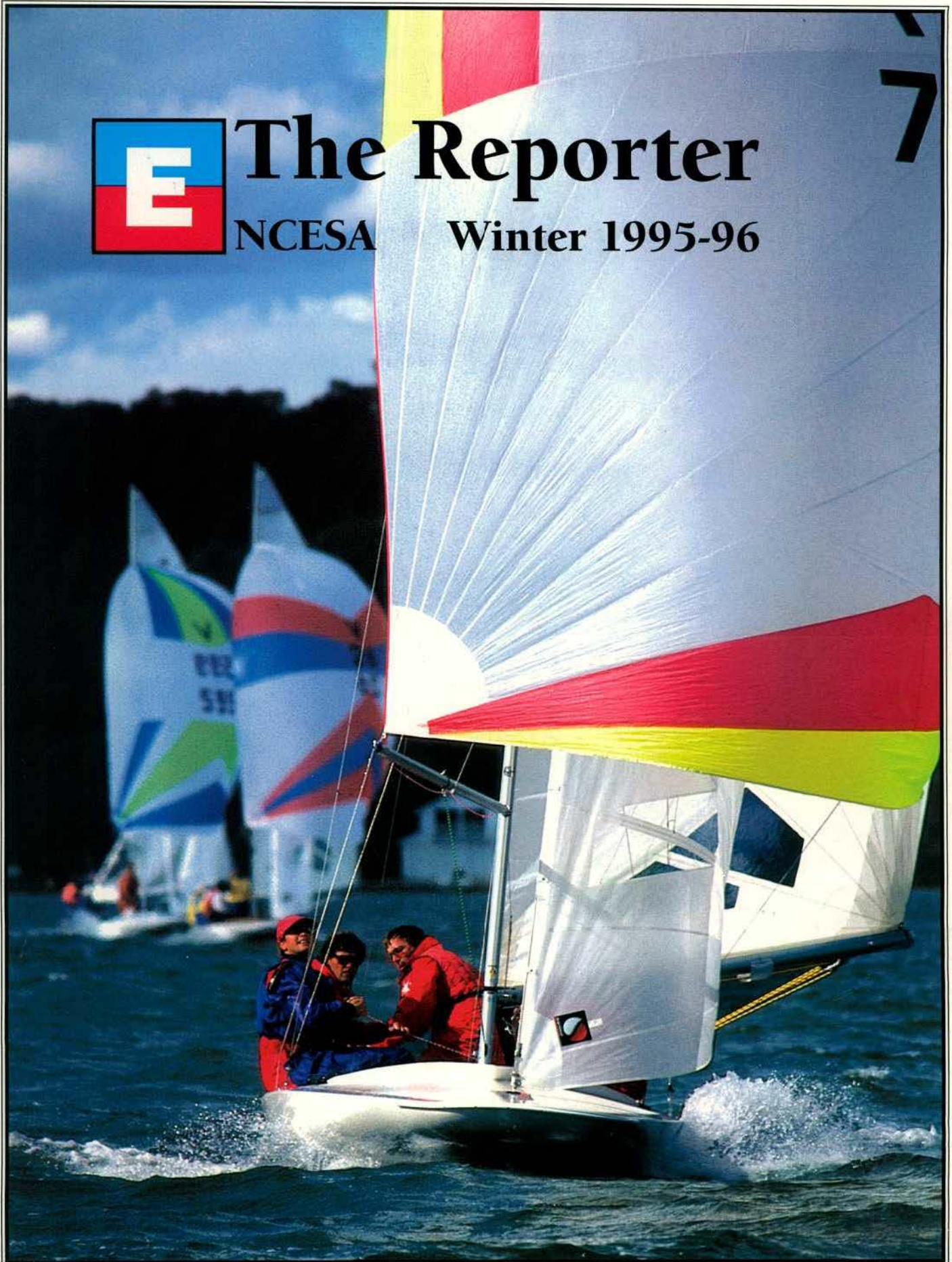




The Reporter

NCESA Winter 1995-96



And The Mystery Is Russell Coutts

Photo by Patrick Dunsworth

Have a Big Season

A How-To Guide for Launching a Successful E Scow Campaign

by Team Enormous (W-30)



Team Enormous (W-30) • '95 Blue Chip Regatta, Pewaukee, Wisconsin Photo by Patrick Dunsworth

Season in, season out, there are those teams who always seem to be doing it right. And you ask yourself ... "But what are they doing different? But what separates me from them?" The questions become an annual broken record.

Well, it happened one year ago, when the fine crew of the yacht *Enormous* grew sick of hearing each other's butts, and decided to do something about it.

What follows is our day-to-day journal, kept to track our team progress ... well, actually no one could ever remember a pencil, but I think this is what we'd have written. I hope it offers insight, perhaps a would-be training guide to others.

So, with no further introduction, here's a look inside the 1995 *Enormous* Campaign.

November 1st: Conception. Every good campaign has its humble beginnings. And, like every good team, ours was comprised in a bar during the quiet off-season. This is the time of positive input, with conversations like, "Our tactics need work," or "You steer like a lumberjack," and the popular, "We couldn't fly a chute with a Lear jet."

Ah yes, the birth of a new campaign ... or a good bar brawl.

Choose your team members carefully because an E Scow crew is like a marriage, you spend countless hours together in cramped, smelly places.

January 3rd: Training. Commitment began here with a conditioning program to meet a long season of tolerances. We target the "Big Three" of thresholds: Pain, Alcohol and Aquatics (to be explained soon enough).

It's of our advice that you can't exercise hard enough, so we decided not to.

May 6th: Pre-season. It's a good idea to hit the water early and often. We took this to heart at Nagawicka Tune-Up, where our skipper jumped in feet first ... literally.

Hoping to find new perspective, our skipper takes middleman's spot for another team, and takes a look at three aquatic adventures.

For the record, the winds gusted well over 20 mph. (For you saltwater

sailors, that's 200 knots, I think.) This "tip-over" trifecta was only outdone by Eric Wilson's team who dumped thrice in one race.

Team lessons learned: 1) When your new 4th crew says she's scared, "You should be" is not a reassuring response. 2) Turtling your vessel is a great way to receive complimentary motorboat tows. 3) Those remote car alarm buttons should not get wet. (This was learned after an embarrassing boat pullout which sounded more like an ambulance chase.)

May 20th: Wauwassee Tune-up Regatta. *Enormous* skipper steers same team to 4th place finish, this time in light air.

Lessons learned: Boat speed seemed to improve over last event, possibly due to increased stick time ... or the ability to read shifts off zebra mussels.

The Reporter Winter 1995-96

Have a Big Season	1
A Few Season Highlights	2
Commodore's Report	4
Regatta Reports	6
Action Photos	25
Initiating a New Generation	33
Time to Start Planning	35
Breaking News for the 95-96 Season	36
T.E.A.M.	37
More Regatta Reports	40
Russell Coutts' Interview	45
1995 Regatta Winners	53

The Reporter is published annually by the National Class E Scow Association, 239 Delevan Ave., Corning, NY 14830. Materials may not be reproduced without the consent of the NCESA, authors, photographers and illustrators.

May 29th: Home season, White Bear Lake, Minnesota. A team must first take a stand on their home lake. Unfortunately, the only stand we take is in the way of the rapidly passing competitors.

Our team later decides this would be a good "character builder."

July 7th: ILYA Invite, Clear Lake, Iowa. This is a good time to gauge your campaign, and see how far you've progressed. Team *Enormous* was given a shot of reality ... but speaking of shots, one team member went on to victory in a bar swimsuit contest. This win spreads inspiration, also called "bar tab funds" to rest of team.

Inspiration lasts about as long as it took us to go from 5th to about 25th on last leg up.

Lesson learned: Sitting in a hole 200 feet from the finish line is a great way to study finishing line tactics. (Just ask Harry Allen about hitting the finish mark.)

August 10th: Western Michigan Championship, White Lake, Michigan. Team decides that now might be a good time to start "peaking."

In a flair of arrogance, team *Enormous* manages to blow a lead, ram a contending yacht, and take a black flag ... all in one race. Team decides it definitely is not peaking.

Lessons learned: After viewing multi-boat collision between Brian Fox, Tom Klaban and a committee boat, team learns that starting with the tiller in your pocket is disadvantageous.

August 20th: ILYA Champs, Okoboji, Iowa. Inspired by Brian Porter's "Full Throttle" campaign, we decided to rededicate ourselves the "Full Bottle" team.

Team *Enormous* is definitely showing improvement. After a

lengthy interpretation of the ILYA's "experimental rules," we believe we actually may have won the event.

Lesson learned: As demonstrated by Bob Youngquist's "Thumbs Up" team, turtling on the starting line is a great way to view starting tactics.

September 9th: E Nationals, Little Egg. This being the culmination of a year's work, team goes out and turtles on the first day. In attempt to boost team karma, *Enormous* brings in a "wringer" (not a misprint, as evidenced by a sudden soggy clothes epidemic). *Enormous*

**Inspired by
Brian Porter's
"Full Throttle"
campaign,
we decided to
rededicate
ourselves the
"Full Bottle" team.**

was not alone though. The parking lot casualties after race one much resembled a swim meet.

Thanks to a wonderful innovation of sailing called the "throwout," team pulls together for a top ten finish.

Lessons learned: When planning an event, ponder a second on transportation. This learned from John Ruf's White Buffalo team, who went through two cars, one truck, several cases and an entire rental lot on their way to the East Coast. Their dedication should be commended ... even though they arrived without the boat.

September 23rd: Blue Chip, Pewaukee, Wisconsin. Once again, a

new team member was added. Team felt it would be strategical to add a crew member who could decipher Russell Coutt's native Australian "bar jibberish." Plan would have worked, but we soon became aware that we usually couldn't understand each other in the evening hours.

A long season's campaign is showing its wear and tear. In a moment of weakness, one team member forgets who he is and does a bar ballet routine for the cheering crowd.

New crew member endears himself quickly to the *Enormous* team, earns nickname of "The Human Jib Cleat."

Deciding to go out like the most brilliant firework, Team *Enormous* closes its season by tipping over one final time for good measure.

And that concludes our "run for the gold." This journal was printed in the hopes of helping others. Given time and patience, you too can have a season just as fulfilling as ours. Good luck. Good sailing.

Congratulations to all who made the *Enormous* Campaign a success. Your names are being withheld to protect the embarrassed ... but you know who you are. ▲

E-Scow on the Internet

The address is

[http://rso.union.wisc.edu/
Hoofers/sailing/scow-info/
E-paje.html](http://rso.union.wisc.edu/Hoofers/sailing/scow-info/E-paje.html)

A Few of the Season's Highlights ...



Kotovic (V-50)

All photos by Patrick Dunsworth unless otherwise noted.

Below: What a ride - Hans Meyer (V-88).



Above B. Porter (I-49). Kenny Allen Mem. Award Top Amateur at Blue Chip.



Always love that support crew.



Around the offset.



Working hard! Photo by Joe Spinella



Ministry of Silly Walks - Roy/Biwer (V-26).



Left: Look! A blue heron on Torch Lake! Brian McMurray (WH-88)
Photo by Sara McMurray



by Bunny Kuller

Commodore's Letter

This Reporter arrives out of season when most of us are thinking skiing not sailing, but it is a good time to reminisce about the past season's exhilarating experiences and to remind us of the opportunities to improve next summer in the sport and boat we all love.

The E scow and its sailors are the greatest, as The Nationals at Little Egg confirmed. There were 51 boats from 19 clubs, seven races ranging from light air to tip-over conditions, very few recalls or

black flags, and great hospitality, camaraderie and social events.

Next year's Nationals will be held at Lake Geneva, also known for hosting excellent regattas and one of the closest ILYA lakes to the Michigan, Missouri and eastern clubs. Therefore, you have the opportunity to help make this the biggest and best regatta yet. Plan now to attend!!!

As you know, the NCESA is a stable organization whose purpose is to promote one design E scow sailing, govern the class rules, and hold a national regatta. There is not much wrong with the association and as your new commodore I don't intend to fix

what "ain't broke." However, there were many topics of discussion at the board meeting in November that were thoughtfully considered by your volunteer representatives. (See the minutes following this report.) But, in order to stay up with changing technology and the desires of the sailors, we need **all** of you to support the organization by being members and offering your suggestions on how to improve the boat and the way we sail it. I urge you to contact me or any board member with your input.

Have a great winter. ▲

Highlights of NCESA Annual Directors' Meeting

We thought these may be of interest for all of you:

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 11, 1995. At least once a year the Board meets, usually in a central location such as Chicago. The Board consists of representatives from each region.

Finances

- Current cash on hand approximately \$13,000.
- Past three years' operating deficits require dues increase.
- Increased

Regular Dues	\$40 to \$50
Associate Dues	\$10 to \$15
New Boat Regist	\$25 to \$100
Sail Royalty	\$5 to \$10

- National Regatta fee will be \$70 (\$100 if late).

Regatta

- Confirmed Lake Geneva as site for '96 Nationals.
- Approved Muskegon as site for '97 Nationals.
- Approved Chautauqua as site for '98 Nationals.
- Will add explanation and check-off box to Nationals' registration form to deal more efficiently with determination of Red Fleet participants.
- Written guidelines will be given to the Race Committee prior to the National Regatta.
- Resolved to purchase regatta liability insurance for the Nationals.
- Gave the Nationals' race committee discretion to use the

Black Flag or the Z Flag to control general recalls.

- Continued the use of the 360 degree turn as the alternative penalty to exonerate a foul.
- Made permanent the use of the leeward gate when conditions permit at the National Regatta.
- Continued the Nationals' rule allowing one throwout if at least six races are completed.
- Decided to again use the experimental Simplified Rules at the '96 Nationals.

Publications

- A new publications chair is being sought to replace Deb Malone who has filled the position for the past year.
- Decided to include a synopsis of Board activity in the Reporter.

Rules

- Referred to the Judicial Committee the issue of the legality of carbon fiber spinnaker poles, and recommended that the committee reject them.
- Continued Rick Roy's experimental use of a mylar mainsail, and also with a dacron sail with two longer battens on to asking for further data and input before deciding.

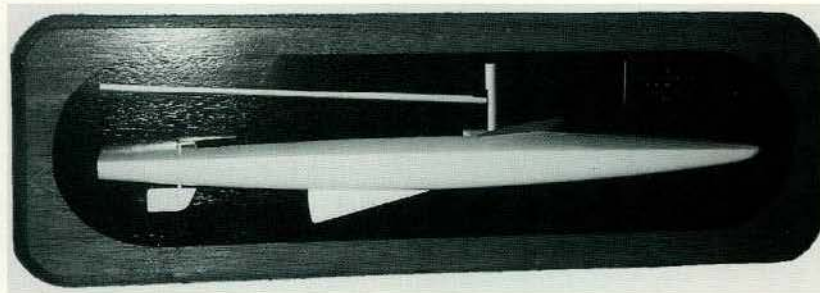
Measurement

- Will look into boat width tolerances published in the Rulebook and make modifications to make them relate to fiberglass construction.

General

- Decided to continue the use of two spinnakers.
- Will ask the boat builders to suggest ways to eliminate cracking at the rudder post joint.
- Will reconcile conflicts between the yacht racing rules, the NCESA Rulebook and the race instructions.
- Approved the donation by Leah Wagner and Karolanne Lundeen of "The Women's Corinthian Sailing Trophy" to be awarded to the female crew participating at the Annual Regatta voted to best exemplify skill and sportsmanship in sailing.

- Requested that local fleets consider donating a perpetual trophy to be awarded to the winner of the 6th or 7th races at the Nationals.
- Encouraged the Nationals organizational team to arrange various forms of racing clinics as an enhancement to the annual regatta events.
- Approved an experimental project to develop a flotation panel that would fit over the top of the mainsail rather than be attached by zippers.
- Decided to again fund a booth at Sail Expo this winter in Atlantic City. ▲



Handcrafted National "E" Scow Championship Souvenir Wall Plaque

8-1/2" x 26-1/2" Mahogany with white hulls on blue background.

\$250.00 including shipping.

May be customized

Call or write for quote.

Limited Supply

B.J. Tool, Jr.

189 Rutgers Ave

Manahawkin, NJ 08050

(609) 978-1046

Makes a Great Gift!

Western Michigan Invitational

Torch Lake • July 22 & 23

by Alan Hickman

Over the weekend of July 22-23 the Western Michigan Invitational "E" Regatta was held at Torch Lake Yacht Club. Boats from Western Michigan, Wisconsin (Mendota, Pewaukee, and Lake Geneva), and Cedar Lake, Indiana made the trip north. Torch Lake is known for its beautiful clear blue water and steady predictably moderate winds. Windwise this was definitely not the case this weekend. Weather conditions ran the gamut from sunny with no wind, to stormy with more wind than some could handle; at times all within minutes of each other. Weather cut short the regatta by two races, yet a good time was had by all.

Three races were scheduled for Saturday. Wind that had been S-SW at 15-20 mph in the early morning dropped to 5 mph or less by race time. Martin Ford, race director, called for a restart because of the changing and diminishing winds. A front came through while waiting for a restart. It sent boats reaching back and forth across the lake to the great delight of most people, judging by the whoops and hollers from crew members. The race finally started 40 minutes later in a 5-10 mph breeze.

Tom Klaben (MU-400) was first to the windward mark followed closely by Brian Porter (I-49) and Bill Walters (CR-100). The wind began to die on the leeward leg. By the time the lead boats rounded the mark, it had died completely.

Boats came to a stand still and bunched up together, many having difficulty even rounding. The fleet split as to what side of the course they would find the wind to take them back to the weather mark. The wind finally began to freshen from the north. Those who took the right side of the course profited handsomely. Art Brereton (TO-101) went from 18th to 7th place and Brian McMurray (WH-88) went from 14th to 8th. Brian Porter won the race going away

with a 1/4 mile lead. Rob Terry (CR-66) finished second followed by Greg Sunon (H-213) in third. A scheduled second race was postponed because of no wind. Later in the day another attempt to have a second race was aborted because of storm fronts passing through the area.

Sunday's races were a contrast. The morning race was restarted because of light shifting winds. Winds were light and variable throughout most of the race,

Final Results

1.	Brian Porter	I-49	1	1	2	= 3.5
2.	Paul Wickland	MU-22	4	6	1	= 10.75
3.	Art Brereton	TO-101	6	3	4	= 13
4.	Brian McMurray	WH-88	7	2	8	= 17
5.	Rob Terry	CR-66	2	5	12	= 19
6.	Greg Sunon	H-213	3	8	16	= 27
7.	McNeil/Currier	WH-111	5	10	13	= 28
8.	Tom Klaben	MU-400	9	13	6	= 28
9.	Tom Monroe	MU-11	16	4	9	= 29
10.	Bill Walters	CR-100	15	11	11	= 37
11.	Fox/Fox	SL-888	12	7	19	= 38
12.	Pete Price	MU-1	14	18	7	= 39
13.	Jeff Felinski	MU-5	19	21	3	= 43
14.	Chris Waring	SL-88	17	9	18	= 44
15.	Kevin Malone	TO-8	8	16	23	= 47
16.	Bill Christiansen	TO-44	10	DNF	10	= 47
17.	Terry Schieber	TO-23	18	14	17	= 49
18.	Pete Comfort	TO-1	13	23	15	= 51
19.	D.J. Edgerle	SL-911	21	DNS	5	= 53
20.	Jeff Russell	H-23	11	22	20	= 53
21.	Larry Price	CR-113	20	12	DNS	= 59
22.	Jim Campbell	TO-17	DNS	24	14	= 65
23.	Bob Youngquist	I-13	DNS	17	22	= 66
24.	Paul Richards	G-00	DNS	19	23	= 67
25.	Chris Eggart	SL-39	DNF	15	DNS	= 69
26.	Rick Kazwell	CL-1	22	20	DNS	= 69

decreasing to almost nothing on the last leg. Art Brereton and Paul Wickland (MU-22) had battled each other for the lead most of the race. Brereton was covering Wickland on the right side of the course going for the finish. They were leading the other boats by a comfortable margin when the wind failed them. Brian McMurray and Brian Porter chose the middle and got what little wind there was. Porter took McMurray at the finish by two feet. Brereton finished third. The second race was delayed into the afternoon until a new wind arrived. It became a typical Torch Lake afternoon; clear skies, beautiful blue-green water and steady winds at 10 mph. Paul Wickland sailed a wonderful race, leading from start to finish. Brian Porter finished second followed by Jeff Felinski



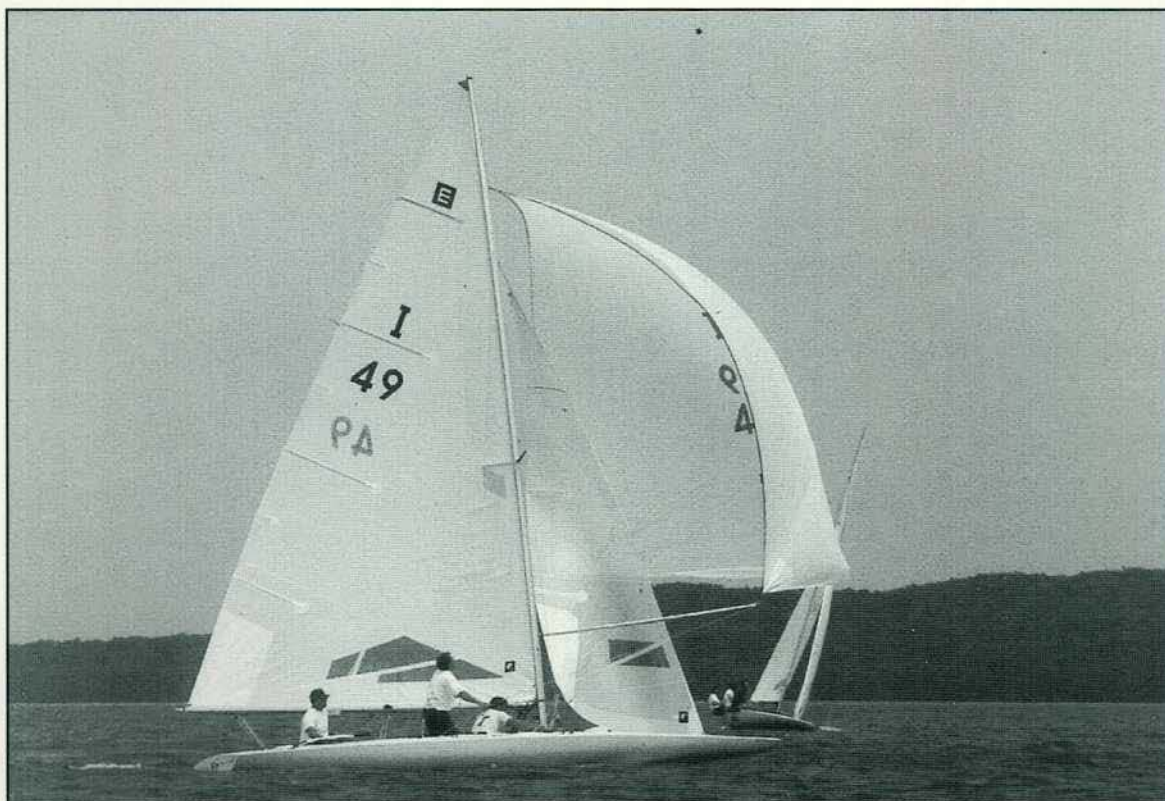
Always beautiful at Torch!

Photo by Sara McMurray

(MU-5) in third.

There are many reasons that sailors keep coming back to Torch Lake. Their regattas are well organized. Terry Malone, Martin Ford and their crew of volunteers

ran a great event. There is no more beautiful place in the world to sail. But most importantly, the hospitality of the Torch Lake Yacht Club. They love to be your host and it shows. ▲



Regatta Winner I-49, Brian Porter

Photo by Sara McMurray

Mid-States Championship Regatta

Indian Lake, Ohio • July 28, 29, 30

by Pete Hagar, ILYC

Weather conditions on Friday and Saturday were what every scow sailor lives and dies for. Friday's winds blew 20-25 mph and Saturday's mellowed down to a less exhausting 15 mph. Although Sunday turned into a flat calm, five races had been sailed by Saturday evening.

Despite a light crew, Wawasee's Casey Call was first overall with four bullets and one third in the heavy air Friday. Former Indian Lake sailor, Tom Klaban, sailing with wife Marie, son Eric and friend Tim Kieft, took second place.

During the trophy presentation on Sunday, Ray Bunse, on behalf of the MESA fleet, presented a new traveling trophy for the yearly winners. Designated the "Ewing Championship Trophy" it honored Tom and Susan Ewing for their support of the fleet and

Standings									
1.	Casey Call	WA-99	3	1	1	1	1	1	1
2.	Tom Klaban	MU-400	1	2	2	2	2	3	3
3.	Dave Irmischer	WA-66	2	5*	3	4	4	2	2
4.	L.J. Powell III	LS-77	4	5	4	3	5	5	5
5.	John Call	WA-20	7	4	6	5	4	4	4
6.	Bruce Tompkins	TO-5**	5	6	5	9	7	7	7
7.	Jeff Patten	ID-9	6	8	8	6	6	6	6
8.	Pete Hagar	ID-1	9	7	9	10	12	12	12
9.	Ray Bunse	S-11	8	9	7	7	9	9	9
10.	Tom Ewing	ID-4	10	10	10	8	11	11	11
11.	Nicole Hadley	ID-8	11	DNF	11	11	10	10	10
12.	Justin Worthy	IB-10	12	DNF	12	12	8	8	8

*20% Penalty
** Actually an Indian Lake Boat

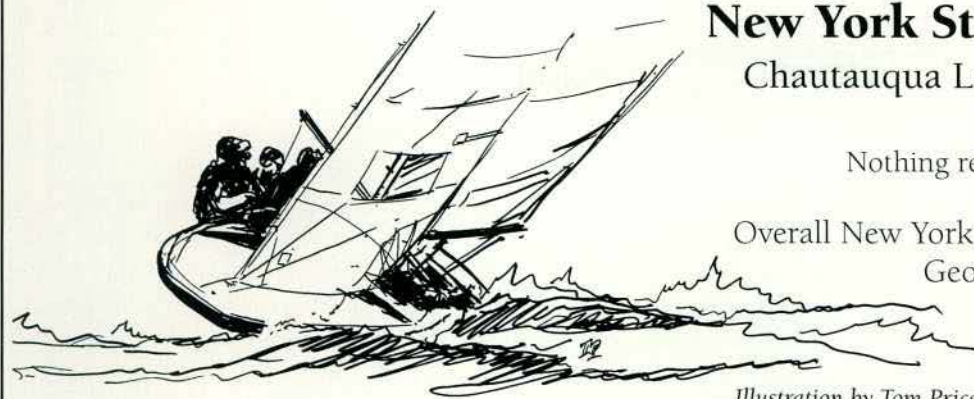
scow sailing over the years. Tom, whose first wood boat sank at the dock after he first launched it, has been sailing scows for over 35 years. He built a fleet of over 20

scows at Cowan Lake, Ohio before coming to Indian Lake where he met his wife Susan who hangs on as regular crew. ▲



Like a string of paper dolls ... H. Allen (M-5)

Photo by Patrick Dunsworth



New York State Championship

Chautauqua Lake, NJ • July 29 & 30

Nothing reported on this Regatta.

Overall New York State Championship Winner:
George Welch, Sr.

Illustration by Tom Price

FOR SALE

1986 Melges E Scow LE-3

- Rigging updated in 1994 by Henry Colie
 - 1) 8:1 Backstays
 - 2) 18:1 Vang
 - 3) Updated forestay system
- Many suits of sails
- Trailer

Call Bob Donat
410-643-9711

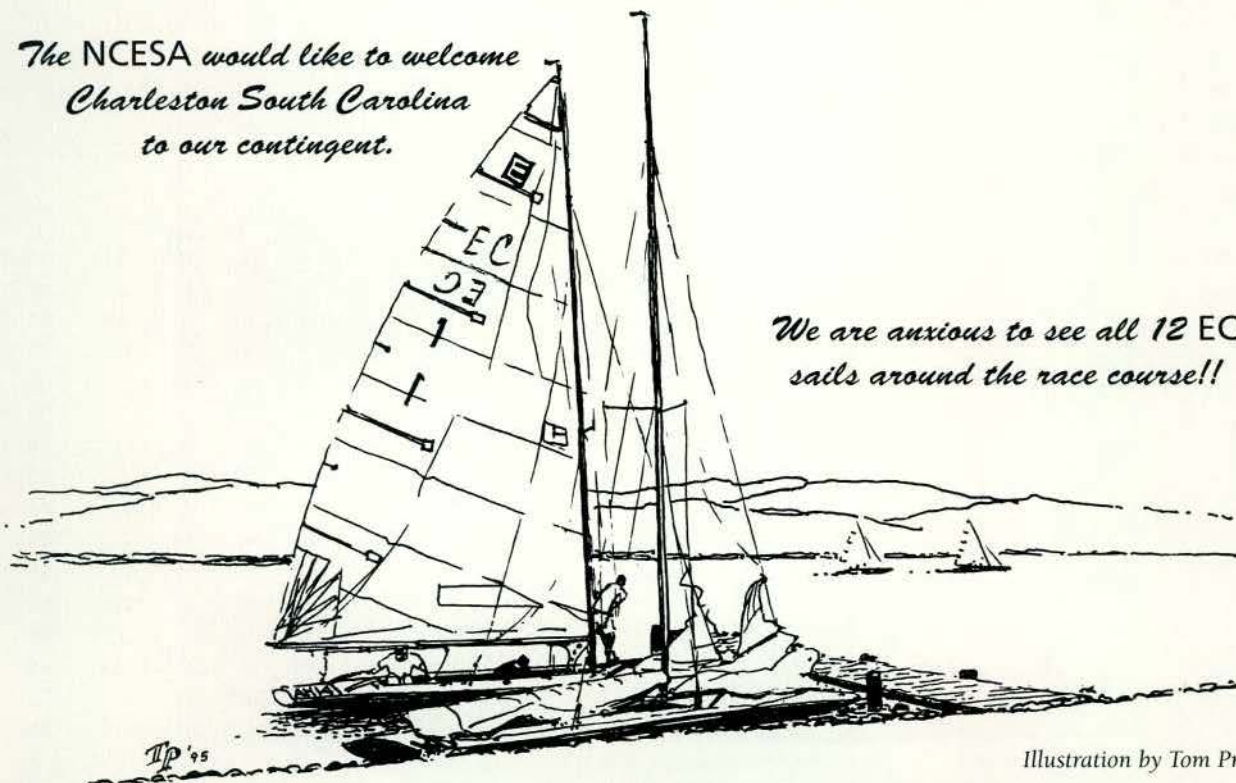
FOR SALE

E SCOW

1990 Johnson
1 Bower Reacher
Trailer
Bottom Cover
1 yr Melges Jib & Main
Excellent condition

Contact Tom at 610 891-0757

*The NCESA would like to welcome
Charleston South Carolina
to our contingent.*



*We are anxious to see all 12 EC
sails around the race course!!*

Illustration by Tom Price

UP-Bay Regatta-Challenge Cup

Toms River, NJ • July 29 & 30

by Mark Beaton

The Toms River Yacht Club's UP-Bay Regatta-Challenge Cup was held on the traditional mid-summer weekend in a variety of conditions.

This regatta is used by many as a tune-up for the Eastern Championship held the next week. For us, it was a chance to sail an E scow for the first time in a couple years. Due to business, Dan Crabbe was unable to attend and generously lent us T-8. With a lot of excitement we left the dock Saturday to be greeted by a shifty breeze out of the west. This is fun since direction and velocity changes are constantly making for many lead changes. As the series progressed it was clear that consistency would win the day as each race saw a different boat cross the finish line first.

The first race saw T-8 gain the lead halfway through only to lose all of his lead except about two feet to a hard-charging George Welch on board KU-11.

For the second race the wind shifted to the south and pumped in fairly strong as the fleet took off on a windward-leeward course with short legs, three times around.

The short legs made for an interesting first mark rounding featuring one boat tipping over on top of another boat and the mark causing a monumental pile-up which Cliff Campbell (T-17) and Buzz Reynolds (IH-7) avoided. They broke away and finished one, two. This race featured some exciting rides and it looked like we would sail the rest of the day in a good old Barnegat Bay southerly. However, one the last downwind leg the wind suddenly shifted 45° west and softened, shaking up the

finishes of the balance of the fleet.

Race 3: With the wind now blowing around 12 out of the southwest, Buzz jumped to a commanding lead coming out of the right side. He never looked back and won easily. Tim Faranetta (LA-5) caught us, lost us, and then got us back, when it counted, to take second.

Back to the TRYC for some great food and much talk of the day's events. Two years away from the E makes one appreciate what a thoroughbred it truly is. I have not sailed a boat which combines speed and power the way these boats do. Not much compares to the times I've had helming my scow downwind, sitting to leeward with the crew to windward, hiked out and it's blowing 18 to 20, and we're just screaming along. What a blast!

Race 4 saw Erik Johnson (T-18) jump to a good lead in a very shifty northerly breeze. Campbell, Buzz Reynolds, Welch, and Chuck Drawbaugh (HO-47) were all in

the lead pack when, on the last leg, a radical shift to the right shook it all up and saved our bacon keeping us in contention. That same shift allowed Welch to get by Johnson for the gun.

Going into the final race it was between T-8 and KU-11, with IH-7 just two points behind them and Cliff Campbell only three points back. The shiftiness of the breeze didn't allow anyone to relax and with Campbell, Welch and ourselves in the lead pack it was anyone's regatta to win.

At the finish, Jack Lampman took charge and earned the gun. Cliff crossed the line second. Phil Reynolds caught KY-11 and T-8 and put our series win in doubt until someone on shore told us we had hung on by one point. Whew!

Thanks again to Dan Crabbe for the use of his boat. Loved it. Also to the TRYC and RC Chairman Art Bailey and especially to my very excellent team: John Manderson, Bev Vienokowski and Jenny Nelson. ▲

Standings

		7/29			7/30		
1.	Mark Beaton T-8	1	4	3	4	4	15.75
2.	Cliff Campbell T-17	5	1	6	3	2	16.75
3.	George Welch KU-11	2	5	4	1	0	16.75
4.	Buzz Reynolds IH-7	4	2	1	7	6	19.75
5.	Jack Lampman LE-8	3	3	8	6	1	20.75
6.	Erik Johnson T-18	9	11	5	2	7	34
7.	Tim Faranetta LA-5	7	8	2	9	12	38
8.	Phil Reynolds IH-17	8	7	13	8	3	39
9.	Chuck Drawbaugh HO-47	6	9	11	5	11	42
10.	Kirby Slack IH-12	10	10	12	13	8	53
11.	Had Brick IH-27	11	DNF	7	11	10	56
12.	Butch Lenhart LE-5	15	6	10	10	DNF	58
13.	Tom Healy OG-5	14	12	14	12	9	61
14.	John Cranmer LE-37	13	13	9	DNF	DNF	69
15.	Nathan Bossett MR-16	16	14	DNF	14	13	74
16.	Fred Slack IH-44	12	DNF	DNF	DNF	DNF	80

*No Throwout

ECESA Championship

Chautauqua Lake, NY • August 3,4,5

by Rick Turner

Twenty-nine boats traveled to Chautauqua for the 56th running of the Eastern Class E Sloop Championship.

The first day greeted the sailors with hot humid conditions and a light shifty southwesterly wind. Erik Johnson sailed off the left after the start to an early and seemingly insurmountable lead. As the race progressed velocity mixed fleet positions and saw the lead change several times. Buzz Reynolds, the eventual champion, worked his way to the front and won the first race followed by Runnie Colie and Paul Magno.

The second race was sailed under the threat of thunderstorms in a southwesterly breeze of 5-8 mph. However, the wind shifted 100 degrees to the north/northwest midway through the second leg. Runyon Colie got in front and stayed there through the remainder of the race as the rest of the fleet stabilized in parade fashion. With two broad reaches and a one tack beat to the finish, Buzz Reynolds was second and Had Brick was third.

The second day dawned with a west-southwesterly breeze. Had Brick and Buzz Reynolds battled it

out near the front while the rest of the fleet suffered in the shifty conditions. Had took top honors, Buzz was second and Tom Wiss was third.

The afternoon race saw the wind build to a strong 15-20 out of the northwest. Had Brick sailed away from the rest of the fleet, while Jack Lampman found the bay like conditions to his liking. He finished second. Buzz Reynolds finished third and that was good enough to take the Championship.

The third day saw light rain and light wind. Had Brick made a valiant effort to "drag" the rest of

1995 ECESA Championship Regatta

1	Buzz Reynolds	IH-7	Island Heights	1	2	2	3	-	-	7.75
2	Had Brick	IH-27	Island Heights	6	3	1	1	-	-	10.50
3	John Ruf	V-88	Peewaukee	5	6	4	10	-	-	25.00
4	Philip Reynolds	IH-17	Island Heights	8	9	5	5	-	-	27.00
5	Runyon Colie	MA-4	Mantoloking	2	1	20	7	-	-	29.75
6	Paul Magno	LA-88	Lavalette	3	8	12	8	-	-	31.00
7	George Welch, Jr	KU-11	Keuka	4	13	15	6	-	-	38.00
8	Erik Johnson	T-18	Toms River	21	7	8	4	-	-	40.00
9	Jack Lampman	LE-8	Little Egg	12	5	22	2	-	-	41.00
10	Dave Magno	LA-99	Lavalette	15	10	6	12	-	-	43.00
11	Rick Turner	CR-6	Chautauqua	7	16	14	9	-	-	46.00
12	Clifford Campbell	T-17	Toms River	9	14	7	16	-	-	46.00
13	Kirby Slack	IH-18	Island Heights	16	18	10	11	-	-	55.00
14	Tom Wiss	HO-32	Hopatcong	17	21	3	20	-	-	61.00
15	Irven Spear	KU-5	Keuka	13	11	24	13	-	-	61.00
16	Dick White	MA-10	Mantoloking	11	4	19	DNF	-	-	64.00
17	Curt Wright	KU-2	Keuka	18	15	17	15	-	-	65.00
18	Chuck Drawbaugh	HO-47	Hopatcong	10	19	11	26	-	-	66.00
19	George Welch, Sr.	KU-1	Keuka	19	12	9	DNF	-	-	70.00
20	Pete Rochelle	HO-31	Hopatcong	26	17	13	17 T	-	-	79.00
21	George Drawbaugh	HO-37	Hopatcong	14	22	21	22	-	-	79.00
22	John Cranmer	LE-37	Little Egg	20	20	25	18	-	-	83.00
23	Dick Turner	CH-5	Chautauqua	22	25	18	19	-	-	84.00
24	Tom Cox	LE-54	Little Egg	24	23	27	14	-	-	88.00
25	Andy Connell	CH-12	Chautauqua	28	DNF	16	21	-	-	95.00
26	Kenneth Fisher	SY-1	Seneca	23	26	23	23	-	-	95.00
27	David Bargar	CH-2	Chautauqua	25	24	28	24	-	-	101.00
28	Tom Eichorn	KU-16	Keuka	27	27	26	27	-	-	107.00
29	Dave Whiting	SY-4	Seneca	29	28	29	25	-	-	111.00

the fleet out on the lake with his, "Look guys, there is plenty of wind out here" show. It did not work. Races were cancelled and a new champion crowned.

Chautauqua did a great job as usual with plenty of food, music, hospitality and Mount Gay rum. ▲



*ECESA Champion
Buzz Reynolds (IH-7)*

Photo by Joe Spinella

FOR SALE

1992 Johnson E Scow M-15

Gray hull, white deck. \$12,800. Excellent race record including ILYA Invite, Black Tie and Interlake wins. August, '95 Bowers main, two jibs, '95 Melges reacher, full deck cover. Like new condition, lines replaced Sept. '95. Lots of extras.
Peter Slocum
612-475-4929 (work)
612-476-0916 (home)

FOR SALE

E SCOW MAST

Complete with all rigging turnbuckles and halyards. Used only one season – new condition.

\$1700.00 or best offer
Call Charles Zylstra
203-254-3281

FOR SALE

MELGES E SCOW

1984 Melges E Scow (MC-55)
Sails, Trailer \$3500.00
Call 716-385-2937 or
716-383-4102

FOR SALE

1990 Melges E Scow (M-67)

Meticulously maintained. New spar/riggings 9/93, Reconditioned by Melges 9/94 (all lines, hiking straps, spin. bags, etc.) Woodwork stripped, stained and varnished in '95. Stored inside winters. Religious use of full deck cover and full envelope trav. cover. Under 965 lbs. Includes 9/94 Melges sails, both covers, compasses and more. Record: Black Tie - 1st, Interlakes - 1st, Invite - 2nd, Inland - 3rd, Blue Chip - 3rd, Nationals - 4th. Race winner in all major events. Price: \$12,500 or best offer. Contact David Ferguson at 612.474.1267 (home) or 612.467.1107 (work)

Getting Better Practice

by Gordy Bowers

Sailing in the nineties means racing. But, all the experts say you must practice to get better. Most of us have trouble just getting to the race on time! Next summer why not make room in your schedule for a ten-minute practice routine before the assembly gun.

The following ten-minute square course will get the adrenaline flowing, warm up those muscles, calm down the pre-race jitters and get practice time.

First, you want a practice start. Begin by sailing a wide reaching angle for a short distance, then tack to starboard as you would to approach a starting line. Make the approach you will probably use for the race but, try to hold your boat stationary for about 30 seconds. Experiment with your placement to hold position. One crew should make a clear countdown from 15 seconds down to zero while you accelerate to full speed. This gives you some idea how long and from what starting angle you can get up

to full speed in the approximate wind and wave conditions of the race.

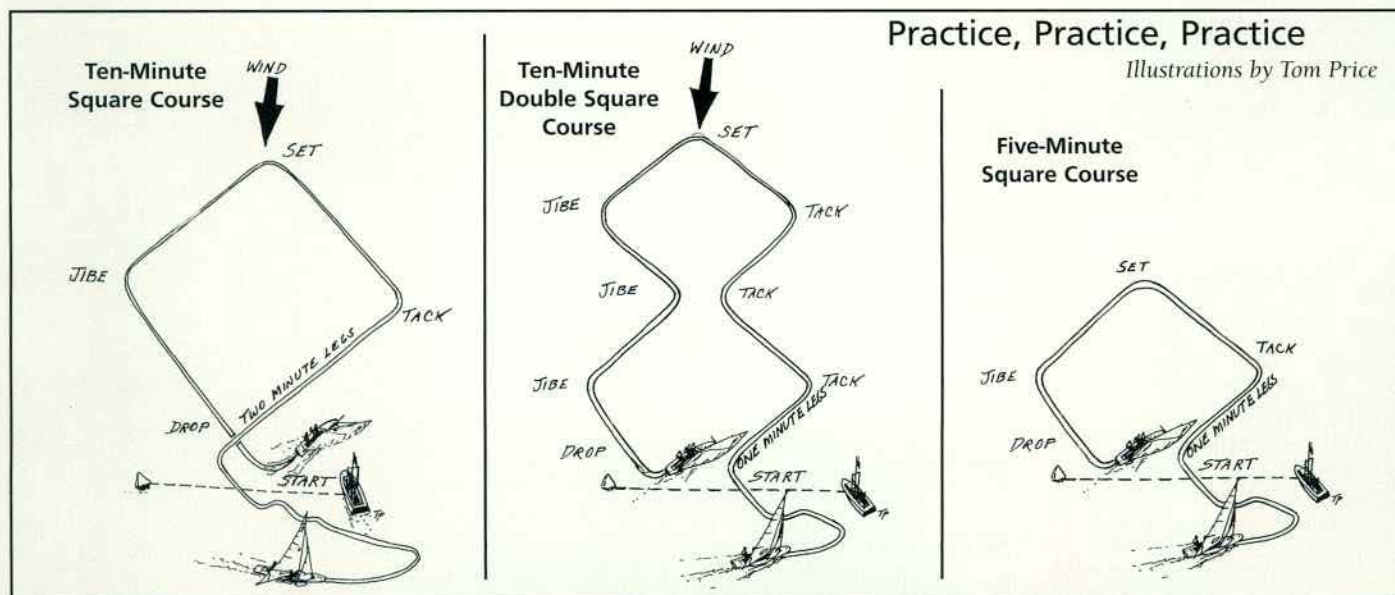
Next, sail on starboard just long enough to get comfortable, then tack to port and sail for speed for two minutes. Here the skipper and crew can experiment with sail trim, steering and crew weight placement to get in the groove. One crew should watch the clock because it is easy to get carried away and go too far. Now, make the best tack you can and do the same boat speed drill for two minutes on starboard tack. At the end of which time you get the boat set up with the chute (use an old practice spinnaker so you can keep the race spinnakers rolled), bear away, hoist trim the chute and settle in for the best angle and speed that will get you downwind fast. After two minutes jibe and go for boat speed on port back down to where you started. Practice your best chute drop, leeward mark turn and go back upwind until the boat gets going fast.

This square course will have given your team one start, two tacks, some boat speed work upwind and down, set one jibe, a spinnaker drop and a leeward mark rounding all with full concentration and effort — real quality time.

You can stow the practice chute and get the ten-minute gun knowing you are race ready.

The ten-minute square works best for light and heavy winds because it gives you more time to practice boat speed. In medium air you may want to do a ten-minute double square with four tacks and three jibes using one-minute speed segments. If short of time, do a five-minute square with one-minute speed intervals.

The important thing is to use your time effectively before the start. These little square course practice sessions will add up at the end of the year. I guarantee you will beat the nineties' blues, have more fun and race better next summer. ▲



Western Michigan Championship

White Lake, MI • August 10, 11, 12 & 13



*Running wild at White Lake ...
Brian McMurray (WH-88) and Rob Terry (CR-66)
Photos by Sara McMurray*

WMYA 1995 Regatta

Pos	Skipper, Etc.	Sail No.	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Totals thru Race 3
1	Pete Price MYC	MU-1	$\frac{4}{8}$	$\frac{1}{0}$	$\frac{2}{3}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	11
2	Tom Monroe MYC	MU-11	$\frac{8}{14}$	$\frac{5}{10}$	$\frac{1}{0}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	24
3	Doug McNeil WLYC	WH-111	$\frac{3}{5.7}$	$\frac{6}{11.7}$	$\frac{4}{8}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	25.4
4	Robert Terry CLYC	CR-66	$\frac{1}{0}$	$\frac{8}{14}$	$\frac{9}{15}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	29
5	Art Brereton TLYC	TO-101	$\frac{9}{15}$	$\frac{3}{5.7}$	$\frac{7}{13}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	33.7
6	Tim Reagan (P) WBL	W-30	$\frac{2}{3}$	$\frac{4}{8}$	$\frac{PMS}{29}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	40
7	Brien Fox/Fox SLYC	SL-888	$\frac{15}{21}$	$\frac{9}{15}$	$\frac{3}{5.7}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	41.7
8	Paul Wickland MYC	MU-22	$\frac{5}{10}$	$\frac{2}{3}$	$\frac{PMS}{29}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	42
9	Tom Klaban Klaban MYC	MU-400	$\frac{6}{11.7}$	$\frac{13}{19}$	$\frac{6}{11.7}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	42.4
10	McMurray/Gill WLYC	WH-88	$\frac{12}{18}$	$\frac{11}{17}$	$\frac{5}{10}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	45
11	Fox/Reuterdaahl/Fox M SLYC	SL-8	$\frac{10}{16}$	$\frac{10}{16}$	$\frac{3}{14}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	46

Pos	Skipper, Etc.	Sail No.	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Totals thru Race 3
12	Brett Hatton SLYC	SL-311	$\frac{7}{13}$	$\frac{7}{13}$	$\frac{PM3}{29}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	55
13	Frank Davenport LGYC	I-333	$\frac{14}{20}$	$\frac{17}{23}$	$\frac{10}{16}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	59
14	Bill Walter CLYC	CR-100	$\frac{18}{24}$	$\frac{12}{18}$	$\frac{11}{17}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	59
15	Jeff Felinski MYC	MU-5	$\frac{11}{17}$	$\frac{15}{21}$	$\frac{16}{22}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	60
16	Jay Dunwell WLYC	WH-8	$\frac{13}{19}$	$\frac{16}{22}$	$\frac{13}{19}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	60
17	Fox/Frutig/Waring SLYC	SL-88	$\frac{16}{22}$	$\frac{14}{20}$	$\frac{21}{27}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	69
18	David Molesta GRYC	G-12	$\frac{19}{25}$	$\frac{21}{27}$	$\frac{12}{18}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	70
19	Spelman/Frutig SLYC	SL-73	$\frac{20}{26}$	$\frac{20}{26}$	$\frac{14}{20}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	72
20	Rich Grant CRYC	W-11	$\frac{DNS}{29}$	$\frac{19}{25}$	$\frac{15}{21}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	75
21	Bob Werster (M) DLYC	DL-1	$\frac{21}{27}$	$\frac{22}{28}$	$\frac{18}{24}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	79
22	Katie Reese LGYC	I-27	$\frac{21}{27}$	$\frac{18}{24}$	$\frac{PMS}{29}$	$\frac{-}{-}$	$\frac{-}{-}$	$\frac{-}{-}$	80



Pete Price (MU-1)

Photo by Sara McMurray

Used E Scows

1995 Melges Demonstrator — White hull and deck complete and rigged ready to race. Receive a special Fall discount on Melges Sails with this Melges E.....\$19,000.00

1991 Melges E — White hull and grey deck with fancy blue and grey strips on hull, trailer and sails included along with a full deck cover. Very clean!!\$11,500.00

1990 Melges E — Special Boat at a very special price!!! Call Andy Burdick for details!!!

1990 Melges E — White hull and white deck with fancy graphics on hull, full set of sails and full deck cover make this package complete. Ready for Spring delivery!.....\$9,500.00

1989 Melges E — White hull and deck, trailer, sails and full deck cover complete.\$8,900.00

1988 Melges E — White and grey hull and deck with teal and pink strips, full set of sails included, Inland and National Champion boat in 1988. Excellent shape!\$8,300.00

1988 Melges E — White hull and deck with blue and green hull stripes, 2 mains, 2 jibs, 3 spinnakers, cover and regatta boom cover\$7,250.00

1980 Melges E — White hull and white deck with red strips on hull, full set of sails complete, nice shape and very stiff — Aluminum backbone! Only\$3,000.00

Melges Performance Sailboats

**N598 Zenda Road
P.O. Box 1
Zenda, WI 53195**

**Phone: 414.275.1110
Fax: 414.275.8012**

Down Bay Regatta

Beachhaven, NJ • LEHYC • August 12 & 13

Sorry. Nothing reported for this Regatta.

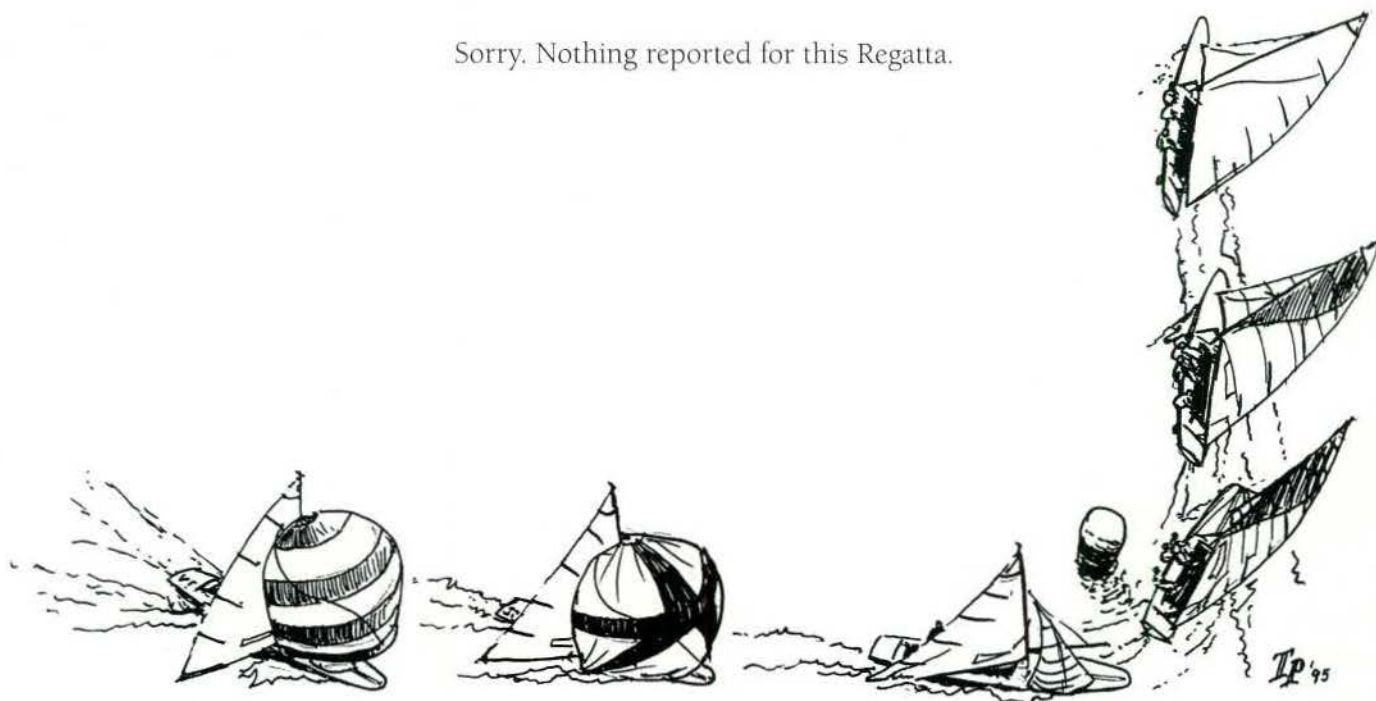
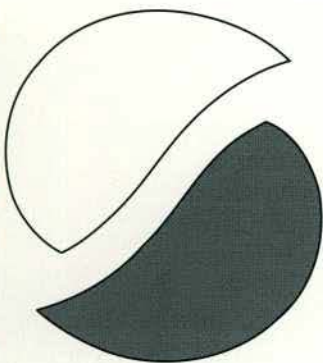


Illustration by Tom Price

Melges-Sobstad



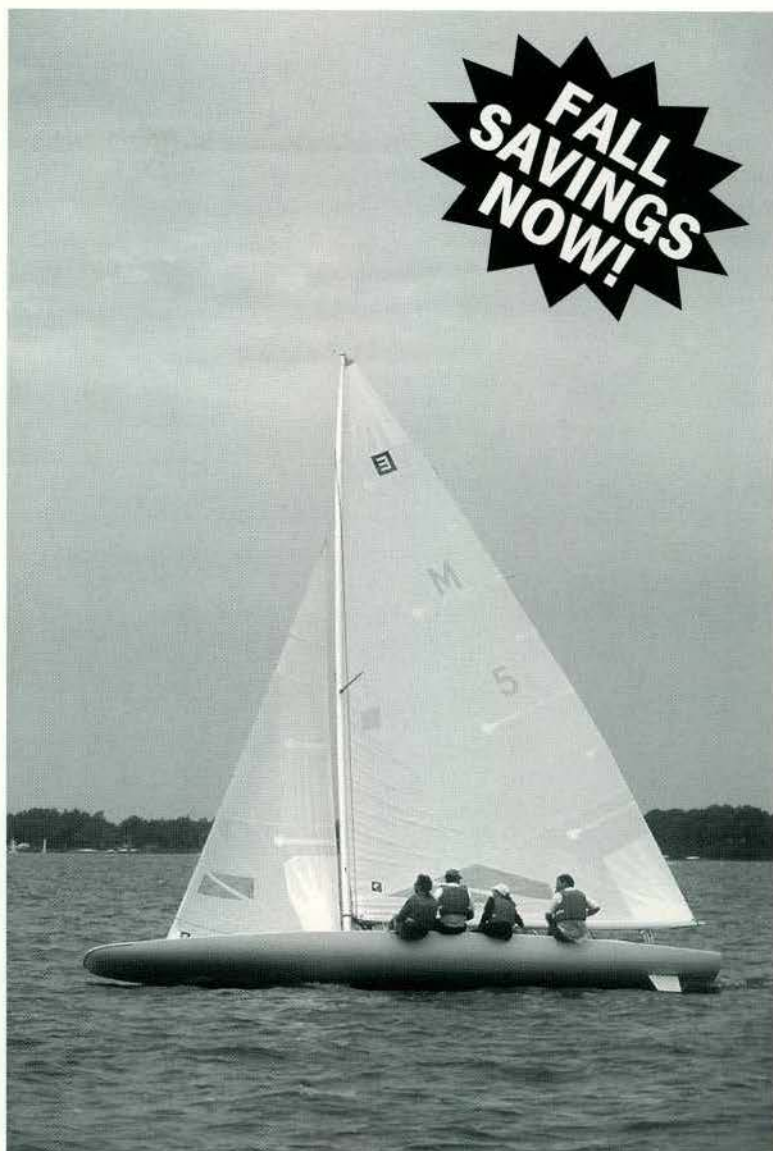
Melges-Sobstad E Sails have proven once again that they are absolutely the fastest, easiest to use sails out on the market! Results from 1980 all the way up to 1995 prove this! Look at the victories this year.

More importantly Melges E sails advance mid-fleet sailors dramatically due to their natural, easy to use shapes. Main, jib, runner and reacher are fast and user friendly right from the start of your first race!

When you invest in upwind speed with the Melges main and jib or downwind speed with the Melges runner and reacher you are investing on something that is a sure thing! It is proven that the money you invest in Melges Sails will assure you of great speed and high quality along with the #1 customer service. This speed is assured of with every sail in every condition.

Melges-Sobstad E Sails are a Sure Thing!

Call us in Zenda today! Special Fall Savings are in effect right now! Get a true set of Melges E Sails in your inventory for 1996. You will love the quality and performance.



1995 Melges-Sobstad E Regatta Wins

1st Black Tie
1st Nagawicka
1st E Invitational
1st E Nationals
1st Western Michigan

1st Inland Championships
1st Torch Invitational
1st Blue Chip
1st Wawassee

Melges-Sobstad



P.O. Box 2
Zenda, WI 53195
U.S.A.

CALL US TODAY!
414-275-9728
Fax: 414-275-3624

Harry Melges III

Eric Hood

Andy Burdick

ILYA Championship

Okoboji, IA • August 22 & 23

by David Ferguson

A strong field of 44 "E's" traveled to Lake Okoboji to compete in this year's Inland Championship. A four-day,

morning race but had to cancel any attempts to get in a second race due to diminishing winds, heavy weekend motor boat chop and a sinking sun.

The third day brought on brisk

had a slim 1.6 point lead over nemesis Bill Allen. Bill had a seemingly safe lead over younger brother Harry.

The final day appeared to have all the makings of a shoot-out between I-49 and M-4. With a SW

15 mph breeze Harry quickly jumped out to the lead in race 5 and things became interesting. The Porters were in the top 10 with Bill somewhat deeper. Harry ended up winning the race with Porters 6th and Bill 9th. This opened the gap to a 4.6

Below: E-Inland - V-18 Followed by Dick Wight (MA-10)



Working hard! J-80 Schloesser



It's a beautiful day in the neighborhood! All photos by Patrick Dunsworth

six-race format was scheduled to determine the pecking order for 1996. The series got off to a slow start with the first day's racing abandoned. It served as the perfect setting for Bob Zak to conduct lively discussions at the class meetings for an estimated 125 sailors.

The second day began with southerly 8 mph winds. The Race Committee was able to get in a

SW 15-18 mph winds and an excellent opportunity to sail three races. With 60% of the racing on this day the series leader board began to take shape. The Porters

point differential between Brian and Bill and only 1.4 points between Bill and Harry with one

race to go. After several attempts to get race 6 started the Race Committee showed good judgment in abandoning the race and concluding the series, much to the delight of the Full Throttle team.

Several observations: Harry Allen with a 3-6-2-1 had the best

record over the final four races. Chris Pinahs (V-599) had another excellent showing with all races in the top 11. Dick Wight and Jack Lampman traveled from New Jersey to attend the event. Woody Jewett (M-77) finished strong with a 13-16 to pull into 23rd. Rick Kotovic (V-50) with his 7th place

finish continues as the top newcomer to the fleet. Minnetonka was represented by 11 boats with ten in the top 16 places. Pewaukee had eight boaters and White Bear six. Race winners were B. Allen-2, Porter-1, Burton-1, H. Allen-1. ▲

1995 ILYA Class E Championship

Submitted by Jim Smith

Pos	Skipper, Etc.	Sail No.	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points
1	Brian Porter	I-49	6	2	1	6	5	-	34.6
2	Bill Allen	M-4	1	1	10	5	9	-	41.0
3	Harry Allen	M-5	16	3	6	2	1	-	42.4
4	Tom Burton	M-9	9	6	7	1	7	-	52.7
5	Rob Evans	M-1	10	17	4	3	2	-	56.7
6	Chris Pinahs	V-599	8	9	3	4	11	-	59.7
7	Rick Kotovic	V-50	18	5	14	7	15	-	88.0
8	John Dennis	M-11	7	14	19	22	3	-	91.7
9	Don Nelson	W-12	21	11	2	16	18	-	93.0
10	Peter Slocum	M-15	2	29	9	19	12	-	96.0
11	Steve Schmitt	M-3	3	13	23	17	17	-	99.7
12	Richard Wright	MA-10	5	4	11	28	25	-	100.0
13	Jule Hannaford IV	W-1	17	8	16	11	19	-	101.0
14	David Chute	M-8	16	21	15	21	6	-	107.7
15	David Ferguson	M-67	4	23	18	34	4	-	109.0
16	Doug Kuller	M-111	13	15	13	18	20	-	113.0
17	Bob Elwer	V-333	25	26	12B	12	10	-	116.0
18	Lon Schoor	H-7	12	16 B	24	10	26	-	118.0
19	Hans Meyer	V-77	27	28	5	26	8	-	122.0
20	Rick Roy	V-26	14	20	26	20	13	-	123.0
21	Jim Bluek	V-69	36	10	8	9	33	-	126.0
22	David Anderson	GL-1	11	18	28	8	34	-	129.0
23	Woody Jewett	M-77	19	30	21	13	16	-	129.0
24	Jack Lampman	LE-8	37	7	17	29	14	-	134.0
25	Greg Simon	H-213	22	19	22	26	20	-	139.0
26	Tim Regan	W-30	28	22	27	15	22	-	144.0
27	Mike Darrow	A-9	29	12	20	24	37	-	162.0
28	Ken Broen	W-87	24	26	30	14	29	-	152.0
29	Jon Schloesser	J-80	23	24	25	37	21	-	160.0
30	Dave Abramson	UM-6	20	35	38	31	23	-	177.0
31	John Ruf	V-88	26	37	35	23	31	-	182.0
32	Kurt Mihelich	V-18	31	27	33	27	35	-	183.0
33	David Kenyon	W-136	30	32	34	36	27	-	189.0
34	John Barlow	UM-7	35	34	29	32	30	-	190.0
35	Jim Zaiser	V-200	32	33	32	39	28	-	194.0
36	Bill Wyman	J-5	42	336	36	36	32	-	211.0
37	Dick Liedl	W-6	38	31	39	40	36	-	214.0
38	Jay Wittenstrom	I-5	33	42	37	38	40	-	220.0
39	Jenny Child	Z-22	41	40	40	30	41	-	222.0
40	Bob Youngquist	I-13	44	38	DNS	33	39	-	229.0
41	Mark Kiefer	BC-4	34	39	42	DNF	DNF	-	235.0
42	Tom Teska	H-9	40	DNF	DNF	41	38	-	239.0
43	Robert Swanson	Z-24	39	41	41	DNS	DNS	-	241.0
44	Peter Dunphy	GL-11	43	43	43	42	42	-	243.0

NCESA Championship

Beachhaven, NJ • LEHYC • September 7, 8 & 9

by Dave Magno

Little Egg Harbor is the five-year venue for the E Scow Nationals, and it is probably the most highly anticipated site. The five-year sequence allows for planning years in advance. I know this had a lot to do with the purchase of my first E boat in 1980 and Beach Haven has probably turned out to be my most favorite place to sail. The race course is excellent, the wind dependable and the social events are the best. As usual, the 1995 Nationals did not disappoint the E boat hoard and this took some doing considering that the 1990 Nationals was worthy of receiving the St. Petersburg Trophy.

This Nationals had some new twists which would have to be considered rousing successes. It was the first Nationals where the Black Flag was used and thus avoided the numerous recalls and restarts that characterized previous Nationals (such as Race Four at Crystal Lake). The other major change was the use of a leeward gate. The addition of this feature produced extraordinary results in the sense that the regatta was sailed extremely clean and free of fouls. The other important issue was how close the gate kept the racing even though all the courses were the full ten-mile lengths. There was no stringing out of the boats around the turning marks where the rich got richer and the poor got poorer. This kept the finishing boat on its toes as the boats finished very tightly and with a great number of overlap situations. Some of the other changes that were new to the regatta were the use of the 360 penalty turn and the experimental rules.

Day One of the regatta began as a typical late summer day. The wind in the morning was light out of the southwest and the weather was warm and humid so the sea breeze was definitely expected later in the



Photos by Joe Spinella

day. Because of the favorable weather, the race committee opted to shoot for three races on the first day. The first race began in the light southwesterly and a lot of the lead pack seemed to favor the right-hand side of the course. However, far

from the left, one boat significantly distanced themselves from the pack. This boat was IH-27, Had Brick. Had rounded with a huge lead and was never threatened in this race. The rest of the boats jockeyed for position as the wind velocity increased and shifted left as the race went on. Alex Smigelski (HO-47), worked the second out of this race followed by Tom Burton (M-9) in third, Tim Reagan (W-30) in fourth, and Rob Evans (M-1) in fifth.

After a lunch break, the second race got underway in a building southerly. A different group emerged in the front with the increased wind velocity. Brian Porter (I-49) in Full Throttle definitely put the pedal down in this race for a bullet. The four-man team on LE-8, Jack Lampman's boat, hiked hard on their way to an impressive second. Buzz Reynolds on IH-7 with only



three aboard sailed an exceptionally fine race to place third. As usual, Tommy Burton was his consistent self in M-9 and wound up fourth in this race. Rounding out the top five was Phil Reynolds in IH-17 as he was showing excellent speed this day. The race had somewhat of an oddity in it because in the beginning the wind had somehow not filled in all the way on the westside of the course. Therefore, some very fast sailors got stuck back in the pack by going too far right on the first leg.

By the time the third race of the day rolled around the wind had really filled in. This was one of those 20-25 southerlies with some waves. It was time for action with thrills, spills and capsizes. At the first mark some new faces appeared including Dave Magno and Andy Burdick. The runs became exciting and fast. The angles, when to jibe and how many

times to jibe, became very important. Brian Porter raced out to lead on the first run only to have his spinnaker halyard break and ruin what potentially could have been an excellent race. The mix then became a three-boat race between Andy Burdick, Phil Reynolds and Dave Magno. While these three jockeyed for position Tom Burton climbed into the fray on the second time around. Finally, Phil Reynolds picked the right angles and the right shifts and wound up winning this race for his first ever race victory in a Nationals. In hot pursuit to the finish and close behind was Andy Burdick (I-45), Tom Burton (M-9) and Dave Magno (LA-99). Alex Smigelski in HO-47 climbed to the front of the rest of the pack to secure a fifth place finish.

After the first day of racing Tom Burton looked extremely strong with a consistent 3-4-3 for only 10 points. Jack Lampman was one of the other sailors with solid numbers of a 6-2-7 for 15 points. Phil Reynolds was in third with a 14-5-1 for 19-3/4 points. Buzz Reynolds was in fourth with a 9-3-8 for 20 points. Rob Evans was fifth with 24 points. Many of the other contenders already had a bad race from this day. Brian Porter had a 23rd to go with an 8 and a 1, Andy Burdick had a 19 to go with a 6-2, and Alex Smigelski had a 20th to go with a 2-5, Tim Regan a DNF with a 4-7 and Had Brick a 36 with a 1-10.

A Thursday party was held at the Seashell and though it was fun the toll of three long races definitely showed on the fleet. The usual ram-bunctious group was quite mellow this evening. (To my knowledge everyone stayed out of the pool and kept their clothes on.)

Two races were planned for each of the next two days. Friday being

the middle day always seems to be the most important day of the regatta for setting up victory. While the goal in Day One is always to stay in it, historically the results in Day Two set up who is going to win. Friday arrived with a whole new set of weather conditions. The wind was a medium breeze out of the east/northeast and left the racers with challenging decisions. Going right, for any clocking shifts would force one to buck adverse current going up wind. Meanwhile, going left would keep the boat out of adverse current but leave one in a



Little Egg Harbor '95

precarious situation if the clocking shift occurred. To complicate matters even more, there were all the other oscillating shifts and changes in velocity to be dealt with. Generally, it seemed advantageous to play the left side of the course both upwind and downwind. The wind seemed fresher on this side of the course and the largest gains seemed to be made there. Andy Burdick and Brian Porter really cranked it up downwind this race and those two boats slipped away from the rest of the fleet. Andy won this race with Brian second. Alex Smigelski finished a strong third in this race and while he was terrorizingly fast upwind could not hang with the two white boats on the runs. Erik Johnson (T-18) sailed his best race of the regatta and captured

a fourth. Erik also had difficulty keeping pace with the three leaders in this race. John Dennis (M-11) also had his best race of the regatta and took home a fifth. Some of the regatta leaders faltered in this race with Tom Burton sailing his throw out in 20th and Phil Reynolds dropping off the pace in 15th.

The fifth race was more of the same action with the two white boats dominating the fleet again only in reverse order. This time Brian Porter bested Andy Burdick and took in his second victory of the series. Tommy Burton got back to

his consistent sailing and finished a strong third in hot pursuit of the two leaders. Alex Smigelski once again sailed up in front of the fleet to finish a strong fourth. Erik Johnson had another good race and placed fifth. Even though another race was needed on Saturday before throw outs would be figured in, there seemed little doubt that a full seven race series would occur since more of the same weather was expected tomorrow. The regatta

was now shaping up to be a four-boat regatta between Brian Porter, Andy Burdick, Tom Burton and Alex Smigelski. Andy Burdick led with 29-3/4 points but had the lowest throw out finish of 19. Smigelski had 34 points and was dropping a 20th. Brian Porter had 34-1/2 points but had the highest throw out of a 23rd place finish. Tom Burton had 35 points with a 22nd for a throw out. This left scores of 10-3/4 for Burdick, 11-1/2 for Porter, 13 for Burton, and 14 for Smigelski factoring in the anticipated throw outs.

The banquet on Friday night was held at Little Egg Harbor Yacht Club. This was absolutely an excellent affair. A cocktail party, dinner, and a live band provided an excellent evening of fun and enter-

tainment. It was like having the Down Bays party twice in one year.

Saturday was almost a carbon copy of Friday's weather. The only difference was that the wind was cocked a little further to the east then the previous day. As a result, the left side of the course did not pay off as often. Periodically, big gains would be made on the right that did not seem to happen on the previous day. Andy Burdick solidified his small regatta lead by winning this sixth race. However, Brian Porter stayed in contention by capturing second and leaving no room for error for Burdick in the last race. Had Brick seemed to get his speed returning in this race and wound up with a very strong third but just did not seem to be able to stick with the two leaders downwind. Rob Evans who had been lurking in the tenth place area for the last four races, showed an increase in speed this day and captured fourth in the race. Finally, Rick Turner in CH-6 cranked up his boat on this last day and pulled a fifth out of the sixth race. Tom Burton finished sixth to keep his hopes alive to win and solidified his hold on third place. Unfortunately for Alex Smigelski he finished 19th in this race and dropped out of championship contention.



Photo by Joe Spinella

Three boats were left in contention going into the last race. Brian Porter got off to a good start and jumped to the front early putting the heat on his competitors. Meanwhile, Burdick and Burton were not in the front group and had to work hard to try to scurry back into contention. Brian slowly and gradually worked his way into a comfortable lead and could only watch as Burdick started sailing through the fleet to try to get close enough to still win the regatta. By the last leeward mark Burdick had climbed back into the top ten and was charging. He went east of the fleet on the last leg and sure enough made a huge gain. Unfortunately Alex Smigelski who was already in the top five also favored the east side of the course and Burdick found that there were too many boats to pass in too little time. Brian Porter won this race with

Rob Evans finishing a strong second, Alex Smigelski third, Jack Lampman fourth, and Andy Burdick in fifth. It was amazing how close the boats two through five finished especially when considering the spread that existed at the last leeward mark.

Brian Porter's victory was the culmination of a great sailing season for the Full Throttle Racing Team. Their Melges 24 Program

of 1995 had been exceptional especially with their victory in the Gold Cup. This was Brian's second Nationals victory in the E boat fleet, the last one coming at Keuka in 1984. It was probably a testament to the fleet on how tough it is to win when a group as talented as the Porter boat goes eleven years between National Championships (of course, Harry's exceptional run kept everyone else off the list for years.)

Hats off to Little Egg Harbor Yacht Club for once again running an exceptional Nationals. It is hard to believe that the event could have rivaled their effort put in, in 1990, but it truly did.

Except for the fact that we will be five years older, you know we already are looking forward to 2000. ▲

SAIL NO.	YACHT NAME		SKIPPER					CUM PTS	W/1 TO	STAND
	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7			
I-49	Full Throttle		Brian Porter					37.25	14.25	1
	8	1	23	2	1	2	1			
I-45			Andy Burdick					35.6	16.5	2
	19	6	2	1	2	1	5			
M-9	Tenacious		Tom Burton					50	28	3
	3	4	3	22	3	6	9			
HO-47			Alex Smigelski					56	36	4
	2	20	5	3	4	19	3			
M-1	Comic Voyager		Rob Evans					50	38	5
	5	9	10	8	12	4	2			

SAIL NO.	YACHT NAME		SKIPPER					CUM PTS	W/1 TO	STAND
	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7			
T-18	Showtime 10	13	6	Erik Johnson 4	5	8	6	52	39	6
LE-8	Elusive 6	2	7	Jack Lampman 10	16	13	4	58	42	7
IH-7	Buzzinn 9	3	8	Buzz Reynolds 9	10	7	10	56	46	8
W-30	Enormous 4	7	DNF	Tim Regan 12	6	14	14	109	57	9
IH-27	1	10	36	Had Brick 19	24	3	13	105.75	69.75	10
IH-17	Phill-E-Buster 14	5	1	Philip Reynolds 15	17	18	34	103.75	69.75	11
LA-99	Magnum Force 29	45	4	Dave Magno 18	8	12	7	123	78	12
M-11	Mustang Sally 16	22	9	John Dennis 5	21	20	8	101	79	13
V-26	Elusive 13	16	16	Richard Roy 23	7	ROOKIE 9	24	107	83	14
LA-88	Crazy 8's 23	11	34	Paul Magno 6	15	21	11	121	87	15
M-15	Spray 3 7	17	DNF	Peter Slocum 7	26	27	17	156	103	16
LE-3	Irie 15	8	20	Bob Donat 29	25	15	20	132	103	17
H-7	Mirage 11	12	DNF	Lon Schoor 25	13	17	26	156	104	18
MA-4	Calamity 21	14	14	Runyon Colie 13	40	MASTER 26	25	153	113	19
LE-5	Chaos 12	16	DNF	Walter Lennard 21 PEN 52	9	10	18	169	117	20
CH-6	Effleurage 28	31	37	Rick Turner 11	34	5	12	158	121	21
V-5	Hy-Five 31	28	11	Tom Hyslop 34	19	11	21	155	121	22
LA-5	Aragorn 17	27	22	Tim Faranetta 16	11	34	29	156	122	23
MA-10	33	21	13	Dick Wight 33	22	16	23	161	128	24
H-1	24	26	12	Dierk Polzin/Puccio 24	37	24	22	169	132	25
WA-47	Airborne			Bob Herdich			15	162	132	26
T-17	Ol' Blue 22	24	DNF	Cliff Campbell 17	26	MASTER 25	27	193	141	27
WA-99	No Reply 26	33	32	Casey Call 31	14	22	33	191	158	28

SAIL NO.	YACHT NAME		SKIPPER		CUM PTS		W/1 TO	STAND
	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	
V-599	Mudpuppy 37	18	DNF	Chris Pinaha 26	18	ROOKIE 28	31	210 158 29
LE-10	E-Racer 18	34	30	Peter Langborgh 20	23	35	38	198 160 30
T-8	Duster 25	32	18	Dan Crabbe 47	33	36	30	221 174 31
HO-31		36	19	Pete Rochelle 36	29	36	35	212 174 32
LE-37	LE Law 38	DNF	28	John Cranmer 28	31	ROOKIE 40	16	233 101 33
IH-18		45	35	Kirby Slack 39	38	ROOKIE 22	39	234 169 34
IH-44		35	29	Fred Slack 14	42	29	46	247 195 35
WA-66	Villan 42	30	25	David Irmachap 43	41	32	28	240 198 36
AH-14	Nook E 32	36	17	Tom Price 41	ROOKIE 18	33	40	247 199 47
I-13		34	41	Youngquist/Cary 32	39	44	32	243 199 38
TO-8	Eight Ball 27	28	27	Kevin Malone 45	32	ROOKIE 31	41	244 199 39
MA-18	Wannataa 40	37	26	L.C. Lewis 38	44	MASTER 49	37	271 222 40
LE-4	Adhara 49	44	33	Doug Galloway 49	43	42	19	279 230 41
LE-54	Etcetera 46	42	29	Tom Cox 44	30	47	41	279 232 42
HO-32	Red E 43	43	DNF	Tom Wiss 27	45	29	43	292 240 43
KU-2	Hog's Breath 39	25	DNF	Curt Wright 42	46	43	DNF	300 248 44
AH-2	Sick Puppy 30	46	DNF	John Martin 37	47	ROOKIE 37	DNS	301 249 45
KU-5	Trident 48	39	DNS	Irvin Spear 35	27	MASTER DNS	DNS	305 253 46
WA-3	Flashee 50	47	31	Jerry Moorman 51	35	45	47	306 255 47
SY-1	Skipjack 47	48	35	Guy Lovejoy 50	36	ROOKIE 46	45	307 257 48
CH-5	Falcon 44	40	DNF	Dick Turner 40	60	MASTER 50	36	312 260 49
GL-31	Evil Companions 41	49	DNF	Jason Sutherland 46	49	47	42	320 268 50
SC-20	Flipper 2 51	DNF	DNF	Peter Hamm 48	51	ROOKIE 48	48	350 298 51

The Best of the Summer of '95



Rob and brother Terry at Pre-Race Conference

Western Michigan Invitational at Torch Lake

All photos by Sara McMurray



Pull it around - NOW!



Above: Wickland holds off Brereton for now!



Guys ... I think we can win this regatta!



What Fun!



Just wait 'til White Lake!!?



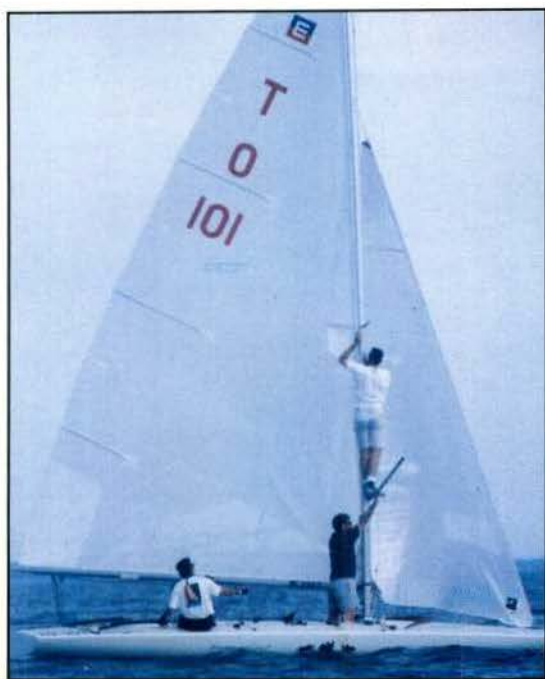
woooooaaah?
Torch Invitational

Western Michigan Championship at White Lake

All photos by Sara McMurray



Pete Price closing in.



Never too much tuning



Concentration



London Express, Brereton TO-101



Settle Down.



Eastern Champion Buzz Reynolds making his move

Eastern Championship at Chautauqua

All photos by Joe Spinella



At the Mark ... Philip Reynolds (IH-17), Dave Magno (LA-99), Kenneth Fisher (SY-1)



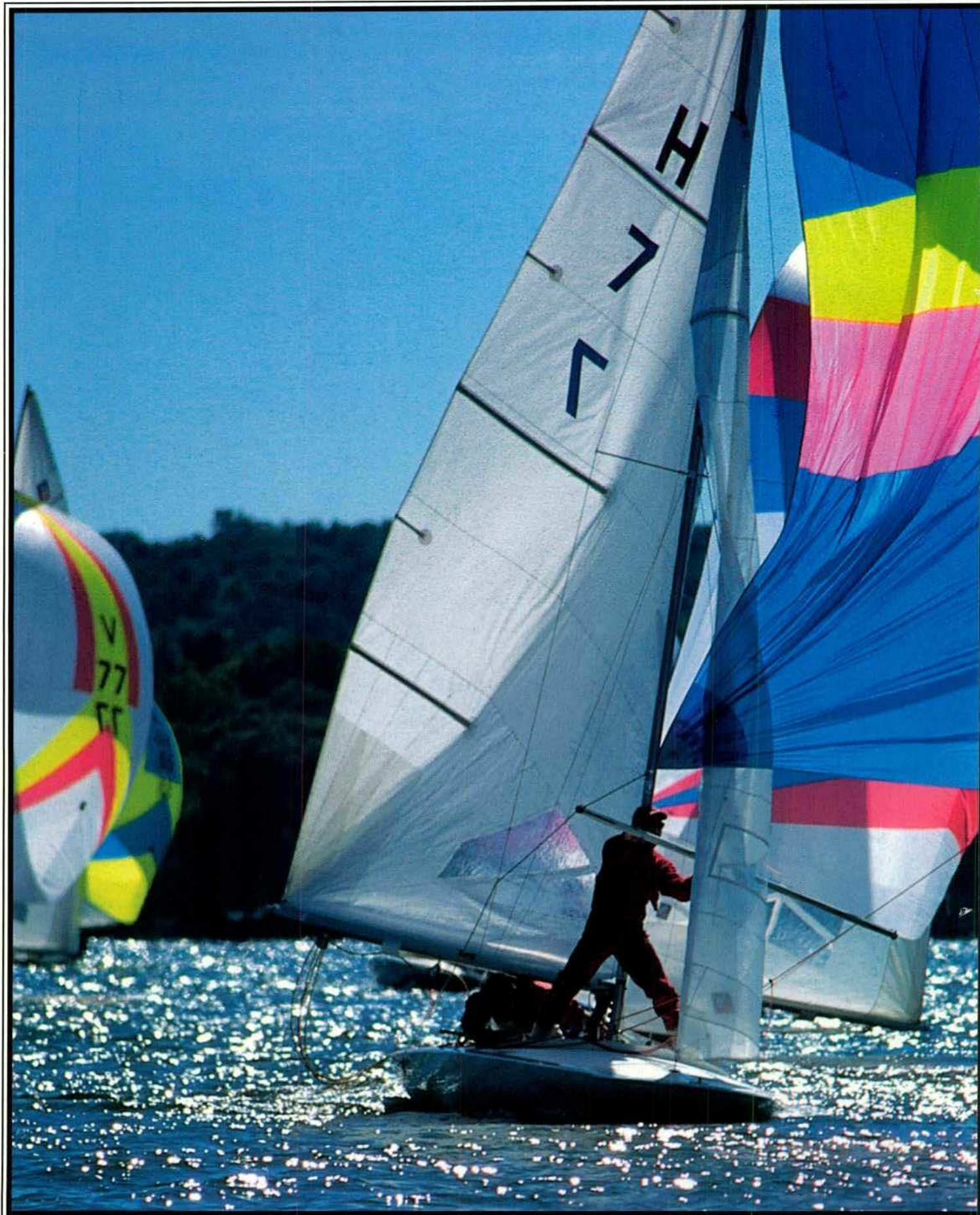
Who rolled the chutes?



How we doing? George Welch, Sr. (KU-1)



Left: Positioning is everything!



Lon Shore (H-7): "Illuminating the Air" at the '95 Blue Chip



Photo by Patrick Dunsworth



ILYA Championship Okoboji, Iowa

All photos by Jean Bunkelman

And this is Iowa...



Cruising!!!



Don't we all love this moment!
Windward Mark



Off to the Races!



Here come the Porters



Off to lunch – Woah!



What a site!



Go to it, crew!

1995 National Championship Regatta

Little Egg Harbor

All photos by Joe Spinella

1995 Blue Chip Regatta

Pewaukee, Wisconsin

All photos by Patrick Dunsworth



Welcome to Wisconsin



Above: He's getting the hang of it ... Russell Coutts, Mystery Guest '95

Right: Harry Allen (M-5)

Below: Rob Evans (M-1)



Now we know why they call the boat "Runaway Train." Biwer (V-333)

Hey, Casey ... I finally found the flotation panel! Casey Call (WA-99)



Initiating a New Generation

by Steve Kershner

I started sailing E scows with Ed DeTar, a third generation Torch Lake sailor. For Ed, revenge was most likely the reason for him to recruit me as crew. I was Ed's boss five days a week and I think the chance to be my boss for the other two days was too great an opportunity to miss. No matter. I've thanked Ed to myself many times since for getting me into scows.

Now, five years later, I'm fielding a phone call from another third generation Torch Lake sailor, Denny Malone. He's laying out all the details for an invitation for me to attend the 1995 E Nationals at Little Egg Harbor, New Jersey. Denny's giving me all sorts of information on who's driving, who's flying, accommodations, vehicles, departure times — but he never says anything about sailing. So I ask what to me is an obvious question, "Do I get to sail?"

An obvious question for me, because even after five years, I still didn't consider myself an E scow sailor. I've sailed five summers, Denny and his brother Kevin, our skipper, had sailed all their lives and in many regattas. I'd never sailed in a regatta off of Torch Lake, while our other crew member and driver, Pete Comfort, though much younger than I, had sailed in many regattas and national sailing events. Pete was also a third generation Torch Lake E scow sailor, though not real knowledgeable in the process of eating a peach.

Now I'm in New Jersey. It's mid afternoon, and Denny and I have pulled "the 8 Ball" for 16 hours across Michigan, Ohio, and Pennsylvania. We stop for lunch at a great place called Mayo's Halfway House. Being fairly superstitious and excited about sailing in my first Nationals, I'm looking for signs, omens of things to come. I'm not sure how to interpret the

stuffed fawns that Mayo's has placed on either side of the television, but thinking back on it now, Denny's and my first exposure to Jagermeister on tap was a sign of fun to come.

The 1995 NECSA Nationals, 52 scows sailing in the marked-off sailing area of the Little Egg Harbor Yacht Club. I'm sailing for the first time in — The Nationals — with that many boats, in salt water, in changing tides, on this boat, with this crew and off of Torch. I'm seeing boats with no hardware on the deck at all, boats with no backstays, winds big enough to tip over half the fleet (not us), and a leeward gate at the bottom roundings. I get to experience the frustration of knowing a boat finished in front of half the fleet after they hit a mark, tipped over, and lost their spinnaker halyard for the second downwind leg. And also, for the first time I get to experience the fun of jockeying for position with fifty other boats and to have someone throw my lunch at me in a garbage bag.

To talk more about the sailing details will be left for someone else's article. For anyone who was at Little Egg Harbor early in September, I'm sure that the memories of all the great sailing, weather, food, and incredible hospitality are still with them. For me, when other sailors ask me about the Nationals, I tell them about getting in seven races — don't you always? I talk about virtually no recalls, generals, or postponements, about only one protest in the whole regatta, just like always, right? Lodging, we were housed in our own private cottage just like many, many other sailors at this regatta, but they always do that at regattas, don't they? But mostly I talk about the E scow "fraternity."

At the awards ceremony that Saturday afternoon, outside under



The "Eight Ball", Malone, Kershner, Comfort and Malone, LEHYC '95

Photo by Joe Spinella

the ever sunny skies and with the ever present breeze blowing, I heard more talk of families and commitment to sailing scows than I did of finish placing and results. Though we missed out on ever receiving any awards ourselves, and we had a big drive ahead of us, as I listened to people speak, I wanted to stay and hear what was being said. I heard about three generations of the same family sailing in this regatta. I was even more impressed upon hearing of 90 years of combined scow sailing on a boat with a three-person crew.

Needless to say, I had a lot of fun and was taken care of and spoiled at my first Nationals. But more so, I've furthered my love for everything that goes with E scow sailing. It involves a great group of very competitive individuals, but more important to these sailors themselves, seems to be teamwork, family, sailing legacy and a desire for all other sailors on E scows to have the same fun that they are having. And after all of this I feel very good about finally considering myself to be an "E scow sailor." ▲

1996 MELGES E

1st US NATIONAL CHAMPIONSHIP

1st INLAND CHAMPIONSHIP

1st ILYA INVITE

1st NAGAWICKA

1st WESTERN MI

1st TORCH INVITE

1st WAWASSEE

1st BLUE CHIP



Spot-On – *This is a Zendanese term! Meaning: A perfect combination of hull stiffness, rigging, spar bend and quality laminate. This is what is in the New Melges E Scow. The results show it, the customers feel it and the boat proves it! The New Melges E is a Winner!*

M-Preg is a new construction system Zenda is using to produce a higher quality laminate and stiffer hull translating into the best looking, fastest E Scow imaginable. In 1995 Melges M-Preg E Scows won the Nagawicka Spring Regatta, Torch Invite, Wawassee, US National Championship and the 1995 Inland Championship. Perfect resin distribution allows the Zenda Team to distribute weight to their liking. The ends are stiff and light and the boats are ultra-fast! Be sure your next E is built with this incredible new system! There is a difference.

Melges E Scows are built to go fast and last! Melges has a number of great used boats which are available for perspective growing fleet members. Models range from 1995 all the way to 1980. We have a great Melges hull for you. **Call for specific details and special Fall Discounts today.**

Learn the language! Buy a Melges E and put a little Zendanese in your Vocabulary!
Call today for Fall Pricing and availability on new and used boats! 414-275-1110.



MELGES
Performance Sailboats

N598 Zenda Road • P.O. Box 1 • Zenda, WI 53195 U.S.A.
Phone: 414-275-1110 Fax: 414-275-8012

Time to Start Planning

September '96 • Nationals • Lake Geneva Yacht Club

by Jerry Millsap, Vice Commodore, LGYC

Founded in 1874, the Lake Geneva Yacht Club has long been a preferred destination for sailors throughout the Midwest.

The LGYC has recently hosted several national events including the IOD National Championships in 1993, and the Melges 24 Gold Cup in 1994 and 1995.

The LGYC has doubled in physical size since 1989. The lakefront now has four hoists and a boat ramp. Combined with ample on-premises parking, the LGYC can now easily handle a dry sailed regatta of most any size (i.e., a 150 boat regatta in 1995).

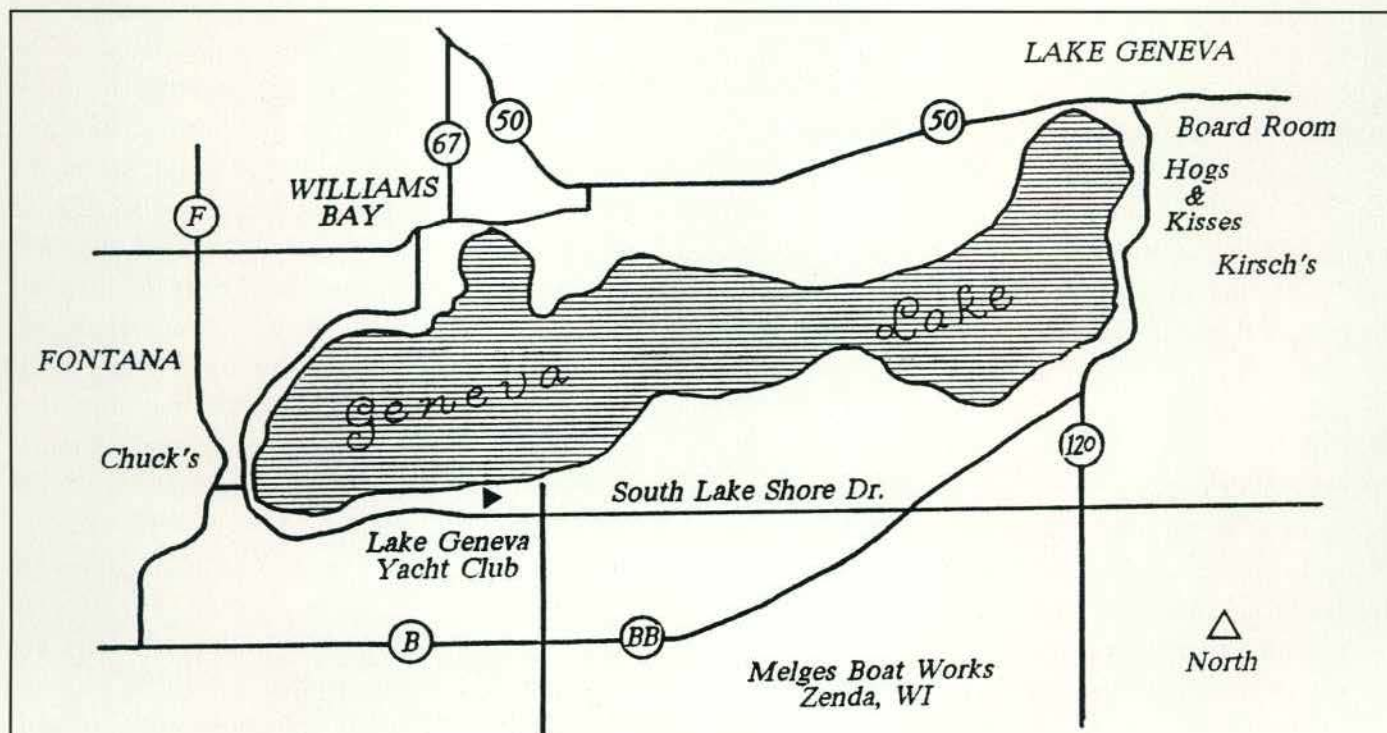
The Race Committee at LGYC is second to none. In 1994 they missed winning the St. Petersburg Trophy,

emblematic of the best race management in a regatta, by a fraction of a point for its work in the Melges 24 Gold Cup.

The formula for a successful regatta at LGYC is simple; a fair but challenging race course, good race management, and great food and social events.

Accommodations around the lake are plentiful at all price points.

There is simply not a better place to sail than on Geneva Lake in September. Make your plans now to attend the E Nationals in 1996. ▲



Accommodations

The Abbey (Fontana)
\$115 - \$125
(414) 275-6811

Hilton Inn Lake Geneva
\$89.00 - \$109.00
(414) 248-9181

Colony House (Fontana)
\$45.00 - \$85.00
(414) 275-6861

Diplomat (Lake Geneva)
\$59.00 - \$69.00
(414) 248-1809

Breaking News for the 95-96 Season

Women's Corinthian Trophy

by Karolanne Lundeen

The face of sailing is changing and so is the role of women in the sport. Women are beginning to be recognized for their contributions to the sport both on and off the water. They are demonstrating their competitive spirit, such as on Mighty Mary, in collegiate women's sailing, and in the Women's Rolex Regatta. The E Scow fleet is no exception to this advancement in the role of women sailors. The fleet has been on the forefront of this trend with the awarding of the Outstanding Women's Trophy, which is given each year at the National Championships to the highest placing woman skipper or highest placing female crew. Now the E Scow fleet will be able to set an example by having a *Women's Corinthian Trophy* to be given annually at the National Championships. This trophy will recognize a woman, by her peers, for being an outstanding sailor in the fleet. The fleet has already set a standard of recognizing more than just the top ten finishers at the Nationals by the awarding of trophies for the Red fleet, Rookie, and Masters.

The *Women's Corinthian Trophy* is a gift from Leah Wagner and myself, Karolanne Lundeen. We would like to award this trophy to an outstanding female sailor of the E Scow fleet who possesses the following criteria:

The recipient will be an active participant in the E Scow fleet and in regattas throughout the year. She must possess exemplary knowledge and demonstrate technical skill of the boat both on and off the water and will be an active member of the crew. She will embody sportsmanship by promoting and supporting the sport and women in sailing. The recipient must attend the Nationals in the year in which the Trophy is to be presented.

The *Women's Corinthian Trophy* will be awarded based on the collective opinion of a committee consisting of seven active members of the E Scow fleet. The committee will consist of members of the following fleets: two ILYA, two ECESA, one MESA, one WMA. The seventh member will be a member of the Executive Committee.

Based on the nominations submitted throughout the year by you, the members of the fleet, the committee will choose the recipient before the final day of racing at the Nationals. Nominations will be submitted to the Secretary of the fleet in writing. A short description of why your nominee is a worthy recipient of the *Women's Corinthian Trophy* must accompany the nom-

ination. Nominations will be accepted throughout the year up to and including the start of the Nationals. The only precept to the nominations is that the nominees must possess the above-mentioned criteria. Any active member of the fleet can nominate any woman who possesses said criteria.

We have created and donated this trophy to the E Scow fleet because we believe that women are a great asset to individual teams as well as the fleet and that their contribution should be recognized. We have set high standards for the recipient of the trophy because we believe that women of the fleet meet these standards on a regular basis. Already the *Women's Corinthian Trophy* has been widely praised and we hope that the recipients will receive similar praise.

It gives me great pleasure to open the floor to nominations for the 1996 *Women's Corinthian Trophy*. We know that there are many women out there who are truly deserving of this trophy. Please send your nominations to:

Mrs. Betty Welch
239 Delevan Avenue
Corning, New York 14830

See you in the Spring!

Leah Wagner
Karolanne Lundeen ▲

T.E.A.M.

Together Everyone Achieves More

by Andy Burdick

To be at the top of any sport Teamwork is #1! In racing E Scows at a championship level you must have a team that communicates, energizes and works well together. From the skipper's point of view it is absolutely critical for the team to begin its unity right from the sound of the first prep signal.

The key people in this article are some of the best crew members you could ever want on any boat. Harry Melges III in the middle, Judd Hirschberg on the jib and Suzanne Melges as the fourth. They know how to communicate, energize and work well as a team so that the boat will succeed in the end. What is involved in this communication process? What does the skipper want to hear or need to hear from his crew? Following is an analysis from the skipper's point of view.

Pre-Start

Before each and every race a boat should have a ritual in accumulating data and information on the boat set-up/tuning, wind direction and speed, wind shifts and velocity throughout the racing area. This should occur before every race so that it is a habit. Our team talks about the upwind sailing angles in relation to the starting line and weather pin placement. We talk about our rig tension which directly relates to the power we have in our set-up. We gather information on which end of the starting line is favored and where the next line of breeze is coming from. The real organized information does not begin to take place until just two minutes before the start.

Starting

The skipper must receive information on the ever-changing breeze

and wind angles. Harry stays on top of this while I begin to make my decision as to where the best spot to start will be. Judd talks my way through traffic and points out where the competition may be setting up. The communication between Judd and I intensifies as we get closer to one minute before the start. Judd is essentially steering the boat (a scary thought) as we begin to slow the boat down and claim our property on the starting line. Harry and Judd are expected to keep me informed on boats around me, their boat speed as they approach us and the time we have left before the start. I need to concentrate on the available room around us so that the boat is up to speed at the start. As we get closer to the start intensity is a major key to how the entire starting sequence is pulled off. An excellent example was at this year's National Championship at Little Egg. Going into the last day our team had a slight lead over the Porters and Billy Freytag in Full Throttle. Before Race 1 on Sunday Harry, Judd and I discussed how we knew that Full Throttle would aim at us at the line and try and take a commanding position right from the get-go. We also knew from our Pre-Start data that we wanted to sail the long starboard to the left side of the course. This was obviously favored. We could not allow the Full Throttle team to get left of us. With 40 seconds until the gun there was still no sign of Full Throttle. Judd and Harry kept a close watch as I carved out my hole to leeward. I knew this would allow us to get up to speed fast and pop off the line. Sure enough with 20 seconds to go, Full Throttle was bearing away from two boats to windward of us to try and take our leeward property. Judd

pulled our bow down to protect our hole. I eased and brought the boat up to speed immediately. This split second maneuver saved our hole and our start as we closed off our gap and forced Full Throttle off to the right side of the course after the gun. Allowing us to gain a commanding position off the line and get to our Pre-Start game plan. We went on to win this race while Full Throttle fought back to get second. The following race the situation was the same. Only this time Full Throttle used a Port tack approach. With 30 seconds we all saw them coming but could not fend off their pursuit. They tacked under us and forced us back at the gun forcing us right this time and into traffic. They went on to win the race and the regatta while we could only get back to a 5th.

You can see a lot can take place long before the starting gun. Accumulation of pre-start data and communication on the starting line can lead to great results in the end when executed. Your crew must respond to the situation at hand and this can only be done through awareness and communication. The skipper must still react in order to save the day; in the race two scenarios the skipper did not react soon enough!

Upwind Sailing

The responsibility of the middle man upwind is very great. I need Harry to communicate to me regarding the close vicinity racing picture. What boats are close by and may be either taking our lane of free air or are passing by us. I put this in my memory bank and look around the course in order to receive the big picture (race course position, wind, weather mark placement, compass heading).

Harry also helps with the feel of the boat and controlling all of the sail controls so that the boat is always powered up. We talk back and forth about the pressure we are coming into. If we know there is a big shot coming it is automatically assumed that the tracks will drop and vang will be applied next. Although this is assumed it is still good to talk through each step so that it is smooth and on time. Judd is constantly talking to me about

crew to stop yelling at the skipper. Thank goodness!

Downwind

With Full Throttle right on our tail and the National Champion-ship on the line the team is always talking about how to get away and stretch from the boats around us. Harry totally concentrates on flying the spinnaker and never moves his eyes. He is always talking about pressure and wind

Judd is constantly talking on our boat about what is occurring around us. He obviously cannot see what is happening on our windward hip, but I sure can and I am responsible for this part. He creates a perfect picture of what is happening ahead and to leeward a part of the course that I cannot see, but is very important in creating a game plan and passing lanes. You must always be thinking ahead and Judd is our man for this department.

Full Throttle was always able to sail lower than us downwind due to their superior feel for the boat. Not spending a lot of time in the boat before the regatta hindered my ability to feel when I could go as low as Full Throttle. This frustrated Judd to the point of insanity so we formulated a new plan to keep the Full Throttle team behind us. Always changing to the situation presented to you is important in all sailboat racing and you must include the crew in order to come out ahead. They have a different view to the situation and this view must be considered.

Keeping the intensity up at all times is probably one of the most important things in E scow sailing. And the team must be responsible for this. Most boats are looked upon to be a one-man show. The skipper's show! This does not work. The all-star jib man Judd Hirschberg will point this out in a heartbeat as he really knows who makes things happen out on the race course.

His most famous quote was taken from a National E newsletter from the early 70s when he was racing and winning with Bill Allen. Judd the jib man says,

"I am the one really steering that thing, the skipper back there is just for decoration!"

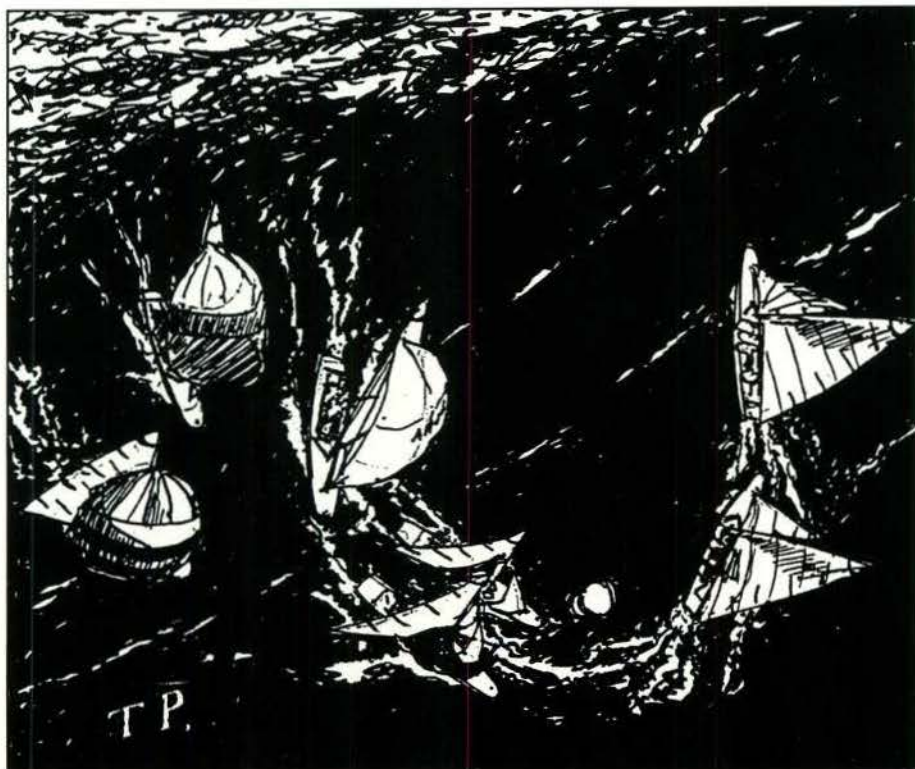


Illustration by Tom Price

wind angle, whether I am high or low on my steering and wind and wave placement. Judd is really into talking his skipper through the waves and wind. The best I have ever seen in a jib man. What is really great is his intensity in doing this. He is not talking to you. He is firmly yelling at you the information! It keeps the intensity up on the entire crew and it puts a lot of pressure on the skipper to steer through the chop and breeze correctly because he has no excuse. This communication is constant upwind. When things get a little too loud, Suzanne reminds the

angle as he adjusts the pole to the ever changing breeze and steering by his skipper. Judd and I are talking about a game plan to get away from the boats around us, especially if we are in bad air. On most boats, I have seen the jib man go down into his hole and really put himself out of the race. The communication breaks down. The jib man cannot see because of the main, the middle man watches the spinnaker and the skipper is in total concentration mode. A quiet boat, no intensity is a sitting duck on an E boat course where so much can take place downwind.

JOIN THE WINNING TEAM!



BOWERS SAILS CUSTOMERS WIN MORE OFTEN

SERVICE: At Bowers Sails we put our customers first. Our experts are always willing to share information to help you achieve your sailing goals and be a winner.

PERFORMANCE: A tradition of winning, both by our customers and loft personnel, assures you that your sails are designed to give you the speed that you need to win your next race.

QUALITY: Our sails are constructed of the finest materials. We are quality conscious. We take care of the details so you won't have to.

1995 SEASON RESULTS

2nd, 3rd 1995 Black Tie
2nd 1995 Nagawicka Spring
1st,* 2nd,* 3rd 1995 Interlakes
2nd,* 3rd,* 4th 1995 Minnetonka Championship
2nd, 3rd,* 4th 1995 ILYA Invitational
4th,* 5th,* 6th, 8th 1995 ILYA Championship
3rd,* 5th,* 9th 1995 Nationals

* Bowers' partial inventory



CATCH THE WINNING SPIRIT

Service, Performance, Quality, and Winning Results.

**BOWERS
SAILS**

Call Gordy Bowers
or John Dennis

1-800-279-SAIL or 612-442-5300

316 Industrial Blvd.
Waconia, MN 55387

Finger Lakes Autumn Regatta

Keuka Lake, NY • September 16 & 17

by Joe Welch

Although the fleet ventured out, building southerly, excessive wind ultimately caused the cancellation of Saturday's races. The pre-race capsizing of one boat brought home the dangers that exist without adequate chase boats during post-season regattas. Fearing a carnage of a dozen capsized scows, the race committee decided to await friendlier conditions which never arrived.

The first two races Sunday were sailed in a moderate southerly. In the first race, Dave Magno tacked immediately after the start then hugged the west shore for a substantial lead at the first mark.

Fellow Lavalette sailor Tim Faranetta saw the same opportunity, and both boats extended their leads throughout the race while the others fought for what was left. Sticking to the west shore seemed to be the key.

The second race followed with a surprisingly large lift, this time from the east. Rick Turner started near the pin, stepped out nicely, and tacked soon after to cover a westbound fleet. He led to the first mark and extended his lead throughout the race.

Newcomer Dave Bargar and family crew followed in second and stayed in close contention with the others well behind Rick. With one more race immediately to follow, Rick Turner and Magno were tied for first, while Welch Sr., Welch Jr., and Faranetta were tied for third.

The day's third race saw the two leaders eyeing each other and fighting for an advantage along the west shore. Irv Spear and Welch Jr. stayed to the east and rounded well ahead of the pack. They proceeded on starboard jibe back to the east, only to be quickly passed by the boats that jibbed immediately to the west shore in a dying breeze. Turner worked himself neatly into first, passing everyone in slow motion up the west shore. He had a big lead as he approached the leeward mark but the wind died to almost nothing within 100 yards.

At that point everyone stopped for almost an hour. Just to illustrate the lack of wind, when Welch Sr. tipped over (we assume due to aggressive leeward hiking) he lost only one or two boat lengths. When the pack

eventually closed in on the leeward mark, the wind started to fill in from the north. Those at the head of that pack immediately threw chutes and charged toward the finish. Turner and Magno, having rounded that mark at least one half hour earlier, were left with no gas and the unsettling sound of a gaining fleet. The sharks were coming fueled by a sturdy 5-10 knot breeze! The course had been shortened so it was a dash for a downwind finish.

Welch, Jr. was the first to throw a spinnaker and went from fourth to first within a very few minutes. In the frenzy, Magno (with winning crew Leah Wagner, John Applegate and Patty Applegate) got the wind before the leading Turner and went on to edge him out for the regatta victory.

Saturday's lack of wind heightened everyone's expectations that were fulfilled by that evening's traditional great party at the club. Some got a head start during a winery tour in the afternoon, and the rest had fun catching up.

Thanks go to regatta chairs Mary Worth and Dyke Smith. ▲

Pos	Skipper, Etc.	Sail No.	Yacht Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points
1	Dave Magno	LA-99	Lavalette	1	3	3	-	-	-	6.75
2	George Welch Jr	KU-11	Keuka	6	2	1	-	-	-	8.75
3	Rick Turner	CH-6	Chautauqua	3	1	5	-	-	-	8.75
4	George Welch Sr	KU-1	Keuka	4	4	2	-	-	-	10.0
5	Tim Faranetta	LA-5	Lavalette	2	6	4	-	-	-	12.00
6	Irv Spear	KU-5	Keuka	5	7	7	-	-	-	19.00
7	David Bargar	CH-2	Chautauqua	12	5	8	-	-	-	25.00
8	Ken Fisher	SY-1	Seneca	8	11	6	-	-	-	25.00
9	Curt Wright	KU-2	Keuka	7	10	10	-	-	-	27.00
10	Dick Turner	CH-5	Chautauqua	9	8	11	-	-	-	28.00
11	Steve Andersen	AH-5	Annapolis	10	9	14	-	-	-	33.00
12	Tom Eichorn	KU-16	Keuka	14	13	9	-	-	-	36.00
13	Dyke Smith	MC-55	Seneca	11	12	13	-	-	-	36.00
14	Jim Hallahan	KU-8	Keuka	13	14	12	-	-	-	39.00

Blue Chip Regatta

Pewaukee, WI • September 22, 23 & 24

by Irwin R. Fletcher

As temperatures drop and winds begin to build, it has to be the fall season. And if fall is upon us, then so must that special event – The Blue Chip. You might ask what is so special about the Blue Chip Regatta?

If you have to ask, you probably have never been to, or heard of, the E Scow Blue Chip. The E Scow Blue Chip is one of the most special events held annually since 1966 at the prestigious Pewaukee Yacht Club in Pewaukee, Wisconsin. This is where twenty-three of the best E Scow sailors are invited to show their talents, tell a few stories, and of course, polish off a few beverages.

Every year there is a very special "Invited One" who brings the fleet to twenty-four boats. The twenty-fourth man is unfamiliar with the E Scows, Pewaukee, Wisconsin and Midwestern camaraderie. We like to call this person our Mystery Guest. Past guests include Ed Adams, Dennis Conner, Jonathan McKee, Tom Ehman, Gary Johnson, Paul Cayard, Mark Reynolds and Ken Read. PYCers were very pleased to welcome Russell Coutts to its list of Mystery Guests this year. Russell was the winning skipper/helmsman of Black Magic in the

1995 America's Cup (Team New Zealand's America's Cup Syndicate).

The Regatta began on Thursday night with its annual Commodore's Pork Chop Dinner where all sailors mingled and were introduced to the Mystery Guest. After a lot of food and cocktails

Guest rallied to enjoy themselves, probably just a little too much. But it is the Blue Chip, so it's allowable.

The first day of racing brought temperatures in the high forties and winds gusting to 25 miles per hour. The best of the best are racing so wind and water tempera-

tures mean nothing to them as they bundled up and accepted the challenge! Brian Porter of Lake Geneva, a former two-time champion, was out of the blocks quickly. His lead was never seriously challenged with as many as eight boats tipping, submerging or forced to retire. Bill Allen and Harry Allen, both of Lake Minnetonka, Minnesota, chased Brian around to no avail as they finished second and third, respectively.

After a few stories and a beautifully prepared lunch, the E Boaters ventured out for more. This time Bill Allen rapidly advanced to the lead as the Porter Boys tipped on the first leg. David Ferguson (Lake Minnetonka) and Dave

Nelson (White Bear, MN) and Bob Bower of Pewaukee fought a fierce battle to end up second, third and fourth. As Day One concluded at the PYC bar, the cocktails and hors d'oeuvres kept the sailors just long



"Determined" Russell Coutts, '95 Blue Chip

Photo by Patrick Dunsworth

everyone moves over to the world famous Boiled Frog for yet more cocktails. The Boiled Frog (a local drinking emporium) is where past winners such as Allen, Porter, Bowers and the now Mystery

enough to finish the sailing stories. You know, the ones that sound like fishing stores – the big one that got away.

Day Two began the same way Day One ended; Allen and Ferguson finishing one and two in 10-mile per hour winds. Rob Evans (Lake Minnetonka) finished third and Lon Schoor (Madison, WI) in fourth. Lunch stories from the night before about over-indulging were being told and at the top of conversation was Team Enormous. They had most sailors baffled at how they were surviving the day. The afternoon race saw the Mystery Guest, at last able to figure out the E Boat, no wonder, with a crew of Rob Perrigo (Pewaukee) and Josh Adams (three-time collegiate all American and '96 Olympic hopeful). These are the best E Scow sailors in the world and on the last leg they bombarded Russell as he lost his lead and finished sixth. Jule Hannaford (White Bear) won the race with Rick Roy (Pewaukee) second. Nelson, Porter and Ricky Kotovic (Pewaukee) finished third through fifth.

One thing that makes this Regatta and Pewaukee Yacht Club so *special* is the Saturday night festivities. The Regatta chairpersons (DQ, Tam, Quiram, P.J. and Heidi Friend) and the whole yacht club put on one hell of a steak dinner serving over 160 people. When the dinner tables were cleared and the crowd filled in (probably close to 200 people) the main attraction began. The Mystery Guest's



Pewaukee, as always, fast and furious!

Photo by Patrick Dunsworth

Russell Coutts' presentation.

After an impressive list of thank yous, David Perrigo offers one very honoring introduction of Russell Coutts. Russell's list of accomplishments is unmatched by most sailors. The showing of two very heart-pumping videos on New Zealand capturing the America's Cup and the Celebration of the whole country of New Zealand started his presentation in style. After which he took a few pokes at his friend Peter Harken and answered many questions. Peter took a few jabs back before honoring him and his syndicate on their victory. Russell was certainly a fine gentleman.

The night then generated the bar a big payday as everyone enjoyed themselves. I did see Ricky Kotovic and Dan Guidinger do the famous Pewaukee Yacht Club Bar Walk. This feat is definitely something

booze is needed to build courage. Nothing wrong with good clean fun!

Day Three, Sunday, brought us light/medium air and Allen and Evans swapped the lead back and forth. Finally Allen took over to win this third race of the event. Allen and crew captured the 1995 E Scow Blue Chip Regatta which is nothing new to him. You see, this is his tenth time winning in the Regatta's twenty-nine year history and fourth in a row. Maybe we should call it the Billy Allen Invitational.

After trophies most people said goodbye til next year except a few who make it a tradition to stay for the evening and continue to press on. I will say this was the event to be at, but with next year being the 30th anniversary, I will let you know then. ▲

Blue Chip Regatta Finals

Pos	Skipper, Etc.	Sail No.	Yacht Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1	Bill Allen	M-4	Minnetonka	2	1	1	14	1	23.0
2	Brian Porter	I-49	Geneva	1	5	12	4	8	50.0
3	David Ferguson	M-67	Minnetonka	8	2	2	7	15	54.0
4	Robbie Evans	M-1	Minnetonka	17	7	3	9	2	59.7
5	Rick Roy	V-26	Pewaukee	4	22	7	2	4	60.0
6	Russell Coutts	N/A	New Zealand	5	19	11	6	3	69.4
7	Jule Hannaford	W-1	White Bear	YMP	14	6	1	17	69.9
8	Lon Schoor	H-7	Mendota	15	8	4	15	7	77.0
9	John Dennis	M-11	Minnetonka	6	6	19	11	9	80.4
10	Don Nelson	W-12	White Bear	DNF	3	18	3	16	88.4
11	Bob Biwer	V-333	Pewaukee	13	4	16	21	10	92.0
12	Harry Allen	M-5	Minnetonka	3	DNF	13	12	13	92.7
13	Chris Pinahs	V-599	Pewaukee	DNF	12	5	17	6	93.7
14	Dick Wight	MA-10	Manntolokin	7	21	8	8	20	94.0
15	Tim Regan	W-30	White Bear	DNF	16	10	10	5	95.0
16	Steve Schmitt	M-3	Minnetonka	9	17	15	19	11	101.0
17	Peter Slocum	M-15	Minnetonka	11	10	20	18	12	101.0
18	Doug Moniel	WH-111	White Lake	16	13	9	16	21	105.0
19	Rick Kotovic	V-50	Pewaukee	DNS	9	21	5	19	108.0
20	John Ruf	V-88	Pewaukee	10	15	22	24	14	115.0
21	Bud Zinn	H-99	Mendota	19	11	24	13	18	115.0
22	Casey Call	WA-99	Wawasee	14	DNF	14	20	23	126.0
23	Tom Monroe	MU-11	Muskegon	12	18	23	22	22	127.0
24	Rob Terry	CR-66	Crystal	18	20	17	23	24	132.0



Picture Perfect!

Photo by Patrick Dunsworth

Special Thanks



Everybody's a photographer! – Lon Shoor

Photo by Patrick Dunsworth

To
Patrick Dunsworth
for his fabulous photos, wonderful guidance
and truly special support in the production
of the '95 *Reaches and Reporter*.

Also thanks to
Sara McMurray,
Jean Bunkelman
and Joe Spinella
for their extraordinary talents and efforts.

You made this publication what it is!

Deb Malone, Publication Chair

Russell Coutts' Interview at the 1995 E Scow Blue Chip Regatta Pewaukee Yacht Club



*Interviewed by Mark Dunsworth, Vincent Porter, Lindsay Allen, Brady Perrigo and Molly Allen
Photo by Patrick Dunsworth*

Every year, the Pewaukee Yacht Club at Lake Pewaukee, Wisconsin, hosts the E Scow Blue Chip. The 25 best E Scows in the country are invited to race against the "Mystery Guest," a non-scow sailor who has established him- or herself as one of the best sailors in the world. Past "Mystery Guests" include Dennis Conner, Gary Jobson and Paul Cayard.

This year's guest was Russell Coutts, helmsman of Team New Zealand's "Black Magic," winner of this year's America's Cup. Russell is currently the top-ranked sailor in the world. Besides his America's Cup victory, he has won an Olympic gold medal in the Finn Class, the match-racing Worlds and the Youth Laser World Championship.

At this year's E-Blue Chip, Russell took time out from a hectic racing and media schedule to meet with some Optimist sailors for this interview.

Q: What do you think of the E Scow?

Russell: These boats are great boats to sail because the whole crew has to be really skillful. That's what makes a good boat in yachting. I like the team boats and in the E Scow it's very difficult for all the crew members.

Q: What do you think of the level of competition here compared to the America's Cup?

Russell: The standard of sailing is very, very good. The America's Cup, of course, is sailed in bigger boats, so there's a different type of skill that you need. With E Scows, you really need to sail to the

breeze and to the puffs, trimming with your body weight. Trimming these is like an art, I think.

Q: What was it like on your first day here?

Russell: Well, on the first day Harry Melges took us out for a sail and showed us all the fine points of the boat, or tried to show us. We tried to remember as much as possible, but they're difficult boats to sail and there's a lot to remember. But they're very exciting boats; very high performance downwind. Upwind, with these small rudders, you have to really trim the two sails and get the boat well balanced.

Q: How do you feel about your performance at the E-Blue Chip?

Russell: We weren't used to the boat when we first arrived, and during the first race it was really blowing a gale. I remember being very worried about tipping over. I sailed 18-foot Skiffs on Sydney Harbor one year and I've never done so much swimming in all my life. I was expecting E Scows to be similar, but we were in control a little more and they were fun to sail, especially downwind.

Q: What do you think of the people here?

Russell: I've heard a lot about the people here from the likes of John

Bertrand (helmsman of Australia II, 1983 America's Cup winner) and Tom Schnackenberg (Team New Zealand navigator), who both lived here for awhile. I think that the people are very friendly. Most people in yachting have heard of Buddy Melges and know that he comes from this part of the world. Overseas, he's regarded as sort of a legend. Buddy told me once that there are two things every sailor should experience; iceboating and scow sailing. This brought some interest, and that's why I wanted to come do this.

Q: How did you get started in sailing?

Russell: In New Zealand, we start out in Optimists, of course. Then we move on to the P-class. That's a boat that's very hard to sail downwind. It nose-dives in strong winds, so you have to hang over the stern. It's difficult to tune, too. We get about 200 boats at the New Zealand P-class Nationals, and you have to win your Club championship to qualify. People who have won the Nationals in the past include Leslie Egnot (helmswoman of "Mighty Mary" in this year's America's Cup), Chris Dixon (America's Cup helmsman for New Zealand in 1987 and 1989) and John Cuplar (helmsman for the Nippon Challenge at this year's America's Cup). In fact, I've won it once, too. Many people who have done well at our Nationals have done well later in their career.

Q: What were your favorite regattas?

Russell: The America's Cup has to be the biggest joy, but I think every young sailor aspires to sail in the Olympic Games. I was fortunate to compete in a couple of Olympics. That was very thrilling for me.



'95 E-Blue Chip, Pewaukee Lake Yacht Club
Back Row, Left to Right: Addy Fergusen (11 months, M-67); Molly Allen (age 9, M-44); Russell Coutts; Mark Dunsworth (age 12, W-12).
Front Row, Left to Right: Vincent Porter (age 11, I-49); Brady Perrigo (age 7, V-1); Lindsay Allen (age 11, M-44).
Photo by Patrick Dunsworth

The other regattas on the top of my list are the Youth World Laser Championships in Portugal and the World Match-racing Championship in Long Beach, California. That was a tough regatta because of the level of competition. Paul Cayard, Chris Dixon and Peter Gillmore were all there.

Q: What was it like to sail in the Olympics?

Russell: My first Olympics was special because there were people from all over the world. In the Finn class it was especially challenging because each sailor brings his or her own sail and rig, but must draw which boat they use in a lottery. The boat number that I drew was one of my lucky numbers, 12, which had been my boat number at the Youth Laser Worlds. Of course, "Black Magic" wasn't #12, but it was #32, which has a 2 in it!

Q: Speaking of luck, what do you think of red socks? Should junior sailors wear them, too?

Russell: Well, you know, we lost only one race during this year's America's Cup, and that was the only race when (Team New Zealand Leader) Peter Black wasn't on board. Peter always wears his red socks whenever he needs some luck.

He started wearing them during the Whitbread (around-the-world) race. The Whitbread is divided into "legs" where you sail from one port to another. Each time they would approach another port at the end of a leg, Peter would put on his lucky red socks and, sure enough, they would get a breeze from a new direction and catch the boat in front of them.

Peter's red socks became famous during that period, so when the word got out that our

only America's Cup loss happened when Peter wasn't on board, there was a public outcry back in New Zealand. It was obvious to them that we had lost because we didn't have his lucky red socks on board!

So everyone in New Zealand went out and bought red socks. They dressed sheep up in them (we have a lot of sheep in New Zealand, you know). Even the Prime Minister wore lucky red

socks. Within days, every store in New Zealand was sold out of red socks. We had the socks (and Peter) on board from then on and we were very lucky. (They never lost another race.) ▲

1995 E Scow Blue Chip Mystery Guest Sailing Biography

Mr. Russell Coutts
Wellington, New Zealand



Hanging in Pewaukee '95

Photo by Patrick Dunsworth

Date of Birth: March 1, 1962 (33)

Team Position: Skipper/Helmsman
Team New Zealand America's Cup Syndicate

Position on Boat: Skipper/Helmsman

Profession/Trade: Yachtsman

Partner: Melissa Watro Children: Grayson

CAREER HIGHLIGHTS

1995 Winner America's Cup XXIX

1994 Kiel Week ICC40 1st
Key West Race Week 1st
Nippon Cup 1st
Steinlager/Logan Cup (Auckland) 1st
Currently ranked #1 match racer in the world

1993 NZ National Keelboat Championships 1st
Steinlager/Logan Cup (Auckland) 1st
Omega Gold Cup (Bermuda) 1st
Match Racing World Champs 1st
ACY Cup Croatia 3rd
Admiral's Cup - "Pinta" 1st Team
One Ton Cup - "Pinta" 1st
Two Ton Cup - "Larouge" 1st

1992 Paris Indoor Event 1st
Steinlager/Logan Cup (Auckland) 1st
Nippon Cup (Japan) 1st
Omega Gold Cup (Bermuda) 1st
ACY Cup mtch Racing 2nd
Mazda World Champs Match Race (Long Beach) 1st

NZ Olympic Rep (Soling Class) Barcelona 8th
America's Cup (NZ Challenge) back-up skipper 3rd

1991 ACY Cup Match Racing 1st
Kouros Cup Match Racing (France) 1st
Baltic Cup Match Racing (Germany) 2nd
World Match Racing (Bermuda) 3rd
Omega Gold Cup Match Racing (Bermuda) 3rd

1990 NZ Champion of Champions 2nd
Omega Gold Cup Match Racing (Bermuda) 1st
Kouros Cup Match Racing (France) 1st

1989 NZ Match Racing Championships 1st
Liberty Cup Match Racing (New York) 1st
Omega Gold Cup Match Racing (Bermuda) 2nd
Kouros Cup Match Racing (France) 2nd
Australia Cup Match Racing 2nd
NZ Champion of Champions 2nd
Citizen Match Race Series (Auckland) 3rd

1988 Soling World Champions 5th
San Francisco Big Boat Series 2nd
One Ton Cup (San Francisco) 6th

1987 Intervela Soling Championships (Italy) 1st

1986 12-Metre World Championships (Fremantle) 3rd
Feltex Regatta (Auckland) 1st

1985 NZ Pre-Olympic Regatta (Flying Dutchman) 2nd

1984 NZ Olympic Trials (Finns) 1st
Olympic Games, Finn Class (Los Angeles) Gold Medal

AWARDS

Member of the British Empire - (1985) Awarded by the Queen of England for outstanding contribution to New Zealand Yachting

New Zealand Match Racing Champion - (1989) Received scholarships to three International Match Racing Regattas

Gold Medal Achievement Award - (1984) New Zealand Sports Foundation

New Zealand Yachtsman of the Year - (1984)

Sports Foundation development Grant - (1982) First Yachtsman to receive a New Zealand Sports Foundation Grant

New Zealand Sportsman of the Year - (1984) Auckland University

F.R.E.S.H. Regatta

Lake Hopatcong, NJ • September 22, 23 & 24

Sorry. Nothing reported for this Regatta.



Illustration by Tom Price

New, Demo & Used Boats in Stock and Available for Immediate Delivery December 1, 1995

E SCOWS

1991 Johnson	Wht w/dp.blue,green and teal wedge strips (Schloesser)C	\$12,300.00
1990 Johnson	Grey w/turquoise and royal strips (Campbell) T	11,500.00
1985 Johnson	Light blue hull & deck w/dk blue aft strips (Taylor)C	4,500.00

C SCOWS

1994 Melges	(Stark)	\$11,125.00
1990 Melges	Grey w/blue-green strips - No Cover - 1 year old sale (Kilander).....	6,200.00
1986 Melges	(Becker).....	3,400.00

MC SCOWS

1995 Melges	White hull & deck w/burgundy & charcoal strips (Slocum)T	\$6,500.00
1994 Johnson	Yellow with 2 Bowers sails (Peterson)T	6,000.00
1993 Johnson	Grey hull & deck w/dk bl strip, '95 N sail & cover (Crary)C	6,100.00
1989 Johnson	Wht hull & deck w/grey, hot pk & dp bl strips (Macnider)C	3,800.00
1985 Johnson	2 sails & cockpit cover (Hinderaker)C	3,400.00
1979 Melges	White hull with grey deck (Schaffer)	2,000.00

M-16

1989 Johnson	Includes sails, cover and trailer (Zito)C	\$4,000.00
--------------------	---	------------

JOHNSON 18

1993	#108 with North Sails (Schwindler)	\$9,500.00
1994	#109 with North Sails (Schwindler)	9,500.00
1994	#111 with North Sails and trailer (Monroe)	10,000.00
1995	#148 with Bowers Sails (JBW)	10,000.00
1995	#154 with Bowers Sails (JBW)	10,000.00

J SAILERS

1983 Johnson	with trailer, sail & cover (Champeau)C	\$1,800.00
--------------------	--	------------

MINISCOWS

(2) 1994 Models	(Castaway Camp) Each priced at	\$1,700.00
(1) 1993 Models	(Castaway Camp) Each priced at	1,600.00

CAPRI/CATALINA

1995	Capri 16.5 Demo (Reg. Price \$5,645.00)	\$5,045.00
1995	Capri 22 Demo (Reg. Price \$14,477.00)	14,077.00

JOHNSON BOAT WORKS

4495 Lake Avenue — White Bear Lake, MN 55110

Phone: 612/429-7221 — Fax: 612/429-3248

1996 JOHNSON CENTENNIAL E



1996 celebrates the 100th Anniversary of Johnson Boat Works. We built the first scow back in 1896, and have been manufacturing scows by the same family, in the same location ever since. Give Skip, Jason, Tim, Dan or Jeff a call. We look forward to working with you in our centennial year.

REGATTA HIGHLIGHTS

1st.....	Eastern Shores Spring Regatta
1st	Toms River Tune Up Regatta
1st & 2nd	Michigan Spring Regatta
1st	Eastern E Championship
3-4-8-9	E National Championship
2nd	Western Michigan Regatta
1st	Lake Hopatcong Regatta

PURCHASE PRICE \$21,608.00

**A 100th Anniversary Kevlar Duffel, T-Shirt
and Hat Included with Each 1996 Scow!**

INNOVATIONS FOR 1996

- Additional Flotation
- Backstays moved inboard for more direct centerline pull on the spar
- Strengthened bulkhead underneath backstays
- 24:1 cascading vang for finger-tip control
- Main & jib cunningham relocated at base of spar
- Continuous vang control line
- Low friction board tackle
- Ideal weight spar with stiff tip & flexible midsection
- Low stretch and Spectra lines throughout
- Unmatched attention to detail
- Unsurpassed durability and reasonably priced
- A proven winner!

JOHNSON BOAT WORKS

4495 Lake Ave., White Bear Lake, MN 55110

Phone: 612/429-7221 * Fax: 612/429-3248

Carlyle Silver Cup

Lake Carlyle, IL • September 30 & October 1

by Ted Beier

The Wawasee Indiana fleet maintained their hold on the Carlyle Silver Cup with Dave Irmischer sailing consistently well in the blustery conditions provided by Carlyle Lake at the end of September. He took top honors for the series of four races sailed on windward-leeward courses, besting Carlyle skipper Jerry Paoli, who ended in second place, and fleet mate Terry Moorman who finished third.

Pleasant temperatures and bright sun were the order of the day on Saturday morning, September 30, as the 13 entrants left the CSA harbor in a south-southwest breeze of 15. There were enough puffs and shifts to keep the crews on their toes, but the basic wind direction held throughout with neither side of the course having a big advantage. Jerry Paoli, a CSA Lightning sailor who was helming the Bunse boat in Ray's absence, jumped to the head of the pack by the first weather mark and stayed there for the entire race. The wind

continued building as the morning progressed, and several boats withdrew with equipment problems. Paoli finished first closely followed by Bob Herdrich from Wawasee in second place, and Pete Gass from Carlyle in third.

The second race was started back-to-back with the first race, and got underway quickly with the Glenn Grummon's committee "leap frogging the course" so that the second race started where the first race ended. By this time, the wind had increased to around 20 with some dangerous puffs that included abrupt lifts. Several boats capsized including your author, who had the misfortune to swamp, and had to withdraw. Paoli capsized also, but was able to right the boat and continue to salvage an eighth place. Irmischer finished first, followed by Moorman and Bob Herdrich. Terry Moorman really showed the boatspeed in this race. After his DNF in the first race, he hung around the bottom of the course

expecting the second race to start there. Once he realized the second race would start at the weather mark from the first race, he headed to weather, started several minutes late, but was still able to sail through the fleet and finish second.

After lunch the fleet left on a wild reaching ride to the starting line in winds gusting over 25 and still building. The committee decided to abandon, with another wild very tight reach with a lot of luffing back to the harbor. The rest of the afternoon and evening were spent around the beer keg and two huge pots of Jeanette Beier's chili, and Scott Bunse's crayfish gumbo. The heartier souls maintained the Carlyle tradition ending up at the Mingo.

On Sunday morning the third and fourth races were sailed in southwest winds of 12 to 15 which seemed light after Saturday's blow. Irmischer and Moorman continued going fast and traded firsts and seconds followed by Paoli in third place. ▲

Pos	Skipper/Crew	Sail No.	Race 1	Race 2	Race 3	Race 4	Points
1	D. Irmischer/S. Bonifas/C. Call	WA-66	4	1	1	2	7.50
2	G. Paoli/S. Bunse/E. Bunse	S-11	1	8	3	3	14.75
3	T. Moorman/B. Mooreman/S. Eldridge/C. Call	WA-3	DNF	2	2	1	18.75
4	C. Herdrich/C. Herdrich/J. Herdrich	WA-11	6	6	4	4	20.00
5	P. Gass/D. Gass/L. Gass/J. Sears	S-3	3	4	7	7	21.00
6	D. Crosby/D. Shindel/S. Aljets	S-17	7	5	5	8	25.00
7	T. Beier/J. Aljets/E. Beier/C. Aljets	S-27	5	DNF	6	6	31.00
8	R. Herdrich/R. Pip/J. Romano/T. Hill	WA-47	2	3	DNF	DNF	33.00
9	T. Ewing/S. Ewing/M. Wilson	ID-4	8	7	9	10	34.00
10	J. Spickelmier/J. Spickelmier/M. Rian	WA-48	DNF	DNF	10	5	43.00
11	J. Tompkins/J. Tompkins/B. Tompkins	TO-5	DNF	DNF	8	9	45.00
12	D. Heritage/J. Palacios/D. Reid/J. Reid	S-271	9	9	DNF	DNF	46.00
13	R. Budiger/J. Worthy/M. Genge/C. Auggins	IB-10	DNF	DNF	DNF	DNF	56.00

HIGHLIGHTS OF CARLYLE

*Left: Approach to weather mark –
looking good!*

Photos submitted by Ted Beier



*Right: The cause for an 8th place
finish in Race 2.*



Below: Shark attack!



Above: And the winner is

Fall Sprints

Annapolis, MD • September 30 - October 1

by Bill Storey

Rick Turner (CH-6) from Lake Chataqua, NY, sailed four consistent races to take the 6th Annual Fall Springs held in Annapolis, MD, September 30-October 1, 1995. In winning the regatta, Turner broke the stranglehold that scow-masters Dave Magno (wins in '90, '91 and '94) and Eric Johnson ('92 and '93) have had on the Sprints since its inception. Going into Sunday, top honors were still up for grabs, but Rick tallied a first and third to hold off Dave Magno (LA-99) from Lavalette, NJ.

The next three places were nailed down by Annapolis boats, the best showing for the host fleet to date. Third was taken by the combine of John Martin and Scott Stucek (AH-2). Following in close order were Bill Nolden (AH-11) and Tom Price (AH-15) in fourth and fifth, respectively. Tim Faranetta (LA-5) took

sixth to round out the trophy winners.

Two of the planned three races were held on Saturday in Round Bay, up the scenic Severn River from Annapolis Harbor. Sunday's two contests were held right in Annapolis Harbor. The wind for this year's regatta proved to be flukey on both days and the race committee, headed by Mark Murphy, must be congratulated for getting in the races they did.

The Saturday evening party, held in the clubhouse of host Eastport Yacht Club, lived up to its reputation as one of the best regatta parties on the circuit. Fare included local delicacies such as crab and steamed shrimp. Hats off to Anne Harrington who headed the entertainment committee this year.

Fourteen E Scows made the trip to Annapolis this year to compete in what has evolved into one of the

most popular regattas on the East Coast racing schedule. The event perennially provides competitive racing combined with a great venue for the "support crews" left on shore. Attendance this year temporarily was off from previous Sprints due to a couple of unfortunate funerals (sad) and a wedding (happy) that tied up a half-dozen or so of the boat crews from the New Jersey area that normally make the trek down each year.

An added bonus to the Sunday awards ceremony was the announcement of the "Triple Crown" results — the award for the best combined performances in the Lake Keuka FLACE, Lake Hopatcong Invitational, and Annapolis Fall Springs. This year's Crown went to Dave Magno, with Rick Turner and Pete Rochelle (HO-31) from Lake Hopatcong in hot pursuit. ▲

Pos	Skipper/Crew	Sail No.	Race 1	Race 2	Race 3	Race 4	Points
1	Rick Turner	CH-6	2	6	1	3	11.75
2	Dave Magno	LA-99	1	5	5	7	17.75
3	Martin Stusek	AH-2	7	7	4	2	20.00
4	Bill Nolden	AH-11	8	3	6	4	21.00
5	Tom Price	AH-15	3	4	7	9	23.00
6	Tim Faranetta	LA-5	11	10	2	1	23.75
7	Dick Turner	CH-5	9	2	11	5	27.00
8	Bob Donat	LE-3	4	11	3	15 PMS	33.00
9	Pete Rochelle	HO-31	10	9	10	6	35.00
10	Sam Merrick	BH-2	6	1	15 DNC	15 DNC	36.75
11	David Bargar	CH-2	5	8	15 PMS	10	38.00
12	Steve Anderson	AH-5	12	12	9	8	41.00
13	Gregory Skinner	HO-25	13	14	8	11	46.00
14	Bill Storey	AH-4	14	13	12	12	51.00

1995 Regatta Winners

Black Tie Regatta

Forney, TX

April 21, 22, 23

1. Brian Porter (I-49)
2. Brant Nelson (UM-11)
3. Gordy Bowers (M-11)

Eastern Shore Regatta

Oxford, MD

April 20, 30

1. Smigelski (HO-47)
2. P. Magno (LA-88)
3. D. Magno (LA-99)

Nagawicka Regatta

Nagawicka, WI

May 13, 14

1. Bob Biwer (V-333)
2. John Dennis (M-11)
3. Chris Pinahs (V-599)

Cedar Lake E-Scow Regatta

Cedar Lake, IN

May 20, 21

1. Greg Simmon (H-213)
2. Rick Kazwell (CL-1)
3. George Snook (WA-20)

Toms River Yacht Club Regatta

Toms River, NY

June 3, 4

1. Alex Smigelski (HO-47)
2. Cliff Campbell (T-17)
3. Erik Johnson (T-18)

Wawasee "E" Open

Lake Wawasee, IN

June 10, 11

1. Bud Zinn
2. Tom Klaban (MU-400)
3. Casey Call (WA-99)

Muskegon "E" Scow Regatta

Muskegon, MI

June 17, 18

1. Paul Wickland (MU-22)
2. Tom Munroe (MU-11)
3. Pete Price (MU-1)

New York State Championship

First Leg-Keuka Yacht Club

Keuka Lake, NY

June 17, 18

1. George Welch, Jr. (KU-11)
2. George Welch, Sr. (KU-1)
3. Chris Hauk (KU-3)

Inland Invitational Regatta

Clear Lake, IA

July 7, 8, 9

1. Bill Allen (M-4)
2. John Dennis (M-11)
3. Rob Evans (M-1)

Western Michigan Invitational

Torch Lake, MI

July 22, 23

1. Brian Porter (I-49)
2. Paul Wickland (MU-22)
3. Art Brereton (TO-101)

MESA Championship

Indian Lake, OH

July 28, 29, 30

1. Casey Call (WA-99)
2. Tom Klaban (MU-400)
3. Dave Irmscher (WA-66)

New York State Championship

Second Leg-Chautauqua Lake, NY

July 29, 30

Nothing reported

Overall New York State
Champion: George Welch, Sr.

Up Bay Regatta

Toms River, NJ

July 29, 30

1. Mark Beadon (T-8)
2. Cliff Campbell (T-17)
3. George Welch, Jr. (KU-11)

ECESA Championship

Chautauqua Lake, NY

August 3, 4, 5

1. Buzz Reynolds (IH-7)
2. Had Brick (IH-27)
3. John Ruf (V-88)

Western Michigan Championship

White Lake, MI

August 10, 11, 12, 13

1. Pete Price (MU-1)
2. Tom Munroe (MU-11)
3. Doug McNeil (WH-111)

Down Bay Regatta

Beachhaven, NJ - LEHYC

August 12, 13

Nothing Reported

ILYA Championship

Okoboji, IA

August 22, 23

1. Brian Porter (I-49)
2. Bill Allen (M-4)
3. Harry Allen (M-5)

NCESA Championship

Beach Haven, NJ - LEHYC

September 7, 8, 9

1. Brian Porter (I-49)
2. Andy Burdick (I-45)
3. Tom Burton (M-9)

Finger Lake 2 Autumn Regatta

Keuka Lake, NY

September 16, 17

1. Dave Magno (LA-99)
2. George Welch, Jr. (KU-11)
3. Rick Turner (CH-6)

Blue Chip Regatta

Pewaukee, WI

September 22, 23, 24

1. Bill Allen (M-4)
2. Brian Porter (I-49)
3. David Ferguson (M-67)

F.R.E.S.H. Regatta

Lake Hopatcong, NH

September 22, 23, 24

Nothing Reported

Carlyle Silver Cup

Lake Carlyle, IL

September 30, October 1

1. D. Irmscher (WA-66)
2. G. Paoli (S-11)
3. T. Moorman (WA-3)

Fall Sprints

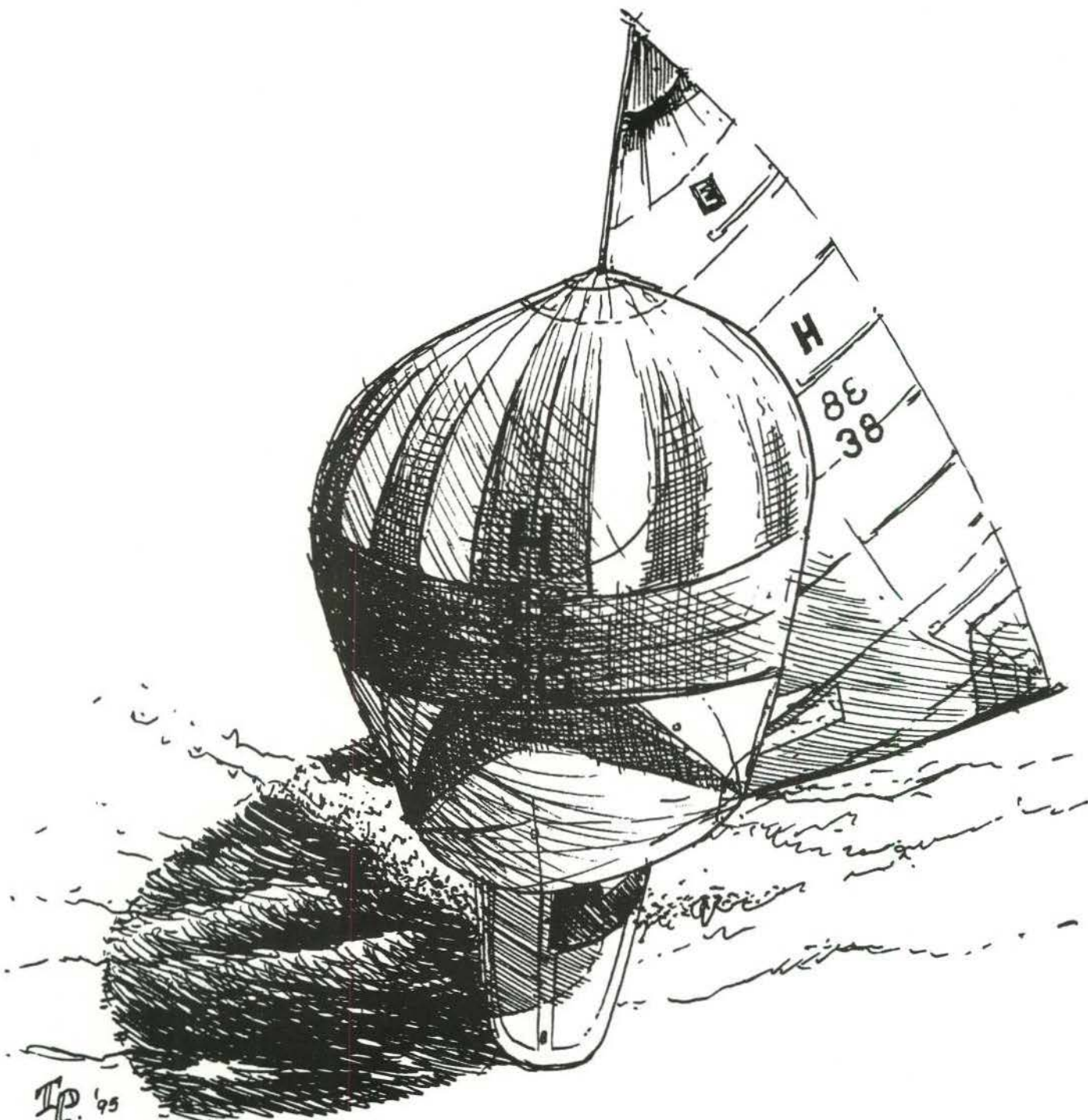
Annapolis, MD

September 30, October 1

1. Rick Turner (CH-6)
2. Dave Magno (LA-99)
3. Martin Stusek (AH-2)

Triple Crown Events

1. Dave Magno (LA-99)
2. Rick Turner (CH-6)
3. Pete Rochelle (HO-31)



TP. '95

Illustration by Tom Price

For Information on The NCESA

Harold "Bunny" Kuller, Vice Commodore
54 Woodland Circle
Edina, MN 55424
612-452-2240

Casey Call, Rear Commodore
6374 North College Avenue
Indianapolis, IN 46220
317-464-3473

Betty Welch, Secretary-Treasurer
239 Delevan Avenue
Corning, NY 14830
607-962-6319

Rick Roy, Chairman, Rules Committee
N28W29799 Shorewood Road
Pewaukee, WI 53072
414-357-2605

Bob Zak, Chairman of Measurement Committee
1356 S. Mississippi River Boulevard
St. Paul, MN 55116
612-690-1883

Thank You • Thank You • Thank You

Patrick Dunsworth
Jean Bunkelman
Sara McMurray
Joe Spinella
Tim Regan
Betty Welch
Alan Hickman
Pete Hagar
Mark Beaton
Rick Turner
Tom Price
Buzz Reynolds
Dave Magno
Dave Ferguson

Gordy Bowers
Jerry Millsap
Andy Burdick
Joe Welch
Irwin R. Fletcher
Mark Dunsworth
Vincent Porter
Lindsay Allen
Brady Perrigo
Molly Allen
Ted Beier
Bill Story
Denny Malone
Dan Quiram

I could not have done this without you!

Deb Malone
Publications Chair



Saving the Best of '95 for Last – Bill Allen (M-4) and

Photo by Patrick Dunsworth



Brian and John Porter (I-49)

Photo by Patrick Dunsworth

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



Bill Shelton 95 R
7 Bayside Drive
Madison WI 53704

FIRST CLASS