

The Reporter

NCESA

Winter 1992-1993



83 boats cross the line at Minnetonka.

Patrick Dunsworth

1992 Regatta Summaries

Magno on How to Avoid a Capsize



Centerfold of Action Photos

Looking at your Spinnaker by Gordy



Dial 911. (Inlands)

COMMENTS FROM THE COMMODORE

Hats off to Minnetonka! What a great way to end the season! We had a record turn out of 83 boats, great weather and fast sailing in flat water.

Everyone seemed to be really psyched. The sailing was fun, the parties great and the hospitality superb. And how about the sportswear and those hats?

Thank you, Minnetonka, for another great National Championship. Thanks especially to MYC members, and in particular the Allens, Chutes and Ecklunds for opening up their homes to 350+ people.

Next year the championship will be at Chautauqua, a great meeting spot for East and West and close to Wawasee, our fastest growing fleet.



It's been a good year with lots of member involvement. The officers and board are working hard to provide you with continuing publications on a timely basis. Your input and involvement are much appreciated.

Please feel free to write or call any one of us with your concerns or ideas. Our E-fleet will be that much stronger. Smooth sailing!

Jack, LE-8

The Reporter, Winter 1992

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MESA

CHAMPIONSHIP

by LJ POWELL • LS-44
JULY 24-26, 1992

Island Bay Yacht Club hosted the Mid-States Regional Championship on the azure blue waters of Lake Springfield, IL. Thirteen boats arrived Thursday in preparation for what was to be a very competitive and fun regatta.

Friday proved to be a slow race day due to a lack of wind. After a successful night of drinking and praying to the wind gods, racing finally got under way early



Klaban on a roll.

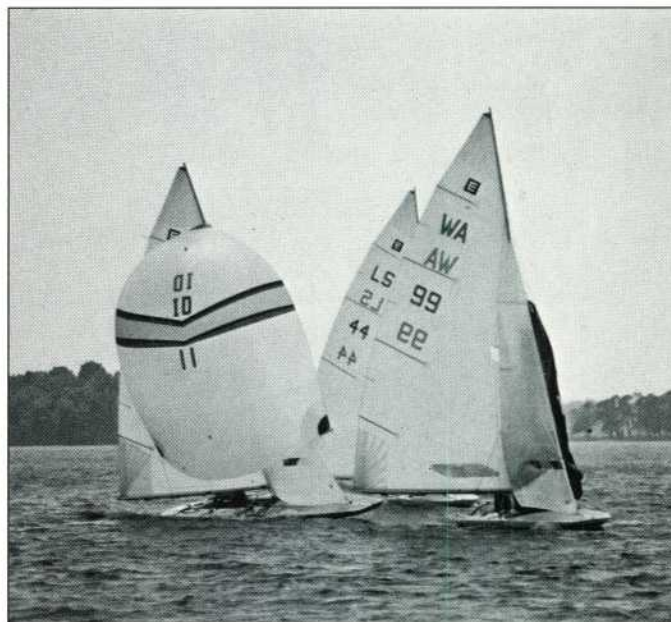
Photos by Keith Haynes

Saturday morning, Casey Call and his crew easily sailed their way into first after back-to-back first place finishes. In the third race, Casey held on to win after enduring a battle with Mike Rian and L.J. Powell. A fourth race on Saturday was unable to be completed due to a thunder and lightning storm. A prevailing ten mile per hour wind Sunday morning and honed racing

continued

MESA Results

Boat	Skipper	R1	R2	R3	R4	R5	Pts.
WA-99	Casey Call	1	1	1	1	1	3.75
WA-31	Mike Rian	2	2	2	4	2	12
ID-4	Tom Ewing	4	3	5	8	4	24
LS-44	L.J. Powell III	10	5	3	6	3	27
S-17	David Crosby	5	4	7	5	6	27
CS-11	Tom Klaban	3	DSQ	4	2	5	28
S-11	Ray Bunse	DNF	8	9	3	7	41
S-3	Pete Gass	8	10	6	11	8	43
ID-1	Pete Hagar	7	7	11	9	9	43
IB-2	Roger Carlson	9	9	8	7	DNF	47
IB-100	Augie Wisnosky	6	6	12	12	11	47
IB-3	Tom Cappellin	11	11	10	10	10	52
LS-4	Charlie Budinger	12	12	13	13	DNF	64



"Strike" when you're hot.

skills made Casey Call unstoppable. Tom Klaban and Ray Bunse took second and third respectively. Casey proved to be untouchable when he finished the fifth race with a first to round out the regatta with five bullets.

Mike Rian and his illustrious crew sailed away with a second place trophy. Tom Ewing and his crew sailed away from retirement with a superb third place finish. L.J. Powell and his crew pulled off a fourth place finish after having two bad races to start the regatta. David Crosby sailed an excellent regatta and took a fifth place trophy home.



Off and running.

FOR SALE

- | | |
|----------------------|--|
| 1991 and 1992 sails. | North Main, two 1991 North jibs. Good shape. Call Tom Munroe, 616-726-3500 (w). |
| 1980 Melges E-scow. | Full set of 1990 Colie Sails. Three sets of practice sails. Trailer like new. Bottom cover. Cockpit cover. \$3,000 or best offer. Call Bill Roberts, 302-428-0885 (e). |
| 1992 sails. | UK Reacher (poly, all white, no numbers) \$450; 1992 UK Runner (poly, all white no numbers) \$375; 1991 UK Jib (tape drive) \$150; 1989 Melges Main (used sparingly) \$500; 1989 Shore jib \$150; 1988 Colie Main \$250; 1988 Shore jib \$100. Call Dave Magno at 908-206-1895. |
| 1986 Johnson E-scow. | 3+ sets of sails, trailer, top and bottom cover. \$5,000. Call Steve Zwarg at 908-273-8394 (e). |
| 1991 Melges E-scow. | Melges-North Sail Inventory. Trailer. Covers. FAST! FAST! FAST! Paul Good 414-691-2446 (e) or 414-547-0070 (d). |
| 1992 Johnson E-scow. | Sailed EIGHT times. Paul Good 414-691-2446 (e) or 414-547-0070 (d). |
| 1988 Melges E-scow. | Almost all rigging has been either replaced or upgraded. Includes topcover, one set racing sails, one set practice sails, and all extras to go racing. FAST FAST FAST boat: second ILYA Championship 1988 and 1992 and fifth in the National Championship 1992. (See photo in our centerfold!) \$10,900 or best offer. Also for sale: Many used E-scow sails of various quality. Rob Evans 612-831-3420 (w) or 612-473-4682 (d). |
| 1984 Melges E-scow. | Top ten in '92 Nationals! 30lbs of lead. Extensively modified. Sails and trailer included. Asking \$5,700. Call Mark Beaton 980-920-6638. |
| 1983 Johnson E-scow. | Under minimum weight. Compasses, trailer and sails included. \$3,900. Call Mark Beaton 908-920-6638. |



WESTERN MICHIGAN CHAMPIONSHIP by GEORGE LINDNER • CR-77 AUGUST 5-8, 1992

Boats, Baker's Bar, and Burdick victories were all in evidence at the 63rd Annual Western Michigan Yachting Association Regatta held August 5-8 at Crystal Lake Yacht Club, Frankfort, Michigan. Thirty-seven E-boats raced along with 35 Cs, 86 MCs, 22 Butterfly Juniors, and 9 Butterfly open entries. Andy Burdick, with Harry III taking orders in the middle of the boat, finished 1, 1 and 1 in the three of five races that were completed. Andy won the C class division and MC class division as well. Brian Porter was close behind Andy in the E's with a 5, 2, 2 finish followed in third by Peter Slocum with a 3, 4, 4 finish.

Five races were scheduled for this regatta with one on Wednesday and Thursday, two back-to-back on Friday, and the finisher on Saturday. On Wednesday the wind was light to medium out of the west with the sides favored over the middle, as was the case for races two and three. Porter, Slocum and Burdick went right while Bill Walters of Crystal Lake (with Gordy Bowers aboard) went left on the first two upwind legs. Walters was first around the first weather mark but was passed by Burdick on the second beat and they finished 1, 2 respectively.

In Thursday's race the wind was medium out of the Northwest with the left side favored the whole race. Brian Porter led the entire race until the final beat to the finish line. Coming around the downwind mark Burdick tacked immediately, before Porter, and got off to the left side and worked his way above Porter to garner his second victory in as many races. Paul Wickland, Muskegon Yacht Club, finished third.

Western Michigan

Boat	Skipper	R1	R2	R3	Pts
I-1	Andy I. Burdick	1	1	1	0
I-49	Brian Porter	5	2	2	16
M-15	Peter Slocum	3	4	4	21.7
TO-101	Art Brereton	6	7	6	36.4
M-U22	Paul Wickland	19	3	5	40.7
CR-100	Bill Walter	2	6	20	40.7
V-137	Jim Gluek	21	5	3	42.7
MU-11	Thomas A. Munroe	15	8	7	48
CR-113	Larry Price	13	11	10	52
TO-8	Denny Malone	9	10	16	53
I-47	James W. McGinley	7	17	12	54
SL-73	Brett Hatton	4	28	9	57
TO-4	Jeff Hoch	25	9	8	60
MU-1	Pete Price	20	13	11	62
M-3	Steve Schmitt	14	19	13	64
CS-11	Tom Klaban	11	14	26	69
WH-88	Brian McMurray	10	23	19	70
SL-1	Ron Dunwell	18	12	23	71
CR-50	Roger Simpson	12	15	29	74
CR-110	Ed Schindler	26	16	17	77
SL-12	Tad Welch	8	29	22	77
CR-75	Bob Wynkoop	31	18	14	81
SL-8	Fox, Reuterdaahl, Fox	16	27	21	82
WH-1	Brand Brothers	29	21	15	83
MU-49	Jeffrey Felinski	22	31	18	89
SL-13	Gould / Kean / Mull	24	24	25	91
SL-111	Bill Waring	17	33	27	95
CR-77	George Lindner	23	25	31	97
CR-60	Norman Olsen	30	26	28	102
CR-37	Ricky Morris	33	29	24	104
SL-3	Patrick O'Brien	27	30	32	107
WH-17	Glenn McMurray	28	32	33	111
I-27	Suzi Reasa	DNS	20	DNS	114
SL-18	Jerry Anderson	32	35	30	115
CR-13	Skip Wynkoop	36	36	34	124
W-51	Mike Connelly	35	34	DNF	125
SL-39	Amy Eggert	34	DNF	DNS	128



Jim McGinley headin' down.

The E's were scheduled for back-to-back races Friday afternoon and it turned out to be a perfect afternoon for waterskiing with no waves, no wind, and no races. As most of the boats were towed in, tied together in long lines, many of the "competitors" went into

continued

CRYSTAL LAKE SITE OF 1994 NATIONALS

Crystal Lake, Michigan, will be the site for the 1994 E-Scow Nationals. "Crystal Lake is the best lake for racing scows in the United States," says Harry Melges III who echoes the words of Buddy. Except when the wind is blowing out of the east, a rarity, Crystal Lake generally has great air and flat water. The lake, spring fed, up to 200 feet deep, crystal clear and with a sand bottom, is ideal for scow racing and post-race swimming and skiing. The lake is 3 x 10 miles in dimension and surrounded by rolling hills of pines and aspen trees.

The Crystal Lake Yacht Club was founded in 1931 and has promoted sailboat racing ever since. The club is a member of the Western Michigan Yachting Association along with nineteen other member clubs.

Crystal Lake was the host for the 1992 Western Michigan Yachting Association Regatta which attracted a total of 203 boats including E's, C's, MC's, and Butterflies. Most of the E-boats and many of the C's were dry-sailed although some E's and a few C's were wet-sailed. The Yacht Club sets on the western shore of the lake and with the prevailing winds from the southwest, wet-sailing generally provides no problem. Launching facilities include one crane plus a ramp adjacent to it. There are adequate lodges, motels, and rentable cottages within three to ten miles of the Yacht Club.

The expanse of open yet relatively flat water on Crystal Lake generally provides near-perfect scow racing conditions. The primary exceptions we see in the fall are when the late summer storms roll over the western bluffs of Crystal Lake, from Lake Michigan, and turn scow racing days into board sailing days. This author assumes, however, after the races that were commenced at the Nationals at Lake Minnetonka, that no foreseeable conditions will rule out racing.

The Crystal Lake Yacht Club looks forward to hosting the 1994 Nationals and will provide information on lodging well in advance so that room reservations can be made. Crystal Lake will also provide a list of cottages that may be rentable and which will be located within a half to two miles from the Yacht Club.

continued

training for fear and loathing at Baker's Bar, a Frankfort watering hole, later that evening. Apparently most of the E skippers had ordered and installed the optional styro-foam cooler flotation system.

Saturday brought moderate winds out of the North, plenty of sunshine, and an excellent start for Jim Gluek. Gluek led at the first and second marks but was passed by Burdick going up the second weath-

the same leg. Harry also advocated, as does Crystal Lake Yacht Club, the use of flotation panels in moderate to heavy winds.

Terry Lang (1991 WMYA Commodore) and his wife Kathy, along with a plethora of volunteers, deserve a lot of credit for making the 1992 Western Michigan Regatta a complete success.

Crystal Lake is the scheduled site for the 1994 Nationals and with

assistance from the Torch Lake Membership is looking forward to a large turnout.



Dare to go your own way?

er leg on the right side of the course. Once again both the right and left sides were paying off as the air in the middle was quite disturbed much like the people who were sailing it.

In the third weather leg the wind had died on the right, and with Burdick and Porter going left, they again finished first and second in the final race.

The Commodore's Ball was a sellout and was held at the Sail Inn that Saturday evening.

Between dances Harry III advocated the 720 rule, in place of protests, to be done as soon as is reasonably possible after the foul and on



Time out at Crystal.

EASTERN CHAMPIONSHIP

by JAY DARLING • T-5
AUGUST 6-8, 1992

This is how Webster's defines "hat trick."

Hat trick (orig.. term in cricket: from the practice of rewarding the feat with a new hat). Sports any of various unusual feats; esp. the act by a single player in ice hockey, soccer, etc., of scoring three goals in one game.

This is how the ECESA defines the term:

Three consecutive Eastern Regatta wins.

Peter Fortenbaugh, sailing "Theophrastus" (for the curious, a Greek philosopher and natural scientist) with the help of Henry Colie and Katie Everett, scored the latter at Little Egg Harbor on August 5-8, following prior wins at Lake Hopatcong and Chautauqua. Precedent existed for the feat, but not from Sam, Runnie or Dick; Chuck Shipman was hot three years in a row in the 1940's.

Given his recent pedigree, Fortenbaugh was an obvious pre-regatta favorite, but then so were Erik Johnson (new Epoxy boat and good boat speed), Dave Magno (always a contender at Little Egg), Scott Callahan (same comment, plus the 1985 Nationals win in Beach

Haven), and Bill Campbell. (back from San Diego and fresh off a win at the prior week's "Up-Bay" Regatta).

Walt Smedley has for so long stated that "Little Egg is where the wind blows!" that we have all accepted it as Gospel, but it can no longer be considered so. At least one day of the last two Easterns at Little Egg has produced light air, near drifter conditions, and in this round there were two such days. The breezes at Beach Haven, once robust and predictable, now confound and betray. It no longer howls on command, and sea breezes, once a means of confirming the time, remain aloof and skittish, arriving late or not at all.

Little Egg Eastern Championship

Boat	Skipper	R1	R2	R3	R4	R5	R6	Pts
BH-13	Peter Fortenbaugh	4	1	5	7	1	2	19.5
T-18	Erik Johnson	14	2	1	2	2	5	25.75
BH-37	Scott Callahan	12	3	2	1	6	3	26.75
LA-99	Dave Magno	18	17	3	4	3	1	45.75
T-5	William Campbell	1	9	4	6 ACK 22	5	8	48.75
BH-7	Russell Lucas	15	8	7	10	11	4	55
IH-17	Philip Reynolds	9	10	8	3	4	23	57
BH-11	John Harkrader	8	7	6	12	12	17	62
MR-11	Henry Bossett	13	5	12	5	13	25	73
LE-8	Jack Lampman	3	4	13	17	23	16	76
MC-55	Mark Beaton	28	6	18	9	8	10	79
BH-10	Douglas Love	24	12	9	11	17	15	88
IH-18	Kirby Slack	5	21	14	20	10	19	89
KU-1	George Welch	2	13 ACK 21	11	23	20	13	90
IH-7	Buzz Reynolds	19	33 YMP 16.2	23	13	15	11	97.2
IH-44	Fred Slack	6	31	17	16	18	26	114
BH-12	William Fortenbaugh	11	22	22	19	21	21	116
HO-31	Pete Rochelle	10	26	15	33	22	12	118
BH-2	Carolyn/Merrick	20	11	28	25	14	22	120
LE-54	Jim Stevens	26	27	21	26	9	14	123
LE-5	Butch Lenhard	30	30	20	21	16	9	126
LE-3	Bob Donat	17	16	32	32	24	6	127
HO-13	Craig Bradley	16	29	19	18	30	34	146
T-8	Dan Crabbe	29	15	24 ACK 32	24	25	28	153
MA-4	Runyon Colie	23	25	30 ACK 38	15	26	27	154
HO-32	Tom Wiss IV	21	23	25	30	31	24	154
T-67	Stuart Wells	35	28	16	28	28	20	155
BH-4	Bob Broege	22	18	DNF	DNS	19	18	157
AH-1	Bob Turner	25	35	26	22	29	33	170
LE-4	Doug Galloway	31	14	31 ACK 39	31	27	30	172
BH-19	Winfield Dougherty	36	32	27	14	DNF	DNC	189
LA-5	Tim Faranetta	38	24	36	27	32	36	193
AG?-15	Nelson Macan	27	20	29	DNS	DNC	DNC	196
CH-5	Dick Turner	34	37	35	29	35	31	201
LE-37	John Cranmer	37	34	33	34	34	29	201
HO-18	Kenneth Rand	32	38	34	35	37	32	208
OG-4	Joseph King	33	36	37	36	33	35	210
LE-18	Tom Scheuerman	39	39	38	37	36	37	226



Ease those sails, George. Photos by Mike Messeroll



Nelson Macan chases Doc.

A light northeasterly flittered across the Bay Thursday morning, touching down lightly here and there, but without apparent rhyme or symmetry. The fleet started cleanly, and the masses, following the old "book," headed right, toward the anticipated sea breeze. In the minority and going left were two family affairs, the Slacks (Fred and Kirby) and the Campbells (Cliff and Bill), together with a local (Jack Lampman), and a fresh water foreigner (George Welch). For the entire leg, or so it seemed, the right seemed to be right, and the left wrong, but at what seemed to be the last possible second, a zephyr with a spine filled in from the North and the guys on the left simply got away, with Fred Slack leading all to the first mark. The balance of the race lacked drama and notoriety with the course simply rewarding he who went furthest left faster, but was notorious in one respect, namely that a fleet of this caliber allowed Bill Campbell, sailing in drifter conditions with (it was rumored) over 700 pounds, to walk off casually with the

bullet. Second was Welch, followed by Lampman, and then Fortenbaugh (an apparent quick study, as he resurrected himself from deep in the fleet by slamming the northwest corner on the last two legs, passing clusters of boats in the process). Conspicuously absent were Johnson, Callahan, and Magno, victims of the sea breeze seductress.

Conditions were much the

same for race two that afternoon, as those who took the leap of faith by going left were given the grace of high finishes. Again, boat after boat worked steadfastly toward the right, and the anticipated sea breeze, but it never came, and these souls were lost. Local Lampman never left the left and captured a fourth, on the heels of Fortenbaugh, Johnson, and Callahan, all of whom, having caught on, were never seen south of the X buoy (which marks the middle of the course) all afternoon.

The fleet broke bread and rubbed elbows at the "Ketch" that evening, and Bill-Bob Nutzell was a gracious host to a group of field hockey players for Great Britain who were vacationing on LBI.

Going into race three, Fortenbaugh led overall, followed by Lampman, Campbell, Callahan, John Harkrader, and Johnson. Conditions were much the same as day one, but a Joker found its way into the deck: success on the left was no longer automatic; some substantial



Three-time Eastern Champ.

shots found their way through on the right, and these odds produced a big pot for Callahan and Magno, who made power bets late on the second leg by going right at the top, and crossed all but one or two boats. Johnson (with a great start) won this hand, with Callahan, Magno, and Campbell holding the next three positions.

Race four was a lighter and more shifty than race three, and it was a matter of filling out the lineup with the usual suspects, Callahan and Johnson, and a few other miscreants, Phil Reynolds,

The last day left us with only three boats in real contention, being "Theophrastus", "Show Time," and "Silver Surfer." The wind had clocked to the east by now, however, and there was a new weather mark, which, it appears caused some confusion as the bulk of the fleet overstood it considerably, allowing Callahan, followed by Campbell, to slip in underneath and ahead. Callahan usually waltzes away at this point, but the breeze had just begun its mischief. There were perhaps more place changes in this one race than in

the prior four combined, and it may have been that many more would have been in store for all, but the race mercifully ended before any more confusion resulted. Fortenbaugh won, followed by Johnson, Magno, Phil Reynolds, Campbell, and Callahan.

With a race to go, it wasn't a true dead heat, as Fortenbaugh was ahead by a head, but it was still a horse race, with Johnson and Callahan in the chase. Magno and Campbell were effectively out of the money and were fighting for fourth overall.

Finally, the wind blew, and all had a workout, with a brisk easterly-southeasterly keeping everyone on the rail. This race was actually anticlimactic, as Fortenbaugh only had to finish within a few boats of Johnson and Callahan to win, and he bettered that requirement by simply beating both of them head to head and nailing down three in a row.

Hat's off to you, Peter.



What rudder?

Magno, Bossett, and Campbell (who brought distinction by acknowledging two fouls in the same race. Query: If he made it three, could he rename his boat "Acknowledgment Cubed?").

Caribbean Night at LEHYC was a fun event, made more lively by the animated "Limbo" contest, the champions of which are still of some debate. Bill-Bob again led his band of merry Brits in misadventure, culminating in a recreation of sorts similar to the Olympics: a wee-hour international biathalon staged at the Engleside, consisting of a brief (in every respect) swim, followed by a sprint to the waiting getaway vehicle.



A beautiful day in Beach Haven.



INLAND CHAMPIONSHIP GREEN LAKE WISCONSIN

by BILL ALLEN • M-4
AUGUST 15-20, 1992

Inland Champ / Green Lake

Boat-	Skipper	R1	R2	R3	R4	R5	Pts
I-1	Harry Melges III	1	1	1	2	5	13
M-1	Rob Evans	7	4	7	5	1	44
M-4	Bill Allen	9	5	6	1	4	44.7
M-9	Tom Burton	2	7	3	8	8	49.7
I-49	Brian Porter	5	12	9	3	6	60.4
BH-13	Peter Fortenbaugh	8	2	11	7	10	63
M-15	Peter Slocum	6	13	2	11	7	63.7
M-10	Jack Strothman	12	21	28	6	2	93.7
V-137	Jim Gluek	16	14	5	19	12	95
V-9	Tom Sweitzer	29	11	13	14	3	96.7
H-7	Lon Schoor	13	24	16	9	17	109
I-47	James McGinley	19	8	22	16	15	110
H-1	Polzin/Puccio	18	15	21	12	19	115
M-33	Fred Chute, Jr.	4	10	33	10	30	115
M-8	David Chute	22	6	8	34	16	115.7
W-1	Jules Hannaford	10	18	31	4	25	116
M-11	John Dennis	14	3	19	31	24	117.7
M-3	Steve Schmitt	32	9	4	22	27	122
V-26	Paul Biwer	20	22	12	13	34	131
V-177	Bob Guidinger	28	17	24	15	18	132
W-12	Don Nelson	21	16	17	29	22	135
V-722	Tim Ziegler	11	33	18	24	20	136
M-12	Edmond Chute	17	29	20	21	21	138
W-10	Bob Zak	15	28	26	18	26	143
V-36	Mitch Moylan	3	19	14	DSQ	29	147.7
A-17	Chris Lieber	30	30	25	33	11	159
V-1	David Perrigo	27	35	34	26	9	161
V-50	Rick Kotovic	53	20	15	23	23	164
V-14	William Biwer	24	39	10	25	37	165
J-12	Jack Schloesser	38	25	23	20	32	168
J-1	Jeff Schloesser	23	34	29	39	14	169
J-5	Bill Wyman	34	34	32	41	13	184
W-87	Ken Broen	37	27	38	17	36	185
I-13	Bob Youngquist	26	26	41	30	33	186
J-2	R.L. Cummins	36	38	27	28	31	190
A-22	Jim Tews	31	DNF	30	27	38	212
D-66	Phil Mattison	33	31	40	35	43	212
J-151	Larry Hirschberg	40	DNS	36	37	28	227
H-15	John Anderson	35	32	51	42	39	229
N-24	Craig Heinze	39	40	48	36	41	234
M-911	Bill Bartel	41	37	53	45	44	250
BC-4	Mark Kiefer	DNS	DNS	47	38	35	262
L-8	John Atchison	42	DNF	46	47	42	263
I-4	Pete Wall	DNS	DNS	37	40	45	264
WA-99	Casey Call	DNS	DNS	35	32	DNS	265
H-23	Russell/Anderson	48	36	56	46	50	266
I-21	Justin Nauert	44	DNF	39	50	48	267
L-23	Tom Teska	47	41	54	49	49	270
L-1	William MacNeill	46	42	50	51	52	271
N-5	Peter Beal	43	DNS	43	43	DNS	271
M-2	Ray Riddle	45	DNS	45	DNS	40	272
LS-44	L.J. Powell III	DNS	DNS	42	44	46	274
WA-11	Chris Herdrich	DNS	DNS	44	48	51	285
L-10	Hovey Tinsman	49	DNF	49	52	56	292
L-4	Barry Rogers	DNS	DNS	55	53	53	303

The 1992 Inland looked like it was going to be decided on the golf course when both Saturday and Sunday the lake looked like a mirror. One race was attempted on Sunday morning but when Harry Melges stole the lead from Tom Burton at the third weather mark the time limit expired and the rest of the day was spent on shore and in the shade.

All courses were W 3 1/2 which put a premium on downwind speed and tactics. Because of two days of cancelled races, the warning gun was scheduled for 9:30 on Monday morning, but Monday morning looked like more of the same with a big "H" printed on the weather map over Wisconsin. The wind direction and strength was about the same as Sunday morning so we were all sure that there would be no racing. Since the right side had been so favored the day before, the weather end was a very popular place to be. Everyone cleared and tacked to port; it was evident that the right was the place to be. Steve "Chicken" Schmitt showed great speed and worked out under everyone. He was the first one to the new wind line and led the race easily at the first mark followed by Peter Slocum, and Jim Gluek. There were few if any passing lanes on the first run which indicated the competitiveness of this fleet. Not much changed until the second run when Melges passed three boats by going to the right corner and caught a shift with more breeze. At the third weather mark Chicken still led but Melges was closing in. As Chicken's spinnaker shreaded on the first set (skipper



Zenda Express rolls again!

Photos by Patrick Dunsworth



NLAND CHAMPIONSHIP GREEN LAKE WISCONSIN

by BILL ALLEN • M-4
AUGUST 15-20, 1992

error I was told), needless to say, Melges took the lead by the final leeward mark and went on to win easily followed by Slocum, Burton, Chicken and Gluek.

Another race was started immediately after the final boats finished. The wind had clocked about 10 degrees and increased to about 14 mph. This brought out many a

when Allen tacked to the left to clear, he hit a big shift and overtook Porter. Evans, who went well right, lost out to Melges. Porter was able to slip by Allen on the downwind, but the third beat was a repeat of the second. On the run Allen and Porter got into a dog-fight allowing Melges to grab the lead at the final leeward mark fol-

win. Melges finished second and Porter third. Jule Hannaford was able to slip by Evans on the final beat to round out the top five. All in all it was a great race for the spectator fleet.

Race three was sailed after lunch with a 3:15 warning gun. The wind was now blowing from the same direction at 15 mph. Again the leeward end was the place to be, but this time it paid big to stay on starboard tack until the wind backed again. Rob Evans played it perfectly and jumped into a huge lead that was never threatened. Jack Strothman and Tom Sweitzer also hit it big and were second and third the first time around. Positions in the first leg didn't change much until the finish when Strothman nipped Sweitzer for second and in the same right hand shift Allen nosed out both Melges and Porter for fourth. The first day of racing came to a close with Melges in the lead with 13 pts, Allen in second with 18.7 pts, Evans with 23 pts, Porter with 32.4 pts, Slocum with 33 pts and Burton with 33.7 pts.

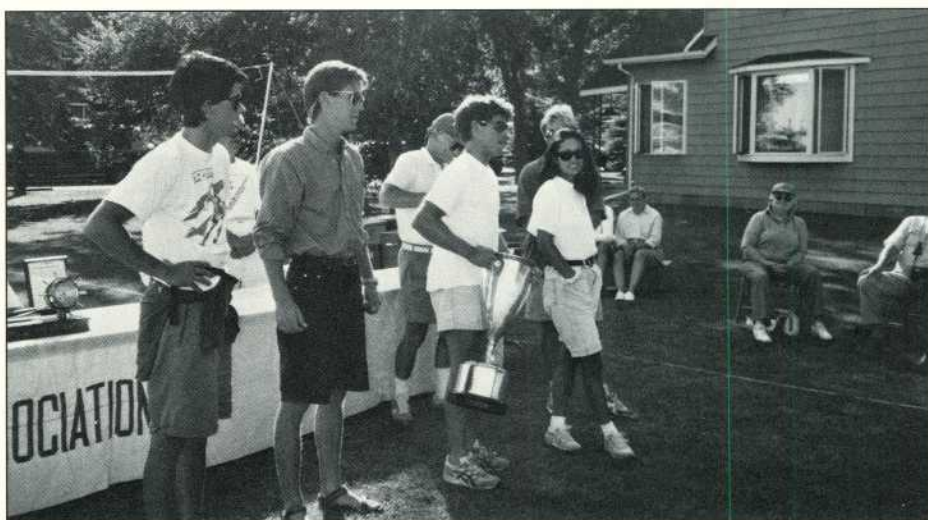
Race four was scheduled for a



Reigning National Champ Tom Burton at the Committee Boat.

fourth crew from the spectator fleet. With the wind direction at 230 degrees the judges set another W 3 1/2. With just a couple minutes to go before the start, the wind backed causing a big leeward favor. Bill Allen took advantage by being the most leeward boat, but both Brian Porter and Rob Evans tacked first and as the wind shifted back right Evans rounded first with Porter and Allen close behind. Both Porter and Allen were able to work inside Evans on the first run and Porter led around the bottom mark with Allen second, Evans third and Melges closing fast in fourth. On the second beat the two lead boats tacked on the shifts and

lowed closely by Porter and Allen. Allen was the first to tack and quickly gained control of the favored left side and held on to



Second place Rob Evans's acceptance speech: "I'd take a scow over a Flying Dutchman any day."

9:30 warning gun and the day brought the promise of northerly breezes and a cleaning haze. The wind was at 15 mph for 340 degrees and the course was, you guessed it a W 3 1/2. With about three minutes to go before the start the wind backed and faded again (boy does this sound like a broken record) and at the gun Allen and Porter got out clear at the leeward end with Chicken and

climbed back to seventh and Allen came back to finish ninth. With one race to go Melges had the event sewed up and the race was on for second. Two points separated Allen, Evans and Burton, so it was a matter of who beat who in the last race.

For the start of race five the wind had clocked to 40 degrees and increased at the start to about 16 mph. Again a W 2 1/2. This time

though the line was pretty square and after a couple of recalls the start was pretty even. Harry showed his stuff again and led at the first mark with John Dennis and Peter Fortenbaugh, our Eastern guest, close behind. Evans rounded in the top group; both Allen and Burton were back in the pack. The race got pretty exciting on the final beat when Allen passed Burton and then almost nipped Evans at the finished line. Melges won his third race with Fortenbaugh second, Dennis third, Evans fourth, Allen fifth, David Chute sixth and Tom Burton seventh.

Even though we only raced for two days the real story of this regatta was the weather. It can only be described as perfect although not always for sailing. The days were warm and sunny and the nights were warm and moonlit. In spite of the lack of wind the race committee did a great job of getting in five very fair and competitive races. We all look forward to doing it again next year at Mendota. See you there.



Smilin' Tom Sweitzer.

Evans draped all over the committee boat. As Allen worked out quickly and tacked to clear the fleet, he got the bad news that he had been over the line at the gun. Big bummer. In the meantime Melges got off the line clear in the middle and was gone. Burton sailed a nice race and was able to get close to Harry at one point but couldn't get by him. Burton held on to finish second with Mitch Moylan third, Fred Chute Jr. fourth and Brian Porter fifth. Evans



PLEASE ease the vang.

NCESA



CHAMPIONSHIP MINNETONKA, MN

by DAVID SIGEL • M-88
SEPTEMBER 10-12, 1992

Minnetonka

Boat	Skipper	R1	R2	R3	R4	R5	Pts
I-1	Harry Melges III	1	1	2	2	2	7.5
M-4	Bill Allen	3	4	6	9	4	26
T-18	Erik Johnson	10	10	5	4	7	36
T-5	Bill Campbell	7	3	20	6	9+	45
M-1	Rob Evans	6	7	10	12	11	46
I-49	Brian Porter	8	18	15	1	5	46.75
M-88	David Sigel	12	23	22	3	3	63
V-137	Jim Gluek	14	14	11	5	21	65
M-9	Tom Burton	15	6	28	19	6	74
MC-55	Mark Beaton	5	15	9	33	15	77
M-3	Steve Schmitt	13	17	12	23	16+	81
IH-7	Buzz Reynolds	22	25	33	14	10	104
W-10	Bob Zak	26	22	13	35	12	108
M-15	Peter Slocum	41	9	1	20	39	109.75
W-1	Jule Hannaford	31	28	7	31	14	111
MA-10	Dick Wight	20	21	3	47	20	111
M-11	John Dennis	4	2	21	DF	1	111.75
LA-99	Dave Magno	11	13	8	7	DF	123
H-1	Dierk Polzin	36	19	14	15	19#	128
V-722	David Koch	9	5	DF	11	22	131
TO-101	Art Brereton	29	24	27	27	26	133
GL-21	Rick Schaffer	18	20	46	26	25	135
M-44	Bob Allen	2	16	18	16	DF	136
IH-17	Philip Reynolds	30	37	31	24	17	139
M-12	Edmond Chute	17	31	38	29	30	145
H-7	Lon Schoor	21#	27	26	37	13	149
W-12	Don Nelson	DF	32	4	8	23	151
UM-11	Brant Nelson	49	42	16	43	9	159
HO-31	Peter Rochelle	23	44	37	30	27	161
M-10	Jack Strothman	24	35P	19	13	28	168
WA-47	Bob Herdrich	65	11	39	10	43	168
MU-22	Paul Wickland	DF	41	17	22	18	182
M-5	Harry Allen	16	12	DF	18	53	183
CR-110	Ed Schindler	34	38	49	32	31	184
CH-6	Rick Turner	37	30	30#	25#	16	188
V-14	Bob Bower	46	45	24	21	52	188
LE-8	Jack Lampman	48	43#	23	17	33	189
LE-5	Butch Lenhard	27	48	36	44	45	200
J-12	Jon Schloesser	38	29	41	DF	8	200
TO-8	Dennis Malone	44	39	47	39	32	201
M-33	Fred Chute	47	8	29	30	DF	208
W-11	David Kenyon	42	53	43	42	34	214
WA-99	Casey Call	53	49	32	52	29	215
M-8	David Chute	19	33	35	46	DF	217
H-38	William Hanson	39	40	57	38	48	222
I-4	Pete Wall	35	56	62	34	37	224
MU-11	Thomas Monroe	28	26	25#	DF	42	230
MU-1	Peter Price	25	DF	58	36	35	238
KB-6	Pakhtun Shah	59	61	44	50	36	250
W-15	George Hill	33	46	48	DF	47	258
MU-49	Jeff Felinski	63	47	45	41#	40	261
UM-7	John Barlow	52	54	68	45	46	265
UM-6	Dave Abramson	58	58	42	58	50	266
M-77	Woody Jewett	43	34	40	DF	41#	267
WA-66	David Irmischer	60	57	59	53	44	273
M-6	Jake Hosschler	45	64	55	28	DF	276
LE-3	Bob Donat	40	36	34	DF	DF	278
WH-88	Brian McMurray	32	DF	54	DF	24	278

BIGGEST E FLEET EVER RACES ON MINNETONKA

The 32nd E-Scow National Championship was contested September 10-12 at the Minnetonka Yacht Club in Deephaven, Minnesota. In a resounding show of fleet vitality, an unbelievable 83 boats - the most E's ever assembled for a race - took to the water for an exhausting five-race series.

What a regatta. What a fleet! Boats came from 25 yacht clubs throughout the country and as far away as South Carolina, California, Indiana and the New Jersey shore. And there were a few decent sailors in the bunch: Five-time national champion Harry Melges; the very dangerous, very big Porter brothers; America's navigator Bill Campbell; defending champion Tom Burton; perennial threat Erik Johnson; and a requisite handful of contenders with familiar names like Allen, Wight, Reynolds, Koch, and Magno.



Stroke that pole.

Photos by Patrick Dunsworth

WA-31	Mike Ryan	51	55	50	61	62#	301
M-22	John Davis	57	65	69	60	51	302
CH-5	Dick Turner	50	73	61#	49	49	305
M-18	Michael Swift	56	60	70#	51	54	305
W-87	Ken Broen	55	52	DF	DF	38	313
H-101	Bill Shelton	DF	72	56	48	58	318
M-26	Jack Zimmerschied	61	63	DF	57	56	321
I-13	Bob Youngquist	66	59	60	54	64#	323
PB-1	Sheldon Ecklund	54	51	51	DF	DF	324
BC	John Clowers	71	71	71	63	57	333
WA-49	Mike Bressley	69	62	64	DF	60	339
M-911	Bill Bartel	64	67	67	59	DF	341
WA-3	Terry Moorman	62	DF	65	DF	55	350
GL-18	Peter Dunphy	72	77	DF	62	59	354
J-5	Bill Wyman	DF	50	53	DF	DF	355
BC-4	Mark Kiefer	70	66	DF	56	DF	360
WA-2	Chuck Medlock	67	DF	72	55	DF	362
WA-81	Doug Mayberry	68	74	75	64	DF	365
SC-1	William West	DF	68	52	DF	DF	372
BC-7	Warren Wilson	73	76	76	DF	63	372
W-51	Michael Connolly	DF	70	63	DF	DF	385
UM-111	Craig Watson	DF	DF	74	DF	61	387
UM-88	Michael Fox	DF	75	66	DF	DF	393
H-15	John Anderson	DF	69	73	DF	DF	394
WH-17	Glenn McMurray	DF	DF	DF	DF	DF	420

What a regatta. What a wind! The regatta T-shirts, sporting the warning to "HIKE HARD" may have been the first clue that all five races would be sailed in W/SW breeze of 15-25+ miles per hour. This was scow racing at its finest. Those fortunate enough to grind to the weather mark in the the top ten were rewarded with frightening rides downwind that often spread the fleet as boats only slightly behind struggled to find a fast lane with clear air and a lack of starboard tackers. Unfortunately for many, the breeze brought

breakdowns and unintended swims that dashed their hopes in the no throwout series. In all, 33 boats failed to finish at least one race, putting the emphasis on stamina, consistency, and flotation panels.

What a regatta. What a race! Except for the first where an overly eager fleet forced a bunch of General Recalls and then a Black Flag, the start went remarkably well. Of course the race committee (who were simply outstanding all week) helped by setting nice, square lines that seemed to stretch to St. Paul. Harry Melges then took

over. While they didn't always start best, team Zenda's solid combination of rocket boatspeed (particularly downwind), smart tactics and total confidence couldn't be beat. Put it this way, their worst finish was a second.

With the title pretty much locked up at lunch the first day, some great battles were left for the rest of the fleet. Bill Allen and Erik Johnson wound up 2nd and 3rd by smartly finishing in the top ten every race. Bill Campbell and Rob Evans sailed consistently to check in 4th and 5th, respectively. Next came the Porter and Sigel boats, both of which really turned it on as the breeze built in races four and five, the windiest of them all. Rounding out the top ten were Jim Gluek, Tom Burton and Mark Beaton, all of whom avoided the disasters that plagued so many.

What a regatta. What a party! Records were also set in the social circles as M.Y.C. members opened their homes to three fantastic parties. The tone was set at Ken and Barb Allen's house before the racing even started. As the local E-fleet served burgers and beer, all sorts of nervous competitors got their first glimpse of the cold, wavy, windy waters they were headed for. Thursday night brought the fleet to the Chute's beautiful home for a chicken and rib feast under the big tent and a fascinating slide presentation by some guy named Buddy Melges. For those still standing, Friday's party will go down as the classiest blue-blazer affair in recent regatta memory. Held at Jay Ecklund's house under two magnificent tents, the sailors grazed on a fancy buffet, mingled among well-appointed tables and danced ener-



No slow boat blues!



Bring on the wind!



Six times a charm! Harry with Hans and Suzanne.



Zip what?

getically to the groove of Dr. Mombo's Combo.

What a regatta. What hospitality! At the heart of E-scow sailing are the many volunteers who run these events: from the tireless Sherri Campbell who again sat patiently to register the huge fleet, to Snuffy and Laverne Schneider, master measurers. And so much of the credit goes to the members of the Minnetonka Yacht Club who, led by Regatta Chairman Tom Martinson, maintained Minnetonka's reputation for outstanding organization and facilities.

The many competitors who stayed in the lakeside homes of club members may have had the best time. Undoubtedly, the convenience and friendship of private housing adds to anybody's regatta experience and, hopefully, future regatta hosts will open their homes as the Minnetonka area did.

So here in November, when most E sailors trade their scows for snowplows, check out these photos of the wild rides from a few months ago. Then start doing your situps. What a regatta:

"I've only sailed on Minnetonka six days in my life and it's never blown less than 25." - *Bill Campbell, T-5*

"I'd say it was about the best regatta of all time.

Lake Minnetonka showed its best. But, of course, I didn't tip over."

Bob Zak, W-10

"I haven't ever gone as fast. Big fleet, big shifts, big wind." *Buzz Reynolds, IH-7*

"Fierce wind...The noise...Three dunkings...It was spectacular...It was exciting staying afloat. We laughed: the forecast kept saying 'breezy'. Then the last day, it said 'windy'." *Bill West, SC-1*

"I was 5 for 5 (in bad starts)." *Tom Burton, M-9*

"I had my eyes closed most of the time. It was the best Nationals I've attended. I'm still sore." *Denny Malone, TO-8*

"I had a panic. For me, the biggest treat of the regatta was staying with old friends. The racing? Well, my crew was wide-eyed at the starts and mark roundings. It gets a little scary around those leeward marks." - *Lon Schoor, H-7*

"We sailed around the line, looking for a less crowded spot to start but, unfortunately, there were none. Do you always have that much wind?" - *Casey Call, WA-99*

"I think the second time we tipped over it was: 'oh no, not again'." (Sure Peter) - *Peter Slocum, M-15*

"Pretty wild, Crash and burn. Blowing stink. It was a great regatta." *Erik Johnson, T-18*

"We were flogging upwind — the crew was hiking so hard I could see only kneecaps, stuffing the boat just to stay up — when someone yelled "puff coming" We all laughed." *David Sigel, M-88*



NATIONAL
E SCOW
ASSOCIATION

YOUR QUEST FOR THE GOLD

(Red Fleet, Blue Fleet, Masters and Rookie Designation)

In the fall of 1989, the NCESA board informally approved additional awards for the NCESA Championship, as an effort to spread wider appeal and competition amongst a greater number of sailors.

- "Red" Fleet: This fleet, although starting and racing with the entire championship fleet, will be divided after the first two races (or first day) on an arbitrary basis by two or three officers or committee heads of the association. Sailors could opt to be moved to the "Blue" fleet, but a skipper could not opt to be moved into the "Red" fleet. Normally, these will be skippers who have not won major regattas in the past. Prizes: 1st, 2nd, 3rd for skipper and crew.
- "Blue" Fleet: Would compete for traditional NCESA 1st - 10th place finishes.
- Rookie: Top rookie in overall standing. A rookie defined as a skipper never before skippering in an NCESA Championship.
- Master: Top overall master. A master, originally over 50, has now been changed to a skipper over 60, effective November, 1992.

It is possible for a rookie or master to place in the "money" in either Red or Blue fleets. Scoring will be recognized as by overall finish in the fleet. Sherri Campbell will attempt to have championship registrants designate which category they may sail in.

1992

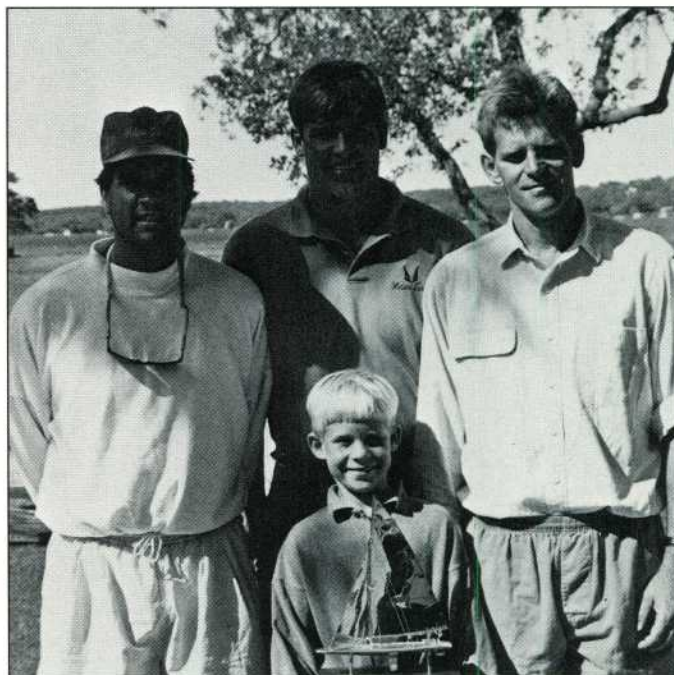
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LUE CHIP REGATTA

by HARRY MELGES • I-1
SEPTEMBER 25-27, 1992

The 1992 E Blue Chip was a great success. It had all the elements necessary to make it a very memorable event: a very special mystery guest, great sailing, great parties, great people, and a dramatic ending.

Paul Cayard, what a mystery guest! He's the winner of numerous World Championships and was the driving force of the Il Moro, Italy's, America's Cup entry. Paul was very complimentary of E-scows and the people who race them. He expressed a respect for the high level of ability and competitiveness on the race course and the great social aspects that scow sailing offers.



A Tribute to Team Porter.

Photos by Patrick Dunsworth

Blue Chip Regatta

Boat	Skipper	R1	R2	R3	R4	R5	Pts
M-4	Bill Allen	7	11	1	1	2	33
I-1	Harry Melges	1	8	10	4	1	38
M-3	Steve Schmitt	4	1	2	15	11	49
I-49	Brian Porter	16	2	6	2	5	49.7
M-11	John Dennis	5	3	7	16	6	62.4
M15	Peter Slocum	9	9	12	7	4	69
M-1	Rob Evans	14	7	3	11	8	69.7
MA-10	Dick Wight	12	4	15	13	3	71.7
??	Paul Cayard	10	10	11	5	7	72
W-1	Jule Hannaford	18	13	5	3	13	72.7
V-9	Tom Sweitzer	3	12	8	17	12	78.7
W-10	Bob Zak	2	17	13	8	15	80
MA-55	Mark Beaton	8	15	9	9	9	80
M-88	David Sigel	13	5	14	12	10	83
MU-22	Paul Wickland	15	16	4	6	16	84.7
TO-101	Art Brereton	11	6	17	18	14	95.7
V-137	Jim Gluek	6	14	16	14	DNF	99.7
WA-99	Casey Call	17	19	18	10	18	112
WA-31	Bob Herdrich	19	18	19	19	17	122

The racing started out on Friday with a light southerly breeze and a mostly sunny outlook of things to come. Windward-leeward 4 1/2's were the norm for the day and as things progressed so did the wind, building to 12 knots in the puffs with plenty of shifts and lots of holes. Tactically it was a tough day and consistency was difficult; several top contenders had premature starts and hit marks during the roundings, namely M-4 and I-1. The day belonged to Steve "Chickee-Mon" Schmitt and his new bride Kimberly, fresh from their honeymoon in Venice, Italy. Still feeling the effects of jet lag, Kim and Steve sailed the regatta of their lives. Along with their crew, Kitty Cochran and Rob "Killer" Perrigo, the local ace pulling jib, they were on a roll and had a comfortable lead going into the post race activities. On yeah! The "Zenda Express" won the first race.

Spirits were high after a fun day on the water and the rum specials were flowing as most of the fleet gathered at the bar to watch the video of the day's activi-

ties, compliments of "Curly" Perrigo. No doubt, "Chickee-Mon" and crew were huddled front row to tell us all how they did it. You

seriously threatened his chances for a regatta victory. Brian Porter had a good day with a 6-2 pulling him into a tight race for the top

up to attend the Saturday night banquet which promised to be a great one. On schedule for the festivities was a slide show to be given by the Mystery Guest, Paul Cayard. The movie and slide show proved to be a very well-planned and informative one. Everyone showed great interest in what Paul had to say. The evening was highlighted by David Perrigo, who was in rare form, introducing Paul to the anxious E-scow crowd.

Sunday morning dawned and everyone awoke to typical Blue Chip weather, 15-22 knots out of the WNW and a slight nip in the air. The stage was set for a great final race of the season for many. Four boats had a chance to win the regatta if things went their way.



Off to the races!

really had to be there to appreciate what a great time we all had. Needless to say, the party continued on into the night, but the location moved to "Good Ole Captain Jacks" where plenty more tales were told.

As Day Two dawned it was a shocker to awake to rain shower and more light southerly winds. The standings going into Day Two had Schmitt on top with Melges and Dennis next in line. This day, however, belonged to Bill Allen, the veteran Champion who was determined to reign again. Billy was flawless on this rainy, dark day with two come-from-behind victories to narrowly steal the lead away from Team Bombady 1 (Steve and Kim). "Chickee-Mon" started off strong in the first race of the day with a solid second race when a competitor's mainsheet hooked his tiller and ripped off his cross bar. He recovered to a 15th but this



What knot?

four spots. M-4 (Billy Allen) was on top of the list by several points over M-3 ("Chickee-Mon") who was several points ahead of I-1 (yours truly) who was very narrowly ahead of I-49 (Brian Porter) in 4th.

After another great day of racing, everyone was getting pumped

The spectators were out in full force to catch the action. The start went off as planned with the leeward end of the line being heavily favored. I-1 was able to squeeze off a start at the leeward end with M-4 and M-3 just to windward. Unbelievably, Billy was over the line and had to re-start; Chickee-Mon was in a tough spot and surely

1992



BLUE CHIP REGATTA

by HARRY MELGES • I-1
SEPTEMBER 25-27, 1992

by accident I-1 happened to tack on Chicken twice in a row and push him back to about fifth. Brian Porter, who also was right in the race, lost Charlie Harrett off the boat on the first beat; they obviously lost some ground and were about 14th after they recovered. To my amazement the race was setting up exactly how I wanted it, and it stayed that way for two laps with I-1 in the lead and several different boats fighting it out for second place, most notably Dickie Wight and Robbie Evans. At the last windward mark Billy was in seventh, Chicken had picked up to around third and Brian had climbed up to eighth and was charging fast. At that point it looked as though I-1 might luck out and win the regatta, but the

*Starboard!**A calmer moment for Cayard. He thought he had the last race "all tied up." (see interview)*

seven-time winner wouldn't have it that way. Billy Allen and crew sailed the run of their lives flying by boats left and right and going

from seventh all the way up to a solid second! Awesome! Billy held on to second to clinch the regatta victory. Dickie finished third in the

race, best of the event for him. Brian clawed back to fifth but Chicken was able to finish close enough to beat Brian by 7/10 of a point for third overall. It was a dramatic and intense finale to a great summer of E-scow sailing. The 1992 Mystery Guest also did well, placing 9th overall. Paul Cayard was enthusiastic about his E-scow experience and planned to return to San Francisco to train for the Star Worlds.

The awards presentation was very moving and emotional, with Billy Allen presenting the Kenny Allen Trophy to winner Brian Porter. Several speeches were given and finally Billy and crew graciously accepted their awards. Congratulations were given to the Pewaukee Yacht Club and all those involved in putting on another great Blue Chip Regatta.

Paul Cayard Phones Home

Paul Cayard famed Il Moro skipper and Mystery Guest at the 1992 Blue Chip, called to share his thoughts on the E-scow, Inland Racing, and the competition.

CAYARD ON RACING THE E-SCOW

"The uniqueness of the E-scow is its flat bottom which causes it to plane very easily. It's a very exciting, responsive boat, and I had a good time racing it. A guy who's sailing it well can really put a lot of distance on a guy who's not."

CAYARD ON THE COMPETITION

"I was very impressed by the sailors in general. I hadn't raced on the Inland lakes at all, and certainly there are a lot of good sailors there who just never mix with some of us who sail out on the coast. It seems as if they have a really competitive group."

CAYARD ON THE MELGESES

"I've only raced against Harry at the Blue Chip, and unfortunately he was too far ahead of me to even see him. One thing I know is that anyone who sails on lakes gets very astute at reading the wind, and I think that being able to look at the water and not only to see that the puff is coming but to anticipate if it's a header or a lift has always been one of Buddy's strong

points. I'm sure Harry has a lot of that built-in characteristic.

CAYARD'S SCOW RACING HIGHLIGHT

"The really exciting race was the last race on Sunday when the wind came up, and it was blowing 20 knots. We started at the wrong end of the line, and the first shift went away from us — big — so that we were really behind on the first lap. By the time we were going up the second to last windward leg, we were chewing up some people and actually got to the windward mark the last time in second. We had a big comeback, but in that breeze we were sailing with only three (Paul Good and Dave Perrigo), and we probably should have been sailing with four. We had just passed all these people, and I was feeling pretty good about the fact that maybe I was getting the knack of the boat. We went around the weather mark, and I couldn't ease the mainsheet because there was a big knot in it. All of us were hiking and the guys were screaming, 'What are you doing, Paul?' and I yelled back, 'Guys, we've got a little problem here, a knot in the mainsheet.' It was like DEATH! We survived it; I thought for sure we were going in, but we didn't tip over."

CAYARD ON THE REGATTA

"The interesting thing to me is what a family the E-scow sailors are. Racing scows is much more of a tight knit activity than racing big boats is

for the coast people, at least in California. I know all the people I sail against, but I don't necessarily party with them. I go to a regatta, and I might go home and eat dinner by myself just as easily as I might eat dinner with someone else. At the Blue Chip everybody came to the yacht club at night for the barbeque after the race. It really reminded me of my youth; where I grew up we were part of a small club like Pewaukee.

CAYARD ON THE NEXT CUP

"Mr. Gardini, who headed up our last challenge, has challenged again. I would say that it's 90% sure that I will do it again with him, but before Christmas everything will be sorted out."

CAYARD ON PROPOSED STARBOARD ROUNDINGS

"We've been racing that way now on the match racing circuit for about a year, and the starboard rounding gives the boat behind a little bit of an advantage. The boat ahead has to be alert to where the boat behind is. Quite often if the race is close the boat ahead has to wait before it can set its spinnaker until the boat behind crosses through in front. Coming to the leeward mark is a tricky compromise because you have starboard tack advantage while being on the outside of the mark rounding. It's a way of making the racing closer so I think it's good." ■

E-Scow Blue Chip Qualification

The following is a listing of regattas and finishes used as a qualification for the Blue Chip Regatta. This is assuming the qualification regatta enjoyed fair conditions and was a good test of skill and performance.

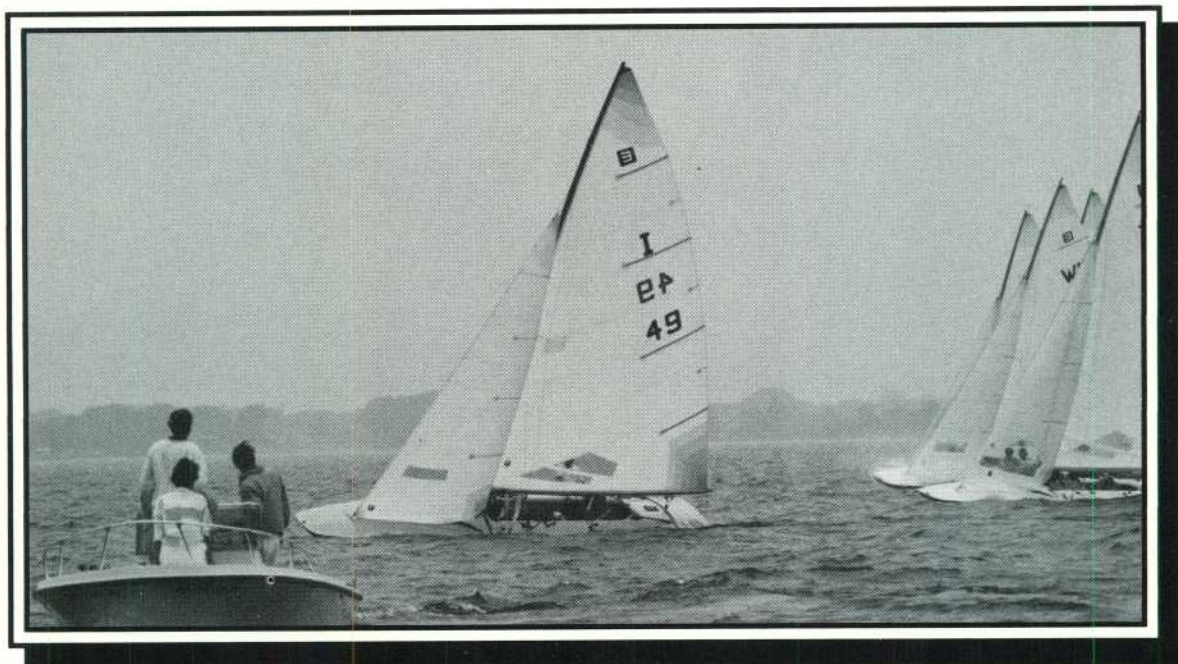
Regatta	Qualifying for Blue Chip
Nationals	1 thru 10
ILYA Championship	1 thru 10
Eastern Championship	1 thru 7
MESA Championship	1 thru 3
ILYA Invitational	1 thru 5
Western Michigan Invitational	1 thru 5
Nagawicka Preseason	1
Defending Champion	

In the past, the idea has been to have a fleet of 18 to 22 boats which have proven to be the most competitive throughout the year. Even though there are many regattas not listed as qualifiers, the results of these regattas, coupled with a good performance at one of the qualifying regattas is taken into consideration for a Blue Chip invitation.

Further information is available from Paul Good, N-22-W28634 Louis Avenue, Pewaukee, Wisconsin 53072. Phone (414) 691-2446.

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1992 RACE RESULTS

1st W.M.Y.A.	1st Nationals
1st Lake Hopatcong	1st Inland Championship
1st Springfield	1st Muskegon Spring Invite
1st N.Y. State Champs	1st Blue Chip



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1992 Highlights



Lake boats at Little Egg. (Easterns)



Look closely - "The taste of Jersey Shore Nights." (Easterns)



Henry Bossett on thin ice. (Easterns)



Every which way. (Nationals)



Cayard flying high. (Blue Chip)



Fun Run. (Nationals)



Underwater camera. (Blue Chip)



*This boat FOR SALE.
(Inlands)*



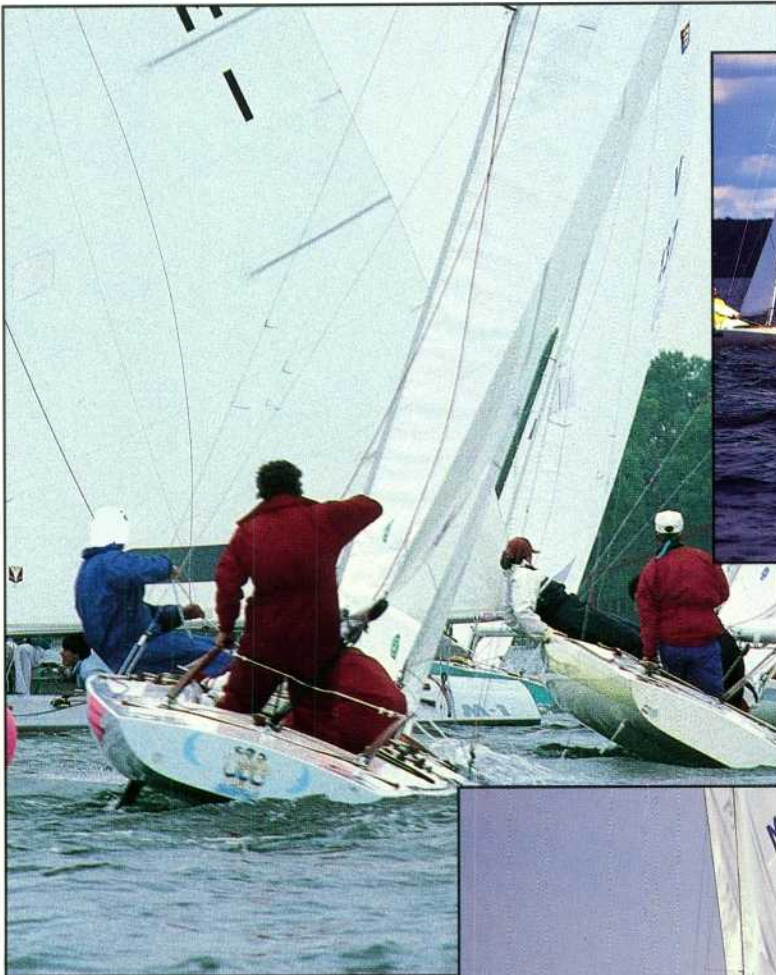
Gluek and Dick. (Blue Chip)



*Keuka Lake - Site of the '93 Eastern Championship. (N.Y.
State Championship)*



Inland Champion. (Inlands)



*Not necessarily the BACK of the fleet.
(Blue Chip)*



Here we go again. (Nationals)



Survival of the fittest. (Nationals)



Easter Parade. (Easterns)



Let's hope Los Angeles doesn't request a fleet designation. (Easterns)



The Masters of Minnetonka. (Blue Chip)



Mayhem at the buoy. (Nationals)



Jay Darling on the jib. Must have been a slow weekend on the birdwatching circuit. (Easterns)



Perfect complement of wood and glass. (Easterns)



Around the bend. (Nationals)



Concentration is the secret of success. (Blue Chip)



An Epoxy Moment. (Nationals)



Chicken jerry-rigs a tiller to clinch third overall. (Blue Chip)



Pretty in Pink. (Nationals)



*We can fetch!
(Inlands)*

Outstanding year for Blue Chip champ Bill Allen. (Blue Chip)

UP BAY REGATTA

by DANIEL CRABBE • T-8
AUGUST 1-2, 1992

The 1992 Up-Bay Regatta was once again hosted by the Toms River Yacht Club. Unfortunately this year's event was not complete in number of races nor was it the well rounded regatta the E-sailors expect when they gather in competition. Many competitors left Sunday evening with visions of better regattas both

earlier and later in the summer.

The three scheduled Saturday races had to be reduced to one due to intense wind velocity and possible lack of patrol boat support. In the one race that did fly, all sailed close to the edge



Team Fred Slack (IH-44) with son Rick as Chairman of the "Board."



Cliff puts on the charge. He just says he doesn't like heavy air.

and many sailed over it. The breeze for Race #1 blew from the South steadily in the mid 20's. Saturday was so windy that even the pleasure crafts that usually swarm the waters off of Good Luck Point stayed comfortably in their nests.

This race started in one try which was great for all. Either the sailors or the line judges were shy at this start but in any case the boat that strapped on the steady 22+ knot breeze and shook off megapuffs crossed the line first. In this case Mark Beaton along with his crew sailed an impressive race topping Erik Johnson and Cliff Campbell for bragging rights at the bar. The rest of the pack chased the leaders while trying to outdistance destiny, as over one-third of the boats didn't finish the race. As one skipper put it, "Tactics were minimized by fear and trepidation."

An attempted second race never materialized due to the soaring winds. Most of the fleet spent the rest of the day working on their boats, measuring sails, or playing volleyball on the lee side of the club.

Conditions had calmed by Sunday morning. The wind had moderated to a mere 10-12 knots, which was encouraging. Since the wind was still out of the South, and we were set up in the mouth of the Toms River, the course had a short weather leg resulting in large pack roundings at the windward mark.

Sunday's races resulted in speedy Bill Campbell finishing first and consistent Cliff Campbell finished second. The rest of the results and what happened during the race didn't really matter too much since the committee felt that it would let only 35% of the boats compete in the day's first race scoring the rest PMS. Most found out who had competed in the committee's race at the awards ceremony. In the end, the consistent TRYC boats took the first four slots and the silver.

UPBAY

Boat	Skipper	R1	R2	R3	Pts.
T-5	Bill Campbell	4	1	1	5.5
T-17	Cliff Campbell	3	3	2	8
T-18	Erik Johnson	2	2	7	11
T-67	Imperato/Wells	12	5	6	23
MC-55	Mark Beaton	1	DNS	3	29.75
BH-11	John Harkrader	10	9	11	30
LE-5	Butch Lenhard	15	11	9	35
IH-18	Kirby Slack	6	15	16	37
IH-7	Buzz Reynolds	DNF	7	5	37
IH-17	Phil Reynolds	13	12	13	38
T-8	Dan Crabbe	8	6	DNS	40
IH-27	Had Brick	7	DNS	10	42
MA-10	Peter Fortenbaugh	9	DNS	8	42
LA-99	Dave Magno	5	DNS	14	45
BH-10	Doug Love	DNF	8	12	45
BH-12	Bill Fortenbaugh	11	13	23	47
IH-44	Fred Slack	DNF	4	18	48
LA-5	Tim Faranetta	14	17	17	48
OH-55	Bill Roberts	16	14	19	49
BH-7	Wight/Russell	DNF	DNS	4	55
T-1	Bill Warner	DNF	18	20	63
HO-32	Tom Wiss	DNF	16	22	63
CH-5	Dick Turner	DNF	19	21	65
IH-71	J. King	DNF	DNS	DNF	76
T-7	Jim Stearley	DNF	DNS	DNF	76

DOWNBAY REGATTA

by JENNIFER BROOME
AND LEAH WAGNER
AUGUST 15-16, 1992

Saturday morning the sailors awoke to rain pelting against their rooftops. Those hard-core sailors who had the courage to trek down to Beach Haven had a wet weekend to look forward to. With fierce winds of up to 30 knots, pouring rain, and dark clouds all around, the sailors waited around for the race committee to make a decision. In the meantime, many sailors had decided to bail out early and go back home to bed. Some talked about spiking the orange juice and starting the party early, for they knew that the weather was not going to let up.

Around 1:30 PM, the races were officially cancelled, and the sailors retreated to various places around the island. To pass the time, sailors could be found miniature golfing, playing pool, watching movies, exercising...yes exercising!, and of course drinking.

An adventurous Henry Colie decided to sail his laser from Mantoloking to Beach Haven after his skipper Mark Beaton cancelled his trip to Beach Haven early Saturday morning due to lack of sunshine. Henry's 30 mile trek led him through 3 foot swells on the Barnegat Bay, raging winds, and numerous capsizes. If he hadn't been seen stumbling up the LEHYC porch steps at 4:30 PM and pleading agonizingly for a beer, a hot shower, and some warm clothes, no one would have believed it! (he left at 10AM that morning!!)

Saturday night the sailors gathered at LEHYC once again for cocktails, dinner, and dancing. Unfortunately, the weather kept the party inside, but that didn't keep us keep us from having a good time. LEHYC made the best of the difficult circumstances, and the music of the "Pedestrians" kept us off the streets.

Early Sunday morning visions of Noah leading pairs of animals across the parking lot were seen as Mother Nature continued her relentless show of superiority. The wind had calmed down to 10-12 knots, and we were finally able to sail. The courses were relatively short, and those who sailed the left side of the course did well. Troubles aboard T8 led Dan Crabbe Sr., in the unfamiliar position as boardman, to realize that E scows sail much faster when their weather board is up!

The wind died during the second race, and those who sailed right toward the incoming storm were caught in the current and the lull. Strategically, John Harkrader, BH 11, sailed left to catch a good breeze and finish first. Dave Magno, LA 99, was the overall winner after two races. Our congratulations go out to LEHYC for running another fine regatta despite the unforgiving weather conditions. ■

DOWNBAY

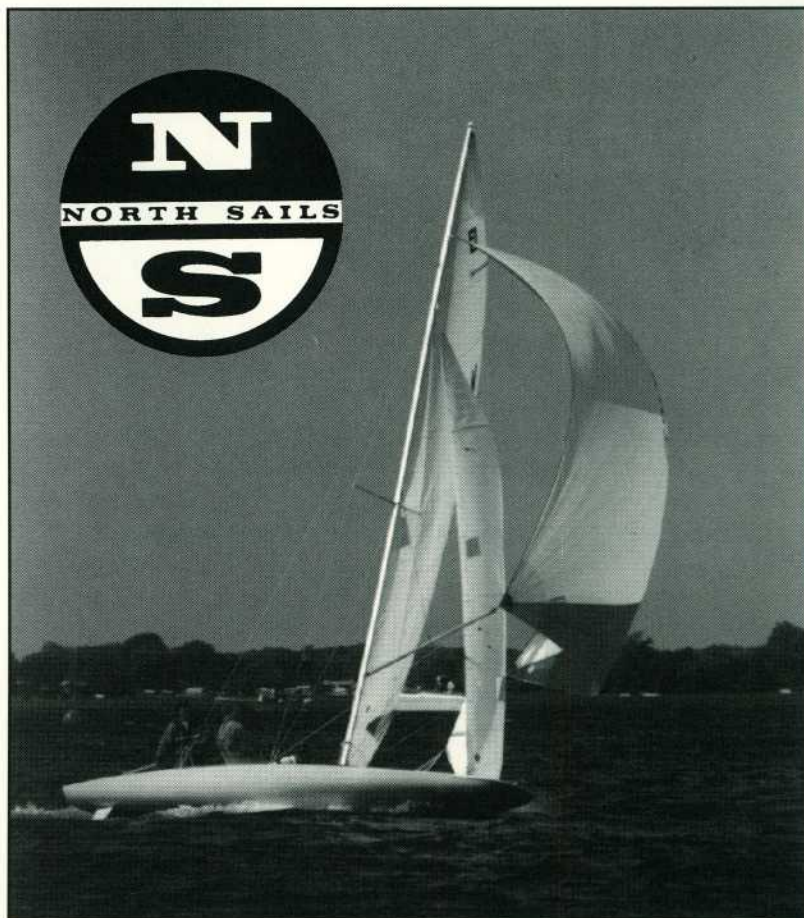
Boat	Skipper	R1	R2	Pts.
LA-99	Paul & Dave Magno	2	3	5
LE-8	Jack Lampman	3	5	8
BH-11	John Harkrader	8	1	8.75
MR-11	Henry Bossett	7	2	9
LE-5	Butch Lenhard	1	12	12.75
IH-27	Had Brick	4	9	13
IH-44	Fred Slack	5	8	13
LE-3	Bob Donat	6	7	13
T-8	Dan Crabbe	11	4	15
AH-1	Bob Turner	14	6	20
LE-54	Jim Stevens	9	13	22
LE-10	Peter Langborgh	13	10	23
LE-4??	Doug Galloway	10	15	25
IH-66	Stephen Zwarg	15	11	26
LE-37	John Cranmer	12	14	26
LA-5	Tim Farnetta	DNS	DNS	36
LE-1	Bud Rose	DNS	DNS	36

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1992 Results

- 1st Black Tie
Peter Slocum
- 1st Easter E Regatta
Buzz Reynolds
- 1st ILYA Invite
Peter Slocum
- 1st Wawasee
Jim Gluek
- *2nd ILYA Inland
Rod Evans
- 2nd Lake Hopatcong
Buzz Reynolds
- 2nd Muskegon Invite
Jim Gluek

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Peter Slocum planing to victory in race 3 at 1992 E Nationals.

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	1st N.Y. State Champ



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FLACE

R

EGATTA

by GEORGE WELCH • KU-1
SEPTEMBER 19-20, 1992

Rick Turner repeated as FLACE champion by winning both races on the second day of Keuka's Fall Regatta. Rick's crew consisted of wife, Terry, Adam Erickson, and Gannon Ulrich. It was a closely contested event. After Saturday's three races, the Welch family boat led Turner by a slim 3/4 point, and the Rochelle family trailed by only 2 3/4 points.



Welch team photo.

Photos by Joe Spinella

The forecast had been for a northwesterly 25-35 m.p.h., which seemed to intimidate all but Turners and Rochelles, who had apparently gotten used to that stuff a week earlier at the Nationals. Fortunately, the front blew through early Saturday morning, leaving moderate but shifty northwesterlies on Saturday and a light to medium southerly breeze on Sunday.

Saturday evening featured a steak roast with throwable potatoes, a D.J., and Karaoke. Of some note were the Spear/Hawk rendition of, "The Good Ship Lollipop," Stenger/Segar's, "House Of The Rising Sun," Rochelle/Welch's (Eric/Joe of course), "Born to be Wild," and Andrew/Michael Campbell's dancing and filling in well for the still-absent hired gun, Bill.

In Race #1 Rick Turner took the lead during the first leeward leg and consistently pulled ahead. Rochelle led Tim Faranetta around the last mark but went to the right corner, while Welch shot the left corner to steal second.

After lunch, it was pretty much the same drill for Race #2 with most of the leaders banging the favored left side. By the second downwind, Rochelle and Welch had pulled way ahead, with Rochelle getting by on the lastbeat by going farthest left.

Phil McHenry and R. Turner led at the first mark with six boats in close pursuit at the start of Race #3. Spear sailed a smart downwind with a quick jibe and then stayed out of the luffing matches. He opened a huge lead with a great second windward leg, but then

FLACE

Boat	Skipper	R1	R2	R3	R4	R5	Pts.
CH-6	Rick Turner	1	3	3	1	1	8.25
KU-1	George Welch	2	2	2	2	3	11
HO-31	Pete Rochelle	4	1	4	5	9	22.75
KU-5	Irv Spear	7 T	5	1	4	6	25.75
AH-1	Bob Turner	5	4	9	6	4	28
KU-18	Art Wilder	6	6	5	8	5	30
KU-7	Phil McHenry	10	10	6	3	2	31
KU-21	Dave Stenger	8	7	7	7	7	36
LA-5	Tim Faranetta	3	9	8	12	8	40
KU-8	Jim Hallahan	13	8	12	9	10	52
SY-3	Dana Sgrecci	11	11	10	10	13	55
GL-65	Claude Fennema	9	13	11	13	11	57
KU-16	Tom Eichorn	12	15	13	11	14	65
SY-1	Ken Fisher	14	12	DNF	14	12	67
KU-15	Dave Whitting	15	14	14	15	15	73



Where did all these KU boats come from?

found himself in the doldrums close to the finish but just snuck over the line before those going right (for a change) caved in on him.

In Race #4 Welch led at the windward mark and jibed with R. Turner to the west shore where they opened a huge lead over the fleet. Turner danced along dock tips a little longer and got by. Welch repassed upwind, and Turner returned the favor downwind again to win. It was basically a two-boat dual, with McHenry in third holding an equally large margin over the rest of the fleet.

It looked like the wind in Race #5 would die so the Race Committee shortened up the marks. At the start, a southerly filled in at 8-10 to present the only drag race of the regatta. Turner led



A family event for the Rochelles.



Rick Turner looking for gold.

Welch by 1/2 point, so the winner between them would win the regatta. Rick led at the first mark and was never passed, although McHenry (having a 3-2 day), Welch, and Bob Turner were in close pursuit. Farther back, Wilder sped past a potato-laden Spear at the finish to secure the 6th place trophy. ■



CARLYLE SILVER CUP REGATTA, 1992

by TED BEIER
October 3-4, 1992

The 1992 Carlyle Silver Cup Regatta was sailed on Carlyle Lake with fourteen boats in attendance. Casey Call and his crew of Christie Walker, Laurie Graham, and Troy Graham from Wawasee continued their dominance of the conditions at Carlyle taking two first and never finishing below third. Mark Lewis with crew Todd Hackleman and Chris Hackleman



Indian Lake's Tom Ewing - a seventies kind of guy - acknowledges his crew after receiving a third place trophy.

sailed consistently near the top to take second overall. Tom Ewing from Indian Lake, Ohio, sailing with his all girl crew of Susan Ewing and Joanne Tompkins finished third.

High pressure over the plains provided unusually warm weather for October, but also gave light winds with many shifts and holes. Because of the close racing, finding a hole could cost you six or seven positions very quickly. Two windward-leeward races were sailed on Saturday morning with Call leading the first one all the way, and Ewing doing the same in the second race. After lunch Beier continued the trend leading all the way for the only windward-triangle course sailed. The fourth race on Saturday was another windward-leeward with Call winning his second race of the day.

Saturday evening everyone filled up on the traditional "eat as much as you dare" chili which was augmented this year with some good, hot Cajun gumbo thanks to our chef, Ray Bunse. The real stalwarts then migrated to the Flamingo Lounge in beautiful downtown Carlyle until closing. Some did not look too stalwart on Sunday morning, however, as they responded to an 0830 harbor gun.

Sunday morning the fleet sailed to the course on a light southerly breeze which died away as the sequence progressed. After an hour of boat-to-boat Frisbee and attacks from Bill Pipp's water cannon, the last race was cancelled, and the fleet was towed back to the harbor.

Lake Carlyle

Boat	Skipper	R1	R2	R3	R4	Pts
WA-99	Casey Call	1	3	3	1	7.5
LS-44	Lewis/Hackleman	2	5	2	3	12
ID-4	Tom Ewing	3	1	7	6	16.75
WA-31	Tom Rian	12	2	6	2	22
S-17	David Crosby	5	7	4	10	26
S-27	Ted Beier	13	6	1	7	26.75
WA-66	Irmischer	4	4	12	8	28
S-3	Gass	6	9	10	4	29
WA-47	Bob Herdrich	10	12	5	5	32
S-11	Ray Bunse	7	10	8	11	36
WA-49	Mark Beesley	8	8	13	9	38
WA-11	Chris Herdrich	9	13	11	13	46
IB-100	Augie Wisnosky	11	14	9	12	48
S-4	Major	14	11	14	14	53

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MORE GO FAST TIPS FROM THE A-FLEET

by DAVE MAGNO • LA-99

CAPSIZE



Disaster!

Photos by Patrick Dunsworth

No matter what your level of E-scow sailing, there is no immunity to the dreaded capsize. Sooner or later a mistake is made and the unspeakable occurs, and invariably a capsize is bound to put a hurt on your results. In fact, I can only recall one instance where I've seen a capsize not affect the standing (although it can be argued that it had a damaging psychological effect on the rest of the fleet). I have to go all the way back to the 1979 Nationals at Geneva when I crewed for Dick Wight. I remember Buddy Melges capsizing on the first triangle of a double Olympic. He was either leading at the time or right near the front. Anyway, the Melges team rescued the boat so fast that they never dropped out of the top ten, and there were seventy-nine boats! Finally, Buddy ran down Jack Lampman on the last leg to win the race, and so the legend grows. But you can guess who won that Nationals.

Yes, capsizes happen to all of us and don't necessarily mean the end. Obviously some of us swim more frequently than others and if you're one of these people maybe this article can help.

RUNNING

Most capsizes occur on the under spinnaker downwind legs and in particular during maneuvers such as jibes, douses and sets. When straight line sailing on the runs, a capsize is almost totally the fault of the skipper. It can occur simply when the helmsman does not hit the water and make the boat round up. Of course when the crew is not paying attention to the vang or weight placement these can be contributing factors or causes in themselves. Other contributing factors to assist the boat in rounding up would be too much board down which creates weather helm or an improperly guyed chute. Luffing the spinnaker will not help

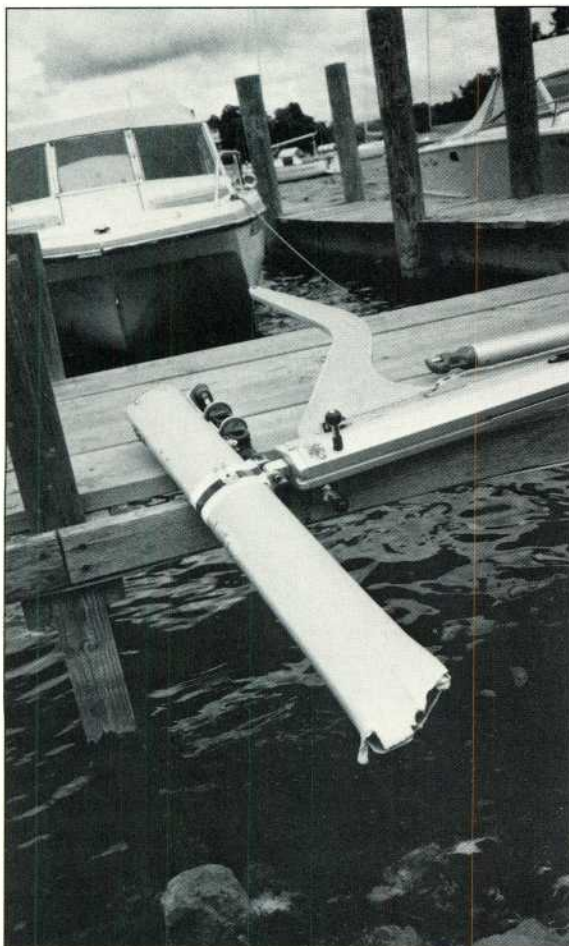
avoid the capsize unless the boat has already rounded far to windward. The only sure-fire saving methods are main out and weight up. Also, the jib should be trimmed and not released to drive the bow downward.

Special attention should be paid to crossing situations in order to avoid radical turns which increase capsize potential. The crew must be prepared to adjust the guy far forward and move weight to windward to compensate for the boat heading

MORE GO FAST TIPS FROM THE A-FLEET

by DAVE MAGNO • LA-99

up. Crossings are situations where the skipper may no longer have the option of heading down in a puff. Therefore, planning and teamwork are paramount.



Aluminum IS recyclable...

JIBES

Capsizes occur on jibes because the boat is not heading downwind enough. The reason can vary from the skipper steering a bad line, to the boom hitting the water, or the jibes being too violent. Once again the main consideration is steering. While the skipper has to steer through the jibes, he has to keep that bow downwind; when the

main is swinging across the boat, reverse your steering to keep the boat from being angled across the wind. Once the jibe is complete, you can always head up for speed.

On the jibe, steer under the chute as you trim the main. Be sure to trim enough and steer enough so the main jibes by itself. If the main stalls and doesn't want to jibe, you're in for a violent one. Make sure you keep the bow down, the boat flat and the spinnaker from getting too far away from the boat as you struggle through. The faster the boat travels, the less pressure on the sails. Therefore, it becomes imperative to have the boat plane through a heavy air jibe. Head up and increase your speed just before the jibe, then steer quickly through it. If the chute breaks as you start the jibe, stop the maneuver and get it flying again. If the chute breaks during the jibe, don't let the new guy get in front of the forestay.

Both boards should be one fourth down when jibing so the boat tracks rather than slides. Too little board or only one board down will allow the boat to slide and cause oversteering. Obviously the boards should not be too far down or the boat will trip over them. The vang must be moderately adjusted. If it is too loose the main will have excessive twist and will be hard to jibe, setting up a violent stop during the ease. If the vang is too tight, the risk of the boom hitting the water at the completion of the jibe is magnified.

It is safer to jibe with a properly trimmed spinnaker than with no chute at all. With the chute flying, the boat travels faster than with just working sails. Therefore, jibes under just main and jib are apt to be violent and tough on the rig. Chuteless jibes should be minimized as much as possible, especially during pre and post race maneuvering. When it is necessary to jibe without the spinnaker remember the following: Weight placement, Boards (not too much), Vang (moderate), Backstay (get the new one on quick).

DOUSES AND LEEWARD MARK ROUNDINGS

Since the spinnaker should always be dropped on the side it will be used again (usually port), it becomes meaningless to examine the advantages of the inherently safer windward strip. However, there are a couple of key issues to explore on take downs to avoid a capsize. First, when taking down to leeward, never release the guy until a crew member has control of the sheeted clew. This eliminates the possibilities of flying the chute a great distance from the boat or the sail turning into the dreaded sea anchor. Of course poor retrieval of the front of the spinnaker could still result in the sea anchor scenario. Should the sea anchor situation occur, all is not lost. Remember: only one crew to leeward for corrective action. Disconnect one clew of the spinnaker because there will be too much pressure on the sail to retrieve it. With the spinnaker now attached by only the head and one clew, it should be relatively easy to get it back in the boat.

Other potential problems are knotted spinnaker halyards and sheets. On the downwind leg somebody should go through the halyard to make sure it was not tangled during the hoist. However, do not coil the halyard but lay it in the bottom of the boat; coiling can also create knots. Spinnaker sheets love to get tangled in the hiking straps; be aware of this problem. Also, the sheets are always being stepped on. When the sheets are stuck move your feet.

Assuming the doused spinnaker is neatly tucked away, there's still a chance that everything may not be fine and dandy at the leeward mark. The commotion may have left the boat terribly unprepared for the rounding. Remember the team has to work in unison. A rapid turn by the skipper could result in a swim. Crew members stuck to leeward or struggling to get a board down can cause problems. A rapidly or overtrimmed jib (especially with the main out) could head the boat down. Communication becomes essential. Most importantly, the main and jib have to be trimmed together. It is actually best for the jibman to stay a little behind the skipper when trimming to allow the boat to head up. Also, the skipper has to tell the crew when he will head down so the vang should be tightened to help the skipper trim the main faster.

SETS AND WINDWARD MARK ROUNDINGS

The first things to worry about when rounding the windward mark are releasing the vang and raising the board. You don't want the boom to hit the water or the boat to trip over the board. After these two items are taken care of



The bad boys of BC. What an angle!

then get the chute out of the bag and ready for the hoist. Don't hoist the chute until the crew is ready and finally the skipper gives the command. An unexpected early hoist could result in fouling a boat to leeward, hitting the offset mark or capsizing the boat because it is not heading downwind enough. About the only chance of capsize during a set is if the boat isn't

heading downwind enough. Even an unexpected fill from a cleated spinnaker sheet should not be harmful if the boat is going down hill. Of course be aware of the sea anchor possibility. This can occur if the chute escapes from the boat prior to the hoist.

BEATING

In spite of the E-scow's large

MORE GO FAST TIPS FROM THE A-FLEET

by DAVE MAGNO • LA-99

main, an upwind capsize is almost always caused by the jib. What usually happens is that the main rapidly loses efficiency when it luffs causing leeward helm as the jib pushes the bow down. This negates the built-in safety feature of virtually all sailboats which rounds the boat into the wind as it heels. This means that in an appreciable wind, the skipper must resist easing the main too far. If the main is eased too far the jib will push the bow down, the boom will hit the water and the wind will get under the hull. It becomes the responsibility of the jibman to help prevent a capsize upwind. He has to ease the jib enough during a gust to keep the boat upright. Assistance can also be added by the crew by trimming the traveler when the boat is in danger of capsize as opposed to the usual ease in a puff. This helps the boat head up and compensates for the skipper's spilling of the main.

Properly adjusting the boat when sailing upwind in a big breeze can go a long way toward eliminating panic eases. As the wind builds and the main traveler is dropped, inversion of the main-sail becomes a problem. When this situation starts to occur, drop the jib car to open the slot. If necessary, depower the boat by raking the mast aft (only after all other depowering techniques are exhausted). In this manner you will be able to carry the main traveler somewhat higher and reduce the instability felt in the helm. Make your adjustments so the main traveler does not have to be adjusted below the rudder post. The little extra distance left to the corner may be needed in a big blaster. If you are steadily carrying

the traveler below the rudder post you'll have no adjustment left.

The judgment as to whether the main is inverting too much is more of a feel aspect than a visual one. You know your main is inverting too much not by the amount of backwind or luff, but by the feel of the helm. If the boat no longer wants to head up as it heels, you're too unstable. This is when the corrective action mentioned above is required.

REACHING

Reaching is becoming a lost art by the nature of the windward-lee-ward courses; however, sooner or later, by accident or on purpose, you are liable to encounter a reaching leg.

A reach WITH the chute is perhaps the only time a capsize can be avoided by luffing the chute; however, this should be done as a last resort. The jib should never be luffed since this sail can help turn the boat downwind. One again the skipper has the primary responsibility of keeping the boat upright. Control the boat by steering under the chute when necessary. Don't sail with too much board (no more than half) or the boat may trip. Don't let the boat heel up and shift the remaining responsibility to the crew. Bad anticipation by the skipper immediately shifts the next move into the hands of the crew adjusting the vang. Don't let the boom hit the water or the last resort may be fruitless. If necessary under-trim the main to keep the boat on its feet.

If luffing the main becomes excessive, however, the slot between the sails will be closed off and the benefit of the extra sail lost. At this point it may be faster to reach without the chute.

At times you may get caught low on a spinnaker reach, or tactically need to make distance to windward and can no longer carry the chute. Before immediately sending the crew to leeward to retrieve the chute and risking a capsize, consider blowing the halyard and over-trimming the foot. In this manner, the head will luff harmlessly to leeward while the boat is headed higher or the spinnaker is retrieved. Try it in practice to convince yourself.

Reaching WITHOUT the spinnaker is the only time on a free leg that consideration may be given to heading up to avoid a capsize; however, this is really dependent upon the exact angle of sail, certainly higher than a beam reach. Generally the following principles apply:

- (1) Head down in the puffs,
- (2) Ease the main to keep the boat on its feet,
- (3) Position the board significantly up (at least half way),
- (4) Ease the vang when necessary and keep the boom from hitting the water. ■

That's all for now, but Dave promises a second part to this excellent piece before the '93 Nationals at Chautauqua Lake. Meanwhile, keep it up! ed.

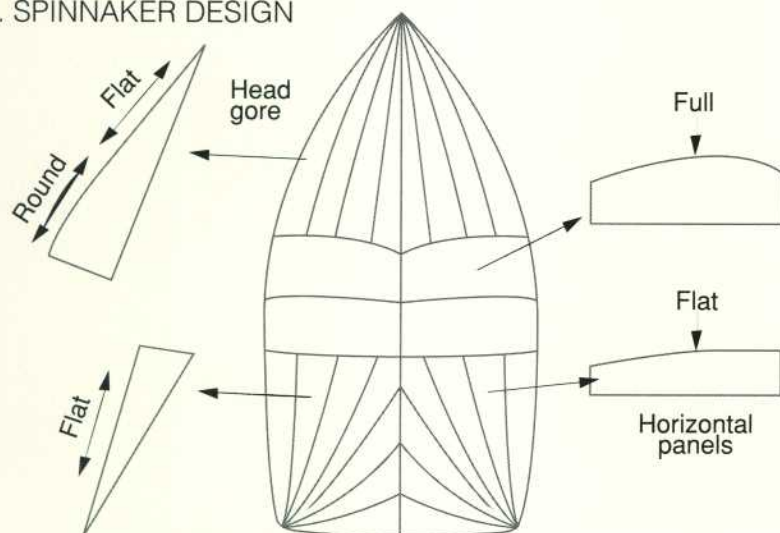


HOW TO LOOK AT YOUR SPINNAKER

by GORDY BOWERS • M-7

It is just as important to "see" your spinnaker as it is to understand your main and jib. Understanding how the spinnaker relates with the wind at different angles can be a challenge even for experienced sailors. The good news, however, is that a feel for spinnaker shape can be learned by looking at spinnaker design and spinnaker controls such as pole angles, guy position, and best trim.

1. SPINNAKER DESIGN



The spinnaker designer's goal is to build a fast shape, but also one that is stable and easy to fly. Stability comes from the correct overall depth and the shape of the leading edge. Spinnakers are designed using a combination of vertical and horizontal seam shaping. Our fast moving E-scow benefits from tacking down wind which puts the apparent wind at ninety degrees to the boat most of the time. The most common mistake while running is to sail too low. This course stalls the main, jib and spinnaker, resulting in greatly reduced boat speed. You should

generally sail higher angles off wind to keep the wind flowing around all your sails, thus giving more lift and speed. This tacking downwind style means that E spinnakers, the reacher and the runner, tend to be designed flatter than other one design racing spinnakers.

The designer keeps the top third of the spinnaker flat to encourage it to project a broad and flat area away from the mast. If the head is full it folds in on itself in light air and/or it gets tight leached in medium conditions. The angle between the leach tapes at the head will be around eighty-five to ninety-five degrees for reachers and one hundred ten degrees for runners. The head panel curves are almost straight for the top half of each head gore. (see diagram 1) The clew gores are straight or only slightly curved for their entire length to keep the lower leach from hooking and stalling the wind flow around the spinnaker. Both head and clew gores can also be shaped fuller toward the edges to make them easy to fly. The designer's edge shape defines the spinnaker's groove and how far up or down the helmsman can sail without luffing or stalling the spinnaker. When the leading edge is flat the spinnaker will tend to collapse all at once and will be hard to fly, requiring extreme consideration by the trimmer and helmsman. On the other hand, when the edges are too round the luff is wider grooved and easier to fly, but if the leach is too tight the spinnaker will be slow especially in the E-scow where we sail with the apparent wind abeam most of the time.

The middle of the spinnaker can



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be shaped horizontally or vertically. Most E-scow spinnakers have either one, two or three horizontal edges with shape. Reachers are flatter in the center than runners. The middle section is also shaped with a

vertical center seam. The best shape tends to be a curve that is flat at the head, fuller in the middle and flat again at the bottom.

Even before designing shape the sailmaker selects the proper

weight and finish of the spinnaker cloth. Nylon, either three quarters or half ounce, had been standard up until 1991 when polyester (Dacron) spinnaker cloth came on the market. Polyester has less stretch, does not grow or shrink as temperature and humidity changes, and does not pick up water. It has proven superior for E-scow reachers and running spinnakers.

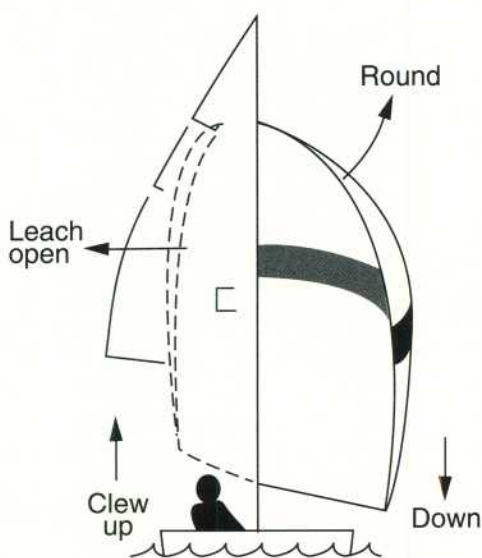
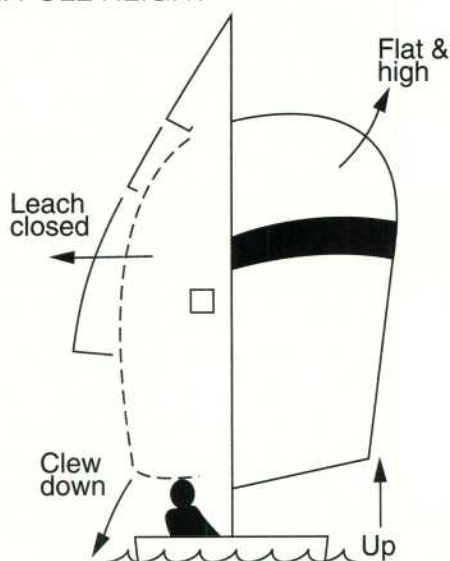
Out on the water a well designed spinnaker will respond to correct pole position (vertical and horizontal) and sheet trim. Fine tuning spinnaker shape with combinations of pole and sheet is similar to controlling the jib using the jib lead position (fore and aft and sideways) and sheet tension. Even the best jib or spinnaker trimmer will look bad if first the jib lead or pole position is not at least close to correct. Hence, pole height is the first priority. Where to attach the pole on the mast depends on wind strength, course angle and whether you have a Johnson or Melges mast. When reaching or running in light air the smaller, flatter reacher set lower on the mast is usually best. The Melges spar has two rings, 52 inch-

es and 60 inches up from its base. The Johnson upper ring at 55 inches is used for both spinnakers in all conditions. Next, you adjust the outboard end of the pole starting from ninety degrees with the mast. The outboard end can be raised ten degrees with only a 1.5% loss of projected area in front of the mast. Raising the pole beyond fifteen degrees significantly reduces area so mark the topping lift with your upper and lower limits.

Pole height controls the shape of the edge and the depth of the head. Generally, a high pole raises the tack and flattens the luff while lowering the clew and tightening the leach. The luff will tend to break suddenly and be difficult to fly without over trimming. The forward half of the head gets flatter and goes further to leeward of the mainsail. (see diagram 2) A low pole position lowers the tack making the luff rounder while raising the clew and opening the leach. The effect is similar to tightening the cunningham on the main. The round luff will tend to luff slowly and be easy to fly. Now, the back half of the head gets flatter and further away from the main, tacking down wind with the runner in 3 to 18 m.p.h. breeze. You want an average pole height so that spinnaker tack and clew are balanced. This gives a fairly wide groove to the luff which now will luff first about half way between the head and clew and be easy to trim. When reaching or in very light air running, the boat will accelerate better with the pole lower because the leach will tend to be more open and stall less.

After pole height you need to address pole or guy position fore

2. POLE HEIGHT

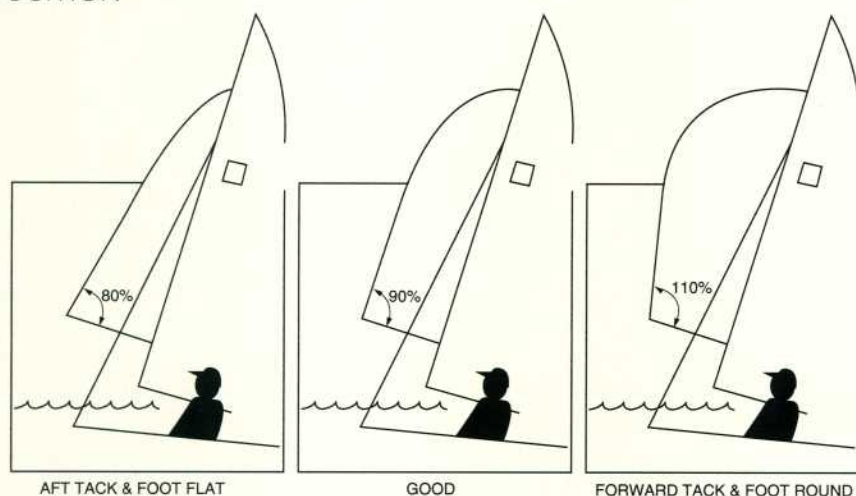


and aft. The shape of the foot and the angle of the spinnaker relative to the boat is controlled with guy position. On a close reach the ideal pole position is one to three inches off the forestay. A pole that deflects the forestay to leeward allows the spinnaker to pull too much to leeward resulting in excess heeling and loss of speed.

spinnaker area closest to the pole wants to luff slightly while the tack narrows; then ease the pole forward slightly until these symptoms disappear. (see diagram 3) Once you have the position, mark the guy so you can cleat it and reproduce the fast position quickly on the opposite jibe. Obviously, the guy will need to be adjusted for

sheet trim is important because it alters so many other variables such as the spinnaker's angle of incidence, depth, luff and twist of the leach. As a general rule the center of the luff should be collapsing off and on all the time. The best technique is to trim and ease in about 6 to 12 inch bites: First ease then stop to see how much luff curl

3. GUY POSITION



Getting the pole position correct for tracking down wind is much more difficult. If the guy is too far forward the foot will be full and the tack area will be round and the edge of the luff will angle to weather of the pole. If the guy is too far aft, the foot and the tack will be flat and the luff edge will angle to leeward. The best position causes the luff edge to come off the pole at ninety degrees. This trim can be tricky to achieve because the amount of spinnaker sheet trim also changes the shape of the tack area. Try to find the sweet spot for the course you are sailing by bringing your pole aft until the

large changes in boat heading or wind strength. For example, in light puffy wind the E accelerates two or three miles per hour in a puff but if it runs into a flat spot the apparent wind will come aft again and the pole can be brought back some, but not as far as previously, because the helmsman should be heading back up to keep as much speed as possible at a higher reaching angle.

Once the correct pole position is found, sheet trim becomes the next priority. The spinnaker trimmer should always maintain a position from where it is possible to study the luff area. Constant attention to

results. Then ease again or trim depending on the curl. You should ease quickly and trim slowly. How much luff curl depends on the type of spinnaker, course angle, and waves. A conservative 3 to 4 inch curl is correct if the spinnaker luff area (the front 24") is flat or if light wind and motorboat waves are causing the spinnaker to roll

excessively. A more standard 12" curl can be maintained with correct pole height in steadier wind and smooth water conditions. You should realize, however, that the slight luff or curl should not be in the luff all the time. The edge should be full, then curled constantly as you trim and ease. In fact, sailing with a large curl too much of the time on wide downwind angles can be slow because this reduces spinnaker area. Sometimes you have to reduce the frequency of trim and ease to allow the spinnaker to steady down and achieve maximum pressure. Conversely, when close reaching, a



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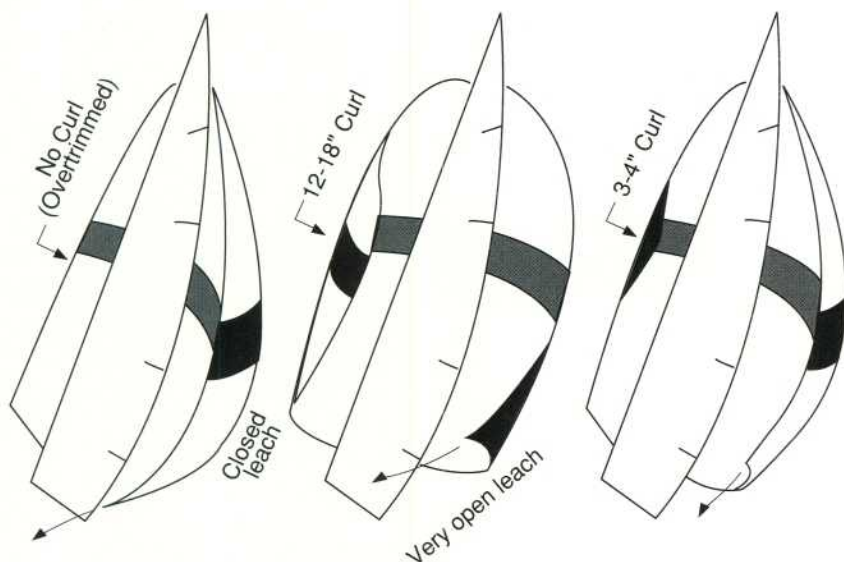
by GORDY BOWERS • M-7

good trimmer is constantly easing to carry as large a curl as possible (up to 24 inches) because it keeps the leach open. A quick ease when big puffs hit helps to accelerate by directing more of the spinnaker's forces in a forward direction. Even a total spinnaker collapse is preferred to over trimming. (see diagram 4)

be done smoothly.

Knowing something about design, apparent wind angles, spinnaker control and their effects will improve your spinnaker trim. Next spring, practice sailing downwind with the jib down so you can see the effect of changes in wind strength, boat heading, pole position and sheet trim. This winter

4. SHEET TRIM



There are times when the crew should be easing or trimming more than the standard 6 to 12 inches. You should ease big when the boat is headed off, the luff sags, the boat heels excessively, or when a large puff hits. The times when you should trim are when the boat is headed up, the boat slows down and when the whole luff gets to the point of collapse. The skipper and crew can help the trimmer greatly if some warning is given prior to large course alterations or puffs. With good anticipation, large amounts of sheet trim or ease can

get out any of your photographs of E-scows or any other sailboat photos for that matter and study the difference between good and bad trim. The best spinnaker trim is an art that with practice and study becomes understanding.

Good luck from all of us at Bowers Sails! ■

A special thank you to Snuffy Schneider for his years of dedicated service as Chief Measurer for our class.

His energy and commitment are greatly appreciated.

Hats off to you and Laverne!

NCESA

Photography

For copies of regatta photos, contact photographers directly.

Many thanks to all who contributed their work!

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REGATTA WINNERS

Black Tie Regatta

Forney, TX
11 boats

1. Peter Slocum, M-15
2. Brian Porter, I-49
3. David Chute, M-8

Easter Regatta

Charleston, SC
21 boats

1. Buzz Reynolds, IH-7
2. Steve Schmitt, M-3
3. Irv Spear, KU-5

Miles River Regatta

St. Michaels, MD
13 fiberglass boats, 4 wood boats

1. Had Brick, IH-27
2. Dick Wight, MA-10
3. Dave Magno, LA-99

1. Tom Price, AH-4

2. Tom Welch, LE-11

3. Brian Haumersen, HO-44

Nagawicka Pre-season Regatta

Nagawicka, WI
33 boats

1. Bud Zinn, V-15
2. Art Brereton, TO-101
3. Steve Schmitt, M-3

Lake Hopatcong Invitational

Lake Hopatcong, NJ
18 boats

1. Rick Turner, CH-6
2. Buzz Reynolds, IH-7
3. Peter Rochelle, HO-31

Muskegon Yacht Club Invitational

Muskegon, MI
20 boats

1. Charlie Harrett, SL-111
2. Jim Gluek, V-137
3. Art Brereton, T-101

Toms River Tune-Up

Toms River, NJ
16 boats

1. Dave Magno, LA-99
2. Peter Fortenbaugh, BH-13
3. Cliff Campbell, T-17

New York State Championship

Chautauqua and Keuka Lakes, NY
10 boats

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

MESA Championship

Springfield, IL
13 boats

1. Casey Call, WA-99
2. Mike Rian, WA-31
3. Tom Ewing, ID-4

Up-Bay Regatta

Toms River, NJ
25 boats

1. Bill Campbell, T-5
2. Cliff Campbell, T-17
3. Erik Johnson, T-18

Western Michigan Championship

Chrystal Lake, MI
37 boats

1. Andy Burdick, I-1
2. Brian Porter, I-49
3. Peter Slocum, M-15

ECESA Championship

Little Egg, NJ
39 boats

1. Peter Fortenbaugh, BH-13
2. Erik Johnson, T-18
3. Scott Callahan, BH-37

Down Bay Regatta

Little Egg, NJ
16 boats

1. Paul and Dave Magno, LA-99
2. Jack Lampman, LE-8
3. John Harkrader, BH-11

ILYA Championship

Green Lake, WI
55 boats

1. Harry Melges, I-1
2. Rob Evans, M-1
3. Bill Allen, M-4

NCESA Championship

Minnetonka, MN
83 boats

1. Harry Melges, I-1
2. Bill Allen, M-4
3. Erik Johnson, T-18

FLACE Regatta

Keuka, NY
15 boats

1. Rick Turner, CH-6
2. George Welch, KU-1
3. Peter Rochelle, HO-31

Blue Chip Regatta

Pewaukee, WI
19 boats,

Mystery Guest Paul Cayard, 9th

1. Bill Allen, M-4
2. Harry Melges, I-1
3. Steve Schmitt, M-3

Carlyle Silver Cup

Lake Carlyle, IL
14 boats

1. Casey Call, WA-99
2. Lewis/Hackleman, LS-44
3. Tom Ewing, ID-4

Fall Sprints

Annapolis, MD
21 boats

1. Erik Johnson, T-18
2. Dick Wight, MA-10
3. Mark Beaton, MC-55

Schoor looks nice... right, Rick?





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