. There was a flurry of activity around the club on Wednesday morning with some making last minute adjustments and others simply trying to stay cool. After a brief skippers meeting and lunch, the boats headed out to the course at noon.

The course was located crossing the main lake between Great Cove and the River Styx, with approximately 1 mile legs. Shortly after 12:30 the first race began with the entire fleet about a boat length off the line. The fleet immediately tacked to port to head into fresh breeze. Cliff Campbell (T-17) and Eric Rochelle (HO-31) went the furthest out on port and it paid off as they led around the windward mark. With some of the favorites mixed in the middle of the fleet and puffy conditions, it was a tough course to find a passing lane. Cliff Campbell was able to hold on for the win, followed by Rick Turner (CH-6) and Eric Rochelle, both sailing great races.

A second race immediately followed with the same challenging conditions. Using some of the lessons learned sailing in Boston harbor, Reed Johnson (LE-13) won the race handily, followed by Paul Magno (LA-88) and Bobby Koar (BH-22). With the winner of the first race being 75 years old and the winner of second race being 20, one thing was becoming clear, this regatta was nowhere from over and the consistent top ten finishers would most likely prevail. The boats returned to the club for some much needed hydration and refreshing spirits. The Wednesday night party did not disappoint. After the class meeting, competitors enjoyed a pig roast and reggae band, with drinks compliments of Wednesday night sponsor Hold Digger Films.

Thursday morning brought the same conditions as Wednesday, hot, humid and a west breeze. With some still licking their wounds from the party, the fleet left the dock with a 9:30 harbor gun in hopes of getting 3 races in. Again the course was nearly identical to the day before with the starting line shifted slightly out into the main lake. Soon the races were off and the fight to stay left began. Ultimately, Dave Magno (LA-99) was able to get the gun followed by Erik Johnson (LE-18) and Rich Ryon (LE-2). With the Second race to follow immediately, the boats made their way back to the starting line with a slightly building breeze. With one boat turning over on the starting line during the sequence, we all saw the results of the panel discussion the night before to be in fact true, as they were able to get the boat back up and start the race. Race 4 was won by Erik Johnson, with Dick Wight (MA-10) and Will Demand (SS-11) in second and third respectively. The boats headed back to the club for some well deserved lunch. During the lunch hour, we saw a slight shift in the breeze that allowed the course to shift and sail up the main body of the lake.

Race 5 was won by Paul Magno, followed closely by brother Dave and Dick Wight. As the competitors returned to the club, a front pushed through and the cooling effects could be felt immediately. Soon all the boats were back and looking forward to the annual banquet and open rum bar sponsored by Rums of Puerto Rico. With a live band and a forty foot game of "flip cup", it was clear that everyone was having a great time (it also might have had something to do with the rum).

Friday morning came and brought a northwestern breeze and cooler temps. The fleet was sent up the main lake to sail through the Slot, the notorious part of Lake Hopatcong where the wind funnels between Halsey Island and Bonaparte Point. After a general recall, race 6 was underway and the boats that immediately headed right were rewarded as the ones on the pin end of the line were sitting in a hole. The front of the fleet was tight and the race win went to Carl Horrocks (MA-4), followed by Rick Turner and Erik Johnson. It was a tough day for Paul Magno who sailed a great race but was deemed to be OCS at the start.

Soon after the boats made it back to the club, the awards ceremony began and ended with a familiar face. Winning the Eastern's for the third year in a row was Erik Johnson, followed by Dave Magno in second and Paul Magno in third. Also notable was Will Demand who finished in 4th as the rookie winner; Cliff Campbell as Top Master and Race One Winner and Carl Horrocks who was awarded the top boat 10 + sailing Henry Colie's MA-4.

Ed: Congratulations to all the volunteers at LHYC for hosting the largest Eastern's in 16 years. It was great racing and great fun. Special kudos to Doug Johnson for organizing an amazing event.

Photo by Pat Dunsworth

EASTERN CHAMPIONSHIP RESULTS

Note winner of race one. Score one for "Old Blue"!

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	E. Johnson	LE-18	14	6	2	1	4	3	16
2	D. Magno	LA-99	8	4	1	7	2	4	18
3	P. Magno	LA-88	7	2	4	8	1	OCS	22
4	W. Demand	SS-11	6	7	5	3	6	6	26
5	R. Ryon	LE-2	9	5	3	6	5	13	28
6	R. Turner	CH-6	2	9	17	4	12	2	29
7	D. Wight	MA-10	13	DNF	6	2	3	9	33
8	C. Horrocks	MA-4	5	10	8	14	13	1	37
9	R. Koar	BH-22	15	3	16	9	8	5	40
10	G. Welch, Jr.	KU-1	16	8	15	5	7	7	42
11	E. Rochelle	HO-31	3	15	10	18	10	17	55
12	C. Campbell	T-17	1	19	12	16	DSQ	8	56
13	R. Johnson	LE-13	12	1	20	21	9	14	56
14	P. Hurley	MA-11	11	11	9	17	14	19	62
15	K. Winterbottom	BH-20	19	13	13	13	16	10	65
16	P. Wright	MA-6	20	12	11	20	11	12	66
17	B. Donat	LE-3	27	17	7	11	17	18	70
18	P. Flinn	HO-51	10	16	OCS	19	19	11	75
19	T. Wiss	HO-32	18	18	19	10	15	15	76
20	B. Turner	CH-9	4	14	14	26	26	26	84
21	C. Johnson	HO-40	21	24	21	23	DNF	20	109
22	D. Johnson	HO-50	28	20	23	28	23	16	110
23	C. Norman	US-3	26	26	26	15	24	23	114
24	C. Bradley	HO-13	24	23	28	24	18	27	116
25	P. Robinson	CH-7	30	21	18	22	25	31	116
26	J. Flinn	HO-45	17	27	27	27	27	22	120
27	D. Turner	CH-5	32	29	30	12	21	28	120
28	B. Feakins	HO-35	29	25	22	31	22	25	123
29	B. Nolden	LA-11	22	22	25	30	28	OCS	127
30	D. Love	BH-10	31	30	OCS	25	20	24	130
31	A. Baker	HO-11	25	31	29	29	29	30	142
32	C. Creighton	CH-1	DNS	28	24	32	30	29	143
33	K. Rand	HO-18	23	32	DNS	DNS	DNS	21	146
34	M. Blair	HO-540	33	33	31	33	DNF	32	162

Bobby Koar moving well at Minnetonka.
Photo by Pat Dunsworth



Driving down to leeward.
Photo by Pat Dunsworth

Lake Geneva Yacht Club

August 13th – 16th, 2006

By Dierk Polzin

Gordy Bowers (M-11) of Lake Minnetonka sailing with Mark Bowers and Mike Woldum won their first ILYA Championship ever in some of the most difficult conditions ever dished out on Lake Geneva.

Day 1 - 10-25, NW winds, races won by Brian Porter (I-0) and Gordy Bowers. (37 boats).

Day 2 - 4-15, extremely tricky WNW winds, both races won by John Dennis (M-2).

Day 3 - no wind, drifted for a few hours to find wind.

Ken Wruk (I-71) of Lake Geneva recounted to me the last race where he went from third around the first mark, to nearly last, to third again, and then back to the back half. He had never lost or gained so many boats in one race.





You'd feel like this too at a mark this crowded.
Photo by Pat Dunsworth

Kai-jussi Ruuskanen and Vesa Salo made a 5,000 mile trip to learn more about E Scows and sail in the heart of Scow Country. Both had spent many years racing keelboats and wanted to move up to a hotter boat this winter so they founded a high performance racing dinghy website in Finland Finnish Sportsboats Associations. After reviewing many boats they settled on the E Scow and contacted the class to find some used boats. Initially many boat sellers thought their offers were some kind of scam. But after much persistent, they were eventually able to get four boats to Finland. But now they needed to learn how to sail them, so they booked a trip to America and the rest is history. They won the hearts of many young ladies at ILYA and hope to be back to America to race E Scows soon. Everyone is welcome to visit them in Finland.

Suomi means Finland in Finnish. Vesa and Kai rock the parties. Four E Scows in Finland now and four more perhaps this winter. With two boats in France and two and Switzerland, a European championship cannot be too far away.

ILYA CHAMPIONSHIP RESULTS

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	G. Bowers	M-11	2	1	5	3	11.0
2	R. Evans	M-1	4	2	7	4	17.0
3	J. Dennis	M-2	12	5	1	1	19.0
4	B. Porter	I-0	1	8	9	5	23.0
5	T. Burton	M-9	7	17	4	7	35.0
6	M. Darrow	V-39	8	12	2	16	38.0
7	J. Gluek	X-751	5	3	10	20	38.0
8	P. Friend	V-11	11	19	3	6	39.0
9	L. Schoor	H-7	10	9	16	8	43.0
10	S. Rogers	I-49	3	15	27	2	47.0
11	T. Tornehl	V-111	20	6	8	17	51.0
12	C. Call	WA-99	23	7	11	12	53.0
13	K. Wruk	I-71	13	11	12	23	59.0
14	D. Mills	V-800	21	4	25	10	60.0
15	S. Ripkey	I-101	6	16	28	13	63.0
16	P. Strothman	M-3	9	13	17	24	63.0
17	R. Guidinger	V-102	19	10	29	9	67.0
18	J. Schloesser	J-80	16	21	15	21	73.0
19	D. Decker	V-0	15	22	18	18	73.0
20	P. Slocum	M-15	18	24	21	11	74.0
21	D. Chute	M-53	14	28	6	29	77.0
22	J. Hannaford	M-7	17	18	13	30	78.0
23	V. Salo	I-10	24	20	24	15	83.0
24	W. Martin	SC-14	25	14	23	28	90.0
25	J. Solum	M-12	DNF	26	19	14	97.0
26	M. Jordan	SC-1	30	27	14	26	97.0
27	J. Segersten	H-38	26	33	22	22	103.0
28	M. Gannon	I-22	22	23	31	27	103.0
29	F. Davenport	I-333	32	29	30	19	110.0
30	E. Wilson	V-777	29	30	20	35	114.0
31	B. Youngquist	I-13	27	25	32	33	117.0
32	M. Schmidt	H-36	28	36	35	25	124.0
33	J. Seeboth	V-49	DNF	34	26	31	129.0
34	T. Tiefenthaler	H-33	33	35	33	32	133.0
35	J. Simm. Jr.	I-818	31	32	36	DNF	137.0
36	B. Lieber	V-95	DNC	31	34	34	137.0

NCESA NATIONAL CHAMPIONSHIP



Catching a puff.
Photo by Tim Wilkes

Minnetonka Yacht Club

September 8th – 10th, 2006

A record ninety-two E Scows participated in the largest E Scow Nationals ever held. Brian Porter (I-49) of Winnetka, Illinois won the E Scow National Championship, held September 8-10, 2006 on Lake Minnetonka. Finishing second was Dave Magno (LA-99), of Lavallette, New Jersey and third was Gordy Bowers (M-11) of Wayzata, Minnesota. Porter won his third Nationals in a row and seventh total with his star crew of Charlie Harrett and David Navin, both of Lake Geneva, WI. Porter won two of the six races held and elected to not sail the last race and keep his final total score of 20 points with finishes of 7-1-1-6-5- (DNS).

This years Nationals attracted boats from 23 different fleets from around the country. Racers from as far as New Jersey, Colorado, Indiana, Michigan, New York and Charleston, South Carolina competed. Pewaukee had the largest turnout of off-lake boats with seven, followed by Mendota-Madison with five.

Winds forecast to be light throughout the event in the days leading up to the start but picked up as a strong high pressure to the north and a stalling low to the south pumped breeze up every day. Most every race had full hiking conditions with a range of 8-22 knots.

Blake Middleton of Wayzata, MN was the Principal Race Officer and did a great job keeping up with the constantly shifting winds and repeated general recalls. At the competitors briefing Middleton commented that he had never in his long history of running races ever had to use a Z or Black Flag. But that was not to be the case as he repeatedly had to use every trick in the book to get the fleet off the line cleanly. Judging the event were Ted Beier, Fred Summers and David Gross.



Day 1:

Race #1, Course: W 2-½, Heading: 025, Start: 10:56am, 1st Boat Finish: 12:01pm

Race #2, Course: W 2-½, Heading: 040, Start: 1:22pm, 1st Boat Finish: 2:17pm

A great day of sailing with breeze around 7-12 knots. It started out warm in the morning with temperatures dropping throughout the day. After 3 general recalls with an I-Flag, race #1 was started with the Z-Flag being displayed. Sam Rogers (I-564) led the entire race with an increasing lead every leg finishing after 1 hour, 5 minutes, 13 seconds, with John Dennis (M-2) finishing almost 2 minutes later in 2nd. In race #2, having moved to a Black Flag as part of the start, Brian Porter (I-49) was the leader to the weather mark as well as the entire race, with some tacking on the last beat to cover and hold off Chris Jewett (M-3) for the win.

With the leaders in a close heat, it shall be fun to see what happens tomorrow.

Day 2:

Race #3, Course: W 2-½, Heading: 080, Start: 11:18am, 1st Boat Finish: 11:43am

Race #4, Course: W 2-½, Heading: 080, Start: 12:25pm, 1st Boat Finish: 1:35pm

Race #5, Course: W 2-½, Heading: 090, Start: 3:20pm, 1st Boat Finish: 4:23pm

Day two brought forth good wind and excellent sailing. The cooler temperatures (the high was around 60 degrees) kept most of the typical weekend traffic off the water, allowing sailors and spectators to essentially take over Lake Minnetonka. The wind, between 6 and 13 knots throughout the day, was generally consistent and once again kept the Charlie flag packed away.

Sam Rogers (I-564), his crew, and boat, leading after day one by a point over Brian Porter, were noticeably absent from the race course. A victim of a t-bone during a start of race #2. To start the first race of the day, the I-Flag was flown only for the first attempt. After that, I over Z was flown and the itchy triggers settled back for a moment. Porter, after leading at windward leg #2, held off the rest of the fleet to win race #3 with a 56 second lead.

In race #4, the I over Z flag wasn't enough to keep the fleet back, so out came the Black Flag. It was all Mark Beaton (SS-1) and crew needed to emulate Brian Porter. They got punched out, rounding the windward mark in 3rd, and then leading windward legs 2 and 3. However, I-0 wasn't far behind. The fourth place boat, Bill Allen (M-4), finished only 58 seconds later.



After back-to-back races 3 and 4, competitors went to Light House Island to have a brief break for restrooms, fireplace warmth, coffee, cups of soup, and breadsticks to reenergize for the final race of the day.

With a 3:15pm warning and an I over Z flag for the first prep, Gordy Bowers came out strong in race #5. After the first beat, they had a 21 second lead over Chris Jewett. Gordy increased his lead at windward leg number 2, with a 48 second lead over Tom Burton (M-9). But in the end, Sally Barkow (X-11) sprung to the front by going right on the last beat and overtook Gordy with a 32 second lead to clinch a win.

Day 3:

Race #6, Course: W 2-½, Heading: 090, Start: 10:05am, 1st Boat Finish: 11:05am

With even cooler temperatures and continued excellent breeze (8-15 knots), race #6 got off on schedule with only an I over Z flag during prep. After only 12 minutes of racing, Ken Wruk (I-71) led at the first windward mark with David Magno (LA-99) only 6 seconds behind. The last boat was 7 minutes behind.

38 minutes after the start, LA-99 led with a 4 second lead ahead of I-71 on the second beat, with Gordy Bowers climbing up 7 positions in 3rd place. Boats on the left side of the race course going to weather seemed to fair better with pointing towards the mark for a period of time. The last boat around rounded just under 10 minutes after LA-99.

Finally, after the 3rd windward leg and just over an hour later, LA-99 took the gun, less than 1 second ahead of M-11. Fourteen seconds later, Augie Barkow (V-37) finished in 3rd. 15 minutes later, Warren Wilson (BC-7) crossed the line to conclude the racing for the 2006 E Nationals event.

With the regatta well in hand, Brian Porter (I-49) and rock star crew got to party a “little” extra Saturday evening and pack up while the sixth race was under way. With boats representing 23 different clubs on the line, Lake Geneva and Lavallette clubs took top honors, Lake Minnetonka had 6 boats in the top 15 spots, and Pewaukee had 4 boats in the top 16 spots.



Team Beaton aiming for the photo boat.
Photo by Tim Wilkes



Driving to windward in perfect balance.
Photo by Tammy Sawyer

While there were threats of protests, all sailors were honorable and did their penalty turns so there were no post-racing hearings. And the wind, while shifty at times, always averaged to the posted heading throughout the regatta. So, while chilly, there was plenty of good racing.

The previous largest NCESA Nationals was in 1992 also hosted by Minnetonka Yacht Club with 83 boats on a sunny and windy September weekend that many will never forget. MYC with its large local E fleet, excellent facilities and amazing ability to provide housing in sailor's homes (60 of 92) is a great venue for any class. With over a hundred years of scow racing tradition, it is well suited with great organization to a host spectacular E Scow Nationals. This year's regatta chairs, Chrisy and Pat Hughes, were tireless promoters and innovators months in advance.

Especially encouraging was the great turnout of young skippers participating. Fifteen skippers were under the age of 30 and five under 25 years of age. The oldest was Dick Turner (CH-5) of Chautauqua, NY at 82, who was awarded a special plaque commemorating his 55 years of E Scow racing. The youngest was 21 year old Matt Schmidt (H-36) of Slinger WI, who currently races for the University of Wisconsin-Madison Sailing Team. Matt improved every race during the event to finish near the top half with a 20 year old boat.



"Hike a little harder fellas."
Photo by Tammy Sawyer

Winning the Red Fleet was Rick Lekberg (WA-200) of Lake Wawasee, Indiana. Will Demand (SS-11) of Seaside Park, NJ won the award for first time Nationals Rookie Skipper while Richard Wight (MA-10) of Mantoloking won the Masters Division.

Two special service awards were given: The Allen Family of Lake Minnetonka for their lifetime contribution and service to the National E Scow Class and to Christy Hughes of Lake Minnetonka for her contributions as a women racer and contributor the class for her work to ensure a spectacular 2006 E Nationals Regatta.

Next year's National Championship will be held in Charleston, SC hosted by Carolina Yacht on June 22, 23, and 24th. This will be followed in 2008 by the 50th Anniversary E Nationals at Chautauqua Lake, New York also to be held in June.

Wishing safe travels for all sailors and boats, near and far!

NCESA NATIONAL CHAMPIONSHIP RESULTS

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
1	Brian Porter	I-49	7	1	1	6	5	(93\DNS)	20
2	David Magno	LA-99	4	10	9	(46)	12	1	36
3	Gordy Bowers	M-11	13	19	2	(33)	2	2	38
4	Tom Burton	M-9	3	(18)	16	5	3	12	39
5	Kevin Jewett	V-15	5	5	5	4	(31)	22	41
6	Chris Jewett	M-3	(16)	2	7	16	6	14	45
7	Tom Monroe	WH-77	(25)	11	11	10	4	11	47
8	Mike Darrow	V-39	12	4	6	(25)	19	7	48
9	Augie Barkow	V-37	(23)	8	4	14	21	3	50
10	Rob Evans	M-1	6	7	28	3	(56)	8	52
11	John Dennis	M-2	2	(37)	34	8	11	6	61
12	Bill Allen	M-4	8	(28)	3	23	14	23	71
13	Richard Wight	MA-10	18	12	20	18	9	(26)	77
14	William Demand	SS-11	20	27	22	(29)	7	5	81
15	Peter Slocum	M-15	14	22	21	(93\DNF)	10	15	82
16	Jim Gluek	V-751	26	14	(47)	19	17	9	85
17	Sally Barkow	X-11	41	25	(64)	22	1	17	106
18	Lon Schoor	H-7	33	(34)	24	7	26	16	106
19	Erik Johnson	LE-18	11	17	17	28	34	(37)	107
20	Robert Koar, Jr.	BH-22	19	20	35	13	(41)	20	107
21	Peter Friend	V-11	10	29	(43)	38	22	10	109
22	Chad Hillyer	T-17	(55)	40	26	21	8	18	113
23	Mark Beaton	SS-1	40	(79)	30	1	13	32	116
24	Ken Wruk	I-71	24	55	10	(59)	25	4	118
25	Bob Donat	LE-3	27	16	33	(53)	16	30	122
26	David Strothman	M-10	9	(45)	32	44	24	19	128
27	Jule Hannaford	M-7	28	(53)	8	27	28	38	129
28	David Chute	M-53	15	44	36	(45)	15	21	131
29	Paul Magno	LA-88	31	(65)	41	17	18	27	134
30	Rick Turner	CH-6	(45)	33	29	11	43	25	141
31	Vince Driessen	GL-6	(57)	21	19	49	30	24	143
32	Joel Quadracci	X-44	29	50	15	12	39	(51)	145
33	Paul Kobs	UM-44	(56)	32	12	34	27	41	146
34	Toby Sutherland	GL-7	47	(93\DNF)	18	9	23	52	149

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
35	Carl Horrocks	MA-4	30	15	25	43	(53)	42	155
36	Bri Porter	I-0	49	13	50	2	(60\ZFP)	45	159
37	Richard Ryon	LE-2	38	35	14	(40)	40	35	162
38	Terry Neff	M-14	66\ZFP	24	27	36	(93\DNS)	13	166
39	Jon Schloesser	J-80	34	(66)	39	30	32	31	166
40	Jeff Solum	M-12	39	41	46	(72)	33	28	187
41	Van Johnson	W-20	(55\ZFP)	38	42	32	48	29	189
42	David Siegel	M-0	22	39	38	55	36	(61)	190
43	Dick Moran	X-17	51	43	13	50	(93*1)	34	191
44	Rob Terry	CR-66	32	51	51	20	(54)	40	194
45	Dan Guidinger	W-1	50	48	40	15	(57)	53	206
46	Ross Griffith	SC-11	53	30	(74)	35	51	39	208
47	Peter Maas	X-4	42	23	(70)	47	50	47	209
48	Dave Irmischer	WA-21	35	49	54	31	(61)	43	212
49	Matt Schmidt	H-36	60	(84)	53	39	29	33	214
50	Doug Kuller	M-111	(67)	26	58	24	46	66	220
51	Will Martin	SC-14	(73)	9	31	58	73	50	221
52	Dave Decker	V-0	46	42	55	26	(63)	54	223
53	Russell Lucas	BH-8	44	52	37	(76)	38	55	226
54	Jason Sutherland	GL-31	54	31	(59)	52	44	56	237
55	Tom Klaban	WH-11	21	3	(93\DNF)	74	49	93\DNF	240
56	Robby Wilkins	SC-27	17	(80)	49	63	68	48	245
57	Carl Zinn	M-35	76	(77)	44	51	20	59	250
58	Lance Puccio	H-8	58	(62)	52	61	45	36	252
59	Dierk Polzin	H-2	52	(93\DNF)	62	37	47	64	262
60	Rick Lemberg	WA-200	65	57	23	48	(77)	77	270
61	Bob Herdrich	WA-47	64	61	56	65	37	(93\DNS)	283
62	Walker Wynkoop	CR-17	61	47	66	(67)	65	46	285
63	Sam Rogers	I-564	1	6	(93\DNS)	93\DNS	93\DNS	93\DNS	286
64	John Barlow	UM-7	43	63	(73)	64	72	49	291
65	Mark Jordan	SC-1	71	36	85	42	58	(93\DNS)	292
66	Brant Nelson	UM-11	36	(82)	45	73	70	71	295
67	Bill Burns	V-300	62	64	60	57	52	(68)	295
68	Lee Alnes	W-25	68	58	48	(75)	67	58	299
69	Fred Chute, Jr.	M-33	69	(81)	57	60	59	60	305
70	Woody Jewett	M-77	63	54	67	(79)	60	62	306

Place	Skipper	Sail #	— R A C E —						Total
			1	2	3	4	5	6	
71	Doug Love	BH-10	(84)	69	72	80	35	57	313
72	Rob Davis	M-22	66	56	(71)	66	64	63	315
73	Jeff Seeboth	V-49	75	60	63	54	(86)	69	321
74	Bruce Heverly	HO-51	72 (93\BFD)	69	56	55	74		326
75	Justin Segersten	H-38	74	67	61	68	66 (93\DNF)		336
76	Amanda Allen	M-409	(93\DNF)93\DNF	79	41	82	44		339
77	Richard Halliday	CR-12	(83)	73	68	81	71	65	358
78	Ed Cox	W-66	59	59	78	84	81 (93*2)		361
79	Dave Anderson	GL-1	80 (93\DNF)	80	62	62	78		362
80	JB Van Meter	WA-8	82	46	86 (93\DNF)	83	67		364
81	Dave Abramson	UM-6	70	78 (93\DNS)	71	74	75		368
82	Peter Robinson	CH-7	78	68	75 (82)	75	76		372
83	Dick Turner	CH-5	(85)	75	83	69	69	79	375
84	Jack Zimmerschied	M-26	77	71 (93\ZFP)	70	84	73		375
85	James Howey	GL-14	(86)	70	77	83	78	72	380
86	Chris Ruske	GL-13	81	74	84 (87)	76	70		385
87	Mark Kieffer	M-6	(93\DNF)	83	65	78	80	81	387
88	Bruce O'Donnell	GL-2	79	76	76	77 (85)	80		388
89	Christopher Creighton	CH-1	(93\DNS)	72	81	86	87	93\DNS	419
90	Warren Wilson	BC-7	88	86	(89)	89	88	82	433
91	Scott Smith	M-88	87	85	87	88	89 (93\DNF)		436
92	Mike DeSantis	M-153	(93\DNF)93\DNF	88	85	79	93\DNF		438



Waiting for wind...again.
Photo by Terry Polier

Keuka Yacht Club

September 16th – 17th, 2006

By Uncle Karl

It was that time of the year again; the end of another beautiful summer with the leaves just starting to turn into their fall wonder, the smell of grapes ready for harvest and the first sign of frost on the pumpkins. Welcome to the Finger Lakes Autumn Class E Regatta. For the second year in a row, the FLACE Regatta was aptly changed to the 2nd Annual International E Scow Championships with the arrival of our friends from the Great White North, Pigeon Lake, Canada. This year's turnout was a bit lower than past years with a total of 6 boats but that didn't diminish the all of the fun.

Saturday morning dawned with the forecast of overcast skies with light and variable winds. Crews ambled around looking for and finding coffee and donuts while skippers gazed upon the big pond out to the east, looking for the first sign of a breeze. As the skippers meeting commenced, a slight breeze out of the north raised its ugly head. With the building excitement, boats were saddled up and out we went to battle the enemy.

Race 1 started with the wind out of the N/NE at about 5mph. Team Andersen on KU-18 jumped out in front by first playing the left side of the course and working their way to the middle. At the first windward mark, it was KU-18 followed closely by Bob Cole (KU-9) and the rest of the fleet. Just as the chutes went up the wind went away and the drift fest was on.

It was one of those days where the boat in the lead was passed, at the same time mind you, by both windward and leeward boats. Team Cole turned out to be the best in drifting conditions as he rocketed out to a commanding lead followed by George Welch Jr. (KU-1). As the race lingered for days (well it seemed that way) and the time limit counting down, a few disgruntled skippers and crew figured that their time would be better served at the bar. First to the dock always wins, they say. As the tow in began, the wind reared it's ugly head once again, propelling KU-9 and KU-1, who not yet dropped out of the race, towards the finish followed by Fritz Mattern and Team Canada on KU-5. Bob Cole took the gun only minutes before the time limit expired followed by KU-1 and KU-5. Sounds like a good time for lunch.

Race number 2 got underway under the same wonderful conditions with the wind again out of the N/NE. Once again it was KU-18 out in front at the first windward mark and once again, the wind went away. As crews waited for the wind to fill, the sun popped through the overcast skies and dark ripples began to appear on the water. In came the breeze and off went the fleet. The racing became tight and positions changes during each leg. At the end, it was Team Welch, Jr. taking the gun with William



"I know, I know, keep my butt out of the water."
Photo by Terry Polier

Hudson (KU-12) picking off KU-9 to take second. Sounds like a good time for a beer and some good food.

The Keuka Fleet, as always, broke out the goodies for happy hour which was followed by a great dinner arranged by Bob Cole. The party continued into the night but was bit subdued as compared to the previous year. Luckily or unluckily, depending on the number of beers one consumed, we ran out of good firewood to keep the firewalkers at bay. On to Sunday.

Sunday dawned sunny and clear with a nice southern thermal. Race 3 got off without a hitch. George Welch, Jr. and Bob Cole battled throughout the race, closely followed by William Hudson, Andersen, Fritz Mattern & Team Canada, and Andy Braman (KU-99). KU-1 took the gun with KU-9 right behind in second. KU-18 was able to pick off KU-12 to take 3rd.

On the final race of the regatta. The winds remarkably stayed steady out of the south so the fourth and final race started immediately. All got off of the line cleanly with speed and it was Team Andersen again first around the windward mark. This time the wind held and KU-18 was able to extent it's lead.....well, at least for a little while. At the last leeward mark, the wind died....as did KU-18's lead. Momentum carried Teams Welch, Jr. and Cole around the leeward mark and past the leader. KU-1 and KU-9 extended just a bit and were first to catch the fresh breeze out of the southwest. KU-1 caught the lift and carried it across the line for the gun followed closely by KU-9 and KU-18. Time for Bratwurst and beer.

Congratulations to KU-1, Team Welch, Jr. as the 2006 FLACE winners. KU-1 was driven by all 3 crew members: Mark Newman, Guy Lovejoy and George Welch, Jr. The only question left is, "Who gets the Trophy?" Way to go for Fritz Mattern and Team Canada for finishing in the silver for the first time. Their trip home will be sweet.

Special thank you's go to Bob Cole for running a great regatta and to Bobby Wilder, Chief of Race Committee. Hope to see y'all next year.

FLACE RESULTS

Place	Skipper	Sail #	1	— R A C E —			Total
				2	3	4	
1	George Welch, Jr.	KU-1	2	1	1	1	5.00
2	Bob Cole	KU-9	1	3	2	2	8.00
3	Fritz Mattern	KU-5	3	4	5	4	16.00
4	William Hudson	KU-12	DNF	2	4	5	18.00
5	Steve Andersen	KU-18	DNF	5	3	3	18.00
6	Andy Braman	KU-99	DNF	DNS	6	DNF	27.00



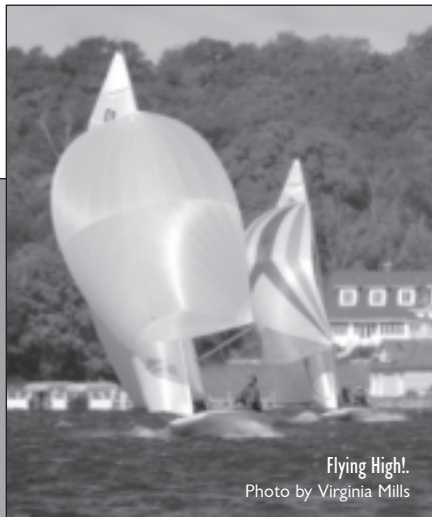
Team Cole tracking down Team Welch.
Photo by Terry Polier

BLUE CHIP

Pewaukee Yacht Club

September 22nd – 24th, 2006

By Sam Rogers, *North Sails One Design*



The very popular Blue Chip Regatta, which features the best E Scow sailors from the 2006 season, took place this past weekend on beautiful Pewaukee Lake, WI. Using an invitation only process, the Blue Chip regatta truly does feature the best E Scow sailors in the country and it ranks right up there with such prestigious regattas as the Nationals, ILYA Champs and Easterns.



The roster this year included 3 time defending National Champion-Brian Porter; 2nd Place Nationals, 2nd Place Easterns - Dave Magno; 2nd Place ILYA Champs - John Dennis; Multi National Champion - Tom Burton; Past National Champion - Bob Biwer, and longtime successful E Scow sailors Dickey Wight, Bill Allen, Don Nelson, Kevin Jewett and Augie Barkow. Sally Barkow, a leading candidate for the 2008 Women's Keelboat US Representative in Qingdao was sailing with her team, and the best feature of the Blue Chip regatta, the Mystery Guest this year was Mr. Gary Jobson himself.



Rippin up Pewaukee.
Photo by Virginia Mills

Just as Pewaukee is known for its beautiful surroundings, it is also known for its big shifts. This was especially true on Sunday where the sailors were tested with 15-18 mph winds and 30-40 degree shifts. With a fleet as tough as this, it was anybody's regatta.

Tom Burton took the 2006 title in a close last race with Brian Porter who took second place overall. Toby Sutherland, from Grand Lake, CO., sailed a great series to take a third place.

The Blue Chip Regatta is held this time every year and it is always an awesome event. It will be interesting to see who qualifies next year and it will be even more interesting to see who the Mystery Guest is!



Photo by Tammy Sawyer

BLUE CHIP RESULTS

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	Tom Burton	M-9	1	7	2	2	12
2	Brian Porter	I-49	12	1	4	3	20
3	Toby Sutherland	GL-7	3	2	10	17	32
4	John Dennis	M-2	5	16	3	8	32
5	Kevin Jewett	V-15	19	9	5	1	34
6	David Magno	LA-99	14	4	1	21	40
7	Sally Barkow	X-11	2	6	17	15	40
8	Richard Ryon	LE-2	4	13	19	5	41
9	Peter Friend	V-11	10	3	15	14	42
10	August Barkow	V-37	8	11	14	10	43
11	Bob Biver	V-222	9	17	13	7	46
12	Gary Jobson	?	7	15	12	12	46
13	Don Nelson	WH-12	13	19	11	4	47
14	Jim Gluek	X-751	17	5	22	6	50
15	Richard Wight	MA-10	21	8	6	18	53
16	Lon Schoor	H-7	11	18	8	16	53
17	Casey Call	WA-99	16	10	9	19	54
18	Mark Beaton	SS-1	22	12	21	9	64
19	Chad Hillyer	T-17	15	22	20	11	68
20	Carl Horrocks	MA-4	18	14	23	13	68
21	Bill Allen	M-4	6	24\DNF	16	24\DNF	70
22	Doug McNeil	WH-111	23	21	7	22	73
23	Tobin Tornehl	V-111	20	20	18	20	78

Mystery Guest Gary Jobson.
Photo by Tammy Sawyer

Carlyle Yacht Club

September 30th – October 1st, 2006

By Ted Beier

Dave Irmsher (WA-21) from Wawasee, Indiana returned to win this annual event in convincing fashion after finishing third last year. Gerry Paoli (S-6) of Carlyle ended the event in second place with Steve Schalk (I-564) from Geneva, Wisconsin third.

The fleet left the harbor on Saturday morning after the passage of a cool front with some residual clouds and light showers. By race time, the weather began clearing with winds from 260 degrees at 7 mph. In the first race, Schalk found wind to his liking on the left, and was away, opening a lead which he held for the entire race.

The second race was started back-to-back during a period when the wind backed to 240 with a course set accordingly. Wind shifts back to 260 and above made the right side the way to go. Dave Irmsher got there first and led this race all the way with the wind dropping to 4 mph at times.

After a lunch break, the fleet began Race 3 in better winds that had filled in at 10 mph from 290 degrees. The right side of the beat produced nice lanes of lifted wind with better pressure. Irmsher found one of these and built another good lead followed by Ray Bunse (S-4) and Ted Beier (S-27). In Race 4, again sailed back-to-back, Paoli was best at picking the shifts and won this one closely followed by Irmsher and Schalk.

Saturday evening was enjoyed with the traditional “Eat All You Dare” chili and crayfish gumbo accompanied by red beans and rice, salad and other goodies, plus an



Birthday Boy John Call.
Photo by Jeanette Beier



Team Schalk with good balance moving to weather.
Photo by Jeanette Beier

open bar. The group gave John Call (WA-90) a boisterous celebration on his 70th birthday, including many shots of Sambouka. John has been one of this event's greatest supporters, attending from Wawasee for many years.

A view of the score sheet on Saturday evening showed Dave Irmsher and crew with a fairly comfortable lead and only one race to go. However, Paoli and Schalk were in a tight contest for second, as were Beier, Bunse and Haglin (S-80) for fourth place. Unfortunately these continuing contests were not to be as Sunday dawned sunny and still. With no measurable wind stirring by 10:30, the race committee hoisted the checkered flag in the harbor and Saturday night's results became final.

At the awards presentation everyone applauded Bill Clark, from the Carlyle Flying Scot fleet, and his team for excellent race committee work. The cooks of last evening's feast, headed by Jeanette Beier for chili and Ray Bunse for gumbo, also received a lively round.

CARLYLE SILVER CUP RESULTS

Place	Skipper	Sail #	— R A C E —				Total
			1	2	3	4	
1	D. Irmsher	WA-21	2	1	1	3	7
2	G. Paoli	S-6	3	2	4	1	10
3	S. Schalk	I-564	1	3	5	2	11
4	T. Beier	S-27	6	6	3	4	19
5	R. Bunse	S-4	5	8	2	5	20
6	P. Haglin	S-80	4	4	6	6	20
7	J. Melly	S-8	8	5	8	7	28
8	J. Call	WA-90	7	7	7	8	29
9	R. Gill	IB-3	10	10	9	9	38
10	R. Shindel	S-1	9	9	10	10	38



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FOR THE RECORD

2006 Nationals

1, 2, 3, 4, 6, 7, 8, 10

2006 ILYA Inland Champs

1, 2, 3, 4, 5, 6

2006 Blue Chip Champs

1, 2, 4

2006 Eastern Champs

1st

2006 NY State Champs

1st

2006 Lake Geneva Spring Champs

1, 2, 3, 4, 5



Faster by Design



*“Team Tiefenthaler at the Geneva Spring E Regatta”
Photo by Tammy Sawyer*

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