

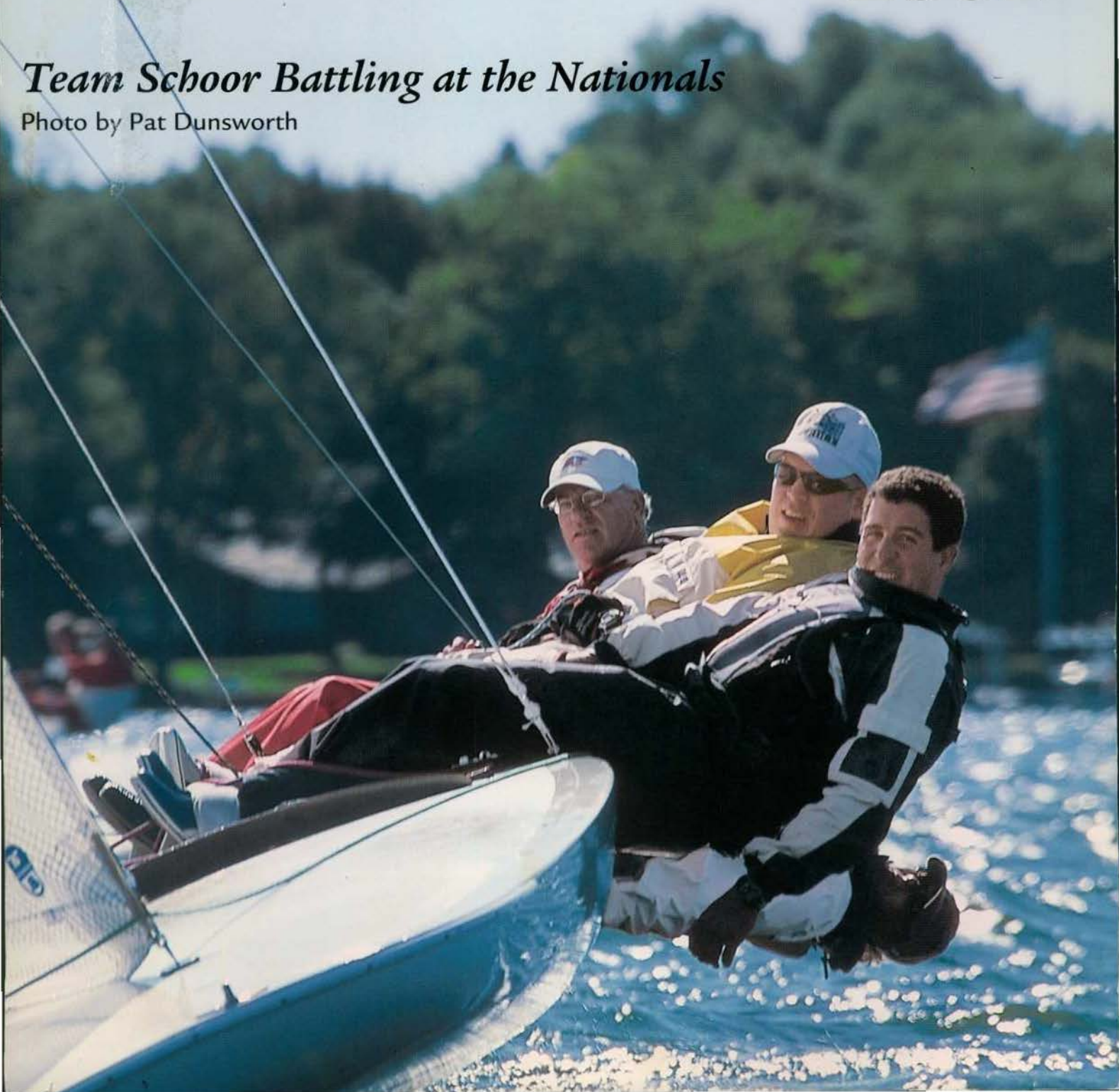
THE

REPORTER

2002

Team Schoor Battling at the Nationals

Photo by Pat Dunsworth





ILYA Invitational winner Buddy Melges

Photo by JH Peterson

THE REPORTER

2002

National Class E Scow Association

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P.O. Box 3022, Madison, WI 53704

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NCESA Annual Directors Meeting 2002

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 9, 2002. The Board meets every year in November. The Board consists of representatives from each region (12 Directors and 4 Officers). The attendees pay for their own transportation and lodging.

■ FINANCES

The current bank accounts are healthy and just slightly less than last year. A little income was lost due to missed membership mailing last Spring.

■ REGATTA

Heard that Chautauqua is ready to host the 2003 National regatta and has made significant improvements to the club (swimming pool, improved clubhouse, new crane).

Awarded the 2004 Nationals to Crystal Lake, MI and 2005 to Little Egg Harbor, NJ.

Received and logged a bid from Winnebago for the 2006 Regatta.

Agreed to keep the 10 minute notification, agreed to allow premature boats re-round the mid-line boat after the start, discussed minor changes in usage of VHF channels, discussed the break point count when a mid-line boat is needed, 60 seemed consensus.

Discussed scheduling of races (now 3-2-1), agreed that the "Intent is to maximize the sailing when the conditions are good and also maximize the time for social activities. Agreed to designate a fleet representative to consult with PRO.

Discussed standardized trophy, plan to explore picture trophies similar to Torch.

■ PUBLICATIONS

Agreed to experiment in 2003 by not distributing the Yearbook/Rulebook but make it available as a checkoff on the membership form and have available upon request from Class Office and put the full text except mailing list on the class website. Intent is to reduce costs.

Agreed to maintain a high quality Reporter and eliminate the Reaches. Intent is to keep color pages in Reporter if possible and also have more material on website.

Discussed collection system for regatta reports, photos. Ongoing issue referred to publications committee. Discussed need for more contributors.

Discussed 50th Anniversary Reporter, Need to publish a request for material this season.

Reports from around the organization stated that most lakes were experiencing hot and dry conditions but that participation was at least equal or better than previous years. I guess this proves that we love our sport and that other things are sacrificed first even when the financial picture gets cloudy. I would like to report that the NCESA bank accounts dropped slightly in 2002 but we are still in a very healthy situation – no dues increases are planned.

Also in 2002 the NCESA changed the design of the E Scow rudders. I hope all will find this change positive. The Board followed procedures defined in the Rulebook to test and approve the new rudders. I believe this change will improve the handling of the boat and therefore make it safer. The Board believes that the cost is reasonable but the boats that choose not to implement the change will still be very competitive.

In 2003 we will look forward to the Annual Championship on Lake Chautauqua. This regatta has always had great leadership and the lake is a fantastic place to sail. Martin Ford has recently agreed to the role of PRO and he is already recruiting his support team.

2003 will also be the year that includes bow sprit and full length main sail batten experiments. To learn more about how the fleet feels about these and other issues—a questionnaire is being designed now for future mailing. It is the Board's intent to learn more from the quiet majority. Please watch our web-site for reports and you are encouraged to contact me or any of the other directors with your comments. ☐

Bob Zak



Casey Call and Bill Bauer taking their 'hits' at the Nationals.

Photo by Carey Hawkins.

Sarasota One Design Midwinters

The Michelob Light One Design Midwinters at the Sarasota Sailing Squadron had two days of mostly breezy conditions that tested skippers' smarts and put a premium on boat handling skills for the 250 sailors involved in 70 boats.

Sarasota Sailing Squadron

March 22-24

On Sunday, regatta chairperson Jim Barr of Sarasota, racing an E Scow, got a little bit of luck in the sixth and final race of the two day event. Luck is what you get when you have skillfully put yourself in a position to take advantage of it.

"We had a terrible race going. We were sixth at the leeward mark and back a ways. The first five boats went right, and we went left, picked up a lift and beat four of them by a total of 20 feet at the finish line. We got a second in that race and a class win," Barr reported. The winds were up for both days. There was a good sea breeze in the late morning on Saturday that sliced in with 15-20 knots and higher gusts. On Sunday the winds were 12-15 knots earlier in the day, got up to 18-20 for the second race and then slipped to 10 knots for the third race. ■



Thirty seconds to the gun.

PLACE	SKIPPER	SAIL #	RACE						TOTAL
			1	2	3	4	5	6	
1	Jim Barr	99	1	1	2	3	3	2	12
2	Gerry Paoli	400	2	2	11F	1	1	4	21
3	Bill Misenheimer	12	3	3	1	4	6	1	18
4	Chris Keitle	18	4	4	3	2	2	3	18
5	Richard Meyer	58	11F	6	4	7	8	7	32
6	Bill Monsma	1	5	5	11F	8	7	8	33
7	Doug Kresge	808	11F	11F	11F	6	4	5	37
8	Jeff Hoffmaster	3	11F	11F	11F	11O	5	6	44
9	Jim Howey	333	7	11F	11F	11F	11F	11F	51
10	Bruce Holton	11	11F	11F	11F	11F	11F	11F	55

Easter E Scow Regatta

*Carolina Yacht
Club
March 29-30*

Twenty-two E's showed up in Charleston for one of the largest turnouts for this regatta in 20 years. A few went out sailing on Thursday to get the bugs out of the boats from a long winter. Friday saw everyone turnout for 80 degrees and 5-10 knots from the South. After a great start in the first race, the entire fleet ran into a hole which left the race committee no choice but to abandon and restart. Soon the wind did build to about 12 knots as the day wore on and three great races were finished. Dave Magno led the first day followed by Augie Barkow and Ken Fisher. Friday nights dinner was a grand affair in the Carolina Yacht Club ballroom. Everyone feasted on fish and shrimp and Charleston hospitality.

Saturday started with winds out of the Southwest at 15 knots. As the fleet left the dock, the wind continued to build to about 20, gusting to 25 knots. The first beat of the race saw five boats over, while the downwind saw at least two more in the drink, including the leader, Dave Magno. The race was finished and, with a building wind, wisely the race committee saw fit to cancel the remaining races. Everyone back to the dock to finish three kegs and trophies. ■

PLACE	SKIPPER	SAIL #	TOTAL
1	Augie Barkow	X-11	8
2	Ken Fisher	KU-6	15
3	Charles Colhan	I-10	19
4	Dave Magno	LA-99	30
5	Bruce Heverly	NS-1	31
6	Ross Griffith	SC-88	35
7	Deven Hull	LA-18	40
8	Bill Nolden	LA-11	43
9	Richard Ryon	LE-33	43
10	Steve Shalk	I-564	44
11	Ken Wruck	I-71	45
12	Philip Barow	LA-88	45
13	Brad Law	SC-32	53
14	Peter Dodds	SC-99	55
15	Craig Bradley	HO-13	55
16	Walter Prause	AH-11	57
17	George Durst	7	58
18	Will Hanckel	SC-199	58
19	William Missenheimer	WA-12	73
20	Bobby Koar	BH-11	75
21	Mark Jordan	KU-61	84
22	John Bubnowski	SS-26	85

Black Tie Regatta

Super racing conditions prevailed throughout the entire weekend of April 19th through the 21st for this the "Champagne of Regattas." "Windwise, it was the best Black Tie I've been to," opined E Scow skipper Frank Davenport from Wisconsin's Lake Geneva Yacht Club. "It was perfect. It just doesn't get any better!" Mother Nature exquisitely provided 86 scow skippers and their crews quite steady, south to southeasterly winds, blowing between 14 and 20 m.p.h., tossing in only minor shifts and challenging puffs. Partial sunshine and toasty temperatures, ranging between 76 and 83°, were added delights to the festivities of this on and offshore spring extravaganza! "We can't ever imagine a group being treated to any better sailing conditions in a five-race series," purported John and Jane Bates, Co-Chairpersons of Black Tie 2002. Racers, families, and friends trekked to Rush Creek Yacht Club from 13 states to participate. "...The level of competition at this event may be one of the best ever assembled...", declared Eric Hood, an MC racer from Spring Lake Yacht Club, Michigan. Rush Creek's au fait PRO team of Brad and Susan Davis, along with the myriad of valuable race committee volunteers, orchestrated great racing courses. Due to the upwind last leg of each race, many sailors had a thrilling and robust ride back to the quay!

With the heftiness of the winds, it was amazing that for the entire racing time, only 12 boats capsized or turtled. Of that number, two were E Scows. It was good that the water temperature was in the mid 60s. The story goes that one of those two E Scow skippers took a tip 'n' dip, but the crew quickly scrambled to the top side, and were high and dry!

Ten E Scow helmsmen hailed from four different clubs: Grand Lake YC, CO, Lake Geneva YC, WI, Torch Lake YC, MI, and Rush Creek YC, TX. The three skippers from Grand Lake were Rick Schaffer, GL-21, Jason Sutherland, GL-31, and Toby Sutherland, GL-29. From Torch Lake, Art Brereton skippered TO-101. Skippering I-333 was Frank Davenport from Lake Geneva. Rush Creek had five tiller guiders: Kim Buttram, TX-4, W. S. "Monty" Montgomery, TX-1, Pete O'Connell, TX-9, Jeff Progelhof, TX-8, and Buddy Wainwright, TX-3.

Friday afternoon was the genesis of the regatta with two back-to-back races. Contestants wound up with the following placements for Race 1: 1) Art, 2) Toby,

*by Jimneta
Christian*

*Rush Creek Yacht
Club*

April 19-21



Photo by JH Peterson

*Winning Skipper Art
Brereton with crew Cecle
Imbrie, Jeff Aukland and
Harry Melges (standing).*

3) Kim, 4) Rick, 5) Jason, 6) Buddy, 7) Frank, 8) Jeff, 9) Pete, 10) Monty, and Race 2: 1) Art, 2) Toby, 3) Jason, 4) Kim, 5) Rick, 6) Frank, 7) Jeff, 8) Pete, 9) Monty, 10) Buddy, DNF. After these two good races, and lunch's calories all consumed, everyone was ready for the plethora of tasty hor d'oeuvres on the club's deck!

Saturday morning's winds were promising a repeat of yesterday's energy levels. Two races were held, with a lunch respite sandwiched in between them. Placements panned out this way for Race 3: 1) Art, 2) Buddy, 3) Jeff, 4) Rick, 5) Toby, 6) Kim, 7) Jason, 8) Pete, 9) Frank, 10) Monty, and Race 4: 1) Art, 2) Kim, 3) Toby, 4) Jeff, 5) Frank, 6) Jason, 7) Buddy, 8) Rick, 9) Pete, 10) Monty.



*Second Place Skipper
Kim Buttram and
crew.*

Photo by JH Peterson

Grand conviviality engaged those attending Saturday night's Black Tie dinner and dance. The cuisine was exceptionally delicious! The Seth James Band, Texas blues, oh yeah, "They were terrific. We danced the night away," exclaimed MC skipper Eric Protzman, "and they seemed to enjoy the party as well."

On Sunday morning, the rain gods

were held at bay as the fifth, and last, scheduled race commenced. With the wind velocity dittoing yesterday's tempo, "hike hard" was again in the skipper's vocabulary for this day's action! Here's how the racers fared for Race 5: 1) Art, 2) Rick, 3) Kim, 4) Jeff, 5) Jason, 6) Buddy, 7) Frank, 8) Pete, 9) Monty DNF, 10) Toby DNF.

Voila! Skipper Art Brereton and his crew managed a fantastic feat by scoring a bullet, acing all 5 races!

The USSA Appendix A2.2 Low-Point Scoring System, with no throw-outs, was employed in calculating the scores. The total number of points for each skipper is listed below, along with their crew members. 1. Art Brereton & crew Jeff Eukland, Harry Melges, Cecle Imbrie (5) 2. Kim Buttram & crew Chris Buttram, Eric Schloemer, Cheston Geye (18) 3. Toby Sutherland & crew Susan Herrington, Sean Watters, David Lubchenco (23) 4. Rick Schaffer & crew Kelson Elam, Paul Bregenzer, Karl Dietz (23) 5. Jeff Progelhof & crew Bryan Calk, David Hoyer, Jeff Kerr (26) 6. Jason Sutherland & crew Jay O'Neill, Michael Sutherland, Annika Schneider (26) 7. Buddy Wainwright & crew Missy & David Smedley, John Skiles, Greg Olson (32) 8. Frank Davenport & crew John DeCarlo, John & Rob Zils (34)

9. Pete O'Connell & crew George Szabokey, Robert Miller (42) 10. Monty Montgomery & crew Kristopher Koenen, Jim Watson, Al Christian (50)

On the club's deck under the white tent immediately after Sunday's hardy lunch, three perpetual trophies and 60 handsome, timepiece-oriented trophies were presented. In a summative note, E Scow skipper Jason Sutherland enthusiastically remarked, "The racing simply was the best I can remember." Andy Burdick, who



Photo by JH Peterson

crewed this year for Okoboji C Scow skipper Marty Palmer, and is a Black Tie veteran from Zenda, Wisconsin avered, "I have been coming to the Black Tie Regatta since 1986, and in no other location are you guaranteed warm weather, nice wind, wonderful hospitality and champagne when you walk off the boat. The Black Tie is the Champagne of Regattas. Everyone must try it!" ■

*Toby Sutherland leads
Art Brereton and
Jeff Progelhof after
the start.*

PLACE	SKIPPER	SAIL #	RACE						TOTAL
			1	2	3	4	5	6	
1	Art Brereton	TO-101	1	1	1	1	1	5	
2	Kim Buttram	TX-4	3	4	6	2	3	18	
3	Toby Sutherland	GL-29	2	2	5	3	DNF	23	
4	Rick Schaffer	GL-21	4	5	4	8	2	23	
5	Jeff Progelhof	TX-8	8	7	3	4	4	26	
6	Jason Sutherland	GL-31	5	3	7	6	5	26	
7	Buddy Wainwright	TX-3	6	DNF	2	7	6	32	
8	Frank Davenport	I-333	7	6	9	5	7	34	
9	Pete O'Connell	TX-9	9	8	8	9	8	42	
10	W.S. Montgomery	TX-1	10	9	10	10	DNF	50	

Geneva Spring E Regatta

**Geneva event
provides
testing for
experimental
rudders**

*Reprinted from
Scow Slants*

*Lake Geneva
Yacht Club
May 18-19*

Threats of cold weather and possible rain limited the Geneva Spring E Regatta attendance to 39, including four boats with experimental rudders* authorized by the NCEA.

Three races were sailed in a fickle, but building northerly breeze on Saturday, perhaps Geneva's most challenging direction. Leading at the end of the day was favorite Brian Porter, who had a first and a fifth in the back-to-back racing, and, by passing some six boats on the final beat of the third race, finished third.

Jim Smith, sailing with experimental rudders, was only one point behind Porter for the day, with finishes of 7-2-1. Tied for third were Jack Strothman and Jim Gluek, six points behind the leader.

Sunshine was a predominant weather feature, moderating temperatures barely in the fifties.

Sunday morning was still cold, but provided a weak northeast breeze and lots of sun. The fourth race started with little or no evidence of wind on the water. Porter and Smith were glued together at the starboard end of the line, and, with neither sure of a fifth race, remained stuck to each other throughout most of the early part of the race, rounding the leeward gate overlapped (and discussing rights). Their personal battle dropped them to finishes of tenth (Porter) and seventh (Smith) while Peter Friend, also sporting experimental rudders, hogged what air there was to take top honors, followed by ILYA Commodore David Ferguson, Jim Zaiser, Tom Hyslop, and Art Larson.

Amazingly, the wind held steady enough to enable the fleet to finish with enough time to beat the noon deadline for another, final, start.

The fifth race started again with hardly a ripple on the water. Half of the fleet, sailing the great circle, were lifted on the left side of the course until a change in weather brought a line of fresh breeze as they neared or surpassed the layline to the first windward mark. That breeze built through the race, but never required a course change.

Strothman and others had the advantage, getting to the fresh stuff before the still-battling Porter and Smith teams, who rounded the first mark overlapped again, but considerably behind in the race.

Mike Darrow was the eventual race winner, followed by Toby Sutherland, Friend, Strothman and Ferguson.

Porter worked his way through much of the fleet on the second beat to finish sixth and win the regatta. A good last lap brought Smith to another tenth place finish, just good enough to edge out Strothman (by one point) and Sutherland (by two points) for the series.

Regatta chairman Frank Davenport and the Lake Geneva Yacht Club were terrific hosts, providing free refreshments from sponsor Sprecher as well as two nights of live music and other amenities. ■

*Experimental rudders were aboard
I-7, V-11, M-12, and TX-4.

PLACE	SKIPPER	SAIL #	RACE					TOTAL
			1	2	3	4	5	
1	Brian Porter	I-49	1	5	3	8	6	23.0
2	Smith/Harring	I-7	7	2	1	10	10	30.0
3	Jack Strothman	M-10	5	8	2	12	4	31.0
4	Toby Sutherland	GL-29	2	16	6	6	2	32.0
5	David Ferguson	M-67	12	6	8	2	5	33.0
6	Tom Hyslop	V-5	25	1	5	4	7	42.0
7	Jim Gluek	X-751	4	4	7	13	16	44.0
8	Jim Zaiser	X-2	9	15	9	3	9	45.0
9	Mike Darrow	V-39	11	13	11	21	1	57.0
10	Terry Neff	M-14	6	10	17	14	15	62.0
11	Doug McNeil	WH-111	24	7	10	7	14	62.0
12	Lon Schoor	H-7	26	9	4	16	8	63.0
13	Art Larson	I-26	15	17	12	5	20	69.0
14	Scott Ripkey	I-101	3	21	15	17	18	74.0
15	Bruce Ayres	TO-101	17	3	20	18	21	79.0
16	Pete Wall	I-4	8	19	22	9	23	81.0
17	Peter Friend	V-11	10	28	DNF	1	3	82.0
18	Bill Biwer	V-14	20	27	19	20	12	98.0
19	Jeff Solum	M-12	29	12	23	24	13	101.0
20	Kim Buttram	TX-4	13	22	21	22	24	102.0
21	Bruce Heverly	HO-51	14	26	18	11	35	104.0
22	Rob Terry	CR-66	21	11	14	26	32	104.0
23	Bill Walter	CR-100	36	18	16	27	11	108.0
24	Rick Roy	V-26	16	24	25	28	17	110.0
25	Bob Youngquist	I-13	19	33	26	15	19	112.0
26	Paul Boemer	V-102	23	20	29	19	22	113.0
27	Eric Wilson	M-11	18	14	27	25	DNF	124.0
28	Ken Wruk	I-71	30	23	31	23	26	133.0
29	Steve Schalk	I-564	22	32	28	30	27	139.0
30	Frank Davenport	I-333	32	30	13	32	34	141.0
31	Bruce Patterson	CR-51	28	31	DNF	34	28	161.0
32	Jim Howey	GL-14	27	DNF	30	35	31	163.0
33	Vincent Driessen	GL-6	31	25	DNF	29	DNS	165.0
34	Chris Casey	H-15	34	29	24	DNS	DNS	167.0
35	Pete Hagar	ID-1	37	34	33	31	33	168.0
36	J.B. Van Meter	WA-8	38	35	32	36	29	170.0
37	Eric Stahl	GL-30	33	DNF	DNF	DNS	25	178.0
38	Michael Rettie	I-80	35	DNF	DNS	33	30	178.0
39	Smiley Freytag	I-18	DNF	DNS	DNS	DNS	DNS	200.0

Toms River Tune Up

*Toms River
Yacht Club
June 1 & 2*

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
1	P. Magno	LA-88	1	1	4	5	11
2	Lampman	LE-8	4	4	3	1	12
3	Ryan	LE-33	2	5	2	6	15
4	Campbell	T-17	3	2	6	4	15
5	D. Magno	LA-99	6	6	1	3	16
6	Donat	LE-33	5	7	7	5	24
7	Lenard	LE-5	DNF	3	5	DNS	30
8	Bubnowski	SS-26	7	8	8	DNS	34
9	Puco	T-7	8	9	9	DNS	37
10	Johnson	HO-50	DNF	DNS	11	DNS	44



The long trek back to the windward mark at the Nationals.

Photo by Carey Hawkins



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BLUE CHIP CHAMPIONSHIP

1st P.J. Friend

WESTERN MICHIGAN INVITE

1st Doug McNeil

ILYA CHAMPIONSHIP

1st Harry Melges

ILYA INVATIONALS

1st Bud Melges

NAGAWICKA SPRING REGATTA

1st Tom Sweitzer

LAKE GENEVA SPRING REGATTA

1st Brian Porter

BLACK TIE CHAMPIONSHIP

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NORTH SAILS

Wawasee E Scow Open Regatta

By Bob Fanning

Wawasee Yacht
Club
June 7-9

It promised to be a perfect inland lakes sailing day. The breeze at 6:00 AM was ten miles per hour from the south, bringing warm air and sunny skies. The 9:00 AM skippers' meeting was begun by regatta chairman Dick Tillman with appropriate comments from race committee chairman Bill Allen and Wawasee Yacht Club commodore Jeff Schmahl. The harbor gun was right on time at 9:30 AM.

Race #1—Twenty-eight E Scows with skippers from seven states and as far away as Colorado and Florida, launched and left to find the committee boat anchored about 2 miles northeast of the club. At 10:30 a short postponement due to an ominous lull in the wind was followed by the five minute starting sequence despite obviously failing conditions. At one minute to go, the wind that was left was barely perceptible from the south/southwest. When the cannon fired, the fleet took off like a concrete block.

The majority of the fleet chose the committee end of the ample line with a few opting for a pin end start. Paul Wickland (SL-22), on starboard tack, was crossed by Dick Tillman (WA-113) coming from the pin end and then port tack crossing the entire fleet in slow motion. The windward mark was barely visible to the south southwest and took nearly 30 minutes to fetch. By then it was apparent that a life of clean living and good luck would be necessary to succeed and most of the sailors participating had neither. Paul Wickland built a bit of a lead by heading



*Teams Barr, Herdich, Hackleman
and Moorman in search of air.*

Photo by Ken Gingling



straight for the second mark with the very last of the wind from a predictable direction. The rest of the fleet split with about half, including Glenn Hallett (TO-11), Scott Ripkey (I-101) and Dave Irmsher (WA-21), making a prompt gybe and heading for the north shore in search of zephyrs. The other half pushed on to the east and then saw the wisdom of the northern route as a few puffs brought those boats within striking distance of Wickland.

Nearly every crew at one time or another caught a little puff which caused great encouragement that the rest of the fleet might be left behind, only to see the wind disappear and reappear 1/2 mile away to help some other flapping scow for a minute or two. Paul Wickland led at the second mark; which by then had wisely been declared by the race committee to be the last mark of the by then drastically shortened course. With part of the fleet headed to the finish, some with spinnakers up and hanging, and the rest trying to make the second mark, some with spinnakers up and hanging, an unusual sight was presented.

Wickland prevailed with Hallett, Ripkey and Irmsher close behind. The rest of the fleet limped toward the finish line with several boats failing to cross within the allotted time.

Race #2—No wind—cancelled.

Race #3—Less wind than Race #2—cancelled.

Saturday Night Party—A chicken dinner with all the trimmings was served with flair by the Wawasee Yacht Club members. Coors beer and the usual amount of hot air from sailors predicting more wind tomorrow accompanied dinner. Then, Brian Fanning and Jimmy Cantwell provided a unique blend of acoustic rock and

jazz on the lawn outside. Dick Tillman took it upon himself to make sure everyone had the best time ever not sailing and taught the gathered throng the finer points of "Shots and Knots". Wawasee native and Purdue student Rick Lemberg proved that you can learn something at college and won with a record setting time of 31 seconds. Best party ever!

Race #4—Some wind from passing power boats—cancelled.

Race #5—Some wind from sails being rolled and vans being backed through the yard to hitch up trailers—cancelled.

A special thanks to our sponsors, Lance's New Market, Syracuse; Coors/King's Keg, North Webster; Subway, Syracuse and to all who pitched in to make the even fun in spite of the lack of weather. The first and final standings follow. ■

PLACE	SKIPPER	SAIL #	RACE 1	TOTAL	GOLD FLEET	SILVER FLEET
1	Paul Wickland	SL-22	1	1	1	
2	Glenn Hallett	TO-11	2	2	2	
3	Scott Ripkey	I-101	3	3	3	
4	Dave Irmsher	WA-21	4	4	4	
5	Tom Monroe	WH-77	5	5	5	
6	Pete Price	TO-12	6	6	6	
7	Jim Howey	GL-14	7	7	7	
8	Kevin Watrous	TO-181	8	8	8	
9	Scott Hackleman	WA-17	9	9	9	
10	Dick Tillman	WA-113	10	10	10	
11	Mike Beesley	WA-49	11	11		1
12	George Snook	WA-20	12	12	11	
13	Jeff Herdrich	WA-11	13	13		2
14	Gerry Paoli	MU-400	14	14	12	
15	Casey Call	WA-99	15	15	13	
16	George Simpson	WA-414	16	16		3
17	Rick Lemberg	WA-200	17	17		4
18	Terry Moorman	WA-24	18	18	14	
19	J.B. VanMeter	WA-8	19	19		5
20	Ray Bunse	S-11	20	20	15	
21	Bill Misenheimer	WA-12	DNF	29	16T	
22	Bob Herdrich	WA-47	DNF	29	16T	
23	Jim Barr	WA-48	DNF	29		6T
24	John Call	WA-90	DNF	29		6T
25	Pete Hagar	ID-1	DNF	29	16T	
26	Tim Hollingsworth	EC-2	DNF	29	16T	
27	Chris Murray	WA-48(W)	DNF	29		6T
28	Kenny Bolles	WA-1	DNF	29		6T

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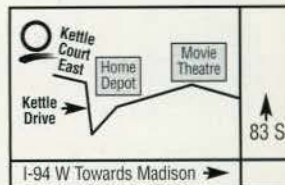
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ILYA E Invitational Regatta

by Kristen
Buttram

Lake Geneva
Yacht Club

July 10-13

This year's invitational regatta began with a merciful break in the hot weather and humidity, with temperatures cooling down into the 70's and 80's starting Wednesday and lasting through the duration of the regatta. Boats began arriving at the yacht club Wednesday afternoon, and by the start of the regatta Thursday morning, there were nearly 50 E Scows ready for action. Unfortunately for Bill Misenheimer, his boat (WA-12) was not among them, as he was still in Ohio looking for his wallet and trying to fix his car.

The wind was blowing hard enough out of the east to keep most crew in the straps for the first race. At the start, Buddy Melges (I-1) and a few others went to the north shore and proceeded to destroy all those who went to the south. He rounded the first windward mark in first place, however, by the second windward mark, Tom Burton (M-9) had closed the gap and was in 2nd place. They opened up their lead over the fleet in the second downwind leg, and the last beat was a match race between the two. Burton finally caught and passed Melges along the north shore near Williams Bay. It was a drag race to the finish, with Melges steadily closing the gap. In the end, though, it was Burton over Melges by a scant four seconds.

The wind remained the same for the second race (post-lunch). There was some pre-start excitement as David Ferguson (M-67) lost his jib halyard with 4:00 to go and managed a successful up-the-mast rescue and recovery effort in just five and a half minutes, making him only 90 seconds late to the start. The first full lap provided some close racing in some very unpredictable winds (according to one sailor, "the puffs aren't supposed to be coming from that direction in this kind of



Teams Wilson and Ferguson battle downwind.

Photo by JH Peterson

wind..."). By the end of the first leeward leg, three boats had broken away from the fleet—I-49, V-11, and M-2. On the second beat, Augie Barkow (X-11) opened up a lead over the rest by going north and Gordy Bowers (M-11) played the shifts enough to work his way into 2nd place in front of Brian Porter (I-49) and the Dennis/Meyer (M-2) team. The



Photo by JH Peterson

Augie Barkow shoots out to the lead.

last beat had Barkow and Bowers converging from different directions at the finish line with Barkow winning the race by 8 seconds over Bowers.

Day two of the regatta was a light-air day, the wind blowing around 5 or 6. Bill Misenheimer finally made his appearance at the regatta, much to the relief of his crew members who were getting restless as spectators. With about two minutes left in the starting sequence for race three, the wind went hard right causing a huge traffic jam at the starboard end of the starting line. In light of this development, the RC postponed the start to straighten out the course. The wind finally settled in out of the east, and the race got underway. Within the first two legs, it had turned into a tale of two fleets, and it remained that way through the rest of the race. Buddy Melges won this race by a very comfortable margin, with Rob Evans (M-1) placing 2nd and John Schloesser (J-80) 3rd.

Some more pre-start excitement occurred in race four, this time for Brian Porter who attempted to do an on-the-water replacement of a washer in his bilge board to prevent taking on a "shot glass full of water" that might adversely affect his speed. Unfortunately for Porter, the best laid plans of mice and sailors oft go awry; thus, instead of starting with the fleet, Porter was forced to capsize his boat to straighten a bent board that was dangling by a knotted line. As for the rest of the fleet coming into this afternoon race, the regatta was still wide open. Bowers was in the lead with 15 points, followed by Melges and Dennis/Meyer with 16, Burton with 18 and Barkow with 20. The tension in the air was almost tangible as the boats lined up at the start. Buddy Melges was over early much to the relief of the sailors still in the hunt. Our boat (and many others as we found out later) had its best start of the regatta, so the general recall that shortly followed was no surprise to us. Porter gets enough time to straighten his board and right his boat before the next start and Melges gets a clean slate. Not that a bad start would have ruined Buddy's chances for a great race/regatta win, but the irony of the situation definitely provided good conversation following the race over cocktails and hors



Tom Burton zeros in.

Photo by JH Peterson

d'oeuvres. Buddy called this situation "a propos" and others called it something else. I myself believe it is strong proof for Murphy's law. As it turned out, the last race was a great one. The highlight of the race was the competition between Brian Porter and the Smith/Harring (I-7) boat. Smith/Harring had a great race and led a good deal of the way, with Porter slowly but surely edging his way up on I-7. Midway through the last downwind leg, I-7 was still leading I-49, but then the wind shifted and I-49 took the lead. They were neck and neck around the last leeward mark and began dueling it out in the last beat. Porter was matching Smith/Harring tack for tack, and I-7 was gaining some ground. Just when I-7 was about to go bow out on Porter and possibly take the lead, the two boats noticed that in the heat of competition some other boats had managed to slip up on them. At that point it again became a fleet race instead of a match race, and Porter went on to beat Smith/Harring.

The forecast for Saturday morning was for "light and variable" winds, so after the steak dinner and Irish music provided by the LGYC Friday

night, the party moved to the west shore and the Chuck's/Gordy's Boat House complex. Here Brian Porter showed that his sailing skills far exceeded his quarter-throwing skills, as he was unable to hit the tip jar in the center of the bar, instead hitting Amanda Allen. Apparently the bartender tolerates quarters whizzing by his head only if they land in the tip jar, as he quickly offered Brian a "friendly" reminder of bar policy. Several of the regatta participants extended this social hour late into the evening, enjoying the camaraderie of their fellow sailors. These were the ones that were particularly thankful Saturday morning when they woke up to no wind.

The race committee waited to cancel racing until about 11:00 when it became fairly obvious that the wind would not be filling in enough to start any races. Thus, after two days and four races with four different winners, the final standings had four Minnetonka boats in the top five—Bowers (2), Dennis/Meyers (3), Peter Slocum (4), and Rob Evans (5). At the top of the list, though, was none other than Buddy Melges, putting together an impressive regatta win with only 66 years of E Scow sailing experience.

Thus ended the 2002 ILYA E Scow Invitational Regatta, one which gave the sailors good food, fun, friendship, and a variety of challenging wind conditions. It was a very successful regatta in all aspects, sailing and social, thanks to the efforts of regatta chair persons Frank and Melanie Davenport and many volunteers. After the awards ceremony, those sailors that had miles to go before they slept packed up and hit the road. We wished them all well until the next regatta and we could only hope that Bill Misenheimer made it home without incident—and with his wallet. ☐



One must not forget the spinnaker pole after the takedown.

Photo by JH Peterson

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
1	Buddy Melges	I-1	2	13	1	4	20.0
2	Gordy Bowers	M-11	7	2	6	9	24.0
3	Dennis/Meyers	M-2	5	4	7	10	26.0
4	Peter Slocum	M-53	6	11	8	3	28.0
5	Rob Evans	M-1	12	10	2	7	31.0
6	August Barkow	X-11	15	1	4	13	33.0
7	Smith/Harring	I-7	11	8	13	2	34.0
8	Tom Burton	M-9	1	5	12	22	40.0
9	Brian Porter	I-49	23	3	14	1	41.0
10	Tom Sweitzer	V-9	3	12	11	15	41.0
11	Douglas Kuller	M-111	13	14	9	26	62.0
12	Peter Friend	V-11	22	7	28	6	63.0
13	Dan Buckstaff	J-46	9	20	10	25	64.0
14	David Ferguson	M-67	18	24	20	5	67.0
15	Eric Wilson	V-777	26	17	5	20	68.0
16	Kim Buttram	TX-4	8	29	16	16	69.0
17	Jon Schloesser	J-80	20	30	3	18	71.0

continued

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
18	Jack Strothman	M-10	21	6	23	21	71.0
19	Jule Hannaford	M-7	10	16	18	28	72.0
20	Lon Schoor	H-7	17	33	19	8	77.0
21	Rick Roy	V-26	31	22	22	12	87.0
22	Paul Kobs	UM-44	27	21	25	14	87.0
23	Jim Gluek	X-751	28	9	15	37	89.0
24	Art Brereton	TO-101	30	25	17	17	89.0
25	Bill Biwer	V-14	4	27	32	39	102.0
26	Terry Neff	M-14	29	28	24	23	104.0
27	Wendell Sherry	I-44	25	23	DSQ	11	110.0
28	Vincent Driessen	GL-6	14	26	OCS	19	110.0
29	Frank Davenport	I-333	24	18	37	36	115.0
30	Art Larson	I-26	38	15	34	29	116.0
31	Ken Wruk	I-71	16	31	39	32	118.0
32	Chuck Lamphere	I-96	19	36	36	27	118.0
33	Bill Wyman	J-5	34	35	31	31	131.0
34	Bob Youngquist	I-13	36	32	29	40	137.0
35	Ron Schloemer	I-11	37	42	35	24	138.0
36	Paul Boemer	V-102	DNF	34	21	42	148.0
37	John Kobs	UM-4	33	DNF	26	38	148.0
38	Charles Colman	I-10	32	19	DNC	DNC	153.0
39	Kris Dressler	H-15	42	37	41	33	153.0
40	Nathan Quist	I-52	45	43	27	44	159.0
41	Bill Freytag	I-18	35	DNF	43	30	159.0
42	Tom Teska	H-9	DNF	41	30	41	163.0
43	J. J. Hausmann	V-181	40	38	38	DNF	167.0
44	Bill Misenheimer	WA-12	DNC	DNC	33 35	170.0	
45	Steve Lyon	I-88	41	DNS	45	34	171.0
46	Steve Schalk	I-564	39	40	42	DNF	172.0
47	Jim Barr	I-131	43	39	44	DSQ	177.0
48	Pat Hughes	M-21	44	44	46	45	179.0
49	Jay Wittenstrom	I-5	DNC	DNC	40	43	185.0
50	Tom Hyslop	V-5	DNC	DNC	DNC	DNC	204.0

New York State Championships

Chatauqua Yacht Club—June 22–23

PLACE	SKIPPER	SAIL #	RACE			TOTAL
			1	2	3	
1	Welch, Jr.	KU-11	1	1	1	3
2	Fisher	KU-6	3	2	3	8
3	Rick Turner	CH-6	2	5	2	9
4	Spear	KU-5	4	4	5	13
5	Welch, Sr.	KU-1	5	6	4	15
6	Connel	CH-51	9	3	6	18
7	Leonard	KU-8	6	8	7	21
8	Hudson	KU-12	7	9	8	24
9	Dick Turner	CH-5	8	7	10	25
10	Gustafson	CH-11	11	11	9	31
11	Sellstrom	CH-4	10	10	11	31
12	Reynolds	CH-3	14	13	12	39
13	Braman	KU-9	12	12	16/DNF	40
14	Rynick	CH-36	13	14	13	40
15	Robinson	CH-7	16/DNS	16/DNS	16/DNS	48

Keuka Yacht Club—July 20–21

PLACE	SKIPPER	SAIL #	RACE					POINTS	OVERALL PLACE	OVERALL POINTS
			1	2	3	4	5			
1	Welch, Jr.	KU-11	1	4	1	1	4	11	1	14
2	Rick Turner	CH-6	4	5	3	2	1	15	2	24
5	Leonard	KU-8	3	2	4	7	5	21	3	42
4	Welch, Sr.	KU-1	2	1	2	4	DNS	22	4	41
8	Wright	KU-2	8	3	5	5	2	23	5	74
3	Fisher	KU-6	7	6	6	3	6	28	6	36
6	Spear	KU-5	6	9	8	6	3	32	7	45
7	Hudson	KU-12	9	8	11	9	7	44	8	68
9	Dick Turner	CH-5	5	7	7	DNF	DNS	45	9	78
10	Seager	CH-11	10	10	9	8	DNS	50	10	85
12	Braman	KU-9	11	11	10	DNS	DNS	58	11	107
15	Robinson	CH-7	12	12	12	10	DNS	59	12	114
15	Reynolds	CH-3	DNC	DNC	DNC	DNC	DNC	124	15	
14	Sellstrom	CH-4	DNC	DNC	DNC	DNC	DNC	116	14	
16	Rynick	CH-36	DNC	DNC	DNC	DNC	DNC	125	16	
11	Connel	CH-51	DNC	DNC	DNC	DNC	DNC	103	11	

Western Michigan E Invitational

by Mike Terry

Crystal Lake
Yacht Club
July 20-21

Twenty boats from seven different clubs registered for this event held at beautiful Crystal Lake in northwestern Lower Michigan. Due to questionable weather predicted on Sunday, four races were planned for Saturday and two on Sunday. Saturday dawned bright and clear with good sailing winds out of the southwest. Brian McMurray of White Lake went 1 and 2 to lead the group at the lunch break. Races 3 and 4 were held after lunch with White Lake's Jack Rillema and Tom Monroe each taking a race. At the end of the day, White Lake, lead by Jack Rillema, dominated the regatta.

Sunday dawned overcast with light winds out of the southwest. Race 5 started with the winds picking up out of the southwest and by the time Bill Walter from Crystal Lake crossed the finish line in first there was a nice fresh breeze on the lake. The winds held right up to the starting gun of race 6 when they died off to very light. This didn't last long, as the wind filled in from the west-southwest at 35+ about half way up the first leg. With big waves and puffs over 40, very few skippers put up chutes on the down wind leg in an effort to survive. The rest of the race was truly a battle just to survive. Of the 17 boats starting, only 7 finished the race, which was won by Brian McMurray.

Congratulations to White Lake's Brian McMurray and crew for winning this year's regatta!

This regatta is a wonderful event and is rotated between beautiful Torch Lake and Crystal Lake. For those of you that have never sailed on either of these lakes, you are missing some great sailing and a wonderful regatta! We look forward to seeing more of you next year! ☐



"Did anyone call for a plumber?"

Photo by Ted Slater



Vice Commodore 'E-Z Pete' Price first around the windward mark.

Photo by Ted Slater

PLACE	SKIPPER	SAIL #	RACE						TOTAL
			1	2	3	4	5	6	
1	Brian McMurray	WH-88	1	2	5x	4	4	1	19
2	Tom Monroe	WH-77	6x	3	3	1	2	3	20.1
3	Jack Rillema	WH-66	5	1	1	3	6	DNF _x	27.4
4	Doug McNeil	WH-111	3	5x	2	5	3	2	27.4
5	Peter Price	TO-12	2	8	10x	6	5	6	50.4
6	Bill Walter	CR-100	7	7	7	7	1	DNF _x	52
7	Rob Terry	CR-66	15	4	6	2	7	DNF _x	56.7
8	Casey Call	WA-99	8	6	11x	9	8	5	64.7
9	Kik Wickland	SL-22	4	9	4	12	DNF _x	DNF	73
10	Steve Kirshner	TO-23	16x	15	12	14	11	4	84
11	Norman Olsen	CR-60	10	16	8	16	9	DNF _x	89
12	Bob Wynkoop	CR-12	13	11	17	8	10	DNF _x	89
13	Stu Soule/Mike Terry	CR-95	12	18	13	DNS _x	13	7	93
14	George Linder	CR-77	9	14	15	11	14	DNF _x	93
15	Kevin Watros	TO-181	18	13	9	10	DNS _x	DNS	101
16	Jay Dunwell	WH-8	17	12	14	13	DNS _x	DNF	104
17	Peter Hagan	ID-1	14	17	16	15	12	DNF _x	104
18	Bruce Patterson	CR-51	11	10	DNF	DNS _x	DNS	DNS	114
19	Bill Misenheimer	WA-12	19	19	19	17	15	DNF _x	119
20	Ben Carstens	CL-11	20	20	18	DNS _x	DNS	DNS	130

E Scow Challenge

by Ken Fisher

Toms River, NJ

July 27-28

The first race was run in cloudy conditions on the Wanamaker Course in relatively cool temperatures and light south winds. With the pin end favored, Had Brick port tacked the fleet with a ya-hoo and thanks to Ken Fisher (also on port) for not tacking on him. Bob Donat took honors however, with Had Brick and Paul Magno right behind. The second race followed in a gradually building wind. Dave Magno, the eventual Regatta winner, put on a two race afternoon clinic, winning both races handily after winning both starts. Although the left paid off in the morning race, the right seemed to pay in the afternoon races. Slack and Bob Koar rounded out the top three in the second race. Dick Wight and Cliff Campbell rounded out the top three in the third race. A relaxing cocktail party featured scrumptious homemade hors d'oeuvres and lively conversation. Cliff and Mary Jo Campbell patrolled the grounds to ensure all were happy and content, and we all were. The dinner at TYRC was well attended, delicious, and sprinkled with hearty helpings of rum, scotch, wine, and the like. Service was outstanding. The main attraction was Had Brick intricately explaining how his marriage status legally changes in New Jersey when his wife travels to Europe and he stays to sail Regattas. Many thanks to TRYC for a fine evening.

Sunday brought early morning fog, high dew points and hot weather, nevertheless with light to moderate breezes out of the south. There were crowds at the pin for both races, with much discussion on the water that was not difficult to hear. Boats over early and attached to the pin was the order of the day. Cliff Campbell put a horizon job on us in race four with Dave Magno and Ken Fisher battling for second, Ken losing just before the last leeward mark with a horrible tactical blunder after pulling ahead. Paul Magno put a great race together in the final, with P. Hurley and Cliff Campbell right behind in that order. Trophies were imaginative. The top three (D. Magno, C. Campbell & P. Magno) showed fine sailing skill, and the racing for places 4-8 was very tight and exciting. All in all, a great weekend! ☐

PLACE	SKIPPER	SAIL #	RACE					TOTAL
			1	2	3	4	5	
1	D. Magno	LA-99	5	1	1	2	6	15
2	C. Campbell	T-18	7	5	3	1	3	19
3	P. Magno	LA-88	3	8	9	4	1	25
4	Hurley	MA-11	11	4	8	5	2	30
5	B. Koar	BH-22	10	3	5	8	4	30
6	B. Donat	LE-3	1	6	7	11	8	33
7	H. Brick	IH-37	2	9	4	7	11	33
8	K. Fisher	KU-6	4	10	10	3	7	34
9	Slack	IH-18	8	2	6	13	13	42
10	Ryan	LE-33	6	11	11	12	10	50
11	D. Wight	MA-4	9	7	2	DNS	DNS	52
12	E. Rochelle	HO-31	14	14	13	10	5	56
13	B. Warner	T-1	13	13	12	9	9	56
14	Johnson	HO-50	15	16	15	6	12	64
15	B. Reynolds	IH-44	12	12	14	DNS	DNS	72

Eastern Championship

The 2002 Eastern Championship was hosted by Little Egg Harbor Yacht Club August 1st through 3rd. Every fifth year, Easterners are treated to three days of racing on this great course. From my perspective, those who take the Eastern Championship seriously gear up especially for Little Egg. This venue offers a test of seamanship like no other. In every championship, luck plays a part to some degree. Little Egg, however, seems to take luck out of that equation. In other words, the cream rises to the top and the best team wins at Little Egg. That being said, this year was no exception.

by
George Welch, Jr.

*Little Egg Harbor
Yacht Club
August 1-3*

Twenty six boats arrived for what turned out to be three days of great E boat sailing. The fleet included the usual suspects, including six past champions, a rising star out of Bay Head, a team from Tufts University, and some new long rudders. Though not with the big breeze most planed on, six races were completed in winds ranging from 7 to 18 mph. In retrospect, the conditions were perfect. Never too much wind, and yet always enough. Four races were 2 times around, with races two and four ending on the run. The RC should be commended on running such an efficient regatta.

Three races were sailed on day one. After a few cocktails that evening, Dave Magno was overheard saying, "we are all sailing for second now". Dave merely verbalized what many feared. Rick Turner (CH-6) from Chautauqua Lake, finished the day with a 2, 2 and 1. With three races to go and a throw out to add to the mix, it seemed premature for Dave to make such a statement, but not when you look at the day Rick had.

In race one, Paul Magno (LA-88) grabbed the lead half-way through and never let up. Rick Turner hung around the top five throughout, slowly but surely passing those just ahead. He finished with a second, which may have been more telling than even Paul's win.

Race two was started after lunch. At the five minute gun, the fleet began testing the line in a 10 mph northeasterly, when it became obvious two boats were not going to make it on time. Inexplicably, Paul Magno was one of them. I am sure more than a few felt a "guilty pleasure" over the prospect of race winner number one being late, but this was not to be. Here, luck was on Paul's side as the tide pushed the fleet over early. Needless to say, Paul was present for the restart and each



Winning Skipper and Crew (L-R) Rick Turner, Ricky Turner, Terry Turner and Evan Andrews.

Photo by George Welch, Jr.

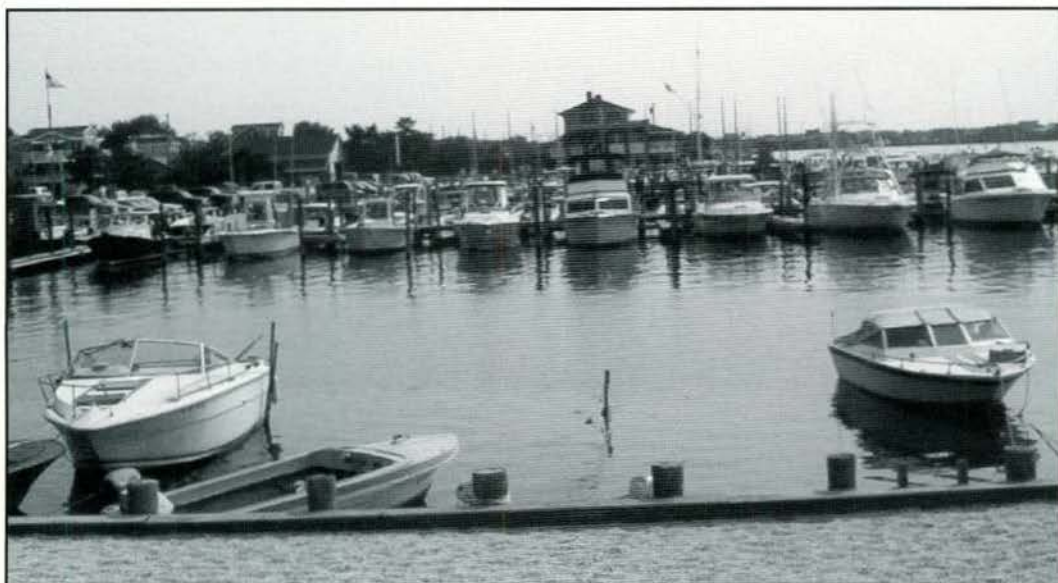


"Hold your fire men, they are almost within range."

Photo by Alex Vare

right again on the next beat, Welch overtook Lampman and covered for the win. Finishing second after a brilliant run following a penalty turn at the weather mark was Rick Turner. Observe the trend of Turner consistently moving forward.

The RC made it a regatta on day one by starting number three. The day had been long, but the breeze remained, though becoming a little shifty. Two locals port tacked the fleet and led through the first half of the leg. Turner and Welch, Jr. started near the pin and held starboard for half the beat. After tacking to port and finding more pressure on the left, these two lake boats led the way for the next four legs. Turner held first and Welch, Jr. maintained a loose cover over the rest of the fleet. CH-6 enjoyed a speed advantage that became more apparent as the race progressed. On shore, Dick White (MA-4) observed that with the breeze moving so drastically it was almost impossible to cover. Turner found a way and topped off an already solid day with a bullet as the next five struggled for position. With the wind moving right, George Welch, Sr. (KU-1) and Bobby Koar, Jr. snuck in behind Rick. Dave Magno and Welch, Jr. followed, giving Rick a comfortable cushion on which to sleep.



Another 'Beautiful Day at Little Egg'.

Photo by Alex Vare

one thereafter. George Welch, Jr. (KU-11) was able to shake off a mediocre start in the middle to work his way to the right before everyone else. At the top mark, Welch followed newcomer Bobby Koar, Jr. (BH-22), who sailed with his father Bob and two brothers. At the leeward mark local favorite Jack Lampman (LE-8) led with Welch holding on to second. Working

Day two's forecast called for high temps and a more typical sea breeze. Those with bigger "fourths" were eager to get out there. The prospect of big wind provided a bit of intrigue as the boats were rigged. Rick and crew, though comfortably ahead, were sailing a little light. With son Ricky, wife Terry, and middle man Evan Andrews, they may have weighed 600.

Furthermore, they didn't have a lot of leverage. Considering the drop, things could have been interesting if CH-6 struggled in a blow on day two.

In a building wind, race four was all but over by the first mark. Speedster Bobby Koar, Jr. walked away with this one. The last time he was close enough to see was half way up the first leg as he crossed the fleet on port. His lead grew throughout, winning by the largest margin of the week. Two boats made big moves on the run to the finish. Paul Magno, rounding the last weather mark in about seventh, held starboard the longest and beat everyone but Koar to the finish. In keeping with day one, Turner crossed third after positioning himself for a starboard approach to take out a pack of five. Again, Turner moved himself up in the fleet when it mattered. With four top three finishes in as many races, it was now Turner's regatta to lose.

It finally blew hard in race five. This being the last race of the day, the RC lengthened the course a bit. The top seven boats were tightly packed at the first mark. Lampman and Welch, Jr. rounded near the back of that pack and quickly jibed to port. It was clear at the

next mark that this was the right thing to do, as these two led comfortably. Lampman, on his home waters with his regular crew, did not let Welch by this time. Dave Magno, sailed the last half of the race without a backstay, but was able to hold on to third, keeping him in the mix for the top three overall.



A tight downwind finish in race number 2.

Photo by Alex Vare

Turner finished well, despite the anticipated weight problem, to preserve the regatta and erase any thoughts of a two race collapse. In fact, he didn't even have to sail the next day, but he did. I bet he slept easier than most on the eve of his first championship.

As predicted on day one, the only drama left was for bridesmaid honors. Paul Magno, Welch, Jr., Jack Lampman and Dave Magno all had a shot. Dave and Jack needed some help, while Welch needed to beat Paul. Scott Leonard (KU-8), helming the Tufts University all-star team, led the first two legs. On the second lap Dave Magno took control, with Welch, Jr. following right behind. It went like this until the last leeward mark when Paul Magno rounded in sixth and headed for Atlantic City. Rounding the left gate, Paul stayed on port and made a "fast break" for the right corner. Two things were happening, and Paul recognized both. The breeze was clocking and the tide was right on your nose on port. Paul stayed with his plan despite looking slow and lonely on the right, as Welch continuously abandoned port tack. If you didn't know about the tide, starboard just "felt" too good compared to port. In the end, the right paid with angle and velocity allowing Paul to take second in the race and the regatta. Welch took his licks on the left

and limped home in time to hold on to third in a tiebreaker over Dave Magno.

Finally, Rick Turner was awarded the championship trophy. It was Rick's first Eastern Championship as a skipper. In 1965, when he was ten, he won with his father Dick and mother Autumn. In a wonderful twist of fate, Rick accomplished the same feat with his son and wife aboard. To make it even more special, Rick's mom and dad were at the trophy presentation. Ironically, Rick appeared unfazed by what went on all week. Perhaps it was because he was preoccupied by son Bradley's series at the Opti Nationals that week. By the way, Bradley finished second. Congratulations to Rick, Terry, Ricky, Bradley, Evan Andrews, and the rest of the Turner family on a week and a summer to remember. ■

PLACE	SKIPPER	SAIL #	RACE						TOTAL
			1	2	3	4	5	6	
1	Rick Turner	CH-6	2	2	1	3	[6]	5	13
2	Paul Magno	LA-88	1	7	[15]	2	4	2	16
3	George Welch, Jr.	KU-11	[12]	1	5	7	2	6	21
4	Dave Magno	LA-99	8	[8]	4	5	3	1	21
5	Richard Wight	MA-4	4	4	7	6	[29DNF]	3	24
6	Jack Lampman	LE-8	5	3	13	8	1	[17]	30
7	Robert Koar	BH-22	11	9	3	1	7	[12]	31
8	Walt Lenhard	LE-5	3	11	[11]	4	5	9	32
9	George Welch, Sr.	KU-1	[26]	5	2	11	9	11	38
10	Cliff Campbell	T-17	7	6	9	[18]	13	7	42
11	Rich Ryon	LE-33	10	[18]	6	14	11	10	51
12	Had Brick	IH-27	6	10	12	10	[29DNF]	14	52
13	Scott Leonard	KU-8	[14]	13	8	13	10	8	52
14	George Drawbaugh	HO-37	16	16	18	[20]	8	4	62
15	Bob Donat	LE-3	9	14	10	9	29DNF	[29DNF]	71
16	Irven Spear	KU-5	13	15	17	15	12	[29DNS]	72
17	Ken Fisher	KU-6	17	12	14	[19]	15	15	73
18	Tom Wiss	HO-32	23	17	16	12	14	[29DNF]	82
19	Dick Turner	CH-5	18	[23]	22	16	18	20	94
20	John B. Maschal	LE-16	15	19	24	22	[29DNF]	16	96
21	Bob Difillio	LE-6	24	21	21	17	16	[24]	99
22	Craig Bradley	HO-13	19	[24]	19	23	21	18	100
23	William Hudson	KU-12	21	[25]	23	21	23	13	101
24	John Cranmer	LE-37	22	20	20	[27]	19	21	102
25	Eric Rochelle	HO-31	27	26	[27]	25	17	19	114
26	Cliff Lewis	MA-18	20	[27]	25	26	22	23	116
27	Doug Galloway	LE-4	25	22	[26]	24	20	25	116
28	Charles Johnson	HO-50	28	28	28	[28]	24	22	130

EASTERNS

Photos by
Alex Vare

Rick Turner ahead to stay.



Left must be right.

*Eric Rochelle,
Ken Fisher and
John Cranmer
at the leeward gate.*



ILYA Championships

Photos by
RJ Bangs



Bill Allen and Brian Porter in pre-race mode.




John Dennis scoots off to the left.



Downwind slide.



Tom Hyslop in mid-jib.



"Here we go again."

NATIONALS

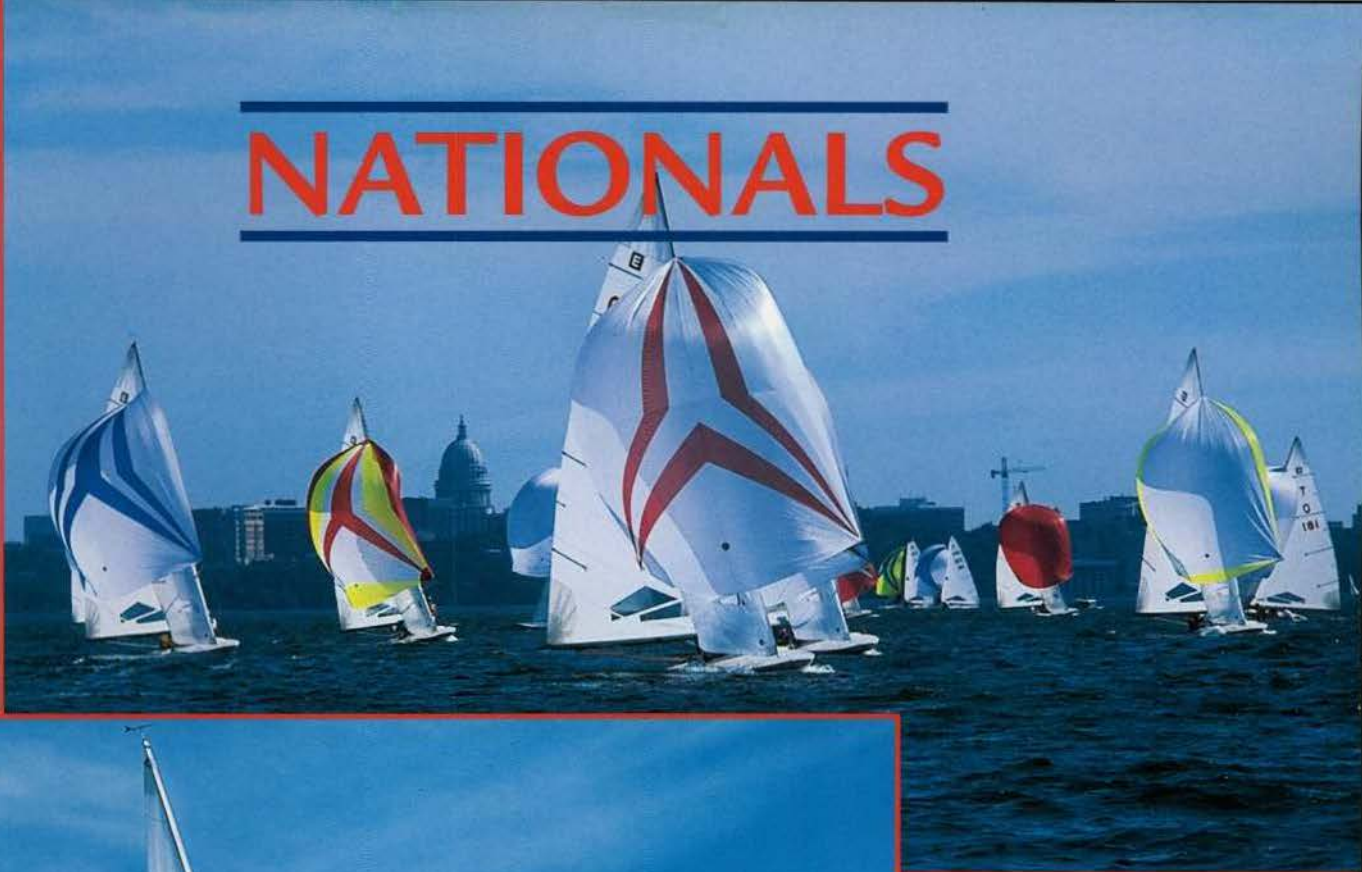


Photo by Pat Dunsworth



*Gordy Bowers
blasting downwind.*

Photo by Pat Dunsworth

Photo by Pat Dunsworth





NATIONALS

Photo by Pat Dunsworth



Photo by Pat Dunsworth

*Jim Gluek & crew
on the attack.*



Around the offset

Photo by Carey Hawkins

BLUE CHIP

Photos by
Pat Dunsworth

*A good way to work
off that hangover.*

*Keep your eye
on the ball.*



BLUE CHIP



Another beautiful day at the Blue Chip.



John Dennis and crew.

Photos by
Pat Dunsworth

Starting Analysis and Skills for Success

STRATEGY is using the wind to finish the race as quickly as possible. By looking at a weathermap, lake geography, the sky, the lake surface, the length of course, number of competitors and type of boat sailed you create a game plan for the start and first beat. You should stick to the plan unless wind conditions clearly change before or slightly after the start. The best racers start thinking of a winning strategy before they go out on the water. There are two basic strategies—hit the corner or sail the middle—depending on your feel for the wind velocity and direction.

by Gordy Bowers

HIT THE CORNER when the wind is very steady or progressively shifting to one side of the course. For example, when there is a point of land or a shoreline (within thirty degrees of parallel to the wind direction) you should plan to get to that side of the course. If the wind is stronger on one side due to a lower windward shore, a bay or just more open water on one side of the course it is also critical for you to get to that side. When the course is short, the bold approach is to keep the fleet on your weather quarter sail fast to a little short of the layline and tack for the weather mark. A more conservative racer will tack short of the layline or slightly before the boats around him with a clean lane and a potential lift to the mark as the wind continues to shift or build. The boats that wait to get to the layline will backwind each other or overstand the mark. You can usually tack back to the corner if boats that continued to the side are making good gains and still get to the weather mark among the leaders.

SAIL THE MIDDLE when the weather shore is less than a third of a mile away or when the upper air is colder than the land or water over which it is flowing – a cold front. In either case the wind is very changeable in velocity and direction. You need to respond to shifts quickly to stay on the lifted tack, which is usually the fastest way to the weather mark. The exception is when by sailing a small header you can get into much better wind velocity. Generally, you should sail to the next heading shift, tack back toward the middle on the long tack toward the mark and sail fast to the next big header. Only point high for tactical reasons: when you are close to the layline, if other boats are on your weather quarter that prevent you from tacking or when you are on the lifted edge of puff and pointing high will keep you on the edge sailing high and fast.

TACTICS are usually defined as how you place your boat relative to a boat or boats around you to gain control so you can execute your strategic game plan, winning both the battle and the war. It is critical to change your starting priorities depending on the wind strength. Light air requires clear air and speed at the gun with the ability to sail in the direction of the most wind. In medium wind positioning is most important so set up the boat for pointing high to separate from boats around you and make that first tack perfect. In heavy air boat handling is what wins the start. Knowing how long it takes to tack into a good approach position with the ability to accelerate to full speed into a hole to leeward at the gun is the heavy air priority.

I analyze the starting tactics as a series of timeline problems: from three minutes to thirty seconds before the start, thirty seconds to the start and from the start until two minutes after the start.



Photo by Carol Amman

THREE MINUTES TO THIRTY SECONDS – First determine which end of the starting line is favored. The quickest method is to go head to wind and estimate which end is favored and by how much. You then use your strategic analysis of the wind to determine whether you will be sailing for a side or going up the middle two minutes after the gun. Starting line situations fall into three groups: port-biased, starboard-biased and no-bias to the line.

PORT-BIASED LINE – Advantages are clear air, the ability to get to the favored left side of the course and a head start on all boats behind and to weather. Disadvantages are that many others will want to be at the port end preventing you from getting away cleanly or blocking you from tacking if the line is extremely biased.

Do not be early and know the layline to the port mark.

Avoid the port end crunch by starting just behind the starboard crowd at the pin.

STARBOARD-BIASED LINE – Advantages are clear air and the option to tack to starboard for more wind, a heading shift or both. Disadvantages are boats that are early, bunching or barging the line. It is critical to know the layline to the starboard mark so you can tell if you are high, low as you approach the line.

If high of the layline try to drift down or sheet in to sail over or below close boats.

If low of the layline, tack to port and then tack back once on the layline.

If late trim immediately or wait for the boats ahead to start, then tack.

If early stop(wiggle the rudders, luff both sails, drop both boards and ease the vang), reach down the line for a hole or circle the starboard end of the line.

NO-BIAS LINE – Advantages are that you can avoid the ends, which are usually crowded – the middle is safer when you are fast or leading the regatta. The mid-line start also gives more flexibility to sail to either side when the wind is shifty and you want to stay on the lifted tack using the sail the middle strategy. The disadvantages are getting to the line too soon in a group of early boats and having to sail around the ends if you are over the line early. Develop great boathandling skills to be successful in the following mid-line situations:

Develop a reliable port tack approach that enables you to spot gaps in the line to tack into with thirty seconds to the gun.

When on starboard learn to accelerate quickly over the top of a boat to leeward and into a hole on the other side or accelerate quickly to prevent an overlap and luffing rights.

When making a starboard approach, defend against a port tacker who is trying to steal your hole by bearing off to aim at him thereby forcing him to either tack early or sail past you and look for a more attractive hole further up the line. If he tacks under you head up quickly so you gain separation.

When making a starboard approach, defend against another starboard tacker who attempts to get to leeward of you by bearing off to fill the hole to leeward of you before he can establish an overlap to leeward of you with luffing rights. You might also leave your boom out to further discourage him while trying to make yourself a half-boat length hole to leeward. If done correctly your defense will leave the starboard tacker no option but to reach off to a hole well below you or to luff sharply to an overlapped position on your weather quarter.

If luffed hard by a boat to leeward, look back up the line to see if you can tack to port and then tack back to starboard so you create a new hole to leeward.

Discipline yourself to hang back if you are with a group of boats that will be over the line early. Either you or your crew should look at the pin then at the boat end to see if you are over. The shorter the course or the larger the fleet the more important it is to not be over early.

THIRTY SECONDS TO ZERO SECONDS -

During this period quick reaction time and perfect boathandling determine your success. The following techniques, when practiced will give you a big advantage over less skilled opponents:

Learn how to rotate your boat from close to head to wind to perpendicular without moving more than one length forward by using sail trim, crew weight and helm.

Hold your boat nearly stationary keeping just enough flow on the board to maintain your position on the line using sail trim, crew weight and helm. Reach off and accelerate as soon as the boat to leeward just before the gun.

Practice at least one acceleration drill before the starting sequence to know the time and distance to full speed for the wind and wave conditions.



Photo by Pat Dunsworth

Accelerate by first trimming the jib, then the main while keeping the helm on the centerline of the boat until you are close to top speed. Trying to point early will only cause the boat to sideslip toward the boat to leeward of you.



Photo by Pat Dunsworth

Be quick to protect your position in lifts/headers and puffs/lulls just before the gun.

ZERO SECONDS-TWO MINUTES AFTER THE START

Assuming you have executed well, you are in the front row and going fast in the right direction for the first shift, you will round the first mark in good shape. However, if your plan or execution is wrong you will be behind shortly after the start. Relax! Look for opportunities to get clear air, to play

the shifts and go fast. Try some of the following Plan-B moves.

Find lanes of clear air and stay with your game plan, unless obviously wrong.

Learn to use a blocker when on starboard tack.

Do not get trapped on port thinking another boat to leeward is a blocker.

If a boat tacks on your wind, tack and come back to follow your pre-start plan.

If a boat is on your quarter, know at what distance you can tack and duck his stern.

Change gears to point or drive off for clear wind, lifts or headers.

Know what port-starboard relationships call for cross, lee bow or duck.

CHAMPIONS IN ANY SPORT think, believe in, and work very hard to win. They are willing to make mistakes, learn from them and prepare for the next race. Above all, be positive and enjoy the process of becoming the best racer you can be. ■

Gordy Bowers – represents Quantum Sails, coaches and teaches sailing clinics.

Visit Gordy's website at www.gordybowers.com

73rd Annual WMYA Regatta

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
1	Douglas McNeil	WH-111	5.7	0	10		15.7
2	Tad Welch	SL-2	3	10	10	0	23
3	Don Nelson	WH-12	15	13	3	3	34
4	Pete Price	TO-12	5.7	3	15	11.7	35.4
5	Brien Fox	SL-8	8	11.7	11.7	5.7	37.1
6	Kevin Watrous	TO-181	16	0	13	16	45
7	Peter Johanson	TO-33	10	14	16	8	48
8	Paul Wickland	SL-22	13	8	14	13	48
9	Curt Miller	G-12	14	15	8	14	51
10	Rich Grant	G11	19	17	5.7	17	58.7
11	John McNeil	WH-1	11.7	19	17	20\DNS	67.7
12	Herb Knape	SL-18	17	16	18	18	69
13	D.J. Edgerle	SL-11	18	18	19	15	70

*Grand Rapids
Yacht Club*

August 7-10

**Make sure to visit
the official NCESA Web Site:
www.E-Scow.org**

***New*: You Can Now Join the NCESA Online**

**For up-to-the-minute Regatta Updates, Breaking News,
Sailing Links, Used Boats, Used Parts and Used Crew?**

**Drop a note to our Webmaster Dierk Polzin
Dierk@E-Scow.org**

ILYA Championship

Oshkosh Yacht
Club

August 10-12

Harry Melges showed the fleet why he is now a World Champion of the Melges 24 by winning four of the six races sailed on Lake Winnebago. Just a week after winning the Melges 24 Worlds in Germany, Harry dominated the ILYA Championship.

Lake Winnebago well known for outrageous conditions was under control for the first half of the week long ILYA Championships. Storms only threatened and winds stayed moderate from the southwest preventing big waves from building up.

Race One—Saturday PM, Sunny, SW, 12-15. A quick shift from the right put Harry Melges ahead to stay. The shift was not totally obvious, but Melges made a beeline off the right end out the right corner. Smaller waves might have been a factor. Augie Barkow with his sister showed great skill holding off Gordy Bowers for second place.

Race Two—Sunday AM, Sunny, SW, 14-18. Stronger winds prevailed, excellent conditions a bit more chop. Lots of good waves to surf downwind with big shifts downwind the last time down. Melges and Porter took the right/west downwind and almost lost the race to David Chute (M-53) who has teamed up with Peter Slocum to create a consistent and formidable team that took the left/east side and almost stole the race from Melges. Terry Neff (M-14) had his best race taking fourth.



"The Smurfettes—Pretty in plaid."

Photo by RJ Bangs

Race Three—Sunday PM, Sunny, SW, 14-18. Winds were up and clouds were building. Racing was fast and furious with Tom Burton jumping out to a huge lead only to have the race abandoned as the Regatta PRO cancelled all races at around 3:00 as a huge 35,000 foot thunderhead tracked for the race course. Much debate followed at ILYA E-Fleet Meeting on the proper method to use for shortening courses. Race Three was completed at the end of the series on Tuesday.

ILYA E-Fleet Meeting Brief Report: 14 boats in attendance, Rudders-unanimous in approval, Shortening ILYA courses—strongly suggest the ILYA come up with an improved method. ILYA/NCESA Representatives elected were: Brian Porter I-49, Rob Evans M-1, and Chrissy Hughes of M-2. They join Andy Burdick I-45 and Bob Biwer V-222 as NCESA Directors. Tom Burton has been nominated to become Rear Commodore and Dierk Polzin as Treasurer/Secretary. Contact Tom Burton for full minutes.

Race Four—Monday AM, Cloudy, SW, 6–10. Augie Barkow, X-11, age 26 and his highly acclaimed sister Sally won race four with Chris Jewett and Tom Burton trailing. Sally Barkow was the women college sailor of the year winning the A-Division at the Collegiate Nationals in early June. Teaming up with her brother they are quickly becoming unstoppable. Augie, you may remember won the NCESA Nationals as crew with Bob Biwer on V-222 and in his only second year in an E Boat is now in high gear.

Augie played the big shift of 30 degrees just right by consolidating $\frac{2}{3}$ of the way up the beat. Porter, Chute, Evans and Bill Allen all had poor races with many getting caught over the line.



"Surf's up."

Photo by RJ Bangs



Thirty seconds to the start with Tom Monroe (WH-77) about to get pinched out.

Photo by RJ Bangs

Race Five—Monday PM, Cloudy, SW, 6-18. Harry Melges won this race by playing the big right shift and puff perfectly. Winds built unexpectedly with the much of the fleet dropping their fourths and paying the price as early on the first beat when the wind filled. Brian Porter and Chute/Slocum finished second and third. The late afternoon makeup race was cancelled as the wind quickly built to unmanageable conditions for the MC's and I-20's on the other courses.



"Ready for a little game of chicken?"

Photo by RJ Bangs

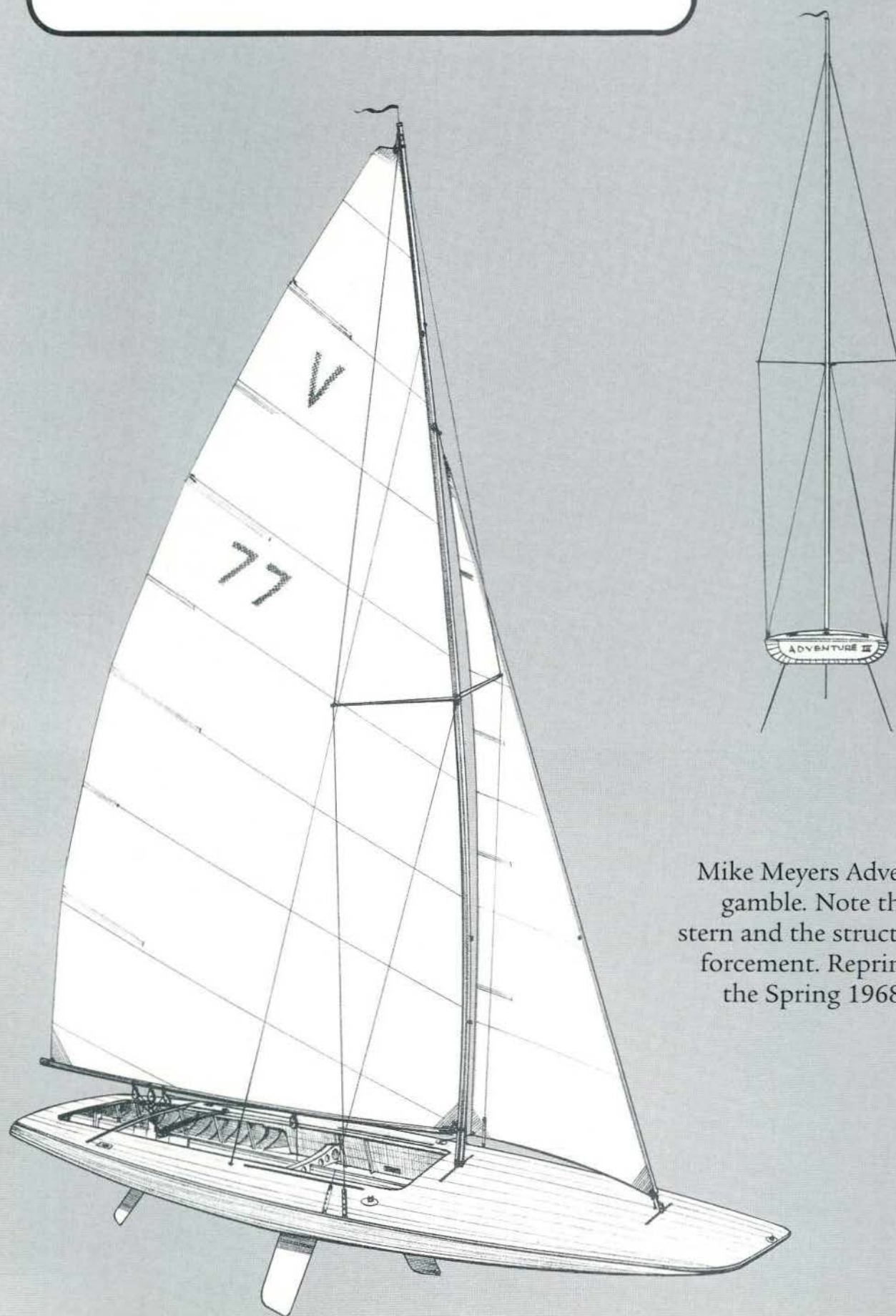
Race Six—Tuesday AM, Cloudy, SW, 10-15. Chris Jewett, UM-11 another young talented sailor with his brother Tony showed that there is more then one new hot team in the Inland winning this race by hitting all the shifts. Augie Barkow and Harry Melges followed. Jim Gluek, X-751 had his best race of the regatta taking a 4th.

Race Three resailed—Tuesday AM, Cloudy, SW-NW, 12-18. Harry Melges played the giant right shift of 35 degrees just right staying solid up the middle and waiting for the shift to come to him. Some boats were seen to jibe at the starting line to escape to the right only to find themselves well overstood half way up. Tom Burton finished off a solid series with a second taking third place overall. Rob Evans played the right corner on the last beat when the wind shifted a second time and wound up third. Jack Schloesser in J-12 had his best race of the series with a 7th.

A tough jumbled series with sun, solid winds, waves that were big but sailable, lots of opportunities for gaining downwind and upwind. Harry won by sailing solid, taking the small shifts when they were given to him and being in the right portion of the course for when the big shifts hit. Jay Ecklund and Hans Melges crewed, the same team that won the Melges 24 World the week before. ■

PLACE	SKIPPER	SAIL #	RACE						TOTAL
			1	2	3	4	5	6	
1	Harry Melges	I-1	1	1	1	6	1	3	13
2	August Barkow	X-11	2	8	11	1	5	2	29
3	Tom Burton	M-9	5	7	2	3	8	7	32
4	Chris Jewett	UM-1	14	10	14	2	7	1	48
5	David Chute	M-53	8	2	4	25	3	6	48
6	Brian Porter	I-49	4	3	5	29	2	13	56
7	Bill Allen	M-4	11	5	8	11	9	28	72
8	Rob Evans	M-1	9	25	3	28	6	5	76
9	Lon Schoor	H-7	10	9	26	13	26	11	95
10	Tom Munroe	WH-77	15	22	21	10	14	17	99
11	Peter Friend	V-11	27	16	18	4	18	18	101
12	John Dennis	M-2	7	31	25	5	27	8	103
13	David Ferguson	M-67	20	23	6	21	11	24	105
14	Tom Hyslop	V-5	21	11	31	8	4	33	108
15	Van Johnson	M-20	26	19	9	15	31	9	109
16	Jim Zaiser	X-2	19	17	22	14	23	16	111
17	Jim Gluek	X-751	30	14	30	18	17	4	113
18	Jon Schloesser	J-80	16	6	10	27	28	27	114
19	Bill Biwer	V-14	25	18	17	26	10	22	118
20	Gordy Bowers	M-11	3	40	47\DNF	7	12	10	119
21	Mike Darrow	V-39	6	35	19	34	13	12	119
22	Terry Neff	M-14	17	4	16	19	22	46\ZFP	124
23	Ted Mortenson	M-223	22	38	12	9	33	14	128
24	Doug Mills	V-800	18	20	13	31	29	20	131
25	Jack Schloesser	J-12	34	24	7	16	37	21	139
26	A.J. Schweda	V-111	28	12	43\ZFP	20	25	15	143
27	Brant Nelson	UM-11	32	13	32	17	19	34\ZFP	147
28	Vincent Driessen	GL-6	13	36	37	12	30	23	151
29	Eric Wilson	V-777	35	28	15	38	20	19	155
30	Jack Strothman	M-10	12	29	35	32	16	32	156
31	Wendell Sherry	I-44	24	15	47\DNF	24	21	30	161
32	Chuck Lamphere	I-96	29	21	20	33	34	35	172
33	Bill Wyman	J-5	23	34	36	23	35	26	177
34	Bob Youngquist	I-13	37	33	24	35	15	36	180
35	Frank Davenport	I-333	33	47\DNF	23	22	24	31	180
36	Lee Alnes	W-25	31	39	28	37	32	34	201
37	Larry Hirschberg	J-151	39	27	33	40	36	29	204
38	William Hanson	H-838	38	37	38	30	41	38	222
39	Gretchen Feeney	L-4	42	42	27	44	39	39	233
40	Sally Wozniak	V-7	41	30	47\DNF	45	38	41	242
41	Amanda Allen	M-409	36	32	47\DNF	36	47\DNF	47\ZFP	245
42	Robert Cummins	J-2	40	26	47\DNF	39	47\DNF	47\DNF	246
43	JJ Hausmann	V-181	47\DNF	47\DNF	38\ZFP	41	47\DNF	40	260
44	Mark Kieffer	BC-42	47\DNS	47\DNF	47\DNF	42	40	47\DNF	270
45	William MacNeill	L-1	47\DNF	41	47\DNF	43	47\DNF	47\DNF	272
46	Art Brereton	TO-101	47\DNS	47\DNF	47\DNF	47\DNF	47\DNF	47\DNF	282

ADVENTURE III±



Mike Meyers Adventure III
gamble. Note the rudder,
stern and the structural rein-
forcement. Reprinted from
the Spring 1968 *Reporter*.

MESA Regatta

The forecast was five to ten miles an hour from the northwest. At about 10:00 a.m. a fleet of 17 scows put in and slowly sailed toward the waiting committee boat. The windward mark remained in the buoy boat due to shifts from northwest to south to north to northeast. After an hour or so, the committee hoisted the "follow me" flag and the potential course was moved to the south followed shortly by a parade back to the Yacht Club for lunch. By 1:00 p.m., the day was looking to be a bust when the promised wind materialized and then some. The harbor gun sounded with the suggestion that everyone get out there "now" and a mad rush to the race course ensued.

Race 1: A morning of anticipation prompted a general recall. The wind continued to build for the real start and a shift to the left paid off for Bob Herdrich at the helm of WA-47. He held his lead for legs two and three, but Dave Irmsher steering WA-21 took advantage of downwind puffs to take the lead on leg four. Casey Call (WA-99) and Dick Tillman (WA-113) traded positions at marks two, three, and four. On leg 5, at their last crossing, a heavy wind ducking maneuver proved fatal for Tillman's port running back stay and the ensuing confusion allowed Call to hold on for second with Tillman third and Herdrich fourth.

Race 2: The wind continued to build to 12 to 15 with blasts to 20. The committee saw an opportunity to squeeze two races into the waning afternoon and called for a six leg race and downwind finish. After another general recall, the dreaded black flag warned that further delay would not be acceptable. The wind was shift and the shores, whether left or right, attracted attention. The north shore turned out to be slightly better with Bill Misenheimer (WA-12) reaching the mark in first. He relinquished that lead to Casey Call on the first downwind leg but vowed not to let anyone else by. As Misenheimer looked back at Tillman's approach, he kept WA-12 in a constant relative position and preserved his place. Ben Carstens driving CL-11 made a mini run on the leaders, but couldn't hold off Tillman, Terry Moorman (WA-24) and Herdrich on legs five and six. WA-17, with team Hackleman aboard, finished upwind and watched the frantic spinnaker sets at mark five for a minute or two before realizing that six legs mandated an extra downwind trip! Casey Call finished first, Bill Misenheimer finished second and Dick Tillman finished third.

Race 3: The wind slacked a little, but was still more than adequate and nearly everyone was over early prompting a general recall. The second attempt at a start was accompanied by the black flag. The regatta leaders had a good start with the exception of Dick Tillman who found himself buried at the committee end of the line. For reasons that are somewhat difficult to explain, other than an abundance of sailing experience and some good luck, Tillman found himself on the correct

by Bob Fanning

*Wawasee Yacht
Club*

August 24-25



Photo by Carey Hawkins

*Bill Misenheimer
remembered his wallet
for this trip.*



The fleet splits after the start.

Photo by Carey Hawkins

held for the remainder of the race under steady wind conditions. Dave Irmsher and Chad Herdrich (WA-11) found themselves neck and neck for the remaining legs with Irmsher coming out on top at the end and Bill Misenheimer just sneaking in ahead of Chad Herdrich for fifth place.

An excellent dinner hosted by the Wawasee Yacht Club was postponed for an hour or so due to the late arrival back of the club of the fleet. The gusting wind had proved too much for several of the boats, including the wooden scow hauled up north by the IUPUI Sailing Club. The boat yard found several teams making repairs right up to the dinner bell in anticipation of the next day of sailing.

The Sunday weather failed to cooperate and by 11:00 a.m. many of the traveling teams decided to pack up in preparation for an early departure. The awards ceremony featured duffel bags for the winning skippers and ditty bags for their crews. Casey Call, Dick Tillman, and Dave Irmsher were one, two, and three in the gold fleet. Ben Carstens, J.B. VanMeter, and Kenney Bolles rounded out the top three in the silver fleet. ■

PLACE	SKIPPER	SAIL #	RACE			POINTS	GOLD FLEET	SILVER FLEET
			1	2	3			
1	Casey Call	WA-99	2	1	2	5	1	
2	Dick Tillman	WA-113	3	3	1	7	2	
3	Dave Irmsher	WA-21	1	7	4	12	3	
4	Bill Misenheimer	WA-12	9	2	6	16	4	
5	Bob Herdrich	WA-47	4	5	8	17	5	
6	Terry Moorman	WA-24	6	4	7	17	6	
7	Scott Hackleman	WA-17	7	11	3	21	7	
8	Chad Herdrich	WA-11	5	12	6	23	8	
9	George Snook	WA-20	8	8	10	26	9	
10	Ben Carstens	CL-11	16	6	9	31		1
11	JB Vanmeter	WA-8	11	9	11	31		2
12	Kenny Bolles	WA-1	10	13	12	35		3
13	Bill Monsma	ID-11	15	14	13	42		4
14	Mike Beesley	WA-49	14	10	DNS	42		5
15	John Call	WA-90	12	DNS	DNS	48		6
16	Tom Ewing	ID-4	13	DNS	DNS	49	10	
17	Chris Murray	EC-3	DNF	15	DNS	51		7

NCESA Championship Regatta

The Mendota Yacht Club and Hoofers Sailing Club hosted this years E Scow National Championship Regatta on Majestic Lake Mendota in Madison, Wisconsin on the 5th through the 7th of September 2002. With school in session, a buzzing campus on the shores of Lake Mendota, a Big Ten football weekend and the Wisconsin State Capitol looking on, 70 E Scows representing 21 fleets from 9 states battled the challenging conditions over three days of sunny skies and warm, variable southwest breezes. What else could we ask for? (other than some steady breeze on the final day!)

*Mendota Yacht
Club*

September 5-7

Day one of racing began in light and variable winds. So much in fact that race one was unable to be completed after the lake went flat and then spun 180 degrees. After a short break in the action on shore, the first completed race was sailed in the afternoon. Light shifty winds dominated as the patience and perseverance of the competitors was tested. In the end Frank Davenport



"Hey Skip, what time is the Badgers game again?"

Photo by Pat Dunsworth

sailing I-333 won the race, of which he would later thank, among others, Buddy Melges for all of his years of encouragement. John Dennis and crew sailing M-2 placed second and Brian Porter sailing I-49 took third.

Day two began looking good with a light breeze out of the Southwest until the lake was chrome plated before the scheduled 9:30 start. The competitors sat and waited until the lake started filling in around noon. And fill in it did! With many teams rolling the dice sailing without a fourth for the regatta, the breeze built to a gusty 15 to 20 knots out of the south/southwest. Great rides and competitive racing prevailed along with a little carnage. In the first race of three this day, Gordy Bowers would draw off of his years of experience and talent to take an early lead and hold on to capture first place. The always tough Brian Porter and crew gutted out second and Peter Slocum from Minnetonka took third. With just a short time for everyone to catch their breath between back to backs, race number three got underway in the same heavy air conditions. This time Tom Burton sailing M-9 propelled out front early and never relinquished his lead dominating the race to the finish. Jason Sutherland sailing GL-31 worked his way nicely to a second place spot, while Jeff Solum from Minnetonka rounded out the top three.



"Hey Skip, I thought you said light and variable, 3-5 mph."

Photo by Carey Hawkins

placed first, holding off Chris Jewett and crew in second. Bill Walter from Crystal Lake took an impressive third place.

Day three came with hopes of getting in two races, which would complete the six race series and allow for a much desired throw out for many of the top contenders who had unfortunate breaks the day before. It looked promising as the fleet cruised out to the early morning start. After a general recall of the first start, the pressure quickly and steadily declined and the direction fluctuated to the point of not being able to set a line. After waiting it out for the required time, the final two races were abandoned and the regatta ended with four races completed.

The final results, with some high scores, reflect the competitive nature of the fleet, racing in challenging conditions. In the end, Mike Darrow, racing V-39, with crew Rick Kotovic, Brian Jones and Kathy Gutenkunst on board, prevailed to win the National Championship, proudly representing the Pewaukee Yacht Club and keeping the Championship on Pewaukee Lake for the second consecutive year (Bob Biwer, Torch Lake, 2001). In second from Lake Geneva was I-49, Brian

Porter, with crew Andy Burdick and Charlie Harrett. Rounding out the top three, representing Pine Lake, was X-751, Jim Gluek, Bill Butz and Ted Rolfs.

Other special recognition was given to Martin Ford of Lake Geneva for his distinguished service to the NCESA and his outstanding efforts in serving as Principal Race Officer for many years and to Terri Turner of Lake Chautauqua, NY for her contributions to the class in the Eastern region. Lastly, a tremendous "thank you" goes out to all of the volunteers of the Mendota Lake Yacht Club, Hoofers sailing club and the NCESA Board of Directors for hosting a terrific regatta. ■



I hope the water is warm.

Photo by Carey Hawkins

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
1	Mike Darrow	V-39	5	15	9	1	30
2	Brian Porter	I-49	3	2	15	14	34
3	Jim Gluek	X-751	7	11	11	6	35
4	Chris Jewett	UM-41	24	12	8	2	46
5	Jack Lampman	LE-8	14	4	27	10	55
6	Van M. Johnson	M-20	16	6	26	11	59
7	Bob Biwer, Jr.	V-222	8	20	23	8	59
8	Gordy Bowers	M-11	36	1	13	13	63
9	Tom Hyslop	V-5	4	5	32	22	63
10	Peter Slocum	M-53	27	3	22	12	64
11	Paul J. Magno	LA-88	30	8	25	9	72
12	Jeff Solum	M-12	32	25	3	17	77
13	David Ferguson	M-67	10	27	17	23	77
14	Russ Darrow	V-1	19	13	4	43	79
15	Robert Zak	W-10	9	29	19	25	82
16	John Dennis	M-2	2	70	7	7	86
17	Tom Burton	M-9	6	14	1	70	91
18	Rob Terry	CR-66	60	17	10	4	91
19	Woody Jewett	M-77	26	25.0	25.0	24	100
20	Jon Schloesser	J-80	44	19	24	15	102
21	Pete Price	TO-12	62	22	5	19	108
22	Dan Buckstaff	J-46	38	16	34	20	108
23	Jack Strothman	M-10	20	10	35	45	110
24	Jason Sutherland	GL-31	57	18	2	35	112
25	Terry Neff	M-14	50	21	12	32	115
26	Thomas A. Munroe	WH-77	61	7	30	18	116
27	Peter J. Friend	V-11	17	24	6	70	117
28	Wendell Sherry	I-44	46	30	16	28	120
29	Dave Magno	LA-99	55	9	39	21	124
30	Toby Sutherland	GL-29	37	26	18	48	129
31	Vincent Driessen	GL-6	12	70	20	29	131
32	John Barlow	UM-7	25	43	41	26	135
33	Bob Donat	LE-3	49	23	31	33	136
34	Bruce Heverly/ Tom Wiss	HO-51	33	33	40	31	137
35	Brian McMurray	WH-88	53	32	49	5	139
36	Casey Call	WA-99	11	31	29	70	141

continued

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
37	Kenneth R. Fisher	KU-6	13	39	52	37	141
38	Rick Turner	CH-6	28	70	14	30	142
39	Eric Wilson	V-777	21	42	46	34	143
40	Richard Ryon	LE-2	42	48	38	16	144
41	Frank Davenport	I-333	1	52	42	51	146
42	Kevin Watrous	TO-181	56	28	21	42	147
43	Bill Walter	CR-100	31	70	50	3	154
44	Charlie Turk	TO-2	23	47	36	50	156
45	William Hanson	H-838	39	40	37	41	157
46	Bill Shelton	H-101	22	44	47	55	168
47	Ken Wruk	I-71	65	34	28	46	173
48	James A. Smith	I-7	51	70	33	27	181
49	Bill Wyman	J-5	48	35	53	47	183
50	Terry Moorman	WA-24	34	41	54	59	188
51	Lon Schoor	H-7	15	70	70	36	191
52	Peter Hagar	ID-1	59	45	45	44	193
53	Walter Lenhard	LE-5	45	37	56	57	195
54	JJ Hausmann	V-181	18	70	70	38	196
55	Lee Alnes	W-25	40	38	48	70	196
56	Bob Herdrich	WA-47	63	36	44	54	197
57	Tom Teska	H-9	43	49	55	56	203
58	David P. Irmscher	WA-21	52	46	70	39	207
59	Todd Tiefenthaler	H-33	29	70	70	40	209
60	Kristopher Koehnen	TX-1	58	50	43	60	211
61	Dick Turner	CH-5	66	51	51	53	221
62	Terry Schieber	TO-23	35	70	70	52	227
63	Bill Bauer	H-15	47	70	70	49	236
64	Laura Anderson	H-477	41	70	70	63	244
65	George Lindner	CR-77	64	70	70	58	262
66	Justin Segersten	H-141	70	53	70	70	263
67	Tom Blaskey	H-1	54	70	70	70	264
68	Rob Kauffman	M-33	69	70	57	70	266
69	Andy Jackson	H-23	68	70	70	61	269
70	Stephen Suhr	H-38	67	70	70	62	269

E Scow Rudder Tube Conversion Procedure

Parts needed: A pair of new rudders
A pair of new rudder tubes
A pair of new black delrin deck wedges
If you have a Johnson hull, you may need a pair of rudder heads as well.
Access to all the tools and fiberglass materials needed below.



MELGES
Performance Sailboats

- Remove the existing rudder tubes if they are not installed already square to the surface of the hull. Remove either with a sawzall or a diegrinder. Cut off just below the deck, and just above the core at the hull.
- It may be necessary to grind off the tube at the hull side to remove the tube down to the exterior skin surface. This may be necessary on a Johnson Hull as the tubes in a Johnson hull are larger diameter tubes.
- Dish out the old hole in the deck with a grinder and glass over the hole with several layers of 6 oz. cloth or 2 layers of 908. After glass is cured fare in area with ad-tech or other polyester compatible faring compound. Prep area and spray with gel-coat. Work up when gel is cured and buff out.
- Using the existing hole location in the hull, line up the new rudder tubes square to the surface of the hull in all directions. This is important so that the new rudder fits tight to the hull around the rudder shaft and when the rudder is turned it does not hit the hull. The hole in the deck will be moved forward and inboard from your old hole location. To line up the tube, you can either use a rudder or make a jig that is 1.5" wide by about 8" long aluminum plate with a piece of 15/16" rod or rod that will fit snugly in the rudder tube, mounted squarely onto the piece of aluminum. This will simulate the top of the rudder and help to align the tube. You then have to slide a piece of rudder tube (use a piece of the one you just cut out) over the jig shaft or the new rudder shaft as you place it in the boat. Square up the jig or the rudder to the surface of the hull, slide the tube up to the underside of the deck and mark the location. Drill a hole in the deck from the underside and slide the new tube into the boat from the deck down. Double check the alignment and file the deck hole in the proper direction to insure that the tube is aligned properly.
- Measure the recess of the black delrin deck wedge and mark the rudder post on the outside of the deck where it needs to be cut for the black delrin deck wedge to sit all the way down on the deck.
- After you have insured that the tubes are aligned properly, you can glass in the tubes. Keeping the rudder or the jig in position to align the tubes, putty around the tubes at the hull and under the deck making a small radius. Then using strips of approx. 1"x 6" strips of 1 oz. mat, laminate the tubes in position.
- Once the glass has set up, Screw the black delrin deck wedges down on the deck. Make sure they sit completely on the deck, rotate back and forth to find the best fit.

- Next, slide the rudders into the hull, take care not to drop the rudders or ding them when installing, always put some foam under the rudder to insure that the rudder does not get damaged if it drops. Slide the rudder heads over the shafts, make sure the rudder is up snugly to the hull, have someone site that the head is somewhat lined up fore and aft with the rudder. Snug the forward bolt on the rudder head and scribe the shaft right above the rudder head with an awl, or similar. Be careful to scribe exactly on top of the head as this will tell you where to cut the shaft and where the top of the head goes for drilling the shaft.
- Remove the rudders, label shafts port and starboard, and cut off the shafts about 1/16" above the scribe line.
- Place the heads back on the shafts exactly where they were when they were in the boat. We drill the heads at approximately a 3 degree cant out so that the tillers are more parallel after they are on. In other words, if the rudders are exactly fore and aft and parallel, the heads would be mounted so that they are canting the tillers outboard about 3 degrees. This is not imperative, you can drill the heads so they are completely in line with the rudders, but the tillers end up being toed in and closer to the centerline and harder to reach if you ever steer with the handle.
- You have to mark the shafts very carefully through the hole in the rudder head and then using a drill press and vise, drill the shafts using a 13/64" drill bit. Take care to drill as square as possible. Then tap the holes with a 1/4-20 tap.
- Re-install the rudders in the boat, and install the heads. Do the rudders turn freely? If not, file off the top of the black delrin deck wedge until the rudder turns freely, or if the tubes are not in perfectly, you may have to file off the front or back top of the rudder where it hits the hull.
- Install the tillers and align the rudders so that they are exactly parallel. This is done by measuring down the leading edge of the rudder and placing a pencil mark 1" down and do the same on the trailing edge. The measurement should be the same on both sides. To adjust this, you have to adjust the length of the cross-bar. Shortening the cross-bar will toe the rudders in. If necessary, err on the toed in side of parallel. If you are within an 1/8" of parallel you will be in good shape.
- The cross-bar will need to be cut off. ■

Blue Chip Regatta

P.J. Friend takes the Blue Chip

PLACE	SKIPPER	SAIL #	RACE					TOTAL
			1	2	3	4	5	
1	P.J. Friend	V-11	12	5	4	1	9	31
2	Jim Gluek	X-751	17	7	3	2	2	31
3	Bill Allen	M-4	3	14	2	12	1	32
4	John Dennis	M-2	9	6	9	3	6	33
5	Rob Evans	M-1	6	1	5	7	15	34
6	Brian Porter	I-49	1	8	8	13	7	37
7	Mike Darrow	V-39	10	15	1	8	8	42
8	Tom Sweitzer	V-9	4	9	11	10	13	47
9	Morgan Reeser	?	5	11	16	17	3	52
10	David Chute	M-53	11	13	6	6	17	53
11	Lon Schoor	H-7	14	17	13	9	4	53
12	Jim Zaiser	X-2	7	3	15	19	18	62
13	Van Johnson	M-20	8	10	12	21	11	62
14	Brian McMurray	WH-88	13	DNF	11.33	16	5	68.33
15	Tom Hyslop	V-5	19	2	18	14	16	69
16	Bob Zak	W-10	2	19	14	20	14	69
17	Jim Smith	I-7	22	12	10	5	21	70
18	Bob Biwer	V-222	16	18	17	4	20	75
19	Jeff Solum	M-12	18	4	20	15	19	76
20	Tom Munroe	WH-77	15	16	21	18	10	80
21	Rick Turner	CH-6	20	DNS	22	11	12	88
22	Toby Sutherland	GL-29	21	20	7	22	22	92



Pile up at the windward mark.

Photo by Pat Dunsworth

*Pewaukee Yacht
Club
September 20-22*

Dear PYC and the E Scow Class,
First of all I would like to thank those responsible for inviting me to the 2002 Blue Chip Regatta as the Mystery Guest. I can assure you that I have never been to a regatta that has such a superb balance of competition, camaraderie and fun.

I was both honored and concerned with my invitation to the Blue Chip. My prior E Scow experience consisted of just 30 blurred minutes of spray and speed on Brian Porter's E boat in 1995. I did a bit of homework and spoke to prior Mystery Guest Dave Chapin. He assured me how much fun I would have and warned of the Saturday night party.

Thankfully, Andy Burdick and Jeff Baker agreed to coax/coach me around the course. While we had moments of glory leading the fleet, the important achievement was that I did not cause Andy or Jeff to endure the dreaded "Bar Walk".

I am most at home sailing in open water with consistent conditions, so it was a challenge not only racing against such excellent competition, but racing against a lake where the wind seemed to shift every time I took a new breath. The level of competition was intense, yet I was made to feel welcome at nearly every mark rounding, as long as I was the outside boat.

Getting used to sailing an E Scow was much easier than I would have expected. The E boat was even faster than I had remembered and much more maneuverable than would have expected. The longer the regatta went on the more I enjoyed the boat. I cannot wait for an opportunity to race an E Scow again.

Even more than I enjoyed sailing the E boat, I enjoyed all the sailors, families and the high quality of life at PYC. I was also aware of the wonderful family atmosphere at the regatta, with family participation both in the racing and in the club's



Mystery Guest Morgan Reeser & crew.

Photo by Pat Dunsworth



*Brian McMurray keeps
his head out of the boat.*

Photo by Pat Dunsworth

activities. The conditions at the Blue Chip were oh so civilized – having only a five minute sail to the starting line and chance to drop wet foulies in the dryer and have a great lunch between races. My memories of racing 470's is of rigging the boat soon after sunrise, sailing 3 miles out to a start and eating soggy sandwiches between races.

I left the Blue Chip, with a bit of a hangover, and the feeling that if there is a perfect way to race sailboats, doing it in an E Scow at the Blue Chip is the closest that I have come!

Go Badgers!

Go Packers!

Thanks again,
Morgan Reeser



Commodore Zak in the thick of it.

Photo by Pat Dunsworth

FLACE

by
George Welch, Jr.

Keuka Yacht Club
September 14-15

Jose', Jose', Jose', Jose' It is hard to share in written word, the key and inflection with which the song was sung, though it seemed appropriate to start off this article. This catchy little tune appeared each time John Broderick purchased a shot of Jose Cuervo at this year's FLACE. It has been written before, but is worth repeating, that the FLACE is a relaxed regatta, where the parties are, for many, the priority. Those who attend seem to return year after year. Dave Magno (LA-99), a usual attendee, came up from Lavalette with part-time Cuervo rep Broderick on the jib, "E Scow junkie" Grier Scholes in the middle, and URI coed Heather Switlick trimming the chutes. These four led the pack on and off the water all weekend.

The following is an account of the racing, though I take no responsibility for the truth or accuracy of the statements. It is based on hearsay and my convenient memory. Four races produced four separate winners. Magno took the first one, holding off a slower Team MOJO (KU-11). George Welch, Sr. (KU-1), always a threat at the FLACE, won number two. The "University of Rhode Island" team (KU-16) won on Sunday morning, which is saying something given their financial contribution to the KYC Bar Saturday night. Bryon Eichorn, a junior at Rhode Island, borrowing father Tom's boat and bar tab for the weekend, had a great time and little sleep. E-Commerce, helmed by Tom Wiss (HO-51), with Bruce Heverly and Greg Skinner on the controls won the final race. In the end though, Dave Magno held on for the regatta win. Tom Wiss, with improving finishes in each race, won a tiebreaker over yours truly to take second. The Honorable Ken Fisher (KU-6), in the top five in all but one, placed fourth, and Scott Leonard (KU-8) rounded out the top five.

The regatta was very competitive, with several lead changes and comebacks, making the final outcome anybody's guess. Erik Rochelle (HO-31), with sister Renee and future brother-in-law Bruce Feakins, sailed well in Craig Bradley's '99 Melges. It is amazing what a nine year upgrade will do to enhance your speed. A breakdown before race one may have caused Erik a trophy.

The URI team should be recognized for their efforts on the water. Youthful exuberance off the water aside, these guys are a great addition to the E fleet. "Byron" Eichorn sailed with URI pal Chad Atkins, a college and Lightning sailor of some note, along with Chad's brother Matt, and Greg Dick, a local ace on the jib. They sailed an overweight 1990 Johnson, with the "notebook shaped" rudders, and way past their prime sails. They were a factor in three out of four. I guess boat handling and good tactics takes a lot of the mystery out of these boats.

Welch Sr., led after day one but lost his touch on Sunday. Perhaps Jose Cuervo had something to do with that. We could ask John Broderick, but I doubt he remembers. Congratulations to Dave Magno, winning at the FLACE for the first time since 1996 and ending a quest for four in a row for team MOJO. I realize I may be the only one (in the world) that remembers these things. That is why I was asked to write the article. ■

PLACE	SKIPPER	SAIL #	RACE				TOTAL
			1	2	3	4	
1	Dave Magno	LA-99	1	4	4	2	11
2	Tom Wiss	HO-51	7	5	3	1	16
3	George Welch, Jr.	KU-11	2	8	2	4	16
4	Ken Fisher	KU-6	5	2	6	5	18
5	Scott Leonard	KU-8	8	3	8	6	25
6	Curt Wright	KU-2	4	7	7	7	25
7	Chad Atkins	KU-16	11	6	1	8	26
8	George Welch, Sr.	KU-1	3	1	10	13	27
9	Eric Rochelle	HO-31	12	9	5	3	29
10	Dick Turner	CH-5	6	11	11	9	37
11	William Hudson	KU-12	9	10	13	10	42
12	Dave Bargar	CH-11	10	12	9	11	42
13	Andy Braman	KU-9	DNS	DNS	12	12	52



A view from the cockpit on KU-6.

Photo by Carol Amman

F.R.E.S.H. Regatta

*By Chuck
Drawbaugh*

*Hopatcong Yacht
Club
September 21-22*

F F.R.E.S.H.: Fall Racing E Scows at Hopatcong (middle leg of the Triple Crown Series).

Nine E Scow teams competed on September 21 and 22 for the 2002 F.R.E.S.H. Regatta. The winner of the first leg of the Triple Crown Fall Series at Keuka Lake (Dave Magno) was a no show due to a Laser Regatta. Tom Wiss of Hopatcong, who finished second at Keuka, was looking to improve his chances of winning the overall Triple Crown, which includes Keuka, Hopatcong, and Annapolis.

Saturday presented warm weather and a light to medium breeze out of the south/southwest. Three races were sailed Saturday afternoon in the favorable wind direction allowing the W/L course to be sailed in the main part of the lake. The four boats battling hard to finish the first day of racing at the top consisted of: Chad Atkins from Keuka, Rich Ryan from Little Egg, Bill Nolden from Lavallette & Annapolis and Tom Wiss from Hopatcong. The top four boats after Saturday were spread out by one point in consecutive order, with Rich Ryan and Chad Atkins one and two. The lighter breeze coupled with wind shifts made for regular position changes and interesting races, but the right side seemed to be favored most of Saturday.

Sunday brought wind from the south/southeast, with the first race being sailed in medium breeze and the second race picking up to medium/heavy. David Drawbaugh from Hopatcong/Lavallette pretty much led Sunday's first race from wire to wire. Of the five races sailed, this is the only one which was not closely contested for first place. The Drawbaugh boat separated from Rich Ryan and

Chad Atkins on the downwind leg. The battle between Ryan and Atkins allowed team Drawbaugh to further extend their lead on the home stretch. The final race was in the heaviest breeze of the regatta and once again was closely contested.

The LHYC hosted a dinner Saturday night. After dinner, Tom Wiss played gracious host to the Little Egg team. After their strong performance on Saturday, Tom tried to liquidate



Dave, you should change the boat name to 'Blue Moon'

Photo by Tom Wiss

the competition staying at his house. However, team LE resisted the temptations of a bottle presented by their competitive host and had a relaxing night on the deck. Even after Wiss added Exlax to the Sunday morning juice, Ryan and crew beat out Atkins and Wiss to win the regatta. ■



E-Commerce on the attack.

PLACE	SKIPPER	SAIL #	RACE					TOTAL
			1	2	3	4	5	
1	Rich Ryon	LE-2	2	3	1	2	2	10
2	Chad Atkins	KU-16	1	4	2	3	1	11
3	Tom Wiss	HO-51	3	1	4	4	3	15
4	Dave Drawbaugh	HO-37	5	5	3	1	4	18
5	Bill Nolden	LA-11	4	2	5	5	5	21
6	Eric Richelle	HO-31	6	7	6	7	7	32
7	Craig Bradley	HO-13	7	6	7	8	6	34
8	Ken Rand	HO-18	9	8	9	6	9	41
9	Doug Johnson	HO-50	8	9	8	9	8	42

Annapolis Fall Sprints

by Bill Nolden

Eastport Yacht
Club

September 28-29



The tow to Round Bay by the infamous John Eger on the famous Mr. E.

Photo by Tom Wiss

This year's Fall Sprints brought some of the best racing in recent memory. Friday saw a cold front move through Annapolis leaving Saturday morning cool, extraordinarily clear and breezy. The fleet towed past the Naval Academy up to "Round Bay", and started the day's racing before noon. For those of you who haven't tried the Sprints yet, Round Bay is the perfect scow venue. A widening of the Severn River, it is one and a half miles in diameter, with flat water and enough shore features to give some interesting shifts. This day, the wind was steady at 15 with puffs to 20. In keeping with the Sprints format the courses were short, all twice around windward/ leeward and about four miles. Some of the downwind legs were completed in seven minutes. No race took more than an hour. For the last race the committee had to shift the windward mark east a bit, which would foreshadow Sundays racing. By 4:30 the fleet was lined up on the tow back to Eastport YC, having completed four memorable races. On the tow back, everyone enjoyed the services of the traditional EYC beer boat.

The party Saturday night was a great example of the Chesapeake Bay feast everyone has come to expect at the Sprints. The Beer Dingy provided unlimited liquid refreshment, and the all you can eat steamed shrimp (brought up by Pete Hamm fresh off the shrimp boat in Charleston) were so plentiful we had them for lunch Sunday too.

Sunday racing was less exciting. The great breeze had clocked around to a fitful easterly, and gave the committee some challenge to set a course. Two races were completed, with the left hand corner giving some of us time to contemplate self-improvement and humility.

Racing was close throughout the series with everyone having moments of brilliance and despair. George Welch, Jr. captured first, and second was decided by tiebreaker between Chad Atkins and Rich Ryon. ■

PLACE	SKIPPER	SAIL #	RACE						TOTAL
			1	2	3	4	5	6	
1	George Welch Jr.	KU-11	5	DNF	1	3	2	1	12
2	Chat Atkins	KU-16	1	1	6	1	6	[6]	15
3	Richard Ryon	LE-2	4	3	2	2	4	[5]	15
4	Phil Barow	LA-88	2	4	3	5	[5]	2	16
5	Tom Wiss	HO-51	6	2	5	4	1	[8]	18
6	Tim Faranetta	LA-5	3	6	4	[7]	3	3	19
7	Bill Nolden	LA-11	7	5	[OCS]	6	7	4	29
8	Peter Hamm	SC-007	8	7	7	8	9	[DNF]	39
9	Bill Storey	AH-1	DNC	DNC	DNC	[DNC]	8	7	45

2002 Triple Crown for E Scows

The Triple Crown for E Scows is a three part series. It is sailed in conjunction with the FLACE regatta (Finger Lakes Autumn Classic E) held every September by Keuka Lake Yacht Club in the beautiful Finger Lakes region of New York State. The next weekend Lake Hopatcong Yacht Club hosts the FRESH (Fall Regatta for E Scows at Hopatcong), followed the next weekend by the Fall Sprints hosted by Eastport Yacht Club in Annapolis MD. To qualify for the Triple Crown, a skipper must sail in at least two of the regattas and he counts his two best regatta finishes.

by Tom Wiss

Dave Magno won the FLACE regatta, but was unable to go to either of the other two regattas. He was followed by Tom Wiss who beat George Welch, Jr. in a tie-breaker, then Ken Fisher, Scott Leonard, Curt Wright and Chad Atkins in KU-16.

Hopatcong's FRESH regatta was won by Rich Ryon in LE-2, followed closely by Chad Atkins in KU-16 and Tom Wiss in HO-51. Dave Drawbaugh was fourth and Bill Nolden in LA-11 came in fifth.

The six races at the Annapolis Fall Sprints were finally won by George Welch, Jr. in KU-11, followed by Rich Ryon, Chad Atkins, Tim Faranetta, Tom Wiss and Bill Nolden. This set up a three way tie for the first place Crystal Champagne Bucket. George Welch, Jr. beat out Rich Ryon and Chad Atkins by winning the last regatta of the series.

In all 5 boats came to 2 or more of the events and Chad Atkins and Tom Wiss went to all three. ■



"How did that beer can get up there?"

Photo by JH Peterson

Carlyle Silver Cup Regatta

by Ted Beier

October 5-6

Dave Irmsher from Wawasee bested last years winner, Kim Buttram, by one point in very close racing to take the event which was reduced to three races because of poor Saturday winds. One raced was completed in a dying breeze on Saturday morning, which never reappeared for the remainder of the day. However this loss did not dampen the evening party with the traditional free "eat all you dare" chili and crayfish gumbo. This year the menu was augmented with bacon and potato soup and other assorted goodies. On Sunday early thunderstorms brought a southwest wind. John Woodworth and his race committee were able to work around the threatening weather to produce two good races before the end of racing deadline.

Sixteen boats gathered in balmy early October weather on Saturday morning in a northeast wind at 8 mph. During the first run the breeze began lightening and shifting east. When the second beat shifted to 60 degrees, holes began to appear which visited the various boats in random order causing numerous position changes. Finishes were achieved shortly before the time limit, and the fleet was towed back to the harbor for lunch.

On Sunday morning a line of storms passed just after dawn and the race committee had a tense hour of watching internet weather patterns to determine the safety of racing. By race time the lightning had abated and a southwest wind of 8-12 provided good racing conditions. Two races were completed with the windshifting more to the south, but only diminishing slightly in velocity.

Kim Buttram won the last race, but Irmsher finished second which gave him the a remaining one point cushion to win the series. Ray Bunse of Carlyle was a solid third for the entire series. ■

PLACE	SKIPPER	SAIL #	RACE			TOTAL
			1	2	3	
1	Dave Irmsher	WA-8	1	1	2	4
2	Kim Buttram	TX-4	2	2	1	5
3	Ray Bunse	S-11	3	4	3	10
4	Ted Beier	S-27	6	6	4	16
5	Terry Moorman	WA-24	5	5	6	16
6	Bill Misenheimer	WA-12	12	3	5	20
7	Pete Hagar	ID-1	4	9	7	20
8	John Call	WA-90	7	8	9	24
9	Gerry Paoli	MU-400	10	7	10	27
10	Tom Ewing	ID-4	8	10	13	31
11	Pete Gass	S-3	11	12	8	31
12	Scott Aljets	S-2	14	11	11	36
13	John Sepanski	S-17	17(F)	13	12	42
14	Jeff Melly	S-77	9	17(S)	17(S)	43
15	Bob Gill	IB-3	13	17(S)	17(S)	47
16	Dick Shindel	S-1	15	17(S)	17(S)	49

NCESA Interview with Sally Barkow

Introduction -

by Dick Polzin

Sally Barkow, age 22, from Chenequa, Wisconsin and Pine Lake had one of the best years ever recorded by a young sailor. Besides assisting "calling the shots" for her brother Augie Barkow on their E Scow X-11 (finishing second at the ILYA Championship), Sally also finished up a spectacular collegiate sailing career at Old Dominion. Winning the A-Division at the Collegiate Women's Dinghy Nationals and being named the Women's College Sailor of the Year. This Fall she placed 2nd in the Adam's Cup in San Francisco sailing J24's with team from the ILYA, and just this month, Sally won the US Pan-American Games Trials for Laser Radial Women's in Houston (winning 5 of 7 races).

NCESA - Sally congratulations on such a spectacular year racing sailboats. How did you start sailing? What kind of boats did you sail growing up?

I started sailing here on Pine Lake in a Pram which became an Optimists Dinghy and enrolled in Sailing School taught by Susan Sternkopf. We had a blast and I believe she sparked the love of the sport inside me that I hope it will last forever. I then sailed the X-boat, crewed for my brother from ages 7-9 and was steering by age 10. While sailing an X-boat until I was 16, I also crewed on M-16's and E's. I started sailing a Laser and was going to clinics at about 14 or 15.

NCESA - What were your major sailing influences while growing up?

My major influences were my brothers, and they still are. Between the three of them they seemed to pave the way from Prams to Louie Vuitton America's Cup sailing. They always included me in their successes and failures and always challenged me to beat them. Also having the opportunity to sail, which was given to me by my parents, influenced me to enjoy sailing and take the competition to any level I choose.

NCESA - What are your favorite boats?

No question, the E Scow, and I am not just saying that because this is for the E Scow newsletter. I have sailed in various boats in most parts of the country and soon in parts of the world, but I know I will always love the E Scow best. I don't think I have been in a boat of similar size that has gone faster than an E, so close to the water, almost out of control. Not popping the vang will leave you swimming every time. It also is a challenging boat to figure out and there are many joys in being near the front of the fleet, most cases in VERY good company. I know it's the best because every other boat I get into I compare it to the E, and nothing seems to compare. For instance I am trying to lay the deck out on my new Yngling to be very similar to the E.

NCESA - What is favorite sailing condition?

Of course, Nuking with big waves to surf. Yes that means windy to very windy. I think that is the most fun simply because it is the fastest and usually takes a lot of strength. I also like the lighter trickier breeze which takes more brain power, patience and finesse.

NCESA - What kinds of tips would you give young sailors in E Scow Regions?

I would say try to get a ride on an E. The more you sail them the better you will get. Find people you can learn from, let them know you are available to crew or 4th, and down the road think about putting together your own boat and sail with your friends. That is when regattas really get fun.

NCESA - Are you available to do clinics for clubs that have scows?

YES. I am very available to do clinics, and I enjoy doing them. This summer is especially good because I have not taken any full time instructing jobs due to our Olympic Campaign training schedule. I will be available at various times this spring, summer or fall. Feel free to contact me by email: superspill@earthlink.net

NCESA - What would you tell a young women (high school age) thinking of getting into sailing hard core?

Go for it! It takes time, persistence and patience. There are a ton of opportunities now to take sailing to any level that you desire, especially in women's college sailing. You have to start somewhere. Sailing hard core will take you to some great places and levels of achievement. Time is on your side, try to learn each time you get into a boat even if it is the simplest things because each of those experiences will add up into a great ball of confidence that you can take with you to any event.

NCESA - Where are the Pan-Am Games? What kind of training are you planning to do?

The Pan-Am Games are in Santa Domingo, Dominican Republic, Aug 1-11th. I plan on staying focused in the gym for the winter months, and sail the Yngling in Jan. and Feb. This summer I will get back into the Radial and to a couple of events to get my boat handling back up to speed. The Pan-Am games should be a fun event, right now my focus is on Yngling sailing, but sailing is sailing, and in a way the Pan-Am's will be good cross-training for the Yngling.

NCESA - There is a good chance in 2008 the Laser Radial will be the Olympic Women's Singlehanded boat. Are you planning to campaign for the Olympics in the Europe for 2004? What do you think of the Radial being the Women's Olympic boat?

I think it would be awesome if the Radial was an Olympic boat, and if it were for the 2004 Olympics I might be campaigning in that. I think Radial would get a lot more US women sailors involved in campaigning single-handedly. I will not be campaigning for 2004 in a Europe, but rather in the Yngling, which is triple handed. I have taken a liking to the boat and want to build a successful team that works very well together.

NCESA - How do you think we should promote E Scows to young sailors coming out of college?

Promote the party. I'm not really sure beyond that other than having the current E Scow sailors recruit the younger college sailor the come sail with them. It is hard for recent graduates to financially support an E boat and I have only really seen it work with the financial backing of a parent. I also think it is important to be patient with this group of people, because sometimes it takes a little time for them to get their life organized and on the right track. Then they come back to E Scows committed and ready to sail.

NCESA - When are you going to kick Augie off the helm of X-11? We would love see a woman start winning E Scow regattas. Will we see you at the helm of X-11 this year?

Well I haven't really thought about that. I do some steering on Pine, but I'm afraid it might take a second E Scow for the family and I am not even sure if I would be next in line anyway to have the privilege of steering in a regatta. It would be kind of cool though. I do have to admit, I really like flying chute on the E. I actually prefer it. We all know who gets to make the boat go fast anyway.

The NCESA wishes Sally Barkow the best of luck in the Pan-Am Games and in her Yngling Campaign. ■



"Kick butt, Sally!"

Regatta Notice

Make sure to attend any of our 2003 Spring Regattas

One-Design Midwinters

Sarasota Sailing Squadron, Sarasota, FL

March 21-23

(Tune up on the 21st)

Jim Barr

jbarr3620@aol.com

H 941-366-1972

Black Tie Regatta

Rush Creek YC, Lake Ray Hubbard, Dallas, TX

April 11-13

John Bates

jsail@aol.com

972-463-5753

Easter Regatta

Carolina Yacht Club, Charlston, SC

April 18 & 19

(Practice on the 17th)

Crayton Walters crayton@comcast.net H 843-849-9617 YC 843-577-4224

Nagawicka Pre-Season E

Lake Nagawicka, WI

May 10 & 11

Lynn Morrison lmorrison@morrisonsgrouop.com H 262-646-2826 W 262-827-2828

Hopatcong Ice Breaker

Lake Hopatcong, NJ

May 17 & 18

George Drawbaugh drawbaugh@monmouth.com H 732-747-4649 W 732-747-5747

Spring E Regatta

Lake Geneva, WI

May 17 & 18

Frank Davenport fastsailor@aol.com H 574-842-5014 H 262-245-5014

E-Commerce ahead of the pack at the Nationals

Photo by Pat Dunsworth



National Champion Mike Darrow on the run
Photo by Pat Dunsworth



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