

E Reporter

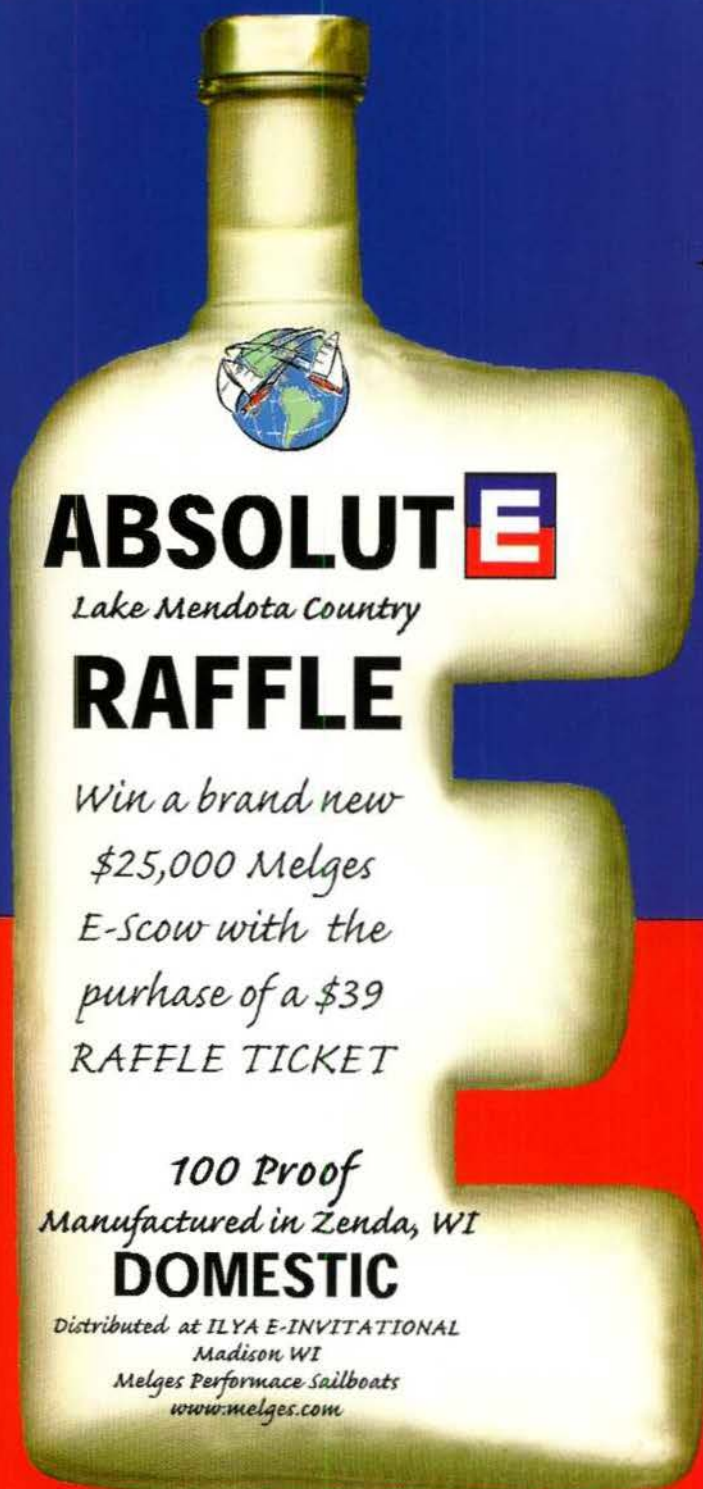
1998



National Class
E Scow Association

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*Subject to the laws and regulations in your state. Sponsored by Mendota Yacht Club non-profit corporation in the State of Wisconsin.

** Largest One-Design Regatta as measured by total feet of boat length, square feet of sail area, and number of crew



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National Class E Scow Association

1998

Class Office NCESA
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Corning, NY 14830

Website www.E-Scow.org

Membership Regular: \$50
Associate \$15

Officers Tom Wiss
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NCESA Nationals
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Comments from the Commodore

Tom Wiss

National Class E Scow Association

1998

In 1959 the first National E-Scow Regatta was held at Chautauqua, New York and 28 boats participated. Mike Meyer from Pewaukee won and was incidentally the first member of NCESA. Forty years later the fleet is still going strong and this year's Nationals will be held at Minnetonka, Minnesota which is one of the premier places to race E-Scows.

You can start off your 1999 racing season with the Sarasota (Florida) One Design Midwinters on March 19 and end October 3 with the last leg of the Fall Sprints in Annapolis, Maryland or the Carlyle Silver Cup in Lake Carlyle, IL. For those who have never extended their sailing season by going South I would highly recommend it. The warm temperatures, beautiful scenery and friendly southern atmosphere combine to make a laid back racing experience. All season there are many regional regattas, something for everyone so I would encourage you to participate and enjoy the competition. Also, do not miss the Woodstock of scow sailing - The 150 boat E-Scow ILYA Invitational that Lon Schoor is promoting at Lake Mendota in July. That will be some starting line.

The National Class E-Scow Association (NCESA) is a group of E-Scow sailors dedicated to organizing and promoting the E-Scow class. We formally meet twice a year at the National Regatta in September and at the Chicago Yacht Club in November. These meetings are open to any NCESA member so plan on attending to learn more or have input. We are always interested in other views and ways of promoting the E-Scow organization and local fleets. For more information about the Chicago meeting, please contact our Secretary, Betty Welch or myself.

On behalf of the NCESA I would like to thank Past Commodore Casey Call for his leadership the past two years as well as all the Past Commodores who gave their time and energy to this organization. Thanks also to my fellow directors and especially Jack Lampman from Little Egg, NJ for his guidance. Jack is a Past Commodore and has continued his involvement by attending the meetings and brings us ideas, insights and ways to promote E-Scow sailing. Jack is the Chairman of the Nominating Committee and is the one who got me into this mess.



A big thank you to Betty Welch from Keuka Lake, NY. She is our Secretary, but that does not begin to describe what she does for the National Association. Without Betty's diligent attention to details very little would be accomplished and the Nationals would not run as smoothly as they do. My biggest fear in accepting this job was that Betty would quit being Secretary. She really holds things together.

Dierk Polzin is another person I need to thank. Not only is he a Director of the Association from the ILYA, but he has also created and maintained a Web Site for us (www.E-Scow.org) and he has agreed to be our Publications Chairman. This can be a daunting responsibility and he will need all the help he can get. So when you get a call to send results, report on a regatta, send in some photos or if you just have a good idea for something that should be in our publications. Please snap to it and help make his life easier.

Here is hoping that you have many races with fair breezes, competent crews, challenging competitions, great camaraderie and maybe if your lucky, one perfect race.

See you on the starting line,

Tom Wiss (HO-32)

www.E-Scow.org

**Has Updated Info on:
Officer & Directors Contacts,
Rules Experiments, Class News,
NCESA Newsletter Archive
Notice of Race, Regatta Results**

HIGHLIGHTS OF NCESA ANNUAL DIRECTORS' MEETING

The following is a summary of issues, determinations and information of interest to the Membership derived from proceedings at the annual Directors meeting that took place in Chicago on November's 14, 1998. At least once a year the Board meets, usually in a central location such as Chicago. The Board consists of representatives from each region. The attendees pay for their own transportation, lodging and meals.

FINANCES.

- ° Current cash on hand is approximately \$30,000, which is a reserve equal to about one year's expenditures.

REGATTA.

- ° Confirmed previous awards of National's Regatta sites for the next few years:

1999	Minnetonka, MN
2000	Little Egg, NJ
2001	Torch Lake, MI
- ° Received a request by Oshkosh to host the 2002 regatta, but tabled the request to avoid commitments too far in advance and to entertain requests from other fleets.
- ° Confirmed that VHF radios may not access the Race Committee's private channel between the five minute warning and the end of the race. Read racing instructions.
- ° Racing Instructions approved at the National level have been refined, updated, and are available on disk from the Association. Call Ted Beier at 314-353-3168. You may then modify them for your circumstances.
- ° Discussed the number of races at the National and continued the seven race series, but stressed the need for a fleet liaison to the Race Committee to temper tendencies to push too far in getting all the races in.
- ° Reminded members that trophies must be returned by the awards presentation for that previous winner to be scored for the regatta.

PUBLICATIONS.

- ° Dierk Polzin will serve as publications chairman at an annual stipend of \$2,000. He will produce, at fleet expense, the Reporter and Reaches, as well as continuing to maintain the E-Scow web site.

Many thanks to the photographers who contributed to this publication
 MESA - Nicole Koeppen
 ILYA - SpinSheet Publication - Annapolis www.spinsheet.com
 Easterns - Tim Wilkes - 716-423-1966
 NCESA - Tim Wilkes - 716-423-1966
 Blue Chip - Pat Dunsworth - 651-426-8124
 Keuka - Betty Welch
 Carlyle - Ted Beier

RULES.

- ° Passed on for a membership ballot a recommendation to approve:
 1. The new open hull (no rear deck) design.
 2. Language that would clearly permit use of spectra and similar line as backstay material.
- ° Invited Melges Boat Works to submit a proposal for an experiment which would allow a number of boats to use a more efficient rudder shape.

MEASUREMENT.

- ° Approved implementation of a "weigh once" system with Association seals over the weight bar brackets. Our Chief Measurer will draft more detailed regulations that relate to challenges, tolerances, etc.
- ° Endorsed the Chief Measurer's desire to rely more upon sails being properly within tolerances when they leave the loft. Spot checks of loft production and of some sails at regattas may become the norm. Look for less measuring, even of your new sails.

GENERAL.

- ° The Association will review in detail the current text of the Rulebook/Yearbook to correct errors and present recommendations for changes.
- ° Encouraged all to attend the 'largest E-Scow regatta', (a happening of Woodstock proportion for sailors) to be held at Mendota this Summer. Address interest to Lon Shoor in Madison WI. He says 140 have shown interest. Let's have at least one representative from each fleet.
- ° Received confirmation that Johnson Boat Works sold its scow business to Melges. 🌐



by Susan Ewing

July 24-26 Indian Lake, OH

Indian Lake Yacht Club was host to the 1998 Mid-States Regatta on July 24, 25, and 26 as light to moderate winds prevailed. Three races were sailed on Friday with Casey Call and Tom Klaban match racing slightly ahead of the Indian Lake fleet. Saturday morning produced light capricious winds (hard to find) and numerous holes (easy to find). Afternoon brought moderate but shifty winds. A total of three races were sailed Saturday but none on Sunday, as the wind left altogether. Tom Klaban and Casey Call were tied for first place and when the tie was broken, Tom Klaban was winner overall.

Standings were as follows:

Tom Klaban	MU 400	1
Casey Call	WA 99	2
Nicole Koeppen	ID 8	3
Pete Hagar	ID 1	4
Jane Tompkins	ID 5	5
Jeff Patten	ID 9	6
Tom Ewing	ID 4	7

Next year's MESA will be at Wawasee at the end of August. Should be better wind and more boats travelling. 🌍



Photos by Nicole Koeppen

by Dave Magno

August 1 & 2 Tom's River, NJ

The Up Bay regatta had thirteen boats in attendance, almost all from Barnegat Bay, but there was one quick invader from Little Egg Harbor and that was Butch Lenhart. Three races were scheduled for Saturday and they were run in good breezes, about 15, out of the northeast. Skies were sunny so this made for a very good day of sailing. The wind was fairly steady, but it was a little bit puffy and not all that shifty. The visitor from the south showed good speed right off the bat and jumped to the lead in the first race. Meanwhile, the rest of the pack fought closely for second and there were many changes in the boat positions. Dick Wight spent most of the time in 2nd but eventually dropped off and wound up finishing 5th, his lowest point in the race. Paul Magno and Tim Faranetta kept in the fight amongst the leaders and those two eventually finished 2nd and 3rd.



© 1998 Tim Wilkes

*Super crew Leah Wagner, showing Dave Magno how to hike.
If you submit in nice regatta report the editor remembers.*

The first race was a little short so the race committee lengthened the leg and made it three times around. Once again it was Butch Lenhart rocketing out to the front and never really being challenged. Again, there was a good fight for 2nd and this time it was contested between Dave Magno, Buzz Reynolds, Paul Magno and Dick Wight. Positions again switched frequently during the race and eventually Dave Magno got the best of Buzz on the last leg to get 2nd; and Dick Wight got by Paul Magno on the last leg to nip him for 4th.

The last race of the day came off in slightly less breeze and the boats that took the left side of the course after the start wound up the leaders. In this race, Paul Magno and Buzz Reynolds duked it out for the lead while Cliff Campbell moved up from his lurking position in the

earlier races to join the front group. Paul and Buzz battled for 1st while Cliff and Dick battled for 3rd. In the end, Paul Magno won the race with Buzz easily 2nd and Cliff Campbell took 3rd to Dick Wight's 4th. Tim Faranetta made a big gain on the last run and moved himself up to 5th position, which he held onto till the finish. Meanwhile, regatta leader, Butch Lenhart, fell off to 6th. After the first day's racing Butch was besting Paul on tie breaks as they both had 8 points. Dave Magno was ahead of Dick Wight on tiebreaks with both of them tied at 13. Buzz Reynolds coming back from a bad first race, wound up with 15 points for 5th place. A couple of boats were tied with 16, those being Tim Faranetta and Cliff Campbell.

Going into the last race, the brothers from Lavallette were tied and it was who- beat-who for the regatta championship.

The next day of the regatta was a whole different set of weather circumstances. For the two Sunday races there was a light easterly left over from the northeast wind of the day before. The fourth race got off with the pin end way favored and the LE5 over the line. There was a big jam up by the pin it took awhile for the boats to sort out in the light air. Cliff Campbell assumed the early lead. LA99 worked up to the lead and Cliff Campbell remained in 2nd at the first mark followed by a tight pack. Most of the pack jibed but MA42, Peter Hurley, held starboard jibe along with the lead boat and these two jumped to a huge advantage. With the race going quite long, the committee shortened the course and it was LA99 leading MA42 into the finish. LA88 looked like they got themselves up to 3rd at the end of the leg, but the wind was very light and spotty and boats passed around each side of them as they sat in a hole. Billy Warner in T1, who also held the starboard jibe on the run, wound up 3rd. Phil Reynolds came in from the left to nab 4th, nipping Cliff Campbell who was 5th. LA88 wound up 6th and LE5, who was also was tied for the regatta lead, had a bad race.

Going into the last race, the brothers from Lavallette were tied and it was who-beat-who for the regatta championship. This race also got off in light air and Buzz Reynolds looked strong in the beginning. LA99 worked up to the lead with Phil Reynolds fighting Paul Magno for 2nd place. After awhile, the lead boats started to pull away and LA99 went into cover mode on LA88. The two boats ran around the course 1st and 2nd. With this race also being long, the committee decided to shorten this race as well and end it at the bottom of the second lap. LA99 held off the LA88 for the regatta victory while Cliff Campbell moved up to 3rd and secured 3rd overall in the regatta. LE5 dropped off to finish 4th overall and Buzz Reynolds wound up 5th by keeping consistent in the lighter conditions. 🌐

No Results available

by George Welch, Jr.

August 1 & 2 Keuka Lake, NY

Thirteen boats participated at the Keuka venue for the NYS Championship Series. Rick Turner of Chautauqua held a 7.5 point margin over Keuka's Curt Wright going into the affair following races held at Chautauqua. Curt was off pursuing crew-daughter Kristen's basketball endeavors, so the overall winner was predictable. Nevertheless, Keuka served up its common disk of variable winds, always presenting opportunity for Rick to have one terrible race. He didn't, and he was positioned to win two out of the three races sailed.

Chris Hawk, Irv Spear and George Welch, Jr. pulled out to a big lead in the first race, starting at the pin end and extending. It was nip and tuck between them with others too far back to observe the particulars. Given drifter conditions of the last windward leg, Ken Fisher's near capsized still bears causal explanation. We know the effect was measure in terms of two places.

NYS - Part 1, June 27-28 at CLYC

Yachts	Skipper	1	2	3	4	5	Points	Pos
CH 6	Rick Turner	3	2	1	1	1	7.25	1
KU 6	Curt Wright	1	3	5	4	2	14.75	2
KU 5	Irv Spear	2	6	6	2	7	23.00	3
KU 6	Ken Fisher	5	1	2	10	8	25.75	4
KU 3	Chris Hawk	4	7	3	5	9	28.00	5
CH 2	Dave Bargar	6	5	DNF	6	4	34.00	6
CH 5	Marcus Turner	9	4	8	7	6	34.00	7
CH 96	Ed Sirianno	7	11	9	9	3	39.00	8
CH 5	Dick Turner	11	10	4	DNF	5	44.00	9
CH 11	Craig Seger	8	8	DNF	8	10	47.00	10
KU 16	Tom Eichorn	10	9	7	11	11	48.00	11
CH 6	John Sellstrom	DNS	DNS	DNS	3	12	54.00	12
CH 5	Steve Rynick	DNS	DNS	DNS	12	13	64.00	13

The second race of the day also took place in spotty conditions. Rick Turner was way ahead, which can be detrimental when the wind dies, which it did. What wind filled in, threatened to leave Rick Way back, and his brother Marc with a healthy lead. Nevertheless, all breeze soon went away, and race committee czar Art Wilder showed his modicum of compassion for the year. All but Marc were thankful.

The next day winds were light and threatened to die. They did, and came back and left and came back. etc. Welch, Jr. led wire to wire, with a large margin of most of the race. Rick Turner reeled him in when the wind became "light and variable," as they say in meteorological terms. George squeezed inside him at the last leeward gate and then pulled out to a good lead on the final beat. Still, Rick and his father Dick found late favorable breeze on the east side of the course and threatened to pass until 100 yards from the finish when the wind shifted back, letting the race end as it looked all along it would.

NYS - Part 1, August 1 & 2 at KYC

Yachts	Skipper	1	2	3	Points	Pos	OVERALL	
KU 11	George Welch, Jr.	1	1	5	6.50	1	12	91.50
KU 1	George Welch, Sr.	5	2	1	7.75	2	13	92.75
CH 6	Rick Turner	4	3	2	9.00	3	1	16.25
KU 3	Chris Hawk	2	5	4	11.00	4	2	39.00
CH 5	Dick Turner	10	4	3	17.00	5	7	65.00
KU 6	Ken Fisher	6	6	8	20.00	6	4	45.75
KU 5	Irv Spear	3	9	9	21.00	7	3	44.00
CH 5	Marcus Turner	9	7	6	22.00	8	5	56.00
KU 16	Tom Eichorn	7	10	7	24.00	9	9	72.00
CH 2	Dave Bargar	8	8	10	26.00	10	6	64.00
KU 18	John Anderson	13	11	11	35.00	11	15	120.00
CH 11	Craig Seger	11	12	DNF	36.00	12	11	91.00
KU 21	Dave Stenger	12	DNS	DNS	38.00	13	17	131.00
CH 5	Steve Rynick	DNC	DNC	DNC	39.00	14	16	127.00
CH 6	John Sellstrom	DNC	DNC	DNC	39.00	14	14	117.00
CH 96	Ed Sirianno	DNC	DNC	DNC	39.00	14	10	90.00
KU 6	Curt Wright	DNC	DNC	DNC	39.00	14	8	65.75

The final race started in the same light tenuous southerly. Rick had clearly nailed the overall trophy. Welch, Jr. with two bullets in the only two races that counted, needed a decent finish to take the silver at the Keuka end. Second place involved a tie between Welch, Sr., Rick Turner and Chris Hawk. Rick port-tacked the fleet and was off to an increasing lead as everyone else wallowed in backwind. Welch, Sr. Managed to get close downwind on this once around course. Welch went to the gate opposite from Rick and was able thereby to win a squeaker. One suspects Rick would have applied a closer cover had he known this race was only once around. Meanwhile, back in the pack, George Jr. was 5th in the middle of a bubble of boats that finished 4th through 8th within seconds, thereby salvaging top honors for the Keuka series. As expected. Rick won the overall championship. ☺

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Gordy Bowers

1253 East Wisconsin Avenue, Post Office Box 1, Pewaukee, Wisconsin 53072

by Dave Magno

**August 6-8
Keuka, NY***Some Skippers can't resist showing off at the mark.*

© 1998 Tim Wilkes

*Had Brick dreaming sweet thoughts.*

Photo: Betty Welch

Keuka Lake - a beautiful finger lake known for its scenic vistas and sometimes confounding sailing conditions. Twenty-five boats wondered what lay in store for this year's running of the Eastern Championships. Would it be three days of perfect sailing conditions as it was ten years earlier, would the committee resort to seven o'clock harbor guns in an attempt to get a three-race series in, as it was in 1983, or some combination of the two, as in 1993

Thursday morning had no wind and it looked like it could be a problem getting enough races in for the series. After lunch a light southerly breeze came up the lake and the racing was on. Under the conditions the course was only a two lapper with a start and finish in the middle. The pin was favored and LA99 wound up winning the pin by being above a jumble of boats having trouble making the line with KU11 being over. Up the first leg IH7 soon got into the mix and these two boats led at the first mark. The race continued in this fashion until T17 and IH17 tried to crash the party. Going up the last leg IH7 led LA99 up the western shore of the lake. Meanwhile, T17 began to look strong hooking into a port in the middle of the lake. IH7 followed LA99 out to the middle of the lake, with both boats hoping to cross T17. LA99 abandoned the strategy and tacked to port while IH7 continued trying to decide which boat to cover. When IH7 did tack back to port, LA99 was able to work out enough underneath to nab them on starboard on the next crossing. New wind enabled both of these boats to cross T17, and the finishes went LA99, IH7, T17, and IH17.

With the wind now stronger, the race committee wasted no time sailing a back-to-back race with the same course. In this event KU11 was the early leader followed by LA99 with LA88 in pursuit in third. Some mechanical problems, namely reattaching a side stay, cost KU11 the lead and now LA99 took over. A big shift to the left on the second beat got LA88 dangerously close to LA99 enabled them to pass KU11. At this point, the race was already spread enough where it became cover mode the rest of the way. With LA99 taking another 1st and LA88 taking 2nd. T17 rallied and grabbed another 3rd to finish the day with a pair of threes. IH7 was next in the standings with a 2-6, while LA88 had a 2-7 and IH17 a 4-5.

The second day racing started out with a light southerly blowing up the lake. As often happens in this type wind, the majority of the velocity tends to be concentrated on the west side of the lake. This 2.5 lap race, while starting and finishing in the middle of the lake, had the boats battling for the western shore the whole way. A pack of five, which included IH7, CH6, LA99, T17 and IH17 broke away and held their own separate race. Positions jostled repeatedly with IH7 holding the lead for the bulk of time. Instead of separating, this group tended to condense more and more as the race went on. Finally, up the last leg, the boats that went farthest right at the end and delayed venturing out to the middle of the lake to the finish wound up prevailing. IH17, which came from the back of this pack of five, wound up winning followed in by T17, CH6, LA99 and IH7.

With the breeze building slightly as the race wore on, the race committee decided to take advantage and go for back-to-back races. To discourage the bolting of boats to the western shore, the race committee shifted the course to the easterly side of the lake. This configuration changed the strategy and sure enough the boats that worked the left probably did better on a whole than boats that worked the right side of the course. LE8, LA88 and LA99 were the top three around the first mark and were able to break from the pack and stage their own battle. As the race wore on LA88 took the lead hotly pursued by LA99 while LE8 continued to give chase. By the last lap the race had turned into a covering match with the first three boats separated from the fleet. LA99 was finally able to close enough water on LA88 and slip by near the finish.

After a lunch break, the solid wind of the last race was beginning to fade. In this race the fleet split sides of the course with most of the regatta leaders going to the right. A thirty-degree shift at the end of the leg really solidified the boats on the left and CH5 and LA88 led at the first mark by a large margin. Down the first run LA88 took over a lead with CH5 remaining second. Up the next beat, the wind got real soft and T17 eventually worked up to second with moving up

the left shoreline. Even though this race was only two times around, LA88 now had a 1/3 of a leg lead while T17 lead the next pack. LA88 cruised to the win while T17 easily took 2nd, even though they were a 1/3 of a leg behind. After that the fight was really on for the remaining positions in the dying wind. HO13, who was in the top five the entire race, prevailed for 3rd place. Near the finish, HO47 was unable to clear CH6 and had to do a penalty turn. This dropped them back in the pack, while CH6 finished 4th and KU1 took advantage to grab 5th. IH7 and LA99 rallied for 6th and 7th, respectively, which became important in the shaking out of the standings.

At the end of two days, with only one race left and the throw out kicking in, all but three boats were effectively eliminated from the championship. LA99 had seven points counting three 1sts and a 4th while throwing out a 7th. However, 7th was good enough to ensure their maximum score would be 14 thereby, leaving only T17 and LA88 also in contention.

T17 was second with a pair of twos and a pair of threes for ten points, but also, was throwing out a ten leaving them in need of a good race to either win or hold position.

LA88 having a good day of a 1-2-6, was only counting 11 points while discarding a first race 7th. IH17 had 15 points with a 1-4-5-5 while discarding a disastrous 17 from the last race. IH7 was counting 17 with a 2-4-5 and a pair of sixes. CH6 had moved up to 6th place with a nice day of a 3-4-8.

For the last race on the last day of the regatta, the wind built early for the breeziest race of the series. With only one race scheduled, the race committee maximized the length of the 2.5 lapper. The first start attempt was unsuccessful with a general recall and the boats tried again. The second start had boats over the line; amongst them was T17 who had to restart. LA99 jumped on top early this race, but gave some of the lead back and had to weather a charge from

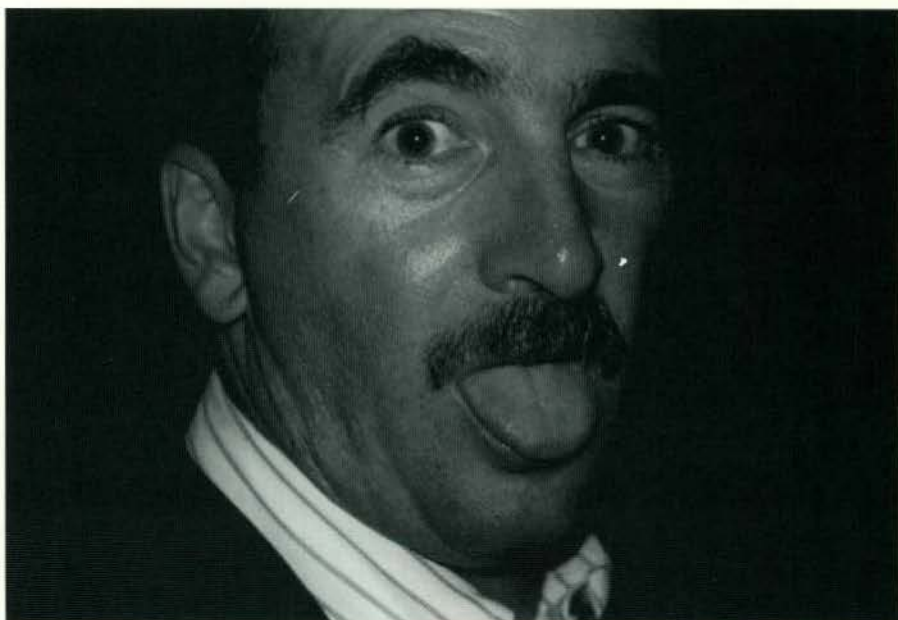


Photo: Betty Welch

Phil Reynolds, IH 17 showing the results of his expensive Notre Dame Education.

LA88 and IH7. LA99 tacked in front of these two boats near the top of the leg forcing them right, thereby securing a big advantage. At the top mark LA99 led, followed by HO47 and then LA88 and IH7. LA88 passed HO47 early on the first run and was giving chase but the gap was too large for them to seriously challenge for the lead. These boats went around the course 1-2 while IH7 took over the third spot. T17 was eventually able to rally from the restart and secure a good enough position to hold onto 3rd place for the regatta. LA88's race moved them up to 2nd while IH7's race moved them up to 4th. IH17 rounded out the top five and LE8 wound up 6th while CH6 took 7th, having to keep a bad early race with the last race becoming their throw out. The Welch family took the 8th and 9th spots in KU1 and KU11. Chuck Drawbough in H047 rounded out the top ten for the regatta. 🌐

Yacht	Skipper	Club	1	2	3	4	5	6	Points	Pos
LA 99	Dave Magno	Lavallette	1	1	4	1	7	1	8.00	1
LA 88	Paul Magno	Lavallette	7	2	6	2	1	2	13.00	2
T 17	Cliff Campbell	Toms River	3	3	2	10	2	7	17.00	3
IH 7	Buzz Reynolds	Island Heights	2	6	5	4	6	3	20.00	4
IH 17	Phil Reynolds	Island Heights	4	5	1	5	17	11	26.00	5
LE 8	Jack Lampman	LEHYC	5	8	11	3	9	9	34.00	6
CH 6	Rick Turner	CLYC	6	14	3	8	4	22	35.00	7
RU 2	Curt Wright	KYC	11	7	19	6	13	4	41.00	8
KU 11	George Welch, Jr.	KYC	9	4	10	12	12	6	41.00	9
HO 47	Chuck Drawbaugh	Hopatcong	8	11	8	7	8	10	41.00	10
KU 1	George Welch, Sr.	KYC	13	9	7	13	5	8	42.00	11
HO 13	Craig Bradley	Hopatcong	10	16	12	15	3	13	53.00	12
CH 5	Dick Turner	CLYC	17	17	16	9	10	5	57.00	13
KU 3	Chris Hawk	KYC	16	12	9	14	11	12	58.00	14
CH 2	Dave Bargar	CLYC	12	15	18	11	16	14	68.00	15
CH 4	Marcus Turner	CLYC	18	13	13	17	14	15	72.00	16
KU 5	Irv Spear	KYC	14	10	15	20	23	16	75.00	17
KU 6	Ken Fisher	KYC	15	DN	14	21	22	17	89.00	18
KU 21	Dave Stenger	KYC	22	19	24	16	18	19	94.00	19
KU 28	Steve Andersen	KYC	21	18	17	18	20	DNF	94.00	20
KU 16	Tom Eichorn	KYC	20	22	21	23	15	18	96.00	21
HO 18	Kenneth Rand, Jr.	Hopatcong	19	20	20	22	19	21	99.00	22
CH 11	Craig Seger	CLYC	DNF	DNS	22	19	21	20	107.00	23
HO 48	G.J. Skinner	Hopatcong	23	21	23	24	24	23	114.00	24
KU 12	William Hudson	KYC	DNS	DNS	DNS	DNS	DNS	DNS	125.00	25

Easterns
at Lavallette, NJ in 1999

by Rob Evans, M-1

August 12 - 15 Green Lake, WI

The 1998 ILYA Championship, held on Green Lake, Wisconsin was a great event. Despite some light air that slowed the action down for the first couple of days, the race committee was patient and conducted 4 high quality races. Race # 1 of the regatta conjured up visions from the past as Gordy Bowers and Bill Allen conducted a highly competitive match race about a half leg in front of the rest of the fleet for the duration of the race. In the end, Billy and crew nipped Gordy's gang for the first bullet of the Regatta.

Race two had a winner whose name hasn't been carved on the Inland E hardware for a number of years: Harry Melges III. For the last several years, Harry has been very generous by crewing for many different E scow skippers in many different events. The knowledge he shares with these skippers and anyone who asks him is invaluable and unfiltered. Counting his innovations at the boat works, I would have to say Harry has raised the competitive level of the E scow fleet more than any one person in recent history. It's great to see him back on the sticks.

Races 3 & 4 were held back to back the morning of the last day. There was nice, medium breeze out of the Northwest. The conditions were made difficult though, by the enormous spectator fleet that showed up to see the last day showdown. It seemed that nasty motorboat chop was coming from everywhere and it put a high premium on keeping the boat powered up and staying away from the edges of the course. Mike Darrow & crew put on an impressive show and took the bullet. Brother's Paul and Bob Biwer and their crews showed great consistency during this regatta to finish fourth and fifth overall respectively.

Race 4 was a showdown at the OK Corral. Bill has won 7 Inlands, Harry won 6 Inlands, and Brian has won 4 Inlands.

Race 4 was the showdown at OK Corral. Three boats were in contention going into the last race: Bill Allen had 20 points, Brian Porter had 21.7 points and Harry Melges III had 25.7. Nobody else was even close. Hmm, who to chose as the favorite? Bill has won 7 Inlands, Harry has won 6 Inlands, and Brian has won 4 Inlands. Not much help for handicapping here.

The last race was dramatic and intense. Harry won the start with perfect timing on the favored port end. He quickly tacked to port, put his



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Robert Cummins, J-2 showing extreme concentration.

boat into high gear and crossed the fleet. Brian had a good start also and stayed in touch with Harry. Billy was slugging it out with the rest of us looking for clear air while trying not to get too close to the edges of the course where the motor boat chop was the worst. As the race went on Harry kept a tight grip on the lead while Brian clamped on to second place. It was a fierce battle between the two Geneva boats. The problem for Harry was that he needed to put a boat between himself and Brian to win the Regatta. He tried hard to slow Brian down by tacking on his face and sitting in his breeze. They both had to be careful though because you never know when Billy is going to come streaking through the fleet on some high, hard pressure, a move he is famous for.

In the end, Billy was not able to find the vane he was looking for. Brian and his crew of brother John, and Billy Frytag showed great composure by keeping their cool and not letting anyone slip in between themselves and Harry. Brian has now upped his E Inland victory total to five and the Porter family completed a most impressive three-peat. Brother John with Brian, Billy Frytag, Harry & Hans Melges won the A Inland. And sons Vincent and Brian Porter Jr. won the Sr. X Inland. WOW! Talk about a family affair. ESPN did a great video of the regatta, highlighting the family aspect of the Inland. Guess who the stars were. We heard it was nominated for an Emmy. 🌐

**ILYA CHAMPS
at Okoboji, Iowa in 1999**

PL	SAIL #	SKIPPER	R1	R2	R3	R4	POINTS	PL	SAIL #	SKIPPER	R1	R2	R3	R4	POINTS
1	I49	Porter, Brian	3	7	2	2	24.7	36	V170	Lieber, Chris	30	40	41	40	175
2	I1	Melges, Harry III	6	1	8	1	25.7	37	J2	Cummins, Robert L.	16	46	32	58	176
3	M4	Allen, Bill	1	2	11	14	40	38	I26	Larson, Art	36	22	28	DNS	180
4	V26	Biwer, Paul	12	5	3	4	41.7	39	D58	MacDougall, John	53	28	30	45	180
5	V222	Biwer, Bob	11	12	9	5	60	40	GL31	Sutherland, Jason	46	36	33	41	180
6	V39	Darrow, Mike	7	31	1	6	61.7	41	W8	McNulty, Craig	52	21	35	49	181
7	M1	Evans, Rob	4	3	16	21	62.7	42	V88	Glueck, Jim	23	26	PMS	39	182
8	M8	Chute, David	9	13	10	16	72	43	W87	Broen, Ken	41	44	39	37	185
9	M9	Burton, Tom	26	4	13	11	76	44	M14	Dennis, John	21	6	PMS	PMS	190.7
10	V599	Pinahs, Chris	28	9	5	12	77	45	I13	Youngquist, Bob	32	45	PMS	24	195
11	V777	Wilson, Eric	25	23	14	9	95	46	UM6	Abramson, Dave	44	34	44	51	197
12	M10	Strothman, Jack	5	18	12	38	96	47	H15	Casey, Chris	48	35	47	46	200
13	X44	Barkow, Augie	31	20	18	13	106	48	J151	Hirschberg, Larry	49	38	34	DNS	215
14	M15	Slocum, Peter	19	16	20	27	106	49	V57	Henke, Brian	58	50	45	42	219
15	M111	Kuller, Doug	34	8	23	18	107	50	V511	Haines, Kim	50	51	53	43	221
16	I7	Smith/Harring	10	10	27	36	107	51	I5	Wittenstrom, Jay	42	29	PMS	57	222
17	Z15	Bowers, Gordy	2	17	PMS	3	107.7	52	L4	Zeratsky, Gretchen	56	65	36	44	225
18	W1	Hannafor, Jule	14	42	22	10	112	53	L8	Armstrong, Andy	40	64	50	48	226
19	J80	Schloesser, Jon	29	11	25	25	114	54	M101	Welch/Haverstock	55	53	42	56	230
20	J1	Johnson, Peter O., Jr.	20	14	24	32	114	55	H38	Suhr, Steve	66	52	40	52	234
21	V122	Tornehl, Tobin	18	49	6	22	118.7	56	J13	Heaney, Patrick	54	43	PMS	50	241
22	J12	Schloesser, Jack	17	39	31	8	119	57	J5	Wyman, Bill	57	58	48	54	241
23	J46	Buckstaff, Dan	13	25	37	23	122	58	J30	Simon, Matt	62	60	46	55	247
24	V5	Hyslop, Tom	24	47	4	26	123	59	V800	Mills, Doug	39	48	PMS	DNS	251
25	V50	Kotovic, Rick	22	30	29	20	125	60	CL12	Carstens, Ben	51	54	52	DNS	251
26	V77	Meyer, Hans	15	33	26	29	127	61	H137	Kreider, Ken	65	62	56	47	254
27	M67	Ferguson, David	8	24	PMS	7	133	62	H9	Teska, Tom	67	56	49	59	255
28	M2	Meyer, Tom	35	19	21	34	133	63	M409	Allen, Amanda	59	61	51	60	255
29	V85	Baker, Jeff	38	41	17	15	135	64	L5	Weir, Todd	61	63	55	53	256
30	H5	Schmidt, Stefan	47	32	15	35	153	65	GL6	Driessen, Vincent	DNF	DNF	PMS	30	264
31	V751	Koch, Dave	33	57	7	33	154	66	M41	Standa, S. Scott	60	67	54	DNS	275
32	I44	Sherry, Wendell	37	37	43	17	158	67	L41	Hills, Christine	63	59	DNF	61	277
33	CL1	Kazwell, Rick	43	55	19	19	160	68	M6	Smith, Cory	64	66	DNF	DNS	294
34	H7	Schoor, Lon	27	15	PMS	28	164	69	L1	MacNeill, William	DNS	DNS	DNS	DNS	304
35	I564	Schalk, Steve	45	27	38	31	165								

BRIEF ILYA NOTES

-- Four boats had women skippers, one with a Smurf Motif on the spinnaker Amanda Allen - M409. Kim Haines beat out the other women skippers. Pretty soon we will need a special trophy.

-- Several skipper complained at the informal fleet meeting on Friday about the need for prompt use of the Black Flag. The next day the ring leader Lon Schoor was subsequently PMS along with 9 other boats. But because of that clean start two excellent races were sailed on Saturday morning allowing 4 good races to be completed for a great championship. Thanks Lon.

-- Pewaukee sailors left the regatta with great satisfaction placing 5 boats in the top eleven.

-- ILYA Secretary Jim Smith/Haring finished in the top 20 for the first time in memory along with other newcomers to the top of the fleet Augie Barkow - X44, Eric Wilson -V777 and Jon Schloesser - J80, Johnson, Peter O., Jr - J1..

-- Most impressive was Stefan Schmidt of Mendota sailing a 1981 Johnson to an overall finish of 30th. Who said old boats are slow. This boat even has a stereo system in it!

Donate your old Scow Stuff to Scow U.

Donations of boats in good condition and sails to the University of Wisconsin Hoofers Sailing Club in Madison WI is fully tax deductible charitable donation. Our sailing club averages 1200 to 1400 members each year and the scow fleet has an average of 25 to 50 new scow skippers each season. Our club relies on donations of boats and sails. If your financial situation can take advantage of a charitable donation, your boat or sails could help our cause greatly..



The process is very painless with minimal paperwork and the satisfaction of knowing your equipment will be used by many newer sailors and help to build the fleet. Stop by and see us at the E-Invitational we plan to host a socia after racing.

If you are interested I can be reached at:

Brian Anderson
608-251-2500
email: brian@quested.com
www.Hoofers.org

by Dave Magno

August 15-16 Little Egg, NJ



Hot Mark action at Nationals

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Fifteen boats arrived at the Down Bays anticipating good breezes. Unfortunately, there was none to be found this weekend. The entire regatta was sailed in light to moderate conditions. After a morning delay waiting for wind, a race was started in a light southeasterly. With the wind being light and a delay in getting the races off, the committee opted for a one-lap race. In the early going HO47 and LA99 took the leads with good starts on the left. In the light and spotty conditions these boats dropped back and MA4 and MA42 wound up leading the group from the right. These two boats lead down the first run on starboard jibe with the rest of the fleet following. Often times in a regatta, a telltale moment occurs which has a great bearing on the results. As it turned out, this happened very early in the regatta. In a mark-rounding debacle, LA99 made a series of tacks to avoid hitting the mark and other boats, wound up sailing outside the two-boat length zone to clear starboard tackers and lost a bunch of boats. As a result, a jibe to port to clear traffic ended in LA99 receiving their own private puff and jibing back to starboard in a thirty degree shift. Unfortunately for the lead boats, there was a wedge of dead air between LA99 and the rest of the fleet. LA99 wound up riding this private wind into a big lead that was never challenged the rest of the race. As it turned out, the boats that jibed back too port to early got smoked, as evidenced by MA42 holding starboard jibe the longest before returning to the center of the course once the wind stabilized. MA42 took a substantial distance into second place and was able to safely cover the fleet for the remainder of the way for a 2nd. LA88 also worked the run pretty well and was able to slide up to 3rd, a position they solidified going to the finish.

The afternoon race was in somewhat better breeze from the southeast, but still pretty spotty. The committee lengthened the race for two laps on this occasion. The early leaders in this race appeared to come from the left but LA88 and LE8, who crossed earlier, were able to get starboards that propelled them into 1st and 2nd. It did not take long for LA88 to stretch into a lead and run away with this race. From there the race was on for 2nd between LE8, HO47, IH17, LE3 and LA99. LE8 established a pretty strong 2nd while LE3 fell out of contention. On the last run boats began to chip away at LE8's position with HO47 able to cross near the end and LA99 closing distance. Around the last mark it was LE8, LA99, HO47 and IH17 but now the race was really close. Battles for positions were now on and LE8, LA99 and HO47 fought boat on boat, while IH17 tried to gain on the left side of the course. The boats working right eventually gained the advantage, and with LA88 winning, easily. The other finishers went: LA99, LE8, HO47, and IH17.

With the first days racing done, LA99 had the lead with a 1-2, three points. LA88 had a 1-3, for four points. There was a tie for 3rd, ten points with LE8 having a 3-7 and HO47 having a 4-6. Fifth place was brought up by MA42 with a 2-9.

Sunday's race finally got off in a medium breeze from the east. The Little Egg contingent held left and these boats became the early leaders. LE8 led the way followed by LE5, then LA88, LE4 and finally LA99. Down the first run LE8 and LE5 pulled away from the fleet and established their own little race. LE5 wound up getting the best of this battle but it was certainly nip and tuck between the two boats all the way. Meanwhile, the battle for the regatta win was going on in the next group behind the leaders. LA88 would have the advantage upwind while LA99 would have the advantage downwind. At the first bottom mark, the 3rd through 6th positions tightened between LE4, LA88, LA99 and IH7. Going up wind again, it wasn't long before LA88 established a 3rd place position. Meanwhile, LA99 assumed 4th, while a newcomer, MA42, joined the party. At this point, LE4 and IH7 fell back a little. On the last run LA99 again closed on LA88 and was just ahead of them in 3rd at the bottom mark. After a short tacking dual, LA88 split to the right while LA99 stayed with the fleet going left rather than chase. The two LE boats: LE5 and LE8 cruised to 1st and 2nd, while LA99 struggled to stay ahead of MA42. LA88 eventually found a shift to the right to bring them back up to 3rd, but it was not enough with LA99 holding onto 4th. The regatta win went on tiebreaks with a 1-2-4 compared to a 1-3-3. LE5's 2nd place gave them a total of 12 points and 3rd place overall. MA42's strong finish with a 5 secured 4th overall with 16 points. ☺

No Results available

by Dierk Polzin, (crew V-777)

with help from Lon Schoor, Bob Zak, and Gordy Bowers
and David Bargarr

September 10-12 Lake Chautauqua Lakewood, NY

The 1998 E-Scow Nationals on Lake Chautauqua in the western finger lakes of New York will be remembered as one of the most consistently enjoyable Nationals in many years. The winds were great, the skies were perfectly blue, the Yacht Club is awesome and the competition was excellent. Harry Melges III, showed why he is one of the premier sailors in the world, easily winning the regatta with five wins in six races.

The trip from Pewaukee was a snap. We left off schedule early in the wee morning hours and got caught in morning rush hour traffic in Chicago. We made it with just enough time to register. Chautauqua is just close enough to make it can be done in one stint. Driving over the bridge and seeing the valley for the first time I was in awe. The deep glacier cut Valley is like Geneva but much greener and wider with more lots of space for a full course. I was instantly in heaven. We had a few beers with some of the East Coast gurus and got caught up with who was going fast in the East. As usual a few sails were not measuring in. You would think the sailmakers would have this figured out by now. Next year NCESA is working on a streamlined registration procedure without sail measurement or boat weighing. Bob Zak is fine tuning the exact procedure. The plan is to have all the sails at the lofts. The hulls would be weighed at a certified regional scale and get a NCESA seal that would be valid at Nationals. Talk about making life easy for us guys who pull into the parking lot at the last second.



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On Thursday morning, the winds were calm as all the boats went in the water. The club is a bit cozy for 47 E-Scows, but with two cranes I was impressed at how efficiently boats got in and out of the water. We floated out on a zephyr and tried to set a line. We came back for a short delay. You could see it would not be a long one. The clouds were ripping pretty good across the sky. The cold air from the surrounding area was really dug into the 500 foot lake valley. The upper level wind broke through and in a matter of minutes the winds had piped up over 20 knots. The decision was now whether to find a fourth, we chose not take an oversized fourth and stay with three. I could tell right then this was going to be a brutal regatta for me in the middle. Nationals are usually windy.

RACE 1 - 330 degrees (wnw) 15-25 kts course W 2 & 1/2

By Lon Schoor, H-7

I was crewing for my nephew Lance Puccio in this regatta and the first and second race provided some valuable learning experiences, especially being close to Harry to see how he does it. Basically he keeps the 'pedal to the metal' downwind this is particularly

noticeable. Lance was first around in the first race and Harry was second and holding it high and fast at the rounding. We adjusted to stay with him but too late and he was able to get out ahead and jibe and cross in front by just a little. We were also passed near the finish by another newer skipper, Dan Quiram, V-85. Jeff Baker was crewing for Dan and we were talking afterward how we were both encouraging our skippers to lay it off and let it rip. Funny thing is, when we are at the helm neither one of us finds it easy to do either. Lifting off someone can feel good at the moment, but it doesn't seem to be so important in the bigger picture of moving to the front of the fleet.

RACE 2 - 330 degrees (wnw) 12-20 kts course W 2 & 1/2

Race two was a moderate air race. The wind was more from the Northwest, and the question was how much to play the left after race 1.

Lon continues - In the second race Lance was over the line, and so was Harry. We both rounded the leeward end starting boat and headed off on a long port tack. We had a lane and were ahead of Harry but he stayed right on our hip, even eating a little bad air occasionally. Lesson - to catch-up, find a lane and go fast. Harry jibed at the mark and again held it high and fast. While we also jibed, it was done just a little later and we now had some boats to deal with and couldn't keep it as high and fast as Harry. Needless to say, Harry pulled away and finished 6th in the race, and we ended up 20th. In some of the middle races we didn't get off the line with the leaders and reflecting back we had got out of the 'let her rip' mode and started to fineness our way up wind - it didn't work, and doesn't work!

Buzz Reynolds, IH-7 won the race, playing both sides perfectly followed by Dan Quiram, V-85 (now with two seconds), and Paul Magno, LA-88 in third. Harry worked his way up into the top group but could not make the right work on the last beat.

RACE 3 - 315 degrees (nw) 10-18 kts course W 2 & 1/2

Race three brought less wind, with bigger oscillations at the end of the day. It was after 5:00 PM when the race got started and it was getting to be a long day.

It was almost an exact replica of race two but with more influence from the left. The puffs were big and not filling the whole course and it was getting spotty. If you got all the way left near the end you could make big gains on the boats coming in on the starboard layline.

Harry won with Hans Meyer, V-77 second, Bob Zak, W-12 third, and George Welch, KU-11, Chris Pinahs, V-599 all had good races.

RACE 4 - 260 degrees (w) 10-20 kts course W 4 & 1/2

The next morning the wind was also slow to get started as the inversion burned off. Friday was very sunny with winds out of the West. A low spot on the left side of the course seemed to indicate that the left would pay. Many of the top boats were testing the angles on the left to gauge the degrees of corner risk.

After a few recalls in the shifting air the race got off cleanly. Half way up the beat we were in clean air and bunched with lots of boats now tacking to cross back to the middle, Eric Wilson our skipper wanted to keep shooting the left. I was a bit skeptical as the wind was much stronger and we had a more westerly direction. He was right as we got a huge left shift and rounded second behind Rob Terry of Crystal Lake Michigan in CR-66. We had a few other boats with us but after a few jibes, we had split with the pack and we had closed in on CR-66 with that omnipresent I-1 following. Up the beat we, put the V-777 into heavy air crunch mode and plowed around CR-66. After some interesting heavy air jibing duals Harry had moved into second and was on our tail. On the second to last beat Harry footed off below us in the middle while our team of only three were no match for Harry's four.

We were ecstatic to have led the race for numerous laps, why did this one have to be a four and a half? If it was not for that Melges genetic defect we might have won the race. Chris Pinahs, V-599 and Don Nelson, WH-12 followed in 3rd and 4th.

RACE 5 - 260 degrees (w) 25 dropping to 15 kts W 2 & 1/2

After a relaxing lunch and well deserved break we headed back out for another heavy air race. In the afternoon the wind was really piping up again for the start, as it had done in the middle of the previous day. Crystal clear skies, warm sunny, and windy. It was pretty wild before we got the start off with boats reaching back and forth, after the gun we quickly settled in and cranked the vang got the boat in an easy groove. (By the way the new vangs with Spectra are tremendously smooth, it gives you perfect fingertip control. I would consider rerigging an old boat with this nearly friction free system.)

Boy, oh boy all we need is another heavy air race. I was too tired to think and was not looking forward to sailing three against four another time. As I remember the wind let up a bit at end.

Harry, I-1 won the race with Dan Quiram, V-85 second, David Chute, M-8 third, Paul Magno in fourth, Bob Donat, LE-3 had his best race of the regatta with a fifth.

That night we were too tired to stumble to the Annual Meeting and Banquet. Chautauqua set up a tent outside along the shore and hosted delightful time.

RACE 6 - 245 degrees (wsw) 10 dropping to 0 kts --cancelled

This race was even more left then the previous day with boats testing the far southshore and quite a bit lighter. Casey Call, WA-99 and big group got around and then the wind nearly stopped on the first downwind, or was it triangle-WL.

As the race continued things proceeded to get more and more weird. At the second downwind mark we got caught with no wind trying to round with boats stopped and headed 180 degrees to each other on the same jibe. We barely made it around and into the new wind. The rest of the fleet converged and race was abandoned. The wind filled from the right 85 degrees off from the previous course. The race committee abandoned the race as an unfair test of skill. I don't know that I agree that an RC should cancel races that are over half finished with clearly sufficient winds available to finish the course. If we cancelled all the weird races on Pewaukee, we would never have a season.

RACE 7 - 270 degrees (w) 18 dropping to 7 kts

The wind faded and returned out of the usual west with it really piping up again for the start. This race was not so clear cut with lots of big oscillations.. The right side came through at end of the first beat and many boats were caught on the left. Later on the last beat many boats tried the right but got really burned by another huge left puff and shift. Several of the boats in the top ten had their worst race. Not Harry as he had it roped as usual and won this race beating out Don Nelson, WH-12, Jim Smith-ILYA fame, I-7, and David Chute, M-8 the lone Minnetonka boat.

RECAP

The final standings were very tight with Don Nelson and David Chute squeezing in front of a pack of 4 boats due to the last race. Harry sailed flawless in the heavy air and had so much boat speed he rarely had to take many chances. Paul Magno, LA-88 finished consistently in all the races and was the only boat besides Harry to stay in the top ten in every race. He threw out a 8th. Pewaukee boats scored well with a PYC boat finishing in second place in every race if you include Don Nelson who grew up on Pewaukee. Two Little Egg boats in the top 11. Steve Schalk, I-564 of Lake Geveva was the top Red Fleet, Marcus Turner, CH-4 of Chautauqua Lake won the rookie award for being the top boat participating at Nationals for the first time, and Dick Turner, CH-5 was the top master.

Thank you to Chautauqua Lake Yacht Club and all the organizers, you certainly have a delightful place for our championship. It is really a perfect place between the East and Midwest. We enjoyed our stay very much.

The 1999 NCESA Championship returns to Minnetonka where I think we will see more than one Minnetonka boat participating. Many of us remember the 1992 event when the breeze smoked. Will the law of averages give us no wind? See you there and don't forget to call and line up your housing early. ☺

RANDOM COMMENTS

- Bob Zak, W-10

I was actually struck by bad luck twice. The first strike occurred before the start of the first race. As I cast off from the dock a combination of wind shift and interactions (collisions) with others casting off at the same time sent me toward shore rather than toward the sea. The result was one broken and one bent rudder as we became beached in front of the yacht club. First race - DNS. The other strike occurred during the last race. This time (with borrowed rudders) I rounded the first mark very close to the leaders. We hoped to set the spinnaker fast and move up in standings. That's not what happened. The spinnaker started toward its proper position but then came fluttering down because the clasp on the halyard opened. Since this was the last race and the crew and I are all 40 +/- a few years old, we decided haul out. Last race - DNF.

I don't want anyone to think we didn't enjoy the Nationals on Chautauqua. The 1998 Nationals were one of the all time best. The wind and weather were nearly perfect. I could not have asked for more help to get my damaged boat ready for Race 2. The Judging and Regatta Committees were top notch. And finally the family we stayed with, Jay and Alison Churchill. They provided us a beautiful place to stay and sufficient martinis to get us back into the true sailing spirit after our disastrous start.

- Tim Faranetta,

Great regatta every year, however, maybe new venues should be considered to better promote the fleet. (Annapolis, Newport, Atlantic City?)

- Dan Quiram, V-85

Go left, what else.

- Buzz Reynolds, IH-7

Harry should write this article and tell us how he makes it look so easy.

- Dave Magno, LA-99

I am kind of pissed, not only did my brother win the poll on the E-Scow Website last spring as the best looking E-Scow sailor. He also beat me at Nationals. But I had him the three previous regattas so maybe it is even.

- Mystery Skipper, ???

THROW OUTS

This year, in the top ten spots, five boats moved in total; three moved three positions, while another moved two spots.

The most dramatic moves were as follows:

#3 moved back to 6th

#6 advances to 3rd (poor Don Nelson WH-12)

#8 moved back to 5th

#5 moved back to 7th

#7 moved back to 9th

- Eric Wilson, V-777

If I was not here sailing this regatta, I would probably be home watching Jerry Springer.

1998 E-Scow National Championship Results

September 10, 11, & 12

Lake Chautauqua, Lakewood, New York

6 Races - (1) Throw-out

Place	Skipper	Hometown	Sail	R1	R2	R3	R4	R5	R6	Points
1	Harry Melges, III	Lake Geneva, WI	I-1	1	(6)	1	1	1	1	5.0
2	Paul Magno	Lavallette, NJ	LA-88	4	3	7	(8)	4	5	23.0
3	Dan Quiram	Pewaukee, WI	V-85	2	2	8	14	2	(26)	28.0
4	Chris Pinahs	Pewaukee, WI	V-599	7	7	4	3	9	(15)	30.0
5	David Chute	Minnetonka, MN	M-8	11	(27)	10	7	3	4	35.0
6	Don Nelson	White Lake, MI	WH-12	12	9	(13)	4	11	2	38.0
7	Tom Hyslop	Pewaukee, WI	V-5	9	4	(25)	6	14	7	40.0
8	Jack Lampman	Little Egg Harbor, NJ	LE-8	6	5	12	9	(13)	8	40.0
9	Eric Wilson	Pewaukee, WI	V-777	16	8	9	2	8	(20)	43.0
10	Dave Magno	Lavallette, NJ	LA-99	5	(15)	14	18	10	10	54.0
11	Butch Lenhard	Little Egg, NJ	LE-5	8	24	6	12	6	(35)	56.0
12	Jim Gluek	Pewaukee, WI	V-751	15	(17)	15	10	7	9	56.0
13	Lance Puccio	Madison, WI	H-7	3	(20)	17	13	18	6	57.0
14	Jim Smith	Lake Geneva, WI	I-7	21	12	(34)	16	17	3	69.0
15	Hans Meyer	Pewaukee, WI	V-77	24	(32)	2	19	16	11	72.0
16	Casey Call	Wawasee, IN	WA-99	22	18	(30)	11	15	13	79.0
17	Bob Donat	Little Egg Harbor, NJ	LE-3	20	10	(28)	24	5	22	81.0
18	George Welch	Keuka, NY	KU-11	19	11	5	26	20	(39)	81.0
19	Rob Terry	Crystal Lake, MI	CR-66	25	(30)	16	5	19	18	83.0
20	Dan Buckstaff	Oshkosh, WI	J-46	17	13	20	23	(26)	14	87.0
21	Rick Turner	Chautauqua Lake, NY	CH-6	28	16	11	21	12	(37)	88.0
22	Buzz Reynolds	Island Heights, NJ	IH-7	13	1	31	20	24	(33)	89.0
23	Bob Youngquist	Lake Geneva, WI	I-13	10	19	22	22	(25)	19	92.0
24	David Irmscher	Wawasee, IN	WA-21	27	(28)	19	25	22	12	105.0
25	Kimo Winterbottom	Bay Head, NJ	BH-47	18	29	24	(31)	23	16	110.0
26	David Barger	Chautauqua Lake, NY	CH-2	14	14	21	35	(38)	29	113.0
27	Bob Zak	White Bear, MN	W-10	(DNS)	21	3	17	33	DNF	122.0
28	Steve Schalk (RF)	Lake Geneva, WI	I-564	30	37	18	15	32	(DNF)	132.0
29	Charles Sutherland	Grand Lake, CO	GL-29	23	35	23	30	(DNF)	21	132.0
30	Chris Hawk	Keuka, NY	KU-3	29	(41)	27	32	28	30	146.0
31	Terry Moorman	Wawasee, IN	WA-24	(DNF)	23	37	40	29	28	157.0
32	Fred Brennan (RF)	Lake Geneva, WI	I-777	26	33	36	28	(37)	36	159.0
33	Bob Hendrich	Wawasee, IN	WA-47	DSQ	26	32	33	21	(DNF)	160.0
34	Marcus Turner (R)	Chautauqua Lake, NY	CH-4	(DNS)	25	29	34	43	31	162.0
35	Bill Wyman (RF)	Oshkosh, WI	J-5	(DNF)	31	33	DNF	35	17	164.0
36	Tom Wiss	Hopatcong, NJ	HO-32	32	DNS	(DNS)	27	30	34	171.0
37	Charlie Turk (RF)	Torch Lake, MI	TO-2	DNF	(OCS)	26	39	34	25	172.0
38	Dick Turner (M)	Chautauqua, NY	CH-5	DNF	39	(OCS)	29	39	24	179.0
39	Craig Segar (RF)	Chautauqua, NY	CH-11	31	36	40	37	36	(41)	180.0
40	Ken Fisher (RF)	Keuka, NY	KU-6	34	(42)	41	42	41	23	146.0
41	Ed Sirianno (R,RF)	Chautauqua, NY	CH-96	(DNF)	22	35	43	DNF	38	186.0
42	John Sellstrom (R, RF)	Chautauqua, NY	CH-3	33	34	38	41	40	(42)	186.0
43	Craig Bradley	Hopatcong, NJ	HO-13	DNF	(DNS)	DNS	38	27	32	193.0
44	Peter Hagar (R, RF)	Indian Lake, OH	ID-1	(DNF)	40	39	36	42	40	197.0
45	Steve Suhr	Madison, WI	H-38	DNF	(DNS)	DNS	DNF	31	27	202.0
46	Andrew Connell(M)	Chautauqua, NY	CH-51	DNF	38	(DNS)	DNS	44	43	221.0
47	Irv Spear (M)	Keuka, NY	KU-5	DNF	DNS	(DNS)	DNF	DNS	DNS	240.0

(M=Master 60+, R=Rookie First E-Nationals, RF=Red Fleet)

**NCESA Nationals
at Minnetonka in 1999**

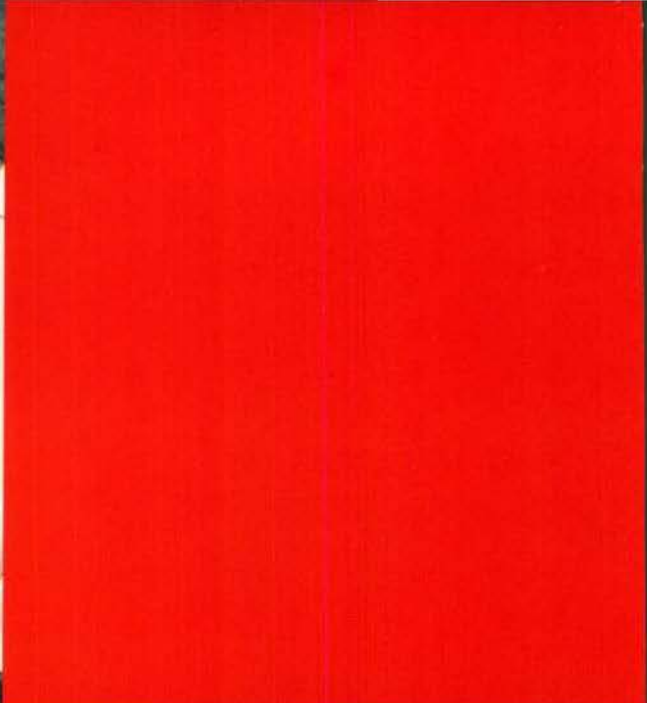


Inlands

by Spin Sheet

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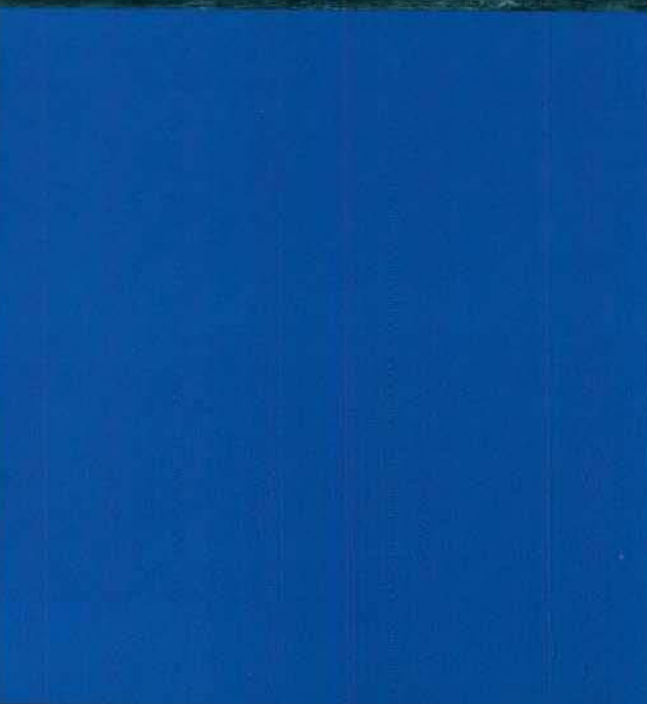




Easterns

by Tim Wilkes

© 1998 Tim Wilkes





Left - Top: KU boats start in mass in Race 6.
 Middle: Paul Magno, LA-88 in relaxed mode.
 Bottom: Falcon, CH-5 Dick Turner slides
 glides along the shoreline.

Right - Top: CH-6, Ken Rand takes a "special"
 wave for the Bowman.
 Middle: Phil Reynolds, IH-7 powers around
 his brother, Buzz.
 Bottom: BH-47 has his crew trained well.
 Pole ready, hike hard as we round.

© 1998 Tim Wilkes

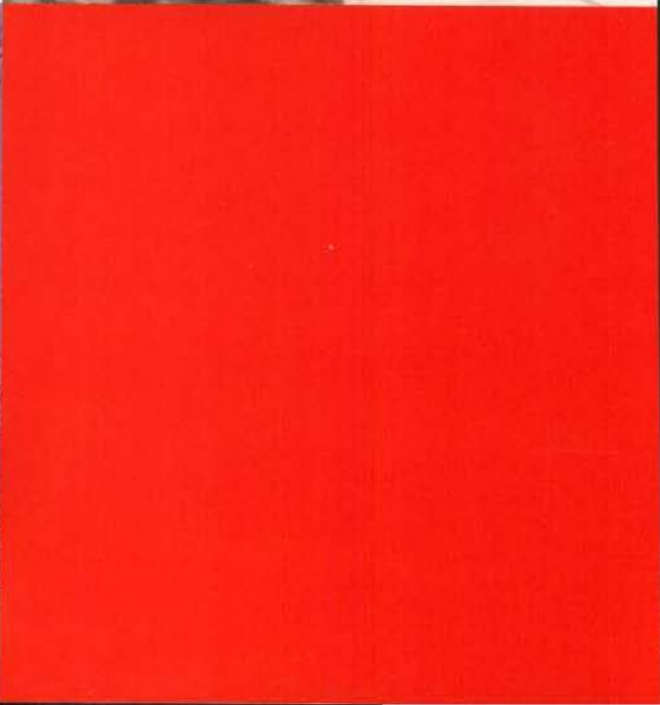




NATIONALS

*Lake Chautauqua
by Tim Wilkes*

© 1998 Tim Wilkes





Left - Top: Chautauqua Lake Yacht Club overrun by flat bottom boats.
 Middle: Tim Faranetta's crew pull the strings.
 Bottom: BH47, Chuck Drawbaugh reeling it in.

Right - Top: Douse already I want to JIBE!!
 Middle: V77 Hans Meyer blast through a monstrous wave.
 Bottom: Fred Miller keeps an eye on the chute packing, and watches Tom Hyslop, put 5 wraps around his hand with the mainsheet.

© 1998 Tim Wilkes





Blue Chip

by Pat Dunsworth



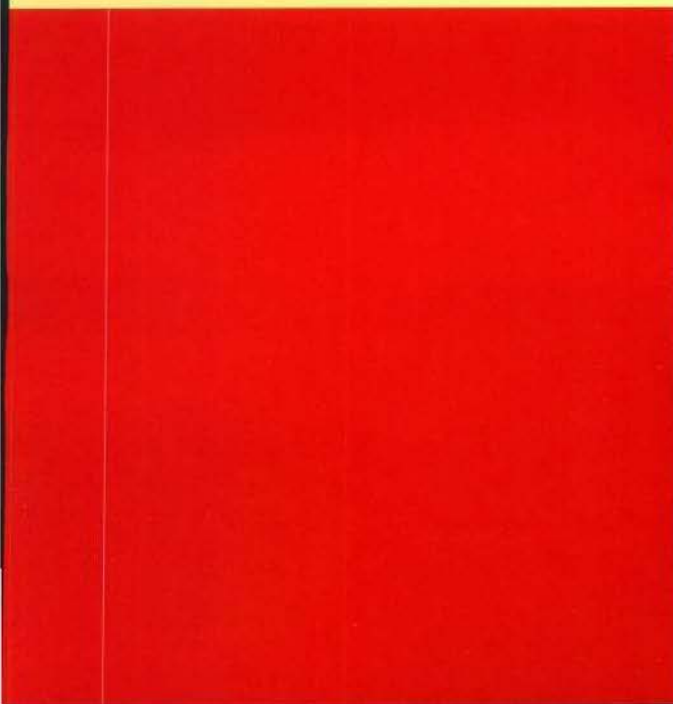
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- Left - Top: Rob Evans M-1, Rounds the weather mark in seemingly disarray.
 Middle: Dave Evans, M-1 bowman, shows how to trip early on the jibe.
 Bottom: Lon Schoor flies the chute on H-7. Why is Allie on the low side?
- Right - Top: V-777 slides downwind in the late afternoon Saturday race.
 Middle: Dave Perry, Mystery Guest watches for errant cow pies.
 Bottom: Convergence at the leeward mark

© 1998 Pat Dunsworth





More

Nationals

by Tim Wilkes

*Top: Mike Hogan on CH-6 gets some advice from Rick Turner, Jr.
Middle: They hike hard in Ohio, unknow.
Bottom: Hyperventillating at a close mark rounding*



© 1998 Tim Wilkes



by George Welch Jr.

September 19-20 Keuka Lake, NY



Undisclosed crew being initiated into the E-fleet.
Photo: Betty Welch

Yacht	Name	1	2	3	4	5	Points	Pos
HO 32	Tom Wiss	2	1	5	5	1	14.00	1
KU 2	Curt Wright	1	3	11	2	5	22.00	2
BH 47	David Drawbaugh	4	2	2	6	9	23.00	3
LA 99	Dave Magno	3	5	6	7	2	23.00	4
KU 21	Dave Stenger	6	4	4	8	4	26.00	5
KU 5	Irv Spear	5	6	7	1	11	30.00	6
CH 5	Dick Turner	9	8	9	3	3	32.00	7
KU 1	George Welch	DNF	DNF	1	4	6	37.00	8
KU 3	Chris Hawk	7	7	8	10	7	39.00	9
KU 6	Ken Fisher	8	9	3	11	10	41.00	10
HO 48	Bruce Feakins	11	DNF	10	9	8	51.00	11
KU 12	William Hudson	10	10	12	12	12	56.00	12

FRESH RESULTS

Yacht	Name	1	2	3	4	5	Points	Pos
LA 99	Dave Magno							1
HO 32	Tom Wiss							2
BH 47	David Drawbaugh							3

The 1998 F.L.A.C.E. regatta was sailed on Keuka Lake in ideal E-Scow conditions. Fourteen boats attended and were rewarded with challenging winds and closely contested races. Wind velocity ranged from 5 to 20 mph, however direction remained generally Southerly.

Tom Wiss (HO-32) with crew Frank Damelio, Greg Skinner, and Carol Comerford took first both on the water and off. It seems as though Wiss and company were first to the weather mark and the bar all weekend. A few members of the team were also among the last to leave the bar.

Saturday's races were started promptly at 10:30 AM by KYC's 5 ace race committee chairman Bobby Wilder. The lines were square, and the courses were long enough to give people a chance to catch up but short enough to keep the racing tight. In all, five races were sailed. Tom Wiss and crew distinguished themselves by winning two. The other three races were won by Curt Wright (KU-2), Irv Spear (KU-5) and George Welch, Sr. (KU-1).

It should be noted that G. Welch Sr. was sailing to win his third F.L.A.C.E. in as many years. With this bit of trivia in mind, the competitors greeted George Sr. with chants of "Three-peat, Three-peat" at the skippers' meeting. By the end of the second race it was apparent that the masses' chants were in George's head. There was a touched mark in the first race followed by a capsized in the second race which left little hope for another Sunday miracle for KU-1. George was asked how he managed to tip-over in seemingly moderate wind. Answer: "I was concentrating." Now there is one you don't hear often, but it explains why the boat is named Non Sequitur.

The top five included Curt Wright in second, sailing consistently and placing in the money in all but the middle race. David Drawbaugh (BH-47), sailing his brother Chuck's boat, was third, proving that he really did know which way to go all season... as he did the jib. In fourth was Dave Magno (LA-99) who dominated the Easterns on Keuka Lake this year. Leah Wagner, crewing for Dave for the month of September, was overheard at the bar after a few cocktails on Saturday night. I believe she said something like, "Dave couldn't find the shift in a small car today." A word of advice, don't waste all your good races on the majors next year. In fifth was Dave Stenger (KU-21), who was one of the three who bought a 1998 Johnson E Scow. Those boats actually appreciated in value over the summer because now they are collector's items, and they are fast too. Stenger was second to four out of five first weather marks. The downwind tactician aboard KU-21 is to blame for not having the boat finish in the top three. I swear I saw wind on the West shore.

Other noteworthy occurrences: bar dances, group photos, and boxer shorts with E's. Next year... sports bras (E's of course).

Congratulation to Tom and crew. The momentum gained from the F.L.A.C.E. carried throughout the month of September resulting in a Triple Crown title for best overall finish from KYC's F.L.A.C.E., the F.R.B.S.H at Hopatcong, and the Sprints at Annapolis. ☺

NCESA REPORTER INTERVIEW**Andy Burdick @ Melges.com****February 1999**

Reporter: *Melges had a great year in 1998! There has been a great buzz I think in the E-Scow Class with the new level of enthusiasm with scows at Melges. What is happening with E-Scows at Melges this winter?*

Andy Burdick: Melges Performance Sailboats did have a fantastic year in 1998 producing scows. The buzz has really been the formation of this new E scow. The boat has a new look to put it into the year 2000 and beyond. With the new look and the M-Preg production process we have achieved the best possible scow for the dollar. Speed, strength, longevity and quality are really high on the scales right now.

This has led us up to 1999 where we see an increase in orders due to the quality of the boats, the speed of the boats, national advertising (print and boat shows) and the service we provide the customers with the new boats. As of March 1 we have 18 new E boat orders with some pending orders in our file.

Reporter: *It was great to see Harry getting that profile in Sailing World a few months ago that he deserves. Do you hear of hot sailors that are getting into scows?*

AB: It certainly is great to see the attention towards Harry in Sailing World. It helps promote our organization. No question Harry is one of the very best sailors in the world and we as an ILYA group are benefited by his knowledge and willingness to share his expertise with others. Yes, I do hear of some very good, nationally known sailors getting into scows. With our world wide exposure with the Melges 24 and national advertising we have many sailors interested in hearing what is happening with scow sailing. They all want to come to Zenda and try one out. We encourage them to.

This year Peter Wright (Star Boat and Melges 24 Sailor) and Dave Chapin (Melges 24 and Soling) with Scott Elliot are buying new E boat programs. They are hooked on what we are doing up here in the Midwest. I think many other sailors will get involved too. We see interest from other sailors in the other scow fleets too.

Reporter: *The full page Melges Advertisement with an E-scow came out in Sailing World this month. How often will that run? How much does it cost? What can the class do to tie in with that campaign?*

AB: The national advertising campaign which we have put together really promotes our scows well. We also take them to the national boat shows now too. Weekly, we receive leads from Sailing World Magazine. People are really interested in these boats and the speeds they achieve. We

are going to run these ads all through the year in many different national magazines and trade journals. The E scow will run two months in a row this Spring.

The cost is \$3,500 per full page ad. It is 4-color so it has nice impact. But, when you total up the 9-12 month ad campaign it is a big commitment. We have to do it though to expand and grow the scow market. We are 100% committed to the success of the scow fleets and the national and inland organizations.

Reporter: *What are the new things this year on the Melges E-Scow?*

AB: The Melges E for 1999 is essentially the same as 1998. As you know we made new molds in '98 and this really jazzed the boat up. The open back deck, new internal structures, new non skid, deck fairings, rigging advances were set in place for '98. Due to the big success of the boat we have duplicated it for 1999.

However, right now we are planning our Melges 2000 Millennium Model. This boat will be showcased at the Inland at Okoboji and the Nationals at Minnetonka. You'll have to check this one out!

Reporter: *At the fall NCESA directors meeting there was interest in getting a group experiment going on rudder shapes? Is anything in the works in that area?*

AB: The group experiment for new rudders has been discussed for a few years now with very little action taking place. As you know Melges has advanced the rudders substantially over the past 3 racing seasons. Foil shapes will take some time to put together, but nothing formal has been decided here in Zenda or with other sailors to date as of yet.

Reporter: *I heard some of the spring regattas, Texas, Charleston had some new big plans for their events do you know anything more.*

AB: The Spring Regattas are always the best way to improve your sailing for the upcoming season. They are friendly and informal environment where a lot of new knowledge is exchanged. For the E class Charleston and the Black Tie are two fantastic Spring events.

The Easter Regatta in Charleston is a ton of fun. They have a very nice venue and Charleston is a great town to go see.

The Black Tie is always a fantastic event and this year they are bringing back the "original black tie". Dallas girls bringing champagne down to the docks after the days racing, live bands, fun Saturday night party. The club and facility is top notch too. This regatta is just a blast to go to and the conditions are always good. ☺

NEW MELGES E

***Blue Chip
Champ
Mike Darrow
Winning
with his
Melges E***

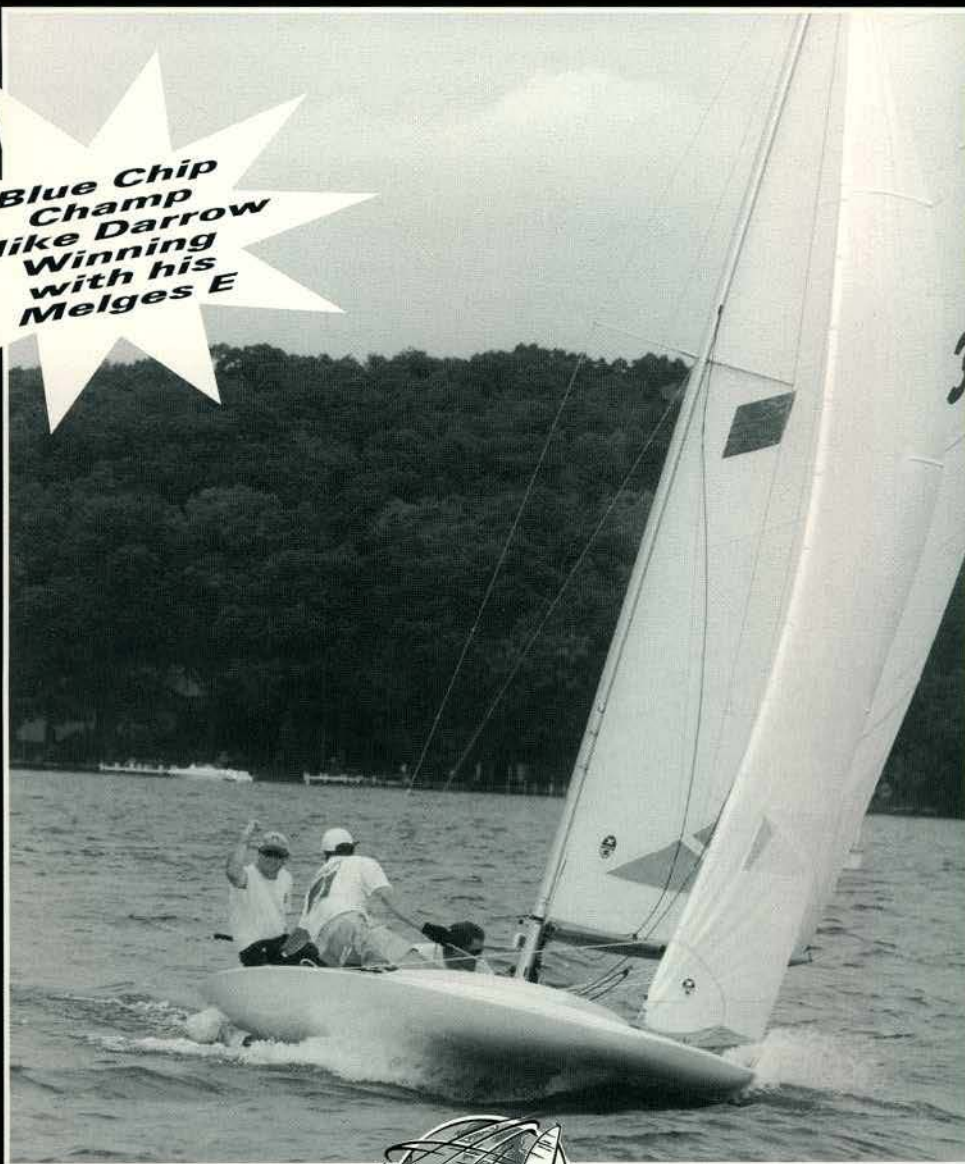


Photo By: Pat Dunsworth

Mike Darrow has that winning



feeling with his Melges E.

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Coach Bowers on Anticipating Shifts.

by Gordy Bowers

Inland Sails
www.InlandSails.com

I will try to answer your sailing questions each month on the new Inland Sails Web Page. You can send your questions to my e-mail address at GordyBJr@aol.com or Inland Sails PO Box 1 Pewaukee, WI. 53072 and I will answer the following month.

QUESTION: How can I anticipate the wind shifts better?

For starters, I am going to limit the answer to upwind sailing in order to keep the answer reasonably short. Some of my observations will apply downwind as well. First, you need to both widen and lengthen your field of vision. Many sailors develop "tunnel vision" by narrowly focusing on jib telltales, deck angle or bow wave in order to keep the boat sailing fast. The key word in the question is "anticipate". I am not saying that telltales are not important, rather the highest percentage of your time should be watching the wind or more accurately the small crescent shape ripples on the water caused by the wind.

Upwind the field of vision should swing from the bow to approximately sixty degrees to weather. This pie shaped wedge is easy to view when sailing single-handed. The problem comes when there are heads, shoulders and arms of from one to seven crewmembers in your way. With more crew most skippers concentrate on the viewing wedge from the bow to just where the first crew gets in the way - usually about twenty degrees of the water surface. The problem is that it is almost impossible to anticipate lifts and you lose height to the more observant competitors next to you. Next time you are on the water concentrate on looking at the aft thirty degree wedge just behind the head of the crew sitting next to you. Most skippers are not comfortable spending much time concentrating on the water's surface because they are not in the comfort zone of telltales, deck angle or bow wave. Practice changing your attention from the aft wedge to the front wedge then to the telltales or deck angle in about five second intervals. This active eyeball technique is more important when sailing on small lakes where the wind shifts over a greater range.

In addition to widening your field of vision you need to lengthen your viewing range. To sail fast most skippers and crew need about five seconds of lead-time to make changes with sail trim, rudder angle and crew position. Most sailors always look about forty feet upwind no matter what the wind strength. The five second sweet spot varies depending on the wind speed. For example, a 3 knot wind will travel 4.92 feet per second, so to get a five second warning you multiply to get 24.6 feet upwind as the place to look. Some sample winds and distances are as follows: for winds of 6 look upwind 50 feet, for winds of 11 look upwind 90 feet, for 17 knots look upwind 140 ft and at 21 knots of wind you need to look upwind 170 feet to get a five second warning. Clearly, the harder it blows the further upwind you need to focus to pick up the wind velocity and direction. Practice looking at the sweet spot and counting out loud 5-4-3-2-1 to estimate the precise moment the wind gust will hit while helming, crewing or even standing on a dock with the wind blowing onshore. The sweet spot distance will also change depending on how fast your boat is because fast boats are moving at the wind at a faster rate. Seeing and anticipating the wind is a fundamental skill - one you never get too perfect at.

See ya next time,

Gordy



Photo by Pat Dunsworth

Rob Evans winning at the weather mark with his new North Sails.



Photo by Pat Dunsworth

Lon Schoor charges downwind with his new North Sails.



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- 1st - 1998 Blue Chip Championship
- 1st - 1998 I.L.Y.A. Invitational
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- 1st - 1998 Charleston Easter Regatta
- 1st - 1998 Nagawicka Spring Regatta
- 1st - 1998 Black Tie Championship



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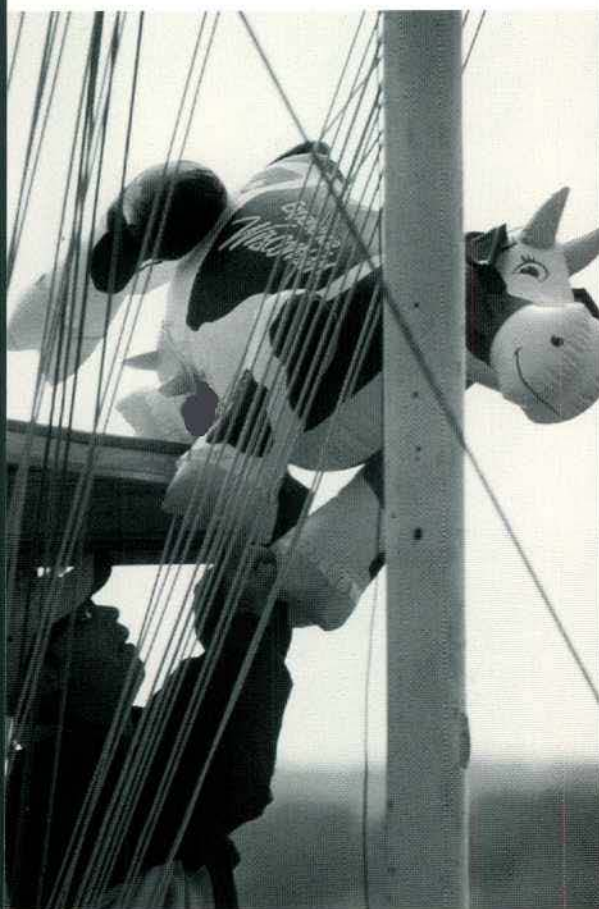
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by Todd Haines

**September 19 - 21
Pewaukee, WI**



The usual Wisconsin Wind Vane! Melges Style!
© 1998 Pat Dunsworth

It was a relatively warm sunny Thursday afternoon in late September in southeastern Wisconsin as this reporter and his co-pilot (the infamous DQ "E- Boat extra ordinaire") head for the airport to pick up the "Mystery Guest". We wonder, as we tool along, if Dave Perry is still the same guy we had remembered meeting many years ago. Dan recalled meeting him at a talk he'd given on rules at a USYRU judging seminar in Chicago, while I recalled spending a few days with him at an instructors' seminar at Minnetonka while teaching junior sailing on Pewaukee Lake. As Dave stepped out of the unloading tube, we could not miss him. As it turns out, we were superbly happy that it was the Dave we remembered in that he was probably the most exciting thing that happened all weekend.

Following a tour of the Wisconsin Lake Schooner Education Association and its tall shipyard, we drove off to Pewaukee to give Dave a test drive of a hot rod known as the "E-scow". After a brief interlude with Commodores' Pork Chops and sleep (a little, anyhow), it was off to the races on Friday. . .try again.

On Friday morning, nothing was moving except for maybe the Canadian geese dropping guano on Coleman's Point. All was not lost though, the PYC Bar and its "maidens" were open for business, and Dave had a board and a handful of chalk. He proceeded to educate us all on the finer points of the new "Experimental Rules"--no longer experimental as Dave proved. We had many a good discussion and lesson on questionable situations and circumstances. Many things were cleared up, while many things were painted grey, but to hear it from the "Guru" was worth the price of admission. After Lunch, the breeze filled in long enough to tease the judges and get everyone out there only to sit some more. The day was capitulated by a Wisconsin-Style Fish Fry and, of course, more cocktails.

Saturday morning brought more of the same. (By now, I was beginning to wonder if there was any truth to the theory that says our time and calendar have been missing a couple gear-teeth for the last two thousand years rendering our seasons incrementally misplaced.) It is very unusual for Pewaukee, in the Fall, not to have wind. After Lunch, we were able to set sail in earnest. Race # 1 was marked by a 5-8 mph westerly. The theme for the race, and ultimately the regatta, was Allen to the right, Evans to the left, and Darrow up the middle. In Pewaukee shifts, Evans and crew win Race #1.

Race #2 was to follow with about the same velocity but with a 90° shift to the south. Now, with the course positioned on the short axis of the lake, we had more shifts and shorter legs. The net result was Allen paying to the right.. and winning. We retired to the club for Chef Manley and crew's fabulous beef tenderloin dinner and the Mystery Guest presentation.



The next generation of Mendota talent, Allie Binkowski, 17, on H-7 shows who's boss on the chute, move aside Lon.

© 1998 Pat Dunsworth

Dave had some great anecdotes relating to his contemporaries from our organization- Peter Barrett and his "Lemans' start" and Buddy Melges' cow-on-the-hillside- weathervane-technique. Dave complemented us all with his comments on the strength and need for organizations such as the ILYA and its member clubs. He closed with a salute by quaffing some poor gal's martini!

Sunday morning brought the first sign of wind as the Mystery Guest's boat, as well as, the gunboat sported Holstein cows with a good breeze out of the west at about 14 mph. We started, and as everything else had gone this weekend (why not something else), the wind shifted to the north along with a squall. We decided to abandon and wait out the rumbles. About a half an hour later, we were able to get off Race #3--the final race--and, finally, we had a nice steady 10 mph out of the west. This time, it was Darrow up the middle. As you look at the scores, you will see a distinct pattern between the finishes of all three races. Just remember: Right-Left-Middle.

With Darrow's consistent up the middle finishes, he won with 11.4 points over Evans with 18 and Allen with 26.

On the way back to the airport that afternoon, Dave reminded Dan and I that life is about learning and educating oneself at all times. On this weekend, we learned alot about rules, wind shifts, and martinis. All in all, a great weekend at Pewaukee! ☺

Pl	Skipper	Hometown	Sail #	R1	R2	R3	Total
1	Mike Darrow	Pewaukee, WI	V-39	3	3	1	11.4
2	Rob Evans	Minnetonka, MN	M-1	1	5	4	18.0
3	Bill Allen	Minnetonka, MN	M-4	4	1	12	26.0
4	Paul Biwer	Pewaukee, WI	V-26	10	2	5	29.0
5	Chris Pinahs	Pewaukee, WI	V-599	8	14	2	37.0
6	Hans Meyer	Pewaukee, WI	V-77	2	9	14	38.0
7	Jim Smith	Lake Geneva, WI	I-7	7	8	6	38.7
8	Casey Call	Wawasee, IN	WA-99	6	4	15	40.7
9	David Ferguson	Minnetonka, MN	V-777	5	12	7	41.0
10	Don Nelson	White Lake, MI	WH-12	16	10	3	43.7
11	Tom Monroe	White Lake, MI	WH-77	9	11	8	46.0
12	Tom Hyslop	Pewaukee, WI	V-5	12	6	11	46.7
13	Eric Wilson	Pewaukee, WI	V-777	15	7	9	49.0
14	Dave Perry	Cow-ville, CT	???-moo	11	16	10	55.0
15	Dan Quiram	Pewaukee, WI	V-85	14	18	13	63.0
16	Rick Turner	Chautauqua, NY	CH-6	13	17	16	64.0
17	Lance Puccio	Mendota, WI	H-7	17	13	18	66.0
18	Robert Terry	Crystal Lake, MI	CR-66	18	15	17	68.0

by Bill Nolden

October 3 & 4 Annapolis, MD

Eastport Yacht Club in Annapolis Maryland hosted the annual fall sprints right across from the US Naval Academy.

Saturday the winds did not cooperate with not a lot of wind out of the East. One race was held in the morning with Paul Magno, LA 88 beating out Dave Drawbaugh in BH 47.

In the afternoon the scows were towed out down river into the Chesapeake to look for wind. After several hours of drifting sailors returned early to the club and got started early on the partying. Sailors engulfed the shrimp and a Chesapeake Bay Buffet. Of course the Beer Dinghy was the usual gathering place to trade young Magno stories.

Sunday morning the winds were up out of the Northeast about 13-15, enough for everyone to be able to hike on the high side.

The RC set a short course and four quick sprint courses were sailed, mostly Windward Leeward twice around. Racing was fast and furious with Magno's trading wins and the final and most important race going to Tom Wiss of Hopatcong. Just to show those Magno's that the Triple Crown champion will be a force to be reckoned with in 1999.

The Annapolis fleet is down to three boats but looks to add a few soon. Competition between classes for sailors is intense, and scows are not always the best boat to be in the middle of Chesapeake in.

This spring again look for boats from Chesapeake in Charleston and the Derby Regatta in Cambridge Maryland on May 1 & 2. The contact is Bill Nolden at 703-841-1482, email nolden@aol.com. 🌐

Triple Crown Series

1st	HO 32	Tom Wiss	1	3
2nd	LA 99	Dave Magno	2	2
3rd	BH 47	Dave Drawbaugh	3	3

Best 2 out of 3 regattas
FRESH, FLACE & Annapolis



October 3 & 4, Annapolis Fall Sprints

LA 88	Paul Magno	1	1	3	1	3	9	1
LA 99	Dave Magno	3	2	1	2	2	10	2
BH 47	Dave Drawbaugh	2	4	5	6	4	21	3
HO 32	Tom Wiss	DNF	5	4	4	1	26	4
CH 5	Dick Turner	4	6	2	9	5	26	5
LA 5	Tim Faranetta	5	3	6	5	9	28	6
AH 11	Bill Nolden	8	7	8	3	6	32	7
CH 4	Marcus Turner	7	8	7	7	7	36	8
SC 32	Brad Law	6	9	9	8	8	40	9
SC 20	Peter Hamm	9	DNF	DNF	DNF	DNF	57	10
AH 1	Bill Storey	DNF	DNF	DNF	DNF	DNF	60	11

by Ted Beier

October 3 & 4 Lake Carlyle, IL



Photos: Ted Beier

The regatta was sailed on the 3rd and 4th of October at Carlyle Lake in seasonal weather with light, easterly winds on windward-leeward courses. The Kazwell team, from Cedar Lake, Indiana, were the only ones who was able to sail consistently well, and won the event which they were attending for the first time. Nicole Koeppen and crew, from Indian Lake, Ohio, finished second, and Ray Bunse of the home fleet rounded out the trophy winners in third place.

Racing began on Saturday morning in an east wind of 5 to 7 mph which showed promise for the day. However, as the race progressed it dropped to about 3 by the finish. Bunse looked hot with a solid first place, with Aljets finishing second, and Kazwell in third. With the wind dropping, the fleet returned to the harbor for an early lunch break.

During lunch the wind filled from the northeast and racing commenced again. In the second race Shalk seemed to figure out the wind patterns the best finishing first, with Kazwell moving up to second, and Bunse dropping to third, but still leading overall. In the third race, with winds remaining at about 5 mph from the northeast, Kazwell showed his boat speed in the conditions with a solid first. Koeppen moved up to second, and Aljets found the right places to be again, and finished third.

At the end of the day during the traditional chili and gumbo feed, the scoreboard showed Kazwell in first with the other race winners Bunse and Shalk in second and third respectively.

On Sunday morning the wind was back from the east at 5-6 mph. Kazwell showed that his bullet in Race 3 was no fluke, taking two more firsts. For the rest of the fleet it appeared to be a game of who could be on the wrong side of the shifts the least number of times. Hagar and Koeppen from Indian Lake seemed to be the best at it, being the only other boats with consistently good finishes that day.

At the trophy presentation, the applause was long for the cooks, Jeanette Beier for chili and Scott Bunse for his gumbo, as well as the trophy winners. Cliff Flath, local Y Flyer sailor, and his race committee team were given hearty congratulations for being able to complete all five scheduled races on fair courses in very difficult conditions. 🌐

Pos.	S/N	Helmsman	R1	R2	R3	R4	R5	Total Pts.
1	CL-1	Kazwell	3	3	1	1	1	7.25
2	ID-12	Koeppen	7	4	2	4	3	20
3	S-11	Bunse	1	3	5	5	7	20.75
4	I-564	Shalk	8	1	4	2	6	21
5	S-2	Aljets	2	8	3	9	5	27
6	S-17	Sepanski	6	5	8	7	4	30
7	ID-1	Hagar	10	10	6	3	2	31
8	S-27	Beier	5	6	7	6	8	32
9	S-3	Gass	4	7	9	8	9	37
10	ID-4	Ewing	9	9	10	10	10	48

by Rob Terry

August 5-8 Crystal Lake, MI

The Western Michigan Yachting Association held its 69th annual regatta at Crystal Lake Yacht Club hosting 181 boats competing in six different classes. The 21 E-Scows registered were scheduled for 5 races in four days. The first race on Wednesday morning saw Crystal Lake at its ugliest, gray skies, east wind and rain made launching difficult with large waves breaking straight into the launch site. Once out on the water Art Brereton sailed a great race with Charlie Harret on board overhearing Art say "what a nice English day it is!" Spring Lake's David Fox looked impressive taking second place.

The east wind and gray sky continued on Thursday but this time Tom Monroe jumped out to an anti-social lead with Jack Rillema and Don Nelson the only boat close enough to read their numbers. The low-pressure system continued on Friday with light shifty winds, just enough to tease us into several aborted starts. A few hours of this and we abandoned the racing and donned our island attire for the Crystal Lake Luau. After a few refreshments the grass skirts and leis looked pretty good on anybody!

The high-pressure system started moving in for the last race on Saturday with SE winds building to 25mph. A tight race with plenty of opportunity and excitement as Art, Tom, Don and Jack, and Rob Terry all dueled it out for the hardware. Art won the battle and the regatta. During the trophy presentation Crystal Lake returned to its almost forgotten beauty with clear skies blue waters and wind out the SW corner- just what us local sailors had been practicing for all summer, so much for the home lake advantage!

Next years, regatta is at Spring Lake, hope to see you all there! ☺

Pos	Boat	Skipper	R1	R2	R3	Pts.
1	TO-101	Art Brereton	1	5	1	10
2	WH-77	Tom Monroe	6	1	3	17.4
3	WH-12	Rillema/Nelson	7	2	2	19
4	CR-66	Rob Terry	3	4	4	21.7
5	WH-111	Doug McNeil	8	3	6	31.4
6	WH-88	Brian McMurray	4	8	7	35
7	MU-22	Paul Wickland	5	6	8	35.7
8	SL-888	David Fox	2	15	10	40
9	TO-12	Pete Price	9	7	11	45
10	CR-100	Bill Walters	14	9	5	45
11	SL-8	Thirsty	10	14	12	54
12	CR-50	Ed Schindler	12	16	9	55
13	CR-100	Ted Greene	16	10	14	58
14	TO-2	Charlie Turk	11	11	20	60
15	CR-60	Norman Olsen	15	12	15	60
16	CR-160	Karen Hagen	18	13	13	62
17	CR-77	George Lindner	13	18	16	65
18	SL-18	Herb Knappe	17	17	19	71
19	CS-55	Jay Pelkington	DNF	20	17	77
20	CR-37	Rick Morris	DNF	19	18	77
21	CS-410	Patrick Pelkington	19	21	21	79

REGIONAL REPORTS

Lavallette - Tim Faranetta - LA 5

We are in the process of planning for the first e-scow regatta ever (or at least in my life time) at Lavallette Yacht Club. The 99 Easterns Championship will be held the first week in August and we are really looking forward to a great regatta. The BBYRA fleet seems to be going through a slow growth phase again. We are adding one or two boats each year.

Buzz Reynolds - IH 7

This summer the Eastern are going to be sailed during the week-Wed., Thurs, Friday- to avoid the motorboat traffic. The regatta is being held at Lavalette YC for the first time. The Magno boys are in charge and it should be a great regatta. Lavalette is situated between the Ocean and the Bay, similar to Little Egg Harbor YC. So sailing in the bay and swimming in the ocean is a definite possibility. We welcome any Midwest E scow sailors to come participate.

Sarasota - Milton Thrasher

A small tornado struck the Sarasota Sailing Squadron on the night of January 2nd about 11:30 pm. It knocked over more than 30 large boats that were on trailers and caused a tremendous havoc among the lighter centerboarders. Our 6 E-Scow fleet had minor damage. Five were tipped over and stacked on top of each other. Miraculously, Milton Thrasher's "Rag Doll" escaped without a scratch and was found in pristine condition.



Madison E-Scow sailor John Powell submits this photo from Antarctica.

Issues you think the class should be thinking about?

Buzz Reynolds - IH 7

1 - With one builder, maybe a joint marketing program with Melges & the Class to promote the class in the US and maybe overseas???

2 - Also, we need to keep the class stable and ensure a healthy used boat market by not making older boats obsolete by allowing a lot of experimentation- new rudders, boards, Asymmetrical sails. It simply is too expensive for most folks.

3 - We need more female participation in the class to liven up the parties. What about requiring at least one female per boat?

Mystery Guest

Dave Perry

1998 Blue Chip Mystery Guest - Dave Perry

Interview by Pat Dunsworth

Q: What brought you to Pewaukee?

A: I've found myself saying "yes" to a lot of sailing opportunities I call it "managing my mid-life crisis". It's been 14 years since I sailed full-time and I've always wanted to come out here. I know some of the sailors here, so the chance to come to scow country was irresistible.

Q: What's currently keeping you busy?

A: I have 2 kids and a great family. I'm a school athletic director, so I get my summers off, but I still have to go to the office every once in a while.

I'm also on the appeals committee for U.S. Sailing. That takes up about 250 volunteer hours a year. We hear appeals from sailors who have appealed their local association appeals decisions. We hear 20 to 30 appeals every year. It's all done through e-mail and correspondence. We also have two face-to-face meetings a year.

Q: How do you like sailing E-scows?

A: The boats are really different! When I first arrived, we [Tom Sweitzer and Paul Good] took Tom's boat out in light air. We worked on getting heel, which is so unusual for me. I was also getting used to the angles downwind.

Q: How would you compare this to the Soling [Dave had sailed at the Soling Worlds in Milw. a two weeks ago]?

A: The boats may be the same length and crew size, but the Soling is a 2000 keelboat. It has more momentum than an E-scow. Once, this weekend, I thought we could tack in light air near the windward mark and coast around the mark. Man, we stopped dead just shy of the mark and got rolled by a few boats! The soling would have had the momentum to carry us around the mark.

Probably the hardest thing to get used to were the conditions at Pewaukee. I was constantly changing my mind-set because of the varying conditions.

Q: There were no races on Friday (due to lack of wind). What did you do to keep busy?

A: We had a little rules seminar. We set up a chalkboard out by the picnic tables. People brought up situations that commonly come up that might have interesting nuances to them. We talked through them and shared opinions. After we talked through things like crowded mark roundings and starts, I think that there was more clarity among the competitors about those situations. Later, when we were on the water, I think people felt more confident that they knew what was right and what was wrong.

Q: I seem to recall one particular leeward mark rounding where you put on a demonstration. Do you remember?

A: Yeah. This morning we had a good start and caught the first couple of shifts. We led at the windward mark but lost a boat or two by the next time around [race winner and regatta champ Mike Darrow]. Before the second leeward rounding, we had lost another boat and it looked as though we were going to round in third when right at the end, 4 or 5 boats went by us to the outside on starboard tack. We gybed to their inside, but at one point it looked like the whole group was going to round ahead of us. We got lifted, so that we couldn't lay the mark on starboard. It was a situation where we were each overlapped with the other. All we needed was to get inside Bill Allen and then we'd be inside all of them! We were either going to be 8th or 3rd. I told my crew, "don't even think about taking the spinnaker down. We just need SPEED, SPEED, SPEED to catch up to the overlap, and that's what happened. They all started taking their chutes down. They weren't quite at two boat lengths when we got our overlap. Everyone played the game just right and we got around in third.

Q: When you drew diagrams during your chalk talk on Friday, you included rule numbers as you drew boat positions. This added an interesting layer of information to the standard diagram. How does this help the sailor?

A: The idea is that the sailors need confidence going into the rule book. For a lot of sailors, they're reluctant to trust their reading of the rules. The rules are written very clearly, so by showing them the numbers, they can go to the rule book and say, "O.K. Here's rule number 13 and it's about TACKING and it applies to this specific part of the incident." We don't want sailors quoting rule numbers on the race course; that's not the point. We want them to be able to find the rule that applies at a particular point in time, and to understand that different rules will apply as they sail through any given situation. ☺

(Dave Perry best known for his rule books and quizzes in US Sailing newsletters. Perry grew up sailing on Long Island Sound. Learning to sail Sunfish, Blue Jays, and Lightning from his parents. While sailing in the junior program at the Pequot Yacht Club he won the Clinton Bell Trophy for the best junior record on Long Island sound in 1971. While at Yale (1973-77) he was captain of the National Champion Collegiate Sailing Team in 1975, and voted All-American in 1975 and 1977. Yale was unique in being self-coached with other teammates Peter Isler and Olympic Medalist Steve Benjamin. Other racing accomplishments include: 1st, 1978 Tasar North Americans, 5th 1979 Laser Worlds; 1st, 3rd 1982 Soling Worlds, and a 2nd in the 1984 US Olympic Soling Trials to Robbie "the beef" Haines and racing against the Buddy, Harry and Hans Melges. He has led hundreds of instructional seminars in over fifty one-design classes since 1977. Well known for his wry wit and relaxed attitude, he seems to always be wearing the same flip flops, baggy shorts, and polo shirt year round. His books include: "100 Best Racing Rules Quizzes" and "Understanding the Yacht Racing Rules" and "Winning in One-Designs" available from US Sailing 1-800-US SAIL1 or www.USSAILING.org

*The Blue Chip moves
back to its regular date two weeks
after Nationals. Sept. 24-26*

NATIONALS - THE NUMBERS GAME

Traveling to a Regatta leads to much anticipation about who will show up and from where. One of the obvious reasons is to predict how large the fleet might be.

This year, in attempting to forecast the total participation number, we found out that even though our total number was accurate, where they came from presented a much different picture.

The wild card in the 1998 NCESA championship had to be the ILYA participation of Peewaukee (6), and Geneva (5). Certainly, the support of the Chataqua fleet (8), should not be overlooked as they had 75%+ of their fleet on the water (Commodore Dave Barger CH-2 and Rick Turner CH-6, the Regatta Chairperson nonetheless).

Surprisingly low shows from Western Michigan (3?), and Barnegat Bay fleet (4), were propped up with three from LEHYC (50% of their small fleet), and a decent turnout from MESA (5).

Overall participation at this year's regatta was normal for a Nationals at Chataqua, but with all of that activity in the ILYA, could we see another eighty-boat fleet in 1999 at Minnetonka?

Jack Lampman LE-8

RUSH CREEK TEXAS FLEET GROWS

Since the last time the Black Tie was held two more E scows have been added to our local fleet. We now have one '96, a '94 and a '91 along with a '88. We have been racing locally and plan to start to travel this summer to reciprocate with all of our friends that have traveled down to the Black Tie. Another semi local boat is from Fort Worth making a total of five in the area with more interested people on the sidelines. We all plan to race in the Black Tie and send two boats the E invitational and the Inlands. If there is some interest we could host a Fall E regatta.

Our sailing season starts in February / March and slows down in late November. If anyone is passing through the area and would like to sail give us a call or an email. We hope to see as many E boats as possible for the Black Tie. Last year there were six boats with only one local boat, this year we can put three to four local boats on the line.

See you racing April 16,17,18!!

Tom Jacobs

tjacobs@yarbroughsw.com 972-690-0800

Send us your regatta reports, fleet news and photos.

Please send reports as plain text
(not MS word files), straight email is best.

B/W Scans at 300 dpi for inclusion in
NCESA publications and the Website.

Save as Tiff and email as an attachment to:

newsletter@E-Scow.org

USED BOATS



D 42 (not for sale) Photo: Richard Rave

1988 Melges E-Scow for sale.

Just the boat and spars! Good stiff hull.

\$4,600.00 O.B.O.

Kirby Slack - 610-688-0419 kslack@netreach.net

1988 Melges, Excellent Condition

Previously lived on Lake Geneva for first five years. Includes aluminum trailer, 3 sets of sails, new rigging, vang, backstay, and board-uphaul upgrades, full deck cover.

\$6500 Call Tim (609) 219-0829.

Email: timothy.faranetta@prudential.com

1994 Melges E-Scow

Complete with Teflon boards, full set of Regatta Sails and a full set of Practice Sails. Trailer with aluminum bunks and full trailing cover. Light gray with a teal/fuschia stripe. One owner, winner of 1998 MESA Championship regatta, very limited use due to my son's playing football.

Willing to deliver boat, help set up and race at regattas.

Asking \$12,500 or best offer.

Contact Tom Klaban Work: 248-269-1000 ex 244

Home: 248-360-5742 Email: tklaban@newworldsys.com

www.E-Scow.org

See the NCESA Bulletin Board for recent
FREE Used Boat postings!



Spring Regatta Notices

The 1999 One Design Midwinter Championships

Take a break from the gloom of winter!
Race your E Scow in sunny Sarasota, Florida.
Sarasota Sailing Squadron - March 19-21

Anticipated Classes
 E, C, MC, J-18, DS, Vipers, I-20

Registration Prior to March 1, 1999 - \$65.00
 After \$85.00 Includes lots of free beer & shrimp etc.

For Map - Photos - Entry Form check
<http://www.E-Scow.org/NOR/sara/SarasotaTop.html>

Facilities:

Vehicle and trailer parking is available outside the main gate.
 Launching facilities (ramp or crane)
 Bring your own anchor and and buoy to avoid the daily pull out.
 Free camping on site.

The races will be short and the finishes will probably be downwind to facilitate the prompt start of the next race. Multiple courses.

Tentative Schedule:

Friday, March 19th

11:30 AM - 1:00 PM.....Registration
 1:00 PM.....Skipper's Meeting
 1:30 PM.....Races 1 & 2 (back to back)
 6:00 PM.....Welcome Party

Saturday, March 20th

8:00 AM.....Coffee & Doughnuts
 10:00 AM.....Races 3, 4 & 5
 (back to back)
 6:00PM.....Barbecue & Keg Party

Sunday, March 21st

8:00 AM.....Coffee & Doughnuts
 10:00 AM.....Races 6 & 7 (back to back)
 ????.Trophy Presentation

For more information contact Jim Barr at 941-366-1972
 mailto: JBarr3620@aol.com

or
 Sarasota Sailing Squadron, P.O. Box 1927, Sarasota, FL 34230

Easter E-Scow Carolina Yacht Club

April 1-3

Practice on 1st and registration in the evening with beer and extras
 Six races on the 2nd and 3rd E's and MC's

Schedule:

Thursday April 1

Afternoon.....Practice sailing; race (weather and moods permitting)
 5:00 PM.....Registration Beer, Light Hors D'oeuvres

Friday April 2

8:00-10:00.....Registration
 10:00.....Skippers Meeting
 11:00.....First Race (Two to Follow)
 Lunches provided on the water
 7:00 PM.....Drinks, Dinner in Carolina Yacht Club Ball Room
 (NEW for 1999)

Saturday April 3

11:00.....First Race (Two to follow)
 Lunch on the water
 7:00 PM.....Cocktail Party sponsored by local MC and E fleets
 (NEW for 1999)
 Times may vary

Lots of good racing and fun parties, new emphasis on fun parties.
 Hotel and Motel reservations should be made early in Charleston or Mt. Pleasant.

Boats must be out of Club lot by 10:00 AM Easter Morning

Please contact Crayton Walters @ 843-849-9617 for updated details
 mailto:craytonwalters@compuserve.com

Charleston Hotel / Motel URL
<http://www.touristpack.com/tp2.htm>

Charleston's Visitors Bureau
<http://www.charlestoncvb.com/>

General Charleston Info
<http://www.citytravelers.com/charleston1.htm>

Regatta Info, Map of Charleston Harbor and rough location of Carolina YC.
<http://www.E-Scow.org/>

Hopatacong Spring

May 22 & 23
 Lake Hopatcong, NJ

Barnagat Bay Sailors don't know how to sail.
 Come on up and we will show you how

Greg Skinner
 973-663-2366, feak351@aol.com

E-COLA

May 22 & 23
 Lake Geneva, WI

Ted Brennan, who passed away just a year ago or so. When LGYC was in its 1960s prohibition days, Ted produced wrappers that would fit around your beer cans. The wrappers read "E cola."

Steve Schalk 414-275-2871 ses@genevaonline.com

1999 Black Tie Regatta

April 16, 17, 18

<http://www.rcyc.org>

You are invited to attend the 36th annual Black Tie Regatta hosted by the Texas C-Fleet and Rush Creek Yacht Club in Dallas, Texas. Known as the Champagne of Regattas, you will meet and compete with the best E, C, M-20 and MC Scow sailors. The spring sailing weather will be superb and the Saturday evening Black Tie Dinner Dance will once again feature the best in live entertainment and cuisine. Black Tie is optional! See you in April.

Thursday April 15

12:00 Noon Clubhouse Open for Lunch
1:45 Black Tie Golf Scramble at BuffaloCreek
6:00 - 8:00 Registration

Friday April 16

8:30 - 11:00 Morning Registration
11:00 Lunch available at the Club
12:00 Noon Skippers Meeting
1:30 1st Race
2nd Race following
5:00 Champagne & Hors D'oeuvres

Saturday, April 18

8:00 A.M. Continental breakfast
9:30 3rd Race
Lunch available at the Club
1:30 PM 4th Race
6:00 Cocktails
7:00 Black Tie Dinner Dance

Sunday, April 19

8:00 A.M. Continental breakfast
9:30 5th Race
12:00 Trophy Presentation
Lunch available at the Club

By participating in the regatta, each boat owner, skipper and crew agrees to sail and to use RCYC's facilities at his or her own risk. And to the fullest extent permitted under Texas law, each boat owner, skipper and crew unconditionally and irrevocably releases and discharges Rush Creek Yacht Club, the Rush Creek Educational Fund, their officers, board of governors and directors, and agents, and all other persons who assist in maintaining equipment or in organizing and conducting races from all claims and legal liability for personal injury, death or property damage incurred in connection with the regatta and caused by negligence.

Rules: ISAF Racing Rules of Sailing, the class Scantling rules and the Black Tie Regatta sailing instructions.

For more information contact:

Pete O'Connell Day (972) 996-7075, Evening (972) 771-3295

Jack Kern (972) 771-4287

Or Rush Creek Yacht Club (972) 771-6500, (972) 772-3202

E-Mail: pete_oconnell@aud.alcatel.com

E-Mail: katkern@onramp.net

<http://www.rcyc.org>

(check for directions, map and motels..)

1999 Black Tie Regatta

April 16, 17, 18

Name _____
Address _____
City, State, Zip _____
Phone _____
E-Mail _____
Class _____ Sail # _____

A	\$75	\$90	_____
E	\$65	\$80	_____
C	\$55	\$70	_____
M-20	\$45	\$60	_____
MC	\$45	\$60	_____

(Fees increase \$15 after March 31, 1999)

\$5% discount to US Sailing members

Mail Registration to and
Make check payable to:

Rush Creek Yacht Club
Black Tie Regatta
320 Rush Creek Drive
Heath, Texas 75087

Meals

Friday lunches	_____	@ \$ 7.00 ea	= _____
Saturday Lunches	_____	@ \$ 7.00 ea	= _____
Sat Black Tie Dinner	_____	@ \$20.00 ea	= _____
Sunday Lunches	_____	@ \$7.00 ea	= _____
TOTAL			= _____

E

ILYA E-INVITATIONAL 1999

Madison, Wisconsin

MENDOTA YC TO HOST GIANT E-SCOW FESTIVAL!

The Mendota Yacht Club is hosting the ILYA E-Invitational regatta in Madison, WI, July 9-11. One of goals is to have the largest single One-Design class regatta in the history of America (measured by total feet of boat length, square feet of sail area, and number of crew). We've been talking about this all year and the response has been unbelievable from E sailors in every region of the country. If I add up all the commitments made by individuals and for clubs, we will have well over 100 E-scows on the starting line! My target is now 150 boats. But, we also want this to be more outrageous, entertaining, and fun than any other regatta you have ever attended.

To show you just how outrageous - we will raffle off a brand new \$25,000 Melges E boat. A raffle ticket is just \$39. The boat will be at the regatta and ready for the winner to sail it away. Can you imagine the suspense and excitement when we draw the winning ticket during the regatta? I strongly suggest you make plans to be

to encourage people who have wood E-scows, or older glass E boats to come and participate in those divisions. We will also be announcing on VHF radios during the race that there will be prizes for boats finishing in certain places - and hope to create mini races within the race for these special prizes.

Don't let a the large number of E scows scare you away. We have an active and imaginative (i.e. the raffle) fund raising effort underway to create a headquarters and boat storage area to dry sail everyone who wants too. We are also putting out enough dock space to hold all the boats - no shuttle hassle at this event! We will also help you with your powerboat storage, and encourage people to bring them along to make this event even more enjoyable for you.

The ILYA Board of Directors and Executive Committee have been very supportive of our plans for this huge event. I want to

in Madison because you could be the winner and even if you don't get the new boat - you will still be a winner. There will be something for everyone. For some great fun, we have a professional hypnotist that is going to put on a fantastic stage show on Friday night. If you help, and do your part in twisting everyone's arm in your fleet to come. On Saturday night we are planning a big event at the new Kohl Sport complex on campus.

But we're going to do more - lots of surprises and special events will take place during the actual racing, with awards and prize to be presented at the parties each night. There will be tons of categories for awards: Oldest teams, youngest teams, all female teams, family teams, woman skippers, wood boat division, older fiberglass boat division, best dressed teams, worst dressed teams, 'tangle foot' awards for the biggest screw ups, and many many more. If you can think of it, we'll probably have it. I especially want

thank them for their approval to waive ILYA membership fees to allow participants from all regions around the country to sail in this regatta. This will be a big help in another goal, to have representation from every lake in the country that has an E-scow fleet.

Entry Fees: The standard entry fee includes the Friday night hypnotist party for everyone on the crew for the low price of \$58. \$50 if you are a US Sailing member. Late fee: The same as above plus not so subtle and embarrassing punishments during the regatta!

For updates and details check: www.E-Scow.org or www.ILYA.org.

Or drop me a note for a registration packet: Lon Schoor, 345 Lakewood Blvd, Madison, WI 53704 or call: 608-241-5726, email at: LON@E-Scow.org



1999 Regatta Schedule



One-Design Midwinters

Sarasota Sailing Squadron, Sarasota, FL

March 19 - 22

Jim Barr
941-366-1972

www.E-Scow.org
jbarr3620@aol.com

Easter Regatta

Carolina Yacht Club, Charleston, SC

April 1, 2, 3
(Fri - Sat)

Crayton Walters
803-849-9617

www.E-Scow.org
craytonwalters@compuserve.com

Black Tie Regatta

Rush Creek YC, Lake Ray Hubbard, Dallas

April 16, 17, 18
(Fri - Sun)

Jack Kern
972-771-4287

www.rcyc.org
katkern@onramp.net

Derby Regatta

Cambridge, MD

May 1 & 2

Bill Nolden
703-841-1482

noldenf@aol.com

Nagawicka Regatta

Lake Nagawicka, WI

May 8 & 9

Lori Laatsch
H 414-367-5179

www.ilya.org/ycnagawicka.htm

Cedar Lake E Scow Regatta

Cedar Lake, IN

May 15 & 16

Rick Kazwell
H 219-663-3856

techcl39@pla-net.net

E-Cola Regatta

Lake Geneva, WI

May 22 & 23

Steve Schalk
414-275-2871

ses@genevaonline.com

Spring Invitational

Lake Hopatcong, NJ

May 22 & 23

Greg Skinner
973-663-2366

feak351@aol.com

Michigan Spring Regatta

White Lake, MI

June 5 & 6

Brian McMurray
616-780-4265

Toms River Tune Up

Toms River, NJ

June 5 & 6

Cliff Campbell
732-341-3311

www.tryc.com

Wawasee E Open

Syracuse, IN

June 12 & 13

Casey Call
317-257-2446

CCall@E-Scow.org

NY State Champ-Leg 1

Lake Chautauqua, NY

June 26 & 27

Rick Turner
716-763-6620

ILYA Invitational

Lake Mendota, Madison, WI

July 9, 10 & 11
(Fri - Sun)

Lon Schoor
608-241-5726

www.E-Scow.org
Lon@E-Scow.org

Western MI Invitational

Torch Lake, MI

July 24 & 25

Charlie Turk
H 708-246-7112

W 708-361-2123

NY State Champ-Leg 2

Keuka, NY

July 31 & Aug 1

George Welch Jr.
607-937-3950

ECESA Champ

Lavallette Yacht Club

Aug 4, 5 & 6
(Wed - Fri)

Paul Magno
732-830-7170

fastbreak@monmouth.com

Western Michigan Champ

Spring Lake, MI

August 11 - 14
(Wed - Sat)

Bruce Cassidy
H 616-846-0020

Down Bay

Little Egg Harbor, Beach Haven, NJ

August 14 & 15

Jack & Nancy Lampman
H 609-492-9424

W 609-428-7190

ILYA Championship

Okoboji, IA

August 14-17
(Sun-Wed)

Jim Smith
414-275-6921

www.ilya.org
Scowlants@aol.com

MESA Championship

Syracuse, IN

Aug 28 & 29

Casey Call
317-257-2446

CCall@E-Scow.org

NCESA Championship

Minnetonka YC, Deephaven, MN

Sept. 9, 10 & 11
(Wen-Sat, reg on 8th)

Kevin Caufield
612-745-0672

www.mntka-yc.com
E-Nationals@E-Scow.org

Finger Lakes Autumn

Keuka Lake, NY (triple)

September 18 & 19

George Welch Jr.
607-937-3950

Blue Chip Regatta

Pewaukee, WI

Sept 24, 25, & 26
(invitational, Fri-Sun)

Todd Haines
800-606-9060

www.pyc.org
V115@msn.com

F.R.E.S.H (triple)

Lake Hopatcong, NJ

Sept 25 & 26

Greg Skinner
973-663-2366

Fall Sprints (triple)

Annapolis, MD

Oct 2 & 3

Bill Storey
H 410-280-0619

wstorey@tealgroup.com
W 703-385-1992 Ext.10

Carlyle Silver Cup

Lake Carlyle, IL

October 2 & 3

Ted Beier
H 314-353-3168

tbeier@mdc.com



It can't be the shoes!

Harry Melges, III 1998 E-Scow National Champion

by Tim Wilkes

Who says it is all the skipper.



© 1998 Tim Wilkes





Easterns Regatta chairman Chris Hawk, KU 3 does it all

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Betty Welch
Secretary/Treasurer, NCESA
239 Delevan Avenue
CORNING, NY 14830



Bill Shelton
7 Bayside Drive
Madison WI 53704
A99

FIRST CLASS