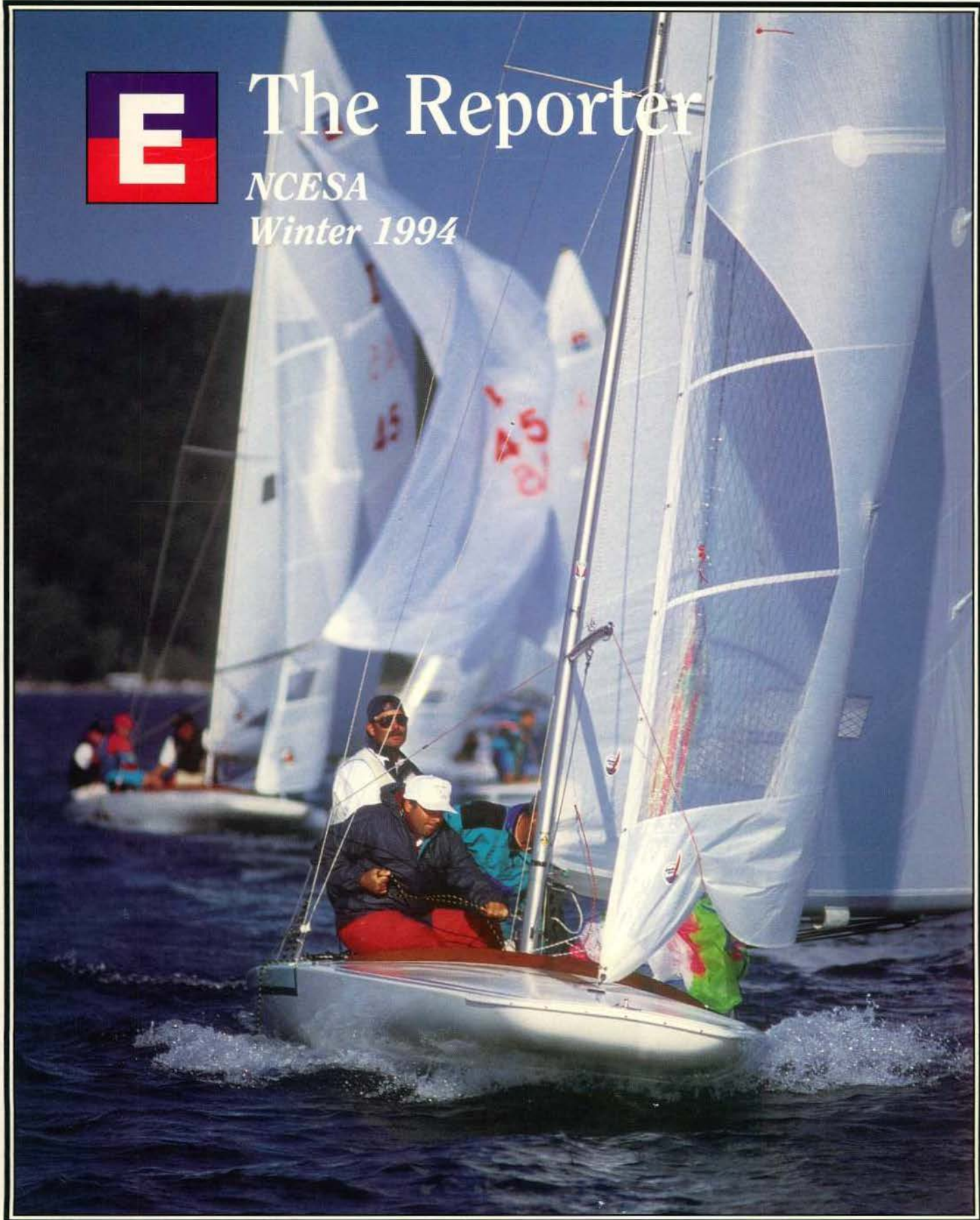




The Reporter

NCESA

Winter 1994



*Red Fleet winner Elam Kelson (GL-21): A Texan who races in Colorado at the Nationals in Michigan.
What a sport this is!*

Photo by Pat Dunsworth



Pretty in Pink! 1994 National Champion Dave Magno at Crystal. Photo by Pat Dunsworth

Commodore's Comments

by Denny Malone



Denny Malone, by land...

Another year has slipped by, and I think that there are several issues that the association will have to discuss/resolve over the winter. Hopefully, we will continue to have one of the strongest scow classes ever.

This year's Nationals was a good indication of the strength of the class. Sixty-four boats came to Crystal Lake for one of the best Nationals we have had in years. The weather was great, and as always, the people at Crystal were terrific hosts. In addition, many sailors went out of their way to travel the extra miles to get to Crystal Lake. I am hoping that we get the same sort of support next year at Little Egg.

Some of the issues that we will be tackling are leeward mark roundings, simplified rules and black flag. The leeward mark roundings have been a problem for many years. We have been using a leeward offset with varying degrees of success. It might be time to try a leeward gate. At the last two annual meetings the membership has voted to give it a try, and I think that it is time. This may not be the ultimate solution, but, in my opinion, what we have been doing is not working very well much of the time.

The simplified rules (experimental rules) were used by the ILYA this year, and all of the sailors whom I spoke with liked the result. There is a premium put on avoiding collisions, regardless of whom has right-of-way. I think that this can only help our problems at the leeward mark, and it will keep sailors out of the protest room.

As anyone who was at the Nationals can attest, running a regatta without the black flag can be quite a chore. There are very strong opinions from both sides of this argument. Is this too harsh a penalty for sailors who are over the line early? What if the race committee uses the black flag because they are not able to set a fair line, and they need to get a race in? On the other hand, is it fair to the majority of the sailors to start and start and start, and possibly not to



...and by sea! Photos by Pat Dunsworth

have the opportunity to get a race in because a small number of sailors are consistently over the line, drawing everyone else with them? I feel that if used in a responsible way, the black flag is a good race management tool and should be available to the race committee if needed.

By the time you read this, the board will have decided how the class will handle these and

other issues for the coming year. Hopefully, our decisions will make sailing more enjoyable for all of us. The only way that we can make the best decisions is for the membership to continue to pass their comments and feelings on to the board through letters, faxes, etc.

In closing, I would like to thank all of the volunteers who have helped me during the year. I am always amazed at the time and effort that so many people put into this association to make it work. I hope that the membership will continue with this kind of support in the future.

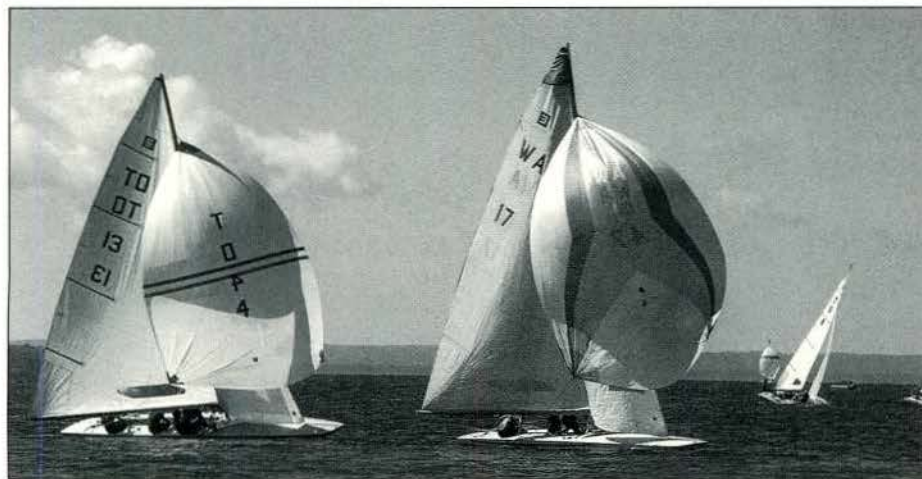
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WESTERN MICHIGAN INVITATIONAL

July 23-24 • Torch Lake, MI • by Denny Malone



Ed DeTar and Todd Hackelman, we think... It's a sail number nightmare!

The 1994 Western Michigan Invitational was held at Torch Lake. The wind conditions varied from light to as heavy as 15-18 mph, and the weather during the two-day regatta was great. All five races were completed for the first time in several years.

The first race on Saturday morning brought winds of about 5-8 mph out of the southwest. Casey Call got off to a fast start and headed up the right side to round the first mark just ahead of Tom Munroe. These two traded the lead back and forth for the first four legs of the W2¹/₂ course. On the last leg, Munroe went right one last time to win, and Call, going up the middle, finished fifth. This was also the first sign

of Lon Schoor's speed. He was as far back as tenth at the first leeward mark and finished second in the race.

After a break for lunch, the racing resumed farther north on the twenty mile long lake. The winds had shifted to the WNW and were varying from 10-18 mph. Chad Gould got off to a quick start to round the first mark just ahead of Larry Price and Bill Walter. At the first leeward mark, Price passed Gould to round first, and for the second time Lon Schoor had slipped back and rounded 13th. On the second upwind leg, Schoor figured out the correct side of the course and climbed back to third behind Price and Tom Klaben. These three changed places several times

with Schoor winning, Klaben finishing second (later DSQ'd), and Price third.

The wind picked up for the last race on Saturday to 15-20 mph. Paul Wickland has been known to be very fast in these conditions and this time was no exception. Wickland started well and led wire-to-wire. Denny Malone and Larry Price battled back and forth for second and third, with Price finishing second and Malone third.

That night was the only bad weather of the weekend. A very strong thunderstorm passed through the annual cook-out and made dinner very difficult. Special thanks should go out to the DeTar family who invited 75-100 people INTO their house for dinner Saturday night. THANK YOU!

Sunday morning again brought light winds from the southwest. The right side seemed to be the place to go, and the Crystal Lake boats headed that way. Bill Walter and Rob Terry rounded the windward mark first and second, with Larry Brown from White Lake third. Terry passed Walter downwind with Schoor creeping into third. Schoor continued his speedy ways to finish first. Rob Terry held on to second for the rest of the race, and Jeff Felinski finished third.

Before the last race the wind again shifted to the NW, and everyone headed up the lake. By the start of the race, the winds had picked up to 10-15 mph with some stronger gusts. After a couple of recalls, the race was off, and the boats that went right were rewarded with a big shift to the north at the end of the first beat. Terry Schieber was first around the top mark followed by Schoor and Larry Price. Several boats gybed at the offset and made it to the leeward mark without having to gybe again. As a result, Denny Malone rounded first, Ed DeTar second, and Lon Schoor third. Malone hung on to win with Schoor second and Jeff Felinski third.

Lon Schoor sailed a great regatta to win by a fairly large margin. Congratulations! Torch is a great lake to sail on, and we hope that we will see many of you there next year!

1994 WESTERN MICHIGAN INVITATIONAL

PLACE	BOAT	SKIPPER	R1	R2	R3	R4	R5	PTS.
1	H-7	Lon Schoor	2	1	7	1	2	12.5
2	TO-8	Denny Malone	7	6	3	8	1	23.25
3	MU-22	Paul Wickland	8	11	1	4	7	29.75
4	MU-49	Jeffrey Felinski	4	17	5	3	3	31
5	CR-100	Bill Walters	3	4	14	6	5	31
6	MU-11	Tom Monroe	1	10	6	14	11	40.75
7	MU-1	Pete Price	10DSQ	5	4	5	8	44
8	WA-99	Casey Call	5	7	16	7	10	44
9	CR-113	Larry Price	12	3	2	10	DNS	48
10	CR-66	Robert Terry	11	8	15	2	15	49
11	TO-23	Terry Scheiber	6	16	13	11	4	49
12	SL-1	Jay Dunwell	14	9	9	12	16	58
13	TO-44	Bill Christensen	9	13	10	13	14	58
14	TO-13	Ed DeTar	17	12	8	18	DNF	59
15	WH-1	Larry Brown	16	15	12	9	12	62
16	MU-400	Tom Klaben	14	2DSQ	11	15	9	72
17	18G-11	Paul Richards	13	20	17	17	18	83
18	WH-3	Chad Gould	18	14	19	21	13	83
19	WA-17	Todd Hackelman	19	19	18	16	DNF	93
20	G-12	Miller/Molesia/ Sorrenson	21	18	DNF	19	17	96
21	TO-1	Pete Comfort	20	21	20	20	DNS	102
22	LE-4	Rick Keenen	22	22	DNF	22	DNS	111

UP BAY CHALLENGE CUP

July 30 & 31 • Toms River, NJ • by Buzz Reynolds



Guess what? He saved it! Photos by Trish Murphy

This year's Toms River Challenge Cup was won by the team of Erik Johnson, Bill Warner, Allan Terhune and Clay Johnson of host Toms River Yacht Club. Saturday's races were sailed down bay on the Cedar Creek course in 15-20 knot breezes. Sunday's sailing took place on the Wannamaker course at the mouth of the Toms River in light and variable conditions. Johnson and crew won the last race to beat out Dave Magno and rookie helmsman Alex Smigelski who finished second and third.

Going into the last race, Magno led the regatta but Johnson and Smigelski had the chance to win the Challenge Cup if they placed first.

Team Johnson bet that the left side of the course would pay in the 3-7 knot conditions and went for the pin position at the start. They won the leeward position and continued out left where they found some breeze. Tacking to cross the fleet, they led at the first mark by a comfortable margin.

UP BAY REGATTA

PLACE	BOAT	SKIPPER	PTS.
1	T-18	Erik Johnson	8.5
2	LA-99	Dave Magno	9.5
3	HO-47	Alex Smigelski	10.75
4	LA-88	Paul Magno	22
5	KU-1	George Welch, Jr.	25
6	T-17	Cliff Campbell	26
7	LE-8	Jack Lampman	27
8	IH-12	Kirby Slack	27
9	IH-17	Philip Reynolds	33
10	CH-6	Rick Turner	34
11	IH-27	Had Brick	34
12	LE-37	John Cranmer	43
13	HO-31	Peter Rochelle	47
14	HO-32	Tom Wiss	49
15	MA-10	Dick Wight	52
16	LE-3	Bob Donat	52
17	LE-54	Tom Cox	57
18	LA-5	Tim Faranetta	59
19	LE-10	Pete Langborgh	65
20	LE-18	Tom Scheuerman	69
21	IH-44	Fred Slack	82
22	OG-4	Joseph King	84
23	BH-11	John Harkrader	84

Smigelski rounded second but never had a chance to get within striking distance of Johnson. Magno fouled at the off-set mark, did a 720, and thereafter was out of reach of T-18.

Saturday's racing saw some of the best sailing the fleet has had in a long time with steady southeasterly winds of 15-20 in the wide, open Cedar Creek course area. Unfortunately, the left side of the course was in shallow water. Halfway up the first beat of the first race, part of the fleet headed left until they ran aground and were forced back to the right.

Also, a cumulus cloud formation hovered off to the west all day and gave a strong southwesterly influence to the sea breeze. These two factors combined to favor the right corner in the three races sailed Saturday.

Cliff Campbell, with his many years of experience on the bay, figured out the wind pattern and led at the windward mark. However, he hit the mark, did a circle to absolve himself and watched transoms the rest of the race. Johnson took over the lead and sailed conservatively to win the first race.

During the first race Fred Slack saw an opportunity to shop for Saturday night's dinner in the shallows of Barnegat Bay. He calculated he could sail downwind with the chute up and drag for clams during the race, thereby saving himself a trip to the supermarket after the races. I'm sure Suzy had her doubts. Anyway, IH-44 was planing along, digging up clams left and right when a puff and a sand bar joined forces at the wrong moment and flipped the boat over. When interviewed after the race Fred was quoted to have said, "At least I could walk around to the top of the mast, right the boat and never get wet!"

The second and third races were pretty much drag races to the right corner. Dave Magno, Paul Magno and Alex Smigelski traded leads during the second race with Dave getting the better of his brother and Alex downwind. The third race saw Alex Smigelski and Jack Lampman swapping leads, with Alex finally out-motoring Jack in a foot race to the right.

While Saturday's racing put a premium on good starts and boat speed, Sunday required a patient hand on the tiller as the wind was all over the place with big holes and shifts. It generally paid to avoid the middle and pick a side.

Magno made a strong move to the left at the start of the fourth race, picked up a puff and rode it back to the right where he saw some new wind filling in. Johnson worked the left side while Smigelski, who looked good initially, got caught out of place and collapsed in the middle. Magno led all the way around. Johnson & Smigelski had their worst races.

Due to a throw out, the finale was set up as a three-way race with the edge to Magno. Johnson or Smigelski had to win if they were to take home the silver. Magno had to try and prevent both from winning. Considering the fluky conditions it was doubtful that any covering game would work against just one competitor, no less two. Magno made the



Now this is what you call close sailing...

correct strategic decision to sail his best race and see how things looked after the start.

Unfortunately for Magno, Johnson decided to start by the pin and go hard left after the start. It appeared risky but in these conditions committing to one side or the other usually pays, and the left looked like it had more breeze. It was a good move by Johnson who got the breeze and crossed the fleet. From then on Smigelski and Magno were chasing after him hoping for a break, but to no avail.

It was a well-sailed series competed in all kinds of different conditions. Watching from the sidelines, it is so much

easier to see what to do and what not to do. First, it is important to have a good start and get into clear air as soon as possible. The committee boat side of the line makes strategic sense if you are not a good starter. The ability to tack to port right away in clear air makes up a lot even when the port end is heavily favored.

Second, downwind there appears to be a tendency to follow the pack versus jibing off to port and playing the shifts or getting clear air. A lot of boats made big gains by avoiding the pack and sailing their own races downwind.

Third, mark roundings make an incredible difference. Gaining inside position, keeping the boat moving and not getting fouled up with a herd of other boats are extremely important. This is where the leaders put a lot of distance on the pack. I believe a "gate" leeward rounding with two marks that a boat could take either way would keep the pack in closer distance to the leaders as well as cut down on a large number of fouls that never get protested or acknowledged.

Last, I think having a throw out race makes a regatta a lot more exciting for everyone with the best sailor still winning. It keeps the scores a lot closer later into the regatta so more people feel they have a chance at winning. Also, it allows those with a bad race early on to continue sailing their best rather than knowing right away they have no chance at the silver. This is especially true if you have traveled a long distance to a regatta.



Team Puberty (up past their bedtime) takes the gun and the regatta



All action and no talk on Magnum Force



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at

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EASTERN CHAMPIONSHIP

August 3-5 • Toms River, NJ • by Dave Magno



Tim Turns Thirty. Now this is a party boat.
Photos by Trish Murphy

The 1994 Eastern Championship was sailed on Barnegat Bay with Toms River Yacht Club as the host club. Unfortunately, the regatta was lightly attended but this was not unexpected since the total number of E-boats on the East Coast has definitely been reduced this year. However, while the regatta did not have great attendance, it certainly had a clear-cut winner. There is certainly nothing like consistency to win a regatta, and this year's champion showed us that. Race after race his competitors fell by the wayside, be it by fouls, capsizes, breakdowns or poor races.

The racing started on Wednesday on the Cedar Creek course. This race course is an open and deep area in Barnegat Bay south of Seaside Park and opposite Island

Beach State Park. The air was very light, and the Committee was forced to postpone and wait for wind. Soon a light southeasterly arrived, and the race was started. The entire race was sailed in light shifty air that gradually built as the day progressed. It was hard to pick a favored side because the wind was so shifty and it was impossible to tack on every shift because it was so unstable. In general, it seemed to pay to find the places with some velocity and avoid the lay lines. Henry Bossett was able to lead early on the east side of the course and jumped to a big lead when he hit the first right shift as he traveled south. Henry led virtually the entire race though Erik Johnson passed him for a short period at the end of the second run. Henry was able to work inside of Erik on the last beat and slipped by him for the victory; Erik was easily second. George Welch, Jr. got the third, sailing that position for almost the entire race. Meanwhile, another bunch of boats had a hotly contested battle for fourth. Dick Wight and Paul Magno collided at the finish line, forcing both boats to fly protest flags. Ultimately, LA-88 was given a 60% penalty. Dave Magno was next to cross the line in sixth with Runnie Colie closely following in seventh.

Race 2 was sailed in a nice breeze which surprisingly did not shift farther to the southwest but actually moved farther to the east. Runnie Colie escaped from the pack near the end of the first leg and was never threatened again as he romped to the win. Interestingly enough, he did not get a great start, but great speed in getting to the right place got him that big lead. Dan Crabbe took second by making money on the east side of the course. Rick Turner was third, followed by Dave Magno and Erik Johnson. After the first day, Erik Johnson led with seven points, Runnie Colie was second with 7³/₄ and Dave Magno third with ten as nobody put together two great races.

The second day of the regatta had wind right from the start. On the tow out to the Cedar Creek race course, the southerly wind was already freshening. Race 3, which was three laps, go off in a good southerly. This race had all the

EASTERN CLASS E SLOOP CHAMPIONSHIP

PLACE	BOAT	SKIPPER	R1	R2	R3	R4	R5	R6	PTS.
1	T-18	Erik Johnson	2	5	3	4	1	10	24.75
2	MA-4	Runnie Colie	7	1	9	11	2	6	35.75
3	MA-10	Dick Wight	4	10	8	3	10	1	35.75
4	HO-47	Alex Smigelski	12	9	1	2	3	12	38.75
5	LE-8	Jack Lampman	19	8	2	6	6	2	43
6	HO-31	Peter Rochelle	9	14	5	7	8	3	46
7	CH-6	Richard Turner	11	3	11	13	12	5	55
8	IH-27	Had Brick	15	6	4	1	5	DNF	55.75
9	T-17	Cliff Campbell	13	7	15	8	4	PEN 11	58
10	LA-88	Paul Magno	PEN 5	PEN 25	6	9	7	9	61
11	LA-99	Dave Magno	6	4	10	10	11	DNF	66
12	IH-17	Phil Reynolds	8	21	13	12	9	11	74
13	KU-1	George Welch, Jr.	3	20	7	5	DNF	DNC	85
14	T-8	Dan Crabbe	17	2	16	14	14	DNF	88
15	SS-26	Henry Bossett	1	11	12	DNF	15	DNF	88.75
16	BH-11	John Harkrader	18	18	17	17	13	7	90
17	IH-44	Fred Slack	10	17	19	15	DNF	8	94
18	HO-32	Tom Wiss	14	19	20	16	17	DNC	111
19	WA-99	Casey Call	16	13	18	19	DNC	DNC	116
20	BH-2	Sam Merrick	21	16	14	DNF	16	DNC	117
21	CH-5	Dick Turner	20	15	22	DNF	18	DNC	125
22	HO-45	James Flynn	22	23	21	18	DNF	DNC	134
23	OG-4	Joe King	23	22	DNF	DNC	19	DNF	139
24	HO-37	George Drawbaugh	DNC	DNC	DNC	DNC	DNC	DNC	DNC



Team Dan Crabbe. Never a dull moment.



Alex Smigelski, collegiate All American, collegiate Sailor of the Year, Mallory Champion and 1994 Laser Masters North American Champion, finished fourth.

makings of your more classic southerly where it pays to go right and get the gradient southwesterly wind shift on top of the sea breeze. This race was owned by Alex Smigelski who went right early and roared away upwind. The rest of the race was close with a tight knit pack rapidly exchanging positions. On subsequent windward legs it seemed the biggest gains were made by those who traveled east. Because it was early in the day, there were still some of those southeasterly shifts on the east side of the course and some people moved up through the fleet dramatically. Jack Lampman was second, followed by a consistent Erik Johnson, with Had Brick and Peter Rochelle getting quicker.

Race 4 was held in your classic afternoon southerly sea breeze. While the wind was solid, it was certainly very manageable. However, there was enough air to cause some capsize and institute some exciting rides on the runs. Had Brick got a great start and took advantage of a little shift to the left to move out to a big lead over the bulk of the fleet that went right early. Alex Smigelski, who found this big wind to his liking, soon got himself into second place and went charging after Had Brick. Charge as he may, Alex never got closer than within a few boat lengths of Had and they finished one/two, far outdistancing the fleet. Dick Wight was third, with Erik Johnson fourth and George Welch fifth.

After two days, Erik's consistency gave him a commanding lead with fourteen points. He and crew Clay and Reed Johnson (on separate days), Bill Warner and Allan Terhune, Jr., were optimistic. Alex's great day jumped him up to second with $23\frac{3}{4}$. Dick Wight slid into third with 25, while Had Brick moved up to fourth with $25\frac{3}{4}$. Runnie Colie and Dave Magno fell off the pace with $27\frac{3}{4}$ and 30 points respectively.

The last day of the regatta had the prediction of storms. There was no doubt that they would be coming and you just knew it would be windy based on the two days before. Because of the weather and the lack of rescue boats, the Race Committee made the decision to sail either the Wanamaker or Seaside Course and not chance going all the way down to Cedar Creek. When the boats went out for the race, the wind was from the western quadrant and it seemed

drier, almost as if the front had already passed. But before the Committee could really set a line, the wind shifted back to the south and the sea breeze took hold.

Race 5 started in a fresh southerly and Had Brick jumped to a lead. Unfortunately for him, at the completion of the first lap an auxiliary sailboat hooked the leeward offset and dragged it farther from the normal mark. Some boats still went around the offset and some just tacked around the regular mark. So with protest flags flying in the fleet, the Race Committee made the wise decision to abandon the race rather than deal with a slew of YMPs.

The actual Race 5 turned out to be a totally different story. Erik Johnson won this race for his only regatta first, but it was a timely victory which enabled him to realistically outdistance the fleet. He was followed closely by a hard charging Runnie Colie and Alex Smigelski for second and third. Cliff Campbell was fourth and Had Brick fifth.

Going into the last race Erik was sailing for a reasonable double digit figure to clinch the victory. This seemed very likely considering all his races were top five's. The wind continued to build as the storms approached. Certainly Race 6 was going to be an exciting affair. Dick Wight finally got the first leg he was looking for so that he could use his excellent downwind speed to capitalize on his first mark lead. With the wind really howling, the race almost turned into a shambles as the capsize and damages mounted. Wisely, the Committee shortened the race to finish at the end of the second beat and ahead of the rapidly approaching thunderstorms. Dick Wight won this race, as Erik Johnson, sailing conservatively and avoiding capsize and breakdowns, registered a regatta clinching tenth. Jack Lampman and Peter Rochelle enjoyed the wind to finish second and third. Cliff Campbell was fourth with his "I" flag and Rick Turner was fifth.

Erik Johnson's $24\frac{3}{4}$ points easily outdistanced Runnie Colie's $35\frac{3}{4}$ as Colie rallied to best his son-in-law, Dick Wight, on tie breaks. Alex Smigelski dropped to fourth with $38\frac{3}{4}$ as a last race capsize tacked on twelve damaging points. Jack Lampman's 43 points closed out the top five with solid last four race finishes of 2 - 6 - 6 - 2.



It must have been a full moon.

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DOWN BAY REGATTA

August 13-14 • Little Egg Harbor, NJ • by Peter McGowan



Getting it up on IH-17. Photos by Trish Murphy

The 1994 Little Egg Invitational (Down Bay) Regatta, normally a three-race event, was sailed on Saturday and then abandoned on Sunday due to 30 knot plus winds and heavy chop.

The morning race on Saturday was a W 21/2 started in 10-12 knot winds from the south. Dick Wight (MA-10) and the mysterious skipper of HO-47, Peter Commette (unknown to anyone who missed out on the 70's), jumped out to an early lead and proceeded to battle it out for first place throughout the race.

As things progressed, the wind lightened and shifted to the southwest. On the last leg Had Brick (IH-27), who had rounded the leeward mark fifth and 200 yards behind the leaders, sailed to the right hand corner, picked up a 10° shift and moved into second place in the last fifty yards of the race, finishing just behind Wight and squeaking out Commette.

The second race began under the same conditions as the first; however, at the start a sea breeze began to affect the

course with a 30° shift to the east from the pin to about halfway down the starting line.

Had Brick and local sailor Jack Lampman (LE-8), feeling that the sea breeze would not last, headed for the right-hand side only to find themselves in the 20's at the weather mark.

Boats that had started at the pin and immediately tacked onto port found themselves lifted to the weather mark.

Kudos to Paul Magno (LA-88), who sailed to the wrong side for about the first third of the leg but tacked over to the left, rounded the weather mark in the teens and was able to finish seventh for the race. A great job of digging out!



Peter Commette steers PETE AND THE POLLAK (a boat he shares with Alex Smigelski). Terry Kempton (making a guest appearance in the middle) demonstrates some of his famous body language.



Three peas in a pod!



Cliff and the Demand Brothers checking on Walter.

'94 LEHYC INVITATIONAL REGATTA

PLACE	BOAT	SKIPPER	R1	R2	PTS.
1	MA-10	Dick Wight	1	2	2.75
2	LA-99	Dave Magno	5	1	5.75
3	T-18	Erik Johnson	4	3	7
4	HO-47	Peter Commette	3	5	8
5	T-17	Cliff Campbell	9	4	13
6	LA-88	Paul Magno	8	6	14
7	IH-17	Phil Reynolds	7	8	15
8	IH-27	Had Brick	2	17	19
9	LE-8	Jack Lampman	6	16	22
10T	LA-5	Tim Faranetta	14	10	24
10T	SS-26	Henry Bossett	10	14	24
12	AH-2	Tom Martin	21	7	28
13T	T-8	Dan Crabbe	11	19	30
13T	LE-5	Walt Lenhard	19	11	30
15	LE-10	Peter Langborgh	18	13	31
16	LE-54	Tom Cox	23	9	32
17	LE-18	Tom Schuerman	20	12	32
18	LE-37	John Cranmer	12	21	33
19	AH-11	Bill Nolden	13	20	33
20	BH-2	Sam Merrick	16	18	34
21T	AH-1	Bob Turner	15	22	37
21T	MA-18	Cliff Lewis	22	15	37T

WESTERN MICHIGAN CHAMPIONSHIP

August 10-13 • Muskegon, MI • by Jeff Felinski

The 65th Annual Western Michigan Yachting Association Regatta was held on Muskegon Lake August 10-13, 1994. Twenty-three crews arrived with high hopes for four days of Great Muskegon sailing. Along with the E's were fleets of C's, MC's and Butterflies. The E schedule was one race for Wednesday and Thursday with two back-to-back on Friday and a final race on Saturday.

Wednesday brought light winds and some rain. The fleet headed out for the 10:00AM start only to end in no race due to winds that failed to fill in. Some of the E fleet sailors were lucky enough to be sailing in the other fleets when some wind developed for the later races in the day. Spectator boats were available, and many E sailors took advantage of this to watch some of the other action.

Thursday's race saw light winds out of the east that later shifted to the southeast. Friday also brought about light and shifty conditions. Once again Brereton dominated followed by Bill Walter, Dave Koch, McMurray/Gill, and Spring Lake's Fox/Reuterdaahl. The wind refused to cooperate and no second race was sailed.

Saturday looked good early with the E's scheduled to start at 2:00; however, as time progressed the picture got worse. Several times during the MC race the fleet disappeared from view as heavy fog rolled in and the winds died.



Moment of Reckoning at the Western Michigan Championship. Photo by Ted Slater

The C and MC sailors all found their way back to regatta headquarters at the Muskegon Yacht Club but the afternoon's E race never got underway.

Even though Muskegon Lake didn't provide the "never cleat anything" sailing it is known for, everyone seemed to enjoy the regatta. There were parties every night and the facilities were excellent thanks to hard work by regatta hosts Pete and Nancy Price.

WESTERN MICHIGAN CHAMPIONSHIP

PLACE	BOAT	SKIPPER	R1	R2	PTS.
1	TO-101	Art Brereton	1	1	0
2	W-30	David Koch	2	3	8.7
3	WH-88	McMurray	4	4	16
4	MU-1	Pete Price	3	10	21.7
5	CR-113	Larry Price	5	7	23
6	CR-100	Bill Walter	15	2	24
7	MU-11	Tom Monroe	6	8	25.7
8	SL-8	Fox/Reuterdaahl/Fox	14	5	30
9	WA-11	Chris Herdrich	8	11	31
10	WH-1	Larry Brand	10	9	31
11	MU-22	Paul Wickland	9	6	31.7
12	MU-400	Tom Klaban	7	13	32
13	SL-39	Chris Eggert	13	14	39
14	CR-66	Rob Terry	12	16	40
15	MU-7	Steve Schiller	16	12	40
16	MV-49	Jeffrey Felinski	11	20	43
17	I-27	Bill Freytag	18	15	45
18	SL-12	Tad Welch	20	17	49
19	SL-88	Fox/Waring	17	23	52
20	SL-111	Bill Waring	22	18	52
21	WH-11	Tracy Brand	19	22	53
22	G-12	Molesta/Sorensen	23	19	54
23	SL-18	Bob Knappe	21	21	54

Food For Thought

A good sense of humor and a contagious never-say-die attitude can do wonders with a frustrated or discouraged skipper or crew.

Written by David Dellenbaugh in *Cruising Magazine* and submitted by Wendy Thrower

1983 Melges "E"

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INLAND CHAMPIONSHIP

August 20-23 • Green Lake, WI • by Andy Burdick

ILYA CHAMPIONSHIP

PLACE	BOAT	SKIPPER	R1	R2	R3	R4	R5	R6	PTS.
1	M-9	Tom Burton	1	2	1		13	4	30
2	MA-4	Richard Wight	9	4	14		1	2	46
3	M-4	Bill Allen	3	3	7		5	10	50.4
4	M-11	John W. Dennis	2	10	4		16	9	64
5	V-599	Chris Pinahs	6	6	18		6	3	64.8
6	V-137	Jim Gluek	8	1	2		18	18	65
7	M-67	David Ferguson	11	5	6		15	14	79.7
8	I-49	Brian Porter	15	9	35		3	1	82.7
9	V-26	Paul Biber	27	7	27		2	5	92
10	M-8	David Chute	23	15	3		28	15	110.7
11	W-12	Don Nelson	5	28	41		4	7	112
12	V-333	Bob Biber	16	8	15		34	13	116
13	V-18	Will Perrigo, Jr.	4	11	38		11	25	117
14	W-1	Jule Hannaford, IV	22	19	28		10	11	120
15	V-5	Tom Hyslop	18	17	8		27	21	121
16	M-1	Rob Evans	12	12	9		39	20	122
17	H-7	Lon Schoor	17	23	12		44	17	143
18	LA-99	Dave/Paul Magno	19	20	32		26	16	143
19	D-5	Fred Stritt	10	36	13		33	28	150
20	UM-11	Brant Nelson	44	22	11		37	8	152
21	UM-7	John Barlow	38	27	17		20	24	156
22	W-30	Tim Regan	34	40	5		19	29	156
23	H-38	Bill Hanson	24	26	34		14	30	158
24	V-722	David W. Koch	26	41	30		8	23	158
25	X-2	James Zaiser	30	29	24		25	26	164
26	V-88	Ruf/Friend	7	18	DSQ		9	43	166
27	J-1	Jeff Schloesser	20	14	31		30	44	169
28	A-17	Chris Lieber	40	35	22		38	12	177
29	A-9	Michael Darrow	13	DNF	20		22	33	177
30	H-14	Bill Mattison	39	21	26		32	32	180
31	J-46	Dan Buckstaff	21	25	DSQ		12	34	181
32	V-50	Rick Kotovic	37	33	19		21	41	181
33	M-2	Tom Meyer	29	43	DSQ		17	6	183.7
34	I-333	Davenport/Colman	45	16	10		46	45	192
35	M-33	Fred Chute, Jr.	14	47	40		29	36	196
36	I-5	Jay Wittenstrom	46	24	45		24	35	204
37	J-80	Jon Schloesser	25	DNF	36		23	31	204
38	X-3	Robert Foote, III	31	48	21		36	40	206
39	W-87	Ken Broen	52	32	16		47	39	216
40	A-111	Brian Sprinkman	41	49	39		31	27	217
41	J-151	Larry Hirschberg	28	30	25		48	DNF	220
42	V-72	Eric Wilson	33	38	23		43	58	225
43	KU-1	George Welch, Jr.	36	DSQ	37		19	48	229
44	J-12	Jack Schloesser	35	42	29		41	DNF	236
45	I-13	Bob Youngquist	50	13	44		52	51	240
46	M-6	David Evans	53	46	33		45	38	245
47	J-2	Robert L. Cummins	47	DNF	47		35	37	255
48	J-5	Bill Wyman	48	34	42		42	DNF	255
49	H-23	Jeff Russell	32	DNF	49		40	47	257
50	L-8	Andy Armstrong	49	31	DSQ		53	46	268
51	L-1	William MacNeill	57	44	48		51	48	278
52	L-5	Todd Weir	54	51	46		49	49	279
53	H-9	Tom Teska	51	50	50		50	50	281
54	D-66	Phil Mattison	42	49	43		DNS	DNS	282
55	V-511	Kimberly Haines	43	39	DNS		DNS	DNS	289
56	L-10	Hovey Tinsman	56	53	53		55	51	298
57	L-34	John Hayashi	55	52	51		54	DNF	301
58	L-4	Barry Rogers	58	45	52		DNF	DNF	303



Don Nelson, chuting the breeze! Photos by Pat Dunsworth

The 1994 E Inland Championship on Green Lake, Wisconsin, proved to be some of the toughest and most exciting E-racing all season long. Tom Burton, skipper of M-9, won his first Inland E Championship in style after placing in the top five so many times! Crew Bruce Martinson and Emmitt Holden shared in the victory, which they captured in a range of strange and sometimes marginal conditions.

Green Lake, which is a very large inland lake, usually features consistent tight racing. Not so for this Inland Championship! Race 1 was just the beginning as the 58 boat fleet headed out in what seemed to be a steady 10-15 mph breeze. As the drizzle moved in, the breeze died and the boats with four people sometimes had three on the low side.



Gluek gliding on Green Lake.

Fred Stritt, sailing D-6, rounded the first weather mark with a nice lead only to fade the first time downwind. Then the breeze smoked in from the right side of the run and the players over there made big money. Tom Burton built a nice lead to win the first race over John Dennis of Minnetonka. Bill Allen finished a close third.

The second race of the regatta was Sunday morning in very light air, so light that one-third of the fleet did not finish! Did not finish?! Did the race take all day?! Yes! Jim Gluek, sailing Kingfisher V-137, led from start to finish in this light and variable condition. Tom Burton was in the hunt again pursuing the Kingfisher around the course. A boat handling seminar was put on by Gluek and Burton as they jibed seventeen times down one of the runs! Burton could not sneak by. Gluek won Race 2 with Burton in second and Bill Allen in third. Fourth went to.....well they were way behind; in fact, so far behind that the first three boats were in and having dinner by the time the fourth boat finished! Needless to say, after two hours went by, the committee took the last positions at the last leeward mark.

Race 3 was much of the same as Monday morning dawned: warm, sunny and not much wind! Again the committee decided to sail the fleet and again Gluek and Burton battled for first and second! This was an important duel. This could be the regatta! Burton held on to beat Gluek in a grudge match. The two-boat race left the rest of the fleet behind, so far behind that again the race committee had to take positions from the last leeward mark. Much of the fleet had to drift and sit in the sun and no wind for hours! This really was starting to be a test of patience.

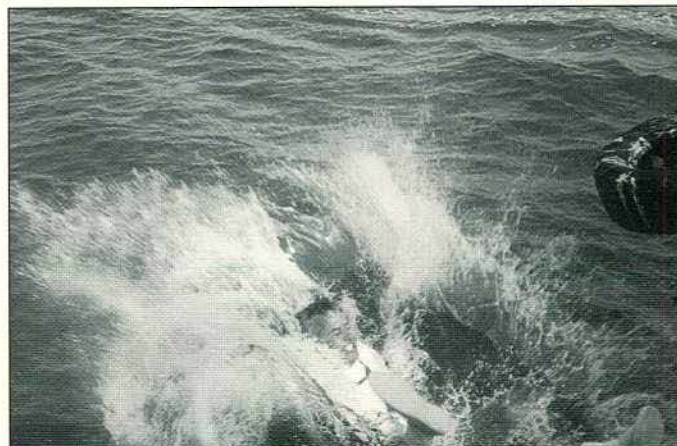
The stage was set for a last day shoot-out between Burton, Gluek and Allen. Two races were sailed in moderate conditions on this nice sunny day. Perfect conditions finally. New faces appeared in the front of the fleet as Paul Biwer, sailing V-26, started first and increased his lead. Team Biwer sailed a great race up to the finish and did all the text book drills! He sailed fast, covered the leaders and kept his team-work together; however, Dick Wight snuck out to a corner and came rumbling in to beat Paul by literally a foot! Burton was back in the pack and Gluek was trying to catch up from being behind. Allen finished a very good race in fifth, Burton finished 13 and Gluek 18. Who was going to take charge and win this event?

Tom Burton, in the final race, sailed to a fourth and clinched his first Inland Championship! Congratulations, Tom, on a great regatta. Brian Porter put his boat into Full Throttle and smoked the fleet in Porter conditions. Dick Wight had a 1-2 the last day to finish second in the regatta and Billy Allen finished tenth the last race to finish third overall.

Tom and crew broke out the champagne at the traditional Inland ceremony. This was a tough regatta and Tom sailed competitively throughout to take home his first Inland crown.



Tom Burton and gang. Waiting for their U-haul.



Upon reviewing this photo, Burton commented, "That's not a smile. I'm saying 'Oh, shit!'"



Take another look! This is during the race.

NCESA CHAMPIONSHIP

September 8-10 • Crystal Lake, MI • by Phil Barow

1994 E SCOW NATIONALS

PLACE	BOAT	SKIPPER	R1	R2	R3	R4	R5	R6	PTS.
1	LA-99	Dave Magno	(7)	2	7	7	5	2	23
2	M-9	Tom Burton	4	10	2	11	1	(DNF)	27.75
3	M-4	Bill Allen	5	9	3	6	11	(16)	34
4	M-67	David Ferguson	1	4	5	9	21	(27)	39.75
5	I-49	Brian Porter	15	8	6	2	(38)	13	44
6	M-11	John Dennis	9	6	13	4	(27)	12	44
7	I-45	Andy Burdick	3	(30)	25	10	4	3	45
8	IH-27	Had Brick	11	(24)	14	3	6	14	48
9	T-18	Erik Johnson	2	27	12	1	(31)	8	49.75
10	H-7	Lon Schoor	(43)	17	1	13	2	17	49.75
11	LA-88	Paul Magno	6	14	(17)	14	8	9	51
12	V-5	Tom Hyslop	8	(46)	10	5	17	15	55
13	MU-1	Pete Price	14	(19)	9	16	12	6	57
14	M-8	David Chute	10	5	8	24	25	(37)	72
15	W-30	Tim Regan	18	1	19	18	18	(30)	73.75
16	H-1	Dierk Polzin	(32)	12	20	22	19	5	78
17	WH-88	Brian McMurray	(34)	20	4	30	24	4	82
18	M-15	Peter Slocum	(37)	18	11	17	7	35	88
19	LE-8	Jack Lampman	19	11	29	8	(46)	29	96
20	WH-1	Larry Brand	16	(52)	21	33	26	1	96.75
21	MU-22	Paul Wickland	27	7	27	(29)	10	28	99
22	GL-21	Elam Kelson	36	(47)	18	15	3	34	106
23	MA-4	Runyon Colie, Jr.	(35)	26	16	19	22	23	106
24	CR-66	Robert Terry	26	25	26	23	(37)	11	111
25	CR-37	Richard Morris, Jr.	38	22	30	12	13	(46)	115
26	MU-49	Jeffrey Felinski	17	13	39	(42)	23	24	116
27	MU-400	Tom Klaban	45	16	15	26	16	(DSQ)	118
28	SL-8	David Fox	53	15	23	(DNF)	20	18	129
29	WA-99	Casey Call	(48)	33	24	36	29	10	132
30	M-77	Woody Jewett	20	40	(50)	39	30	7	136
31	V-88	Ruf/Friend	(46)	3	28	34	41	31	137
32	IH-17	Phil Reynolds	22	29	22	25	(39)	39	137
33	LA-5	Tim Faranetta	25	(54)	42	21	35	19	142
34	WH-8	Jay Dunwell	21	31	(43)	41	32	20	145
35	TO-8	Dennis Malone	24	36	33	35	(42)	21	149
36	WA-47	Bob Herdrich	28	(43)	34	27	28	32	149
37	UM-7	John Barlow	(50)	37	45	31	15	22	150
38	MU-11	Thomas Munroe	(DNF)	23	31	20	57	25	156
39	I-13	Bob Youngquist	30	44	35	43	9	(DNF)	161
40	CR-50	Ed Schindler	41	21	(DNF)	45	14	40	161
41	CR-100	Bill Walter	12	45	37	(DSQ)	47	36	177
42	W-136	David Kenyon	31	38	36	28	45	(DNF)	178
43	W-10	Bob Zak	13	42	32	(DNF)	36	DNF	187
44	HO-32	Thomas H. Wiss, IV	29	35	46	38	40	(DNF)	188
45	CR-113	Larry Price	(DSQ)	28	44	40	34	44	190
46	WH-11	Tracy Brand	47	41	41	(DNF)	48	26	203
47	WA-66	David Irmischer	39	(53)	40	32	51	45	207
48	LE-3	Bob Donat	(55)	48	51	37	33	38	207
49	J-5	Bill Wyman	23	39	48	50	55	(DNF)	215
50	H-38	Stephen Suhr	44	49	38	46	44	(DNF)	221
51	BC-4	Mark Kiefer	(59)	34	49	47	54	42	226
52	WA-49	Mike Beesly	51	51	(57)	52	49	33	236
53	S-11	Ray Bunse	33	59	60	55	(61)	41	248
54	CR-77	George Lindner	(58)	57	47	44	50	50	248
55	CR-60	Norman Olson	57	50	54	49	(60)	47	257
56	GL-31	Jason Sutherland	56	(63)	53	51	56	43	259
57	WA-10	Mike Smith	49	55	56	48	(58)	52	260
58	WA-11	Chris Herdrich	60	(62)	55	54	43	49	261
59	CR-28	Sam Stewart	52	(58)	52	57	53	48	262
60	V-333	Bob Biwer	42	32	(DNF)	DNS	DNS	DNS	269
61	S-17	David Crosby	40	60	61	56	62	(DNF)	279
62	W-617	Tim Black	61	56	59	53	52	(DNF)	281
63	WA-3	Terry Moorman	54	61	58	(DNF)	59	51	283
64	CR-13	Jim Hanley	62	(DNF)	62	DNF	63	53	304



Head judge Jim Fitzgerald signals all clear. Photos by Pat Dunsworth

Pulling into the parking lot at Crystal Lake Yacht Club, I expected to hear a steel drum band playing and to see waiters serving rum cocktails under palm trees. Much to my disappointment, the lake did not offer a venue for para sailing and shark fishing like most other Caribbean paradises; however, the lake did provide one of the best racing venues for scow sailing and live up to its reputation as an E-scow sailor's dream. The warm weather, the lake, and the quality of the competition all contributed to a near perfect regatta at a dream location.

Team LA-88 was ready to sail on what was instantly labeled "E-Scow Heaven." In fact, during our first sail we marveled at the crystalline turquoise water, a similar color to mouthwash, as it passed the bailer door. Testing the waters that afternoon built both anticipation and hunger: anticipation for the upcoming regatta and hunger for the evening's repast. That night most sailors unfamiliar to the area were surprised to find themselves on a beach that could easily have been passed off as the Atlantic Ocean (save the obnoxious salty smell). After the sailors enjoyed the sunset and a meal over the big lake from Pt. Bessie, there occurred a migration of sailors from the beach to the local pub, Baker's Bar, possibly due to the 75 cent drafts and ample pool tables.

Day One began with sailors recapping their post-Baker's Bar swimming stories over donuts and orange juice. This did not last long as the fleet knew race time was drawing near. A light westerly greeted the sailors for the first start; the fleet's anxiousness showed in the first general recall. Once the race did begin, it almost ended when the wind died some time down the first downwind leg. The first leg saw Dave Ferguson (M-67) and Erik Johnson (T-18) work to the shore and take the lead around the first mark; Bill Allen (M-4) and Tom Burton (M-9) made a run for the money in the middle, but fell short and rounded third and fourth. As the breeze died to under three knots during the first downwind, many unpleasant memories of the Inlands arose. Then the race took a turn for the better as new breeze came in from the left on the third leg, which propelled Johnson into striking



Calling in sick.

distance of the first place boat. And so it went. Ferguson grabbed the honors with Johnson as the bridesmaid followed by Burton, Andy Burdick (I-45) and Allen. The finishers dashed to the yacht club to grab some lunch after race one. (Incidentally, Johnson and Ferguson also did well in the race to the yacht club for lunch.)

After a healthy lunch break, including fresh fruit and vegetables, the fleet launched for the next race. The second race started very similarly to the first with the fleet making an open division between the north and south shores; however, the south shore provided the more favorable shifts this race. At the top mark Tim Regan (W-30) rounded on Dave Magno's (LA-99) tail, but soon passed Magno to take the early lead. Regan would never see the pack again. When asked how he did it, Regan simply smiled and said of his first beat, "We went from the leeward end (of the starting line) and two tacked it, us and Magno." If the left side came out way ahead, then the right side saw exactly the opposite. It was such a radical split that three packs developed and the scows raced for top honors in their prospective fleet. Regan won the most important one with Magno, John Ruff (V-88), and Ferguson rounding out the top four. The Race Committee called it a day as the sun started to set.

With the long day of sailing behind them, the sailors returned to their abodes and scrubbed up for the night's festivities. The evening's meal and Annual Meeting on the club's tennis courts (which probably proved to Runnie Colie that tennis courts do have a use at yacht clubs) aroused many sailors. For example, Brad Robinson told the fleet about a new flotation pad which slips over the head of the sail in a similar fashion to a ... (well, you know what I mean). This dis-

cussion, as well as the need for a bar, prompted people to return to Baker's Bar where some crews reassessed their priorities and others set new goals. One crew in particular was Dave Magno, James Maida, John Applegate, and Leah Wagner, who with a 7 and a 2 were shaping up as a force to be reckoned with. Amidst all of the bar chat George Welch, Jr. made a profound comment, "This is a regatta of the people; there will be not domination by factory teams." The first day of races showed hints of this theory. Yet, not until the last day of the regatta would this be proven true.

The middle day of racing started out slow because of a postponement. This gave people the opportunity to look over the Johnson 18 and play some volleyball. Yet these activities did not last for long. In spite of the slow start, the day would provide excellent racing as the top of the fleet stayed very close together on the scoreboard.

The first race saw light and shift racing conditions. The breeze began from the north and built all day, with the favorable shifts coming from the right as the day advanced. After a lap around, Lon Schoor (H-7) made a brave move to the right side of the course, effectively took advantage of the right and passed the pack. Lon would claim the prize with Tom Burton finishing second. Schoor's proximity to Burton at the end of the race would later make him comment, "When Tom Burton gets on your tail, it's scary." However, Schoor did hold off Burton and proved he could hang with the best of them. Once again, Allen and Ferguson would finish in the top five. With the regatta now half over, the scores were still very close between the top four.

On account of the postponement, a short lunch was served late. It began to look like the day might be long. It wasn't the time it took to eat lunch that was the cause of the long day; instead, an obscene number of general recalls was the culprit. General recall after general recall kept on occurring and the race committee could not institute a black flag start. Thus, seven general recalls were counted in all. Under these adverse conditions Erik Johnson sailed by the committee boat only to overhear the committee commenting on their lack of bullets for the starting gun. Johnson would later say, "When the race committee ran out of shells they finally let one go." And what happened to Erik that race? Put simply, he won. Obviously, Erik had to show his third man and nine-year-old son, Clay, he still knew a trick or two about racing. With T-18 gone and away by the second lap, the real excitement came from the race for second between Had Brick (IH-27) and Brian Porter (I-49). The two three-man teams battled for the second position, but in the end the



Whewwwwww!

Porter team, appropriately named Full Throttle, prevailed. (As a note, the Porters are possibly the only scow team with their own line of clothing and apparel).

Tight racing all day and all the general recalls fatigued most of the sailors before the Annual Commodore's Ball. This fatigue showed when, at the dinner, most of the conversation focused on the scores and the cause of the general recalls. The scores held Ferguson in first with 18.75 points, and Allen and Magno tied for second with 23 apiece. Not far behind was Burton counting 27 points. With each competitor keeping all of his scores in the top ten, the next day the eventual winner would need to sail two very solid top five races. It now became apparent that George Welch's prediction of a people's regatta was fast becoming a reality. Dave Magno, one of the forerunner's, knew that consistency would pay off when he said, "Tell you what, I'd like to throw out a seven." Only the next day's racing would prove who would step up to the challenge and grab the victory.

On the final day of racing, the sailors were reminded that it was autumn in Michigan as a brisk 12 knot easterly came down the lake. The problem with such an arrangement laid in the predictions for the easterly to die. Luckily the first race was started and sailed in near perfect scow racing conditions. Once again the fleet split off the line, each group opting to go uphill on the opposite shore. This time going up the right shore and crossing the lake in the top third was the best strategy. A lead pack including Burton, Burdick, Brick, the Magno Brothers, and Schoor all shot away from the pack by doing this. Now each and every spot became extremely important, as the scores were very close. Eventually, Burton



Bumper cars at the leeward offset.

showed his speed in the light air and pulled ahead to claim victory, with the pack finishing very close behind. The only leader to falter was Ferguson, who opened the door wide for either a Magno or a Burton victory by sailing his drop race. Ferguson was still in contention. Thus the Nationals would be decided in the last race, with the winner taking all.

As the sailors regrouped at the Y.C. to figure out the latest scores and break for a quick lunch, the breeze began to sputter out, causing some apprehension of the possibilities of a sixth and final race. The race began in a dying breeze and the hunt for the title came to a climax. Magno tried a brave move by splitting tacks with his two closest competi-

Top Rookies (first year skipper in Nationals)

- | | | |
|----|------------------|-------|
| 1. | Tom Hyslop | V-5 |
| 2. | Rick Morris, Jr. | CR-37 |
| 3. | David Fox | SL-8 |

Red Fleet

- | | | |
|----|------------------|-------|
| 1. | Elam Kelson | GL-21 |
| 2. | Rick Morris, Jr. | CR-37 |
| 3. | Tim Faranetta | LA-5 |

Top Female Crew

Leah Wagner LA-99
Winner of the Robert F. Weldon trophy

Masters (skipper over 60)

- | | | |
|----|--------------|--------|
| 1. | Runnie Colie | MA-4 |
| 2. | Ed Schindler | CR-50 |
| 3. | Larry Price | CR-113 |

Bilge Pullers Trophy

Dave Magno and crew:
John Applegate, James Maida, Leah Wagner

tors in the scores and heading right. While not a conservative move, this tactic put Magno miles ahead of his rivals and put his boat in a very good position to take the championship — that is until the third mark when he rounded in second place behind his brother Paul, and the breeze, as predicted, died completely. The lake, now a parking lot full of E-scows, soon had a new breeze fill in from the north. Magno took advantage of an opportunity to take the lead and sailed to a conservative second in the race and his first ever National Championship. Ferguson took another high number, and Burton retired from the race; he still held onto second overall. Incidentally, Larry Brand (WH-1) took home the honors, sailing a very solid race, which required very strong boat handling skills due to the changing conditions.

Magno's victory was a result of sailing a consistent series; of course, the help of a stellar crew, which is essential to any top notch scow program, never hurts. James Maida, John Applegate, and Leah Wagner were all part of the effort to put LA-99 on top. Besides having a solid crew, Dave also emphasized his trip to the Inlands as an important learning experience. As Dave said, "We went to the Inland Championship in August and that served as a scouting mission in a way...We found out where our weak points were." This victory for Magnum Force was only the sixth time an easterner has won the E-scow Nationals and the first time for a boat from Lavallette Yacht Club. Congratulations to Dave and crew for an awesome effort.

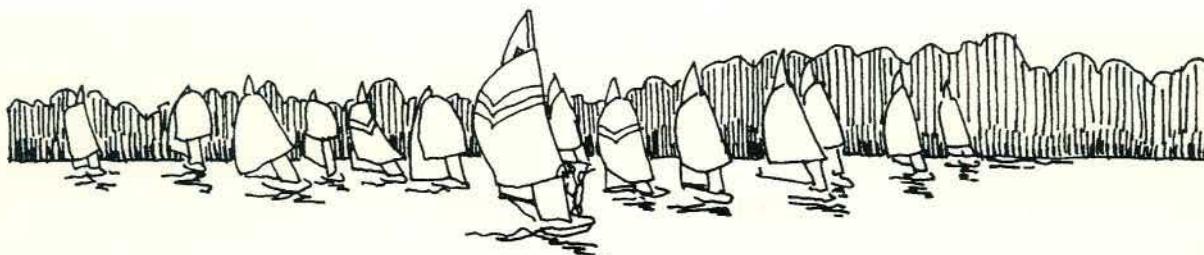
See you in Little Egg.



Man your boats! John Biddle (foreground), from Narraganset Bay, videotaped the entire regatta.



Dave Magno, second in Race #2, five minutes behind winner Tim Regan (W-30).



BLUE CHIP REGATTA

September 23-25 • Pewaukee, WI • by Dan and Tami Quiram



Third place winners Hans, Suzanne, Ken Read and Harry. It appears as if Hans is still savoring their showing! Photos by Pat Dunsworth

Twenty-two of the world's greatest "E" sailors gathered at Pewaukee Yacht Club on September 23, 24, & 25, 1994, for the twenty-eighth annual "E" Blue Chip Regatta. For a new twist in 1994, the Weather Gods decided to cooperate and furnished southeast winds between 8 and 20 miles per hour for both Friday and Saturday. The sailors were extremely blessed to be joined by six-time J-24 World Champion, Kenny Read. Kenny picked up scow sailing very quickly and ended up winning two races and finishing third overall. Our sincere thanks to David Perrigo of Professional Sports Marketing for arranging Kenny's visit. When recruiting Kenny, David listed past "mystery" guests and their performances. Kenny indicated that he was not going to be out-sailed by past guests, particularly Mark Reynolds who fin-

ished third in last year's event. Therefore, to his credit, Kenny arranged to be joined on his boat by the very talented Suzanne Melges, her husband Harry, and brother-in-law Hans. Thanks to Melges Boat Works and Melges/Sobstad Sails for the boat and sails that were used by Kenny.

Race 1 was started after one general recall that let the very aggressive fleet work off some early regatta jitters. The morning breeze was at 8 to 12 mph for the W 3 1/2 race. Buddy Zinn (V-15) led the fleet at the top pin, with Brian Porter (I-49) close behind. With the fleet heading north for the shore breeze, Bill Allen (M-4) jibed away and caught a breeze from the south that launched him to the lead at the first leeward mark. He was followed by Buddy, Brian, Will Perrigo (V-18), and Lon Schoor (H-7). As the rest of the fleet rounded, the distances stayed close between the sailors. M-4 stayed in the lead at the top pin with I-49 a close second. On the second downwind leg, M-4 and I-49 locked into a puff and stretched out on the fleet for their own battle. I-49 worked lower on the long starboard tack and as both boats approached the port layline, I-49 jibed first inside and had a boat length lead at the bottom pin. Zinn, Schoor and Jimmy Gluek (V-137) rounded out the top five boats at the leeward pin. The rest of the fleet continued to stay close and made for great racing in traffic. Brian and Bill stretched out their lead on the fleet with Brian staying in the controlling position for the rest of the race. Porter crossed the line for the gun followed by Allen, Perrigo, Gluek and Zinn. The Mystery-Melges team finished in 14th proving the fleet that beginner's luck is not a sure thing.

Race 2 was started after the fleet was treated to a hamburger and all the fixings at the PYC. The Race Committee was instructed by the chefs (responsible for the evening's food fest) to keep the fleet out on the water for three hours so they sailed a W 4 1/2. The breeze had built about 5 mph from the morning race but held in direction so the course was a copy of the a.m. race. Some boats were seen loading on their fourth crew expecting the wind to build. As usual,

1994 E-BLUE CHIP REGATTA

PLACE	BOAT	SKIPPER	R1	R2	R3	R4	PTS.
1	M-4	Bill Allen	2	2	5	3	21.7
2	V-15	Bud Zinn	5	5	6	2	34.7
3	?	Kenny Read	14	1	12	1	38
4	I-49	Brian Porter	1	3	3	DSQ	41.4
5	V-137	Jim Gluek	4	11	4	6	44.7
6	V-18	Will Perrigo, Jr.	3	9	11	4	45.7
7	M-11	John Dennis	13	4	8	10	57
8	W-1	Jule Hannaford, IV	11	6	7	14	61.7
9	V-5	Tom Hyslop	7	12	9	13	65
10	MA-4	Runyon Colie, Jr.	6	13	21	5	67.7
11	W-12	Don Nelson	18	8	2	DNF	71
12	H-7	Lon Schoor	9	14	15	12	74
13	WH-88	Brian McMurray	17	17	1	DNF	76
14	V-333	Bob Biwer	15	20	14	7	80
15	V-26	Paul Biwer	10	18	20	8	80
16	A-9	Mike Darrow	8	15	16	17	80
17	M-67	David Ferguson	12	10	10	DNF	80
18	V-9	Tom Sweitzer	16	19	18	9	86
19	V-599	Chris Pinahs	DNF	7	19	16	90
20	HO-31	Peter Rochelle	20	16	22	11	93
21	WA-66	Dave Irmischer	19	22	13	15	93
22	V-722	David Koch	21	21	17	DNF	107
23	WA-11	Chad Herdrich	22	23	23	18	110



Mike Darrow in A-9, with an intense-looking crew



Tom Hyslop, V-5, taking the high road.

the Blue Chip fleet hit the line with full speed as the gun was fired and charged up the course. Kenny Read led at the top pin, followed closely by M-4, I-49, David Ferguson (M-67) & Jule Hannaford (W-1). M-4 stayed in the breeze and was able to pass the Mystery-Melges boat on the downhill. The Porters were in Blue Chip form and stayed in the pack with the leaders. V-15 and W-1 rounded in the top five spots.

Kenny Read worked on M-4 and showed us all that he knew his stuff in boat-on-boat tactics and was able to pass M-4 and get his team to the top pin first. I-49 followed with W-1 and V-137 rounding out the top five. Sailing tough and smart, Read and crew sailed in the lead the rest of the race for top honors in Race 2. M-4 was second, I-49 third, John Dennis (M-11) finished strongly in fourth, with Zinn in fifth.

At the day's end after two races the top five boats were Brian Porter, first; Bill Allen, second; Buddy Zinn and Kenny Read tied for third; and Will Perrigo in fifth. Cocktails and hearty hors d'oeuvres, combined with a large helping of the day's racing stories, kept the sailors in and out of trouble for the night.

Saturday's forecast was a carbon copy of Friday's but with the guarantee for some more breeze. Race 3 started in 11 to 15 mph wind with the fleet steaming for the south shore that had paid off in Races 1 and 2. To the fleet's surprise, a late left-hand shift came in and put the boats on the left side of the course at the top pin first. Don Nelson (W-12) rounded first followed closely by Brian McMurry (WH-88), Zinn, Gluek and Dennis. The regatta leaders had a hard time getting back to the fleet. Porter and Allen rounded the top pin in 15 and 17 respectively. W-12 pulled away from the fleet off the wind to continue to lead at the bottom mark. As the race went on, the fleet stayed tight and saw positions being swapped back and forth. I-49 and M-4 sailed fast and smart to work their way back through the fleet. With W-12 leading at the last leeward can and WH-88 in second, the final weather leg was set up to be a hard battle of the leaders. W-12 was in cover mode as WH-88 and the rest of the fleet attacked. In the last 200 yards the race was still up for grabs between W-12, WH-88, & I-49. McMurry and Company got the last left-hand shift, which carried them ahead of W-12 for the bullet. I-49 was third, V-137 fourth & M-4 fifth. At Saturday's lunch, after three races, the regatta standings showed I-49 in first, M-4 in

second, V-15 in third, V-137 in fourth, & V-18 in fifth.

While the sailors filled their bellies, the breeze filled the lake with winds at a steady 20 and gusts to 28 for the start of Race 4. The Race Committee had a little trouble getting the fleet started as a pesky right-hand shift stayed in sink with the two general recalls. With some fast work and cool heads, Dan Quiram and his crew got the fleet racing with all boats sporting their overworked and underpaid fourth crews. Calamity, MA-4, driven by Runyon Colie, gave his crew some well desired help for the race by adding a fifth. With big winds and a long W-3 1/2 race course, the Blue Chip fleet lived up to all expectations of the spectator boats. I-49 rounded the top mark in first with Read in second. M-4, M-67 & V-15 rounded out the top five at the weather pin with the rest of the fleet in hot pursuit. The E's screamed down the lake with their crew's faces peeled back to show all toothy grins. I-49 and Mystery E got around the bottom pin ahead and sailed out in their own race. The fleet all came charging down to the mark to show their stuff doing heavy air clean-up work at the bottom can. In the pack, ten boats arrived at the same time with chutes in all positions. The take downs were not all pretty, but most boats got their chutes down, poles put away, jibs trimmed, and chutes put away without taking a swim. Back in the front of the fleet I-49 sailed in its favorite condition, WINDY, and put it in "Full Throttle" to sail away and win the race. Read & Company finished second, V-15 third, M-4 fourth, and V-18 fifth. The fivesome of Runyon Colie looked smart with the MA-4 boat steaming to sixth place. Bill Allen notified the Race Committee of his protest of Team Porter, which left the leader of the regatta to be decided in the protest room. At the protest, the committee DSQ'd I-49, which made the Mystery Team the winner of Race 4 and dropped I-49 back to fourth in the regatta.

Saturday night Ken Read kept the sailors smiling with his expert insight on sailing the "rocket" scow on a puddle. It was interesting to hear of his upcoming America's Cup opportunity and his big boat racing experiences. The usual war stories of the day's sailing could be heard late into the night but, with four windy and long races under their belts,

the sailors all longed for soft beds.

Sunday came with sunshine and lighter winds for the fleet. Working for a 10:00 a.m. start, the Race Committee departed out into the lake to find a light and very shifty set of conditions to challenge the sailors. At seven minutes a big south shift came down the lake and made the postponement flag go up. After the initial



Trouble on WA-66, but everyone's a winner at the Blue Chip.



E-racing is no mystery to Mystery Guest Ken Read.

south veer, the wind died and the lake went flat. The Race Officers were determined to get a fifth race in but were not going to tarnish the good four-race series with an unfair contest. The race was abandoned.

Runyon Colie and the crew of "Calamity" finished tenth. During the event I found out just what a treat it was for Runnie to be at the 1994 Blue Chip. He explained that he had a boat built for the 1994

season with one goal in mind. That goal was to qualify and sail in the Blue Chip. Runnie felt that this would be his last

Blue Chip, but if his sailing and enthusiasm at Pewaukee are an example of how he spends his time, we all know that he will be sailing E-boats for years to come. Thank you Runyon Colie for being a part of E-boating and the Blue Chip.

In ninth place was V-5, Tom Hyslop, from Pewaukee. Jule Hannaford and the "Lady Luck" crew finished in eighth on the race course and first at the parties. John Dennis sailed to seventh. Pewaukee sailors Will Perrigo and Jim Gluek finished sixth and fifth respectively. Brian Porter and the "Full Throttle" team won Race 1 and sailed fast but had some bad breaks to finish fourth. Mr. Mystery, Kenny Read, with Suzanne, Harry and Hans Melges won Races 2 & 4 and finished third. Buddy Zinn, with Mitch Moylan, David "Buckaroo" Buckley and Laurie Perrigo topped the Pewaukee sailors' efforts with a very consistent regatta and a second place overall. For the ninth time, and the third time in a row, the winner of the 28th E Blue Chip Regatta was Bill Allen and crew.

Thank you to all the competitors who participated and helped in making the 1994 E Blue Chip Regatta happen. All E-sailors should make a goal for next year to sail fast, be smart, go to regattas and qualify for the Blue Chip.

Ken Read Career Highlights

Six time J-24 World Champion
Five time J-24 North American Champion
Twenty-five World, North American and National Championships
Three time College All-American
Inducted into Boston University Athletic Hall of Fame
Nominated for Sullivan Award - 1993 Amateur US Athlete of the Year
1985 Rolex Yachtsman of the Year
1993 Rolex Yachtsman of the Year Runner Up
1982 College Sailor of the Year

1994 Racing Highlights

1st J-24 Worlds, Melbourne, Australia
1st Yachting's Key Biscayne Race Weekend, MORC 30
1st MUMM 36 East Coast Championships
1st All Japan IMS Championships
1st NBYA Etchells Regatta
1st Etchells 22 North American Championships
1st Rolex Commodore's Cup
1st Etchells 22 Buzzard's Bay Regatta
1st MUMM 36 North American Championships

Ken Read

Ken Read, 32, has been sailing for 26 years. Most recently, he won the J-24 World Championship held in Melbourne, Australia, making it the sixth time he's won that coveted event.

As a world class sailor in one-design sailboats, Ken has not only won World Championships, but he is also a five time J-24 North American Champion making him the winner of 25 World, National and North American J-24 Championships. Ken was a three-time College All-American, which led to him being inducted in Boston University's Athletic Hall of Fame.

In 1994 alone, Ken won the J-24 Worlds, Yachting's Key Biscayne Race Weekend, Mumm 36 East Coast Championships, All Japan IMS Championships, NBYA Etchells Regatta, Etchells 22 North American Championships, Rolex Commodore's Cup, Etchells 22 Buzzard's Bay Regatta, and the Mumm 36 North American Championships.

Not only does Ken distinguish himself on the race course, but also as an owner of Sobstad Sails in Portsmouth, RI, where he builds winning one-design sails for a number of classes.

Sailing had always been a family affair for the Reads. Growing up in southern Massachusetts, Ken, his parents Bob and Peggy, and his brother, Brad, sailed out of the Barrington Yacht Club in nearby Rhode Island on a 30-foot cruiser. When the family docked at various locations, Ken and Brad jumped on their Sunfish and held time trials in the harbor. That competitive spirit is certainly evident today as Ken continues to dominate the J-24 class.

1994 Blue Chip

Mystery Guest Ken Read / An Interview with Pat Dunsworth

Dunsworth: Did you have much preparation coming into the Blue Chip?

Read: I had never seen an E-scow before and was kind of thankful when Harry Melges suggested that we go out for a quick spin Thursday night. It gave me something to think about that night in bed, trying to figure out how to step across the boat. Things like that.

Dunsworth: How does racing E's compare with your usual program?

Read: It's interesting because most of the time I'm teaching. My job is not only to sell sails, but to also sell knowledge, especially with the one-designs like Etchells and J-24's. This was the first time I was on the other side. I had to absorb as much as I could in a short amount of time or suffer the consequences.

Dunsworth: Consequences?

Read: I don't like getting my butt kicked. No competitive sailor will every say, "I'll go to this regatta for fun," knowing full well that he's going to get his butt kicked. No way! In that first race, we clawed our way back to 14th place after being dead last off the starting line. At lunch I was mad because I'm used to doing well. I can't use it as an excuse that I've never seen the E-scow before.

Dunsworth: What did you learn from that first race?

Read: In the morning races I had a harder time getting the boat in the groove. In the afternoon races it was easier. Harry and Hans could feel the boat. "Push the bow down! Push the bow down!" they'd shout from up front. If they had a nickel for every time they said that upwind, they'd be rich. They helped me get the bow down and make the boat dance upwind. Downwind, they taught me to pressure the boat up and really get ripplin'. Once I figured that out in the course of the day, the afternoon races went well (two bullets).

Dunsworth: Did the other sailors help much?

Read: Well, Billy Allen made a point of letting me know that he had been sailing E-scows for 29 years and had won the Blue Chip eight times; I had been on the boat 29 minutes. You mix in 20 to 30 degree windshifts...that's a lot to do.

Dunsworth: Did the windshifts bother you?

Read: No, I went to Boston University, where we sailed on the Charles River. It's notorious for freaky windshifts. You play the streets between buildings. Once I felt that we were going fast here, I could concentrate on the shifts.

Dunsworth: How much control did you have over the boat?

Read: Usually, I take pride in always being in control of my boat, but I can honestly say that I had absolutely no control of that boat at some mark roundings. By the last leeward rounding of the last race, as we were finally going upwind for the last time, Hans turned to me and in sort of a Zenda-ish way said, "Well, that was a little better." So it only took about 30 mark roundings to get the hang of it.

Dunsworth: Do you feel that the boats were evenly matched?

Read: I looked at one of the boats that wasn't doing well, and it looked to me like any of the good sailors could take it and win with it. That's very different from most classes. Usually the back of the fleet starts off with a noticeable disadvantage. There's no disadvantage here.

Dunsworth: How does the E-scow compare with boats that you're familiar with, like the J-24?

Read: The J-24 is a bad comparison because you sail it as deep as you can downwind and as tight as possible upwind. The only comparison you can make is with boats like the Ultimate-30, high performance and open class. You get the bow down and plane upwind. Downwind, you get the bow up high and get the apparent wind up forward and plane like crazy.

Dunsworth: What did you think of the E-scow sailors in general?

Read: I've always heard that they were a low-key group. The scow sailors have a great boat, a great association, great friendships, but the big difference is this feeling of family, as I would call it. In other parts of the country sailors take all this for granted. They have great boats and great sailors but they don't realize a sense of camaraderie. These people here, the scow sailors, absolutely realize how good they have it, and plan to keep it that way. As long as the leadership in the class and in the clubs, like at Pewaukee, continues to make this kind of sailing a priority, then there's no reason why it won't go on for generations.

Dunsworth: How do you feel about your overall performance?

Read: I'm very pleased that we came in third. I knew that I would enjoy sailing the boat with the Melgeses and enjoy the people. But I wanted to be competitive, so everything worked out. It's been a great weekend, the most enjoyable weekend of sailing in a long time, going back years. No pressure, just concentrating on having fun and learning something completely new and different.



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1994 REGATTA RESULTS
U.S. NATIONALS - 1, 3, 4, 5, 6, 7, 8, 9, 10,
11, 12, 13, 14, 15, 16, 17, 19, & 20
1st INLAND INVITE
1st BLACK TIE
1st MESA CHAMPIONSHIP
1st ANNAPOLIS FALL
1st WAWASEE REGATTA
1st WESTERN MICHIGAN
1st TORCH INVITATIONAL
1st WHITE LAKE REGATTA
1st NAGAWICKA REGATTA
1st BLUE CHIP

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*"No wind up here, either!"
(Inland Championship, Green Lake, WI)*



Close to crashing, but Norm Olson (CR-60) avoids the collision!



Newlywed Daniel Crabbe does the do. (Eastern Championship, Toms River, NJ) Photo by Trish Murphy

**All photos by
Pat Dunsworth
unless otherwise
noted.**



A perfect composition. Don Nelson leads the parade at the Green Lake Inland Championship.



Tight turn. (Blue Chip, Pewaukee, WI)



Starting...



and starting...



and starting on Crystal Lake. (National Championship)



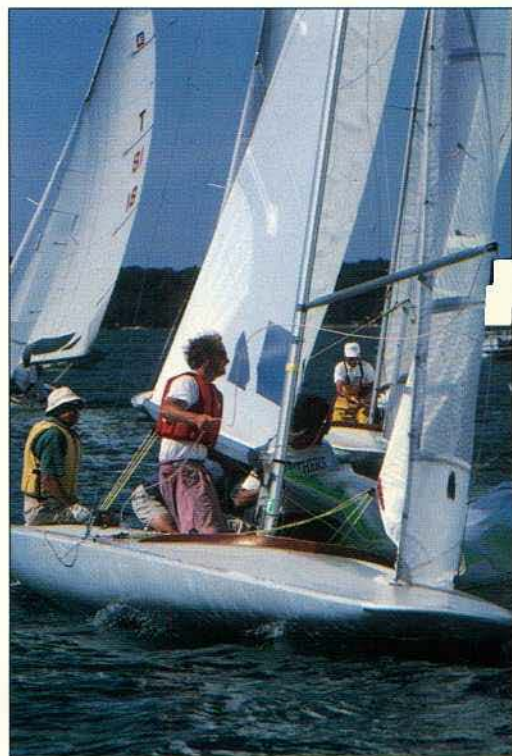
*The E-scow. A high performance boat sailed with three, four or FIVE?!?
(Blue Chip, Pewaukee, WI)*



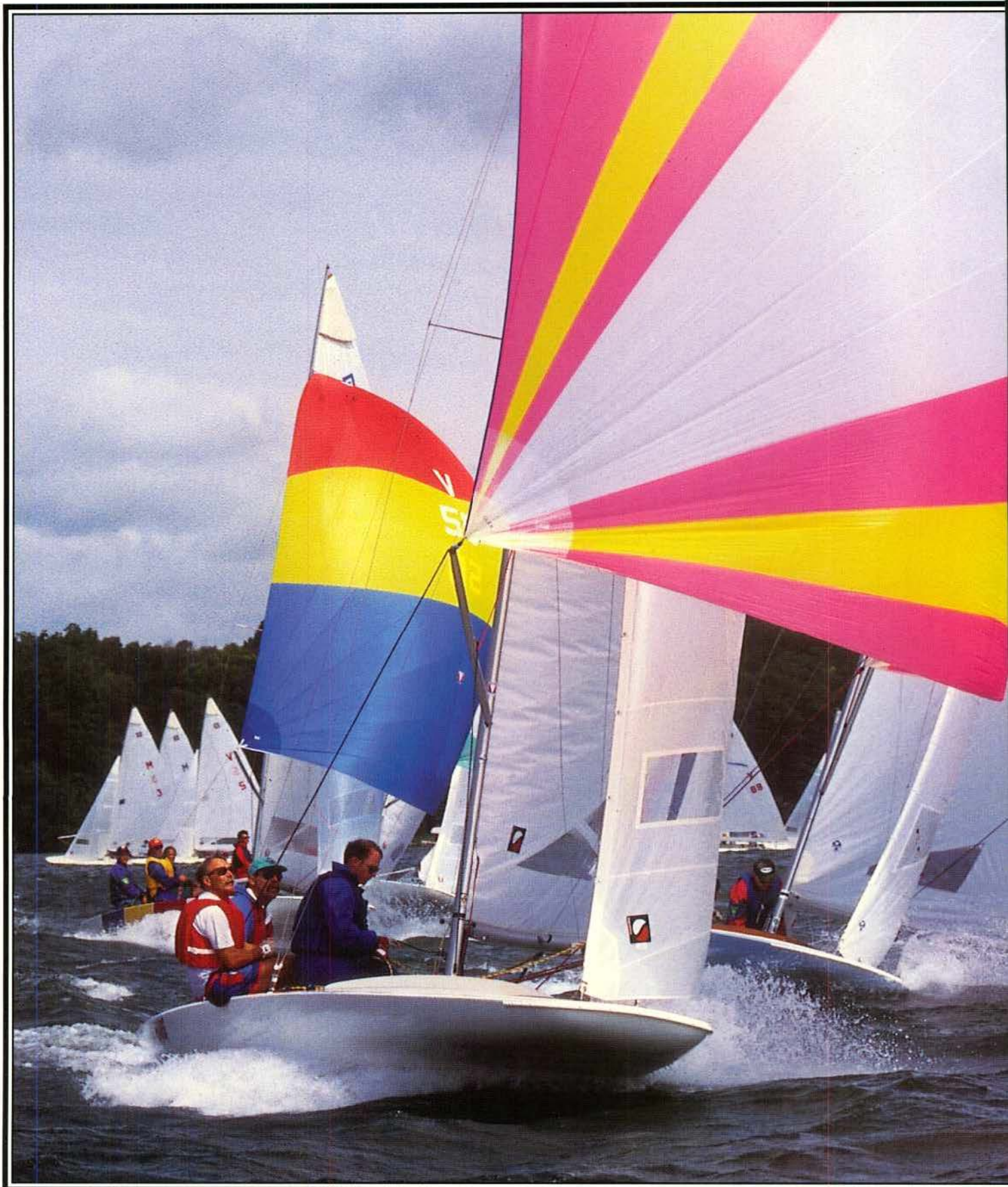
Fire drill on Fire Water. ("E" Invite, Pewaukee, WI)



Bring that boat down! (Inland Championship, Green Lake, WI)



The Old Man and the "E." Runnie Colie at Crystal. (National Championship, Crystal Lake, MI)



There's nothing like it, is there? (ILYA "E" Invitational on Pewaukee) Photo by Pat Dunsworth





East-West Relations. George Welch, Jr., at Inland Championship with Kevin Jewett flying the chute. (Green Lake, WI)



Yo Mama! (Inland Championship, Green Lake, WI)



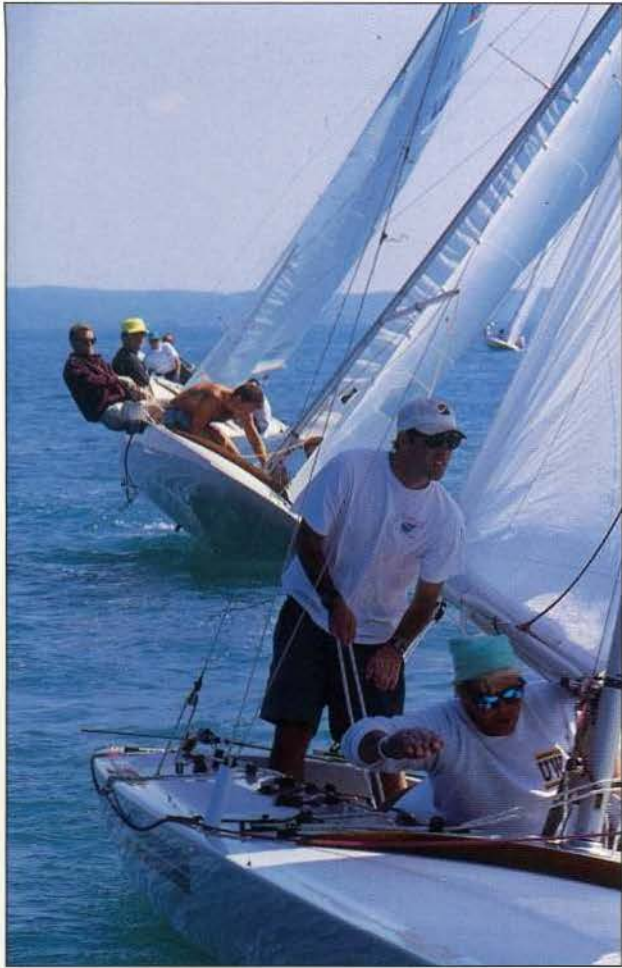
"All right, who's sitting on the guy?" (Blue Chip, Pewaukee, WI)



Killer V's. (Inland Championship, Green Lake, WI)



Bill Allen, 1994 Blue Chip Champion... again. (Blue Chip, Pewaukee, WI)



Local sailor Rick Morris, Jr. settles in. (National Championship, Crystal Lake, MI)



Team Ferguson-Carlson deliver downwind. ("E" Invite, Pewaukee, WI)



Mystery Guest Ken Read and all star crew, Harry, Hans and Suzanne. Ken figured it all out by the end of the regatta. (Blue Chip, Pewaukee, WI)



Perfect Profiles. (National Championship, Crystal Lake, MI)



Johnson Boatwork's Tim Regan, flying high at the Inland Championship. (Green Lake, WI)



Talking tactics on T-18. Jib man Billy Warner demonstrates the perfect droop. (Eastern Championship, Toms River, NJ)
Photo by Trish Murphy



Pewaukee readies to round. (Blue Chip, Pewaukee, WI)



Stu Soele, Past Commodore of Crystal Lake Yacht Club rides an "air chair" during Day Two postponement. (National Championship, Crystal Lake, MI)

TRIPLE CROWN

The winner of the first annual Triple Crown is determined by the best finishes in two regattas out of a series at Keuka (F.L.A.C.E.), Hopatcong (F.R.E.S.H.), and Annapolis (Fall Sprints). The recipient receives an engraved glass perpetual trophy donated by the three fleets. Placement in each regatta is treated as a race result in scoring for the overall title. Anyone attending all three events gets to throw out a score.

First	KU-11	George Welch, Jr.
Second	CH-6	Rick Turner
Third	HO-47	David Drawbaugh



Triple Crown Leg 1

FLAKE REGATTA

September 10-11 • Keuka Lake, NY • by George Welch, Sr.



Saturday's races began in a 4-8 mph southerly with forecasted storms in sight. Jr. Turner, Jr. Welch and Jr. Drawbaugh led in that order at the first mark by staying left and center in spite of a forecast that the air would move westerly. Downwind, Welch held starboard while Turner jibed for the west shore. By the second buoy, Welch held a quarter mile lead and the race was for positions 2-5. Much credit went to Turner who sailed efficiently into a strong second with crew weighing 140, 85 and 75, front to rear. Drawbaugh

What a back drop!
Photos by Joe Spinella

just nipped Rochelle and Annapol-Turner at the finish for third. Srs. finished poorly. The two remaining races of Saturday were canceled as wind declined, rain set in, and all went home early for the evening festivities, Hawaiian Night featuring a roasted pig. Everyone enjoyed a light-hearted evening, which was one of the best of Keuka's usually well organized Fall parties.

Sunday morning brought brisk and sunny weather with winds N: 8-12. Welch led at the first two marks, but was passed by Hawk during the next upwind. Along with Wright, it was a three-boat battle right to the finish with Hawk winning. Going into the last race, Welch led Drawbaugh (with newly crowned National Champ Dave Magno on board) by 3.25 points and Hawk by 5. The course was reset to accom-

1994 F.L.A.C.E. REGATTA

PLACE	BOAT	SKIPPER	R1	R2	R3	PTS.
1	KU-11	George Welch, Jr.	1	3	2	5.75
2	HO-47	Chuck Drawbaugh	3	4	1	7.75
3	KU-3	Chris Hawk	8	1	3	11.75
4	KU-2	Curt Wright	10	2	4	16
5	LA-88	Paul Magno	7	6	6	19
6	CH-6	Rick Turner	2	9	9	20
7	KU-1	George Welch, Sr.	9	10	5	24
8	AH-1	Bob Turner	5	13	10	28
9	HO-31	Pete Rochelle	4	7	19	30
10	HO-37	George Drawbaugh	16	12	8	36
11	KU-5	Irv Spear	19	5	13	37
12	KU-21	Dave Stenger	17	8	12	37
13	AH-14	Tom Price	6	16	17	39
14	AH-2	John Martin	11	17	11	39
15	SY-2	Phil Hazlitt	14	11	14	39
16	SK-1	Peter Ryan	13	21	7	41
17	SY-1	Ken Fisher	12	14	16	42
18	KU-18	Art Wilder	22	18	15	55
19	MC-55	Dyke Smith	15	20	20	55
20	KU-16	Tom Eichorn	18	19	18	55
21	CH-5	Dick Turner	20	15	DNF	57
22	SY-4	David Whiting	21	22	21	64



George Welch, Jr. squeaks by Curt Wright (KU-2) in Race 2.

moderate a WNW: 5-15 shift, which is very tricky stuff at Keuka. Peter Ryan's boat went hard left to the west shore to lead at the first mark, followed by Drawbaugh and then Hawk, who also went left. Welch was over early and was fouled on his restart, but was able to lead in the contingent



Beaton takes the high road and Eichorn encounters a road block!

from the right to round sixth and then moved up to a comfortable third by the next mark. Drawbaugh applied Hopatcongish techniques to pick through the shifts and win the race, but Welch with crew Guy Lovejoy, Chad Atkins, and Kim Vogt, stayed in touch to win the regatta.

Triple Crown Leg 2

F.R.E.S.H. REGATTA

September 24-25 • Lake Hopatcong, NJ • by Chuck Drawbaugh

As the title of this article might indicate, there was too much time spent on shore contemplating a name for this new regatta. Regatta Chairman Tom Wiss really worked his brain to come up with F.R.E.S.H. or Fall Regatta for E-Scows at Hopatcong. Unfortunately the light winds from the South/SW allowed time for plenty of on-shore photos and an early opening of the bar. Confident that the breeze would not fill in, this individual got a PMS at the bar and used it as an excuse for his poor finish.

Eventually the breeze did fill enough to head out and give it a try. Just like the breeze, the participation was light with eight boats lining up to start. The wind direction called for a fairly short first leg followed by a long reach up the lake and another long and very tight reach back to the start mark. The long legs saw David Drawbaugh jump out to a lead that



Hopatcong offers an alternative to volley ball when things get slow on the race course. Photo by Chuck Drawbaugh

had him in front of his father George. George Welch, Jr., with Mom, Dad, and Renee Rochelle on board, did his magic on the long legs as he fought back from a poor start to eventually take the lead. After a short windward-leeward-windward, young George crossed the line first but never received the gun, for he had crossed the start-finish one time too often on the second beat. It had been pointed out at the skipper's meeting that the line was off limits because the Thistle fleet was also racing the same course. Everyone on KU-11 swore they knew about the line, yet not one of them ever saw or realized they had sailed right through it. Maybe they hit the bar earlier and harder than I did. David Drawbaugh, sailing the Tom Wiss Red-E, took first place honors, followed by George Drawbaugh in second and Bill Storey from Annapolis in third.

LHYC 1994 / F.R.E.S.H. REGATTA

PLACE	BOAT	SKIPPER	R1
1	HO-32	Dave Drawbaugh	1
2	HO-37	George Drawbaugh	2
3	AH-8	Bill Storey	3
4	AH-1	John Egger	4
5	HO-47	Chuck Drawbaugh	5
6	HO-45	Jim Flinn	6
7	HO-46	Randy Colson	7
8	KU-11	George Welch, Jr.	DSQ

With the racing concluded for the day and ultimately the regatta, it was time to head in and prepare for the party at the club that night. A fine Italian buffet was served and live entertainment by "NRP" (No Requests Please) had the Happy Feet moving. The bar and the ballroom were buzzing with activity until the late hours. The usual post race conversations filled the air.

After a few hours of waiting on Sunday morning, the Race Committee gave up on the breeze and decided to give those

who were traveling an early start home. Awards were presented to the top three and everyone was encouraged to head to Annapolis the following weekend for the third and final leg of the Triple Crown.

A good time was had by all who attended. Hopefully next year we can really fill the spacious clubhouse as well as heat up the competition with more boats, more races, more families and more fun. See you all next year.

Triple Crown Leg 3

FALL SPRINTS

October 1-2 • Annapolis, MD • by Bill Storey

A record thirty E-scows trekked to Annapolis for the fifth annual E-scow Fall Sprints on Oct. 1-2, 1994. When all was said and done, Erik Johnson (T-18) walked away with his third top honors trophy in three tries. It wasn't easy for Erik, however, having to score a second in the final race to nail down his victory. Four other skippers had divided up to five bullets in their effort to unseat him.

George Welch, Jr. (KU-1) finished a close second to T-18, but at least had the consolation of winning the first "E-scow Triple Crown" award. Bob Donat (LE-3); Dave Magno (LA-99), who has won the other two Sprints; and Rick Turner (CH-6) took third through fifth respectively, each winning at least one of the races in the process. Also of note was that Dan Crabbe (T-8) scored bullets in the last two races to pull himself up into sixth place overall.

Conditions on Saturday started out with the threat of a drifter as the impressive fleet was towed in line up the Severn River a short way to Round Bay where the day's event was to take place. The wind finally picked up though, and all three races were run in good order. The evening soiree lived up to its growing reputation, with the host club, the Eastport Yacht Club, and the hometown E-scowers combining to lay out a vast spread of food and beverage. It was great mixing with the large number of club members and other non-E-boaters who came out to support the event.

Sunday saw a stiff breeze in Annapolis Harbor where the final two races were held. The background of the colonial city and the US Naval Academy provided for one of the most scenic venues on the scow regatta circuit.

Regatta Chairman Bill Nolden, the EYC Race Committee, and all the others who pitched in must be applauded for helping pull off what is becoming one of the most popular events on the E-scow calendar. With thirty scows showing up from Maryland, New York, New Jersey, and South Carolina, it is becoming one of the largest and most competitive, too.

In closing, I'd like to extend an invitation to all of you who haven't yet made the fall journey to Annapolis to come on out next year and join in the fun!

FALL SPRINTS

PLACE	BOAT	SKIPPER	R1	R2	R3	R4	R5	PTS.
1	T-18	Erik Johnson	4	8	3	6	2	23
2	KU-11	George Welch, Jr.	9	5	1	3	10	27.75
3	LE-3	Bob Donat	2	3	16	8	4	33
4	LA-99	Dave Magno	10	1	11	9	6	36.75
5	CH-6	Rick Turner	1	6	4	15	15	41.75
6	T-8	Dan Crabbe	14	13	23	1	1	51.5
7	HO-31	Pete Rochelle	18	10	7	5	12	52
8	AH-2	Martin/Stusek	15	7	8	14	8	52
9	SS-26	Nathan & Evan Bossett	3	19	19	13	3	57
10	AH-14	Tom Price	12	1	18	11	17	60
11	LA-88	Paul Magno	13	4	2	10	PMS(33)	62
12	IH-44	Fred Slack	23	11	6	18	5	63
13	MA-4	Henry Colie	19	9	12	7	21	68
14	CH-5	Dick Turner	8	21	21	4	19	73
15	HO-32	Tom Wiss	5	22	25	12	9	73
16	KU-16	Chris Hawk	11	25	24	2	14	76
17	LE-5	Walt Lenhard	6	17	5	17	PMS(33)	78
18	AH-1	Bob Turner	1	12	22	20	18	79
19	LE-54	Tom Cox	25	15	14	22	7	83
20	LA-5	Tim Faranetta	21	14	9	21	20	85
21	LE-10	Peter Langborgh	20	18	10	24	13	85
22	HO-47	David Drawbaugh	26	16	17	19	15	93
23	SY-1	Ken Fisher	24	20	15	16	24	99
24	AH-11	Bill Nolden	17	DNF	20	23	11	104
25	KU-5	Irv Spear	22	24	13	25	PMS(33)	117
26	HO-45	Greg Skinner	16	27	DNF	28	25	129
27	OG-55	Dave McGraw	28	28	28	27	22	133
28	AH-5	Steve Anderson	29	29	29	26	23	136
29	SC-777	Bill Nettles	27	23	26	DNC	DNC	142
30	AH-4	Bill Storey	DNF	26	27	DNC	DNC	152
31	IH-27	Had Brick	DNC	DNC	DNC	DNC	DNC	165
32	AH-32	Steve Voorhees	DNC	DNC	DNC	DNC	DNC	165



*George Welch, Jr., a rising star on the East Coast, finished second.
Photos by Trish Murphy*



Bullseye! Rick and Terri Turner, with "never-been-on-an-E-scow" crew Mike and Dawn Hogan, had a terrific first day at Annapolis



Tim Faranetta in a sea of sails



Sailors tow to Round Bay on Day One. The U.S. Naval Academy is the backdrop

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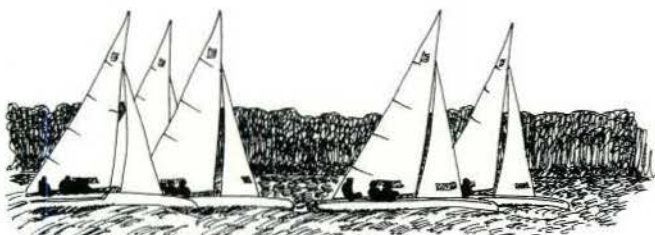
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Complaint Department

It's time to resurrect an old complaint. This year I had a good year racing my E-scow. In fact, over the course of the summer, I had been awarded three perpetual trophies. Not one of these trophies had been engraved by the previous year's winner. In each case the winning skipper approached ME at the awards ceremony and asked me to get his engraving done for him with the promise of paying me back later. None of the trophies had been polished before they were awarded.

I say it's time to enforce the release forms we have our sailors sign. Winning a perpetual trophy is an honor. If a skipper can't be bothered to engrave it, polish it or return it, he should not be allowed to take it home. Do you agree?

ANONYMOUS FROM THE MIDWEST



Nippon Challenge

By Bill Campbell

From the Land of the Rising Sun

The IACC World Championship is history and ONE AUSTRALIA, affectionately known as "the one Australian" to all competitors, showed her heels to the fleet of seven contestants in each of the four championship races held off Point Loma. She was clearly the class of the field and won the races by times of forty seconds to six minutes. Our newest boat, JPN-30, was probably the second best boat in the regatta but was unable to sail the first race due to repairs being completed from the previous week when her mast broke and the hull and deck sustained substantial damage. We finished third in the regatta behind AMERICA CUBED; the Women's Team, by the way, won the last race of the regatta, which was held in the San Diego Bay as a demonstration race.

The racing format called for five races in the ocean, which made up the Championship series, and then three races in the Bay for a \$25,000 cash prize. Only four races were held in the ocean because one day of racing was blown out. ONE AUSTRALIA won every race in a variety of light to heavy, flat to rough conditions. Truly an impressive performance! AMERICA CUBED showed flashes of speed, but suffered inconsistencies because they switched their helmsperson and afterguard from race to race. She never really seemed hooked up for a whole race. JPN-30 had a broken halyard in one of the three races she did complete. JPN-26 broke a runner block, which gave her a DNF also, and she finished fifth behind the PACT '95 crew, who were sailing the chartered IL MORO IV. JPN-26 never really hit her stride except in the Bay.

The Bay races were held in front of 15,000 people who lived on the harbor front and watched from spectator boats and piers all around. The weather for the Bay races was exceptional, 15 knots and sunny, and when combined with winning times of two seconds, it made for quite a spectacle. JPN-26 had a 1-2-1 to beat out ONE AUSTRALIA, who had a 2-1-2. The scores were not important. What was important was that we were able to present the boats and crews to the people of San Diego, and I think they were very impressed. Besides, who in his right mind would want the big silver instead of the cash! We're planning a great sushi party!

Most of the teams who sailed the Worlds will take some time to regroup and assess their potential for the upcoming Louis Vuitton series in January. Nippon will do some sail testing, attend two regattas for match racing practice, and take a much needed holiday. We will start up with full crews again at the end of the month.

Dennis Connor received his new boat during the Worlds, and I expect him to be working hard to commission it on November 19th. He will be a formidable defense candidate, especially when you consider his performance with his old STARS AND STRIPES (USA-11) in the World Championships. He is my choice to win the defender series.

PACT '95 and AMERICA CUBED will practice with their current yachts and get their new boats in December. We are actively pursuing avenues of cooperation with each of these groups so that we can sail against them before they get their boats. That way we can all learn a little more about match racing these beasts.

On the Challenger front, the Kiwis are due in San Diego this month as are the French and Spanish groups. ONE AUSTRALIA is sailing against their second boat, Syd Fischer's SYDNEY '95. The scary news is that SYDNEY '95 is reportedly faster than ONE AUSTRALIA. We'll see soon enough.

For Nippon Challenge, we were very pleased with JPN-30's performance. We have our second yacht arriving toward the end of the year. We are very optimistic that she will be at least as good as any other yacht in San Diego.

The two boat controversy surrounding the Australians has yet to be resolved. The Trustees are still trying to find an acceptable independent fact finder for the case. What I see is a group of people charged to resolve the issue who are unwilling to make a decision. They have buckled under the threat of a lawsuit by the Australians. I see the issue not being resolved any time soon. Australia will get their third boat and the debates will continue into December. For the good of the America's Cup, it really needed to be resolved in September and October as scheduled. We'll sit tight and see where the issue goes from here.

We're all having a great time here in San Diego. Working for the Nippon Challenge has been very rewarding thus far. The sailing and administrative experiences have been fabulous. But there's nothing like E-scow racing. Sail fast!

IACC World Championship (Pacific Ocean Races)

BOAT	R1	R2	R3	R4	PTS.
One Australia	1	1	1	1	3
America Cubed	3	2	4	4	13
Nippon '94	DNS	2	5	2	17
Spirit of Unum	6	5	4	3	18
Stars & Stripes	PMS	4	5	3	20
Nippon '92	PMS	DNF	3	4	23
Vek Rossii	DNF	DNF	7	6	29

(Bay Races)

BOAT	PTS.
Nippon '92	3.5
One Australia	4.75
America Cubed	15
Stars & Stripes	15
Vek Rossii	16
Spirit of Unum	18
Nippon '94	19

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1994 Season Results

3rd 1994 Black Tie
3rd 1994 Nagawicka Spring
2nd 1994 Interlakes
1st, 3rd* 1994 Minnetonka Championship
1st,* 4th, 5th 1994 ILYA Championship
2nd,* 6th 1994 Nationals

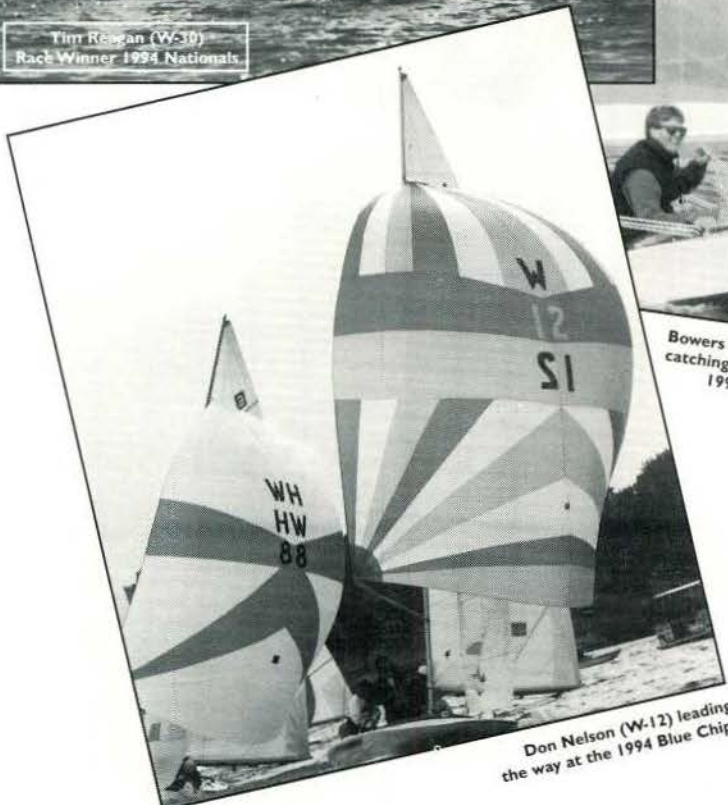
*Bowers' Jib, Runner, and Reacher



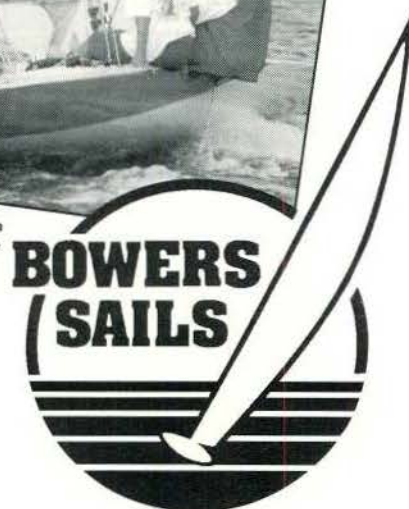
Tim Reagan (W-30)
Race Winner 1994 Nationals



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Don Nelson (W-12) leading
the way at the 1994 Blue Chip.



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OPINION

Here's a thought ...



By Peter Commette

In the realm of E-scow sailing, sixteen years is not very long. Because it is a boat for everyone, it can be sailed by some almost forever . . . and frequently is. Right, Runnie? Therefore, sixteen years doesn't amount to much in the class. There is only one instance when sixteen years can be a long, interminably long, and unbearable amount of time. That is when it has been sixteen years since you last sailed the boat.

Since 1978, I have finished law school, started my own law practice in Fort Lauderdale, started a family, and my wife and I have sailed other boats. We have had a great time; however, there always has been something gnawing at me. I just cannot get out of my mind that one glorious summer in 1978 that I sailed E-scows with my best friend, Terry Kempton, another great buddy of mine from childhood, Doug Vreeland, and a lifelong friend, Chrissy Wight. We did not quite accomplish what we had set out to do, but we had a great time with our near-miss seconds in the Nationals and Blue Chip.

As I dictate this, it has been two days since my first real baptism back into the E-boat. What a day!

On June 26, my new team and I sailed in Barnegat Bay's first Saturday regatta of the year. Alex Smigelski, Barbara

Smigelski, Chucky Drawbaugh and I were treated to E-scow paradise: sunny, warm weather, with a sea breeze of twelve to eighteen knots in the morning and eighteen to twenty in the afternoon with a nasty, vicious chop. Afterwards, Alex, a collegiate All American, collegiate Sailor of the Year, Mallory Champion and 1994 Laser Masters North American Champion (to name a few), exclaimed that this was the most exciting, scary sailing he had ever done. I had to agree.

There is nothing like four people in an "E" careening towards an island, semi out of control and wondering whether they will complete the jibe on the island's weather side . . . or the lee side! We were sure we were going to be tilling some land with our blades!

There is nothing like a screaming plane with the spinnaker up, trying to make a point of land that you just might make, then seeing a big puff roaring down towards you, demanding that you bear off with it, but where? What a day!

I can't believe I've been away so long. It's so much fun to be back, even if just for a little while. Logistics may preclude me from doing much E-scow sailing this summer or in future ones, but they will never stop me dreaming of last Saturday or the summer of '78. It is easy to see why sixteen years is nothing to an E-scow sailor, unless it is sixteen years that you have been away from the boat.

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Above: E-Scow model made for Betty Welch, KU-1.
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Or write: 222 E. Lakelawn Pl. #105, Madison, WI 53703

THANKS FOR THE MEMORIES...ONE MORE TIME

Here is our final installment of E-stories. Thanks to everyone who contributed!

At an Eastern Championship, approaching the leeward mark, I encountered Gardner Cox approaching on the other jibe about five boat lengths from the mark. Gardner was on the inside, but it was going to be a close call for room. In a calm and characteristically gentlemanly tone, he inquired: "Say Irv, how much of an overlap would you say I have?"

IRV SPEAR

Chris Craig, newest fleet member at the White Lake Yacht Club, made his debut sans boat. He was driving over from Flint, MI, on a Friday night when he realized that his boat was attempting to pass him on the shoulder. In an effort to save his new Buick, he sped up. The boat continued into the ditch where it came to rest, off the trailer, but still intact. Alone after dark, Craig made an executive decision to leave the boat and return with help the next day. Unfortunately, the city of Saginaw got there first and is now the proud (temporary?) owner of a late-model E-scow (Johnson). Chris is in the market for a reasonably priced used E...

SARAH McMURRAY

One memorable story involved Lon Schoor, more recently an A-boat performer but in the late seventies the leading E-skipper from Mendota with a modest knack for humorous behavior. The one that will live in history is Lon approaching the pin which was attached to unweighted and longer than desirable underwater tackle. Lon, when confronted by the pin making a speedy approach to his leeward quarter, hesitated not a moment. He whipped out his trusty bowie knife, sharpened to a fine edge for repelling boarding parties, and cut the pin's umbilical cord. This act of destruction earned Lon a DSQ on the grounds he deprived late starters of where to go.

SAM MERRICK

Beyond any doubt, question or dispute whatsoever is that the single best E-scow party of eternity was Joe Federico's at the Eastern about ten years ago. Absolutely the stuff of legend. I remember walking up to his house with Captain Dick Wight, Harriet (then Barton) and Betsy (then Lucas), hearing "Life During Wartime" by the Talking Heads blaring so loudly that, curious, I put my hand on the corner of the house and actually felt the entire structure vibrate from the bass. I'm not making this up. I also remember Dick saying to me, "We'd better leave. We'd better not even go in there; we're way too old for this." He was right, of course, but we managed to survive the event with our marital vows intact, having broken only the Ninth Commandment, but no others.

JAY DARLING

While indulging in recall, I'll forever remember a start at a National "E" Regatta at Little Egg. Crossing the line at the gun I found the nose of our "E" right on the transom of I-1 with Buddy himself at the helm, and it was obvious he was about to point higher and put us in an early tank. Buddy looked back, grinned as he bore off giving us clear air and yelled, "You owe me a martini!" After the race he told us that it had taken him about an hour to make back the ground he had given away. Friendship is a wonderful thing — especially on the race course.

TED BRENNAN

DN Up in the high country of faraway Colorado, surrounded by steep pine and snow covered slopes, Grand Lake Yacht Club Commodore Jerry Sutherland and his astute team found themselves in the middle of the pack in a drifter. A serious drifter: zero breeze. Knowing that the vagaries of unusual mountain winds might suddenly arise and deliver the SUTHERLY to the front of the pack, the crew attentively tended their controls. Meanwhile in the aft section, Jerry might have been slightly less interested. To the amusement and bewilderment of the fleet (and his companions) a sudden splash unveiled a formerly snoozing and now swimming skipper. Sixty degree (at the surface) water can provide a bit of a rude awakening, but between the distracted laughter of the competition and perhaps a little extra kidding during reboarding (does that violate Rule 54?), GL 131 may have gained half a boat length during the ruckus. The time limit, however, was the ultimate victor.

JASON SUTHERLAND

DN Dick Wight will never win the "Most Compassionate Skipper Award" for his performance in the 1988 (?) Easterns at Little Egg. It was just after the start and the race was a real howler. We had tacked immediately and I had done the unimaginable. As I pulled up the old board with one hand, I placed my other hand across the board well opening so that the board slammed down across the very end of my middle finger, not only effectively amputating the tip (I'm not kidding about this), but also trapping the remainder of the finger between the now "up" board and the deck. My screams were loud, immediate, and genuine, as I announced that I had cut off my finger. Blood was spurting rather quickly and generously. Dick's response was to look up, blandly and uninterested, swing the helm, and announce rather casually, "We're tacking, better get that board back down."

JAY DARLING

DN I crewed for my brother Buzz Reynolds the first summer he started racing E-scows. It was a hectic season as it always is with a new skipper to the fleet. It seemed every weekend something would break or we would do something really dumb. If we flipped, one of my duties as crew was to swim out to the end of the mast and keep it from sinking. During one heavy air race, before the days of mainsail flotation pads, the jib man got the weather jib sheet caught on a tack and we capsized! As I sat perched on the boat's rail, I remembered a technique one of the fleet's old-timers once told me. He claimed that when a scow flipped, it was faster to run out on top of the mainsail to reach the end of the mast rather than to swim. Well, I thought this would be a great time to try it. I jumped from the upper rail down on to the mainsail with my legs pumping as fast as I could so that I would be off with a running start. The old timer forgot to mention not to land on the window of the mainsail, which I did. Instead of landing in full stride, I went straight through the window into the bay. I never did make it to the end of the mast. It sunk and got stuck in the mud. My brother never believed me when I told him what I was attempting to do. In fact, the cheap son-of-a-gun gave me the sailmaker's repair bill to pay.

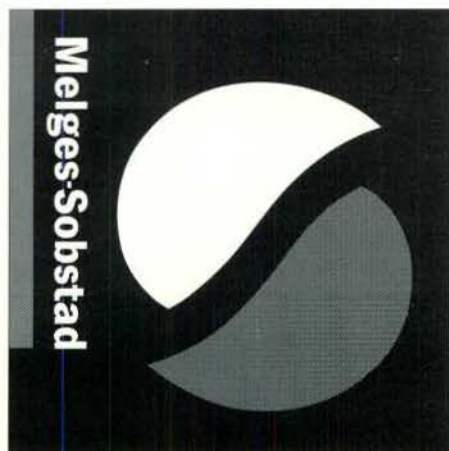
PHILIP REYNOLDS

DN I was at a Blue Chip, as was Doug Love. Neither of us did very well. When Doug was called up to receive a consolation momento, he remarked: "It's a good thing I've got a huge ego because this experience just knocked a small chip off of it."

IRV SPEAR

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Theory and Philosophy

By Henry Colie

Probably no one, East or West, is more respected than Henry Colie when it comes to making a scow go fast. Henry was good enough to share his thoughts with us.

Over the last decade I have had the great opportunity to have sailed with some of the East's finest E-scow sailors. The most important lesson I believe I've learned is to stress the basics: a good boat, good sails, and above all a consistent crew who enjoy sailing together and are willing to share the responsibilities. *It's important to realize that the E-scow is a crew's boat and should be set up to maximize the performance of the crew.*

Learn to React

MA-4 was designed around a sailing style drilled into me by Peter Fortenbaugh and reinforced by Dick Wight. That is to react to a puff before it hits and to hike to accelerate the boat forward. The answer is not to start pulling lines and dropping tracks to depower.

Keep an eye on the jib telltales. If the puff is a lift, convert the added power into speed and point. If, with everyone in full hike, the boat is overpowered, then come on with vang to flatten the main and open the upper leach. If the vang does not do the trick, then crack the sheets a bit to get the boat back on her feet. As the puff passes, the sails should be powered back up before anyone is allowed to come in from hiking. If the puff is a header, keep hiking to help steer the boat down to its proper course. The crew should be aware that they are the ones steering the boat and that the rudders are just speed brakes in disguise.

Cockpit Layout

On first seeing a clean deck boat, most people ask, "Where are the cleats?" When designing the cockpit layout, I first looked at what lines we pull and how they contribute to sailing and when and from what position they are most likely to be used. The sheets, vang and tracks are speed controls. They are either kept in hand with the help of Oxen self-cleating blocks or located, as the jib tracks are, so that they can be adjusted without coming in from a full hike position. The jib cloth, cunningham, outhaul, forestay and shroud tension are tuning adjustments. They are by no means unimportant, but they are not adjusted in every puff. These are adjusted during sail checks before the start, at the beginning and end of runs, or as subtle corrections to changing wind and sea conditions.

Twings

The twings have been moved to just forward of the chainplates so that after a set or jibe the guy is down on the deck and out of the way. This lets the crew quickly hop out and hike, allowing the skipper to sail hot angles out of a jibe. The twings are also great during survival jibes because the chute can be kept close to the boat and under control until the pole

is latched. What we are left with is a clean deck which no longer restricts each crew member to one hiking position but allows the crew to move about the deck more freely according to changing conditions.

Since MA-4 was built without backstays and we predominately sail with a crew of four, our fourth being our chute trimmer, no one crew position has a work overload. The jib man concentrates on the jib trim. The board man's job is the vang, competition and wind. Our fourth focuses on how the main tracks upwind and flies the spinnaker downwind. This frees the skipper up to concentrate on sailing, tactics and the race at hand. ("Why Is Less More?" See Mark Beaton's article in last Winter's REPORTER, page 56).

Backstays

Backstays were our most hashed over topic. The last thing I wanted to do was to add a question mark when it came to rig security. Finally a design was decided on that included the chainplates mounted at the maximum sixteen inches aft, longer aft swept spreaders, and a hull built with appropriate reinforcement to handle the loads. This combination has proved rock solid in thirty knot, big-sea conditions and is, in fact, less likely to experience mast failure than a backstay boat with its chainplates in stock position. The trick has not been to overload the boat with high shroud tensions but to provide a strong rig which does not surge forward when hit by a puff or when the nose is buried while running. As far as using backstays to improve our performance, we have not felt at a disadvantage when sailing against backstay-equipped boats. If they are not needed for safety or to add to performance, they are just weight, windage, extra lines in the cockpit and above all a distraction when the crew should have their heads out of the boat and in the race.

Flotation

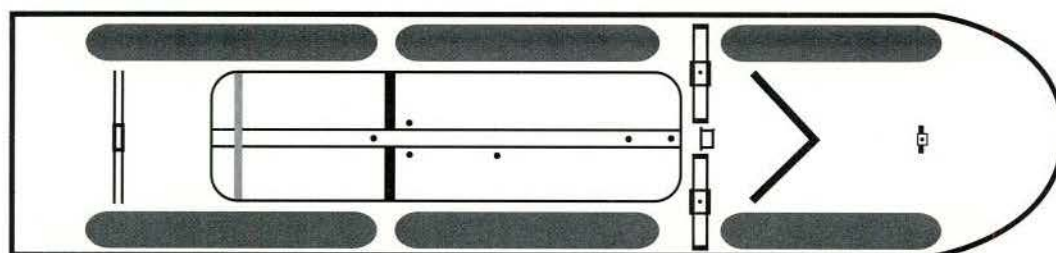
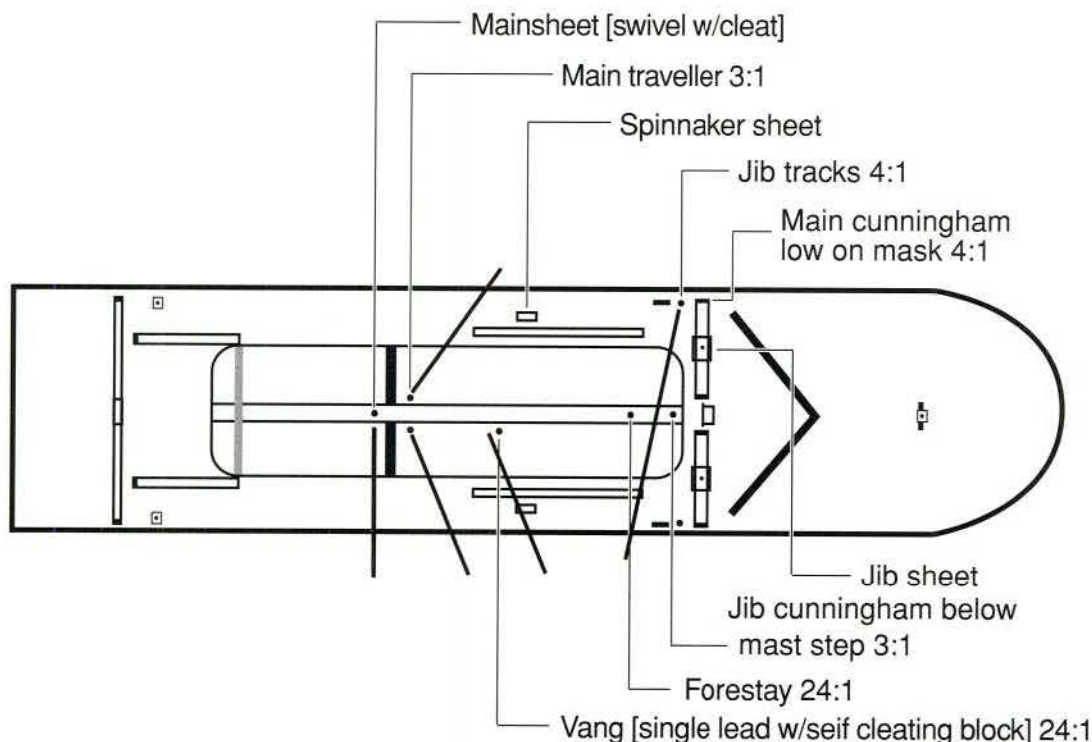
Past experience has taught me that, for most of us mortals, capsizing is a part of racing an E-scow. For this reason, and as a result of some not-so-fond memories, the boat needed to be self-rescuing, if possible. Because the deck has no holes in it and the spinnaker sheets are led through tubes, the deck is watertight. With this watertight deck, as well as with over twice the flotation required under the new rules, and all of it placed outboard, the boat has enough positive buoyancy to prevent swamping in the event of a capsize. If the seas are large enough to rise over the cockpit combing, or in the event of a turtle, the added foam displaces enough water to allow the boat to be sailed dry and the race to be continued. This has also shown an added advantage in survival conditions where the foam displaces the water that would normally slosh around behind the boardwells. This lets the boat float higher and forces the water out of the bailers.

And Finally...

Most of the ideas on MA-4 are not new. Peter Commette and Terry Kempton were the first to move the chainplates aft and not to use the backstays. Scott Callahan and Mike Fortenbaugh opened some eyes when they took wire cutters to their backstays in the mid 80's, and Peter soon followed suit. The idea for a vang controlled from the centerline came

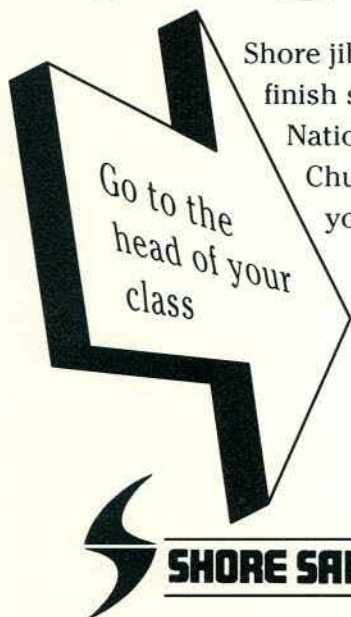
from the Ultimate 30, the flotation from the Optimist, the main traveller from Mumm 36, the twings from the 505, and a mast mounted main cunningham cleat from the Toronado.

What all of this adds up to is a modern competitive boat that addresses some of the shortcomings I've experienced in older scows. As Mark wrote in his article, while this set-up may not be for everyone, it has worked well for us with good results in this year's Eastern and Inlands.



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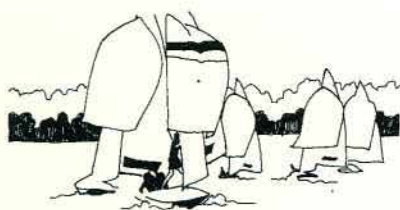
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TIME OUT! JUMP BACK!

Some Barnegat Bay history is on the verge of being wiped from the record books forever. The winners' plate from the Wannamaker Trophy is missing. This trophy is awarded to A-cats and raced for out of Island Heights Yacht Club. Do you have a clue?

Call Buzz Reynolds at work: 908-232-4200.



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Volunteers are needed to represent the class at Sail Expo '95 Feb. 4-12. The boat will be displayed in booth 1028C, next to the sailing pool.

Limited passes available.

Call Henry Colie (201) 420-0104

Drifter Sailing

by John Dennis



Don't let your spirits get you low. Photos by Pat Dunsworth

We've heard that J.D. has a knack for making an "E" go fast — even during those dog days of August. Here are his thoughts on racing in fewer than five knots of air.

As in any sailing, the proper set-up for the conditions will make your E-scow racing much simpler and more fun. With a little coaching from Gordy, our team has developed a system for tuning for the different wind conditions that we sail in. In the early season, tuning should be accomplished with the aid of a tape measure, permanent marker and tension gauge. With some experimentation and careful record keeping, you should develop a series of marks that you can turn to without having to do any measuring. A well-developed system of land marks will allow you to quickly and confidently adjust your boat for changing conditions and to spend more time thinking about race strategy.

In setting up for very light air, the important adjustments are spreader angle, mast rake, upper stay tension, mast sag, board height, jib tracks and sheet tension. Some of the needed adjustments are best accomplished on the lift or at the buoy before the sails are up and the boat is underway. I find it best if I show up on the boat twenty minutes early and take care of the overall set-up while the crew is rolling the chutes and getting dressed.

The adjustments of the spreader angle should definitely be taken care of on the lift. Some crews change this adjustment more than others; our team uses a setting that allows the spreaders to be swept back $4\frac{1}{2}''$ in most conditions. For drifter sailing the spreaders should be swept back further to help open the leech of the mainsail. The boat will be easier to sail and less likely to stall from over trimming of the mainsail.

Early in the season a tape measure, permanent marker and tension gauge should be used to set up the mast rake

and the upper shroud tension. When setting the mast rake position, we use $33' 11''$ almost exclusively. The one exception is when we are overpowered with three people. Put a black mark on the mast rake control line at $33' 11''$ and a double black mark at $33' 9''$. Our side stay tension settings range from 100 pounds in very light air to about 450 pounds in medium and heavy air. Before the start of the race, sail upwind in the day's average wind velocity. The leeward side stay should hang with no tension. If the leeward side stay is tight, the rig is not loose enough. The loose rig allows the headstay to sag when the mainsheet is eased. This, in turn, makes the jib deeper and aids in acceleration. Sailing in light wind with a loose rig gives the boat more horse power and better acceleration. If you haven't been loosening up for light wind, try it. We are confident that you will feel an immediate improvement in your boat speed and performance.

Mast sag is controlled by the tension of the lower shrouds. After you have decided on your spreader angle, mast rake, and upper stay tension, you will need to sail upwind on each tack to look at mast sag. The sag in the mast is the relationship of the mast at the spreader bracket to a straight line between the base and the hound of the mast. The mast should appear to make an "S" turn as you sight up from the bottom to top. At the spreader bracket the mast should sag in a range of $1\frac{1}{2}''$ to leeward when the lowers are loosened, to a straight mast when the lowers are tightened. In drifter conditions we sail with a straight mast for a more open leech on the mainsail. For medium air we sail with one inch of sag to tighten the leech and give us the ability to point higher. As the breeze builds to heavy air sailing conditions, we tighten the lowers so that we are back to $\frac{1}{2}''$ of sag. In heavy air, raking aft gives the mast less sag and opens the leech of the main.

The adjustment of your board height will help you pinpoint a balanced helm and should not be overlooked. Small adjustments of the board horn height move the base of the board fore and aft in relation to the sail plan and boat water line. A higher board horn moves the base of the board aft, and as a result the boat will have less helm. Due to the small size of her rudders, the E-scow seems to perform best with a balanced helm. Our team has found good speed with the boards max down for most conditions.

The jib track adjustment has a large effect on your boat speed and pointing ability. We have three large black marks at $13''$, $15''$ and $17''$ from the center line of the boat. By lining up the mark and the center of the jib car, the helmsman knows exactly where the tracks are set. In very light air we bring the tracks up to the top mark. In medium air we use the center mark. As the breeze builds to overpowering conditions, we lower the tracks to maintain a balanced helm. There are some special conditions that require variations

from our normal track positions. When we are footing for the next shift, we lower the track a couple of inches. Conversely, when we are pinching into a lift, we raise the tracks 1" above our normal setting. Wave patterns also have an effect on the track positions and quite often the settings on opposite tacks are different. As you use the three marks, you will develop through memory and record keeping a list of successes, and soon you will have settings for a broad range of conditions.

During each race we carefully keep track of how the boat feels with a certain set-up, and over time we pinpoint exact settings for the conditions. Landmarks are a great asset and along with good record keeping, your boat speed and race results will continually improve. There are many ways to make an E-scow go fast. The tuning of your boat will depend somewhat on the type of sails that you have. Ask your sailmaker for specifics pertaining to your sails.

Starting

The start can arguably be called the most important part of the race. A good start can give a crew the added inspiration and motivation that it takes to win the race. On the other hand, a bad start can cause even the best crew to second guess themselves and struggle through the first part of the race. While big comebacks are exciting to talk about at the bar, they are risky and tend to cause the crew plenty of stress. The experienced team knows that the lighter the wind the more important it is to plan ahead and work together. They will, whenever possible, develop a well thought out game plan and adhere to the start-ahead-stay-ahead-theory, expending as little emotional and physical energy as possible.

On Mustang Sally starting has evolved into a full team effort. We work together. Everyone helps out in the morning by making sure to be on the boat with plenty of time before the race. The lighter the wind the earlier we are there. In coaching our sailing school kids, I always stress that if you want to win a major championship, be first to leave the mooring area for each race. While everyone else is standing in line for a shuttle or sailing out to the race course, you will be studying the race area. In E-scow sailing the only way this is possible is with a team effort. If you are a crew member, remember that a good crew can get just about anyone a good start.

John Mattox is our middle person, and he plays a big part in our starting strategy. He keeps time and sets the tempo. When John plays well, we all have a good day. His responsibilities include time keeping, management of traffic on the starting line, and covering our backside when we are lined up on the starting line. John also tells me when to accelerate for the start of the race. Before the starting sequence we stop and accelerate the boat a few times. John keeps track of the length of time it takes to reach full speed. With the exception of when we are covered on both sides, John tells me to go, keeping in mind the length of time it will take to reach full speed. Richard Evans does the front end of the boat for our team. During the starting sequence Richard helps us maneuver through traffic and find a good opening to start in. His most important task is to concentrate on



Soggy buns at the Inland Championship.

steering, accelerating and slowing the boat in setting up on the line and starting. As the second count gets down to the end, Richard concentrates on the helmsman, looking for the signal to ease or trim. Our fourth is Inger Berkley. Inger does a great job of keeping things light and spirits high before, during and after the start. The light air at Crystal Lake under the NCESA rules was Inger's first real experience with sitting on the low side as we usually sail with three in the light air.

In light air the trick is to position yourself so that you have enough time and distance from the line to be at full speed at the gun. One approach is to set up and build a gap beneath you. If you use this approach, keep your boat moving and be ready to defend your territory. Once you have a good opening, others will want to take your spot and leave you behind. One of the common mistakes is setting up early and stopping the boat. Once you have stopped you have no defense and it will take over one minute to get the boat back up to speed. Another common mistake is getting caught below the first line of boats with no breeze and no way to get enough speed to find a clear opening. In light air stay up front close to the starting line. There is almost no breeze behind the first row of boats. As in any wind condition it helps to know where the starting line is. Have a line sight well before the start whenever possible and spend time looking at the starting line and its relationship to your landmarks. At the Nationals, the first two starts had long starting lines with good landmarks. By using and trusting our linesight and taking advantage of a mid-line sag, we were able to get a three or four boat length jump on everyone around us. This was a bit of a surprise to us. I asked John if we were over and on both occasions, he confidently replied, "We are not over."

Clearly, no matter what the wind conditions, the start is a very large part of the race and requires a team effort beginning first thing in the morning. By arriving in the starting area early you should have plenty of time to develop a solid game plan and starting strategy. By treating the start as the most important part of the race and working hard at the details, you will be surprised at how much progress your team can make.

Sailing to Weather

Sailing upwind in the really light air takes all of the concentration and teamwork that sailing in medium or heavy breeze requires and more. To fully master light wind sailing in an E-scow, you and your team should have a sound understanding of the concept of apparent wind and its effect as your boat accelerates and slows in the rising and falling wind velocity. The light air masters have achieved that perfect rhythm in managing their boat handling skills such as smooth weight transfer, angle of heel, sail trim, steering and tacking. They are able to accelerate in the smallest puffs and coast through some of the largest holes. They understand that a large part of their tactics are based on sailing high or pinching into a lift and footing or sailing fast toward the next header. They concentrate, for they know that light air is the condition where small gains in distance can develop into huge separations from the fleet – sometimes as much as a quarter of a mile or more.

When sailing upwind in light air, smooth is the key word. Everyone must move smoothly in the boat. There should be no bumps or sudden movements that may shake the sail plan or throw off the angle of heel. Ever notice that the boats in the front of any fleet appear to never change their angle of heel even in changing wind velocities? By looking at them you would never guess that the wind was changing in strength at all. What is really happening is the crew is smoothly transferring their weight along with perfectly timed easing and trimming of the sails.

On our boat everyone does his part in producing upwind boat speed. While John is concentrating on maintaining a perfect angle of heel, Richard concentrates on the jib telltales, easing smoothly when the back side telltale kicks and gradually squeezing the jib back in as we accelerate. Ricky and John listen for my ratchet clicks as I trim the main. As Richard and I trim, John brings his weight to the weather side as it rises; the boat accelerates and builds pressure. We talk back and forth trying to stay in synch with each other and the wind.

To understand fully what we are trying to accomplish, we think about sailing upwind in several phases. First there is the acceleration phase. Then there is the top speed phase where you have the choice to take some speed off the boat and point high or keep the speed on and foot. Finally, there is the coasting phase as the pull expires.

The acceleration phase begins when the boat sails into new wind velocity or is coming out of a tack. Due to the con-



A patient Zack Barlow waits for wind at the '94 National Championship on Crystal Lake.

cept of apparent wind, the new breeze will usually be from the side. The backside flowtale on the jib will kick, signaling that the luff of the jib is stalled and that the jib sheet needs to be eased. As the boat accelerates, the apparent wind will move forward. "Ease, hike, trim" is the saying that we keep in our heads. In really light air it is more like, "Ease, count to ten, slide the weight in a little, and trim part way." If the boat starts to heel, bring in a little more weight and trim a bit more. Remember smooth trimming and easing and smooth weight transfer make a huge difference in boat speed. Sail shape and orientation to the wind are very important. As always, angle of heel needs to be maintained. The sails have to be eased and twisted, open at the top. The jib luff has to be positioned so that both flowtales are streaming straight back. Remember to look at the upper flowtales as well as the lower ones. The jib trimmer has to concentrate; he must react to each change in wind direction and velocity. It is critical that the jib trimmer chases the changing wind and that the helmsman holds the tillers as close to straight as possible. A common mistake among sailors is for the helmsman to try to chase the wind by steering the boat. This is impossible and the turning rudders will only slow the boat down. Another common mistake in the acceleration phase is to bring the weight up and trim too soon. In light air it takes a long time to get up to full speed. Usually the sound of the boat will tell you when you're going fast. If you are having trouble heeling the boat, take some time before the race and watch the wake as it separates from the transom during acceleration and closes back in during deceleration.

Once the boat is going fast through the water and you are sailing at an average height in regard to the direction of the puff, look for the next new wind! At this point it is the tactician's job to decide whether pointing high will keep you in the breeze longer or whether footing will keep you in the breeze longer. Remember that the E-scow is fast enough through the water that if you don't pinch into the puff many times you will sail out from under it and the boats directly behind you will pinch their way right on past. The best helmsmen are continually lining themselves up on the next breeze, working their way up a maze, keeping the weather mark in their field of vision and planning their moves well ahead of time. They keep in their minds what the wind has done in the past and try to predict what it is going to do in the future, some to the point of our amazement. Yes, some of it is luck, but it seems that the same guys show up in the front most of the time.

The coasting phase involves the concept of apparent wind. As a puff ends, your boat will be going faster in relation to the true wind than it was during the height of the puff. As a result the wind will swing forward in relation to the boat and luff the jib. The common and most natural reaction is for the helmsman to abruptly turn the tillers and swing the bow of the boat down. Turning the boat at this point is like putting the brakes on. The proper response would be to turn the tillers slightly and preserve as much speed as possible. As the boat slows, the apparent wind will swing more from the side and the jib will refill. You will have saved some distance and speed and as a result gain on the boat next to you.

As in any sailing, there are no real big tricks. There are many small ones. Successful upwind sailing in light air is a combination of all of the little things. Everyone must think ahead, work together and do his part.

Downwind Tactics —

Downwind tactics in light air require smooth transitions, patience, and concentration. Cool planning and decision making along with careful management of boat speed, angle of heel and sail trim will be rewarded with large gains in distance. Apparent wind and its relation to the boat and spinnaker play a large part in making tactical decisions. As in upwind tactics, downwind tactics require the helmsman to make constant decisions with regard to variation in the speed and angle of the boat. The best light air E-scow sailors seem to have the ability to continually plan ahead and make the right decisions.

A smooth transition from the upwind portion of the race to the downwind portion is a must. This transition should begin with a good set-up by the helmsman. A three to five boat length starboard tack approach will give the crew plenty of time to set up and make a good rounding. If the situation calls for a more risky port approach, the helmsman should warn the crew ahead of time so they can prepare for a more demanding rounding. The most experienced helmsmen

know that the starboard tack approach will give their crew added time and the capability of raising the spinnaker well before the offset. In very light air the immediate transition from sailing upwind to downwind with the spinnaker pulling can make all the difference between stalling at the weather mark as you get blanketed by the train of boats behind you or skating down the lake in the last of a fading wind.

Once you are to the offset, it is time to put your downwind game plan into action. As you were sailing into the weather mark trying to negotiate through the traffic you should have been formulating your initial downwind strategy. Remember that the further you think ahead the slower everything will seem to happen. When you were approaching the weather mark were you on a starboard lift? A port lift? If you were on a port lift chances are that the starboard jibe will be favored early in the downwind leg. Conversely, if starboard tack was lifting into the top mark it may be a good idea to jibe at the offset. When you are considering a jibe at the offset, consider the size of the fleet and what effect the wind shadows of the boats behind you will have. Remember that this is a critical point in every race especially during the first lap when things are tight. A good decision here sets the tone for the downwind leg and can be the difference between being in contention to win the race or fighting it out for fifth through tenth or worse. If your team is planning this portion of the race well ahead of time, good for you. If not, work at planning ahead and it will sooner or later become second nature. When you are not sure which way to go, don't panic, just calmly sail fast and wait until you see a good opportunity to make a move. When you do decide that it's time to jibe, make sure that you have a clear lane and that you will be able to maintain a position that gives you clear air.

In developing your downwind sailing, your first priority should be boat speed. Tactics are very difficult if you are not as fast as the boats around you. On the other hand, when you are fast it is much easier to stay with your competition, wait for their mistakes and take advantage of them. To be fast downwind in light air, there are a few guidelines that we follow. Most importantly, we do not use the runner when the wind is less than 8 m.p.h. Our rule is that if we are not three on the high side coming into the windward mark, we use the reacher. In flat water, you can use the runner in slightly less breeze; however, we feel that going with the reacher is usually the safe thing to do when we are not sure. The next important adjustment we make is the spinnaker pole height. A high pole will open the entry and close the leech of the sail. A low pole will round the entry and open the leech. A good average pole height is a range from level to the point of perpendicular to the forestay. (Gordy elaborated on methods of looking at your spinnaker in the '92 REPORTER.) Another great technique in light air is to drop the jib on the deck on the downwind. This will open the slot between the spinnaker and main. If you haven't tried this, you should. You can actually see the spinnaker rise and fly further from the boat when you take

the jib down. The best condition to try this is in 0 to 4 m.p.h. wind velocity. Last, we sail with most of the board in the water. In light air there is a large amount of side pressure on the boat. With too little board in the water it will tend to partially stall, sliding sideways through the water and slowing the boat.

Downwind speed in light air requires concentration on the part of the spinnaker trimmer and the helmsman. They must work together in maintaining the perfect angle of heel. As the helmsman is steering up to gain speed and steering down to stay in the pull, the spinnaker trimmer shifts his weight with the changing pressure and is continually trimming and easing the spinnaker with the luff just on the edge of breaking. On our boat John talks to me and tells me whether he has good pressure on the spinnaker sheet or not. This helps me know when to turn up or down. During a

practice session, work on sailing downwind with the apparent wind at 90 degrees to the boat. This will establish your average sailing angle during the race. From this base you can sail high for more speed or lower toward the leeward mark. Rather than commit to a jibe, you can hedge your way toward one side of the course or another by simply changing the angle at which you are sailing. This is important because jibes cost a large amount of distance and you want to make as few as possible.

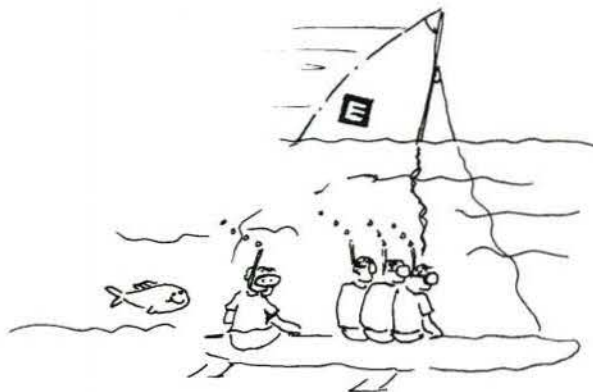
In light air we have a couple of sayings. One is, "An inch is a mile," referring to the fact that a small amount of distance can be transferred into huge gains. The second is, "Keep it under a mile," referring to the fact that if we are within a mile during a drifter, we can still win. We try to always be patient and positive; anything can happen.

Good luck from the crew of Mustang Sally!

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1994 Regatta Winners

Easter Regatta

Charleston, SC
April 1-2
20 boats

1. Dave Magno, LA-99
2. Bob Biwer, V-333
3. Casey Call, WA-99

Black Tie Regatta

Forney, TX
April 17
14 boats

1. Dave Ferguson, M-67
2. Jim Gluek, V-137
3. Rick Schaffer, GL-21

Eastern Shore Regatta

Oxford, MD
April 30 - May 1
16 boats

1. Runnie Colie, MA-4
2. Erik Johnson, T-18
3. Bob Donat, LE-3

Nagawicka Spring Regatta

Nagawicka, WI
May 7 - 8
27 boats

1. Jim Gluek, V-137
2. Brian Porter, I-49
3. John Dennis, M-11

Spring Lake Regatta

Spring Lake, MI
May 14 - 15
6 boats

1. Pete Price, MA-1
2. Tom Munroe, MU-11
3. Chad Gould, WH-3

Lake Hopatcong Tune-Up

Lake Hopatcong, NJ
May 21
12 boats

1. Alex Smigelski, HO-47
2. Paul Magno, LA-88
3. Had Brick, IH-27

Western Michigan Spring Tune-Up

White Lake, MI
June 4 - 5
10 boats

1. Larry Brand, WH-1
2. Paul Wickland, MU-22
3. Art Brereton, TO-101

Toms River Tune-Up

Toms River, NJ
June 4 - 5
9 boats

1. Erik Johnson, T-18
2. Jack Lampman, LE-8
3. Cliff Campbell, T-17

Wawasee "E" Open

Lake Wawasee, IN
June 11-12
24 boats

1. Bud Zinn, V-137
2. Paul Wickland, MU-22
3. Tim Regan, J-12

ILYA "E" Invitational

Pewaukee, WI
July 8-10
52 boats

1. Brian Porter, I-49
2. Jim Gluek, V-137
3. Bill Allen, M-4

Western Michigan Invitational

Torch Lake, MI
July 23-24
22 boats

1. Lon Schoor, H-7
2. Denny Malone, TO-8
3. Paul Wickland, MU-22

Up Bay Regatta

Toms River, NJ
July 30-31
23 boats

1. Erik Johnson, T-18
2. Dave Magno, LA-99
3. Alex Smigelski, HO-47

Eastern Championship

Toms River, NJ
August 3-5
24 boats

1. Erik Johnson, T-18
2. Runnie Colie, MA-4
3. Dick Wight, MA-10

Western Michigan Championship

Muskegon Lake, MI
August 10-13
23 boats

1. Art Brereton, TO-101
2. David Koch, W-30
3. McMurray/Gill, WH-88

Down Bay Regatta

Little Egg, NJ
August 13-14
22 boats

1. Dick Wight, MA-10
2. Dave Magno, LA-99
3. Erik Johnson, T-18

ILYA Championship

Green Lake, WI
August 20-23
58 boats

1. Tom Burton, M-9
2. Dick Wight, MA-10
3. Bill Allen, M-4

NCESA Championship

Crystal Lake, MI
September 8-10
64 boats

1. Dave Magno, LA-99
2. Tom Burton, M-9
3. Bill Allen, M-4

F.L.A.C.E. Regatta

Keuka Lake, NY
September 17-18
22 boats

1. George Welch, Jr., KU-11
2. Chuck Drawbaugh, HO-47
3. Chris Hawk, KU-3

Blue Chip Regatta

Pewaukee, WI
September 23-25
22 boats

Mystery Guest: Ken Read

1. Bill Allen, M-4
2. Bud Zinn, V-15
3. Ken Read, ???

F.R.E.S.H. Regatta

Lake Hopatcong, NJ
September 24-25
8 boats

1. David Drawbaugh, HO-32
2. George Drawbaugh, HO-37
3. Bill Storey, AH-8

Fall Sprints

Annapolis, MD
October 1-2
32 boats

1. Erik Johnson, T-18
2. George Welch, Jr., KU-11
3. Bob Donat, LE-3



BIG BUMMER! The Results From Our Reaches' Poll Are In! And Just When You Were Getting Ready To Mail In Your Response. . . ENJOY!

1. **FIRST TO CROSS THE LINE AWARD FOR SOCIAL EXCELLENCE**
(for the man who boldly goes where no man has gone before)
HAD BRICK (Keuka Easterns)

2. **HERO TO ZERO AWARD**
(for the skipper who took the wrong turn at Albuquerque)
JIM GLUEK (last year's Easter Regatta)

3. **COMEBACK AWARD**
(for the skipper who took the wrong turn at Albuquerque, but realized, miraculously, that the finish line was at Santa Fe!)
PAUL MAGNO (accidentally sailed correct course at Easter Regatta)

4. **HOLD OUT AWARD**
(for the crew who might be busy clipping his nails that day...)
JAY DARLING (full of excuses)

5. **CHEAPSKATE AWARD**
(for the skipper most able to get his crew to pay their own way)
SCOTT CALLAHAN (doesn't own a boat anymore. The ultimate cheapskate?)

6. **"CANIBORROW" AWARD**
(for the team most reliant on its competitors' material things)
HAD BRICK (even though his supplies are endless)

7. **MOST IMPROVED AWARD**
(for the skipper who has dazzled and dominated like never before)
TIM FARANETTA (new boat helps)

8. **PRETTIEST CREW AWARD**
(when good looks are everything)
HEATHER BEESLEY, INGER BERKLEY, KARINA KARLENE (no explanation necessary)

9. **LAST TO THE LINE AWARD**
(for the skipper who's pulling out of Dunkin' Donuts at the ten minute gun)
John Harkrader (historically late)

10. **BEST CREW AWARD**
(for that one team member who hikes, heels and even helps!)
JOHN APPELEGATE (boat maintenance is the key)

11. **THE ON-YOUR-EAR AWARD**
(for the skipper who refuses to hike)
CLIFF CAMPBELL (just to bust his chops)

12. **THE SELF EXPRESSION AWARD**
(for the boat with the best name)
PETE AND THE POLLAK (jointly owned by Peter Commette and Alex Smigelski)

13. **BEST STARTER AWARD**
(for the skipper who's on the line, never over)
TOM BURTON

14. **BEST LOOKING BOAT AWARD**
(for great graphics)
ROB EVANS (Cosmic Voyager)

15. **TOP THREE RACING LOCATIONS**
(this one goes to the Board!)
1. Little Egg Harbor 2. Crystal Lake 3. Mendota



Lon Schoor, H-7, sails on to win the third race at the '94 National on Crystal. Photo by Pat Dunsworth



George Welch, Jr. battles some breeze at the Eastern Championship sailed on Toms River in NJ. Photo by Trish Murphy

Betty Welch
 Secretary/Treasurer
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