



The Reporter

NCESA

Winter 1993



Dave Koch chasing Bob Allen chasing Peter Slocum at Inlands on Lake Mendota. The clouds were great for pictures. Photo by Pat Dunsworth



John Ruf (V-88) hoisting the spinnaker no further than the exit block for the lift. Halyard not cleared! Per Svantesson, new to the scow, goes for the offset at the Nationals with his vang on hard! Photo by Pat Dunsworth



Mark Beaton ahead of Andy Burdick at the Nationals. "It didn't stay that way," admits Mark. Andy was charging! Photo by Pat Dunsworth

Letter from the Commodore



Betty Welch (behind the shades) replaces Sherri Campbell as Secretary/Treasurer. Betty's number is 607-962-6319. Call her to say hi! Photo by Pat Dunsworth

The Reporter, Winter 1993

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Commodore Denny Malone at the '93 Nationals at Chautauqua. Photo by Pat Dunsworth

The time has come when I am finally Commodore. I am not too sure how I arrived at this position, but the fact of the matter is that I will be here for the next two years. It finally sank in as I was driving home

from Chautauqua, and I started to look at the pluses and minuses of our current situation at NCESA.

First the minuses: A) Sherri Campbell is no longer the Secretary/Treasurer. B) Snuffy is no longer Measurer. C) We can't seem to get more than four or five races in at the Nationals. D) Jack Lampman is no longer Commodore.

Now the pluses: While Sherri, Snuffy and Jack will be sorely missed, they have left the NCESA in great shape and have been replaced with new, energetic people willing to share their time and ideas with the NCESA. Betty Welch is our new Secretary/Treasurer and is already taking control of managing the day-to-day operations. Bob Zak has instituted a new measuring organization that appears to be working very well. As always Robin Johnson is providing us with terrific publications in a timely fashion, and we have several new board members who will add fresh ideas to our meetings.

I am excited to be a part of this transition and hope that the NCESA will be as well run as it has been in the past.

This year's Nationals was a great time. We had a good turnout and there was no lack of wind. In fact we could have used a little less wind at times. The Chautauqua Lake Yacht Club members were wonderful hosts under difficult conditions. I would like to personally thank Rick and Terri Turner and Autumn and Dick Turner and their helpers for their hospitality.

Next year's Nationals will be held at Crystal Lake. It is truly one of the most beautiful lakes around and is big enough to ensure good sailing.

I hope to see all of you there!

Meanwhile, have a great winter and see you on the water in '94.

Denny Malone, Commodore
TO-8

MESA CHAMPIONSHIP

July 17 - 18 • Lake Carlyle, IL • by Ted Beier

Even with the extremely high water throughout the Midwest, Carlyle Lake was just within its banks for the MESA Championship Regatta. Casey Call maintained his mastery over this event, but not without a strong challenge from fellow Wawasee sailor Bob Herdrich. Herdrich won three races, but could not



Ted Beier on home lake. Photo by Jeanette Beier

overcome a disqualification which resulted from a collision in the third race and an eighth place in race four, which netted him a fifth place overall.

Lake and weather conditions were good with the winds holding along the stationary front that seemed to have been parked over the Midwest for months. For another rarity in the 1993 trend, there were no storms for two days straight. However, with the continuing threat of storms, the Race Committee declared that flotation panels would be carried for the entire event.

The lake level was within six inches of the sea wall cap, which made hoisting boats quicker and easier, plus the docks were slightly above blacktop level with no slope to the ramps. The Army Corps of Engineers has been doing a good job holding back as much water from the Mississippi as possible without actually flooding the lake facilities.

The first race was posted as a windward-leeward course with a northeast wind at 10 mph. Those who elected to do the local knowledge thing and go left along the west shore were not rewarded as the wind gradually shifted to the east and favored the boats that went out into the center. The course heading was changed from 55 degrees to 90 degrees for the second beat. Herdrich established a lead in the first beat and held it throughout while Call came from behind passing Klaban and Snook on the second lap to finish second. Carlson finished fifth.

The second race was sailed back-to-back on another windward-leeward course. The wind continued shifting to the south with a heading by starting time of 140 degrees at 8-10 mph. This race ended similarly to the first one with Herdrich in the lead followed by Call. However, Klaban and Snook dropped to fifth and sixth as Powell and Crosby slipped in ahead of them. At the lunch break it appeared that Herdrich would be unstoppable with two convincing firsts. Call was well established behind him, but no other trends were emerging.

By the start of Race 3 the wind had shifted to 190 degrees and increased to 10-12 mph. A windward-triangle course was posted. Neither side of the beat seemed to be favored very much, but by the reaching legs Call, Klaban, Herdrich, Beier, and Snook had pulled away from the remainder of the fleet. On the last beat Klaban and Herdrich tacked away to the left shortly after rounding, while the other three continued along the west shore on port looking for a favorable shift on which to cross the lake. Klaban and Herdrich began a tacking duel which ended in a port-

1993 MESA Championship Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | R5 | Pts. |
|-------|--------|------------------|----|----|-----|-----|-----|-------|
| 1 | WA-99 | Casey Call | 2 | 2 | 1 | 1 | 2 | 7.50 |
| 2 | MU-400 | Tom Klaban | 3 | 5 | 3* | A-4 | 5 | 20.00 |
| 3 | WA-20 | George Snook | 4 | 6 | 2 | 4 | 7 | 23.00 |
| 4 | LS-44 | L.J. Powell III | 10 | 3 | 6 | 3 | 3 | 25.00 |
| 5 | WA-47 | Bob Herdrich | 1 | 1 | DSQ | 8 | 1 | 26.25 |
| 6 | S-27 | T.H. Beier | 7 | 9 | 3 | 5 | 6 | 30.00 |
| 7 | LS-77 | Mark Lewis | 11 | 8 | 8 | 7 | 4 | 38.00 |
| 8 | IB-2 | Roger W. Carlson | 5 | 7 | 9 | 6 | 11 | 38.00 |
| 9 | S-4 | Dennis Major | 9 | 12 | 7 | 2 | 10 | 40.00 |
| 10 | S-3 | Pete Gass | 8 | 11 | 10 | 9 | 8 | 46.00 |
| 11 | S-17 | David Crosby | 6 | 4 | 14 | 13 | 12 | 49.00 |
| 12 | S-11 | Ray Bunse | 14 | 10 | 12 | 10 | 9 | 55.00 |
| 13 | ID-4 | Tom Ewing | 13 | 13 | 11 | 11 | 13 | 61.00 |
| 14 | IB-100 | Augie Wisnosky | 12 | 14 | 13 | 12 | 14 | 65.00 |
| 15 | LS-4 | Richard Budinger | 15 | 15 | 15 | DNF | DNF | 77.00 |



Wawasee's Bob Herdrich hard pressed by Carlyle's Ted Beier and Mark Lewis.
Photo by Jeanette Beier

starboard collision with Klaban losing both port shrouds and limping to the finish using the spinnaker halyard in their place. The right side trio found their favorable shift with Call finishing first followed by Snook and Beier. Herdrich finished fourth close behind Beier, and Klaban crossed fifth. However, Klaban hailed a protest, and thus the jury was to have the final say on some of the finish positions.

Race 4 was sailed back-to-back with the wind remaining at 190

the last beat L. J. Powell went left and passed Snook and Beier who were in a tacking duel. Call finished first followed by Major in second, and Powell in third. Beier with his heavier crew could not hold off Snook as the breeze lightened. He had to settle for fifth when Snook passed as they neared the line to finish fourth.

After the racing on Saturday the jury deliberated Klaban's protest and request for redress for being unable to sail Race 4. They disqualified Herdrich from

Race 3 for causing serious damage and awarded Klaban a duplicate third place for that race. Also, the jury declared that Klaban would be awarded average points for Race 4.

After a Ray Bunse feed of Cajun chicken, the scores

were posted for the first four races. They showed Call with a comfortable lead followed by Klaban and Snook (relative position depending on Klaban's "average points"), Powell and Beier.

A short meeting of the Midwest E-Scow Association was held. In keeping with tradition the Vice Commodore, Ray Bunse, was elevated to Commodore, and a Vice Commodore was elected from the fleet who will host next year's regatta. George Snook from Wawasee was elected since that club is next in the rotation and will host the 1994 regatta. It was decided to keep the two-day regatta format for the 1994 regatta.

Sunday morning saw the wind blowing from the south at 12-15, but by the start it had dropped to 7-8. Another windward-leeward course was set. Herdrich, back in form, quickly moved to the head of the fleet, and held that position to the finish even though he was challenged by Snook, Beier, and Powell at various times during the race. At the last bottom mark Call rounded behind Herdrich followed by Beier, Snook, and Powell. Then came Klaban and Mark Lewis from Springfield. Call stayed to the right, which had been wrong on the first two beats, and crossed the lake on a lift to finish second. Powell, Lewis, and Klaban went left early, but then went more or less up the middle to finish 3, 4, and 5. Beier and Snook went left after a short port tack off the mark, which had been the thing to do on the first two beats, but the east shore lift failed them and they dropped to sixth and seventh.

The final scores showed that the standings had remained the same as on Saturday evening except that with the added first place in Race 5, Herdrich moved to fifth place. The top five finishers were awarded mantle clocks for trophies with the crews receiving pewter tankards. All were pleased with the event and the efforts of the Race Committee chaired by Glen Grummon of the local Lightning fleet.



Major & crew show off their sail number shorts. What a concept!

degrees, but dropping a bit to 8-10 mph. Another windward-leeward course was posted. By the first mark, Call was in the lead followed by Denny Major, with Beier and Snook fighting for third. On

UP BAY REGATTA

July 31 - August 1 • Toms River, NJ • by Matthew Sullivan



Quarters were cramped at the windward mark. Photo by Renee Wightman

JOHNSON AND LAMPMAN ALL TIED UP ON TOMS RIVER

The Toms River Challenge Cup, better known to Easterners as the Up Bays, was at the mouth of the river on the Wanamaker course, a veritable incubator of world class sailors (Hi Bill!). Both days saw beautiful clear skies conducive to sea breezes. This is great news if your crew is solar-powered, but it also guarantees countless power boats doing their best to imitate Rodney Dangerfield in "Caddyshack".

Arriving on the course Saturday morning, sailors were greeted by a light westerly working its way over and around the bluffs of Island Heights. First tactical dilemma: Go left for the breeze funneling out the river, or right for shifts off the north shore. Dave Magno got the best start of those choosing the left and waited for the full header, which put him on the layline. He arrived first at the mark, just ahead of many cumulative years of local knowledge in the forms of Dan Crabbe and Cliff Campbell, both of whom had played the right. Those three headed downwind with Had Brick, George Welch, Jr. and Phil Reynolds, leading a very tight pack on their heels.

By the second windward mark Cliff had darted by Dave to take the lead, with Paul Magno working through the pack to assume third, and Phil and Had still on the pace. At the finish, however, Dave had retaken the lead and Paul had continued his charge to take second, with Cliff a close third. In fourth was the heretofore unmentioned Erik Johnson, who came from well off the pace with a blistering second lap. Jack Lampman also worked steadily through the fleet to take fifth.

The wind was quite obliging in making its long-expected shift to SSE while we were lunching on the water (you should really try it sometime, guys). By the time the second race got off, the wind was up to 12 knots with the only drawback being that the new direction was across the short axis of the river. Much of the fleet worked right, thinking the wind had another twenty degrees or so of veering to do to reach the true sea breeze. Bob Donat emerged to lead at the weather mark with Kirby Slack in hot pursuit.

As the wind settled in and built in velocity, an armada of envious E sailors, led by Erik, Phil, and Jack, charged downwind determined to reel in these young upstarts. But they would not be easily caught. Kirby punched out to lead the second time upwind with Bob holding second, Phil third and Jack fourth, with a squadron of "T" boats breathing down

Up Bay Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | R5 | Pts. |
|-------|-------|-------------------|-----|-----|-----|-----|-----|-------|
| 1 | T-18 | Erik Johnson | 4 | 5 | 12 | 2 | 2 | 25 |
| 2 | LE-8 | Jack Lampman | 5 | 4 | 3 | 7 | 6 | 25 |
| 3 | IH-17 | Phil Reynolds | 7 | 2 | 11 | 3 | 4 | 27 |
| 4 | LA-88 | Paul Magno | 2 | 13 | 1 | 5 | 10 | 30.75 |
| 5 | T-17 | Cliff Campbell | 3 | 6 | 4 | 13 | 7 | 33 |
| 6 | IH-44 | Kirby Slack | 12 | 1 | 13 | 4 | 5 | 34.75 |
| 7 | LA-99 | Dave Magno | 1 | 7 | 9 | 10 | 8 | 34.75 |
| 8 | IH-7 | Buzz Reynolds | 11 | 9 | 8 | 1 | 9 | 37.75 |
| 9 | MC-55 | Mark Beaton | 10 | 11 | 5 | 11 | 3 | 39 |
| 10 | T-8 | Dan Crabbe | 15 | 10 | 2 | 8 | 11 | 46 |
| 11 | KU-1 | George Welch, Jr. | 9 | 17 | 6 | 6 | 12 | 50 |
| 12 | LE-5 | Butch Lenhard | 16 | 12 | 7 | 9 | 16 | 60 |
| 13 | BH-10 | Matt Sullivan | 8 | 8 | 16 | 16 | 13 | 61 |
| 14 | LE-3 | Bob Donat | 18 | 3 | 15 | 15 | 15 | 66 |
| 15 | BH-11 | John Harkrader | 13 | 15 | 10 | 14 | 14 | 66 |
| 16 | BH-2 | Sam Merrick | 17 | 16 | 14 | PMS | 1 | 67.75 |
| 17 | IH-27 | Had Brick | 6 | 14 | 17 | DNS | DNS | 77 |
| 18 | LA-5 | Tim Faranetta | 14 | 18 | 18 | DNS | DNS | 90 |
| 19 | OG-4 | J. King | DNF | DNS | DNS | 17 | 17 | 93 |



Is Phil looking for air or smiling at the birdie? Photo by Renee Wightman

their transom. Kirby Slack held them all off to record his first E-Scow victory. Phil Reynolds nosed out Bob Donat for second and was overheard proclaiming "but I'm young at heart."

With the wind blowing across the shortest axis and now in range respectable for Barnegat Bay (16-18), the committee posted W2, the only course in the sailing instructions. It was clear Heat 3 would be a flat out sprint. Dan Crabbe showed excellent form out of the blocks and led the thundering herd around a very exciting and vocal windward mark. Eights were wild as

Dan, Paul Magno and Jack Lampman put some distance between themselves and the crowd on the second upwind. Those three exchanged places and battled to the finish with Paul pulling out the victory, Dan second and Jack third. Cliff was close behind holding off George Welch, Jr.

And so the day ended with Jack Lampman leading the equally consistent Cliff Campbell by one point. The Brothers Magno were tied for third, five points back, with Phil Reynolds and Erik Johnson lurking nearby.

Sunday morning greeted the assembled masses with a light easterly of 6 knots. As the fleet moved off the line, I had the mis-

fortune of justifying the committee's requirement of flotation panels. Thanks to a broken hiking strap, and a crew which was concentrating so hard that they didn't notice my departure, we rolled in four knots of breeze, but gosh what a great start we had! Of those who were still upright, Sam Merrick showed the most guile in managing the fluke winds and was first to arrive at the mark.

Unfortunately, at that time he was told that he had been over at the start. That left Erik Johnson and Buzz Reynolds to fight it out up front. Buzz took the lead at the leeward mark followed by Erik. George Welch, Jr., making the most of his year at the helm, led the next wave along with Paul, the other Reynolds guy, Kirby Slack, and Jack Lampman. Buzz clung to his lead to the finish with Erik right behind; Phil and Kirby moved up to take third and fourth followed by Paul, George, Jack, and Ringo. Cliff sailed a throw-out.

Jack now led Paul by three; Phil and Erik by four. For the fifth and final race the wind freshened and veered slightly, while the boat chop increased dramatically. This time Sam made sure he wasn't over and showed that his previous performance was no fluke. He led from wire to wire despite being relentlessly chased by Erik Johnson and Mark Beaton, who finished second and third respectively. Phil and Kirby were again near the lead and came in fourth and fifth. Jack Lampman bounced back from a poor first leg to wind up sixth.

Jack sailed a wonderful, consistent regatta with no finish worse than seventh. Erik's strong last day, however, was good enough to tie for the lead and win the tiebreaker. Phil Reynolds used his showing on Sunday to vault into third with Paul Magno fourth and Cliff Campbell fifth.

EASTERN CHAMPIONSHIP REGATTA

August 5 - 7 • Keuka Lake, NY • by Jay Darling

And the final Jeopardy Answer is: Lee Colie Wight

But before the contestants begin, back to our sponsor, the ECESA, which for the 54th time hosted the Eastern E-Scow Championship in early August. Up this year in the five-year rotation was Keuka Lake, a place of incomparable beauty and deceitful breeze.

Anyone reporting the first race wouldn't be blamed for heading to shore and touring the wineries after the first several legs, concluding that Erik Johnson had put it away with over a four minute lead. But this is Keuka. Dickie Wight snuck by on the last downwind leg, followed by Buzz Reynolds, while Johnson sat vacuum packed in a hole.

Those three finished in that order, followed by Tom Wiss in his bright red boat. The finish was actually pretty exciting, with the first three boats within perhaps three seconds of each other, Wight and Reynolds from the right, and Johnson from the left.

And the Double Jeopardy Answer Is: Theophrastus or The Green Boat

Race Two was held in the same feeble-to-barely-steady northerly, and Buzz Reynolds won this one by getting to the left of the fleet on the second-to-last weather leg.



At the starting gun! Photo by Joe Spinella

At the end of the first day, it was Buzzy in first, followed by Erik, Dave and Dick.

The bar was packed Friday night and revelry reigned. Mass quantities of beer were consumed, and many bare-foot sailors literally cooled their heels by standing in the refreshing run-off from the beer keg. Nice bouquet!

And then Race Three. I hated it then and I hate it now. And so should everyone else in the fleet except for Wight and wily local Irv Spear. To tell the tale is to relive the torture. Buzz Reynolds had the race won, (if this sounds like Race One, it's suppose to), when a funny thing happened on the way to the trophy presentation. Can you guess? Of course, the breeze died. Dead. Kaput. Glass.

The fleet, at the time, was on a downwind leg, headed north. For perhaps forty minutes certainly every boat found itself in the lead, most of them several times. The breeze would barely fill in from here, then there, then wisp away. Boats side by side traveled on identical headings, one with a chute up, the other closs hauled.

The mark was well up the lake on the western shore. Most of the fleet played

1993 ECESA Championship Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | R5 | R6 | Pts |
|-------|-------|-------------------|----|----|-----|----|-----|----|--------|
| 1 | MA-10 | Richard Wight | 1 | 8 | 4 | 2 | 3 | 4 | 21.75 |
| 2 | IH-7 | Buzz Reynolds | 2 | 1 | 9 | 14 | 2 | 1 | 28.50 |
| 3 | T-18 | Erik Johnson | 3 | 4 | 17 | 1 | 8 | 8 | 40.75 |
| 4 | LA-99 | Dave Magno | 6 | 2 | 5 | 8 | 6 | 16 | 43.00 |
| 5 | IH-17 | Phil Reynolds | 8 | 14 | 2 | 7 | 11 | 6 | 48.00 |
| 6 | IH-27 | Had Brick | 21 | 15 | 16 | 5 | 1 | 3 | 60.75 |
| 7 | CH-6 | Rick Turner | 17 | 5 | 3 | 3 | DSQ | 5 | 66.00 |
| 8 | IH-44 | Kirby Slack | 12 | 7 | 20 | 4 | 14 | 9 | 66.00 |
| 9 | BH-2 | Sam Merrick | 5 | 9 | 7 | 23 | 4 | 19 | 67.00 |
| 10 | MC-55 | Mark Beaton | 9 | 17 | 13 | 11 | 10 | 7 | 67.00 |
| 11 | V-88 | J. Ruff/P. Friend | 11 | 3 | 8 | 20 | 5 | 27 | 74.00 |
| 12 | T-17 | Cliff Campbell | 19 | 18 | 19 | 12 | 12 | 2 | 82.00 |
| 13 | LE-8 | Jack Lampman | 13 | 6 | 21 | 15 | 18 | 10 | 83.00 |
| 14 | MA-4 | Runyon Colie | 10 | 13 | 22 | 6 | 20 | 13 | 84.00 |
| 15 | HO-31 | Pete Rochelle | 16 | 19 | 11 | 10 | 17 | 11 | 84.00 |
| 16 | HO-32 | Tom Wiss | 4 | 22 | 6 | 19 | 15 | 21 | 87.00 |
| 17 | KU-5 | Irv Spear | 18 | 16 | 1 | 24 | 19 | 12 | 89.75 |
| 18 | KU-1 | George Welch, Jr. | 7 | 11 | 10 | 17 | 25 | 23 | 93.00 |
| 19 | T-8 | Dan Crabbe | 14 | 10 | 29 | 22 | 7 | 14 | 96.00 |
| 20 | LA-88 | Paul Magno | 24 | 12 | 23 | 18 | 9 | 17 | 103.00 |
| 21 | BH-11 | John Harkrader | 27 | 20 | 15 | 13 | 23 | 15 | 113.00 |
| 22 | LE-3 | Bob Donat | 15 | 26 | 12 | 26 | 16 | 22 | 117.00 |
| 23 | AH-1 | Bob Turner | 20 | 24 | 18 | 16 | 27 | 25 | 130.00 |
| 24 | KU-21 | Dave Stenger | 23 | 28 | 14 | 25 | 21 | 20 | 131.00 |
| 25 | CR-75 | Bob Wynkoop | 22 | 21 | 25 | 27 | 13 | 16 | 134.00 |
| 26 | CH-5 | Dick Turner | 21 | 25 | 27T | 9 | 24 | 18 | 139.00 |
| 27 | LA-5 | Tim Faranetta | 27 | 27 | 24 | 21 | 22 | 29 | 150.00 |
| 28 | KU-7 | Phil McHenry | 28 | 23 | 26 | 28 | 26 | 24 | 155.00 |
| 29 | SY-2 | Phil Hazlitt | 25 | 29 | 28 | 29 | 28 | 28 | 167.00 |
| 30 | HO-45 | James Flinn | 29 | 31 | 31 | 30 | 29 | 31 | 181.00 |
| 31 | KU-16 | Tom Eichorn | 30 | 30 | 30 | 31 | 30 | 30 | 181.00 |



This crew really looks up to their skipper! L to R: Tony Ventimiglia, Maryann Ryant, Dave Faranetta. Photo by Skipper Tim Faranetta



As always, sailors were confounded by Keuka Lake. Photo by Joe Spinella

the right (eastern) side of the lake, hoping for air funneling off from the bluff (no pun intended), which had paid rather well earlier. Not Spear and Wight though, no fools they. They skulked down the weather shore, and greeted a fresh breeze from the south, which funneled only down that shore and no further out in the lake than the pier line. There they were, trimmed sails and three on the rail. Also catching on were Phil Reynolds and Rick Turner, who finished behind Spear and ahead of Wight. The overall order at that point was Reynolds, Wight, Magno, Ruf and Johnson.



John Ruf from Pewaukee joined the party. Photo by Joe Spinella

► And the Jeopardy Answer is: Katie Everett and Henry Colie

The second race of the second day was largely uneventful – a Johnson win, wire to wire. Of note was the first of ever-shortening first weather legs, at which Johnson, coming in on port, was just able to tack clear (and in first) ahead of Runnie Colie, who was roaring in on starboard. Buzz had to swallow a 14th here, his only double digit finish of the regatta, but one which, with hindsight, did him in.

The Committee then followed with Race Five (three in a row on Friday) and gave us a weather leg shorter than some Laser courses offer. Again, the race lacked suspense and intrigue. Had grabbed the bullet, followed by fellow Island Heighter Buzzy, and then by the dogged Wight (who would not have a double digit finish the entire regatta, the only boat with that statistic).

Friday night was party night, and what a great bar Keuka has. Into the wee hours the sailors stayed and played. I was actually going to relate a great many tales, in excruciating detail, but Richard Yetman, Erik Johnson's jibman, said something, here-

inafter called the "Yetman Rule," which is to the effect that regattas should be places where people can unwind without recrimination. (Was this sublimated self-interest on Richard's part from years past?) I think this is a good rule, and I shall subscribe to it. You can thank Richard, Had.

Going into the last race Saturday morning Dick Wight had things pretty well in hand, so long as he finished in the top ten, but that was far from certain, given the events of the previous two days. Effectively "tied" for second were Dave Magno and Buzz Reynolds, followed a bit fur-

ther back by Erik Johnson. Cliff Campbell got out early and led for much of the race, but Buzz stuck with it, ground him down, and won the race (his second ace of the series). Dick was never enough boats back to make anyone's pulse quicken though, and he finished fourth, clinching the series and his sixth Eastern win.

And now, contestants, for the win...

►► **The Jeopardy Question Is:** Who has won the last three Easterns in a row? With respect to Ms. Everett, also acceptable to the judges is: Who has won four

of the last six Easterns? With respect to Mr. Colie, also acceptable to the judges is: Who has won the most Easterns crewing for different skippers? (Commette, DeCamp, Peter Fortenbaugh, and Dick Wight).

►► **The Double Jeopardy Question Is:** What boat has won the last four Easterns in a row?

►► **And the Final Jeopardy Question Is:** Who is the individual directly related to the winners of seventeen Eastern Championships?

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As a team, our common goal is to associate ourselves with a progressive company that will push sailmaking to the next level. We know that through teamwork and technology, we can chart the course that will revolutionize the sailmaking industry. Our new Sobstad organization is the team of people who will accomplish this goal.

Our logo and advanced designs may be new, but you can expect to see the familiar faces of Buddy, Hans, Andy Burdick, Eric Hood, Bill Allen, Pete Keck, Eric Wilson and me.

We are also very excited about the new addition to our team. Jim Gluek will be joining us to extend our service and product one step beyond. We are always pleased to answer any questions regarding sails as well as our new Sobstad commitment.

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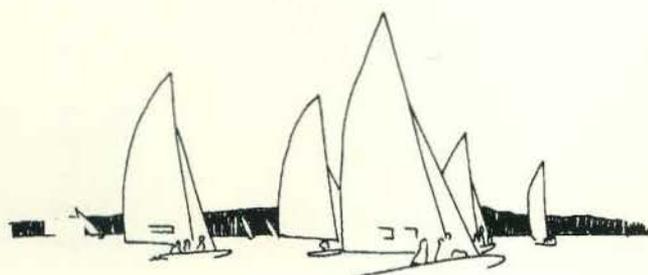
Harry Melges III
President

WESTERN MICHIGAN CHAMPIONSHIP

August 11 - 14 • Spring Lake, MI • By Brian McMurray

Spring Lake is a relatively narrow lake, more like a wide spot in the river, and racing often involves sailing around a bend or two. This quirk puts strong starts and first legs at a premium, but also gives the opportunity for sailors to catch up by using shifts and gusts along the shorelines.

The 64th Annual Western Michigan Championship hosted over 100 boats in four different fleets. The largest fleet in recent years has been the MC's, with 70 - 80 boats on the line for the past three years. This



year the E-fleet was comprised of 24 boats from seven lakes.

The E-fleet was fortunate to squeeze in five of the six scheduled races. Both Butterfly fleets, the MC's, and the C's had only four total races. Many sailors compete in more than one class so that in past years three skippers have sailed in the maximum (due to scheduling) of three fleets - that's four races scheduled for three consecutive days, then three races the last day!

The regatta this year was plagued by beautiful sunny skies and light to non-existent breezes. Art Brereton (TO-101) started off the regatta with a second place finish, then fell back after the second race when his spinnaker halyard went up the mast without the chute due to a mechanical failure. In the fifth and final race, the same sort of difficulty sent McMurray/Gill (WH-88) from a slim lead over Pete Price (MU-1) to a fourth place overall finish. At the outset, Price had only to beat McMurray/Gill and finish top five to win the regatta. At the first mark, McMurray/Gill enjoyed a comfortable lead over Price, who did not get off to a good start. Once the halyard difficulties started, though, staying in the race became McMurray/Gill's priority. A windward-leeward 3 1/2 saw them raising and lowering the jib and spinnaker alternately over and over again.

Western Michigan Championship

| Place | Boat- | Skipper | R1 | R2 | R3 | R4 | R5 | Pts |
|-------|--------|--------------------|----|----|-----|----|-----|------|
| 1 | MU-1 | Pete Price | 1 | 7 | 2 | 2 | 4 | 27 |
| 2 | TO-101 | Art Brereton | 2 | 10 | 1 | 4 | 1 | 27 |
| 3 | MU-22 | Paul Wickland | 8 | 5 | 3 | 3 | 2 | 38.4 |
| 4 | WH-88 | Brian McMurray | 6 | 1 | 5 | 1 | 13 | 39 |
| 5 | MU-11 | Thomas Monroe | 6 | 2 | 6 | 8 | 5 | 50.4 |
| 6 | SL-8 | Fox/Revierdahl/Fox | 4 | 3 | 7 | 7 | 11 | 56.7 |
| 7 | CR-113 | Larry Price | 3 | 6 | 4 | 12 | 8 | 57.4 |
| 8 | WH-3 | Chad Gould | 12 | 9 | 8 | 5 | 16 | 79 |
| 9 | CR-66 | Robert Terry | 7 | 15 | 13 | 9 | 8 | 82 |
| 10 | SL-88 | Peter Fox | 10 | 4 | 11 | 18 | 12 | 83 |
| 11 | SL-73 | Brett Hatton | 11 | 11 | DSQ | 13 | 7 | 97 |
| 12 | SL-12 | Tad Welch | 13 | 12 | 16 | 16 | 10 | 97 |
| 13 | SL-39 | Chris Eggert | 14 | 14 | 12 | 10 | 18 | 98 |
| 14 | WH-1 | Larry Brand | 24 | 22 | 7 | 11 | 6 | 99.7 |
| 15 | I-27 | Norman Reese | 9 | 17 | 9 | 20 | 15 | 100 |
| 16 | CR-37 | Rick Morris | 17 | 8 | DSQ | 11 | 14 | 105 |
| 17 | G-12 | Kurt Miller | 15 | 13 | 15 | 21 | 23 | 117 |
| 18 | MU-49 | Jeff Felinski | 18 | 23 | DSQ | 15 | 9 | 120 |
| 19 | SL-18 | Herb Knappe | 16 | 19 | 14 | 23 | 19 | 121 |
| 20 | SL-111 | Bill Waring | 20 | 21 | 18 | 14 | 20 | 123 |
| 21 | SL-13 | Steve Shiller | 19 | 20 | 17 | 22 | 21 | 129 |
| 22 | SL-1 | Ron Dulwell | 21 | 18 | DSQ | 19 | 17 | 130 |
| 23 | SL-3 | Charles Frutig | 22 | 16 | 29 | 17 | 22 | 136 |
| 24 | MU-10 | Jim Westgate | 23 | 24 | 20 | 24 | DNS | 146 |



Pete Price (MU-1) brings home the gold by besting a fleet of 24 in light flukey air. Photo by Sara McMurray



Sailors head to shore to take advantage of those shifts and gusts. Photo by Sara McMurray

Although Brereton won the race, he ended up in a tie for first place overall with Price. The tie was broken according to WMYA rules, giving Price the victory. First place in the Master's Division (15th overall) went to Norm Reese and Bill Freytag (I-27).

Pete Price will be the Commodore of the WMYA for 1994 when the regatta will be sailed on Muskegon Lake. In order to sail in the Annual WMYA Regatta, the skipper's home yacht club must be a WMYA member.



Tight race between Jeff Felinski, Rick Morris and Larry Price. Photo by Sara McMurray

DOWN BAY REGATTA

August 14 - 15 • Little Egg, NJ • by Daniel M. Crabbe

"It was a beautiful day on Barnegat Bay...I didn't have to use my Ulmer-K," said master scowman and sometimes rapper Dave Magno. And so went the always uptown Down Bay Regatta and cruise, a gem of an event hosted by the Little Egg Harbor Yacht Club and sailed in the big waters of the same name just west of Beach Haven, New Jersey. This three race series usually brings together a large assortment of Barnegat Bay sailors as well as a few from the eastern lakes and an occasional mid-western lake boat.

Race 1 on Saturday morning began with a dense cluster of boats



A beautiful day in Beach Haven, or wherever else Walter happens to be that day!
Photo by Ed Vienckowski

at the start. When the smoke cleared, Mark Beaton was leading the charge to the first windward mark with Paul Magno, Dave Magno, and Erik Johnson in close pursuit. Toward the end of the race, Had

Brick, a famous sailor from Island Heights, came in from the "way way left" (as described by Mark Beaton) to just nip, at the finish, Erik Johnson, who had sailed strong the whole race. After the race, a downwind lunch ensued, allowing the competitors time to reflect, regroup and digest the event thus far.

The south-south-east winds had

built a bit by the afternoon's race. In this race LEFT was RIGHT and once again Had Brick sauntered on over to that side of the race course to dance with the race leaders. This time, Paul Magno came on strong beneath the afternoon storm clouds, which were rumbling to the West, to overcome the gleaming efforts of Mr. Brick, Brother Dave Magno, and Dick Wight. Paul and the rest of his crew on "Aragorn" (which means low mileage lake boat in American Indian) had secured bragging rights at the cocktail party, and perhaps just as importantly at a saltwater regatta, a great position at the boat lift.

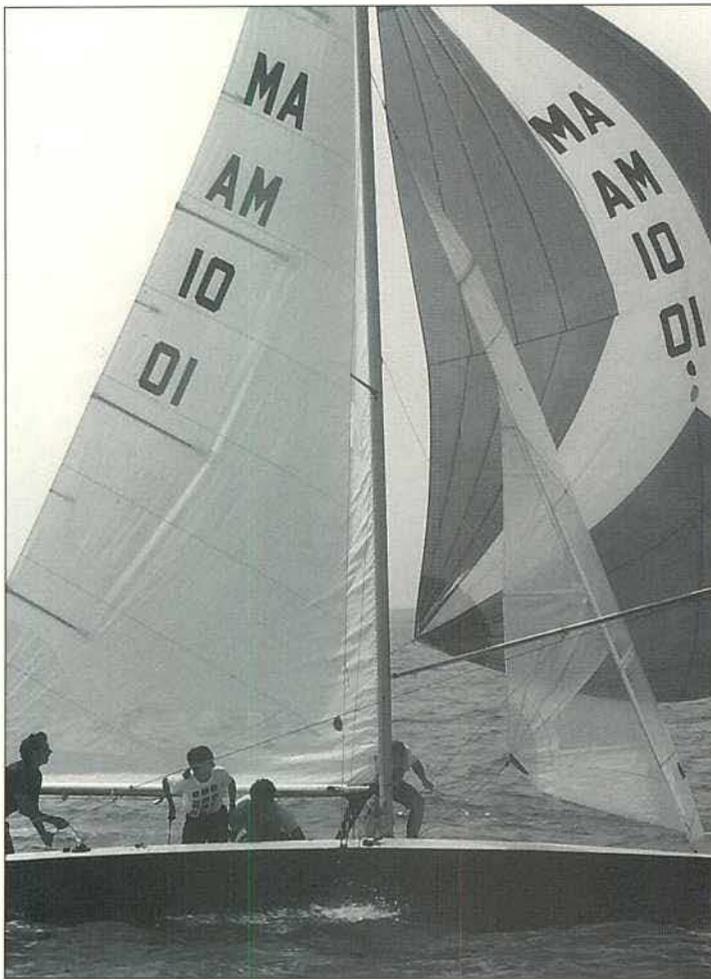
The cocktail party and dinner dance could be classified as the "cruise" part of the regatta. Let me tell you that there are few sailors on the Barnegat Bay who would dispute that the Ol' L.E.H.Y.C. puts on a great evening of fun. Cocktails on the club's west deck, an hors d'oeuvres table the size of an A-Scow, a beautiful sunset over the grassy sedge, and a delicious dinner, combined with a spirited band to lift the evening on to the favored tack.

Sunday's race began with light and barely hike-able easterly breezes. Erik Johnson got off to a good start and an early lead. He was chased closely by Dan Crabbe and Dick Wight who had also selected the pin end of the line and continued left. Mr. Johnson was in the lead for almost all of the next three legs. Just as the race was seeming somewhat

Down Bay Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | Pts |
|-------|-------|----------------------|----|-----|-----|-------|
| 1 | LA-99 | Dave Magno | 4 | 3 | 4 | 11 |
| 2 | LA-88 | Paul Magno | 6 | 1 | 7 | 13.75 |
| 3 | IH-27 | Had Brick | 1 | 2 | 11 | 13.75 |
| 4 | MA-10 | Dick Wight | 9 | 4 | 2 | 15 |
| 5 | T-18 | Erik Johnson | 2 | 15 | 3 | 20 |
| 6 | SS-26 | Henry Bossett | 8 | 7 | 6 | 21 |
| 7 | LE-8 | Jack Lampman | 5 | 5 | 12 | 22 |
| 8 | MC-55 | Mark Beaton | 3 | 14 | 10 | 27 |
| 9 | T-8 | Dan Crabbe | 14 | 13 | 1 | 27.75 |
| | | Marion Crabbe | | | | |
| | | Daniel Crabbe | | | | |
| 10 | KU-1 | George Welch | 11 | 9 | 8 | 28 |
| 11 | IH-44 | Fred Stack | 16 | 10 | 5 | 31 |
| 12 | IH-17 | Phil Reynolds | 7 | 12* | 9 | 33 |
| 13 | T-17 | Cliff Campbell | 10 | 6 | 21 | 37 |
| 14 | BH-10 | Doug Love | 12 | 8 | 19 | 39 |
| 15 | LE-5 | Butch Lenhard | 15 | 17 | 13 | 45 |
| 16 | LE-54 | Tom Cox | 13 | 18 | 16 | 47 |
| 17 | BH-11 | John Harkrader | 19 | 11 | 18 | 48 |
| 18 | LE-3 | Bob Donat | 18 | 16 | 15 | 49 |
| 19 | LA-5 | Tim Faranetta | 20 | DNF | 14 | 62 |
| 20 | LE-4 | Doug Galloway | 17 | 22 | 23 | 62 |
| 21 | LE-37 | Jim Lampman | 27 | 19 | 17 | 63 |
| 22 | LE-18 | Tom Scheuerman | 22 | 20 | 22 | 64 |
| 23 | LE-10 | Peter Langborgh | 25 | 23 | 20 | 68 |
| 24 | OG-4 | J. King | 23 | 24 | 25 | 72 |
| 25 | LE-1 | Bud Rose | 24 | 25 | 24 | 73 |
| 26 | AH-2 | J. Martin/V. Soloman | 21 | 21* | DNS | 75 |
| 27 | LE-81 | Bob Bachman | 26 | 26 | 26 | 78 |

*acknowledged foul



Dick Wight in the GREEN boat. What is its secret? Photo by Ed Vienckowski

routine, a couple of intriguing events helped shape the outcome. First during the second upwind leg a small Cessna 305

plane crashed just east of the race course leaving its propeller and cockpit in the mud and the tail sticking straight up in the air. Fortunately the pilot escaped without serious injury. Our crew debated whether or not we should point out this strange spectacle to our skipper, opting for a while not to ruin his concentration but mentioning it in the end as it was a sight worth seeing, at least for the sure-to-be post-race banter about the

incident. The second event was more germane to the outcome of the race. Subtly shifting winds and a wide open race course

along with two potential leeward marks wrought confusion in the front pack of boats led by Erik Johnson. While Erik was in the lead, Dan Crabbe was in the group of boats just behind and fortunately for Mr. Crabbe furthest to the right. Tension was in full crescendo on our boat as there was heated debate as to whether Erik really was sure he was headed to the correct mark or not. We waited, held our leeward ground, staying closest to the 'other' potential mark, and quickly shifted gears by jibing over to starboard when we saw our cue. Erik had sailed to the identically shaped mark used for the other racing classes. This allowed us to sail into the lead just before the last spinnaker takedown. The senior Mr. Crabbe then covered the last leg up and went on to win the race and the respect of his crew, with whom he had shared skippering duties for this regatta.

In a post regatta interview with some of the regatta's competitors, the following was learned about the weekend's events. Young Clay Johnson described the expletives used by his skipper, Erik Johnson, upon that fateful moment of mark misgivings as this: "He used the 'S' word, the 'F' word, the 'A' word, and the other 'S' word." What other 'S' word? asked the inquisitive reporter. "You know...Sucks!!!" The same was rumored to have been shouted by that pilot who had downed his aircraft that same afternoon. In the end, as is often the case in scow regattas, it was the skipper who never did poorly who did the best. Dave Magno's keen sense of running with that fast crowd kept him in the money and put his name once again on the silver.



Diversionary Tactic! This Cessna 305A crashed in Little Egg Harbor — right off the race course — after its advertising banner failed to disengage. The banner caught in the water and weighed down the plane. No one was injured. Photo by Ed Vienckowski

INLAND CHAMPIONSHIP

August 19 - 23 • Madison, WI • by Peter Slocum

ILYA Championship*

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | R5 | Pts |
|-------|--------|--------------------|------|-----|-----|-----|------|-------|
| 1 | M-4 | Bill Allen | 2 | 2 | 2 | 2 | 1 | 12 |
| 2 | I-49 | Brian Porter | 7 | 4 | 9 | 16 | 3 | 63.7 |
| 3 | M-8 | Tom Burton | 4 | 25 | 20 | 1 | 6 | 76.7 |
| 4 | M-44 | Bob Allen | 20 | 12 | 10 | 5 | 8 | 84 |
| 5 | I-45 | Andy Burdick | DSQ | 5 | 1 | 3 | 2 | 87.7 |
| 6 | V-9 | Tom Sweitzer | 16 | 27 | 3 | 13 | 9 | 94.7 |
| 7 | V-333 | Bob Biver | 19 | 9 | 19 | 11 | 7 | 95 |
| 8 | M-3 | Steve Schmitt | 15 | 17 | 18 | 10 | 10 | 100 |
| 9 | H-7 | Lon Schoor | 5 | 30 | 15 | 8 | 14 | 101 |
| 10 | V-18 | Will Perrigo, Jr. | 17 | 26 | 14 | 12 | 5 | 103 |
| 11 | M-1 | Rob Evans | 1 | 10 | 17 | DSQ | 4 | 116 |
| 12 | V-722 | David Koch | 35 | 13 | 4 | 23 | 16 | 119 |
| 13 | M-15 | Peter Slocum | 30 | 8 | 26 | 6 | 20 | 119.7 |
| 14 | WH-88 | Brian McMurray | 21 | 14 | 25 | 21 | 11 | 122 |
| 15 | M-7 | Tim Regan | 10 | 18 | 8 | 26 | 33 | 125 |
| 16 | M-10 | Jack Strothman | 13 | 6 | 12 | 41 | 24 | 125.7 |
| 17 | V-137 | Jim Gluek | 14 | 7 | 28 | 19 | 37 | 135 |
| 18 | W-1 | Jule Hannaford, IV | 26 | 3 | 31 | 18 | 32 | 136.7 |
| 19 | M-2 | Tom Meyer | 8 | 47 | 27 | 4 | 23 | 137 |
| 20 | D-5 | Fred Stritt | 12 | 16 | 33 | 31 | 18 | 140 |
| 21 | I-47 | James McGinley | 11 | 33 | 22 | 20 | 34 | 150 |
| 22 | H-14 | Bill Mattison | 18 | 32 | 36 | 9 | 26 | 151 |
| 23 | M-77 | Woody Jewett | 32 | 15 | 29 | 34 | 13 | 153 |
| 24 | V-26 | Rick Roy | 46 | 35 | 7 | 22 | 15 | 155 |
| 25 | A-17 | Chris Leiber | 39 | 23 | 11 | 35 | 19 | 157 |
| 26 | V-36 | Chris Pinahs | 47 | 11 | 21 | YMP | DNS | 151 |
| 27 | X-3 | Robert Foote III | 37 | 22 | 16 | 36 | 12 | 167 |
| 28 | H-1 | Dierk Polzin | 22 | 24 | 23 | 7 | DNF | 169 |
| 29 | J-151 | Jason Hirschberg | 6 | 21 | 37 | 40 | 38 | 170.7 |
| 30 | M-33 | Fred Chute, Jr. | 28 | 31 | 5 | 28* | 41 | 174 |
| 31 | V-72 | Eric Wilson | 29 | 53 | 24 | 15 | 27 | 178 |
| 32 | J-1 | Peter Johnson | 44 | 43 | 13 | 27 | 21 | 178 |
| 33 | M-11 | John Dennis | 23 | 1 | 6 | DNF | DNS | 178.7 |
| 34 | V-50 | Rick Kotovic | 40 | 36 | 43 | 14 | 22 | 185 |
| 35 | J-12 | Jack Schloesser | 9 | 41 | 38 | 44 | 29 | 190 |
| 36 | M-6 | Jake Hoeschler | 3 | 39 | 44 | 52 | 28 | 192.7 |
| 37 | J-2 | Robert Cummins | 48 | 19 | 55 | 17 | 30 | 199 |
| 38 | W-136 | Brian Mathewson | 31 | 29 | 45 | 43 | 35 | 213 |
| 39 | J-5 | Bill Wyman | 36 | 52 | 50 | 50 | 4 | 220 |
| 40 | H-101 | Bill Shelton | 33 | 28 | DSQ | 30 | 40 | 224 |
| 41 | I-333 | Beukema/Smith | 53 | 55 | 40 | 24 | 25 | 227 |
| 42 | H-15 | John Anderson | 57 | 46 | 32 | 33 | 36 | 234 |
| 43 | A-22 | Jim Tews | 50 | DNF | 35 | 39 | 17 | 234 |
| 44 | I-26 | Art Larson | 43 | 20 | 41 | 42 | DNS | 239 |
| 45 | V-88 | Ruf/Friend | 25 | 45 | 34* | DSQ | 31 | 240 |
| 46 | V-5 | Tom Hyslop | 34 | DNF | 30 | 25 | DNS | 245 |
| 47 | W-87 | Ken Broen | 51 | 48 | 48 | 32 | 39 | 248 |
| 48 | UM-7 | John Barlow | 27 | 40 | 42 | 46 | DNS | 248 |
| 49 | M-911 | Bill Bartel | 41 | 49 | 39 | 49 | 43 | 251 |
| 50 | H-3 | John O'Connell | 42 | 37 | 53 | 47 | 44 | 253 |
| 51 | I-13 | Bob Youngquist | 24 | 42 | 54 | 48 | DNS | 261 |
| 52 | H-38 | Bill Hanson | 54 | 34 | 46 | 37 | DNF* | 264 |
| 53 | WH-1 | Larry Brand | 59 | 38 | 47 | 29 | DNS | 265 |
| 54 | D-66 | Phil Mattison | 38 | 51 | 51 | 45 | DNS | 277 |
| 55 | H-99 | DJ Klauser | 52 | 50 | 52 | 38 | DNF | 284 |
| 56 | L-1 | Bill Mac Neill | 58 | 57 | 58 | 54 | 46 | 303 |
| 57 | Z-4 | Wm. Casey Martin | 49** | 56 | 59 | 51 | 45 | 304 |
| 58 | H-8 | Ray Riddle | YMP | 54 | 56 | 53 | DNF | 312.5 |
| 59 | CL-111 | Rick Kazwell | 56 | 44 | 49* | DNS | DNS | 317 |
| 60 | H-11 | Donald Ermer | 60 | DNF | DSQ | 55 | 47 | 318 |
| 61 | W-51 | Michael Connolly | 45 | DNS | DNS | DNS | DNS | 327 |

ALLEN DOMINATES '93 E INLAND

Sailing's Nolan Ryan, Bill Allen, captured the 1993 Lake Mendota Inland Championship in convincing fashion. Bill once again proved that consistency is what wins regattas (that means consistently finishing in the top two), as he bested perennial rivals and a 62 boat fleet.

Again winning the Academy Award for best supporting sailor was none other than Brian Porter. Brian edged bridesmaid-buddy Tom Burton who finished third after a strong final day. Bob Allen sailed a string of good races to place fourth while Andy Burdick recovered from a first race DSQ (we know Harry made you jump the gun) to place fifth with four top five finishes.

Because the Inland is a four-day event, races began on Thursday afternoon. So with high anticipation the fleet headed out to the race course when the wind decided to quit. After about an hour of drifting around murky Mendota, the wind freshened and Race One was under way. In a light and shifty breeze, Rob Evans took a brand new boat into first place in its first race for the second time this year. Rob, how many boats are you using next year?



Phil Mattison (D-66) ready to seize any opportunity. Photo by Pat Dunsforth



Lots of skin at the Inlands. Photo by Pat Dunsworth

DAY TWO: ATTACK OF THE KILLER BOG!

The great midwestern floods of 1990 had their effects on the Big Inland as well. With the water level of Mendota several feet above normal, a large piece of Wisconsin real estate broke loose and began drifting toward the race course. With its origins and composition unknown, this alien mass began descending on the windward mark and the finish line. With the race committee frantically searching for rules addressing large floating blocks of cheese, the last boat finished Race Two with the blob only 100 yards away. By the way, there was no "bog" rule.

Race Three began Friday afternoon with the mysterious bog now in the middle of Lake Mendota. Several power boats attempted to push the bog toward uninhabited land, which made the left side of the race course rather undesirable. Race Three saw Andy Burdick win his first E Inland race (not that he hasn't won anything), with Bill Allen second and Tom Sweitzer of Pewaukee third. No word as to the whereabouts of the bog. It is rumored, however, that the bog will be transported to Green Lake



The kissing bandit. Photo by Pat Dunsworth

for Race Three of the 1994 Inland Championship. There was even talk of making it into a perpetual trophy. Suggestions are requested.

DAY THREE: SIT AND SOG

Friday night was the night to have an extra swamp water at the Kollege Klub, as Saturday became a complete wash-out. As can happen in August at the mid-cheese latitudes, the wind was absent. Even worse, the entertaining bog would not make a curtain call. In fact, it was a good day to think of things you should be

doing at home. Saturday night, it was back to the Kollege Club.

DAY FOUR: FRESH BREEZE, STINKY ROUNDINGS

With the Saturday wash-out, Sunday was to be a two-race day beginning at 9 a.m. The fresh breeze was welcome, but it made for an interesting leeward mark rounding. The normally gentle E boaters became more like their acrimonious Class C cousins. Who would believe that one mark rounding would result in eleven protests filed? It must be a record.

After Bill Allen won the regatta with a last race bullet, the fleet headed in for haul-out and for the ensuing courtroom drama. It took until after 5:00 p.m. Sunday to untangle the various testimony and identify the culprits (some say the bog was responsible). In the end it was determined that M-1 and V-88 were co-conspirators in trying to arrange the bogs reappearance. Both received the DSQ award for their efforts.

As the clock struck six and Billy received the trophy he had first won almost twenty years ago, the competitors headed away from the land of the cheese bogs.



The line. Photo by Pat Dunsworth

NCESA CHAMPIONSHIP REGATTA

September 9 - 11 • Chautauqua Lake, NY • by Casey Call

"It's a Beautiful Day in Chautauqua," proclaimed Race Committee Chairman Walter Smedley, at the start of the 1993 E-Scow Nationals competitors' meeting. For perhaps the first time ever, Walter turned out to be wrong. It was not a beautiful day,

NCESA Championship Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | Pts |
|-------|-------|------------------|-----|-----|-----|-----|--------|
| 1 | I-45 | Andy Burdick | 4 | 1 | 1 | 2 | 7.50 |
| 2 | I-49 | Brian Porter | 6 | 5 | 2 | 1 | 13.75 |
| 3 | M-11 | John Dennis | 3 | 4 | 3 | 6 | 16.00 |
| 4 | MA-10 | Dick Wight | 2 | 2 | 5 | 11 | 20.00 |
| 5 | M-15 | Peter Slocum | 11 | 3 | 6 | 19 | 38.00 |
| 6 | LE-8 | Jack Lampman | 8 | 8 | 16 | 12 | 44.00 |
| 7 | LA-99 | Dave Magno | 14 | 17 | 10 | 8 | 49.00 |
| 8 | MC-55 | Mark Beaton | 15 | 13 | 18 | 4 | 50.00 |
| 9 | V-333 | Bob Biwer | 25 | 7 | 14 | 5 | 51.00 |
| 10 | LA-88 | Paul Magno | 21 | 19 | 11 | 3 | 54.00 |
| 11 | M-8 | Tom Burton | 27 | 11 | 4 | 17 | 59.00 |
| 12 | H-7 | Lon Schoor | 22 | 6 | 19 | 14 | 61.00 |
| 13 | IH-27 | Had Brick | 1 | 24 | 17 | 22 | 63.75 |
| 14 | TO-8 | Denny Malone | 16 | 16 | 29 | 7 | 68.00 |
| 15 | V-88 | John Ruf | 13 | 18 | 15 | 26 | 72.00 |
| 16 | IH-7 | Buzz Reynolds | 5 | 28 | 30 | 10 | 73.00 |
| 17 | W-12 | Don Nelson | 35 | 14 | 8 | 20 | 77.00 |
| 18 | WA-47 | Bob Herdrich | 31 | 21 | 23 | 9 | 84.00 |
| 19 | WH-88 | Brian McMurray | 29 | 15 | 9 | 33 | 86.00 |
| 20 | M-7 | Tim Regan | 23 | 33 | 12 | 25 | 93.00 |
| 21 | CH-6 | Rick Turner | 20 | 23 | 27 | 27 | 97.00 |
| 22 | T-18 | Erik Johnson | 40 | 30 | 13 | 15 | 98.00 |
| 23 | WA-99 | Casey Call | 19 | 26 | 24 | 30 | 99.00 |
| 24 | H-38 | Bill Hanson | 17 | 36 | 21 | 28 | 102.00 |
| 25 | KU-1 | George Welch | 39 | 10 | 22 | 32 | 103.00 |
| 26 | HO-32 | Tom Wiss | 26 | 34 | 31 | 13 | 104.00 |
| 27 | CR-66 | Robert Terry | 37 | 29 | 20 | 21 | 107.00 |
| 28 | MU-11 | Tom Monroe | DNF | 27 | 7 | 23 | 110.00 |
| 29 | IH-17 | Phil Reynolds | 32 | 12 | DNS | 16 | 113.00 |
| 30 | BH-10 | Matt Sullivan | 36 | 32 | 28 | 24 | 120.00 |
| 31 | W-10 | Bob Zak | 34 | 9 | 25 | DNS | 121.00 |
| 32 | CH-5 | Dick Turner | 46 | 37 | 26 | 19 | 128.00 |
| 33 | CH-15 | Per Svantesson | 28 | 39 | 32 | 31 | 130.00 |
| 34 | MA-18 | Cliff Lewis | 24 | 41 | 33 | 35 | 133.00 |
| 35 | T-17 | Cliff Campbell | 9 | 20 | DNS | DNS | 135.00 |
| 36 | LE-3 | Bob Donat | 12 | 35 | DNS | DNS | 153.00 |
| 37 | W-15 | George Hill | 7 | 42 | DNF | DNS | 155.00 |
| 38 | MU-22 | Paul Wickland | 33 | 22 | DNF | DNS | 161.00 |
| 39 | KU-5 | Irv Spear | 18 | 38 | DNS | DNS | 162.00 |
| 40 | T-8 | Dan Crabbe | 10 | 47 | DNS | DNS | 163.00 |
| 41 | MU-49 | Jeffrey Felinski | 44 | 31 | DNF | 36 | 164.00 |
| 42 | SS-26 | Henry Bossett | 38 | 25 | DNS | DNS | 169.00 |
| 43 | OG-4 | Joe King | 51 | DNS | 34 | 37 | 175.00 |
| 44 | W-51 | Mike Connolly | 45 | 43 | DNS | 34 | 175.00 |
| 45 | WA-3 | Terry Moorman | 50 | 49 | DNS | 29 | 181.00 |
| 46 | WA-66 | David Irmischer | 41 | 40 | DNS | DNS | 187.00 |
| 47 | UM-7 | John Bareon | 30 | DSQ | DNS | DNS | 191.00 |
| 48 | KU-21 | Dave Stenger | 43 | 48 | DNS | DNS | 197.00 |
| 49 | CH-51 | Andy Connell | 48 | 44 | DNF | DNS | 198.00 |
| 50 | WA-20 | George Snook | 47 | 46 | DNS | DNS | 199.00 |
| 51 | SC-1 | Bill West | 49 | 45 | DNF | DNS | 200.00 |
| 52 | J-5 | Bill Wyman | 42 | DSQ | DNS | DNS | 203.00 |
| 53 | WA-2 | Chuck Medlock | DSQ | 50 | DNS | DNS | 211.00 |

nor were there any to follow during the annual three-day event, but it just didn't matter. Rick



Walter Smedley, Race Committee Chairman. Photo by Fred Vullo

Turner and the small but enthusiastic fleet from Chautauqua once again did an outstanding job of hosting the regatta, and there was a very good turnout from each of the regions, proving for an excellent event once again.

Pre-race maneuvering started on Wednesday in the parking lot with 53 boats moving through cramped

parking areas to get weighed, measured and on the water to practice. There was the usual "the scale is light/heavy," and "how many spinnaker poles can you weigh?" kind of comments but mostly there was concern over forecasts for forthcoming big winds. There were also numerous compliments paid to the Yacht Club facility, which you understand if you have ever been to Chautauqua.

The first day of racing started a little gray and foggy, and in regular form, without a breath of wind. The morning's highlight was a visit from a local third grade class to watch the action. One can't help but wonder what they were thinking watching all these people in bright clothes standing around talk-



Prepared for any eventuality. Photo by Fred Vullo



Margot Reynolds "reflects" on her choice of vacation spots... Photo by Fred Vullo

ing and pointing at the lake, when from all perspectives there was very little happening.

In the finest Chautauqua tradition, however, the wind came up and out went the fleet. Even though the wind was up, it was far from steady. After numerous attempts at setting a course, Race One finally got under way. Many of the favorites went immediately left chasing the predicted wind directions, but were completely hammered as the wind filled in from the opposite direction. Dick Wight, Had Brick and John Dennis all went right and broke away from the rest of the Willard Scott wanna-bees. At the end of a long battle, Had Brick held on for victory with Andy Burdick (and Harry) coming back a long way to be a close fourth at the end, setting the stage for his "rookie" per-



Check that sky! Photo by Fred Vullo

formance. Also of note in this race was an interesting looking protest flag flown by former resident Erik Johnson, from somewhere near the back of the fleet. This device appeared to be a torn spinnaker wrapped around the top of the mast and officials later confirmed Erik was not pleased with the current circumstances and was attempting to notify as such.

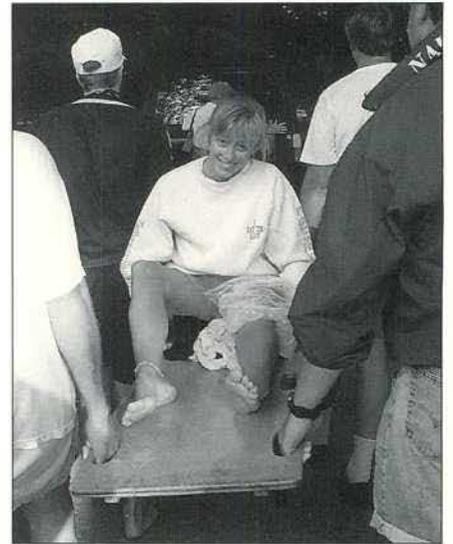
During the lunch break the wind started to build beyond the pleasant conditions of Race One,



A minor technicality... Photo by Fred Vullo

sending many crews scurrying to adjust their rigging. The more sophisticated sailors, however, enjoyed libations in the comforts of the CLYC bar choosing from a fine selection of beverages. By the time the second race got under way, the wind didn't build as anticipated. What it lacked in intensity, it made up for with an

endless number of shifts particularly by the weather mark. John Dennis again looked very strong, taking a big lead at the top mark. The left side finally paid off, however, as Andy Burdick



Carol Ann gets carried away... Photo by Fred Vullo

banged the corner on the third leg, pulling Wight and Peter Slocum along with him for finishes in that order. Also being consistent the first day were Brian Porter and Past Commodore Jack Lampman.

The party that evening was excellent. Free beer (always a crowd pleaser) and excellent hors d'oeuvres were followed by a great barbequed chicken feast. The main topic of conversation continued to be the ominous forecast of heavy winds and stormy seas. The annual meeting was also held that night, taking a big chunk out of the cocktail hour. There was a formal motion made to add more scheduled races to the National Regatta, which was turned into a discussion and tabled. Other points included the use of gates instead of the traditional marks, Olympic vs. low-point scoring, specific measurement changes, etc., to improve the format of the regatta. Please forward any thoughts you may have on these topics to your friendly board.

The second scheduled day of racing started with the weather forecasters finally getting it right. The wind was up and down all day with heavy squall lines com-



Sporadic downpours forced sailors to head for cover under the tents. That is, until the tents collapsed... Photo by Fred Vullo

ing through on a fairly regular schedule. The fleet went out for the first race, only to have it called on account of squall number one moving through. The race officials decided to have lunch and then attempt another start in the early afternoon. When they did fire the gun a little after 1 pm, only a few brave souls attempted to get out before the committee, the rest stood on the pier watching the weather. Just as the power boats were getting ready to leave, a blast came through that almost knocked people into the lake. This provided some great spectating from shore (complete with cheering sections), as the boats tried to make it back in without crashing and burning. Buzz Reynolds provided the capsizes closest to the pier, getting the biggest cheer of the day. In a difficult call, the committee tried one more race around 4 pm, with Rick Turner providing the role of sacrificial lamb. He was towed home from the other side of the lake, ending a day of no racing.

In order to cheer up the disappointed crowd, the club put on a fantastic steak and swordfish roast that night. The banquet featured Walter Smedley and Dick Turner reminiscing of days gone by and about Mike Meyers, a great friend of the E-Scow class. It was an opportunity for those newer to the class to understand the history and tradition behind

this fantastic boat. Buzz Reynolds discussed his involvement with Special Olympics to provide sailing as a sport in this special event, and he encouraged anyone interested in hosting a regatta at a local level to contact him. The evening concluded with an excellent slide presentation of various regattas by

scow photographer Patrick Dunsworth.

The last day looked a lot like the previous one with cold blustery conditions, but it lacked the

with the top five all having decent races. Tom Monroe and Tom Burton both sailed very well for top finishes in their series.

The last race looked as though the wind would back way off, but it came back again in time for the start. Another "rookie," Paul Magno, went left with his brother and ended up in the lead at mark one. Porter and Burdick once again reeled in the leader to take first and second in that race, with Paul doing an excellent job of hanging onto third. Mark Beaton in another one of the "old" boats finished a strong fourth, with new Commodore Denny Malone and Bob Herdrich from Wawasee making appearances in single



THE BRAT PACK, MIDWEST. The back row goes incognito; Burdick basks in victory and Skip and Harry get cozy. Photo by Fred Vullo

squall lines that made things so difficult. When the committee fired the hour gun, it took a long time before even the first boat put up its sails. Eventually boats made it out, but the conditions appeared ominous enough that about a third of the fleet remained in the harbour for the day.

By the time Race Three started, the wind had calmed considerably and made for excellent racing conditions. Even though the fleet split way apart, the first mark was very crowded with Dennis again leading, and Porter and Burdick very close behind. Andy went on for another victory,

digit finishes.

The trophy presentation was held in the front yard with Andy Burdick taking home the big prize for his first time in E boats, adding to his impressive string of victories in other classes.

You really missed a great time if you didn't make this regatta. Despite the weather, it was a first class event and again a big thanks for all the efforts of the organizers and race committee. Next year's regatta will be at Crystal Lake in Michigan. If you have never been there, plan on it just to see how crystal clear the water really is!

Winner of:

| | |
|----------------------------------|--------------------|
| 1st RACE (Keuka Trophy) | Had Brick, IH-27 |
| 2nd RACE (Iver C. Johnson Award) | Andy Burdick, I-45 |
| 3rd RACE (BBYRA Fleet Trophy) | Andy Burdick, I-45 |
| 4th RACE (Pewaukee Trophy) | Brian Porter, I-49 |
| 5th RACE (Chautauqua Trophy) | Not sailed |

Rookie Awards

For First-time Skippers in a National Championship

| | | |
|-----------|-------------------|----------------------|
| 1st place | Bob Biwer, V-333 | (9th place overall) |
| 2nd place | Paul Magno, LA-88 | (10th place overall) |

Master Awards

for skippers over 60

| | | |
|-----------|--------------------|----------------------|
| 1st place | Dick Turner, CH-5 | (32th place overall) |
| 2nd place | Cliff Lewis, MA-18 | (34th place overall) |

Red Fleet Awards

| | | |
|-----------|-------------------------|----------------------|
| 1st place | George Welch, Jr., KU-1 | (25th place overall) |
| 2nd place | Rob Terry, CR-66 | (27th place overall) |
| 3rd place | Matt Sullivan, BH-10 | (30th place overall) |

Women's Championship Trophy

Awarded to the top woman sailor in the fleet

| | |
|---------------------|-----------------|
| Candace Kelsy, I-45 | (first overall) |
|---------------------|-----------------|

Robert F. Weldon Trophy

Awarded to the crew of the winning boat

| | | |
|--------------|---------------|------------|
| Harry Melges | Candace Kelsy | Peter Keck |
|--------------|---------------|------------|

Bilge Pullers Trophy

Awarded to the winner of the National Championship

Andy Burdick, I-45

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1st Barnegat Bay Y.R.A. Season Championship, AM
2nd Barnegat Bay Y.R.A. Season Championship, PM
1st Little Egg Harbor Season Championship
4th NCEA National Championship
4th NCEA Blue Chip
1st Annapolis Fall Sprints



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FLACE REGATTA

September 18 - 19 • Keuka Lake, NY • by George Welch



Judge Fisher shows modern wet-vac technique on his woody, "Loophole." Photo by George Welch



New Secretary/Treasurer Betty Welch flies spinnaker for son George, Jr. George, Sr. — rebounding from a back injury— photographs, no doubt enviously, from his motorboat.

Keuka's FLACE (Finger Lakes Autumn Class E) Regatta was again sailed on two beautiful Fall days during the grape harvest. September is a great time of year at Keuka because the winds, hospitality and sailing are as good as anywhere. This year's attendance was disappointing, but the competition was keen. Although Paul Magno is new at the permanent skippers position this year, he showed his mastery of the scow just as he has done all year. He was tenaciously pursued by another first-year crew turned skipper, George Welch, Jr. In the same vain was the fourth place finisher, Chuck Drawbaugh, who had borrowed a hot boat in IH-17, but suffered the usual fate of those who conscript skipper-fathers for crew.

Saturday's races started later in the afternoon in a decent WNW 5-12. Drawbaugh showed speed and promise as he led around the first mark tucked under the high west shore. Magno followed, jibed immediately and was rewarded with the lead. Welch passed everyone on the next leg and wasn't seriously challenged thereafter. In Saturday's second race, Art Wilder stuck with his start to the left and was able to lead for three marks before the effects of his lightning sailor crew caught up to him. Magno set and jibed into the lead at the third mark and went on to win.

The evening's festivities featured a steak roast organized by honorary social chairpersons and retired E-sailors, Jerry and Bebe Stanbury. Dancing followed, and you just know that Dusty Spear never stopped.

Sunday greeted all with a brisk northerly at 15mph. There were ties for 1-2, then 3-4, and also 5-6, so the competition promised to remain intense. Magno took an early lead and seemed to hit every shift to win. With Welch finishing third in the third race, he needed to win the last race and get a boat between KUL and LA88. For the first two marks precisely that was happening, but then Spear pulled into the lead on the next leg, caught a great shot coincident with his spinnaker set, and was gone.

The sparse turnout may reflect competition among three post-National eastern Fall regattas. In order to stimulate interest in all three regattas, some suggested a triple crown trophy for the top boat attending all three. Not a bad idea—and hardly likely to inhibit attendance at the Blue Chip.

FLACE Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | Pts |
|-------|-------|-------------------|----|----|-----|-----|-------|
| 1 | LA 88 | Paul Magno | 2 | 1 | 1 | 3 | 6.50 |
| 2 | KU 1 | George Welch, Jr. | 1 | 2 | 3 | 2 | 7.75 |
| 3 | KU 5 | Irv Spear | 3 | 5 | 2 | 1 | 10.75 |
| 4 | IH 17 | Chuck Drawbaugh | 5 | 3 | 5 | 6 | 19.00 |
| 5 | KU 18 | Art Wilder | 7 | 4 | 4 | 4 | 23.00 |
| 6 | CH 5 | Dick Turner | 6 | 6 | 6 | 5 | 23.00 |
| 7 | KU 21 | Dave Stenger | 4 | 7 | 8 | 8 | 27.00 |
| 8 | CH 51 | Andy Connell | 8 | 8 | 7 | 9 | 32.00 |
| 9 | SY 15 | Dave Whiting | 9 | 12 | 10 | 7 | 38.00 |
| 10 | KU 7 | Larry Gerwig | 12 | 10 | 9 | 10 | 41.00 |
| 11 | SY 1 | Ken Fisher | 10 | 9 | DNS | DNS | 43.00 |
| 12 | KU 16 | Tom Eichorn | 11 | 11 | DNS | DNS | 46.00 |

BLUE CHIP REGATTA

September 24, 25, 26 • Pewaukee, WI • by Steve Schmitt

The 1993 Blue Chip Regatta was a smashing success. I, for one, start each year hoping to get invited to the Blue Chip. I look back to the days when I crewed for Gordy Bowers and can honestly say that it is my all-time favorite regatta. I'm just glad it's in Pewaukee! I mean, sure I'd go to the Blue Chip if it were on the East Coast, but...I'm just happy it's in Pewaukee...

I decided that I wanted to experience the full effect this year so I took off from Minnetonka so as to arrive in time for the traditional pork chop dinner on Thursday night. I pulled into the parking lot and took a prime spot to

set up my boat. There was a flurry of activity in the parking lot. It was warm and sunny. This was good. It seems like it only takes a few minutes to actually rig an "E" but then the fine tuning starts.

As I looked around the lake, I had to smile when I saw the Mystery Guest practicing. I knew that Mark Reynolds was here, and I felt kind of honored. Besides, I also knew that he had Harry in the middle so I figured...well, you all know what I figured because I've had Harry in the middle before and he is a very good crew.

And then all of a sudden reality hit. I got butterflies and said to



Dick and Bill Wight. Time to hang out the wet laundry! Photo by Pat Dunsworth

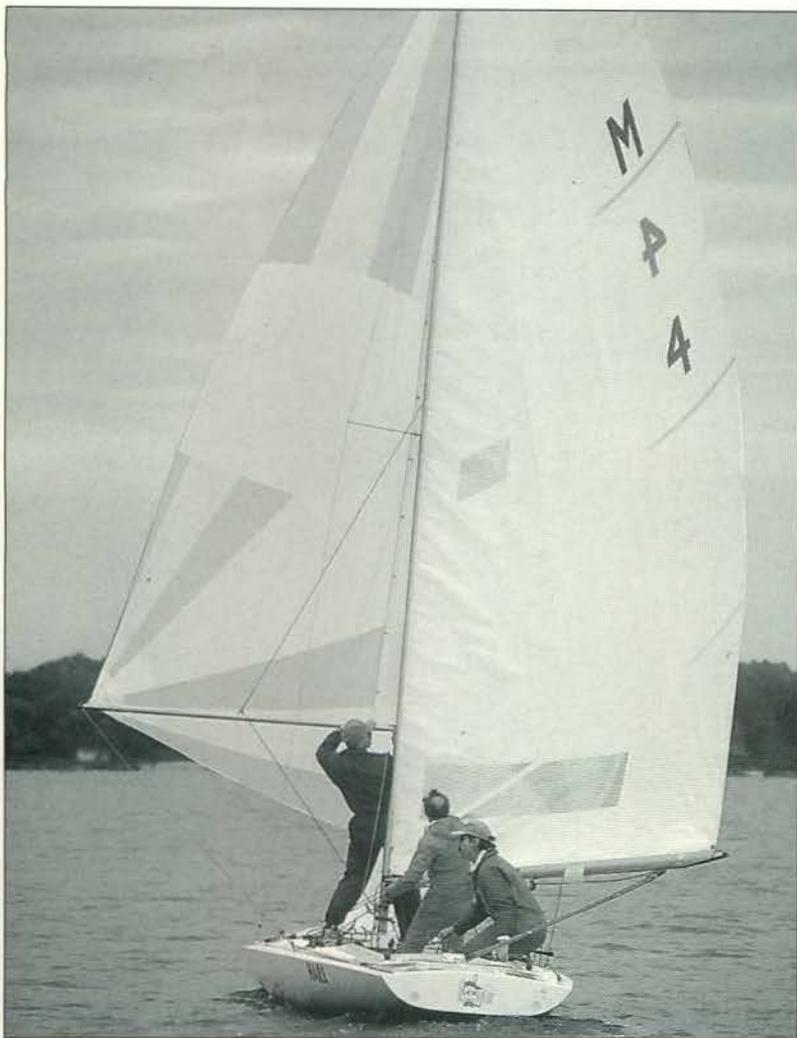
myself, "I could get killed out there!" That's when I decided to go over to Bill Allen's boat and "twang" the uppers to see how they felt. While I was at it, I decided to go all over the parking lot and twang everybody's uppers. I think that's when I was starting to become a little too obvious so I went back to my own rig to change some ropes or something.

Eventually I pulled out my tape measure only to find out that my mast rake, pulled fully forward, measured only 33' 9". My heart sank. Billy Freytag strolled by. He's the manager at Melges production. I grabbed him in a panic and said, "Help!" "The bolts are pulling through the fiberglass, Chicken," he said. I went cold and started to get depressed. "Not now, not with this fleet," was all I could think.

It was at this time, the early evening on the first night, that I really felt the gist of the Blue Chip experience. There were instantly ten different skippers around to help me. The regatta chairman, Paul Good,

Blue Chip Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | R5 | Pts |
|-------|-------|-------------|----|----|----|----|----|-------|
| 1 | M-4 | B Allen | 1 | 9 | 6 | 1 | 3 | 19.5 |
| 2 | I-49 | B Porter | 6 | 1 | 5 | 3 | 11 | 25.75 |
| 3 | ?? | M Reynolds | 8 | 3 | 14 | 2 | 1 | 27.75 |
| 4 | MA-10 | D Wight | 2 | 4 | 7 | 8 | 14 | 35 |
| 5 | M-15 | P Slocum | 17 | 2 | 4 | 7 | 7 | 37 |
| 6 | WH-88 | BJ McMurray | 16 | 10 | 2 | 10 | 2 | 40 |
| 7 | V-9 | T Swietzer | 4 | 6 | 13 | 12 | 6 | 41 |
| 8 | V-18 | W Perrigo | 14 | 5 | 11 | 4 | 10 | 44 |
| 9 | M-11 | J Dennis | 5 | 7 | 8 | 6 | 19 | 45 |
| 10 | M-3 | S Schmitt | 3 | 8 | 3 | 17 | 21 | 52 |
| 11 | M-44 | Bob Allen | 12 | 22 | 1 | 9 | 9 | 52.75 |
| 12 | W-1 | J Hannaford | 9 | 12 | 10 | 11 | 13 | 55 |
| 13 | M-1 | R Evans | 13 | 17 | 9 | 16 | 8 | 63 |
| 14 | CH-6 | R Turner | 7 | 20 | 17 | 15 | 4 | 63 |
| 15 | H-7 | L Schoor | 15 | 13 | 18 | 5 | 12 | 63 |
| 16 | V-333 | B Biwer | 11 | 11 | 15 | 14 | 15 | 66 |
| 17 | V-137 | J Gluek | 10 | 21 | 12 | 19 | 16 | 78 |
| 18 | MU-22 | P Wickland | 21 | 16 | 20 | 22 | 5 | 84 |
| 19 | MU-11 | T Munroe | 19 | 19 | 21 | 13 | 18 | 90 |
| 20 | V-26 | R Roy | 22 | 14 | 16 | 20 | 20 | 92 |
| 21 | WA-47 | C Call | 20 | 15 | 19 | 18 | 22 | 94 |
| 22 | MU-1 | P Price | 18 | 18 | 22 | 21 | 17 | 96 |



What a year! First in the Inland Invitational, first in the Inland Championship, and first in the Blue Chip. It doesn't get much better. Photo by Pat Dunsworth

was willing to postpone the regatta until my boat was fixed. (Well, not really, but it sounds good, doesn't it?) Even Tim Regan jumped into the boat to help, and he works for JOHNSON. Finally, Peter Slocum decided that I should enjoy the pork chops and he would have a drill and all the tools that I needed at my boat in the morning. Everybody concurred with that assessment. I was touched. The annual Thursday night pork chop dinner was fun, I think.

Luckily for me, there was no breeze in the morning so Race #1 was on hold. I had good luck with my problem because Bill

Allen oversaw my repairs and tuned my boat for me. (Rake: 34', Uppers: 560 lbs., Lower: 1" sag) Dickie Wight, Brian Porter, Freytag, Slocum et al assisted. I was touched again. Love the Blue Chip.

RACE #1: WINDS SW AT 8 MPH; COURSE W 2

Billy Allen snuck into the most leeward boat position and stole the start. He's so lucky. Anyway, he rounded every mark in first place and Wight rounded every mark in second place. The rest of the fleet was tied for third. You know what I mean? VERY crowded leeward roundings. Eventually Steve Schmitt (me) and Tom Sweitzer got lucky and slipped around the mark rather nicely to take control of third and fourth. I covered Sweitzer; he covered John Dennis; and J.D. covered Porter. We were sailing a breeze that made it pretty tough to pass. On to the next race. With the wind getting lighter and the shifts hitting one side and then the next, the officials were having a tough time getting us a clean start. We tried three or four times before they finally let one go. As you can imagine, the boats were instantly



Rick Turner (CH-6), one of two eastern boats to make the pilgrimage to Pewaukee. Photo by Pat Dunsworth



Bob Biwer, Grand Marshall at the parade! Photo by Pat Dunsworth

all over the lake with their bows pointing in different directions; however, there was a clump of five to eight boats that were just crawling up the shore toward the mark. I thought it was just shore breeze because the middle of the lake was totally flat. Anyway those boats that got to the mark — the ones that were crawling up the shore — were annoyed (to say the least) when three guns were heard just after they rounded the mark. Bob Allen, who was in a puff and maybe three hundred yards in first place, was especially “disappointed.” I was on the opposite shore about, oh, an hour from the first mark. There were a bunch of us over there, and we all thought it was a “wise” decision to cancel.

The next phase of the “total Blue Chip experience” was to go straight to the bar and stay there. The members treated us to a

table full of hors d’oeuvres. You know, the really good ones. Forget dinner!

After an hour I got to thinking of all the reasons this is a great regatta. There are approximately 22 boats invited; coincidentally, there are 22 prime spots in the parking lot; and 22 boats are pulled out of the water in about 22 minutes. After the morning race there are 22 good places to tie up the yacht and go to lunch. With 22 crews eating lunch, there are no long lines. Plus the meals are great (no chipped beef) and there is room for roughly 22 “E” crews to sit down in the main eating area. In the bar 22 “E” crews make a comfortable...never mind, I think you get the point.

**RACE #2: WINDS 10-15 MPH;
COURSE W 2**

Race #2 was all Brian Porter. With the wind coming east a bit

more, the judges started us promptly. I can’t remember that much about the race because other than Porter everybody was so close. There were two major shifts that shook things up a little. The first took place the second time downwind and came from the left a couple hundred yards before the leeward mark. Several boats that were back a bit had their poles pulled all the way back to the side stay in a huge puff and together they blew right over Bill Allen, who was one of the only boats to have four people. The new shift came on the next upwind when the same lefty hooked anybody who was over there to the moon. Once again Bill was on the wrong end of that one. Only in the Blue Chip do you see people of that caliber go backwards. It’s great, isn’t it? Anyway, Porter was gone.

Slocum started to pull away, and Reynolds went from eighth to third rather nicely with Wight doing the back stroke as he rounded the first two marks clearly in second place. His fourth place finish gave him the lead after two races.

RACE # 3: WINDS E-SE AT 12 MPH; COURSE W 2

Brian McMurray banged the left side hard and was rewarded with a first place rounding. Schmitt held second, but right on my tail were seven boats about a second apart: W-1, M-15, M-4, M44, M-11, I-49, and V-18. McMurray had a huge lead and held it easily until the last upwind when Bob Allen, who rounded the last leeward mark in third, headed right in a big way. He wanted to play the "third place take advantage game," hoping something would happen. McMurray was covering me tack for tack, so I worked him to the point where there was only a boat length between us. With about two hundred yards to the finish, Bob Allen had a big one; he called starboard and McMurray had to tack. I was on port and had to take a big duck. I wanted to shoot the line with a "timing move" in hopes of nipping both of them. To be honest, it wasn't even close. The spectators probably thought it was, but the three of us knew that JUSTICE had prevailed, and Bobby Allen was given the bullet that he probably would have had if the earlier race had counted. Mount Gay Rum personally thanked Bobby and crew for their outstanding performance at the bar that night.

RACE #4: WINDS E AT 12-16 MPH; COURSE W 2

There was one distinct feature about this race; it was raining the whole time. The line was leeward favored but you had to get right ASAP. Reynolds blew out of the

blocks from the right side of the line and Billy Allen was the first leeward boat able to tack. The two of them were first and second around the mark, followed by Wight and Slocum. Dennis and Porter were in hot pursuit, and yours truly was hanging in there. The downwinds were full of tactics and I, for sure, got a "Blue Chip Spanking." If you've never heard of that term before, it's because I just made it up. Anyway, that's when you do ONE LITTLE THING WRONG and the WHOLE fleet zooms past you. In fact, there were a lot of Blue Chip Spankings going on out there. Billy won, followed closely by Reynolds. The Porters had a hot race to come back to a solid third and take control of the regatta lead.

Back to the full Blue Chip experience stuff. Saturday evening has always been designated as the night we hear from our Mystery Guest. Mark Reynolds has to be one of the nicest guys I have ever listened to. He shared some of his Olympic experiences via a slide show and then opened the floor to questions. I'm here to tell you, he was learning how to sail the "E" really quickly.

After dinner I found myself talking to Coleman Norris, and he told me that Tom Sawyer had been the first regatta chairman and that he had been the second. The current chairman, Mr. Paul Good, will soon be passing the flag. Paul, we all wish you well, and on behalf of the fleet, I would like to thank you and your wife, Susie, for giving us so much of your lives. You both are a class act, and we thank you.

The new regatta chairman, Dan Quiram and his wife, Tami, promise to follow the traditions of previous years. Dan did mention that all Blue Chippers for '94 should bring pictures of them-

selves sailing as kids. I think that was Paul Good's last request, right Paul?

RACE #5: WINDS E AT 7-10 MPH; COURSE W 2

Showdown time! The wind died about thirty seconds before the start so the lucky ones were those who were moving. The big homerun came from the left, but there were only about three boats over there. I could see that the lead boat was Reynolds followed closely by McMurray. I was 500 yards in last place, and my butt was stinging from my second spanking in a row. In fact, Porter was getting spanked a little himself as his rival, Mr. Blue Chip himself, Bill Allen, was probably 100 lbs. lighter. I phoned Bill and asked how he was able to deal with Brian on the last day! "Besides the fact that we were so much lighter, Brian got stuck in the middle, and I wouldn't let him get to the right of me."

Anyway, Bill Allen won the regatta, practically everybody and his friend tacked on Brian, and Reynolds went on to win the race. I told you he was a fast learner...

When I asked Bill if there were any one thing that contributed to his astonishing year (the Inland, Blue Chip, Interlakes, Invitational and Minnetonka Championship), he said, "Chicken, last year's Blue Chip victory was one of the biggest confidence boosters for my team. Bill Barnett on jib, Mark Oppen in the middle, and my wife Susie got jump-started last year. That win gave us the confidence to beat these guys."

Ah, another guy enjoying the total Blue Chip experience.

INTERVIEW WITH MARK REYNOLDS

Currently ranked first by the US Sailing Association and IYRU in the Star Class, premier sailor Mark Reynolds finished third overall at Pewaukee's Blue Chip Regatta. At 37 Reynolds' recent achievements include the Gold Medal in the Star class at the 1992 Olympic Games held in Barcelona, Spain, as well as the honor of being named the U.S. Olympic Committee's Male Athlete of the Year for Yachting. Reynolds is owner and head designer at Aeroforce and Sobstad Sailmakers in San Diego.

HAVE YOU EVER SAILED ON AN E-SCOW BEFORE?

Yes, actually I have. I came here to Pewaukee in '79 to watch Vanguard Boats build my Flying Dutchman. I was doing an Olympic campaign with Augie Diez. I was staying on Pewaukee in the same house I'm staying in now, here with Peter Harken. Peter Barrett asked me to come down for the weekend to Geneva, and I sailed in the E-scow Nationals. I actually got out on Pewaukee that time on a windsurfer too, so I have a little experience here.

WHAT DO YOU THINK OF E-SCOWS?

They're so neat, and so fast! What a change from sailing Star boats out in the ocean. I've had a little trouble getting off the starting line. In the couple races that we did do well in, our starts weren't that good, but at least we went in the right direction and got in phase with the shifts. And of course, we didn't go the right way almost every leg.

WHAT'S IT LIKE TO HAVE CREW LIKE HARRY AND JUDD?

It's great. I don't have to worry about anything. Most of the time I don't sail spinnaker boats. Judd reminds me that out of a jibe I need to stay low for a second while he gets the spinnaker hooked up. And once we get going off the wind, Harry's telling me to come up or down. Upwind Judd reminds me to keep the boat moving and footing off, and Harry's playing the traveler so it works out. EVERYONE seems really good though. I haven't seen too many people get messed up with their chutes at mark roundings.

SO YOU THINK THE COMPETITION IS GOOD?

The racing is really close, and there's no one who's really walking away with it. The boats seem to be even in speed. It's really high speed racing. I know quite a few of the people who are racing here. I've met them in other boats or at other times or I've read about them in magazines. I've known about this regatta for a long time, probably originally from Dennis who's been back here a couple of times and is really proud that he won once.

WHAT'S TOUGH ABOUT RACING A SCOW?

That off the wind sailing is hard. When you sail a Star, without a spinnaker and with a big main, you just point to the next mark. It's just harder in the high performance boats with the spinnakers to pick out the right angles. Harry was constantly telling me to go higher. Usually I'm trying to sail too low. I'm not good at watching where the next puff is coming from, and that's kind of the skipper's job on this boat.

You know, I'd always heard about how good Buddy was in all the boats he's sailed, and I'm sure a lot of that is from his experience on scows and ice boats. Going up and down in the puffs is amplified in the scow. In the "E" you get a really good feeling for the wind and for making the boat go fast. That's something you can apply to an America's Cup campaign.

WERE THERE ANY WILD TIMES ON THE BOAT?

It was a little scary for me on the first day. About three or four times I thought I was going to hit somebody, but the boat turned just enough at the last second so that I could miss them by a few inches. As the weekend went on, I didn't feel as out of control.

I'VE HEARD THAT YOU RACE THE NEW MELGES 24 SOMETIMES.

WHAT DO YOU THINK OF IT?

It's really neat. John Reichel was my roommate when he first moved to San Diego, and he designed the boat. Brian Hutchinson did some of the tooling in San Diego, and when Buddy and Harry and Hans came out one time to check the progress on the boat, they stopped by my loft to show me the plans. Since I'd known a little about the boat from the beginning, it was exciting to see it all come together. There's no other boat like it. It's a bigger boat where you can take the family out, but it's really simple, fast, modern and high performance in its design. We have eight in San Diego now, which is probably the biggest fleet.



*Crews hard at work! Sharpe Bottomley and Peter Slack posing for their picture on Barnegat Bay - around windward mark.
Photo by Renee Wightman*



*This is IH-18, the boat of the Slack family, Kirby skippering. They need someone on deck holding the pole to the headstay during the hoist. That's you, Rick!
Photo by Joe Spinella*



*Richard Yetman on way to jibing. Better hurry up to catch the new guy in time.
Photo by Renee Wightman*



John Ruf, a Pewaukee invader, on the outside of the turn, surrounded by Easterners on Keuka Lake. Not a chance, John! Photo by Joe Spinella

Center Spread captioned by Sam Merrick



*It may be a square knot or a double reef. Phil Reynolds will have to wait - patiently.
Photo by Renee Wightman*



*Art Brereton timed it just right at ILYA Invitational start. A last minute header was no problem to Art; he came in with speed, tacked and was on his way to first place. Brian Porter follows while Art Larson, Peter Slocum and Bob Youngquist are slow. Note early season caution with panels zipped in.
Photo by Pat Dunsworth*



Will Perrigo, the Pewaukee flash, on Blue Chip home water. Photo by Pat Dunsworth



At the windy Nationals. Dave Magno needs a spinnaker sheet attached. Photo by Pat Dunsworth



Mystery Guest Mark Reynolds (Star gold medalist in 1992) gets some help from Harry and Judd. Scow crews should study this one. Photo by Pat Dunsworth



Between Blue Chip races - Bob Allen dries out. Photo by Pat Dunsworth



FLAT OUT by Tom Munroe. Photo by Pat Dunsworth



The Jewett boat, Kevin driving, leading most, but not all, at the Inlands.



Photo by Pat Dunsworth



It's Rick Roy at the ILYA Invitational on Lake Geneva with the observatory in the background. Photo by Pat Dunsworth



Bill Allen, heeling the most, goes fastest on Lake Mendota. Photo by Pat Dunsworth



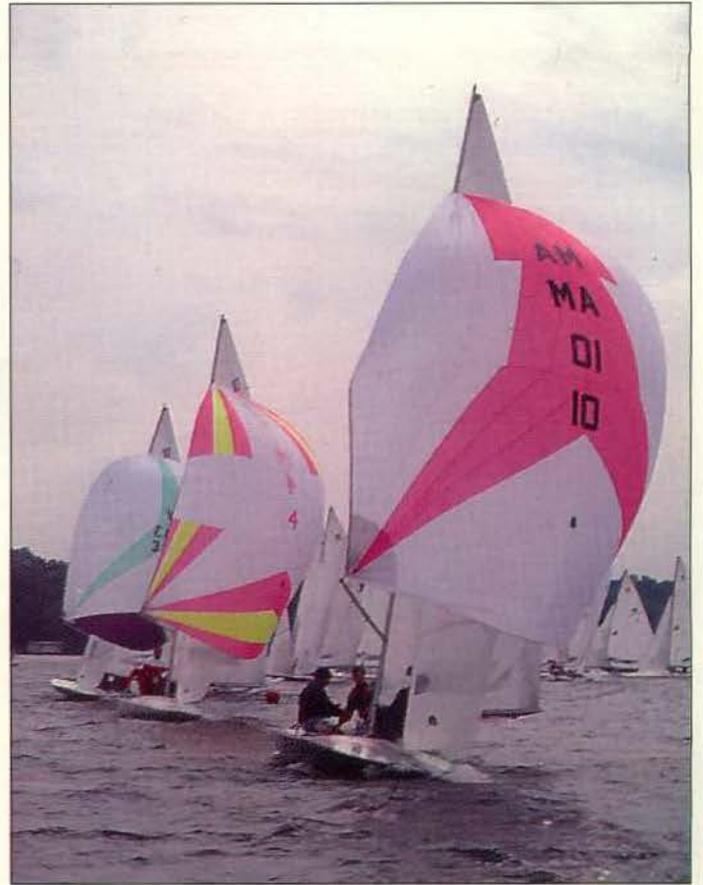
The offset must have drifted. Wawasee's Bob Herdrich and Terry Moorman chasing George Welch, Jr., Bill Wyman and Henry Bossett at the Nationals. Photo by Pat Dunsworth



Bob Biwer leads at the windward mark on Lake Mendota with Brian Porter and Art Larson in pursuit. Photo by Pat Dunsworth



This photo shows off the beauty of our flotation panels. Jack Strothman is M-10, but his sail is being distorted by the flotation. Mid-line sag makes you wonder! Photo by Pat Dunsworth



Blue Chip leader Dick Wight in old fast boat ahead of Bill Allen and Bob Biwer. Photo by Pat Dunsworth



On Chautauqua for the Nationals. An early set before the offset. Photo by Pat Dunsworth



The payoff for the leeward offset: you can tack without encountering spinnakers. At the Nationals. Photo by Pat Dunsworth

Dave chasing Paul, the Lavalette brother act, on Chautauqua Lake. Photo by Pat Dunsworth



Rob Evans at the Blue Chip leaving Pewaukee for the West. Photo by Pat Dunsworth



Must be blowing - no spinnakers. Cliff Campbell, Erik Johnson, Rick Turner and Tom Wiss chasing Andy Burdick at the Nationals on Chautauqua. Photo by Pat Dunsworth

ANNAPOLIS FALL SPRINTS

October 2 - 3 • Annapolis, MD • by Nancy Noyes



Regatta winner Erik Johnson gives credit where credit's due... Robin Johnson, Anna Chance and Kirby Slack. Photo by Jennifer Delancey

Annapolis Fall Sprints

| Place | Boat | Skipper | R1 | R2 | R3 | Pts |
|-------|-------|------------------|-----|-----|-----|------|
| 1 | T-18 | Erik Johnson | 6 | 1 | 1 | 7.50 |
| 2 | LA-99 | Dave Magno | 1 | 4 | 3 | 7.75 |
| 3 | T-8 | Dan Cabbe | 4 | 6 | 2 | 12 |
| 4 | IH-44 | Fred Slack | 2 | 5 | 6 | 13 |
| 5 | LE-3 | Bob Donat | 8 | 2 | 4 | 14 |
| 6 | CH-6 | Rick Turner | 3 | 11 | 13 | 27 |
| 7 | LA-88 | Paul Magno | 12 | 7 | 9 | 28 |
| 8 | CH-5 | Dick Turner | 7 | 10 | 11 | 28 |
| 9 | HO-32 | Tom Wiss | 9 | 13 | 8 | 30 |
| 10 | AH-3 | Tom Price | 10 | 9 | 12 | 31 |
| 11 | SC-88 | John Lux | 14 | 12 | 5 | 31 |
| 12 | AH-1 | Bob Turner | PMS | 3 | 7 | 32 |
| 13 | HO-37 | George Drawbaugh | 5 | 15 | 16 | 36 |
| 14 | LE-18 | Tom Scheuerman | 11 | 14 | 14 | 39 |
| 15 | AH-5 | Bill Nolden | 16 | 16 | 10 | 42 |
| 16 | LA-5 | Tim Faranetta | 15 | 8 | DNC | 45 |
| 17 | AH-32 | Egomaniac Synd. | 17 | 18 | 15 | 50 |
| 18 | AH-2 | Solomon/Martin | 13 | 17 | DNF | 52 |
| 19 | BH-7 | Scott Stusek | 18 | 19 | PMS | 59 |
| 20 | MA-3 | David McGraw | 19 | 20 | DNF | 61 |
| 21 | AH-4 | Bill Storey | DNC | DNC | 17 | 61 |

There was some wild sailing at speeds not usually found on the Severn River over October 2-3 when the Annapolis Harbor and Eastport Yacht Club joined forces to put on the fourth annual Fall Sprints Regatta.

Bob and Judith Turner of AH-1 were at it again to organize most facets of the regatta, but with more help than usual this year, thanks to successful class recruitment efforts on the Chesapeake over the summer, which have added lots of new folks to the fleet.

Seven Annapolis Harbor teams joined 14 out-of-town guests for the regatta, bringing the boats to a total of 21, and even though the guys from Barnegat Bay beat up pretty good on the local Chesapeake sailors in the three-race series, a good time was had by all.

Rough water near Annapolis on Saturday sent the fleet on a long tow up the river to Round Bay for smoother water and two windward-leeward contests

staged in an eastwardly shifting southerly breeze which went light at times but built through the afternoon.

Things were delayed a bit upon arrival, when the Race Committee, with the first sequence just starting, was faced with a radical 50 degree wind shift and had to re-set everything to match it. Unfortunately, the wind kept shifting and varied widely in velocity through the five-leg windward-leeward race, and despite the oscillations anyone who went right turned out to be dead wrong.

After taking and holding an early lead, Dave Magno and his LA-99 crew aced the race, with Fred Slack (IH-44) and Rick Turner (CH-6) not far behind.

After a late break for lunch, a building breeze promised and delivered better action for the second race, a similar five-legger, although once again a big left shift came in halfway through the contest. The race committee set a replacement weather mark in

the nick of time as the leaders bore down on its new position. This race went to Erik Johnson and the team on T-18, followed by Bob Donat (LE-3) and Bob Turner (AH-1).

Then it was time for the long tow back down river and through the drawbridge, where a wicked chop and lots of boat traffic proved the wisdom of locating the course up in Round Bay.

Combined with his first race bullet, Dave Magno's fourth in the second race left him at the top of the fleet at the end of the first day's racing, with Johnson two points behind after a sixth in the first race and the gun in the second. Slack was holding third at 2-5.

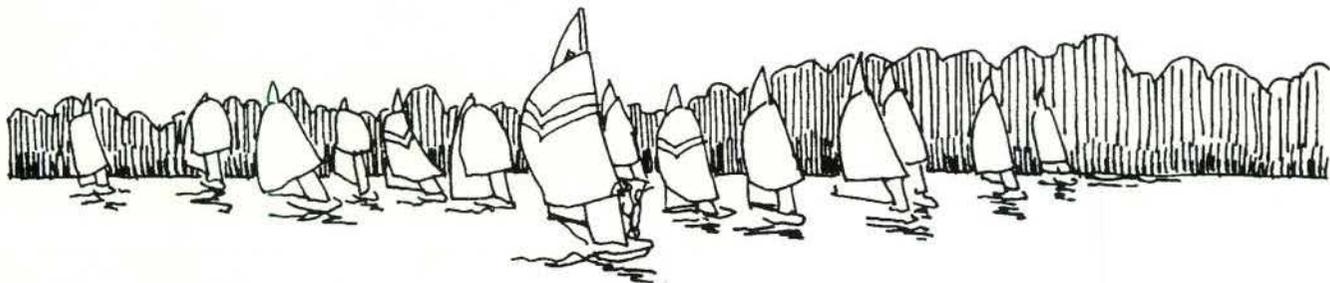
The fleet converged on the yacht club for cocktails and the traditional seafood dinner; this year the party lasted through the evening as the year-old facilities at EYC had a lot to offer and kept the crowd around.

Sunday's northwesterly air was

moderate as the fleet left the dock, but quickly built up to about 15-20 with higher gusts for a four-leg windward-leeward set between the "Spider" and the Naval Academy seawall in the Severn.

After a general recall in the day's second start, all further racing had to be abandoned, however, as the breeze had increased to more than 30 knots and the wild puffs coming in from unpredictable directions pushed the racers to the edge of control — or beyond.

Johnson and Magno battled it out for the first overall until the last race when Johnson gained the lead in the race and the series. Magno said a bad gybe near the finish of the last race let Dan Crabbe (T-8) slip ahead into second, giving him a third in that contest to Johnson's first, and costing him the series by a quarter point. It was Johnson's second consecutive win in the Fall Sprints.



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CARLYLE SILVER CUP REGATTA

October 2 & 3 • Lake Carlyle, IL • by Ted Beier



Playing the shifts at the Carlyle Silver Cup. Photo by Jeanette Beier

Ten MESA boats participated in this year's Carlyle Silver Cup. Mike Rian of Wawasee won the event with first place finishes in four out of five races. Roger Carlson of Lake Springfield was second, and Ted Beier of the host fleet edged out Mike Smith of Wawasee for third.

Cool, clear weather on the back of a cold frost was the norm for the weekend with morning temperatures in the forties and warming to around seventy by afternoon on both days. Because the winds were controlled by a low to the south rather than a high to the north, they were somewhat shifty and west to

northwest in direction.

As a result of another bout of heavy rains in the Middle West, this time centered on the Kaskaskia watershed, the lake level was eight feet above normal pool. This put three feet of water over the sea-wall cap, and turned the boat parking lot into a very large asphalt launching ramp with the docks standing like islands a hundred yards from the water's edge. Wading to and from the boats in the cool weather was an eye opening activity especially on Sunday morning. The high water required that power to the hoists be shut off so the mode of launching was to find a deep spot and float the boat off the trailer.

The first race started on a windward-leeward course in light, shifty wind from 300 degrees. Positions seesawed back and forth with first the right being favored, then the left, depending on the shift of the moment. Mike Rian, who was very fast all weekend, won the race with Bunse finding a lift from the right side and finishing second. Beier finished third followed by Carlson and Gass.

The second race was sailed back-to-back, and another windward-leeward course was set. By this time the wind was up to 8 mph from 280 degrees. Again Rian

Carlyle Silver Cup Regatta

| Place | Boat | Skipper | R1 | R2 | R3 | R4 | R5 | Pts |
|-------|--------|----------------|-----|-----|-----|-----|-----|-------|
| 1 | WA-31 | Mike Rian | 1 | 1 | 1 | *2 | 1 | 8.25 |
| 2 | IB-2 | Roger Carlson | 4 | 3 | 4 | 1 | 4 | 15.75 |
| 3 | S-27 | Ted Beier | 3 | 4 | 8 | 4 | 5 | 24.00 |
| 4 | WA-10 | Mike Smith | 6 | 7 | 3 | 3 | 6 | 25.00 |
| 5 | S-3 | Pete Gass | 5 | 6 | 6 | 6 | 6 | 26.00 |
| 6 | LS-77 | Mark Lewis | 9 | 9 | 2 | 5 | 2 | 27.00 |
| 7 | S-11 | Ray Bunse | 2 | 8 | 5 | 7 | 7 | 30.00 |
| 8 | S-4 | Denny Major | 7 | 2 | 7 | 8 | 7 | 31.00 |
| 9 | S-17 | David Crosby | 8 | 5 | 9 | 9 | 9 | 40.00 |
| 10 | IB-100 | Augie Wisnosky | DNS | DNS | DNS | DNS | DNS | 55.00 |

* = 20% penalty

won convincingly. Denny Major established a second place on the first beat and held it to the finish followed by Roger Carlson in third place.

After lunch the third race was sailed on a windward-triangle course. The wind was now up to 10-15 mph. The race started on a course of 290 degrees with sharp enough gusts that the boats with light crews were having some trouble on the beat, but the ride downwind was very nice with these puffs to work with. A strong wind shift to 270 degrees near the end of the second beat made the first reaching leg difficult. Again Rian finished first, but had to accept 20% penalty as the result of a port-starboard brush with Carlson. Mark Lewis of Springfield finished second and Mike Smith of Wawasee crossed third.

The fourth race was another windward-leeward course sailed back-to-back with the wind back to 280 degrees at 15 mph. The wind was more solid with fewer gusts and shifts by this time, and control on the beat became easier. The downwind rides were even better and those who jibed at the weather mark and went down the

left were rewarded. This paid big for Carlson who crossed the line first. Rian finished this race second, and Smith was third.

On Saturday evening the group was treated to the traditional free chili and gumbo feed from featured chef Ray Bunse. The menu included various hors d'oeuvres and a troublesome drink called a lemon drop which is made from a shot of Absolut Citron and a sugared lemon wedge. The scores after four races showed Rian and Carlson comfortably in first and second place with Beier and Smith tied for third.

For the last race on Sunday, the wind had gone to the southwest at 10 mph. Another windward-leeward course was set. Beier found good air on the left side of the beat and rounded first, but lost several positions from a shift on the run. On the second time around Rian moved into the lead followed by Lewis, Gass, and Carlson. It appeared that Rian and Carlson had locks on first and second for the regatta. With only third place up for grabs, Beier was able to put a tight cover on Smith and hold it to the finish line to finish ahead and third overall.

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1993

REGATTA WINNERS

Easter Regatta, Charleston, SC: 21 boats

1. Paul Magno, LA-88
2. Jim Gluek, V-137
3. Dave Magno, LA-99

Eastern Shore Regatta, Oxford, MD, 11 fiberglass, 3 wood

1. Erik Johnson, T-18
2. Paul Magno, LA-99
3. Had Brick, 1H-27

Nagawicka Spring Regatta, Nagawicka, WI: 37 boats

1. Jule Hannaford, W-1
2. Brian Porter, I-49
3. John Dennis, M-11

Lake Hopatcong Invitational, Lake Hopatcong, NJ: 15 boats

1. Buzz Reynolds, IH-7
2. Dave Magno, LA-99
3. Erik Johnson, T-18

Western Michigan Invitational, Muskegon, MI: 15 boats

1. Peter Price, MU-1
2. Jim Gluek, V-137
3. Paul Wickland, MU-22

Toms River Tune-Up, Toms River, NJ: 17 boats

1. Erik Johnson, T-18
2. Mark Beaton, MC-55
3. Paul Magno, LA-88

Wawasee "E" Open, Lake Wawasee, IN

1. Paul Wickland, MU-22
2. Peter Price, MU-1
3. Casey Call, WA-99

New York State Championship, Keuka and Chautauqua, NY: 7 boats

1. Rick Turner, CH-6
2. Irv Spear, KU-5
3. Dick Turner, CH-5

ILYA Invitational, Lake Geneva, WI: 39 boats

1. Bill Allen, M-4
2. Art Brereton, TO-101
3. Jim Gluek, V-137

MESA Championships, Lake Carlyle, IL: 15 boats

1. Casey Call, WA-99
2. Tom Klaban, MU-400
3. George Snook, WA-20

Up Bay Regatta, Toms River, NJ: 19 boats

1. Erik Johnson, T-18
2. Jack Lampman, LE-8
3. Phil Reynolds, IH-17

Eastern Championship, Keuka Lake, NY: 31 boats

1. Dick Wight, MA-10
2. Buzz Reynolds, IH-7
3. Erik Johnson, T-18

Western Michigan Championship, Spring Lake, MI: 15 boats

1. Peter Price, MU-1
2. Art Brereton, TO-101
3. Paul Wickland, MU-22

Down Bay Regatta, Little Egg, NJ: 27 boats

1. Dave Magno, LA-99
2. Paul Magno, LA-88
3. Had Brick, IH-27

ILYA Championship, Lake Mendota, WI: 62 boats

1. Bill Allen, M-4
2. Brian Porter, I-49
3. Tom Burton, M-8

NCESA Championship, Chautauqua, NY: 53 boats

1. Andy Burdick, I-45
2. Brian Porter, I-49
3. John Dennis, M-11

FLACE Regatta, Keuka Lake, NY: 12 boats

1. Paul Magno, LA-88
2. George Welch, Jr., KU-1
3. Irv Spear, KU-5

Blue Chip Regatta, Mystery Guest: Mark Reynolds Pewaukee, WI: 22 boats

1. Bill Allen, M-4
2. Brian Porter, I-49
3. Mark Reynolds, ??

Carlyle Silver Cup, Lake Carlye, IL: 10 boats

1. Mike Rian, WA-31
2. Roger Carlson, IB-2
3. Ted Beier, SC-27

Fall Sprints, Annapolis, MD: 22 boats

1. Erik Johnson, T-18
2. Dave Magno, LA-99
3. Dan Crabbe, T-8

TECH TALK

#1 by Andy Burdick • #2 by John Dennis • #3 by Harry Melges

Ask the Experts



1. What are the **THREE** most common mistakes that you see sailors making on the race course?

First, the basics in any sport are essential to excel. The basketball player has the jump shot. The tennis player has the forehand and backhand. The sailor must be able to stop and start his boat, as well as tack and jibe effectively. These basic skills must be second nature! A good E-scow team will not talk about the maneuver or think it through. The act must be performed on a second's notice.

It is very frustrating to see people worry so much about their rig tension, for example, when the crew cannot even perform simple basic maneuvers. Do not get me wrong. Mast rake is important, but if people spent more time worrying about improving their basics, they would see instant improvements in their regatta and club racing results. A turn on the stamaster will not get you ahead of your competitors.

Here's a sure way to improve. Try this drill with another sailor in your fleet or by yourself. Set your watch for thirteen minutes. At ten minutes begin a mock race so that for three minutes you will practice pre-start maneuvers and boat handling with the crew and the sails. You must learn how to start and stop your boat quickly. It is crucial.

At ten minutes both boats should start the "race" on starboard tack. The initial leader after the start must tack every minute. So at nine minutes the leader must perform a tack. The second place boat will do whatever it takes to grab the lead. (Sailing the lifted tack is a good idea!) If the second place boat does take the lead, which should happen if you are hitting the shifts and sailing the boat fast, then you are the leader and you must tack on the minute. At the end of your ten minute beat, you both turn down, set your spinnakers and race downwind, the leader jibing every minute. For this to pay big dividends you must start, sail upwind, and sail downwind as if it were Race One in the

National Championship. Spend your valuable practice time wisely. Practice the basics!

If you are practicing by yourself, you can still do this drill. Tack and jibe every minute. In one race you and your crew will perform up to ten tacks and jibes as well as a three minute start. This will take only 23 minutes! If you practice for one hour, you can do up to 30 tacks and 30 jibes and three starts. This is one evening of practice!

This drill will teach you how to stop and start your boat in tight and critical situations. You must be able to start your boat fast in order to get off the line. You also must know how to maneuver your boat during the pre-start. This one step could mean a good race or a bad race right from the start. For some reason, you never see people practicing their starts. Why?

This drill will also teach you the difference between a good tack and a bad tack. Many sailors do not know the difference. When you go up against another boat head to head, you find out instantly. Ten tacks in a weather beat will allow you to perform tacks instinctively. When you tack well, compliment the crew. They should take notice of what constitutes a good tack.

Another plus with this drill is that it will teach you the difference between a good and bad jibe. Sail your boat aggressively downwind in practice so that the crew gets used to the acceleration and pressure of the breeze. This will train them to react in race situations. Remember while you are practicing that you are really "racing."

Finally, you will learn how to catch up if you fall behind. Although you're sailing with just one other boat, it is still a race. If you fall behind you still need to catch up. The pressure is on. The lead boat is racing by the clock and has to sail fast and perform the basics in order to win. The second place boat must perform the basics too, play the shifts, notice



High fives for Andy! Perfect heel, even after the gun! Photo by Fred Vullo



*Team Bowers engages in some post-race chatter on the tow in at the E Invitational
Photo by Diane Bowers*

the breeze, and position itself on the course well enough to catch up. Sounds like an everyday race to me. That is why this is such a good drill.

What's Your Game Plan?

Another big mistake is not preparing a game plan prior to the start. Preparation is important. You and your crew should have a

plan as to where you want to start and how you want to sail the first beat. You cannot achieve this by sailing out to the start at 9:45 am when your first gun is at 10:00am. You must get out at least 45 minutes ahead of time to determine certain factors.

What is your lifted tack? What side of the lake has more wind? What side has more or less chop? Is the breeze fading or is it increasing? Where does the wind fill in first and what is its direction when it does fill in? The list goes on. The more time you spend accumulating data the more you will know and the more confident you will be about your final game plan. Don't be the type of sailor who goes out at 9:45, notices the wind is 12 knots, the starting line is set, and it seems to be starboard favored! What about after the gun? Preparation is essential!

To Cleat is to Cheat!

Very often I will see skippers cleat the mainsail on their boats thinking that once they have the sheet socked in that the boat will automatically take off. Huge mistake! The number one key to sailing any scow fast is consistent angle of heel.

Watch the top sailors in any scow fleet and you'll see that the angle of heel of their boats is constant. This is all done through anticipation and sail trim. When the anticipation is not there, your mainsheet is and should be in your hands and at your fingertips, not in the cleat!

The rail of your boat should NEVER EVER get wet! If it does you are over heeled and going slow. When the boat jumps in a puff, give the mainsheet an ease so that you can keep the boat on her lines and moving through the water. Too many times there is no ease and the skipper over heels and then

steers the boat into the wind. You just lost the puff! You want to go fast in the puff: Always have someone calling out puffs especially if it is windy. Anticipate and react. Hike before the puff hits, and be prepared to work your sail controls. Most importantly, be ready to ease the mainsheet.

Even in light air I will ease my mainsheet out if one of my crew members is late getting to the high side. Give an ease and bear down a few degrees and go FAST. When the crew member is there, trim back in and use your extra speed to point the boat. This is much better than over heeling and sticking the boat into the wind. You must constantly sail the boat fast. Do not settle for cleating the mainsheet and sailing around the course in low gear!

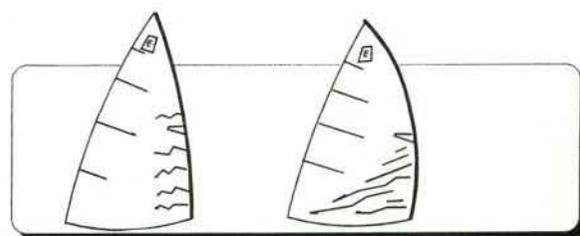
QUESTION #2

DISCUSS OPTIMUM SPREADER ANGLE IN ALL WEATHER CONDITIONS.

The angle of your spreaders controls the fore and aft bend of the mast.

You can measure the angle of your spreaders by:

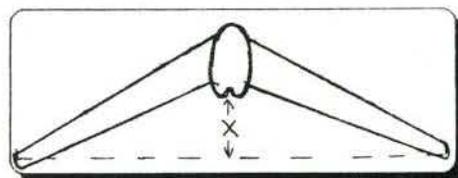
1. Placing a straight edge across the side stays where they intersect the spreaders.



Spreaders Forward

Spreaders Back

2. Measuring the distance X. X = The distance that the spreaders are swept back.



Spreader position for different wind conditions.

Light Air (0-6)

Optimum spreader angle is swept back $6\frac{1}{2}$ inches. This setting allows the mast to bend and the main leech to open creating a better light air sail shape. The boat will accelerate better and seem easier to sail.

Medium Air (6-14)

Optimum spreader angle is swept back $4\frac{1}{2}$ inches. This setting stiffens the mast giving the main leech more tension. The boat will have more power and a better ability to point.

Heavy Air (15 and up)

Optimum spreader angle is swept back $4\frac{1}{2}$ inches. In heavy air a stiffer mast gives the leech of the main added support so that the main does not turn inside out too easily. The boat will sail smoother and be less likely to develop leeward helm in the gusts.

- The spreader adjustment can vary with different sail shapes. You should consult your sailmaker as to how to adjust the sail that you have.
- Mast sag is very important adjustment that goes along with spreader angle. We sail with $1\frac{1}{4}$ inch of sag in medium air and $\frac{1}{2}$ inch of sag in light and heavy air.

QUESTION #3

WHAT IS YOUR THEORY ON MAST SAG IN ALL DIFFERENT WIND CONDITIONS?

Mast sag is a very important part of tuning an E-scow, and there are several variables which contribute to the amount of sag that you should be carrying with your particular rig. The variables that come into play are mainsail camber or fullness, mast stiffness, sailing conditions, crew weight, and the main to jib slot (the gap between the leech of the jib and luff of the main through which the wind flows).



First, mast sag is when the mast sags to leeward at the spreader area. When you look up the mast it will appear to

have a slight "S" curve.

When sighting the mast always sit on the windward side of the mast, feet forward, and look up the back side of the mast along the tunnel or mast groove (which the sail goes up in). Be sure the sails are properly trimmed for upwind sailing and that you have decent wind pressure on the rig. To measure the amount of sag, you must imagine a line pulled straight from the base of the mast to the hound area (where the sidestays attach to the mast). The distance the mast sags away from this imaginary line at spreader height is the amount of sag you have.

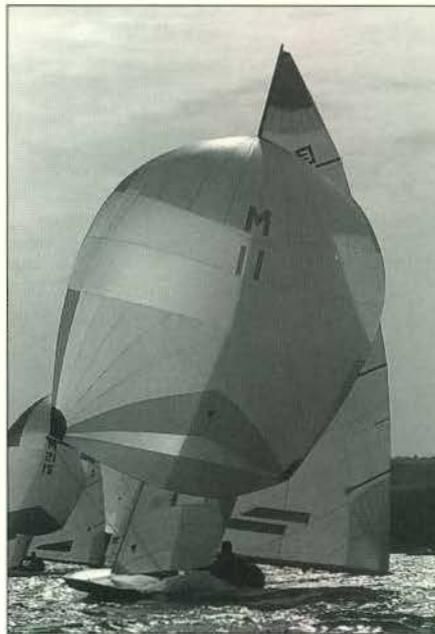
The reason you carry some mast sag is to help keep the unsupported tip of the mast from bending off to leeward too severely as the wind comes up. This sag, in turn, powers up the mainsail by keeping more fullness in the top part of the sail. It also makes for a tighter leech due to the tip of the mast not bending off to the side as much.

The amount of sag you should be sailing with is determined mostly by mainsail camber and mast stiffness. Your sailmaker and boatbuilder can give you some fairly accurate numbers for sag, but some experimentation is necessary to get the most out of your E-scow. Generally, if you have a flat mainsail and a soft mast you must sag the mast more, maybe $1\frac{1}{2}$ " maximum. If you have a full mainsail and a stiff mast you should have no sag. To power up the boat for light air and choppy conditions you can sail with more sag; however, too much sag will close off the slot between the jib and the main. Too much and this in turn forces you to carry the jib car too far outboard, which could cause a pointing problem. In heavy air you can reduce sag to depower the boat and allow the mast to bend more freely. When the puffs hit, the boat will accelerate and not heel too much.

We have found that if we set the sag in the mast for light/medium conditions and to match the stiffness of the mast and sail camber, we can leave the sag the same in all conditions.

When you change spreader angle or mast rake, the sag in the mast will change, so be sure and check this and re-tune your shroud tension when you make any major changes in rake or spreader angle.

If you are sailing a new Melges boat with new



J.D. first to the weather mark TWICE at the Nationals. Photo by Fred Vullo

sails, you should set up with $\frac{1}{2}$ " of sag. If you have an older Melges boat $1"$ of sag will be faster. If you do not have a Melges boat or sail, refer to the tuning guide for your boat or call 414-248-6621 and freshen up!

I hope this helps you understand mast sag a little better; if it doesn't, please do not hesitate to ask for assistance in tuning your E-scow.



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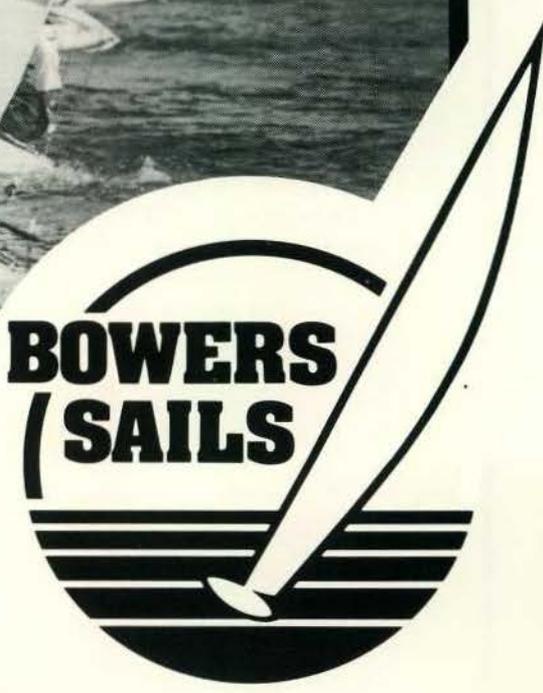


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OPINION

by Jay Darling

Here's a thought ...



I have now been asked enough times the question "But who has been the most fun to sail with?" that, with the pretension that accompanies middle age, I have decided to volunteer the answer to another different but related question, which is "What makes a good E-Scow skipper?"

I think the answer is "It depends." Certainly the fellows with whom I have sailed the past few years bring very dissimilar talents on board. If I were asked to list the single greatest strength of each, in no two instances would it be the same. Let me elaborate (make that pontificate).

With Scott Callahan, with whom I sailed one summer several years back, of all the things he did very well, the one thing he did better than anyone else at that time was generate and maintain boat speed. His principal focus, to me at least, was to always possess the fastest boat in the fleet. The underpinning to this must be self-evident: If two boats are on the same tack in the same breeze with equal crew weight, the "faster" boat will edge out on the other. This is a great advantage to possess and one to covet once obtained. Parallels in other sports abound. Look at college and pro football. The single most important statistic in recruiting and drafting is the player's time in the forty yard dash. Just as who wouldn't choose the faster of two identical receivers save for speed, who wouldn't rather be steering the faster of two identical scows?

Does this mean premier boat speed is indispensable to success? I think Bill Campbell would think not. Although I don't purport to speak for him at all, and although I know that, all other things being equal, he would prefer to have a speed edge, I think his principal approach to doing well (at which he has succeeded, in an understatement, over the years) is to, when in doubt, "follow the book" and "do the right thing." If he has a choice between sticking his nose in a corner or digging back to the fleet in the middle, he will invariably choose the latter. If he rounds a leeward mark first with a lead of any size, he will without exception not head off to a shore but

will instead sail half the distance on one tack, and half the distance on the other, so as to be securely upwind when the next competitor rounds. His approach is risk averse. If I were to volunteer a

maxim for him, it would be "Win regattas, not races." The analogy here, I think, would be to a card counter in Black Jack. The professional counter knows that, over time, it is counterproductive to follow "hunches," and that success comes with adherence to percentages and not flyers.

Instinct then, really has no place on the menu for a top skipper, since the "book" is to be so trusted? I'm afraid that would be a misstatement. Consider Dick Wight, who has now been winning at the game for parts of three decades. How has he done it? Certainly he has had fast boats (his present one, formerly Peter Fortenbaugh's, certainly isn't slow), but he has won with slow boats as well: Witness the 1984 Easterns, which he won despite lumbering around with the slowest boat in the fleet.

Was it by following the book? I think not: Look at the third race of this year's Easterns (the first race of the second day), when, on the downwind leg from hell (during which at least every boat had the lead at least once due to long stretches of no, or conflicting, air) he slowly, excruciatingly, made his way all the way to the Western shore (so close he could have stepped off the boat onto the docks of the houses), where he (and Irv Spear) were the first boats to catch the southerly and were "launched" in comparison to the rest of the fleet. That one move, with hindsight, effectively won the regatta.

Most people would cringe at turning Henry Colie loose on their boats. Dick welcomes the changes, even when, once in a while, they don't work. (Remember the chute that wouldn't come down?) Dick Wight, in my view, has the talent of perceiving, whether by grace or instinct, just what is needed to succeed at a given time, with a given boat, and then accomplishing it. Those readers who golf will recognize the name of Seve Ballesteros as perhaps the



Jay Darling trimmed jib for Erik Johnson at this year's Eastern Championship at Keuka. Ed Vienckowski sat in the middle. Photo by Joe Spinella

greatest natural, creative golfer of recent times. He has won tournaments playing shots from parking lots. That's the image I see when I try to quantify Dick's successes. Instinct, flexibility, and creativity.

The moral then must be to "go with the flow?" Not if you sail with Erik Johnson. Erik brings to the job a degree of concentration and focus that, in my experience, is unmatched. His mental attitude is remarkable. When you sail with Erik, you are sailing to win every second of every tack on every leg of every race. If he has the lead, it's about to get larger. If you are between him and the finish, watch out, because he's about to grind you down. Stated just a bit differently, Erik doesn't take any breaks; he's sailing hard, to win, every second he's on the course. The effect of this on the crew is infectiously positive. There is always a goal, always something to shoot for, he's always moving forward.

Erik brings to mind John McEnroe. Common practice for touring tennis professionals is to "tank" a game or set when it looks hopeless. McEnroe would never do this. His M.O. was simply to play every point as if the match depended on it, even if

desperately behind. Over time, simply through dogged obstinance, he turned more than a few certain losses into close wins. Johnson has done the same.

Well, then, where does this leave us? Scott goes pretty fast, but with Bill you may not have to because the percentages will treat you well over the long haul, which don't interest Dick so much because he's got to solve the immediate problem now, with what he has on hand, which is far too casual and unfocused for Erik!

I think the message is this: Find out what you do well and do that one thing better than anyone else, and good things will happen to you on the course. No one attribute, thing, or skill is genuinely more important than another in all instances.

This whole diatribe of course brings to mind the most obvious, but, until now, unstated question: "Is there anyone who puts it all together, the speed of Callahan, the theology of Campbell, the elan of Wight, the maniacal concentration of Johnson?" Yes, of course, but then again, I don't have a boat and they do.

THESE SAILORS WANT TO CREW FOR YOU!

- Dick Wight
- Mark Beaton
- Had Brick
- Buzz Reynolds
- Erik Johnson
- Henry Bossett
- Dave Magno
- Phil Reynolds

AND OTHER BARNEGAT BAY CHAMPS

Call Dick Wight (908-223-3975) to reserve a spot (and one of these sailors as crew) at Mantoloking's one-day E-scow racing clinic scheduled for Sunday, June 19, 1994. Bring your own boat (to be tuned) and your crew (to be trained). This on-and-off-the-water seminar is designed for you to pick the brains of these experienced sailors. **ANYONE INTERESTED IN IMPROVING HIS RACING SKILLS IS INVITED.** No reservations accepted after June 1. Call today for your choice of crew!

GOSSIP FROM GAMAGORI

by Bill Campbell

From the Land of the Rising Sun

The Nippon Challenge for the America's Cup is moving along at a rapid pace. There is an unending list of projects underway as well as those under consideration that have to be dealt with daily. I see it as part of my job to be sure that we don't start projects that are of little or minimum value for the Challenge. For instance, we are starting a testing program here in Gamagori that we hope to use when we get to San Diego. We need to be able to put two boats in the water and start testing them for speed with different keels, rudders, sails and other systems. We have started to develop our own software and hardware to put on the boats to accomplish these tests. It needs to be decided whether it is more effective to use existing available equipment or continue to develop our own. There is no reason to waste a lot of time and effort on a project that may never get to the level of a system that is already in use.

We have been doing a lot of sailing the past few months, all over the world, with the expectation that the international exposure will make the crew better in a number of areas. They need to see the people they will be racing in San Diego, and realize that those people can be beaten on the race courses. That's a big mental hurdle to get over when the only thing they have to consider are the articles lauding the accomplishments of these other skippers and crew.

The team needs the exposure to sailing smaller boats. It is so much easier to see the differences that proper sail trim and boat handling can make when sailing the smaller boats.

The crews have been to the Admiral's Cup Regatta in Cowes, England. They have spent time in Kiel, Germany, and Sardinia, Italy, sailing a One-Tonner (approx. 35 feet) against Cayard, Kolius, Pajot, Campos and many others who will be in San Diego.

Plus it's a great way to break up the daily routine of being in Japan for such a long period of time. Even the Japanese crew members are looking forward to moving to the States and getting on with the testing and racing.

We have had several crew training sessions with our two AC boats. Gary Jobson has been a guest twice to give the crew pointers and help the afterguard. His insight into the America's Cup game is invaluable and gives us a lot of food for thought when we race amongst ourselves. He is very instructive as a coach and does a great job in evaluating the racing and giving the afterguard areas to work on to raise our level of play.

We have also been spending time in our fleet of Yamaha 23's to help develop the crew members into better sailors. The young sailors in Japan do not have the background that most of the good sailors in the United States have. Anything we can do to make them better sailors will pay dividends later.

It appears that we will be moving to San Diego some time in early February. The Italian compound in the commercial basin, right across from the America 3 compound, looks like the most likely location at this time.

So, as the weather gets cooler and the winds start to blow harder, we look forward to the warm and steady breezes of Southern California. The preparations are starting even now, both in the boat modification phase with JPN-26 being worked on in the boat shed, and in the testing program that will take up all of our time when we finally arrive. It's a fun program to be involved with and certainly one of the biggest challenges I've had.

Hope to see some of you in San Diego. SAIL FAST. There's no better sailing in the world than E-Scow sailing.



MELGES

1994 Performance & Scows



U.S. National Championship
1st, 2nd, 3rd, 4th



Photo by Pat Dusnworth

IYA Championship - 1st, 2nd, 3rd, 4th, 5th, 6th
IYA Invitational - 1st, 2nd (8 of top 10 are Melges E's)
Eastern Championship - 1st
MESA Championship - 1st, 2nd, 3rd



Toms River Tune-up - 1st, 2nd, 3rd, 4th, 5th
Eastern Regatta - 1st
Michigan Invite - 1st
New York Championship - 1st



Photo by Pat Dusnworth

Black Tie - 1st, 2nd, 3rd
Blue Chip - 1st, 2nd, 3rd
Muskegon - 1st
Eastern Shore Regatta - 1st

THESE ARE THE FACTS!

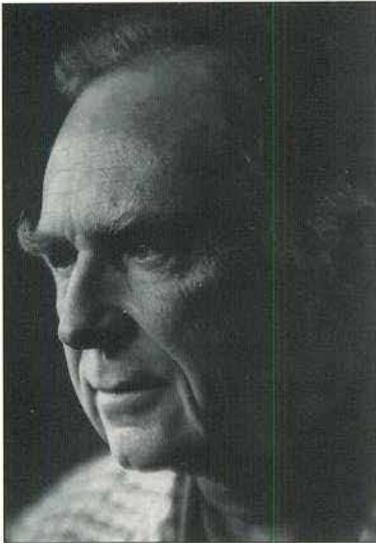
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Maynard Meyer 1913 - 1993



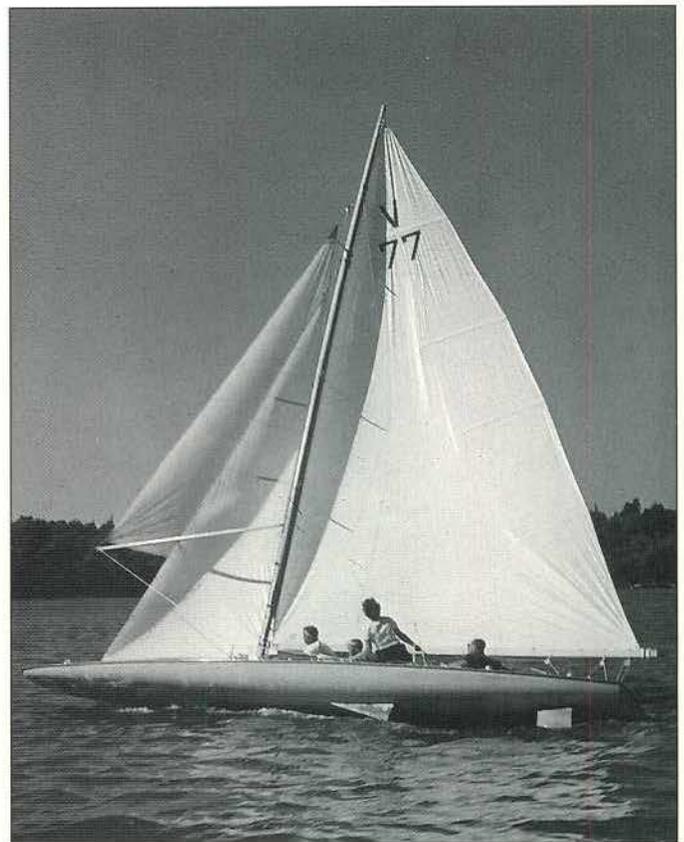
Mike Meyer as we remember him.

Mike Meyer (V-77) died in his eightieth year this past March after several years of fighting off a misbehaving heart. That courageous battle was characteristic of Mike's love of life, his enthusiasms, his up-beat personality, his creativity as a recognized leader in architecture and his lifetime passion for scows.

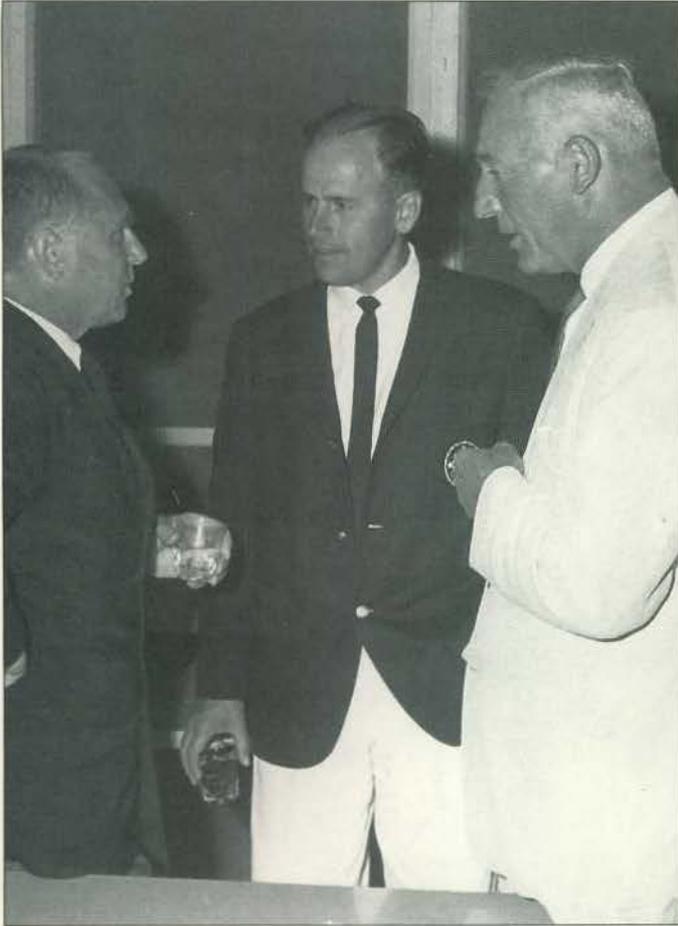
For the Inland Lake Yachting Association, he served as Commodore and member of its rules committee, its representative to NAYRU (now US SAILING) as race official, and always as a proponent of new ways of approaching old problems. Once experienced, nobody can forget Mike's use of the signal boat before the start as he corralled eager sailors to hang back. His fierce visage complete with bushy eyebrows conveyed a never-to-be-forgotten message.

It will rest in the uncertainties of sailing history whether our NCESA would ever have come into existence without Mike. He was its founder, chief recruiter and defender, its leader through the first six years of its life, 1959 - 1965. Back in the thir-

ties he had discovered the spread of scow competence in the East so that when the interstate highway system, built in the fifties, made trailing practical, Mike reached out for Dick Turner on Lake Chautauqua, who was then head of the Eastern Association. With Mike lobbying a group of Inland sailors, and Dick the Easterners, the first event took place on Chautauqua at the somewhat halfway place for twenty-eight entries in



Stingray in the fifties - a family boat with wife Dede and son Hans; ILYA Champion 1953; apparent wind probably 50 degrees, an equilateral genoa without legal means forward of the mast line for forcing the luff to be tight. Mike designed the present block "E" in 1960, so that's what's missing in the picture. Stingray II was ILYA champ in 1963.



Mike Meyer and Dick Turner, fellow founders of NCEA, engaging in a bit of serious business with Kenny Rand, famous for his marvelous capacity for eloquence at early scow meetings.

September 1959. With Mike as guide, Dick had the burden of regatta logistics. Our yearbook will show that Mike won that regatta; he must have liked that and so did Dede, then as always his crew. It took another year for Mike to preside over the regatta at White Lake for the formulation of a constitution and by-laws and the fabric of NCEA which still guides it. The Class E organization proved to be the model for the other classes, welcomed these days by ILYA as agents for spreading scow culture to other racing areas.

It was of course as architect that Mike's innovative and creative bent blossomed — in the Milwaukee War Memorial Art Center, office

buildings, churches, banks, community centers, art galleries, to name a few, widely scattered around Wisconsin. Said a former editor of an architectural magazine: "To see his love for his profession and what it stands for, or ought to be, to witness his impatience with mediocrity and pettiness, has been a never-ending challenge."

The same creative enthusiasm was applied to scows. His first "E" was Stingray launched in 1951 in the days when sail numbers were crowded near the masthead, and the equilateral reaching spinnaker was discovered to be the answer for jibing what was in reality a genoa requiring the sail to be revolved during the jibing maneuver; Mike loved that sail long after the parachute displaced it in 1973. His biggest surprise was a forward cockpit for the jib man, though he never was known for using it on Lake Winnebago. For a time he sported a complete set of mylar "see-through" sails which rattled, and a plank boom set on edge with a neat cranking arrangement that controlled outhaul tension. With the arrival of synthetic sails in the late fifties, Mike put away his beloved Ratseys, made from long-staple Egyptian cotton sewn with brown thread, fragrant with their special odor. They were destined to be neglected, in the attic, just the topic of tall talk, until, for wonder, Mike had Dede manufacture a jaunty two-piecer, with stylish small lapels and three sail slides as buttons. Thus appeared the famous "suit of sails."

Well, Mike has left us with our memories of his contributions and the benefits of his work on our behalf. Those of us who worked with him, even fought with him, will remember him and miss him.

Sam Merrick

A PICTURE'S WORTH 1000 WORDS

The following photos, to be studied sequentially, provide visual guides to any team interested in perfecting its hoists, jibes, and takedowns. Gordy Bowers provided the fine text and Patrick Dunsworth the photos. Our thanks to teams Burdick (I-45), Wight (MA-10), Dennis (M-11), and Porter (I-49) for allowing us to photograph them doing what they do best! Be sure to contrast the two spinnaker sets. East coast boats traditionally sail with four and make full use of that crew when hoisting.

SPINNAKER SET (EAST) BY DICK WIGHT & MA-10 CREW.



You might note that in this sequence, #3 crew is responsible for boards & vang while #4 crew is responsible for spinnaker & traveler.



The jib trimmer eases the jib sheet and comes in off the rail. The #3 crew starts to go for the halyard while the #4 crew gets the chute ready in her arms.



The jib trimmer pushes the pole forward and starts to pull the guy aft. The #3 crew starts to hoist while the #4 crew has released the spinnaker and is going for the guy.



The jib trimmer continues to push the pole and trim the guy. The #3 crew is hoisting and the #4 crew is trimming the guy, which apparently has not come around fast enough. The skipper trims the spinnaker sheet if necessary.



The jib trimmer eases the sheet to allow the chute to fill more easily. The #3 crew moves forward and to leeward while the #4 crew cleats the guy and begins to trim the sheet. The skipper moves toward the lee side to get the proper angle of heel.

BURDICK (WEST) SPINNAKER SET (HEAVY AIR)



As the boat is coming off the turn the jib trimmer leans in to grab the halyard while the #3 crew gets the chute out of the bag. The skipper and #4 crew stay on the weather rail to maintain the correct angle of heel.



The jib man starts to hoist from a sitting position (weight to weather). The #3 crew cleats the sheet and feeds the chute out of the bag. The #4 crew moves to the low side while the skipper prepares to trim the guy.



The jib trimmer continues to hoist while the skipper trims the guy and steers with his legs.



The jib trimmer finishes hoisting, the #3 crew takes the guy from the skipper and cleats it, then trims the sheet. The #4 crew sits low to maintain the proper angle of heel.

JOHN DENNIS JIBE (MEDIUM AIR)



The jib trimmer comes up off the low side and swings his weight to weather to initiate the roll jibe (not shown). Only then can the pole be taken off the mast. The spinnaker trimmer shows good technique by watching the spinnaker luff.



The spinnaker trimmer is low in the boat toward the now leeward side with his eyes still on the spinnaker luff. It is critical that the old guy be trimmed at the correct rate to rotate the chute with the boat and away from the jibing mainsail's vortex. The jib trimmer's right leg is locked to the mast for stability while he grabs the new guy (port side) and begins to attach it to the pole end. The skipper has just finished pulling hard on the mainsheet and is using his weight to roll the boat through the jibe.



The spinnaker trimmer is forward, looking at the new luff and trimming both sheet and guy. The jib trimmer has just set the pole and will now move around the mast to the low side. The skipper is sitting on the low side to heel the boat to leeward. He is also looking forward to see exactly when the pole is set so he can turn to weather to increase the apparent wind and accelerate the boat.

PORTER "MEXICAN TAKEDOWN" JIBE/DOUSE



The scow approaches the leeward mark on starboard at full speed. The halyard and guy are coiled to avoid the likelihood of knots. In heavy breezes (18+) the pole is raised about a foot to avoid its hitting the water during the jibe. The windward board is lowered all the way.



As the jibe begins, if the scow is sailing a broad course, the pole can be dropped. If sailing a tight course (pole against the headstay) the pole is left up throughout the douse and taken down while sailing to windward.



As the boom comes across, the jib trimmer releases the guy from the pole and the #3 crew releases the guy completely and then immediately trims the sheet until the spinnaker clew is all the way to the port twing.



Once the spinnaker is around the headstay the jib trimmer completely releases the halyard as the chute is sucked into the cockpit by the vortex action of the main.



The jib trimmer then pulls up the port board, trims the jib and hikes while the #3 crew gathers in the chute from the weather rail. The skipper and #3 crew keep the boat from overhealing during the jibe so that the pole (if still up) doesn't hit the water.



As the boat heads up, the #3 crew stuffs the chute while the jib trimmer trims the jib and the skipper trims the main.

CAPSIZE

RIGHTING AN E-SCOW, UNASSISTED

by Jeff Lines

Having sailed on scows in all crew positions and as a skipper, I have had my share — and maybe more — of capsizes. Thanks to Dave Magno's excellent piece in last year's REPORTER, we all know how to avoid a capsize, but what do you do once you are doing the E-scow backstroke?

The drill is a little different if you're using panels. Depending on the wave action and the amount of water in the hull when the mast hits, you have about three to five minutes to get the boat back up. Water enters the boat through the holes in the deck, so holes for through deck fittings should be kept to a minimum and as small and close to the cockpit edge as possible. A case in point is Mark Beaton's boat (MC-55). Mark and Henry Colie refitted the boat to eliminate the holes in the deck. When I sailed with Mark at the 1992 Nationals at Minnetonka, we capsized two-thirds of the way down the leeward leg, and we rescued the boat ourselves and took on almost no water despite the waves and wind. This might be a worthwhile subject for the class to investigate. (see What Mark and Henry Did, page 56.)

Once the mast has hit the water, there's a certain procedure to follow to get the boat back up. Once the boat tips, it's important to keep at least one crew on the top rail; otherwise, someone must climb up to the top rail and put the upper board in the lowered position. The other board should be put in the lowered position too. Then the main sheet and jib sheet must be released. (Why was the jib cleated in the first place?) Meanwhile, the crew on the top rail should get to the end of the upper board for leverage to right the boat. If the spinnaker is up, the halyard should be released so that the chute will drop when the mast comes up. On the other hand, the spinnaker guy and sheet should stay cleated to keep the spinnaker close to the boat and the weight off the tip of the mast. Anyone in the water should get on the bottom board. Once the mast tip has cleared the water, a second crew should climb to the top board aided by the crew already there. With two crew on the top board, the boat should come up easily. If this seems to be happening too fast, the two crew on top should move in a little so that the boat doesn't continue up and over to the other side. If the boat comes up slowly, it will round up into the wind and not get blown over again. The crew on the top board should be able to get into the boat as it comes back up; obviously, they're at an advantage to assist the others.

If you don't have your panels in, the news isn't good. But depending on a number of circumstances, you may still be able to right the boat. Two things are working against you. In deep water the boat is trying to get stuck or broken off in the mud. You are doomed in deep water if the boat goes over fast and the mast hits the water with momentum because the boat never pauses to give you a chance to get control of the mast. If the boat goes over slowly or the water is shallow, a crew wearing a life jacket should swim out the mast past the spreaders and pull the mast to the surface. At that point the rest of the crew follows the steps for rescue with panels.

Here's a trick that works in slow capsizes. Just as the mast hits the water, the board man or jib man can RUN out to the tip of the mast on the main sail. With a little air trapped under the main, the crew is there before the mast even sinks.

I hope that you never capsize, but if you do, stay calm. With a little luck you can finish the race or at the very least right your boat with no damage.

*RIGHTING AN E-SCOW...WITH HELP (THE MOTOR BOATER'S PERSPECTIVE)

by Allen K. Brouwer, III

Riding a chase boat on an E-scow race course is one of my favorite ways to spend a day on the water. Frequently, it is an uneventful day, but more often than not a skipper will have a momentary lapse in concentration and take his crew for a swim.

From a motor boater's perspective, the first thing to do when this happens is to get to the scow as quickly as possible. Remember, you are in the middle of a race course, so try to avoid interfering with the other competitors. Once you have reached the "E," approach her from the downwind side with as little wake as possible. I have seen many E-scows floating only to have the wake from the chase boat flood the cockpit making it impossible for the crew to right the boat themselves.

Make sure you have visual contact with every crew member: You are there to assist the crew first; the boat is always a secondary consideration. Once you have made contact with the crew, ask the skipper if he wants assistance or not. Normally, if you



A powerboat crew grabs the mast and stabilizes it on the foredeck. All assistance is done from the bow of the powercraft to avoid prop damage. Photos by Carolyn Stewart

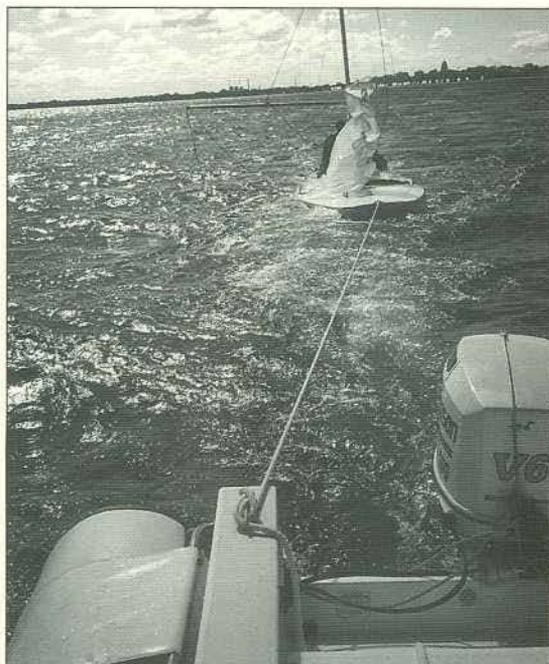


One way to right a scow is to walk the mast. The scow crew climbs in to the cockpit to stabilize the scow in the waves. Photo by Carolyn Stewart

assist a boat, that boat may not continue and is disqualified from the race.

Assuming you are going to help, **SLOW AND EASY DOES IT.** Before attempting to right the scow, ask the crew to release the jib and main sheets and the jib and main halyards if at all possible. This will prevent the boat from sailing away or capsizing again once you have righted her.

The first attempt at righting the boat, if the boat does not have too much water in her, should be to maneuver to the masthead and lift the mast out of the water while the crew hikes like crazy on the centerboards. More often than not this method does not work, but if it does, it puts the least amount



This scow can now be towed to safe mooring while the boat self-bails. Make sure the crew weight doesn't submerge the cockpit too low to allow bailing. Photo by Pat Dunsworth

of strain on the boat.

Your second attempt should be to approach the boat from the hull side, backing down so the stern of your boat is facing the E-scow's hull. Have a long line ready to throw to a crew member and have him attach the line to the chain plate. I use a $\frac{7}{16}$ inch double-braided line, about 50 feet long, with a stainless steel snap hook on the end. This relieves the crew from having to tie the line around the chain plate and is particularly handy when surface conditions are rough.

Once the line is tied, cleat your end so that you leave as much scope as possible. This gives you more room to maneuver your boat so you have the proper angle to start your pull. Get as close to 90 degrees from

the E-scow's hull as you can; make sure you don't get the line tangled in your prop. Take all the slack out of the line and SLOWLY throttle up until the boat starts to come upright. Back off the throttle just before the hull is level in the water. This will insure that you don't flip the boat over on to her other side.

If the mast is stuck in the mud, you must first get the mast free from the bottom or in all likelihood you'll rip the mast right out of the boat. To do this, secure a line to the bow of the boat and again pull slowly, this time at about a 45 degree angle to the hull until the mast frees itself from the bottom. Then follow the procedure outlined above.

Now that she is righted, secure a line to the bow of the boat and tow her to the nearest beach or dock. When you have the boat in tow you must have the bow of the E-scow no more than three to four feet from the stern of your boat. Any further out and the bow of the E-scow will submarine and fill up with water faster than the water can drain out of the scuppers.

I hope these few suggestions will help you power boaters if the need arises. Remember, always assist the crew first, even if it means abandoning the boat. Slow and easy does it! With a little luck and some good team work, the boat you assist will be bailed out and the crew will be dried out and on the starting line for the next race!

WHAT MARK AND HENRY DID

by Mark Beaton

Three or four years ago, Henry Colie and I sailed together a season. We were always talking about what was important on the boat, and more to the point, what needed to be changed on the boat. We tried to figure what adjustments were being made regularly and what adjustments were not.

Based on these conversations, we each decided to simplify our boats; Henry on Dick Wight's MA-10 and me on MC-55. Henry was able to take the modifications one step further since MA-10 sails without backstays.

The current E-scow as offered by Melges and Johnson comes fully rigged with large clusters of cleats down the sidedecks. While this gives the crew fingertip control, lines become tangled in the chute during hoists, the line tails can become tangled in the boards, and let's not forget the cleat-induced

bruises on the backs of your crew's legs. One unconsidered bonus we found, after eliminating most of the sidedeck cleats, was that LESS WATER FOUND ITS WAY INTO THE BOAT.

The elimination - modification process from bow to stern goes like this:

jib cloth tension - not adjusted often; moved to center stringer, under mast step

jib tracks - on front edge of cockpit, with tails falling into cockpit

main cunningham - mounted entirely on mast with a swiveling cleat riveted to side of mast down low

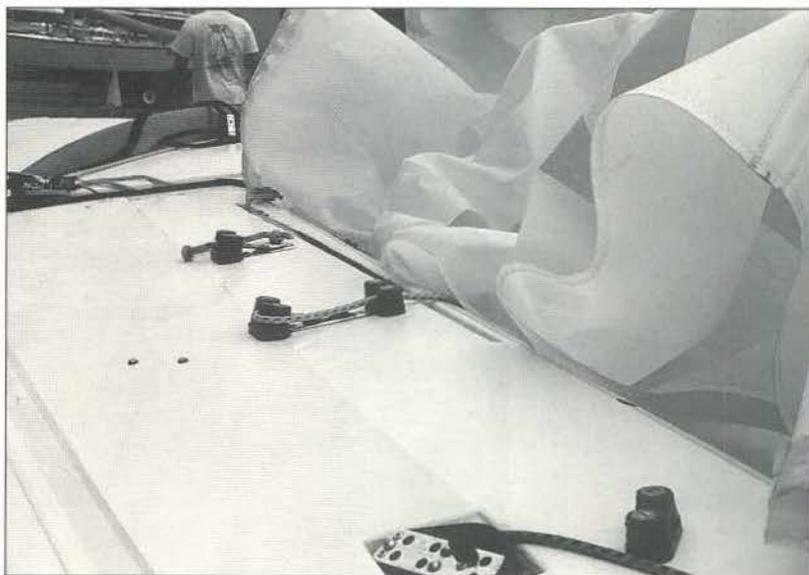
boom vang - single-ended with a self-cleating block mounted just aft of middle person's position on top of stringer

traveller - still on deck but working on new location, perhaps in recessed well on top of center stringer

backstays fine tuned - on deck between jib and board person. Twings - eliminated altogether

backstays - eliminated 2:1 above deck and moved to below deck; moved cleat to inboard edge of cockpit

This simplified approach, while not for everyone, has worked well for us. Fewer lines to get wet, fewer fittings to break, less water to haul around, and less bruising for the crew to endure. What else can I say, LESS IS MORE!



Beaton's Boat. Is less more? Photo by Robin Johnson



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1993 Race Results (Partial List)

1st - E National Championship

1st - E Western Michigan

1st - E Inland Championship

1st - E Blue Chip

1st - E Michigan Invite

1st - E Nagawicka

1st - E MESA Championship

1st - E Muskegon Championship

1st - E Black Tie

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Leeward boat (pole included) has no right of way. Dave Magno beware! Penalty points? Tom Wiss needs pole holder for the set - at the Easterns.

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