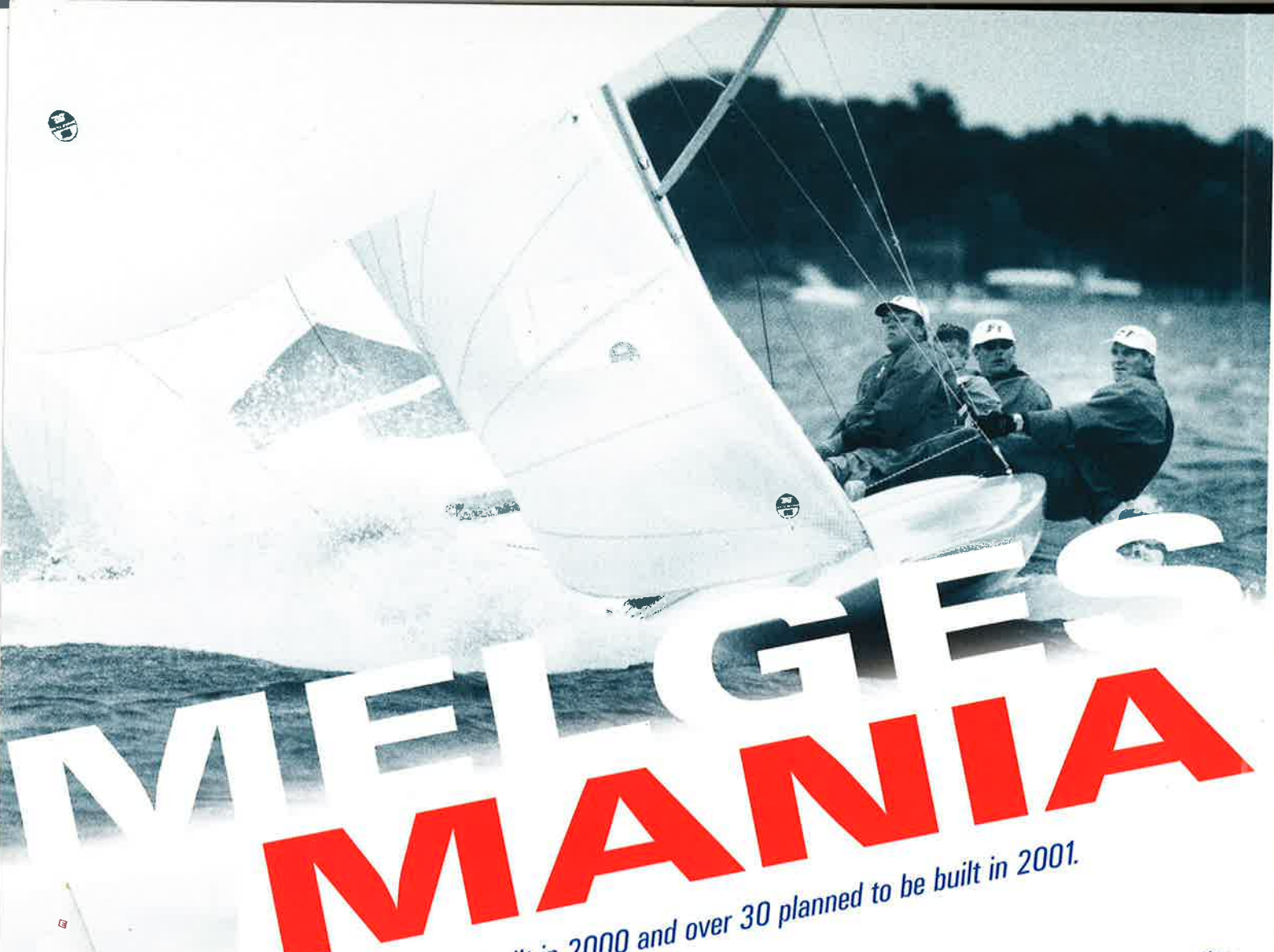


THE REPORTER 2000



National Class E Scow Association



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The 2000 Reporter

Welcome to **The 2000 Reporter**. This special edition includes the last half of the 1999 Season and all of the 2000 Season. I would like to thank everyone who went out of their way to help us put this publication together as it was quite a task. I just hope that we were able to keep our mistakes to a minimum.

As always, we are searching for any and all 'How To' articles, drawings, sketches, photos, etc... that we can put into the upcoming issues of **The Reporter** and **Reaches**. These can range from silly to serious, so have fun and be creative. The publications department needs all of the help that it can get, so any assistance would be appreciated.

REPORTS AND RESULTS

We prefer that copy be sent via e-mail or disk (either Mac or PC). Hand written material (even crayon) is fine. Please be sure to include all pertinent information with your article (author, date, location, etc...).

PHOTOS

We need photos! Though you may not have a photographer at your regatta, hand someone a camera. We can do wonderful things with images as long as they are in focus. Slides or prints are preferred as we have a difficult time reproducing images supplied over the Internet (the resolution is not high enough). Please make sure to include skipper, crew, captions, event and photographer. All photos will be returned promptly.

ADVERTISING

Call us to reserve a full, half or quarter page ad. Pricing and art requirements are supplied as requested.

CLASSIFIED ADVERTISING

Classified ads are free but they may be edited (so be careful what you're selling John).

DEADLINES

- Regatta reports/results/photos for events held between March 1, 2001 and June 24, 2001 is July 1, 2001.
- Regatta reports/results/photos for events held between June 25, 2001 and September 30, 2001 is November 1, 2001.

Send all information to:

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'The Flogging will continue until Morale Improves!'

Cover photo by Patrick Dunsworth.

Table Of Contents

NCESA Directors' Meeting	2
Message from the Commodore	3
Sam Merrick	4

1999

ILYA Invitational	7
Western Michigan Invitational	12
NYS Championship – Keuka Series	13
Eastern Championship	14
Western Michigan Championship	16
ILYA Championship	18
MESA Championship	20
NCESA Nationals	21
FLACE Regatta	25
Blue Chip Regatta	26
Carlyle Silver Cup	28

2000

Sarasota One-Design Midwinters	29
Black Tie Regatta	29
Easter E-Scow Regatta	30
Chesapeake Bay Derby Regatta	31
Cedar Lake E-Scow Regatta	32
LGYC Spring E Regatta	33
Lake Hopatcong Spring E Invite	35
Michigan Spring Regatta	36
Wawasee E Regatta	37
ILYA Invitational	38
NYS Championship – Keuka Series	39
NYS Championship – Chautauqua Series	40
Western Michigan E Invitational	41
Eastern Championship	43
Pewaukee Sprints	45
Inter-Lake Regatta	46
The Rockville Regatta	47
WYMA Championship	57
ILYA Championship	58
MESA Championship	63
NCESA Nationals	64
FLACE Regatta	69
Blue Chip Regatta	71
Annapolis Fall Sprints	74
Carlyle Silver Cup	75
Highlights	49

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NCESA Annual Directors' Meeting

Eastport Yacht Club, Annapolis, MD

November 11, 2000

The following is a summary of issues, determinations and information of interest to the Membership derived from proceedings at the annual Directors' meeting. The Board consists of representatives from each region and meets each November.

FINANCES

- Current cash on hand is approximately \$56,500

REGATTA

- Heard that Torch Lake, MI is ready to host the 2001 Nationals, and awarded the 2002 Nationals to Lake Mendota, WI.
- Decided to reduce the number of scheduled races at the Nationals to 6.

PUBLICATIONS

- Steve Andersen, of Keuka Lake, has assumed the role of publications chairman.
- Dierk Polzin will continue as web master.

RULES

- Melges Boat Works may produce an experimental boat with asymmetrical spinnaker to be demonstrated at regional regattas. It will not officially compete.
- Melges Boat Works will continue the study of a more efficient rudder design as an experimental project to be tried on a number of boats this year. Melges feels it will not provide any speed advantage but does offer much better control of the boat, especially in windier conditions.

MEASUREMENT

- Confirmed there was no need to record sail measurers certification numbers when you register for the National regatta. Also, boats with a weight seal and certificate should not be weighed at regattas except on a spot check basis. Sails will be presumed to comply with measurement requirements and will only be spot checked at major regattas.

GENERAL

- Last year, there were 224 Regular Members and 283 Associate Members.
- New boats will have scribe marks molded into the deck at the mast and forestay intersects where the black painted lines used to be.
- Torch Lake will donate an A-Team Trophy to the yacht club that fields the best 5 finishers at the Nationals. Additional criteria for the award are being drafted.
- On a trial basis, trophies will be awarded at the 2001 Nationals to the members of the top boat with at least two female sailors on board.
- National Regatta hosts will be required to assure there are adequate toilet facilities available for use on the water by female participants, where there will be any extended racing possibilities.
- Heard a suggestion that clubs or regions hold a junior championship regatta where each crew member, other than the skipper, must be 16 years old or younger.



Festivities at the Annual Meeting? Actually, future scow girls and scow boys getting ready for the balloon toss at the Western Michigan Championships.

Photo by Nancy Price

Elizabeth J. Welch, *Secretary*

Message from the Commodore...

This message will include a little about me, my thoughts concerning E-Scow Regattas, and my comments related to the Board of Directors Meeting in Annapolis. But first, on behalf of all NCESA Members, I would like to thank Tom Wiss for the outstanding job he has done as Commodore. Under Tom's leadership the appearance of the E-Scow has changed, regatta registration has been simplified, a Website has been expanded, the VHF radio became part of the Sailing Instructions, and the Bank has become healthy. Tom also has done his best to prepare me for the job—because of him I am comfortable and confident concerning my role for the next two years.

I am presently 49 years old, married to Sandra, and an Engineer at Honeywell. I live in St. Paul, Minnesota and sail on a lake northeast of St. Paul named White Bear Lake. I am not absolutely sure of the year I started sailing on E-Scows but I think it was 1967. I am sure that my first experience was as a crew for one of the E-Scows top 10 skippers (in my opinion), Stuart Wells. Stu and I eventually raced together for 13 consecutive years. During this time I was fortunate to be part of a crew that won many White Bear Lake Championships, several ILYA Championships, a Blue Chip, and close to winning the NCESA Championships. When Stu moved to Connecticut I continued E-Scow sailing as fulltime skipper. I have seen the scow change from wood construction with rotating wooden masts to the sleek missile that it is today. When my role as Commodore ends, I am pretty sure I will have completed 35 consecutive years of E-Scow sailing.

I believe there are three main components to E-Scow Regattas. These components are the accommodations, the racing, and the social events. All three are equally important. This may be why you will detect things like day-care facilities at regatta sites, greater emphasis on local housing, and racing schedules that accommodate the social schedule. Most of us will not have the pleasure of bringing home the race winning hardware, so I think it is very important to add weight to the other aspects of the regatta experience.

The November, 2000, Board of Directors' Meeting was held in Annapolis, Maryland. My first impression was—*boy, is this a nice place*. You can feel the presence of sailing everywhere. After spending just a brief time in Annapolis you become aware that sailing must have originated there. Can you tell this was my first visit?

The Meeting was held at the Eastport Yacht Club. I would like to bring to your attention to several of the many important subjects we discussed. First—MBW will continue to work on redesigning the rudders that have been included with new scows built the last two years. The goal of the redesign is to improve the performance and safety with concern to cost. Second—we discussed a Hans Meyer idea of reducing the weight of the E-Scow. This idea has appeared many times since the scow has been made of fiberglass and as other new materials and technologies have become available. The Board took no action concerning weight reduction but we are very interested in other's thoughts. This Board, as all past Boards, is very concerned that any changes should not make the older E-Scows obsolete. Finally—Melges Boat Works was given permission to modify an E-Scow so that it could use an asymmetrical spinnaker. MBW plans to have the boat available at many E-Scow Regattas around the country in 2001. Anything that can make the E-Scow easier to sail is taken seriously.

Your comments concerning these and any other E-Scow issues are very important. Please don't hesitate to contact me or any other Representative to express your thoughts. We all have a strong desire to keep the E-Scow ranked as the Earth's Best Sailboat.

Regards,
Bob Zak

Sam Merrick 1914-2000

By David Dellenbaugh

Photos by Ted Brennan

*Yacht Racing &
Cruising, 1984*

The motivating force behind the U.S. Olympic yachting effort is a hard-working scow sailor from Washington, D.C.

It is a gray, late-winter morning in the nation's capitol, and snowflakes swirl occasionally around tips of daffodils that poke through the soil in the warmest places. In the cozy, neat den of a townhouse in the southwest part of the city, Sam Merrick is taking on the phone. The conversation is about 470s and how much money each funded American boat is supposed to get for travelling to the Worlds in New Zealand. Next it turn to the upcoming Soling "elite" clinic in St. Petersburg, Fla., and finally to arrangements for the U.S. Olympic Trials. The conversation lasts for almost an hour, and within 30 seconds of hanging up, the phone rings again, and another Olympic related discussion ensues. This clamor continues until lunchtime, when Sam turns on his tap machine for a brief respite.

At age 70, Sam Merrick is spending another day hard at work, on the phone as usual. This tall, gentle sailor, who lives in Washington and summers on Barnegat Bay in New Jersey, has been director of the U.S. Olympic Yachting Committee (USOYC) since 1977, working more than full time, without pay, to coordinate and improve the American Olympic effort. When he is not on the road at a meeting or Olympic class regatta, Sam often spends five or six hours a day on the phone, making shipping arrangements for FDs or Tornados, lining up coaches and clinics, deciding who should get funding, and generally keeping up-to-date with the people and boats of the national and international Olympic sailing scene.

"Sailing has been a pretty important thing since I was young", explains Sam, "because I had been sick and couldn't play other sports. So sailing really got to be the concentration." He grew up in Sneakboxes and E-Scows and has remained a hard-core one-design sailor. His strength, he claims, is his tactics on the run. With a strong background in speedy scows, he is well attuned to jibing angles and sensi-

tive to windshifts and variations in velocity. His weakest area, he admits, is starting. "It takes longer than it should to turn on the speed or position myself defensively. I've noticed that my mind slows up, and I think of things later than I should. I don't really remember doing that 10 years ago. Downwind I guess things happen a little more slowly."

In the world of yachting politics and top-level competition, Sam is looked up to almost universally as an "elder statesman" and respected for his wis-



Sam (right) with Walter Smedley.

dom. "Sam is exceptionally good at taking a system and administering it fairly," explains John Rousmaniere, author and member of the USOYC. "He knows how to maintain trust between the committee and the sailors. At the same time, he's able to separate himself from friendships, making objective judgments and say no to people in a way that's understandable." His warm sense of humor and willingness to give himself are clearly assets to his position, as is his mastery of the kind of detailed work required by the directorship. "Sam is an amazing person to work with because he is very sharp," says Jonathan Harley, USYRU one-design director who is currently acting as assistant director to the USOYC. "He's able, for example to remember obscure facts that were talked about at meeting a long time ago."



"Watch that first step."

One thing that enables Sam to function so well is his extensive racing background. He prides himself on winning the Barnegat Bay E-Scow championship last summer—50 years after he first won it! Sam raced Thistles in the 1950's (he was second and third in the Nationals) and frostbited International 14s in the 60's. In 1970, at age 56, he decided that 14s were a bit much to handle and got a Soling, which he also began to frostbite in Annapolis (and still does every Sunday all winter). Going into the 1972 Olympic Trials on San Francisco Bay, he was one of the best Soling sailors in the country (behind Buddy Melges and Bruce Goldsmith), but a windy series and bad back combined to kill his chances to make that year's Olympic team. One of Sam's most memorable regattas ever was the Bermuda Race Week of that year where he got all firsts in the Soling class.

What has helped Sam to run the USOYC even more than his racing, however, is his professional background. He admits that he was always too career oriented to think of (himself) as a serious contender for anything, and he devoted most of his pre-USOYC energy to jobs that dealt with labor and congressional relations. After graduating from U. of Pennsylvania law school, Sam worked 11 years on the National Labor Relations Board, two years with the World Labor Board and three years for the Senate Labor Committee. He was involved with the first manpower training act, became legislative director for the Labor Department, and eventually in the late 60's commuted to Boston for three years to work for Mayor Kevin White. After a brief stint with the League of Cities and Conference of Mayors, Sam became part of two post Watergate governmental commissions until he retired in 1978.

Excerpts from THE YACHT (no. 4) quotes collected by Christian Williams

"He's an old curmudgeon labor lawyer who is adept at moving through bureaucracies," says Tom Ehman, USYRU, in which Merrick is technically one of 48 committee chairman. "He can be tough, nasty and mean, and then the next moment easy-going and fun loving. We butt heads, but we always room together on the road."

In 1967 he bought back the E-Scow he'd built in 1939, and with the help of a young crewman named Gary Jobson, took back the East Coast Scow Championship he had won for the first time in 1932. Meanwhile, he had begun racing all winter in International 14's in Annapolis, where to win he had to beat a pediatrician who was aggressive as he was.



Another perfect start.

That was Dr. Stuart Walker, the scholar of dinghy tactics and strategy, and the rivalry now continues in Solings. In Walker's recent book on psychology of competition, he confesses that his greatest joy is often beating Merrick, and that "occasionally we become so preoccupied with each other that our performance suffers."

With a good breeze, attached flow, and an overlap on Stuart Walker, who needs big boats? As Merrick adds, "I guess an E-Scow just spoils you for everything else." ■

To All that Shall Witness This Declaration

AHOY

*Know ye that in Recognition of the exceptional
Allegiance, Patience, Perseverance, Devotion, Diplomacy
and Seaworthiness of*

Samuel D. Merrick

*Through his outstanding achievement as the 1984 US
Olympic Sailing Team Coordinator, by invincibly providing
winners in all seven classes, totally Three Gold Medals and
Four Silver Medals*

*We the undersigned, gathered at the 26th NCEA National
Championship Regatta, at Lake Keuka, in the State of New
York, this 6th day of September, 1984 do hereby tender him this
token of the esteem and honor in which he is held by all the stal-
wart sailors of his most favorite of yachts,
the Class E-Scow.*

1999 ILYA Invitational

by Don Sanford

July 9-11, 1999

133 Boat Regatta Madison, WI

What do you get when you mix 133 E-Scows with it's total of 3,742 feet of water line length, 532 competing sailors and 60,000 square feet of sail? You get the largest one-design sailboat regatta in the history of North America. "As far as we could find out, no one has ever had as much volume of boats on a starting line as we did," said Lon Schoor, the regatta's chairman.

The 1999 Inland Lakes Yachting Association E-Scow Invitational Regatta on Lake Mendota, July 9-11 had all the makings of a Guinness Book of World Records candidate. Hosted by the Mendota Yacht Club (MYC), Hoofer Sailing club, and organized by the ILYA, the regatta broke all previous records for a one-design competition. Sailors from more than 18 states and 27 fleets participated in the history-making event in wind conditions that ranged from a drifter to a real blow.

Lake Mendota is one of the Midwest's largest inland lakes. The primary area for Mendota Yacht Club's weekly races, in the center of the lake, easily affords upwards to 2½ miles of sailing in any direction. For this regatta though, the race committee intended take advantage of the full area of the lake and set courses where the weather leg would be almost three miles long.

Boats began showing up on Thursday afternoon. Some had traveled from as far away as South Carolina, New York and New Jersey. Each of those long-distance travelers had enough stories to tell about highway adventures with a 28-foot boat on the back of their car that could fill a small book.

MYC members had been busy for the previous two weeks, building temporary piers and launching ramps at two city parks along the southeast shore of the lake. By the 10 A.M. skippers briefing on Friday, 133 E-Scows had registered and were in the water ready to race.

Friday dawned with brilliant sunny skies, 18 to 25 knot winds, and big waves rolling down the long way of the lake from the west right at the piers. With launching being split between four different launch sites, things proceeded smoothly. Friday morning, the fleet

crossed the mile-long starting line after only one general recall to start the regatta.

"This was the longest starting line I've ever seen", said one competitor. End-line RC boats were positioned nearly a mile apart, with two midline boats anchored one-third of the way in from each end.

"We reached along that line on a plane for nearly five minutes to get from one end to the other," another competitor said. Friday's weather leg was 3 miles long and described as "brutal". At the weather mark a boat capsized and chaos ensued as eight boats rapidly approached from behind it. Assistant race officer Kyle Metzloff, recording boat roundings at the weather mark said, "I was writing down boat numbers as fast as I could. It was like trying to read license plate numbers during rush hour.

Olympic Gold Medalist and America's Cup winner Buddy Melges of Lake Geneva credited Lon Schoor for organizing the regatta. "Not only does Lon get every E-boat in the world to come to Madison, but then he orders up perfect wind so that



Converging at the
windward mark.

Photo by Eugenie Wiss



"The quicker we get out of here the better."

Photo by Eugenie Wiss

we have a terrific race course and great competition. I've sailed in big regattas with as many as 100 boats, but never in a fleet this big. What a great day it was," Buddy said. In the end, Melges was the first around the course in the first race and Pewaukee's Dan Quiram took the bullet in the second.

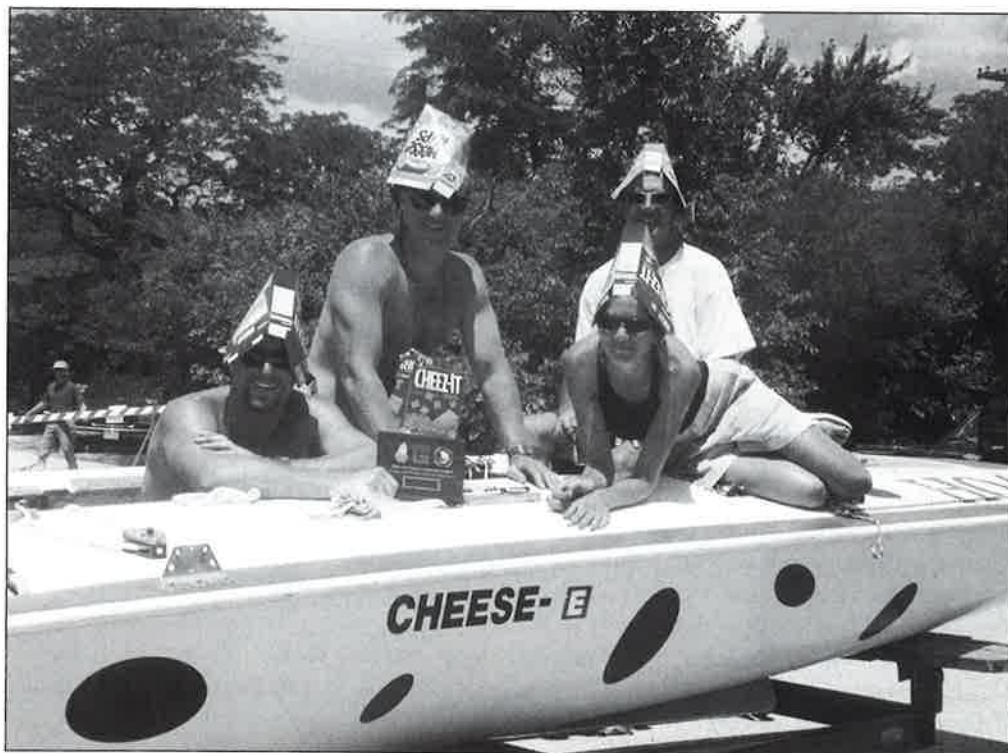
Saturday winds waned a bit, but one race was completed. First place in that race went to Tom Burton of Lake Minnetonka. Sunday the wind all but disappeared but hardy Mendota and Pewaukee sailors competed in E-Scow war canoe races until the abandonment guns went off to end the three day event.

On a sadder note, many repair shops across the Midwest who were planning on boosting their summer profits went away disappointed after the big regatta. Collisions were few and far between. Even those few amounted to only a scratch in the gelcoat. Several boats did capsize though, during and after races. One skipper lost overboard at the weather mark on Friday, was quickly recovered by his skillful crew. The final awards ceremony recognized the youngest sailors, farthest travelers, wooden scows, the best jib puller as well as the top ten finishers.

Midwest skippers fared well in this regatta. Top honors for the regatta went to Lake Minnetonka's Bill Allen, followed closely by Tom Burton also of Lake Minnetonka. Brian Porter and Buddy Melges of Lake Geneva took third and fourth.

*Pretty cheesy crew
from Hopatcong.
Dave Drawbaugh,
Chuck Drawbaugh,
Melissa Damelio and
Jimmy Flinn.*

Photo by Eugenie Wiss





Two Pewaukee boats, Mike Darrow and Chris Pinahs came in fifth and sixth. Rounding out the top ten were Van Johnson from White Bear, Andy Burdick from Lake Geneva and Dan Quiram from Pewaukee.

*Casey Call with a
whiplash grin.*

Photo by Mike Kurzawa

Yes, there were parties. What would a Wisconsin regatta be without plenty of brats and beer? Dinner fare at the UW-Madison's Memorial Union Friday night, hosted by Hoofer Sailing Club, was followed by a hypnotist show that turned some mild mannered sailors into swarth wrestlers and hip dancers. Saturday night's cocktail party, awards ceremony and Melges E-Scow raffle were held at the new UW Kohl Center. The brand-new \$25,000 E-Scow was bought by regatta organizers with the promise that if they sold enough tickets the regatta would be able to fund more social events. Buddy Melges, after long lead of lesser raffle winners, brought the crowd to hushed state of ecstasy as he drew the winning ticket of Brian Porter of Lake Geneva. The crowd knowing Porter's luck of winning many E-Scow events was in an uproar. The quick thinking Porter made the decision to donate the boat to Lake Geneva Sailing School and all was forgiven.

Sailors collected around the magnificent craft just outside the lobby for pictures and refreshments. At the Saturday night party, a number of other special awards were presented. Including an award for the best-dressed skipper and crew, Team Smurfette, M-409, of Lake Minnetonka. Bob Biwer (V-222) received the century award, so named because as of Saturday night, with his 33rd place, there were 100 boats behind him. Other awards were presented to boats in 50th, and 100th place.

All in all this regatta will not be soon forgotten, as it will take a spectacular showman and promoter to out do the Lon Schoor extravaganza of 1999. ■



"Where did that pretty girl go with my other trophy?"

Photo by Don Sanford

Place	Boat	Skipper Name	Race				Place	Boat	Skipper Name	Race			
			1	2	3	Pts				1	2	3	Pts
A	Cedar (WI)						HO	Hopatcong (NJ)					
95	A-27	Mike Garty	106	107	69	300	116	HO-25	Bill Nutzel	DNS	108	104	360
B	Beulah (WI)						52	HO-32	Tom Wiss	52	68	41	179
88	B-111	Robert Klement	104	86	74	282	62	HO-37	Chuck Drawbaugh	43	90	68	219
BC	Cormorant (MN)						67	HO-42	Dean Lennox	83	79	43	223
123	BC-7	Warren Wilson	DSQ	DNS	101	379	I	Geneva (WI)					
108	BC-8	Brian Harris	93	DNF	97	338	55	I-4	Peter Wall	53	63	61	195
CL	Cedar (IN)						105	I-5	Jay Wittenstrom	99	75	DSQ	322
84	CL-1	Rick Kazwell	74	43	DSQ	265	32	I-7	Jim Smith	23	41	48	130
91	CL-8	Tom Echterling	94	88	95	295	4	I-9	Buddy Melges	1	16	7	35
98	CL-12	Ben Casten	DNS	26	DSQ	304	64	I-13	Bob Youngquist	24	48	DSQ	220
48	CL-15	Paul Misch	65	26	56	165	45	I-26	Art Larson	57	55	33	163
D	Delavan (WI)						59	I-44	Wendall Sherry	86	46	52	202
56	D-20	David Everhart	DNS	42	11	201	9	I-45	Andy Burdick	15	5	21	58
37	D-58	Scott Harms	25	72	29	144	119	I-46	Keg Auakian	89	DNS	DSQ	367
75	D-66	Phil Mattison	76	52	102	248	3	I-49	Brian Porter	2	3	18	32.7
125	D-83	Tom Murphy	DSQ	DSQ	106	384	121	I-77	Fred Brennan	DNS	DNS	99	377
GL	Gull (MN)						114	I-88	Steven Lyon	DNS	81	DSQ	359
47	GL-1	Dave Anderson	55	56	35	164	82	I-564	Steve Schalk	72	82	90	262
17	GL-6	Vincent Driessen	28	22	6	73.7	61	I-777	James Bland	56	93	42	209
104	GL-11	Peter Dunphy	90	103	107	318	ID	Indian Lake (OH)					
H	Mendota (WI)						76	ID-1	Peter Hagas	78	97	55	248
77	H-3	John O'Connell	84	65	81	248	126	ID-4	Tom Ewing	DNS	DNS	108	386
43	H-5	Stefan Schmidt	44	59	39	160	97	ID-8	Nicole Koedden	102	104	79	303
109	H-6	Ken Kreider	98	DNF	98	344	118	MU-400	Jane Hart Tompkins	DNS	DNS	88	366
39	H-7	Lance Puccio	47	71	19	155	J	Oshkosh (WI)					
86	H-8	John Powell	71	80	96	265	18	J-1	Peter Johnson	31	15	14	78
80	H-9	Tom Teska	97	66	75	256	65	J-5	Bill Wyman	69	74	59	220
115	H-11	Don Sanford	DNS	106	105	359	35	J-12	Jack Schloesser	40	50	32	140
41	H-14	Bill Mattison	61	31	47	157	73	J-13	Patrick Heaney	62	89	76	245
120	H-15	C. Casey					93	J-30	Matt Simon	91	105	84	298
		M. Schroeder	DNS	136	104	136	44	J-46	Dan Buckstaff	67	54	24	163
94	H-17	Dan Fix	DNS	87	65	300	31	J-80	Jon Schloesser	21	64	15	118
103	H-23	Jeff Russell	77	DNF	86	311	92	J-151	Larry Hirschberg	87	62	DSQ	297
81	H-38	Steve Suhr	81	92	66	257	KU	Keuka (NY)					
101	H-50	Emery Sanford	95	99	93	305	78	KU-16	Tom Eichorn	79	83	72	252
70	H-101	Bill Shelton	66	25	DSQ	239	L	Green (WI)					
100	H-121	Dave Knoll	96	100	91	305	113	L-1	Bill MacNeill	DNS	DNS	80	358
83	H-213	Greg Simon	49	67	DNS	264	122	L-41	Christine Hills	DNS	DNS	100	378
112	H-381	Bill Hanson	DSQ	DSQ	71	349	LA	Lavallette (NJ)					



"Cheese"

Photo by Eugenie Wiss



Place	Boat	Skipper Name	Race				Place	Boat	Skipper Name	Race			
			1	2	3	Pts				1	2	3	Pts
89	LA-3	Chris Norman	DNS	61	83	292	40	V-92	Jeff Niedziela	30	45	62	155
22	LA-99	Dave Magno	17	33	34	102	127	V-115	Todd Haines	DSQ	DNS	DNS	408
M	Minnetonka (MN)						49	V-122	Tobin Tornehl	70	34	51	173
127	M-0	Stu Johnstone	DSQ	DSQ	DSQ	408	30	V-151	Matt Weber	11	51	37	117
7	M-1	Rob Evans	12	4	13	45	57	V-170	Chris Lieber	68	78	38	202
34	M-2	Tom Meyer	39	35	45	137	33	V-222	Bob Biwer	27	29	58	132
1	M-4	Bill Allen	5	7	2	26	6	V-599	Chris Pinahs	16	8	4	44
21	M-7	Jule Hannaford	46	21	16	101	127	V-751	Dave Hech	DNS	DNS	DNS	408
11	M-8	David Chute	22	6	20	65.7	74	V-777	Eric Wilson	42	57	DSQ	247
2	M-9	Tom Burton	7	10	1	29	27	V-800	Doug Mills	33	24	36	111
14	M-10	Jack Strothman	9	14	28	69	W	White Bear (MN)					
15	M-11	Gordy Bowers	34	2	23	72	69	W-3	Tom Austin	29	60	DSQ	237
12	M-14	Terry Neff	20	20	8	66	107	W-4	David Miller	100	84	DSQ	332
50	M-15	Peter Slocum	6	23	DSQ	176.7	26	W-8	Craig McNulty	35	49	9	111
54	M-67	David Ferguson	8	27	DSQ	183	13	W-10	Bob Zak	14	32	5	68
20	M-77	Woody Jewett	13	39	30	100	60	W-15	Jay Rendall	60	77	49	204
111	M-101	Bill Welch	DNS	DNS	70	348	8	W-20	Van Johnson	10	13	12	53
68	M-409	Team Smurfette	59	76	73	226	38	W-87	Ken Paroen	36	37	54	145
N	Nagawicka (WI)						WA	Wawasee (IN)					
124	N-99	Mary Kay Hajinian	DNS	DNS	103	381	66	WA-11	Chris Herdrich	82	95	27	222
117	N-110	John Petersen	DNS	DNS	87	365	85	WA-17	Scott Hackleman	88	96	63	265
SC	Charleston (SC)						46	WA-47	Bob Herdrich	58	28	60	164
106	SC-20	Peter Hamm	105	DNS	78	331	25	WA-99	Casey Call	26	38	25	107
T	Toms River (NJ)						WH	White Lake (MI)					
51	T-1	Bill/AlbiWarner/Terh	19	25	53	100	24	WH-77	Tom Munroe	32	12	44	106
TO	Torch (MI)						23	WH-88	Brian McMurray	4	40	46	106
96	TO-12	Pete Price	80	73	DSQ	301	42	WH-111	Douglas McNeil	38	53	50	159
UM	Upper Minnetonka (MN)						X	Pine (WI)					
29	UM-1	Chris Jewett	54	18	26	116	58	X-14	David Manegold	75	69	40	202
127	UM-4	Paul Kobs	DSQ	DNS	DNS	408	72	X-20	Peter Mann	50	44	DSQ	242
79	UM-7	Zach Barlow	73	70	92	253	36	X-44	Jim Barkow	51	17	57	143
63	UM-11	Brant Nelson	63	85	53	219	19	X-55	Augie Barkow	37	19	22	96
87	UM-88	Scott Brown	85	91	77	271	Z	Clear Lake (IA)					
99	UM-111	Craig Watson	103	101	82	304	110	Z-15	Thomas Zanios	DSQ	DSQ	67	345
V	Pewaukee (WI)						53	Z-16	Tom Erickson	41	58	64	181
71	V-5	Tom Hyslop	64	30	DSQ	242	102	Z-22	Jenny Child	101	102	85	306
28	V-9	Tom Sweitzer	48	36	10	112	90	Z-24	Bob Swanson	92	94	89	293
16	V-26	Rick Roy	45	11	3	73.7	Notes 136 registered 130 sailing 27 clubs						
5	V-39	Mike Darrow	3	9	17	43.7							
10	V-85	Dan Quiram	18	1	31	61							

1999 Western Michigan Invitational

by Tom Monroe

July 24-25, 1999

Crystal Lake, MI

Eighteen E-Scows and their crews were treated to a fantastic weekend of racing at Northern Michigan's premier scow sailing venue. As usual Crystal Lake and the CLYC members ran a competitive yet casual event.

The conditions for Saturday's three races were ideal with sunny skies and the wind out of the southwest at 8-15 mph. Race 1 featured 3 general recalls and subsequently a black flag. That was enough to settle the fleet down and get the race off. Tom Munroe was first, followed by Millie Tinker calling the shots on CR-66. 3rd went to WH-12, Nelson/Rillema, followed in short order by Brian McMurray WH-88 and Jeff Hoch sailing TO-4. The fleet once again started race two under the black flag. Paul Wickland rounded the top pin in first, only to be sent home for being over early along with CR-77 and CR-37. The rest of the fleet chased CR-66 around the track. WH-77 Tom Munroe was second, followed by Doug McNeil WH-111, Jeff Hoch TO-4, and WH-12. Race 3 started without a hitch. WH-77 went on to win fol-



Another beautiful day at Crystal Lake.

Photo by Tom Monroe

lowed by CR-66 Rob Terry, WH-12 Nelson/Rillema, WH-111 McNeil, and Charlie Turk sailing fast on TO-2. After three races and temperatures in the upper 80's that first adult beverage sure did taste good.

Sunday morning dawned with cooler temperatures and a breeze that looked to be

building out of the northwest. The breeze though didn't hold and race four was sailed in light and shifty air. WH-88 locked in and took the bullet followed very closely by WH-111 Doug McNeil. Pete Price on TO-12 was third, WH-77 was fourth and CR-66 was fifth. Race 5 was started just after 1:00 pm with a new breeze that filled nicely from the northwest. Paul Wickland nailed a port start and won this race wire to wire. Pete Price sailed to a strong 2nd place finish followed by WH-111 and Charlie Turk on TO-2. WH-88 filled out the top five.

Thanks to the wonderful membership of CLYC for hosting another fun event at Crystal Lake. Next years Western Michigan Yachting Association's E-Scow Invitational will again be held at CLYC. We all hope to see you all then. ☐

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	WH-77	Tom Munroe	1	2	1	4	6	14
2	CR-66	Rob Terry	2	1	2	5	7	17
3	WH-111	Doug McNeil	7	3	4	2	3	19
4	WH-88	Brian McMurray	4	6	6	1	5	22
5	TO-12	Pete Price	6	8	7	3	2	26
6	TO-4	Jeff Hoch	5	4	8	9	8	34
7	TO-2	Charlie Turk	9	7	5	10	4	35
8	WH-12	Nelson/Rillema	3	5	3	8	DNS	38
9	MU-5	Paul Wickland	8	DSQ	9	7	1	43
10	SL-8	Happy Fox	10	11	11	14	9	54
11	CR-10	Ted Greene	15	11	13	6	10	55
12	CR-100	Bill Walters	14	9	10	11	11	55
13	CR-18	Karon Hagen	12	12	15	12	12	63
14	WH-181	Cameron McNeil	13	14	12	13	13	65
15	CR-60	B Cottsworth	11	15	18	15	16	75
16	CR-95	Stu Soule	17	13	16	17	15	78
17	CR-77	George Lindner	18	DSQ	17	16	DNS	82
18	CR-37	Bruce Patterson	16	DSQ	17	16	DNS	86

1999 NYS Championship—Keuka Series

Going into the Keuka half of the NYS Championship series, Rick Turner held a one point lead over George Welch, Jr. Two other boats were seven points behind, making it clear who would be watching whom.

Tricky westerly winds prevailed on Saturday. Ken Fisher led the way on the south side of the course during the first beat, with Tom Eichhorn and Rick Turner in pursuit. By the bottom mark, Rick was in first and George in second, setting the tone for the day. George got upwind and Rick returned the favor going back down to secure the victory.

The second race followed after lunch, with Rick and George Jr. leading the way again, but both were doggedly challenged by Marc Turner and Dick Turner.

The third race proved more interesting, but with the same result. Rick started at the boat end and held on, tying into a persistent lift that took him essentially to the windward mark without a tack. He rounded well ahead of the rest and rode a few puffs, seemingly without a jibe, all the way to the leeward mark and almost literally a mile lead. So, as the day ended, the regatta leaders had extended their respective leads, with George Jr. only four points behind but bucking a formidable trend established by Rick's three victories that day.

Sunday's first race started in a dying southerly. Dave Bargar stepped out smartly to the lead at the weather mark. George got downwind, and conservatively held his lead for the rest of the race in what became very variable conditions. Going up the last beat George was in good shape followed by Dave, then George Welch, Sr. and Rick. As the wind shifted from almost west to almost east, the 2nd, 3rd, and 4th place boats each looked alternatively good, bad and etc. At the end, it was Dave charging in on starboard to nip Rick who similarly nipped George Sr., beep, beep, beep. That left George Jr. only one point behind Rick for the Keuka silver and two points behind for the overall championship.

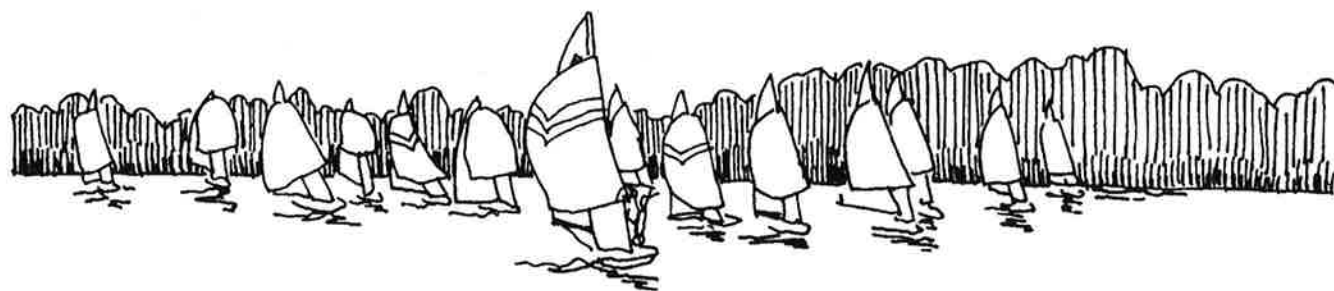
With the last race wind having shifted back to a still unpredictable westerly, Marc Turner led the way to the first two windward marks, but faulty spinnaker set allowed George Jr. to slip by the second time down. Nevertheless, Rick was in third and close enough to brother Marc to get by on the last beat. As the two Turners tacked on each other crossing the lake, Welch, Sr. took a desperation tack to the south, allowing him to snatch second as Rick and Marc became becalmed near the west shore. Marc stayed south of Rick allowing him to get the new wind first and finish third. This rather unlikely turn of events resulted in George Jr. winning the Keuka series as well as the Jay Cook Memorial Trophy awarded to the overall winner.

Truly deserved kudos went out to race committee chairs Art Wilder and Jim Hallahan for the great courses, timely starts and an overall great regatta in shifty conditions both days. ■

by George Welch, Sr.

July 31 & August 1, 1999

Keuka Yacht Club



1999 Eastern Championships

by Dave Magno

August 4-6, 1999

Lavallette Yacht Club

Summer was barely underway and the phone rang early Saturday morning before I left for the BBYRA races. It was brother Paul driving Dana to the hospital with labor pains! What?! The twins weren't due for another two months! There were so many false alarms and so many times substitute skipper Matt Smith was at the helm of LA-88, that George Demand finally remarked "Does Dana only go to the hospital on Saturday mornings?" No George, she went much more often, almost every day. Well it was obvious the twins weren't going full term. By early July, I was already betting they would show up during EASTERNS.

The Easterns were held on Barnegat Bay, with Lavallette Yacht Club being the host for the first time ever. The racing was on the Green Island Course. The last time this race course was used for the Easterns was in 1979 when Mantoloking was the host. Fortunately, better weather was in store for this one. As a crew twenty years ago I remembered capsize in the seaweed of Hankin's Island and the grave yard of boats at the leeward mark. It was also the only time I can recall a mast, stuck in the mud, being pushed through the bottom of a boat. This was before the days of floatation panels. This year the only weather threat was a thunderstorm, which had the race committee antsy about continuing Race 4.

The first race got off in a moderate southeaster. Scott Callahan sailing with Bob Koar and his clan in BH-11 showed he still had his stuff and quickly jumped into the lead. As the race wore on, it became evident that there was more wind on the east side of the course. This baffled the sailors because a southerly shift normally associated with a sea breeze never occurred. Obviously, this was a weather system breeze instead of a typical shore day. LA-99 eventually worked up to the lead and won this race. Paul Magno in LA-88, while up there the whole way, finally ran down BH-11 for second. BH-11 held on for third. Jack Lampman on LE-8 was fast enough for fourth and Cliff Campbell on T-17 good enough for fifth.

The second race was more of the same with a major southerly shift never showing. The sailors continued to be confounded because the east side was no longer favored. Had Brick in IH-27 was in contention in this one taking advantage of the sequence when the right was favored. The top group was very tight and positions changed frequently. At the finish, LE-8 nipped IH-27 and the rest of the pack rapidly followed. LA-88 got third, BH-11 took fourth and LA-99 rounded out the top five.

After day one, LE-8 was beating LA-88 on tie breaks. LA-99 was only a point back with six and BH-11 followed with seven. IH-27 was next with ten points.

Matt Smith, substitute skipper for LA-88 was called into action the next day as Paul and Dana were at the hospital, again. This time there would be no false alarm.

The day started with a light southwesterly, just strong enough to race. It wasn't long after the start that the wind became spotty. As is often the case, it was a race to the western shore to retain what little wind remained. Unfortunately, not everybody got there. T-17 and Buzz Reynolds on IH-7 did the best job of working the shoreline and jumped away. A host of different characters got involved as none of the previous days leaders emerged in the front. The wind stayed spotty the whole way and started filling from the south for the second and third laps. T-17 and IH-7 remained first and second at the finish but were challenged at various times, Rich Turner in CH-6 got up there for third, followed by George Welch, Jr. in KU-11 and Phil Reynolds in IH-17.

A sea breeze arrived for the afternoon race and it started in good breeze. Matt Smith took LA-88 to the early lead, but the weather decided to become a factor. On a running leg the wind died and shifted to the west as a result of a passing thunderstorm. LA-99 took advantage of the strange conditions and rode a new wind to a large lead. The rest of the race became a combination of rain and wind. At the finish it was LA-99, followed by LA-88, and a hard charging CH-6, T-17 was fourth,

also gaining big downwind and Butch Lenhard in LE-5 fifth. The race committee feeling fortunate to finish this race, opted to end the day.

The two day standings had LA-88 leading with fifteen. LA-99 was second with sixteen, but had the tie break advantage of two race victories, one for new niece Rebecca and one for new nephew Christopher. LE-8 was third with twenty-one points. T-17 moved up to fourth with twenty three points by having the best day. IH-7 had the tie breakers over LE-5 for fifth. Unfortunately, the race committee's decision of not having a fifth race on Thursday afternoon left a controversy about how many races could be sailed on Friday. Hence, the issues of number of races and throwouts wound up being decided after two races were completed on Friday. A tired Paul Magno was back for the final action before his life of non-stop diaper changing would commence.

Friday was a good southerly breeze right out of the box. KU-11 and BH-11 got it cranked up and the battled for the lead. Meanwhile, LA-88 and LA-99 battled for the regatta. LA-99 got the better of the action downwind and this was the difference. BH-11 beat KU-11 for the first in a photo finish. Bill Nolden in AH-11 was third for their best race of the regatta; LA-99 finished fourth; trailed by LE-8 in fifth.

A sixth race was held, but discounted by the jury. BH-11 won this race, followed closely by LA-99. These boats had a good lead over KU-11 in third, LE-8 in fourth and LA-88 in fifth. The regatta winner was unaffected by the jury's decision, but BH-11 was denied second place by not counting their second win and getting a drop. The final standings had Dave Magno in first, brother Paul in second, Jack Lampman in third, Scott Callahan fourth and Cliff Campbell in fifth over Butch Lenhard on tie breaks. ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	LA-99	Dave Magno	1	5	9	1	4	20
2	LA-88	Paul Magno	2	3	8	2	7	22
3	LE-8	Jack Lampman	4	1	10	6	5	26
4	BH-11	Scott Callahan	3	4	16	7	1	31
5	T-17	Cliff Campbell	5	13	1	4	9	32
6	LE-5	Butch Lenhard	7	7	7	5	6	32
7	KU-11	George Welch, Jr.	14	10	4	8	2	38
8	IH-7	Buzz Reynolds	9	6	2	9	12	38
9	CH-6	Rick Turner	6	DNF	3	3	10	44
10	IH-27	Had Brick	8	2	14	13	8	45
11	HO-32	Tom Wiss	10	12	6	11	14	53
12	LA-8	Chuck Drawbaugh	11	8	13	10	11	53
13	LA-11	Bill Nolden	12	17	19	20	3	71
14	IH-17	Phil Reynolds	13	9	5	DNF	DNF	71
15	LE-3	Bob Donat	17	DNF	11	12	13	75
16	HO-13	Craig Bradley	18	14	17	14	15	78
17	KU-6	Kenneth Fisher	19	15	12	17	19	82
18	T-1	Bill Warner	15	11	20	15	DNC	83
19	CH-2	Dave Bargar	16	18	15	18	18	85
20	MA-18	L. Clifford Lewis	20	16	18	16	16	86
21	CH-11	Craig Seger	21	19	21	19	17	97

1999 Western Michigan Championship

By Jack Rillema

August 11-14, 1999

Spring Lake Yacht Club

The 70th annual Western Michigan Regatta was hosted this year by the Spring Lake Yacht Club. WMYA Commodore Bruce Cassady put together a well organized regatta that included the usual fleets of E's, C's, MC's, M20's, Lasers and Butterflies. Race chairman Chuck Harrett Sr. had his hands full juggling all of the fleets into the race time frames with the changing wind speeds, wind direction and lack of lake (river) space.

With 15 boats on the line, race 1 saw 180 degree wind shifts before the start; postponing was the only option. A last ditch attempt to get started within the allotted time frame was futile as most boats were over in very little wind and the black flag flying. The race was abandoned. Race 2 gave the fleet a 10-15 mph south wind and an interesting sail (tack fest) through the narrowest part of the lake (approx. 1/8 mile wide). Pete Price (TO-12) took the lead at the first mark and never looked back, winning the race by a fair margin. Second through fifth place was up for grabs throughout the five legs with position changes about every 4th tack or jibe. Prevailing in second was Jack Rillema/Don Nelson (WH-12), third place to Doug McNeil (WH-111), fourth to Brian McMurray (WH-88) and fifth place to Tom Munroe (WH-77).

Race 3 gave the fleet much different conditions with the wind out of the west/northwest at 15 mph with gusts to 25 mph. The fleet was very tightly packed at the weather mark (with only a few choice words being exchanged); but the Fox clan (SL-888) took the early lead with a bit of local knowledge (and many cheers from the large spectator fleet). The remaining four legs kept the first seven boats within striking distance of winning, but Doug McNeil took control to win the race. Following in second place was Pete Price with local knowledge rockstar Charlie Harrett Jr. on board, third went to the Fox boat inching out Jack Rillema/Don Nelson in fourth, fifth place went to the five person (don't leave anyone on the dock) boat of Rob Terry (CR-66).

With the wind subsiding a bit for the 4th race, most boats opted to take their 4th's to the dock. Pete Price showed the way around the weather mark but was closely followed by McNeil, McMurray, Rillema/Nelson, Munroe, Paul Wickland (MU-5), Rob Terry and the Fox's. All of the top boats remained close until the final downwind leg when Pete Price and Nelson/Rillema were caught by Brian McMurray and Tom Munroe riding down on a huge puff. Tom Munroe was the first to go to the right side with Pete and Brian dogfighting off to the left, while Nelson/Rillema played the center. Tom Munroe got enough of a shift and pressure on the right to round the final mark in the lead and cruised to the win. The Nelson/Rillema boat followed in second with Pete Price third, Doug McNeil fourth, and Brian McMurray fifth.

The annual WMYA Commodore's Ball was held at the Spring Lake Country Club in it's normal classy fashion. A "drink when you want-eat when you want" was a great way to satisfy the huge crowd. If anyone went home hungry after this dinner/dance, it was their own fault.

With the first three places fairly close going into the final race (Pete Price 8.7 points, Doug McNeil 13.7, and Rillema/Nelson 14) it was anyone's regatta to win or lose- especially with the truly fluky conditions that greeted the fleet for race 5. The wind conditions prior to the start oscillated from south to east with it finally filling more consistently out of the northeast. With the starting line skewed to port, Tom Munroe and Brian McMurray timed the line perfectly to port tack the fleet with the rest of the boats following onto port tack. Munroe led at the first rounding, followed by McMurray, McNeil, Fox, Tad Welch (SL-2), and Nelson/Rillema. The remaining four legs saw huge holes with passing lanes on each side of each changing leader (a great grand finale for the spectator fleet to watch). Brian McMurray claimed the hard fought victory in the race. Doug McNeil, with Bob Currier and John Wickland

on board finished second for the race and claimed the well deserved 1st place for the regatta. Third in the race went to Tad Welch (SL-2), fourth to Tom Munroe and fifth to the Fox's. Pete Price finished a disappointing 9th in the race but still took second place for the regatta, edging out the Jack Rillema/Don Nelson boat by 2 points for third place. Fourth in the regatta went to Brian McMurray, and fifth to Tom Munroe.

A great time was had by all (in all fleets) but we hope the attendance will be up for the E fleet next year when the regatta will move to Muskegon, Michigan. Thanks again to the Spring Lake Yacht Club, WMYA Commodore Cassady and his committee—"Sail Fast/Live Slow!" ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	WH-111	Doug McNeil	—	3	1	4	2	16.7
2	TO-12	Pete Price	—	1	2	3	9	23.7
3	WH-12	Rillema/Nelson	—	2	4	2	6	25.7
4	WH-88	Brian McMurray	—	4	6	5	1	29.7
5	WH-77	Tom Munroe	—	5	7	1	4	31
6	SL-888	Fox/Fox	—	11	3	8	5	46.7
7	SL-2	Tad Welch	—	6	9	9	3	47.4
8	CR-66	Rob Terry	—	10	5	7	7	52
9	MU-5	Paul Wickland	—	DNF	8	6	11	64.7
10	SL-8	Fox/Reuter/Price	—	7	DNF	DNS	8	69
11	SL-73	Tom Spelman	—	14	10	10	12	70
12	G-11	Rich Grant	—	9	11	DNF	15	72
13	SL-18	Herb Knape	—	3	12	11	13	73
14	I-35	William Freytag	—	8	DNS	DNS	10	74
15	SL-88	Chris Waring	—	12	DNS	DNS	14	82

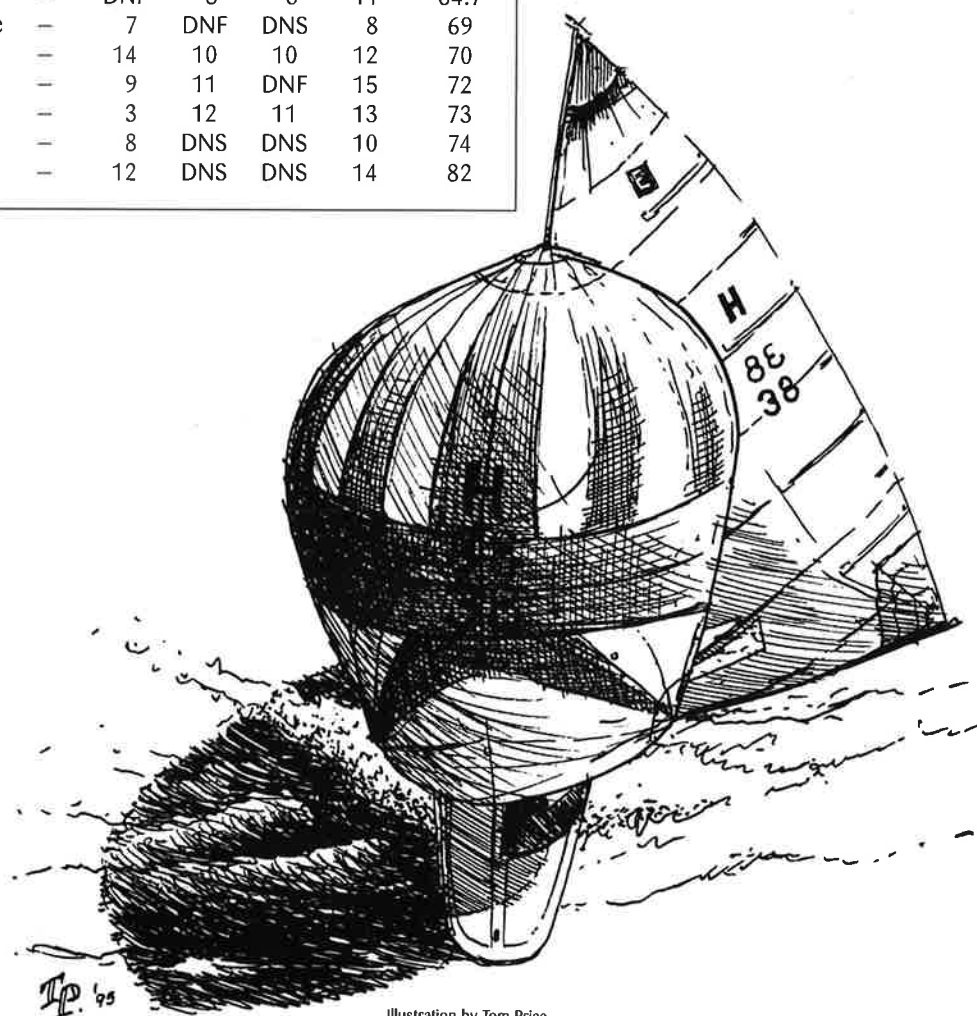


Illustration by Tom Price

1999 ILYA Championship

By Andy Burdick

August 14-17, 1999

Okoboji Yacht Club

Okoboji, Iowa was the site of the 1999 Inland Championship. A new club house, great hospitality and a wide variety of conditions marked this title event. Despite strange weather patterns, too much wind and too little wind, the officiating crew of Sander Sundberg pulled off four quality races over the four day regatta. With so much discussion over how many races per day in a large championship regatta my vote is for this format. It was great!

Saturday afternoon brought our first day of racing with winds from the southwest at 14-18 mph under sunny skies. Perfect E-Scow conditions as teams were able to get their boats jumped up on a plane downwind. A left hand shift right after the start poked that side of the line ahead up the first beat. This was a major part of the race as many 'right handed' starters could not recover. Billy Allen led the entire race only to get pushed at the end by Andy Burdick. Peter Slocum showed great tactics and speed to finish 3rd while new E-Scow sailor Chris Jewett placed 4th. David Ferguson, Tom Burton, Bob Biwer, and Eric Wilson were all right in the race.

Day two, Sunday we saw storms and funky weather patterns which kept us indoors until we finally got a race off at 1:30 pm. Breeze piped in and really created some challenges for everyone except eventual race winner Mike Darrow of Pewaukee (V-39). 'Cool Hand' Mike won with speed and great crew work. Rick Kotovic and Ric Sternkopf held the boat down. Bill Allen and Brian Porter each had led the race at one point or another, but both tipped over at the second leeward mark. The airport recorded bursts to 38 mph and Bill Allen said it was the fastest he had ever gone in an E-Scow. High speed wipeouts were numerous throughout the fleet. While Allen tipped, his daughter Amanda sailed the Team Smurfette to a great race with no tip over. The all girl crew exercised great boat handling. Bill was later seen at Murphy's that night learning from Team Smurfette just how to prepare for the next day's racing. Notable sailors having to take DNF's were Brian Porter, Terry Neff, Chris Jewett, Bob Biwer and C-Scow world champion Art Larson. Jeff Baker and his 'Party of Five' zipped around the course at high speed to finish second. We all learned that extra hands in that breeze were key! Peter Slocum (M-15) led the regatta after the first two races with a 3, 2 with Andy Burdick at a 2, 4, Darrow at 15, 1 and Allen at a 1, 9.

As it turned out the final day was day three as there was absolutely no wind on

the fourth and final day. Light air is what was being served up on this day. Now, all the boats that were fast in breeze had to prove their worth in the light winds on Okoboji. We saw a northeast breeze at 5 to 8 with shifts coming from primarily left along the shore. Chris Lieber from Pewaukee led at the first mark sailing his V-170 to a 'good look'. Mike Darrow proved he was the best in this breeze as he eventually walked away with the win. Minnetonka sailors also showed their strength as Tom Burton (M-9) and Rob Evans (M-1) had solid races. One of the best races was by John Dennis and his crew on M-2. They sailed through the fleet to finish 4th.

Saturday afternoon's race was much of the same but it featured a race course that was a bit more spread out. Downwind tactics became more of a premium

*Just another day at the office.
Andy Burdick, Scott Norby,
Peter Keck and Candace
Burdick.*



in this race. Tobin Tornehl and his team of Carl Spencer and Peter Friend rounded the first mark in the top position. They sailed a great race to finish 6th. Chris Jewett who dialed in a right hander up the second beat, rounded the next mark in first as much of the fleet got stuck in a hole along the left shore. Chris went on to win his first ILYA Championship E race. Congratulations Chris along with crew Chris Andert and Tony Jewett. Andy Burdick and Rick Roy battled it out for second as they had a fierce tacking duel up to the finish line. The I-45 team just edged Rick out. Rob Evans sailed tough to finish fourth.

As the fourth day did not bring any breeze we saw a new Inland Champion crowned in the E fleet. Andy Burdick with crew Peter Keck, Scott Norby and Candace Burdick sailed a consistent series to win. Tom Burton was a very close second with Bill Allen, Mike Darrow and Rob Evans rounding out the top five. ■



"Anyone on starboard?"

Place	Boat	Skipper Name	Race				Total	Place	Boat	Skipper Name	Race				Total
			1	2	3	4					1	2	3	4	
1	I-45	Andy Burdick	2	4	8	2	28.0	25	I-49	Brian Porter	9	DNF	14	20	116.0
2	M-9	Tom Burton	7	5	2	5	36.0	26	UM-11	Brant Nelson	32	24	24	14	118.0
3	M-4	Bill Allen	1	9	5	8	39.0	27	I-44	Wendell Sherry	26	31	32	24	137.0
4	V-39	Mike Darrow	15	1	1	13	40.0	28	Y-222	Bob Biwer	8	DNF	27	33	141.0
5	M-1	Rob Evans	14	11	3	4	50.7	29	UM-6	Dave Abramson	36	28	28	29	145.0
6	M-2	John Dennis	10	6	4	10	51.7	30	I-26	Art Larson	25	DNF	26	22	146.0
7	M-15	Peter Slocum	3	2	23	17	60.7	31	V-170	Chris Lieber	37	23	25	38	147.0
8	V-26	Rick Roy	23	12	6	3	64.4	32	P-2	Marty Palmer	31	26	36	32	149.0
9	V-777	Eric Wilson	6	22	11	7	69.7	33	UM-4	Paul Kobs	17	35	43	31	150.0
10	M-11	Gordy Bowers	20	7	15	9	75.0	34	GL-3	Duke Lynch	34	20	31	42	151.0
11	M-67	David Ferguson	5	21	12	16	77.0	35	W-87	Ken Broen	30	25	37	37	153.0
12	UM-1	Chris Jewett	4	DNF	13	1	82.0	36	I-13	Bob Youngquist	35	30	33	34	156.0
13	GL-6	Vincent Driessen	13	8	9	28	82.0	37	I-333	Frank Davenport	39	32	22	41	158.0
14	I-150	Kelly Gough	22	13	17	15	91.0	38	I-564	Steve Shalk	40	27	42	43	176.0
15	X-44	Jim Barkow	28	10	18	12	92.0	39	M-409	Amanda Allen	42	33	38	40	177.0
16	V-85	Jeff Baker	16	3	30	25	94.7	40	Z-22	Jenny Child	41	34	44	35	178.0
17	V-122	Tobin Tornehl	29	18	19	6	95.7	41	H-5	Stefan Schmidt	33	DNF	41	39	186.0
18	M-8	David Chute	21	19	7	30	101.0	42	GL-31	Jason Sutherland	DNF	DNS	39	26	187.0
19	V-9	Tom Sweitzer	24	14	21	18	101.0	43	Z-15	Charlie MacNider	38	DNF	35	DNF	195.0
20	M-111	Doug Kuller	18	29	20	11	102.0	44	M-101	Bill Welch	DNS	DNS	40	36	198.0
21	I-7	Jim Smith	27	16	15	21	104.0	45	H-2	Tony Melone	DNS	36	47	46	202.0
22	V-800	Doug Mills	19	15	29	23	110.0	46	CF-8	Carl Harper	DNS	DNS	40	36	212.0
23	M-10	Jack Strothman	11	17	34	27	113.0	47	P-1	Murphy Sackett	DSQ	DNF	45	45	212.0
24	M-14	Terry Neff	12	DNF	10	19	114.0	48	Z-24	Robert Swanson	43	DNS	DNS	DNS	214.0

1999 MESA Championship

By Casey Call

August 28-29, 1999

Wawasee, IN

Dick Tillman and the "Cahoots" team dominated the 19 boat MESA Championship, winning the event for the first time. Dick, who has sailed a few other classes with some success (Lasers, Sailboards, Snipes and J24's), and combined with his wife Linda and Larry and Clare Baumgardt, have really figured out how to make an E-Scow go.

Conditions for the five race series were very hospitable for August. The first three races were held in shifty and puffy 5-12 mph winds. The last three races were a little breezier, but still very shifty. The boats that did well stayed in the middle playing the shifts, and kept the crew moving for optimum balance.

Some performances of note include: Chad Herdrich in the running for 2nd place overall until some bad luck at the end of race five. Terry Moorman finishing in the hardware. Nicole Koeppen was very fast until it got a little breezy for her light crew. Seventy-something Tom Ewing had major shoulder surgery last winter and is still going strong!

During the annual meeting, the primary topic centered on how to grow the attendance at the regatta. As Wawasee is the largest fleet, the consensus was to hold the event there for the next several years and try to build the other member lakes. So the regatta will be the same format again next year, and all are welcome to attend. (especially Lake Carlyle boats!)

Thanks to Mark Beesley and Bill Herdrich for doing a great job running the races, the Tillman's for dinner, and everyone who attended. ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	WA-113	Dick Tillman	1	1	1	2	5	10
2	WA-99	Casey Call	5	4	9	1	1	20
3	WA-47	Bob Herdrich	4	6	2	4	4	20
4	WA 11	Chad Herdrich	2	7	3	5	7	24
5	WA-24	Terry Moorman	3	5	14	6	2	30
6	WA-21	Dave Irmscher	7	2	5	7	10	31
7	CL-1	Rick Kazwell	10	3	10	3	8	34
8	WA-20	George Snook	6	8	7	8	DNF	49
9	ID-12	Nicole Koeppen	11	9	4	13	13	50
10	CL-15	Paul Misch	14	13	15	9	3	54
11	WA-90	John Call	13	10	11	14	6	54
12	WA-17	Scott Hackleman	9	12	6	12	16	55
13	WA-49	Mike Beesley	12	15	8	11	11	57
14	WA-200	Rick Lemberg	8	14	12	17	12	63
15	WA-48	Mike Rian	16	19	13	10	14	72
16	WA-414	George Simpson	15	11	16	15	18	75
17	WA-9	Jeff Patten	18	17	18	19	9	81
18	EC-1	Bruce Cameron	17	18	19	16	15	85
19	ID-4	Tom Ewing	19	16	17	18	17	87

1999 NCESA Nationals

Another Windy MYC Show

By Tom Burton

Photos by Diane Bowers

September 9-11, 1999

Minnetonka Yacht Club

Lake Minnetonka again lived up to its reputation, providing a windy venue for the seventy-one participating teams. Sailors arriving for registration were greeted by a cool 25-30 mph, westerly breeze. Back in 1992, when Minnetonka last hosted the Nationals, 82 boats participated in what has proved to be one of the windiest E National Championships of record.

In the evening sailors were welcomed to the home of Ken and Barb Allen, parents of Bill Allen (M-4). Bill with his brothers, Harry and Bob, played host by cooking up hamburgers with all the fixings. Jack Strothman introduced Martin Ford who served as PRO for the regatta. The NCESA was fortunate to have Martin and his team managing the regatta; they did a spectacular job. Martin is the PRO for the Louis Vitton (America's Cup) challenge series in New Zealand. Congratulations Martin.

THE RACES.

Race 1—W 3 1/2

Thursday morning the skies were overcast with the wind out of the west at 10-18 mph. A rain squall passed over the course causing the wind direction to change significantly. Rob Evans (M-1) played this shift masterfully getting by both Andy Burdick (I-45) and Mike Darrow (V-39) to win.

The wind increased to 15-20 mph for the second race of the morning. The weather mark was placed in the lee of Brackett's Point, making the last quarter of the beat very shifty. The varying wind strength and oscillations placed a premium on reaching up to the wind gusts and positioning your boat with the shifts. Brian Porter (I-49) a master at tacking on all the right shifts won.

Race 2—W 3

We seem to be missing the official call from race two. We do now that the race was won by Brian Porter. Second went to Rob Evans, third to Peter Slocum, fourth Bill Allen and fifth Mike Darrow.

Ready, Set...





Don't worry, we've all been wet in a major regatta.

Race 3—W 3

After a much needed lunch break at the club, the fleet returned to the race course for a 3:45 warning signal. The wind increased some more to 18-25 mph and veered to the northwest. Despite the 60-degree temperature it felt warm, sailing in brilliant sunshine after an overcast morning. After several general recalls Butch Lenhard (LE-5) jumped out to an early lead, hitting the first shift from the starboard side. Butch held on to win the race, followed by Brian Porter who sailed a great race by recovering from being a premature starter.

SOCIAL PARTY

Thursday evenings cocktail party was held at Woodhill Country Club. The food was plentiful, the drinks were flowing, and the music, beat, tone and tempo, just right. It is amazing what a hot shower can do to revive ones tired, soggy body. Add a little food and drink and some thought they could go all night. A special thanks to John & Betsy Massie for agreeing to sponsor the party.

Race 4—W 3

Friday morning the fleet, dragging a little, was slow to get out for their 9:30 start. A westerly 10-15 mph breeze was present at the start of the race, but increased to 15-20 mph before it was over. The port side of the course appeared to be favored before the start, however, the seaweed around Diamond Reef would be an obstacle for those wishing to play the left side too early. Chris Jewett (UM-1) took the risk and hit the left side hard on the first beat. Chris picked up a nice shift off of Big Island, and rounded the first mark with a comfortable lead that he held onto to the finish. On the second beat the wind veered 20 degrees allowing Tom Burton (M-9) to get by fellow MYC sailors Rob Evans and Bill Allen (M-4) to finish 3rd, behind 2nd place Brain Porter. In the final downwind leg to the finish, yes finish, Andy Burdick sailed high and played the shifts masterfully giving him a 4th place finish.

Race 5—W 3

The wind continued to increase, now up to 15-25 mph for race five, which immediately followed race 4. The weather mark was again moved to the north side of Brackett's Point. Rob Evans showed off his great speed and won his second race of the regatta. Brain Porter finished second followed by Chris Pinahs (V-599).

Race 6—W 3

At least six boats were premature starters in last race of the day. Rob Evans, who was in contention to win the regatta, was among those over early. Mike Darrow (V-39) however, came back from a capsized in race 5 to win race six. David Ferguson (M-67) passed Andy Burdick on the last downwind and covered Burdick the last beat to finish second.

MORE FUN—SOCIAL PARTY

Although no one knew it at the time, race six was to be the last of the regatta. So, it held true that the best was saved for last, because Friday evenings grand dinner and dance party hosted at the home of, and financed in part by former E-Scow skipper Jay Ecklund, was the best. Jay's home, with it's incredible setting and views provided the perfect backdrop for this spectacular party. The music, provided by Mick Starling & the Stud Brothers, brought the sailors out on the dance floor in force.

THE AWARDS.

The Rookie Award, given to the highest placed, first time skipper, was won by Chris Jewett who finished 7th. Chris also won the 1999 C-Scow National Championships. What a great addition to our fleet.

The Women's Championship Trophy, given to the top female participant, was awarded to Candace Burdick of Lake Geneva. Candace, sailing as fourth crew with husband Andy who finished second.

The Masters Trophy, awarded to a skipper over the age of 60, with the best overall finish, went to Jack Strothman (M-10). Jack finished 25th.

The Women's Corinthian Trophy was awarded to Lucy Ferguson of Minnetonka Yacht Club. Her 15 years experience racing E-Scows, support and promotion of the fleet and contribution running major events made her a unanimous choice of the Nominating Committee.

Red Fleet Awards—First time National Championship participants with the highest overall finishes.

Terry Neff (M-14)	8th place
Dan Guidinger (W-99)	29th place
Vincent Driessen (GL-6)	35th place

LAST, BUT NOT LEAST.

Congratulations to Kevin Caulfield who served as regatta chair, and to all of the volunteers. This was truly a group effort, proving again, that the Minnetonka Yacht Club knows how to sail hard and have a great time doing it. ■



Mike Darrow on the attack.

Place	Boat	Skipper Name	Race						Total
			1	2	3	4	5	6	
1	I-49	Brian Porter	4	1	2	2	2	6*	11
2	I-45	Andy Burdick	2	12*	5	5	5	3	20
3	M-1	Rob Evans	1	2	15	4	1	24*	23
4	V-39	Mike Darrow	3	5	4	12	62*	1	25
5	M-4	Bill Allen	9	4	3	6	8	17*	30
6	M-9	Tom Burton	6	6	14*	3	6	9	30
7	UM-1	Chris Jewett-R	8	8	20	1	22	5	42
8	V-751	Jim Gluek	13	7	12	8	10	23*	50
9	V-599	Chris Pinahs	18	13	27	7	3	10	51
10	M-67	David Ferguson	23*	10	10	21	9	2	52

Continued



Illustration by Tom Price

NCESA Nationals, continued

Place	Boat	Skipper Name	Race						Total
			1	2	3	4	5	6	
11	M-11	Gordy & Mark Bowers	17	62*	6	14	11	7	55
12	M-15	Peter Slocum	20	3	9	20	21*	8	60
13	V-5	Tom Hyslop	14	18	32*	22	4	4	62
14	J-46	Daniel Buckstaff	21	9	13	11	23*	11	65
15	M-2	John Dennis	11	19	24*	9	13	18	70
16	LE-5	Butch Lenhard	5	24	1	27	16	36*	73
17	M-14	Terry Neff-R	15	16	30	15	7	33*	83
18	WH-77	Tom Monroe	22	29	11	13	42*	15	90
19	M-7	Jule Hannaford IV	32	14	16	33*	14	14	90
20	LA-99	Dave Magno	10	26	22	19	15	38*	92
21	V-777	Eric Wilson	25	30*	26	16	12	13	92
22	MA-4	Richard Wight	7	17	19	62*	25	28	96
23	CH-6	Rick Turner	24	21	25	10	28	30*	108
24	M-77	Woody Jewett-M	35*	28	28	18	18	16	108
25	M-10	Jack Strothman-M	16	36*	7	36	19	31	109
26	CR-66	Rob Terry	28	15	23	32	17	62*	115
27	LE-8	Jack Lampman	12	25	31	24	26	62*	118
28	HO-32	Tom Wiss	19	20	62*	17	31	32	119
29	W-99	Dan Guidinger	47*	22	35	30	20	19	126
30	WA-99	Casey Call	30	40*	36	29	30	12	137
31	M-8	David Chute	27	27	17	28	62*	39	138
32	W-20	Van M. Johnson	26	23	43	23	29	62*	144
33	UM-11	Brant Nelson	29	49*	37	31	34	25	156
34	W-10	Bob Zak	45	38	18	39	24	62*	164
35	GL-6	Vincent Driessen	41*	37	21	34	40	34	166
36	GL-31	Jason Sutherland	33	35	34	38	27	41*	167
37	P-2	Marty Palmer-R	43*	34	41	35	37	21	168
38	WA-47	Bob Herdrich	36	52*	44	41	32	22	168
39	CR-100	Bill Walter	62*	33	33	48	35	22	175
40	M-22	Jeff Solum	31	42	39	42	62*	29	183
41	I-44	Wendell Sherry	62*	50	52	25	38	20	185
42	LE-3	Bob Donat	34	62*	8	37	45	62D	186
43	M-111	Doug Kuller	62*	11	29	26	62D	62D	190
44	WA-11	Chad Herdrich-R	38	39	48*	40	47	27	191
45	W-87	Ken Broen	37	32	46*	45	36	42	192
46	UM-6	David Abramson	42	41	40	44	33	45*	200
47	WA-24	Terry Moorman-R	40	44	45	55*	41	37	207
48	J-5	Bill Wyman	39	31	51	43	62*	48	212
49	UM-7	John Barlow	46	47	50*	46	39	40	218
50	W-8	Craig McNulty-R	49*	48	47	47	46	35	223
51	M-39	WM. Skip Dickel-R	52*	51	38	50	43	43	225
52	I-777	James Bland	48	45	42	52	62*	44	231
53	ID-1	Pete Hagar	44	43	62*	49	50	47	233
54	TO-2	Charlie Turk	50	62*	49	51	44	46	240
55	NS-2	Scott Tice-R	56	54	54	60*	49	49	262
56	M-41	S. Scott Standa	54	53	53	57*	52	51	263
57	M-26	Jack Zimmerschied	53	46	62*	53	62D	52	266
58	P-1	Murphy Sackett-R	51	62*	62D	54	62D	50	279
59	BC-7	Warren Wilson	57	62*	62D	56	48	62D	281
60	M-101	Haverstonk/Welch-R	55	62*	62D	56	48	62D	283
61	NS-1	Bruce Heverly-R	58	62*	62D	59	62D	54	295

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

1999 FLACE Regatta

Two days of beautiful weather, the fish are jumping and the smell of harvested grapes in the air. The forecast said light winds so the locals looked to Irv Spear for a prediction and he says the southerly is a thermal, so stay at the dock. All go out because the wind is there and everyone came to sail. Wait a minute, is this "every-one"? It's actually a disappointing turnout with the only visitors being Tom Wiss from Hopatcong and Dick Turner and Craig Seger from Chautauqua. Anyway, the 10 minute gun sounds but the wind is fading. First one, then another and finally everyone has a paddle out trying to get up to the line before the five minute gun. Actually, the boats became pretty well lined up for a decent start, but there was almost no wind by then, so the postponement went up. Spear was right, and of course, the first back to the dock.

After lunch there was a light northeasterly blowing in and the fleet launched again without much confidence. The race got off promptly. The left end was favored a lot, but there was more wind for those who tacked immediately to catch a fresher breeze toward the east side. Tom Wiss was the first to tack and led the pack to the first mark. He jibed immediately and pulled out to a big lead (fast boat, smart sailing, good crew, and Hopatcong conditions). George Welch, Jr. caught up to him near the end of the run. Tom still led at the last windward mark, but Welch Jr. and George Welch, Sr. were in close proximity. Tom and Jr. sailed high, jousting with each other, while Sr. held low to establish a decent lead at the bottom pin. On the beat for home the first three boats held position, but as the wind faded for the day, it was touch and go for the rest. Dick Turner sailed smart and was in the hunt the entire race to finish 4th, reflecting the wisdom of Dick and crew, Larry Gerwig and Chris Yates (75, 73, and 54 = 67 average age).

Cocktails and dinner followed and a good time was had by all.

Keuka's usual morning southerly thermal showed again on a beautiful Sunday morning. Welch Jr. jumped out early and kept pulling away in dying conditions. The rest experienced some interesting competition but the placing didn't change that much in the final analysis (meaning at the finish line). The ancient mariners on CH 5 sailed in second place the whole race.

Going into the final race it was still anyone's regatta: Welch Jr. with three points, Sr. with five, Tom Wiss with six, and the 'Pensioners' also with six. At the warning gun it unexpectedly piped up to 15 mph, benefitting for the first time those with a little meat on the rail. Prominent in that category was Curt Wright who led much of the way. Also, closely in contention was Welch Jr. and Wiss. Wright's sail kissed Wiss' at a leeward rounding leading to a DSQ on shore. The first four to finish all rounded the last turn for home together, and while Wright chose to cover Wiss, Welch Jr. got by on the last tack to put an exclamation point on his regatta win. Congratulations belong also to the winner's longtime and superb crew of Scott Leonard and Guy Lovejoy, who were joined this outing by the young, light and estimable Laura Eicorn. ■

By George Welch, Sr.

September 18-19, 1999

Keuka Yacht Club

Place	Boat	Skipper Name	Race			Total
			1	2	3	
1	KU-11	George Welch, Jr.	2	1	1	4
2	KU-1	George Welch, Sr.	1	4	3	8
3	HO-28	Tom Wiss	3	3	2	8
4	CH-5	Dick Turner	4	2	7	13
5	CH-11	Craig Seger	8	7	4	19
6	KU-5	Irv Spear	6	11	5	20
7	KU-21	Dave Stenger	9	8	6	23
8	KU-2	Curt Wright	5	6	DSQ	24
9	KU-16	Tom Eichorn	11	5	9	25
10	KU-28	Steve Andersen	10	10	8	28
11	KU-6	Chip Dunham	7	9	DNS	29
12	KU-9	Andy Braman	12	12	10	34

1999 Blue Chip

By Todd Haines

September 24-26,
1999

Pewaukee Yacht Club

Tom Burton likes small lakes.

Blue Chip XXXIII proved to be a scream this past season. Pewaukee in the fall at its best and the mystique of the Blue Chip resurrected.

The event began, as it has seemed to the last few seasons, with no wind on Friday leading to an early cocktail hour and a Wisconsin Style Fish Fry at The Pewaukee Yacht Club.

Saturday saw a slight increase in breeze out of the Southeast at 5-10 mph. Race #1 was a duke out between Bill Allen, Mike Darrow, Buddy Melges, Rob Evans, and Chris Pinhas, all of whom are previous winners (Robby for winning the party) of the event, with Allen ending on top and winning the first race. Race #2 followed immediately in the same breeze from the same direction with Tom Burton taking the honors, Mike Darrow second, Rick Roy third, Jeff Baker fourth and Buddy Melges fifth. Race #3 was sailed in the afternoon and saw much of the same conditions with Bill Allen again taking the lead and not looking back. Jim Gluek ended second with Rob Evans third, the 'Senior' Blue Chip Attendee—Cliff Campbell fourth, and Tom

Hyslop fifth.

Saturday evening brought forth the traditional formal dinner at the Pewaukee Yacht Club and the post dinner Mystery Guest Presentation. This year's Mystery Guest was five time Rolex Yachtswoman of the Year, Reigning, and 5-time, Rolex International Women's Keelboat Champion, Gold Medallist in the 1998 Women's World Match Racing Championships, Silver Medallist in the 1998 Women's Keel Boat Fleet Racing Event, 3-time US Women's National

Sailing Champion, 3-time US Women's Single handed Champion, and Twice elected by the US Olympic Committee as the US Amateur Athlete in Sailing (whew...). Most recently Betsy Allison was named the 1999 Coach of the Year by the US Olympic Committee for her work with disabled, youth and women sailors and is currently the coach of the US Disabled/Para-Olympic Sailing Team. Betsy gave a wonderful presentation on the amazing drive and will to succeed these sailors have. She also showed a video of some of her team member's yachts and performances.

After dinner of course came the traditional PYC bar walk for the "E" team in last place at the end of Saturday. This year the honors went to Eric "Big E" Wilson, Bill "Schweigie" Rajki, and Dierk "Web Guy" Polzin. Although Dierk wimped out and did not show, "Big E" and "Schweigie" paid ample homage to the tradition. The after-bar found a crew of scally-wags attempting to wake Allison at 3:00 am for a little more fun with their leader Rob Evans achieving top honors for walking off the end of Paulie Good's pier. The evening ended with a final salute to the Schussboomer, who on its traditional midnight lake tour, through a rod and blew the engine. We all should have taken heed at that moment, for as Sunday would prove, the mystique



Doesn't get any better.

Betsy Allison stays in phase.



of the Blue Chip and its cold Windy Weather should not have been taken lightly.

Sunday morning we awoke to a fairly typical late September day in Wisconsin—50°F with wind out of the southwest at about 20 mph. With three races in and two to go the fleet started in moderate to heavy breeze at 9:30 am. Ten time E Blue Chip Champion Bill Allen won the race with Tom Burton in second, Buddy Melges in third Chris Pinahs in fourth, and E Blue Chip new comer Vince Driessen in fifth.

The second race followed immediately with the breeze dropping slightly between races. Then, shortly after the 5-minute gun, the breeze picked up to a steady 25 mph gusting to 27 and spotty. Rick Roy rode off to a substantial lead followed by Buddy Melges and Bill Allen. We saw several boats put it in the first time around with Bill Allen carving in near the leeward mark for his fourth major dump of the year. Bill Allen, after this season, has become a vocal supporter of the panel rule. We saw Jeff Baker T-bone Dan Buckstaff, and fortunately, only suffered a large hole and no injuries, but a lot of wide eyes. Now Buddy Melges assumed command followed by Rick Roy, Vince Driessen, Mike Darrow, Tom Burton, and Jim Gluek. Buddy hung in there up until about the same spot Billy put it in the last time around, when, with a spectacular death roll, the lead was relinquished to Rick Roy who managed to stay on top for the last time an a half around. In the end twelve boats had either tipped over or broken down. Two boats did not start, twelve boats DNF'd leaving ten boats to cross the finish line. Vince Driessen ended the race second, Mike Darrow third, Tom Burton fourth, Jim Gluek fifth.

With the last race and its war of attrition Tom Burton, who had been asked to this regatta several times but unable to attend, ends up in first. Bill Allen who almost made this his eleventh championship, but can boast now twenty-two top three Blue Chip places, ends up second. Mike Darrow, last years champion finished third.

In the end the "Mystique of the E Blue Chip" was fulfilled in all categories this season. With wind, water, waves, awesome sailors, great racing, great dinning, and superb camaraderie, what more in life is there? ■



"What have we here?"

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	M-9	Tom Burton	7	1	6	2	4	37.7
2	M-4	Bill Allen	1	6	1	1	DNF	42.7
3	V-39	Mike Darrow	2	7	16	12	3	51.7
4	V-751	Jim Gluek	9	8	2	13	5	61
5	V-26	Rick Roy	13	3	21	9	1	66.7
6	V-599	Chris Pinahs	5	22	9	4	6	72.7
7	I-1	Buddy Melges	3	5	15	3	DNF	73.4
8	M-14	Taylor Neff	8	7	8	14	6	75
9	GL-6	Vincent Driessn	11	20	14	5	2	76
10	J-46	Dan Buckstaff	10	11	19	8	YMS	84
11	M-1	Rob Evans	4	2	3	18	DNF	86.7
12	T-17	Cliff Campbell	16	18	4	20	7	93
13	V-85	Jeff Baker	24	4	10	10	DNF	101
14	WH-111	Doug McNeil	12	17	7	DNF	10	101
15	V-122	Tobin Tornehl	6	15	11	17	DNF	103.7
16	V-9	Tom Sweitzer	17	9	17	7	DNF	105
17	?	Betsy Allison	18	10	13	15	DNF	111
18	I-150	Kelly Gough	21	13	18	6	DNF	112.7
19	V-5	Tom Hyslop	15	21	6	21	DNF	116
20	V-777	Erik Wilson	19	23	24	19	9	124
21	W-20	Van Johnson	22	14	22	11	DNF	124
22	LA-88	Paul Magno	20	24	12	16	DNF	127
23	MU-11	Tom Monroe	14	16	23	DNS	DNF	133
24	LA-99	Dave Magno	23	19	20	DNF	DNS	142

1999 Carlyle Silver Cup

By Ted Beier

October 2-3, 1999

Lake Carlyle, IL

After a year's hiatus, Terry Moorman from Wawasee, Indiana resumed his winning ways and took home the Carlyle Silver Cup again. However, the racing was close, and his win was not decided until the last race with Vicari and Adams from Cedar Lake, Indiana, and Nicole Koeppen from Indian Lake, Indiana just one point behind, finishing second and third respectively.

With a frontal passage during the first two races on Saturday, the weather conditions kept changing the entire day. The first race started warm and sunny with a westerly wind at 10 mph, which started showing trends toward the northwest on the first run. This trend continued during the second race, which saw the wind drop to 6-8 and become extremely shifty. These conditions seemed to be to Koeppen's liking, and she registered two bullets by the lunch break.

During the afternoon the clouds came in, and the wind went north building to 12-14 for the third race and 15-20 for the fourth race. The Cedar Lake boat of Vincari and Adams showed that Koeppen wasn't the only one who could reel off two wins, as they moved very well in the fresher steadier conditions. Throughout the day Moorman kept posting good finishes, and the tally at the end of the day showed him tied with Koeppen. But the Cedar Lake boat was just two points behind, and well within striking distance.

After the traditional chili and gumbo on Saturday evening, the Sunday weather settled down to a nice 8-10 from the northeast. Again Vincari and Adams were fast, and won the race, but could not separate enough from Terry Moorman to move in front in the overall scoring. So, the cup went back to Moorman who sailed the most consistent regatta, even though he did not win a race. The second place tie between Koeppen and Vincari/Adams was broken in favor of the Cedar Lake team. ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	WA-24	Terry Moorman	4	2	3	2	2	13
2	CL-1	D. Vicari, T. Adams	2	9	1	1	1	14
3	ID-12	Nicole Koeppen	1	1	6	3	3	14
4	WA-90	John Call	5	3	7	5	4	24
5	ID-1	Pete Hagar	3	5	4	DNF	5	29
6	S-27	Ted Beier	6	7	8	4	7	32
7	S-44	Jeff Melly	10	4	2	DNS	10	38
8	S-11	Ray Bunse	8	6	5	DNS	8	39
9	S-17	John Sepanski	9	8	DNF	6	6	41
10	S-3	Pete Gass	7	10	9	DNS	9	47
11	S-2	Scott Aljets	11	11	DNS	DNS	DNS	58

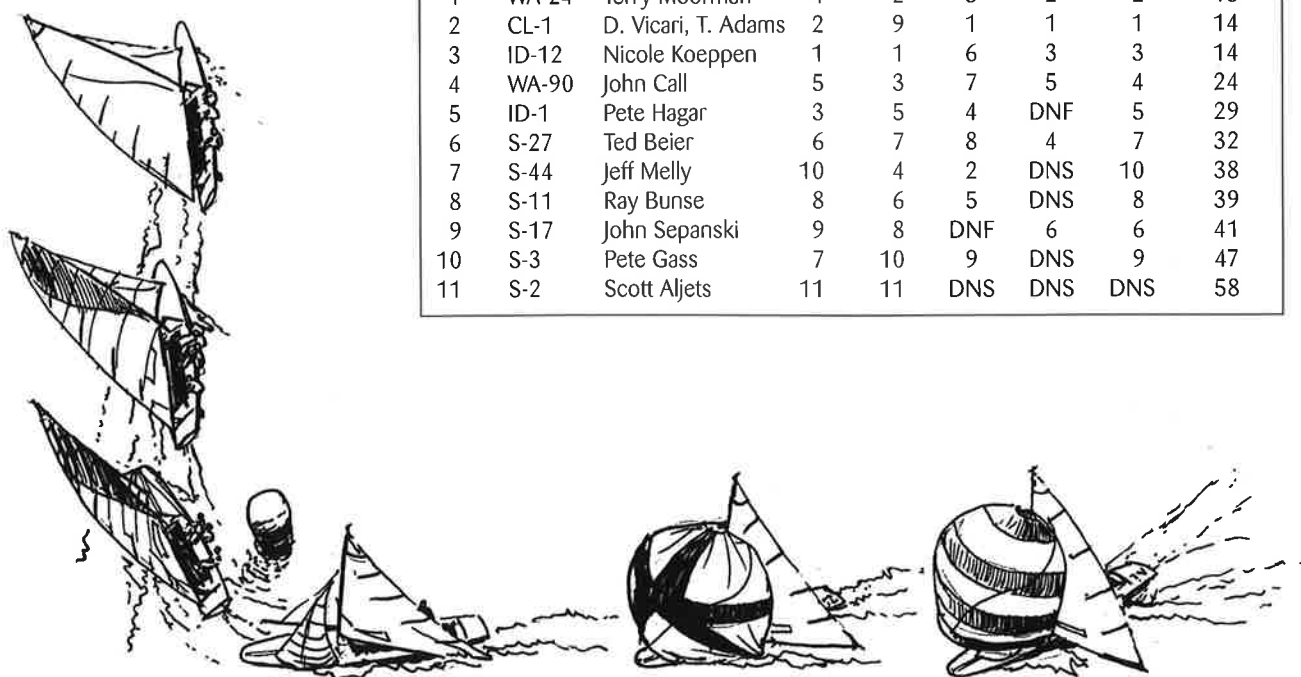


Illustration by Tom Price

Sarasota One-Design Midwinters

The tenth Sarasota Midwinter was run on March 18 in Sarasota Bay. The weather was beautiful with air temp 82, water 79 in winds that were 8-12 mph.

We got in two races on Saturday with two different winners. Sunday came in like a lion with winds in the 25-32 range and all decided that they would rather get their trophies and drink beer with the Bud Girls who awarded the trophies with a big hug and a picture.

I heard from several competitors that I could forget the trophies but be sure the Bud Girls were there. ■

By Jim Barr

March 17-19, 2000

Sarasota Sailing Squadron

Place	Boat	Skipper Name	Race		Total
			1	2	
1	SF-10	Chris Keitle	1	2	3
2	SF-58	John Jennings	3	1	4
3	SF-80	Jim Barr	2	3	5
4	HO-18	Ken Rand	5	4	9
5	SF-3	Jeff Hoffmaster	4	6	10
6	SF-12	Nick Drizos	6	5	11
7	SF-50	Kirk Barnett	7	7	14

Black Tie Regatta

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	TX-1	Kelson Elam	1	3	3	2	1	10
2	GL-29	Toby Sutherland	DNF	4	1	1	2	16
3	GL-1	Richard Campbell	DNF	1	4	3	4	20
4	TX-9	O'Connell/Jacobs	2	6	5	5	3	21
5	UM-4	Paul D. Kobs	3	5	6	4	5	23
6	GL-31	Jason Sutherland	DNF	2	2	6	6	24
7	GL-4	Randy Buttram	DNF	DNF	7	7	7	37

April 14-16, 2000

Rush Creek Yacht Club

Easter E-Scow Regatta

By Crayton Walters

Photos from
Crayton Walters

April 21-22, 2000

Carolina Yacht Club

The 2000 racing season started in Charleston, SC at The Carolina Yacht Club. Sixteen E's from the East Coast and Mid-West came to the sunny south to do a little racing, catch some sun, and see the sights. No one left unfulfilled. The Easter E-Scow regatta has been a fixture for many years and has found a permanent home at The Carolina Yacht Club. The location of the club on Charleston Harbor makes it one of the best sailing sights on the East Coast.

Most people arrived Thursday and tried to get the winter dust off the sails and decks.

A lot of last year's tape and drink cans were found underneath the traveling covers. Only Peter Hamm sails a dirty boat.

Spring weather makes for great wind, and therefore, great sailing. Friday's rac-

ing proved that you can be wet, upside down, and drifting to sea, and still love to race. With 18+ knots of wind, 11 boats found that the comfort of cool water was better than finishing a race. What does Magno know about currents? Does Butch know when to sail through starting lines? In a day of 20 knots and two great races, Dave Magno still finds that he can get through Charleston Harbor. Licking wounds or gathered around Wet Willies on Friday afternoon, everyone got to enjoy Charleston. A banquet that evening in the ballroom at the club kept everyone full and ready to take on Saturday.

Again, good breeze and sunny weather made racing fantastic on Saturday. The sad part was that no one could get close to Dave and his consistent efforts to win with seven points.



"Where do you think the race committee hid the Easter eggs?"



Miles on the move.

Place	Boat	Skipper Name	Race				Total
			1	2	3	4	
1	LA-99	Dave Magno	2	1	2	2	7
2	LE-5	Butch Lenhard	1	6	1	4	12
3	HO-32	Tom Wiss	4	3	9	6	22
4	SC-4	Crayton Walters	3	4	7	12	26
5	AH-11	Bill Nolden	DNF	5	3	5	30
6	SC-88	Miles Martschink	DNF	2	11	1	31
7	H-1	Mark Jordan	DNF	10	4	8	39
8	SC-007	Peter Hamm	DNF	12	8	3	40
9	T-13	Peter Durst	DNF	8	5	12	42
10	VI-22	Steve Slack	DNF	9	6	11	43
11	SC-32	Brad Law	DNF	DNF	10	7	51
12	HO-42	Dean Lennox	DNF	14	12	9	52
13	I-564	Steve Shalk	5	7	DNF	DNF	58
14	AH-1	Bill Storey	DNF	11	DNF	DNF	62
15	LA-3	Norman	DNF	DNF	DNF	DNF	68

The highlight of the weekend is the grand party Saturday evening at Sonny Mevers mansion on the Battery, two blocks from the club. With the harbor as a background and juleps on the veranda, this awards party is one of the finest ever. Sonny's collection of cars, his beautiful home, and all the libations one would expect of southern hosts, make this the end all of regatta parties. (Note to all: Must see.) E

Chesapeake Bay Derby Regatta

Six E-boats were registered for the first Derby Regatta to be held on St. George Creek, MD, May 6th. The regatta participants were, unfortunately, plagued by lack of crew, and Bill Storey's boat AH-1, E-Ticket, was left unriggered at the launching area. 5 boats began the racing on Saturday, but SG-2, The Wet Dog, suffered some equipment failures plus crew problems and retired from the first race. The remaining 4 boats finished 5 races out of 6 before the Chesapeake robbed us of wind. Racing at the top level was extremely tight with the unusual reversal in race 5 when PrEdator, improving boat handling but also lucky with the wind, passed Flipper II. A complete lack of wind in the second race on Sunday becalmed everyone and tested the patience of several participants. Some blue smoke was seen wafting over a few skippers heads, although none ultimately required a straight jacket.

The typical course for the regatta was a windward/leeward, and due to moderate winds, the courses were set in the closer area of the St. George Creek. Both days, the courses were set toward a heading of 280°, which normally held for the first race or two. Winds died down around midday, however, and clocked around toward the west/southwest. Saturday, a postponement was called after the second race and the race participants put in to Evans to wait for winds and enjoy a beverage or two. The final race was finished in low to moderate winds.

Saturday evening after enjoying dinner at the areas restaurants, both Evan's Seafood and the Oakwood Lodge, participants were treated to a beach bonfire at Camp Merryelande, with plenty of beer of various types supplied by the St. George Island YC. Ken Rand of Hopatcong was the one who traveled the furthest. Next was Peter Hamm, arriving from Baltimore, and Bill Storey from Annapolis, then Bill Nolden from Alexandria. Rick Loheed, and Brad Crown are both from St George Island.

A half model of an E-Scow was awarded for first, pen holders consisting of an E-Scow model floating above an acrylic base with an E-Scow graphic inside were awarded for 2nd and 3rd, as well as T-shirts for the top 3 crews. A framed graphic with the appropriate placing was awarded to every skipper who showed up with a boat. ■

By Peter Hamm

May 6-7, 2000

St. George Island
Yacht Club

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	SC-20	Peter Hamm, Flipper	2	2	1	1	4	9½
2	HO-18	Ken Rand, Finesse III	3	1	3	2	1	9½
3	LA-11	Bill Nolden, E-I-E-OWE	1	3	2	3	2	10¾
4	L-4/SG-1	Rick Loheed, PrEdator	4	4	4	4	3	19
5	SG-2	Brad Crown, The Wet Dog	DNF	DNS	DNS	DNS	DNS	36
6	AH-1	Bill Storey, E-Ticket	DNS	DNS	DNS	DNS	DNS	36

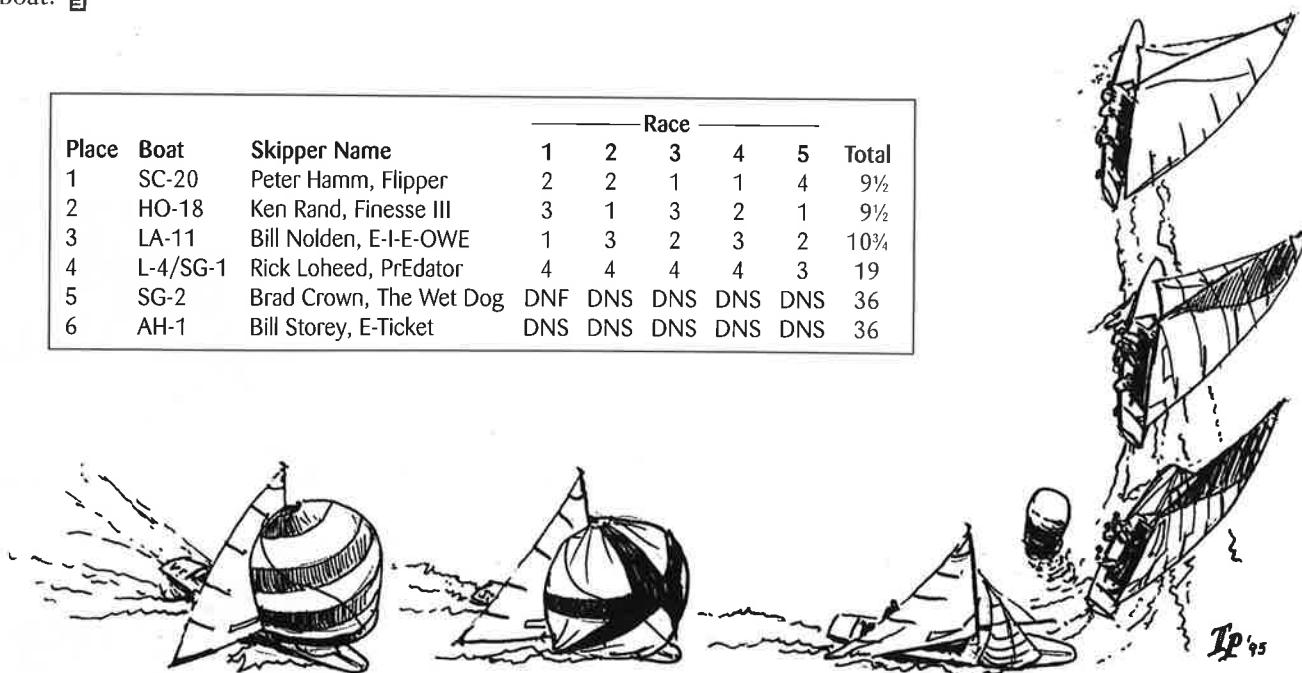


Illustration by Tom Price

Cedar Lake E-Scow Regatta

Photos by Tom Adams

May 13-14, 2000

Cedar Lake Yacht Club



Pre-race festivities.

Cedar Lake, Indiana welcomes Wawasee and Indian Lake. In our six boat Regatta, Lake Wawasee supplied four boats. Thanks again guys, we will see you in June. Indian Lake sent the usual suspects and rowdy sailors, thanks Pete. We managed to scrape up only one boat this year from our lake CL-39. Rick (Rocket) had other obligations. His smart and beautiful daughter Sarah graduated from Purdue that weekend. Ben and Craig from our lake had not made the trip to New York yet to get their boat. This is the price you pay in working so hard to get your club ready for the Regattas.

Friday night brought in two boats and thoughts of the wrong weekend. But we reassured them this was the right weekend and made them comfortable in the bar. On Saturday the last three boats pulled or blew in as we had steady winds of 20+ with gusts up to 30+. A meeting at 11:00 was held up in the bar to decide if the skippers wanted to give it a try. Maybe that was a bad place, the false courage kicked in and the boats with reluctant crews followed. Most of the boats headed for the lee shore waiting for the Judges to set a course. In the mean time one boat tipped and another busted the back stay ring from the cleat. There were quite a few very fast fun rides. The gutsy ones even put up the chute. The wind just continued to

build so the Judges fired the postponement gun and off to lunch and FREE BEER. Good Times!

At dinner that night, after a fine meal that was prepared by Ben & Craig, it was decided to do back to back Sunday morning. The wind cooperated with about 10-15 mph so the Judges in their usual sadistic style decided to do back to back to back. Thanks Pam, Paul and Pat. The first two races were down-

wind finishes. The last a three and a half. Three was the theme for the day I guess. In following that theme, Casey Call WA-99 won all three races. Being a crewmember myself though, we know who really won those races. (We'll tack when we are good and ready, just steer the boat and keep the beer cold). ☐



"Should we or shouldn't we?"

Place	Boat	Skipper Name	Race			Total
			1	2	3	
1	WA-99	Casey Call	1	1	1	0.0
2	ID-1	Pete Hagar	3	2	2	11.7
3	WA-24	Terry Moorman	2	3	5	18.7
4	WA-11	Chad Herdrich	4	6	4	27.7
5	CL-8	Tom Echterling	5	7	3	28.7
6	WA-200	Rick Lemberg	6	4	6	31.4

LGYC Spring E Regatta

The second annual Lake Geneva Yacht Club Spring E Regatta was attended by 44 boats from 14 different inland lakes. Participants came from as far as Grand Lake Colorado. Pewaukee was strongly represented as were the Western Michigan E-Fleets of Torch, White and Crystal Lakes.

The two day event started with ominously dead wind conditions which continued for the entire day on Saturday. It was possible to sail sporadically along the south shore in afternoon thermals, but the lake could only be crossed under power. The race committee abandoned Race 1 just before 4:00 p.m. with hopes of getting as many races as possible in on Sunday.

With the racing in hold, the fleet did a yeoman's job of finishing 300 pounds of pasta and 100 pounds of sausage, some hoping apparently for heavy winds on Sunday.

Sunday arrived with an eight to ten mile per hour breeze out of the west, allowing for a good 1.25 mile beat.

The first race was started after the appropriate number of recalls for a first regatta of the season. The race was won by Brian Porter, followed by Jim Gluek, in 2nd, Pete Wall in 3rd, Jim Barkow in 4th, and Mike Darrow in 5th.

The wind remained steady with no course changes needed to go right into the starting sequence for the next race. More recall action led to a clean start in the second race of the day. The corners of the course paid off in the second race, with Art Larson taking an early lead and hanging on for the win. He was followed by Paul Wickland, Hans Meyer, Jim Barkow sailing a consistent 4th, and Brian Porter hanging in at 5th.

With the time limit to start another race past, the racing was done for the regatta at two races.

Plans for 2001 are well underway, with rumors of a contingent from the E-Fleets of the east making their way to Geneva for the third year of the LGYC Spring E Regatta. ■

By Steve Schalk

May 20-21, 2000

Lake Geneva Yacht Club



Steve Schalk noses ahead of Rob Terry.



Jim Barkow battles with Steve Schalk.

LGYC SPRING E RESULTS



Illustration by Tom Price

Place	Boat	Skipper Name	Race		Total
			1	2	
1	I-49	Brian Porter	1	5	6
2	X-11	Jim Barkow	4	4	8
3	X-751	Jim Gluek	2	9	11
4	WH-77	Tom Munroe	7	6	13
5	V-77	Hans Meyer	13	3	16
6	I-26	Art Larson	16	1	17
7	V-39	Mike Darrow	5	12	17
8	TO-4	Jeff Hoch	8	11	19
9	I-7	Jim Smith	11	8	19
10	WA-99	Casey Call	12	15	27
11	V-5	Tom Hyslop	6	22	28
12	V-777	Eric Wilson	21	7	28
13	I-4	Peter Wall	3	25	28
14	M-10	Jack Strothman	17	13	30
15	WH-5	Paul Wickland	30	2	32
16	TO-181	Kevin Watrous	22	10	32
17	I-13	Bob Youngquist	14	19	33
18	I-44	Wendell Sherry	18	17	35
19	CR-66	Rob Terry	9	29	38
20	H-7	Lance Puccio	25	14	39
21	V-9	Tom Sweitzer	10	30	40
22	GL-31	Jason Sutherland	20	20	40
23	X-20	Peter Maas	26	16	42
24	D-96	Chuck Lamphere	27	21	48
25	CR-100	Bill Walter	28	23	51
26	V-14	William Bower	23	28	51
27	V-85	Jeff Baker	15	37	52
28	I-88	Steve Lyon	36	18	54
29	CL-1	Rick Kazewall	24	32	56
30	I-333	Frank Davenport	32	27	59
31	D-58	Scott Harms	19	DNF	19
32	I-564	Steve Schalk	37	26	63
33	H-15	Chris Casey	29	34	63
34	H-33	Todd Tiefenhaler	41	24	65
35	GL-29	Charles Sutherland	34	31	65
36	I-777	Fred Brennan	33	33	66
37	V-92	Jeff Neidziela	31	39	70
38	ID-1	Peter Hagar	35	36	71
39	I-10	Charles Colman	38	35	73
40	I-46	Keg Avakian	40	38	78
41	D-42	Richard Beers	39	40	79
42	H-9	Tom Teska	42	41	83
43	I-17	Ed von Bergen	43	42	85
44	NS-1	Bruce Heverly	DNS	43	87

Lake Hopatcong Spring E Invite

It was cold, it was wet, and yet ten E-Scows braved the weather on Saturday, May 20th at the Lake Hopatcong Yacht Club Spring Invitational. Four of the ten competitors had already sailed earlier in the spring in warmer climates, however, for the majority this was the initial shakedown.

The races got started late on Saturday after the winds settled in from the east. The breeze was light but fairly steady for the first of two races. The course was a W/L three times around, at the northern end of the lake. This made for interesting racing, especially the first leg as boats maneuvered through the shifty breezes created by the narrow slot between Nolan's Point and the two islands. From the beginning the frontrunners were George Welch, Jr., Chuck Drawbaugh and Phil Reynolds. Eventually it became a two boat race between Welch and Drawbaugh. At one point, Drawbaugh had a decent lead but a poor leeward gate rounding allowed KU-11 to close some distance for the last weather beat. In the end, Welch was able to nose out to the right as Drawbaugh struggled to cover in the midst of a thistle fleet that was on their last run of their race. The home court advantage did not benefit Drawbaugh as the final shift to the line came from the right with Chuck protecting the predominant left shift for this course. George Drawbaugh from Hopatcong was third, followed by Phil Reynolds and Eric Rochelle.

In the second race the breeze was a bit lighter. Welch jumped out early from the start and took a commanding lead. Again it was a tricky task maneuvering through the slot and keeping a clear lane to maximize the shifts. A poor start put Chuck Drawbaugh at the back of the fleet with the difficult task of making up distance in a shorter two lap race. Welch's lead was extended after he was the only boat able to round the weather mark and ride a puff straight down the leg on starboard jibe to the leeward gate rounding. After Welch it was a tighter race between Ken Rand, from Hopatcong and Dave Magno sailing SS-26 with owner John Bubnowski and crew on board. That Magno guy seems to make it to Hopatcong whether or not he has his own boat. In the end, Welch took the gun followed by Ken Rand, Dave Magno, Phil Reynolds, and Chuck Drawbaugh climbing back for a fifth.

After spending hours in the cold rain, the competitors were happy to get back to the dock, grab a shower and enjoy some warmth in the bar. The Hopatcong fleet provided hors d'oeuvres and many stayed for a buffet dinner, making contributions to the Lake Hopatcong bar after the keg was exhausted.

Sunday brought more cold, wet weather with a heavy fog. After waiting it out for a few hours, the fog never lifted and the breeze never came up.

That was the Regatta with the finishes remaining intact from Saturday. George Welch, Jr., first, Chuck Drawbaugh, second, and Phil Reynolds was the biggest beneficiary of the weather, holding on to his third place finish even though he packed up after Saturday's races because he didn't have a crew for Sunday. Sometimes it pays to be lucky.

Although it was on the cool side and no one enjoys sailing in the rain, the breeze on Saturday was nice enough to get in two good races without anyone getting too beat up. It is always nice to sail at Hopatcong without the motorboat chop, and the weather certainly eliminated that factor. ■

May 20 and 21, 2000

Lake Hopatcong Yacht Club

Place	Boat	Skipper Name	Race		Total
			1	2	
1.	KU-11	George Welch, Jr.	1	1	2
2.	LA-8	Chuck Drawbaugh	2	5	7
3.	IH-17	Phil Reynolds	4	4	8
4.	HO-18	Ken Rand	7	2	9
5.	HO-37	George Drawbaugh	3	8	11
6.	HO-31	Eric Rochelle	5	6	11
7.	SS-26	Dave Magno	9	3	12
8.	HO-13	Craig Bradley	6	7	13
9.	LA-3	Chris Norman	8	9	17
10.	SC-007	Peter Hamm	10	DNF	21

Michigan Spring Regatta

By Ted Slater

June 3-4, 2000

Muskegon Yacht Club

Muskegon Yacht Club hosted the Michigan Spring Regatta June 3rd & 4th. Race #1 saw winds 5-8 mph out of the unpredictable east direction. Pete Price (TO-12) fought through the fleet to capture first and Jay Dunwell (WH-8) took second. After lunch the wind would go back to the predictable northwest. Paul Wickland (WH-5) took both wins in the back to back races, while Tom Monroe (WH-77) finished with two 2nd places, however, he failed to reround a touched mark on Race #3.

Saturday after the races saw a great party and that's where it ended. Sunday, no wind, no races. ☐

Top 7 places:

WH-5	Paul Wickland
TO-12	Pete Price
WH-88	Brian McMurray
TO-181	Kevin Wautross
WH-12	Nelson/Rillema
WH-8	Jay Dunwell
WH-7	Tom Monroe



Don Nelson/Jack Rillema a little high of the mark.

Wawasee E Regatta

This edition of the Wawasee regatta featured two things, high winds and Pete Price. Saturday saw winds in the 15-25 range, with the blasts really challenging your teamwork. Sunday was a little lighter, but still had plenty of action. Pete Price and team stayed upright and sailed very well to win four of the five races.

For the other 25 competitors, it was a challenging event. Multiple capsizees littered the course, and the race committee tracked down a lot of premature starters, really mixing the standings up.

Besides Pete, there were several other notable performances. The GL-31 team driven by Jason Sutherland came all the way from Colorado, and finished a very strong third in the series. Jay Dunwell and family made a nice return to E boats after a couple of years off attending to their very cute children, and finished in the hardware. Congrats also to the Lemberg team from Wawasee for besting the silver fleet.

The party on Saturday night was very festive thanks to the cooperative weather and great racing earlier in the day. Held on the outdoor patio at Maxwellton CC, the party lasted much later than the owners wanted. They eventually turned out the lights and closed the bar, hoping to break things up. We probably won't be invited back there for several years.

Thanks to regatta chairman George Snook, RC Chairmen Brad Wagnon and Bill Allen, and everyone else who helped put on a great event. There is a rumor that the resurgent Torch Lake fleet will send some more boats next year, so put it on your calendar for a great time. ☐

June 10-11, 2000

Wawasee Yacht Club

Boat	Skipper Name	Race					Total	Overall	Gold	Silver
		1	2	3	4	5				
TO-12	Pete Price	1	1	1	5	1	9	1	1	
WA-99	Casey Call	4	8	2	9	2	25	2	2	
GL-31	Jason Sutherland	8	3	5	2	8	26	3	3	
WH-8	Jay Dunwell	7	4	6	4	6	27	4	4	
WA-11	Chad Herdrich	9	2	3	7	12	33	5	5	
WA-113	Dick Tillman	5	7	10	10	5	37	6	6	
CL-1	Rick Kazwell	2	5	DNF	3	4	41	7	7	
WH-5	Paul Wickland	3	DNF	4	6	3	43	8	8	
WA-47	Bob Herdrich	15	6	7	8	7	43	9	9	
WA-21	Dave Irmscher	6	10	9	13	10	48	10	10	
WA-200	Rick Lemberg	12	9	13	17	9	60	11		1
WA-17	Scott Hackleman	18	13	8	12	13	64	12		2
ID-1	Pete Hagar	14	11	12	14	14	65	13	11	
WA-29	Kenny Bolles	DNF	12	11	16	15	81	14		3
WA-24	Terry Moorman	10	DNF	DNF	11	11	86	15	12	
TO-181	Kevin Watrous	11	DNF	DNF	1	DNF	93	16	13	
EC-2	Tim Hollingsworth	17	15	DNF	18	17	94	17		4
WA-414	George Simpson	19	DNF	DNF	19	18	110	18		5
CL-11	Ben Carstens	16	14	DNF	DNF	DNF	111	19		6
WA-49	Mike Beesley	DNF	DNF	DNF	15	16	112	20		7
WA-20	George Snook	13	DNF	DNF	DNF	DNF	121	21	14	
WA-90	John Call	DNF	16	DNF	DNF	DNF	124	22		8
WA-22	John Herdrich	DNF	DNF	DNF	DNF	DNF	135	23		9
WA-131	Gary Froshaug	DNF	DNF	DNF	DNF	DNF	135	24		10
ID-4	Tom Ewing	DNF	DNF	DNF	DNF	DNF	135	25	15	
CL-8	Tom Echterling	DNF	DNF	DNF	DNF	DNF	135	26		11

ILYA Invitational

July 14-16, 2000

Clear Lake, Iowa

Place	Boat	Skipper Name	Race				Total
			1	2	3	4	
1	V-26	Paul Biwer	20	2	3	2	37.7
2	UM-1	Chris Jewett	3	3	15	4	40.4
3	M-4	Andy Burdick	11	5	9	1	42.0
4	I-49	Brian Porter	4	4	7	14	49.0
5	M-11	Gordy Bowers	2	7	18	9	55.0
6	M-111	Doug Kuller	6	15	6	7	57.4
7	V-85	Jeff Baker	1	18	11	11	58.0
8	M-15	Peter Slocum	12	8	4	13	59.0
9	M-67	David Ferguson	5	6	12	18	63.7
10	X-11	Jim Barkow	17	12	8	8	69.0
11	H-7	Lon Schoor	30	19	2	3	69.7
12	M-2	John Dennis	9	17	14	10	74.0
13	J-80	Jon Schloesser	13	11	16	12	76.0
14	M-7	Jule Hannaford	7	1	5	OCS	77.0
15	I-44	Wendell Sherry	29	9	17	5	83.0
16	W-99	Dan Guidinger	14	16	13	17	84.0
17	V-111	Jim Gluek	8	14	29	15	90.0
18	V-777	Eric Wilson	19	13	19	19	94.0
19	I-7	Jim Smith	18	23	25	16	106.0
20	M-8	David Chute	31	20	27	6	107.7
21	M-10	Jack Strothman	25	10	10	OCS	117.0
22	W-87	Ken Broen	22	28	23	21	118.0
23	V-92	Jeff Niedziela	26	26	22	24	122.0
24	M-9	Jim Burton	10	OCS	1	DSQ	124.0
25	M-14	Terry Neff	21	21	32	27	125.0
26	Z-5	Mike Lundberg	36	22	26	22	130.0
27	W-25	Lee Alnes	35	27	24	23	133.0
28	GL-6	Vincent Driessen	23	25	DNF	20	140.0
29	V-9	Tom Sweitzer	15	OCS	21	OCS	156.0
30	M-409	Amanda Allen	16	24	DNF	DNS	160.0
31	GL-11	Tyler Dunphy	41	40	33	26	164.0
32	UM-44	Paul Kobs	DNS	DNS	20	25	165.0
33	Z-1	Steve Paulsen	38	42	35	28	167.0
34	Z-24	Bob Swanson	DNF	36	31	29	168.0
35	Z-22	Jenny Child	40	41	34	32	171.0
36	Z-85	Mark Ebeling	33	37	30	OCS	172.0
37	Z-4	John Toepfer	44	39	36	30	173.0
38	UM-4	John Kobs	42	33	28	DNS	175.0
39	Z-16	Tom Erickson	24	34	DNF	DNS	178.0
40	Z-15	Schurtz/ Mac Nider	27	32	DNF	DNS	179.0
41	M-12	Jeff Solum	28	31	DNF	DNS	179.0
42	J-5	Bil Wyman	32	30	DNF	DNS	182.0
43	W-8	Craig McNulty	39	29	DNS	DNS	188.0
44	BC-8	Brian Harris	43	43	DNF	31	189.0
45	M-101	Bill Welch	34	38	DNF	DNS	192.0
46	H-15	Kris Dressler	37	35	DNF	DNS	192.0
47	BC-7	Warren Wilson	DNS	DNS	DNF	33	201.0

NYS Championship—Keuka Series

The New York State Championship is a derivative of an old rivalry between Chautauqua and Keuka that extends almost as far back as anyone remembers E's being sailed on the east coast. With the promise of fleets from two other Finger Lakes, the State Championship moniker seemed appropriate for a time. Lately, however, outside interest has waned and only boats from the original rivalry are participating. Yet, the titled name seems a bit more impressive than what most still call it, the "Home and Home Regatta".

When the rivalry started between Chautauqua and Keuka, they sailed for the Bouckyut Trophy, named in memory of Jules Bouckyut, a member of the Chautauqua Club, killed during WWII. Of course, most newcomers thought the trophy looked a lot like a bucket and drew an erroneous conclusion about the name derivation. When the name plates became full there was talk of a fresh trophy. About the same time, a 14 year old Keuka sailor, Jay Cook, was tragically killed in a car accident shortly after having participated on his family boat at the 1987 Easterns. A sterling silver trophy bowl was purchased and appropriately named the NYS Championship Jay Cook Memorial Trophy.

Rain and thunderstorms were predicted for the entire weekend so finishing all five scheduled races was a tribute to Jim Hallahan and Art Wilder on the race committee. Saturday's races did not start until about 2:30 when the rain let up and a light northerly came in. Welch, Sr. led to the first two marks but a nonchalant cover let his son get by on the east side of the lake. Welch, Jr. went on to win, followed closely by Welch, Sr. and Ken Fisher. Perennial contender Rick Turner could never quite dial it in and finished 10th which virtually took him out of contention. Another race followed, with Rick Turner back to normal form and leading the pack for the first two legs until Welch, Jr. and Fisher got by on the east side of the course. By then the wind had shifted so far east that there were few chances to pass. Fisher stayed on the heels of Welch, Jr., and those two were on shore and covered up before the rest of the fleet finished. Rick became stalled within 100 yards of the finish line as the wind seemed to completely die, making it a crap shoot as to the rest of the finishes.

Sunday found excellent conditions for three back to back races. Welch, Sr. was the first to get to the west shore and led by a considerable margin over Marc Turner and Irv Spear at the first mark. He "got away" to a large margin as the rest of the fleet performed luffing rituals to keep their air clear off the wind. The following race saw Rick Turner lead the way at first, but Welch, Jr.'s. boatspeed again showed the consistency it had all weekend. Dave Stenger had his best race of the series finding a groove downwind on the east side of the course to almost catch the winners. Ken Fisher stayed fiercely competitive, as he had all weekend, save the last race. The last race saw Welch, Jr. again dominate as he had all weekend. Rick and Welch, Sr. had their moments but neither seriously challenged. Coming into the finish, Irv Spear almost stole third place with a great last two legs.

Going into the Chautauqua end of the series, Welch, Jr. held an almost insurmountable lead of 10 points over his Dad and 15 over Rick Turner. It should be noted that the scores of Ken Fisher and Rick Turner were consistent and excellent except for one race each. Nevertheless, the winner's weekend performance was a great example of a win borne of great execution by George and his crack crew, Fred Wickham and Tom Buechner. ■

By George Welch Sr.

July 15-16, 2000

Keuka Yacht Club

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	KU-11	George Welch, Jr.	1	1	2	1	1	6
2	KU-1	George Welch, Sr.	2	5	1	5	3	16
3	CH-6	Rick Turner	10	3	4	2	2	21
4	KU-6	Ken Fisher	3	2	6	4	10	25
5	CH-4	Mark Turner	8	7	3	10	5	33
6	KU-21	Dave Stenger	6	6	12	3	6	33
7	KU-5	Irv Spear	7	4	11	9	4	35
8	KU-2	Curt Wright	5	11	5	8	7	36
9	KU-28	Steve Andersen	4	9	8	6	DNS	41
10	CH-5	Dick Turner	12	8	7	7	8	42
11	KU-16	Tom Eichorn	9	10	10	12	9	50
12	CH-11	Craig Segar	11	DNF	9	11	DNS	58
13	KU-12	William Hudson	DNS	DNS	13	13	DNS	70

2000 NYS Championship—Chautauqua Series

By Marc Turner

Photos by Dusty Spear

July 29–30, 2000

Chautauqua Yacht Club



Rick splits from the fleet.

Winds were light and very shifty out of the south and east for the Chautauqua leg of the E-Scow New York State Championship Regatta. One race was held Saturday before the winds died and thunderstorms took center stage. On Sunday, two races were run in very fluky air. Boats in first place went to last (yes even George Welch, Jr.) and back again; the fleet turned inside out on more than one occasion.

The winner in the start and sprint category went to 'septuagenarian' Dick Turner who led at the first mark in two out of three races. Most attributed it to his novel technique of setting the spinnaker pole immediately after the start. That's confidence, and we'll expect an article on the subject for the *Reporter*. Also highlighting the weekend was a 5th place for the Chautauqua boat *Augury* sailed by John Sellstrom (first time in the hardware)

This series consisted of a weekend of sailing at Keuka Lake on July 15 and 16, and another at Chautauqua during the weekend on July 29 and 30. Awards are recognized for both weekends individually as well as the results of both weekends together.

Rick Turner in *Bodacious* showed mastery on his home lake, always near the lead and with consistent finishes, to take the title at the Chautauqua end. In an interesting tag team exhibition Keuka's George Welch, Sr. and George Welch, Jr. dominated the regatta between them by capturing first for every race completed at each venue. The younger did most of the heavy lifting. Hats off to the overall winner and recipient of the Jay Cook Memorial Trophy, George, Jr., and crew Mark Cook (Jay's brother), Fred Wickham and Brett Amman! ■



Irv Spear preparing to jib.

2000 NYS Championship—Overall Scores

Place	Boat	Skipper Name	Race			Total
			1	2	3	
1	CH-6	Rick Turner	2	3	2	7
2	KU-11	George Welch, Jr.	1	1	6	8
3	KU-1	George Welch, Sr.	5	4	1	10
4	KU-2	Curt Wright	3	2	5	10
5	CH-16	John Sellstrom	6	9	3	18
6	KU-6	Ken Fisher	4	5	9	18
7	CH-4	Mark Turner	10	7	4	21
8	CH-5	Dick Turner	9	6	7	22
9	KU-5	Irv Spear	7	10	8	25
10	CH-11	Craig Segar	8	8	10	26

Western Michigan E Invitational

Crystal Lake presented uncharacteristically shifty conditions for the 28 E-Scow sailors competing in the 2000 WMYA E Invitational. Saturday's 8 knot northerly breeze presented two paths to the weather mark and death in the middle. Three races produced three different winners and a wide-open regatta Saturday evening.

Race one began with the majority of the fleet headed for the west shore to take advantage of the expected westerly shift only to see the six boats from the right hand corner cross ahead. The downwind leg became a decision between the slightly greater velocity along the shore or the better angle out in the lake. The majority of the fleet opted for the velocity. The fleet was shuffled again as the right paid off yet another time dashing the hopes of those who were sure that as time passed the shift from the left was sure to arrive.

By Mike Huck Jr.

Photos by Millie Tinker

July 22-23, 2000

Crystal Lake, Michigan



Must have learned this move from Dick Turner. (See article for 2000 NYS Championships—Chautauqua.)

Race two was a replay of race one, although the left side started to even up. Boats caught in traffic and attempting the middle seeking clear air were shut down. Bill Walters and Tom Munroe got a huge jump on the fleet and led from wire to wire with Munroe winning after jumping on a shot from the right and passing Walters downwind.

Local sailor Robin Terry had hit the left corner hard all three races and it finally paid off in race three. Leading from the first mark, Terry used his freedom to tack to extend his lead upwind and to protect it downwind.

Saturday night found a number of boats clustered at the top, and no clear leader. Sunday morning produced a mir-

"Catch us if you can."



ror instead of a lake and racing was postponed. Fortunately the high-pressure system moved on, and a light southwesterly wind enabled a fourth race to take place.

Doug McNeil and Brian McMurray, both from White Lake finished 1-2 while Don Nelson was able to finish highly enough to secure the runner's up spot for the weekend. The weekend finished with Doug McNeil winning the regatta followed by Nelson then McMurray for a White Lake sweep. ■



A picture perfect day.

Place	Boat	Skipper Name	Race				Total
			1	2	3	4	
1	WH-111	Douglas McNeil	9	7	2	0.75	18.75
2	WH-12	Don Nelson	3	4	5	8	20
3	WH-88	Brian McMurry	2	13	4	2	21
4	TO-181	Kevin Watrous	6	5	3	9	23
5	TO-4	Jeff Hoch	10	3	7	4	24
6	WA-99	Casey Call	0.75	8	11	6	25.75
7	TO-12	Pete Price	4	12	6	7	29
8	WH-77	Tom Monroe	14	0.75	12	3	29.75
9	WH-5	Paul Wickland	5	10	10	5	30
10	CR-100	Bill Walter	7	2	8	15	32
11	CR-66	Rob Terry	13	14	0.75	10	37.75
12	WH-8	Jay Dunwell	19	9	9	11	48
13	WA-11	Chad Herdich	16	11	14	16	57
14	CR-50	Bob Wyncoop	17	6	15	20	58
15	WH-11	Karon Hagen	8	16	17	18	59
16	WH-1	Cameron McNeil	11	23	13	17	64
17	WA-47	Bob Herdrich	15	19	21	12	67
18	CR-60	Norman Olsen	20	20	16	14	70
19	CR-10	Ted Greene	18	17	18	22	75
20	CR-77	George Lindner	21	22	22	13	78
21	WA-17	Jan Hackleman	26	15	23	21	85
22	CR-51	Bruce Patterson	23	24	19	19	85
23	ID-1	Pete Hagar	22	18	25	24	89
24	SL-2	Tad Welch	12	27	26	29	94
25	CR-13	Walker Wyncoop	25	26	24	25	100
26	CR-95	Stu Soule	27	25	29	23	104

2000 Eastern Championship

Racing on Thursday began on pretty much on time amid predictions of rain and possible thunderstorms. Some rain came through but the thunderstorms never appeared. Winds were out of the southwest on the first day.

Paul and Dave Magno each took a race on Thursday but the real story was a five way tie for first place shared by Dick Wright, Paul Magno, Dave Magno, George Welch, Jr. and Rick Turner at the end of the day.

The second day began with winds out of the southwest. A race was cancelled in the middle of the second leg due to a 45-degree wind shift, which mixed up the fleet and spit it out in a totally random fashion. After the shift, winds were good and strong out of the northwest. After lunch two races were held back to back with the second one starting around 5pm! There was good wind and given the type of winds that have come in early August in the past, the decision was made use it while we had it. Unknowingly, after that late afternoon race we had completed the regatta as no wind would show for Saturday.

Final results are interesting in that the regatta was so close the entire way. Only two points separated the first four places!

Other points of Interest:

The Magno brothers showed the uncanny skill of being at the right place at the right time on the race-course. Unfortunately for them the right place and time was exact at one point in the third race. So exact that it left Paul's boat upside down and Dave's boat attached to it via the spinnaker! Even after this exhibition Dave managed to get a second in the race and Paul a ninth!

Dick Turner wins the award for sportsmanship, enthusiasm, and service to the class. This year at age 76, he took three high school kids who had never sailed a scow before and trained them so well they lead the third

By Marc Turner

Photos by Andrew
Dickson

August 3-5, 2000

Chautauqua Yacht Club



Cliff Campbell riding a puff.



Eastern's winner—Richard Wright.



"What a view from up here!"

race for a time and salvaged a fourth while getting tenth in the regatta! We should all be inspired by his passion for sailing.

Richie Ryan from Hopatcong wins top rookie honors and Cliff Campbell edges out Dick Turner for the top Master.

The regatta had two US Sailing judges in Clay Mock (Senior Judge) and Dan Van Hecheran (Judge). Although there were no protest hearings, the experience and impartiality of the two was welcome by the race committee and competitor alike for minor suggestions up to and including calling off an unfair race. ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	MA-4	Richard Wright	4	2	[17]	2	2	10
2	LA-99	Dave Mango	[5]	1	2	4	4	11
3	KU-11	George Welch, Jr.	2	4	1	[10]	5	12
4	CH-6	Rick Turner	3	3	3	[8]	3	12
5	LA-88	Paul Mango	1	5	9	1	[13]	16
6	LE-5	Butch Lenhard	9	7	7	3	[9]	26
7	LA-5	Tim Faranetta	6	9	[10]	5	6	26
8	IH-27	Had Brick	15	[15]	5	9	1	30
9	T-17	Cliff Campbell	[14]	6	6	11	10	33
10	CH-5	Dick Turner	12	8	4	[24]	14	38
11	LE-8	Jack Lampman	7	11	16	7	[16]	41
12	HO-32	Tom Wiss	11	13	[18]	12	7	43
13	LE-3	Bob Donat	8	10	[19]	14	12	44
14	KU-6	Ken Fisher	[18]	14	11	13	8	46
15	KU-2	Curt Wright	13	19	13	6	[19]	51
16	KU-1	George Welch, Sr.	10	18	[20]	17	15	60
17	KU-21	Dave Stenger	21	16	8	16	[22]	61
18	KU-5	Irv Spear	16	17	14	[20]	18	65
19	CH-4	Marc Turner	17	[21]	15	19	17	68
20	LE-33	Richie Ryan	23	24	[25]	15	11	73
21	HO-13	Craig Bradley	20	12	21	[23]	20	73
22	KU-16	Tom Eichorn	19	22	12	[22]	21	74
23	HO-31	Eric Rochelle	22	20	23	18	[24]	83
24	CH-11	Craig Seger	[24]	23	22	21	23	89
25	CH-51	Andy Connell	27/DNF	27/DNS	24	27/DNS	[27/DNS]	105
26	CH-3	Stephen Rynick	27/DNS	27/DNS	26	25	[27/DNS]	105

Pewaukee Sprints

The first Summer Sprints Regatta on Pewaukee Lake went off with great success. The Pewaukee & Pine Lake fleets have worked out the Summer Sprints format to replace the long standing Pine Pewaukee Regatta that had lost steam in the past couple of years. The focus of the new format was to attract more boats from nearby lakes and have a 2 day five race regatta with hopes of getting some quality racing in before the ILYA Championship Regatta.

Fourteen boats competed with 1 from Mendota, 3 from Pine Lake and 10 PYC boats. Todd Haines and company did an outstanding job in getting all 5 races in. Race winners were V-102 Bob Guindinger race #1, Peter Maas X-20 race #2, V-77 Hans Meyer races #3 & #4, and V-9 Tom Swiezter race #5. The top five boats overall were as follows:

V-77	Hans Meyer	1st Place
V-85	Dan Quiram	2nd Place
X-20	Peter Maas	3rd Place
V-92	Jeff Niedziela	4th Place
V-102	Bob Guidinger	5th Place

By Dan Quiram

August 4-5, 2000

Pewaukee, WI



Inter-Lake Regatta

By Tom Weigel

August 4-6, 2000

Okoboji Yacht Club

The 106th Inter-Lake Regatta was hosted August 4-6 at Okoboji Yacht Club, continuing the tradition of E fleet participation in the regatta.

Organized in 1895, the Inter-Lake Regatta first began as a challenge between White Bear and Minnetonka Yacht Clubs. Through the years, member clubs have qualified boats for participation primarily in the E, C, MC, M-16 and X fleets. The E fleet has sailed in the Inter-Lake Regatta for decades. Sailors race for honors both individually and for team scoring. Team results make the Inter-Lake a unique event, as team scoring is used very little outside of collegiate sailing.

Thirteen E's raced through conditions ranging from medium, heavy, medium and very light wind velocities on Lake Okoboji, Iowa. This year, the E fleet was composed of boats representing Minnetonka, Upper Minnetonka, White Bear and Clear Lake Yacht Clubs.

Minnetonka's Bill Allen took top honors with first place finishes in all five of the races, with John Dennis of Minnetonka Yacht Club coming in second in each race. Representing Upper Minnetonka Yacht Club was Paul Kobs in third, followed by White Bear's Ken Broen in fourth and Minnetonka's Woody Jewett in fifth overall. Woody thrills the E fleet with at least one port end start per regatta, and this year was no exception.

Okoboji Yacht Club staged a beautiful Inter-Lake Regatta with great socializing for all fleets and great courses. Weather also cooperated, as two large storms blew through at night leaving great sailing conditions each day. The new Okoboji Yacht Club building and surrounding shore facilities are impressive and ideal for staging major regattas. This year the Inter-Lake attracted a total of 119 boats composed of member club E, C, MC and X fleets.

Inter-Lake 2001 will be sailed at White Bear Yacht Club on Thursday, Friday and Saturday, August 2 - 4. Check-in and launching will be on Wednesday, August 1.

We look forward to another Inter-Lake, and great competition in the E fleet again next summer. ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	M-4	Bill Allen	1	1	1	1	1	0.0
2	M-2	John Dennis	2	2	2	2	2	15.0
3	UM-44	Paul Kobs	5	3	3	4	3	35.1
4	W-87	Ken Broen	3	4	6	3	5	41.1
5	M-77	Woody Jewett	4	7	5	5	4	49.0
6	UM-4	John Kobs	8	6	4	DF	6	65.4
7	UM-7	John Barlow	7	11	8	6	7	68.7
8	W-25	Lee Alnes	6	8	7	7	11	68.7
9	Z-15	Charlie MacNider	10	5	DF	8	9	75.0
10	M-3	Mike Flanagan	9	9	DF	9	8	79.0
11	UM-111	Craig Watson	11	10	10	10	10	81.0
12	P-1	Murphy Sackett	12	12	9	DF	DF	91.0
13	M-409	Amanda Allen	DF	DF	DF	DF	DF	100.0

Team Results

1	Minnetonka	195 pts
2	Upper Minnetonka	252 pts
3	White Bear	360 pts
4	Clear Lake	452 pts
5	Okoboji	473 pts

The Rockville Regatta

For eons, the murky waters of Bohicket Creek have swirled past the high banks and ancient live oaks that host the sleepy village of Rockville, just southwest of Charleston, SC. It's a town of some 20 houses, two churches, and a modest community hall that serves as home to the Sea Island Yacht Club. For three days each summer, the hall becomes the epicenter of sailboat racing in South Carolina's Lowcountry—the coastal region that stretches from the Georgia border nearly all the way up the shore to North Carolina.

The Rockville Regatta holds a special significance and appeal for everyone who attends. Much of this stems from the fact that it's always been somewhat of a family affair, with its ranks populated by the descendants of plantation owners who annually sought refuge from the August heat in their summer homes here. In part it's the regatta's esteemed heritage—dating back to a race between two cousins who allegedly sought to settle a matter of family pride out on the water aboard their scow-like work boats over 11 decades ago. And it's partially the fact that this series of races is the season-capping event for Charleston sailors. But it also has to do with the 400-plus spectator craft that anchor or raft up on the far side of the river, giving the proceedings a raucous, yet festive, atmosphere—sort of like NASCAR meets Wimbledon.

There's also the notion that for almost everyone competing here, the Rockville Regatta represents a chance to finally get it right—to finally put together all the aspects of a good race after a summer's worth of practice. Though the race committee gives itself the option of 10 possible courses to select from, the geography of the racing area (the narrow Bohicket Creek and the adjoining North Edisto River) makes the strategy fairly straightforward, even for out-of-towners. Staying out of the current when it's against you and in it when it's with you is essentially the key. Other than that, it's just a matter of staying in the breeze and staying fast.

For Rose Hamm Rowland, a local mathematics professor who stepped back into racing about five years ago after a 15-year hiatus, the tides don't present much of a problem. "I don't think there's anything secret about the current here—it's just wicked. Of course you can't get out of the tide and go where you'd like to go because of the spectator fleet." What Hamm Rowland means is that, due to an arrangement the race organizers have with the roughly six different branches of local law enforcement that monitor the event, the sailors aren't allowed to sail through the spectator boats and the powerboats aren't allowed to interfere on the racing side. By way of a line of pink, spherical buoys, the officials gerrymander the creek, splitting it into two zones—the racing area and partyville. In general it works to make things go more smoothly between the two populations, but it doesn't keep the racers from grouching about how they might have less current if they could sail across to where the water is shallow.

After a lengthy postponement, the first race got started in a light, six to eight-knot breeze with a vicious flood tide sweeping up the creek. The start of each of the seven classes was almost anticlimactic as the boats crawled to weather against the brine. Among the nine-boat E-Scow fleet, Peter Hamm set the pace, finding breeze on the far side of the North Edisto River. After returning up Bohicket Creek, the fleet marched past the spectator boats several times, yielding cheers and jeers and at least a few rebel yells.

In Race Two, with the breeze buiding to 15-plus knots, and the flood now turned to an ebb, the sailors sought lanes in the middle of the creek heading upwind, and stuck to the edges downwind. After tacking their way out of the creek, the E-Scows planed across the North Edisto River on a reach, passing most of the Sea Island One Designs in the process. The course took them back across the river into the creek where they set their spinnakers and sailed as close as possible to the spectator fleet to stay out of the ebb. Local sailmakers Peter and George Durst suc-

Excerpts of this article first appeared in and comes to us courtesy of Dan Dickison at Sailnet.com

August 5-6, 2000

Sea Island Yacht Club

ceeded in putting together their best race of the season; with flawless spinnaker trim and good mark roundings, they brought Dixie home to a win in Race Two by a fair margin.

The following day, the breeze built more quickly, and the race committee responded, promptly sending the classes off in a strong flood tide. This time, it was Brad Law's chance to pull it all together. With only three years under his belt in the local E-Scow class, Law isn't usually considered a threat, but he and his crew were the first to get out of the tide on the far side of the creek and they gradually sped away. Adding to their lead on each of the five legs, they crossed the finish line first by over 300 yards, the reaped the reward of some hearty cheers.

With the August heat in full force, the sailors gathered up on the broad veranda of the hall for the awards. Sea Island Yacht Club Commodore Michael Storen addressed the rowdy, sun-weary group of competitors with praise: "Y'all should be proud. You've taken this event into its third century and you're continuing a very rich tradition of racing here." ■

THANK YOU • THANK YOU • THANK YOU



Tom Adams	Shelley Gillman	Steve Schalk
Lisa Andersen	Peter Hamm	A.J. Schweda
Jim Barr	Todd Haines	Ted Slater
Ted Beier	Mike Huck, Jr.	Dusty Spear
Diane Bowers	Mike Kurzawa	Don Sanford
Carl Buchan	Stacy Maddalina	Willie Storey
Andy Burdick	Dave Magno	Millie Tinker
William Burns	Amy Moore	Marc Turner
Tom Burton	Tom Monroe	Crayton Walters
Casey Call	Trish Murphy	Tom Weigel
Sandy Cobbum	Pete & Nancy Price	The Welch's
Dan Dickison	Tom Price	Elizabeth
Andrew Dickson	Dierk Polzin	George, Sr.
Patrick Dunsworth	Dan Quiram	George, Jr.
Irwin R. Fletcher	Jack Rillema	Eugenie Wiss
		Bob Zak

we could not have completed this publication without your help!

1999 ILYA Invitational



Larry Larsen ripping down wind at Mendota. ▼

▲ Tom Eichorn demonstrates the use of a human splash rail.



▲ "Hey, where is he going?"

"We must be in Scow Heaven!" ▲



1999 ILYA Championship

The Porter
Swim Team. ▶



◀ "We really need to put rear view mirrors on these things."



▼ Party of five.



▲ Eric Wilson "beating" to weather.



1999 NCESA Nationals

Photos by
Diane Bowers



▲ Around...

and around... ►

▼ and around...



▼ and around.



1999 Blue Chip



▲ Another beautiful day...

...at 'The Blue Chip'! ►



▲ Ride 'em cowboy!

Full steam ahead! ►



2000 Eastern Championships

Photos by
Andrew Dickson



▲ Paul and Dave Magno way out in front at the start.



▶ Paul Magno with Andy Burdick on chute.

Richard Wright driving down in a puff. ▼



Eric Rochelle chasing down Tom Wiss. ▼



2000 ILYA Championship



▲ Perfect crew work!

Photo by Patrick Dunsworth

Team Rechcygl. ▶

Photo by Mike Kurzawa



▶ "Let's see now...
where did they put
the twing release?"

Photo by Patrick Dunsworth

Around the offset. ▶

Photo by Patrick Dunsworth

Photos by
Patrick Dunsworth
and Mike Kurzawa



2000 NCESA Nationals

Tom Wiss working up
on George Welch, Jr. ▶



▲ "Down we go!"

▼ Butch Lenhard leading the pack to the offset.



Photos by
Trish Murphy

2000 Blue Chip



◀ Five, four, three, two...

Crowded offset. ▶



▶ Follow the leader.



Casey Call drives for
the turn home. ▶



Photos by
Patrick Dunsworth

WYMA Championship

Muskegon Yacht Club was the host of the 2000 WMYA Championship Regatta, August 9-12. E-Scows were among five other classes of scows to participate in the 4 day, 5 race event. In the E Class, 17 boats participated, representing 6 yacht clubs in the WMYA.

Muskegon Lake with its close proximity to Lake Michigan saw prevailing winds from SW to NW everyday at the Regatta.

To summarize the race results, the real battle was between Rob Terry (CR 66) and Pete Price (TO 12) for the finish overall.

The championship came down to the final race, which was especially exciting for the sailors as well as the spectators. Rob finished 9th in Race 5 and Pete finished 8th to give Rob the overall championship win.

Interestingly in the final race (Race 5), for those who have raced on Muskegon Lake, a 400' freighter had decided to moor in the middle of the course giving sailors additional challenges on which direction to go.

Another highlight of the Regatta was Brian McMurry (WH 88) losing one of his rudder's during the race and finishing 2nd. Job well done by Brian and his crew.

Muskegon Yacht Club with Commodore Steve Schiller and Committee, with Charlie Harrett as PRO, successfully ran a great Regatta with good weather, winds and parties.

See you in White Lake 2001! ☐

By Pete Price

Photos by Nancy Price

August 9-12, 2000

Muskegon Yacht Club

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	CR-66	Rob Terry	1	8	2	1	9	32
2	TO-12	Pete Price	2	1	3	7	8	35.7
3	TO-181	Kevin Watrous	4	5	9	3	2	41.7
4	WH-77	Tom Monroe	11	2	4	4	4	44
5	TO-101	Art Brereton	3	9	1	11	5	47.7
6	WH-88	Brian MacMurry	6	12	DNF	2	1	56.7
7	WH-111	Doug McNeil	5	7	6	6	7	59.4
8	WH-5	Paul Wickland (M)	9	13	12	5	3	67.7
9	WH-12	Rillema/Nelson	DNF	3	5	8	10	69.7
10	WH-11	Karon Hagen (F)	10	4	11	14	12	79
11	TO-4	Jeff Hoch	8	10	7	10	15	80
12	WH-8	Jay Dunwell	12	6	14	13	11	85.7
13	SL-8	Happy Fox (M)	15	11	10	15	6	86.7
14	G-12	Curt Miller	13	15	13	9	14	94
15	SL-2	Tad Welch (M)	7	14	16	16	16	99
16	WH-1	Cam McNeil	14	DNS	8	12	DNF	100
17	SL-18	Herb Knappe (M)	16	16	15	17	13	107



ILYA Championship

By Mike Kurzawa

Photos by
Patrick Dunsworth

August 16–20, 2000

Lake Geneva Yacht
Club

Rob Evans is just not one of those Minnetonka boats (although they all do look alike, don't you think?)—he is the ILYA Champ for 2000, beating-out 74 other competitors by being able to get ahead, by being able to come-back from distant rounding-positions, and by avoiding major mistakes. In race finishes, the difference between Evans (M-1) and Buddy Melges (who came second overall) was that Evans counted a 2nd while Buddy (I-1) counted a 9th. Both never finished worse than tenth. Brian Porter's crew (third overall) was nearly unbeatable Friday finishing 1,1,2, but Saturday morning brought an ugly first leg where (I-49) simply couldn't find their place; they recovered significantly but it was still too costly. Fourth went to Tom Burton (M-9) and Minnetonka's Bill Allen (fifth overall) was the guy you never saw, but was always nearby.

The E's were scheduled to begin their racing on Wednesday afternoon (August 16) at 3:30pm. This was after the 93-boat C fleet, M and I-20/M-20 fleets had sailed their morning races and were in the process of trailering-up for their journey home.

Geneva's four launching cranes were in full swing; volunteers were everywhere making the logistics work as quickly as possible. A great deal was to be accomplished in the short span of space and time available. It worked. With some stress. (Geneva's E-team (I-564) of Steve, Mary Jane and Dennis Schalk led the charge to keep everyone happy, on the move, and in place.) So it was not such a bad thing when there was no wind to go racing that Wednesday afternoon. After all there were three more days to get the six races completed and the weather map offered the good prospect of wind coming—so it was okay to slow things down a wee bit. Thursday, there was more waiting as fronts moved in and out of the area. Crews hung-out on trailer bunks and generally tailgated. Conversation was good, but the crowd was anxious to go race. Plus 65 MC's were now ready as well (they were to sail the West/Fontana course). Racing didn't get underway until 4:30pm. During the wait, a calm lake encouraged some to retrieve their earlier launched boats from the lake while the postponement flags still flew...apparently with the idea of finding a fast lane to their assigned parking slot (but nowhere else to go). As the wind filled and steadied from a northerly direction, these early-boats found the need to re-launch and scramble for the start. The race managers held their ground in the face of this fleet flip-flop—not only by holding-out for the developing wind, but in not delaying a reasonably timed start for these trailer jockeys. Volunteer hoist teams handled the extra traffic with speed and good form. We know of no one who was left behind—without a race to sail this day.



Team Barkow.

In Race One, Gordy Bowers (M-11) with brother Mark ("Captain") and Mark Meldahl came from tenth at the first mark to win. It was after the final gate of the W 3 1/2 that the "Quack Attack" guys found their opportunity to move ahead. Leading into that gate were Tom Burton (M-9), then Jack Strothman (M-10) both of whom led the race after the first run. They turned to go east. Next came Art Larson (I-26) with Gordy directly behind, each taking the west gate. Shortly into the beat Larson took a header on some new wind while M-11 lifted off the same pattern. Within 100 yards, it was Gordy two boat-lengths to windward of Larson. On the tack back (east), Gordy and Larson crossed Burton and Strothman (with Larson feeling like he was in a movie theatre albeit in the wrong neighborhood). Up the lake it was Gordy covering Larson and Burton—probably more so Burton on the west side of the course.

Approaching the finish line area, it was Larson going fast to Gordy's right and Burton closely challenging from the left. Larson tacked early for the line (probably confused by the former top-turn mark and offset awaiting the rounding of a lagging Wood-E, while the actual finish line sat more to windward with flags flying prominently).

Realizing his tack was too early, Larson immediately tacked back to port so as to line-up for the flagship end of the line (which was still the nearest). At the finish, Gordy was nicely ahead. Burton and Larson came across



together on starboard with Burton's bow out front. Fourth went to Strothman. Fifth, Chris Jewett (UM-1). Sixth, Paul Kobs (UM-44) (first at the regatta's first mark), then Buddy Melges, Dan Quiram (V-85), Brian Porter and Rob Evans.

Friday was a much better wind day. With sun. Brian Porter (brother John on jib and George Beukema doing middle) led Friday's opening race wire to wire. Wind was north, sometimes more east or west depending on the phase and where one was when that phase arrived. It was like this most of the day with more wind in the second race and less in the last. There were good moments in all for a good hike or a short plane and plenty of opportunity to turn your gate mark with the chute not fully down and flying out to leeward. All courses were W 3 set into Williams Bay, legs about 1 1/4 mile. Leeward gates provided an additional tactical aspect. Race Three was surely the most interesting. Evans rounded the first mark with a nice lead (his reward for picking the left/west side of the beat after a leeward end start), planed quickly to the offset, then set. Next came Porters, Jon Schloesser (J-80), Buddy, Art

Larson, Paul Kobs, Jule Hannaford (M-7), Brant Nelson (UM-11), Jason Sutherland (GL-31) and Rick Roy (V-26). Porters were the first to gybe and grab the dominant position on a middle of the course wind-line flowing down the lake. Buddy followed Evans to come-up and test his lead. By the next top mark, it was Porters, Buddy, and Evans. Down the lake a close match among the leaders intensified with Evans making a close windward pass of Buddy. Upwind again, crews hiked hard with Dave Navin and Ryan Fitzgerald nearly glued together as they squeezed Buddy's speed to the very edge of maximum. Porters held their lead into the third windward turn, then Evans and Melges. It was these three in this order at the finish, nearly four minutes ahead of their nearest competitor. In an outstanding display of racing proficiency, Buddy was to comeback and win Race Four in his very disciplined yet comfortable style—up against these same guys plus an unusual attack of powerboat chop in sporadically moderating air. At the end of the day, Brian Porter led Evans by 15 points and Buddy by 4 more, then Tom Burton, Chris Jewett, Bill Allen (M-4) (counting a twelfth as a marvelous recovery from an early start which required him to sail half

Charles Colman chasing
Brian Porter.



the length of a very long starting line so as to round the end), Dave Ferguson (M-67), Rick Roy, Hans Meyer (V-77) and Lon Schoor (H-7 and 133 E-Invitational fame).

Saturday brought a southeasterly for the final back-to-back races. Race Five was on schedule with a 9:10 am start. Top mark at 100 degrees centered relatively deep in Grunow's Bay (a difficult spot to fetch even in the best of conditions). Gordy Bowers and Buddy Melges started leeward and worked north. Buddy tacked first to go south for the pin. Gordy continued perhaps another 50 yards for some better wind more east. Their short wait paid handsomely as on their approach south they lifted over Buddy with more pressure to lead at the first mark. Lon Schoor came second, then Vince Driessen (GL-6), Tom Burton, Peter Slocum (M-15), Buddy, Evans, Strothman, Dan Buckstaff (J-46) and Art Larson. With chutes flying, the leaders sailed conservatively by working a path middle to north out in the lake (in the wind that brought Gordy his lead). But Evans gybed early to find a route around the leaders -along the south shore, then gybing out to cross the lake. Employing this tactic he found good wind so as to take the gate first by 150 yards. As the race progressed, the wind tended to lighten with the south shore more favorable than not. At the finish it was Evans, then Bowers (sailing with four) ahead of Melges. Slocum fourth, Schoor fifth, and Bill Allen sixth.

Going into the last race, Evans held a narrow lead over Melges of 2.7 points and Porters of 6.3. Under the (Olympic) bonus

scoring system, not much of a margin. And as Race Six played out, not much of a cushion at all. Again the marks were in about the same location (120 degrees). While the south looked like the way to go, the start saw a brief lift to some early port-tackers. Starboard guys needed to whistle these boats across in the fear that it would be much worse to have them tack in one's face (even though the port-tackers were often no better than half a boat length past before starboard had to duck behind). A practical solution to an unhappy situation. Out of this mess it was Donny Nelson and Jack Rillema of White Lake, Michigan (WH-12) who held the lead around the first mark. Then John Dennis (M-2), Jason Sutherland, Tom Burton, Peter Slocum, Rick Kazwell (CL-1), Gordy Bowers, Jule Hannaford, Bill Allen, Brian Porter and Buddy Melges. The next time they took this top turn, it was all Minnetonka boats in the lead: Slocum, Dennis, Evans (coming back from a deep twenty-third previously) and Gordy Bowers. Porters held fifth. Around once again—Bowers passed Evans for third. It was here that the two leaders (Slocum and Dennis) got what their challengers didn't—so as to open up a notable lead from the pack. The regatta's final leg found the south shore with more of an advantage (of course one didn't know this at the gate). John Dennis moved ahead to win, Slocum second, Evans back to third (for the regatta win), Burton and Chris Jewett. Porters came seventh and Buddy tenth. Saturday was a great day for the Minnetonka fleet with Evans taking a 1,3; Slocum 4,2; Burton 8,4; Bowers 2,11, and Bill Allen 3,10. Only Buddy Melges broke into this group with his 3,10.

It was a great regatta. Sixteen fleets represented the E fleet (with four Wood-E's). A fifty-percent gain in participation from 1999. Congratulations to Rob Evans and his crew—brother Geoff on jib and John Mattox doing the middle. Nice going! You clearly earned this win. ■

Place	Boat	Skipper Name	Race						Total
			1	2	3	4	5	6	
1	M-1	Rob Evans	10	7	2	3	1	3	43.4
2	I-1	Buddy Melges	7	9	3	1	3	10	55.4
3	I-49	Brian Porter	9	1	1	2	20	7	57.0
4	M-9	Tom Burton	2	3	6	18	8	4	66.4
5	M-4	Bill Allen	15	6	12	5	6	8	86.4
6	UM-1	Chris Jewett	5	5	15	8	22	5	93.0
7	M-67	David Ferguson	17	12	10	9	14	12	110.0
8	M-15	Peter Slocum	13	25	30	10	4	2	113.0
9	M-2	John W. Dennis	19	10	27	11	18	1	115.0
10	H-7	Lon Schoor	31	13	16	6	5	14	119.7
11	V-26	Rick Roy	12	8	8	20	25	16	125.0
12	M-11	Gordy Bowers	1	4	22	ocs	2	11	138.0
13	M-7	Jule Hannaford	11	27	13	26	27	9	149.0
14	V-85	Dan Quiram	8	38	20	7	23	23	155.0
15	V-77	Hans Meyer	20	19	9	4	40	32	158.0
16	V-39	Mike Darrow	29	28	14	15	31	21	174.0
17	GL-6	Vincent Driessen	16	52	24	16	7	29	180.0
18	WA-99	Casey Call	22	30	35	21	24	15	183.0
19	UM-11	Brant Nelson	25	23	5	68	12	17	185.0
20	M-10	Jack Strothman	4	49	33	40	9	18	186.0
21	V-111	Chris Lieber	30	24	11	39	28	19	187.0
22	M-111	Doug Kuller	28	22	28	12	36	27	189.0
23	V-9	Tom Sweitzer	18	16	31	13	39	38	191.0
24	UM-44	Paul Kobs	6	36	18	44	30	22	191.7

continued

ILYA Championship Results, continued

25	WH-12	Rillema/Nelson	54	34	25	28	11	6	192.7
26	J-80	Jon Schloesser	24	31	4	29	29	45	196.0
27	V-777	Eric Wilson	47	2	39	24	16	40	199.0
28	X-11	Jim Barkow	27	20	7	43	21	51	205.0
29	WH-77	Tom Munroe	21	39	21	22	34	41	213.0
30	I-26	Art Larson	3	ocs	19	33	10	42	215.7
31	I-149	Peter & David Wall	38	40	49	14	13	34	222.0
32	J-46	Dan Buckstaff	44	18	26	54	17	39	234.0
33	D-96	Chuck Lamphere	49	17	41	31	38	28	239.0
34	V-11	Peter Friend	23	43	42	19	48	36	247.0
35	GL-31	Jason Sutherland	26	48	32	32	43	30	247.0
36	X-20	Peter Maas	46	29	51	41	19	26	248.0
37	I-7	Jim Smith	37	32	54	23	32	35	249.0
38	I-13	Bob Youngquist	34	35	53	42	35	25	259.0
39	V-102	Bob Guidinger	43	15	56	47	44	20	261.0
40	CL-1	Rick Kazwell	56	21	36	49	42	31	270.0
41	I-44	Wendell Sherry	39	ocs	17	25	33	48	274.0
42	H-15	Kris Dressler	32	50	37	17	62	46	280.0
43	W-10	Bob Zak	14	45	34	51	26	dns	281.0
44	UM-7	John Barlow	35	37	29	36	46	65	284.0
45	V-92	Jeff Niedziela	33	47	40	35	57	37	285.0
46	I-18	William Freytag Jr.	55	46	dnf	46	15	13	287.0
47	I-11	Ron Schloemer	36	44	43	45	51	33	288.0
48	GL-29	Charles Sutherland	45	51	38	38	59	24	291.0
49	V-5	Tom Hyslop	50	11	45	59	49	47	296.0
50	J-12	Jack Schloesser	dnf	14	23	48	37	64	298.0
51	H-5	Stefan Schmidt	51	26	55	27	50	57	302.0
52	V-14	Bill Biwer	40	33	50	37	53	60	309.0
53	V-177	Chad Rechcygl	53	57	46	53	47	43	335.0
54	I-88	Steve Lyon	58	41	61	34	55	56	340.0
55	I-10	Charles Colman	41	42	44	30	dns	dns	345.0
56	D-20	Dave Everhart	41	60	58	50	60	49	353.0
57	M-409	Amanda Allen	48	56	48	69	45	55	357.0
58	I-5	Jay Wittenstrom	62	63	60	58	41	50	370.0
59	D-66	Phil Mattison	dnf	53	57	52	58	44	376.0
60	M-12	Jeff Solum	dns	61	47	55	54	52	381.0
61	TX-9	Jacobs/O'Connell	59	59	52	65	56	54	381.0
62	D-76	Kearns/Hetzler	60	55	64	56	64	53	388.0
63	UM-4	John Kobs	52	58	59	64	61	59	389.0
64	I-46	Keg Avakian	57	54	ocs	66	52	66	407.0
65	H-9	Tom Teska	61	66	63	63	70	63	422.0
66	GL-11	Tyler Dunphy	dnf	64	62	60	65	62	425.0
67	D-42	Richard Beers	dnf	62	67	57	67	61	426.0
68	H-6	Ken Kreider	65	70	68	62	66	69	436.0
69	CL-11	Ben Carstens	63	69	66	67	69	dns	446.0
70	M-101	Bill Welch	dnf	68	70	61	68	68	447.0
71	I-77	Fred Brennan	dns	71	69	dnf	63	58	449.0
72	L-4	Gretchen Feeney	ocs	65	65	70	71	67	450.0
73	MW-7	Mark Wiemeler	66	72	71	72	74	70	460.0
74	CL-8	Charlie Blink	64	67	dnf	dns	72	dns	466.0
75	I-40	Ed Von Bergen	dns	dns	dnf	71	73	dns	483.0

MESA Championship



MESA winner Casey Call.

The Wawasee Yacht Club was the host again for the MESA Championships. Despite a lack of boats from Lake Carlyle, a fleet of 17 E-Scows battled for the hardware. Conditions ranged from light to medium, with a late afternoon storm on Saturday limiting the series to four good races.

With the wind out of the south on the first day, RC Chairman Mark Beesley set very nice, long courses. With big oscillating shifts, there was a lot of ground to be made or lost. As Dick Tillman observed, you didn't necessarily want to be first to the weather mark. Bob Herdrich and team did an excellent job of staying in the middle, and had a nice lead after the first day.

By Casey Call

Photos by Sandy Cobbum

August 26-27, 2000

Wawasee Yacht Club

As usual at Wawasee, the party on Saturday night was huge success. Thanks to Bob Fanning for the use of his beautiful home on the north shore. After a very filling dinner, the annual meeting was held to explore a few issues. Wawasee was again selected as the venue for next years' event and Pete Hagar was elected to represent MESA on the NCESA Board of Directors. Congratulations and thanks to Pete!

"Who was over early?"



Sunday brought shorter legs with the winds out of the northeast, but still swinging both directions. The Lemberg team sailed very nicely again to finish in the hardware. Mike Beesley, Tom Ewing and Team Hackleman also had some very nice races during the event.

Chad Herdrich did an excellent job running the regatta, and learned it is hard to do well and run a regatta at the same time. Chad got a lot of help from Tami Tillman, who did such a great job that she was elected to chair the regatta next year. Thanks to Subway, Pizza Hut and the Liquor Locker for providing sponsorship. All are welcome to event next year - it will be a nice tune up for the nationals! ☐

Place	Boat	Skipper Name	Race				Total
			1	2	3	4	
1	WA-99	Casey Call	1	4	1	7	1
2	WA-113	Dick Tillman	3	2	4	3	12
3	WA-47	Bob Herdrich	2	1	6	7	16
4	WA-12	Dave Irmischer	4	6	9	4	23
5	WA-200	Rick Lemberg	7	5	3	9	24
6	CL-1	Rick Kazwell	6	3	7	10	26
7	WA-49	Mike Beesley	8	9	12	2	31
8	WA-11	Chad Herdrich	11	11	2	8	32
9	ID-1	Pete Hagar	5	7	11	12	35
10	WA-24	Terry Moorman	9	10	5	13	37
11	WA-90	John Call	10	8	8	16	42
12	WA-17	Scott Hackleman	14	13	10	6	43
13	ID-4	Tom Ewing	15	16	13	5	49
14	WA-29	Kenny Bolles	13	12	16	11	52
15	ID-12	Bill Misenheimer	12	14	14	14	54
16	WA-414	George Simpson	16	15	15	15	61
17	WA-131	Gary Froshaug	17	17	17	17	68

2000 NCESA Nationals

By Dave Magno

Photos by Trish Murphy

September 7-9, 2000

**Little Egg Harbor
Yacht Club**

Reality can be harsh. The 2000 E Nationals became a perfect example of this as the ILYA boats dominated the regatta. The boats from Pewaukee, Geneva and Minnetonka easily copped the first six places. As a group they took almost all single digit finishes with a couple even dropping single digit places. Even though only three boats attended from Minnetonka, they absconded with half of these top places. The Minnetonka Fleet continues to show their great depth, even when few in numbers. Next years new Team Race Trophy should probably be the M boats vs. the rest of the fleet.

However, of all the ILYA boats, the one truly sparkling performance was by V-45, skippered by Andy Burdick. After dropping a fifth race eleven, the rest of his finishes were all in the top four. This allowed for a seven point victory margin over M-4, captained by Bill Allen. It's hard to imagine sailing well enough to drop a sixth in the E Nationals and not being able to win. Unfortunately for Bill Allen's gang this was the case, but they still must have been pleased by their excellent sailing performance.

Thursday, September 7th, began with a medium breeze from the northeast at twelve miles per hour. This was a dying wind that would clock as the day progressed. This did not mean that one should automatically favor the southeast part of the course. Throw in tidal currents, geography from marshy islands, particularly to the north and oscillations as the gradient gradually clocked over the long hours of the day, it all became quite challenging. In fact, generally the north side of the course was better. The above combination often resulted in higher velocities on the north side. Consequently, spending the day north of the pack was usually safe.



Another beautiful day in Beach Haven.



Andy Burdick
takes off.

V-39, run by Mike Darrow, came out blazing in the first race. Burdick was his only serious challenger and wound up second. KU-11, steered by George Welch, Jr., ran a strong third. He was followed by the always lurking Tom Burton in M-9 and Paul Magno in LA-88. Allen opened the regatta with a sixth and would only improve from there. Taylor Neff in M-14 was seventh, followed by I-49, Brian Porter, Peter Hurley took ninth in his new MA-11 and Kirby Slack had an impressive tenth in IH-18.

After lunch, the second race was in lighter wind which was much further east. Had Brick in IH-27 led this one all the way by going to the north. This race was a little freaky and boats mixed in from both sides of the course. A downwind finish was used with the idea of going for a third race. Brick won in a dying breeze. Dave Magno followed in LA-99, holding off Neff. Burdick wound up fourth, followed by Allen, Darrow and Porter. Chris Jewett in UM-1 took an eight with Paul Magno ninth and Burton tenth.

Unfortunately, the race committee decided to go for a third race this day in an awfully light breeze. This race became a long torturous affair which not only delayed the evening party, but had most everyone wishing there were three races the next day. The Pewaukee group took advantage of this race and Burdick outdueled Darrow for the win. Allen was once again strong taking a third. Charley Turk, in TO-2, had his best race of the regatta taking fourth. Brick was fifth, followed by a consistent Burton in sixth. Tim Faranetta, in LA-5 had his best race by finishing seventh, followed by Porter, Hurley and George Welch, Jr.

After day one, Burdick and Darrow looked real strong with only seven and nine points respectively. Allen was hanging tough with fourteen, Brick next with eighteen and Burton in fifth with twenty. Neff and Porter both had twenty-three and then there was a gap. George Welch Jr. was eighth with thirty followed by Dave Magno with thirty-seven and Jewett with forty. Too many boats were already staring at drops to be contenders.

Friday was more of a typical Little Egg day with a south wind. The morning race was still in an unstable wind as it took until afternoon to build. Porter got his act

together in this one as solid speed upwind and downwind got them to the front. Allen remained solid all around the course and finished second. Burdick rallied in this race and eventually got up to third, Welch shook out in fourth to stay in contention and Mike Fortenbaugh in BH-23 took fifth. Dave Magno was sixth, staying in front of Burton and Neff. Van Johnson in W-20 was ninth and Hurley tenth with another consistent race. Gains and losses in this race were particularly extreme. I certainly would have been interested in seeing the placing at each mark rounding, especially the first one which was messy.

In the afternoon it blew twenty. It should have been races 4 and 5 instead of just race 5, but you know what happened. Ever notice that in a big steady wind I-49 seems to win? Well they were up in the front pack at the first mark, so you know. The most interesting thing about this race was that virtually the entire fleet jibed too late for the leeward gate. Chutes had to be stripped to get back up. Talk about



Team Turner CH-6. Can you think of a caption?

opportunities lost, I guess we were all just going so fast downhill. Tommy Burton put a good chase on Porter, while the Little Egg boats surfaced in the wind led by Jack Lampman's third. Jewett was fourth, Allen fifth and Bob Donat in LE-3 sixth. Dave Magno was seventh, Faranetta eighth, Neff ninth and Hurley tenth.

Burdick was eleventh in this race which now left his overall lead vulnerable. Darrow's finishes of twelve (12) and fourteen (14) hurt his chances for victory. Allen's good day kept his possibilities very much alive, while Porter's double bullet brought him back in contention. Burton remained alive, but had the worst tie breakers of the top five.

The last day the wind was from the southwest. It was the type of breeze that was either going to die or shift. It wound up holding through the initial race, but died

during the second and shifted to a sea breeze direction. The committee was having difficulty getting off a clean start, a tidal current was mostly to blame. Finally, the race got off and the wind stayed pretty steady in the light to medium range. Burdick beat Allen in this race making it very tough on Bill going into the 7th race and also closed out the rest of the fleet. Neff again showed good speed in taking a third, while Burton was fourth. Dave Magno held off Rick Turner in CH-6 for fifth and Brian Porter nipped Paul Magno for seventh. Darrow took ninth and George Welch, Jr. tenth.

The last race got flukey with the dying wind and Burton won this easily, securing a third overall. Burdick and Allen were basically near the front of the pack the whole race with Burdick eventually taking second to Allen's third. This was a rather uneventful race since Allen needed to beat Burdick by a large margin and the issue was really never in question. Darrow took fourth in this race over Neff's fifth and this was important since it allowed Mike to beat Taylor for fifth overall by a point. Porter finished sixth in this last race, leaving I-49 fourth overall. Paul Magno was seventh in this race, George Welch, Jr. eighth, Donat ninth and Brick tenth. The remainder of the top ten overall was Dave Magno, seventh, George Welch, Jr. eighth, Paul Magno, ninth and Had Brick tenth.

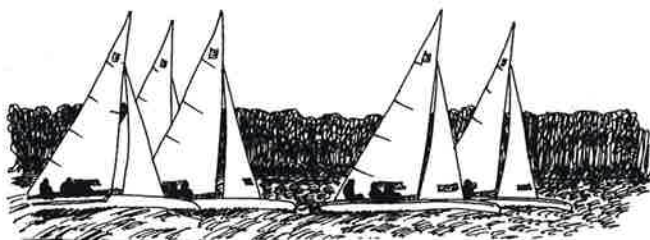


Bill Allen searching for wind.

As usual, LEHYC put on an excellent show. The number of boats on the East Coast is low right now so this resulted in a rather poorly attended regatta. In addition, there were also a lack of boaters from the Western Michigan and Midwest District. However, by now all the E boaters should know that even when the conditions are not at their best, Beach Haven is. See you next year at Torch. ■

2000 NCESA NATIONALS RESULTS

Place	Boat	Skipper Name	RACE							Total
			1	2	3	4	5	6	7	
1	V4-5	Andy Burdick	2	4	1	3	11*	1	2	13
2	M-4	Bill Allen	6*	5	3	2	5	2	3	20
3	M-9	Tom Burton	4	10*	6	7	2	4	1	24
4	I-49	Brian Porter	8*	7	8	1	1	7	6	30
5	V-39	Mike Darrow	1	6	2	12	14*	9	4	34
6	M-14	Taylor Neff	7	3	13*	8	9	3	5	35
7	LA-99	Dave Magno	15	2	20*	6	7	5	9 RD	44
8	KU-11	George Welch Jr.	3	17*	10	4	12	10	8	47
9	LA-88	Paul Magno	5	9	32*	13	16	8	7	58
10	IH-27	Had Brick	12	1	5	18	20	19	10	65
11	UM-1	Chris Jewett	16	8	16	16	4	15	24*	75
12	MA-11	Peter Hurley	9	30*	9	10	10	11	26	75
13	CH-6	Rick Turner	20	12	23*	14	15	6	13	80
14	LE-8	Jack Lampman	26*	13	22	24	3	14	17	93
15	LA-5	Tim Faranetta	19	18	7	29	8	31*	14	95
16	LE-3	Bob Donat	30*	21	11	26	6	26	9	99
17	W-20	Van Johnson	35*	24	18	9	24	12	20	107
18	W-10	Bob Zak	17	16	21	23	18	13	DNF*	108
19	LE-5	Butch Lenhard	14	11	37*	17	17	28	23	110
20	HO-32	Tom Wiss	11	22	14	34*	19	20	25	111
21	BH-23	Mike Fortenbaugh	27	14	17	5	22	27	DNF*	112
22	V-77	Hans Meyer	13	15	19	31	13	23	33*	114
23	LA-8	Chuck Drawbaugh	28	20	25	11	DNF*	18	16	118
24	TO-2	Charley Turk	21	25	4	21	32*	21	29	121
25	IH-18	Kirby Slack	10	36*	26	20	31	17	19	123
26	T-17	Cliff Campbell	18	29	12	30	21	22	32*	132
27	GL-31	Jason Sutherland	29	32	15	22	DNF*	25	11	134
28	IH-44	Fred/Rick Slack	34*	19	24	28	33	24	12	140
29	BH-11	Scott Callahan	31	26	27	15	DSQ*	32	18	149
30	W-8	Craig McNulty	23	23	30*	25	27	29	28	155
31	LE-37	John Cranmer	25	28	35*	35	28	30	15	161
32	MA-18	Cliff Lewis	24	31	33*	19	23	33	31	161
33	T-1	Bill Warner	22	27	29	37*	30	34	21	163
34	LE-33	Richard Ryon	DNF*	34	36	27	26	16	30	169
35	T-8	Dan Crabb	36*	33	34	33	25	35	27	187
36	CH-5	Dick Turner	32	35	28	32	DNF*	37	35	199
37	LE-10	Doug Buchan	33	38*	31	36	29	36	34	199
38	NS-1	Bruce Heverly	37	37	38*	38	34	38	36	220



2000 FLACE Regatta

Finger Lakes Autumn Class E Regatta

Blustery, rainy and cold all weekend was the forecast. It was blustery, but otherwise the weather was a rather pleasant fall offering. Unfortunately, the dismal forecast deterred some interested participants from attending. The usual suspects came: the Magnos from New Jersey and the Turners from Chautauqua. Otherwise, it was only the home fleet. Sunday's wind was so strong from the onset that only five stalwarts ventured out for the racing. For those who fully participated, it was a thrilling and challenging weekend. For the others, there was enjoyable spectating.

Saturday's weather was about 10 degrees better than the 53 degree forecast, and the rain held off. The wind was a shifty westerly building all day. Paul Magno with brother Dave on board, led the way to the first mark, and pulled out to a two boat duel with George Welch, Jr. Welch got by on the second weather leg and held on. Dave Stenger in KU 21 sailed a great second part of the race, leading the rest of the boats by an increasing margin and gaining on the leaders. Rick Turner experienced a halyard failure and dropped out, unfortunately taking his ultralite crew out of contention early in the regatta.

By George Welch, Sr.

Photos by Dusty Spear

September 16-17, 2000

Keuka Yacht Club



George Welch, Jr. takes another gun.

After lunch much remained the same with Welch, Jr. leading race 2 most of the way. All experienced screaming downwind runs, with Magno ditching during a jibe. Race 3 followed with the wind backing to the left at the start, allowing those who tacked to port first the opportunity to lay the mark with only that tack. Those who persisted on starboard overstood by a lot. Magno led and was one of the first to realize that it was too tight to carry a spinnaker. It became pretty much a follow the leader drag race as the wind did not shift back, allowing the boats to sail the course without tacking or jibing. Paul held on to win what would be the only exception to Welch, Jr.'s. string of bullets for the weekend.



Steve in first? Not for long...

Sunday morning was sunny and a lot warmer. But, the wind was howling from early on, and only Welch, Jr. and Steve Andersen from the local fleet joined the three visiting boats on the course for what turned out to be arduous racing. During the first race, Magno led at the first mark, but everyone was close. As the shots would hit, each boat had a chance to leapfrog into first. At the second mark, Andersen led the pack and continued to show equal speed upwind in the oldest boat in the fleet. Nevertheless, it wasn't boat speed, but staying in phase with the shifts that won out.

The final race started in wind that was blowing a steady 20mph with more intense shots common. 76-year-old Dick Turner showed he could still handle an E in a blow as he led to the first two marks by a large margin. Welch, Jr. showed his regatta winning form as he masterfully sailed his boat flat and seemed to hit every shift on the second windward leg. He went on to win by a large margin. The end still held excitement as Rick Turner on port took Magno's stern near the finish line and shot over to nip Paul who had to tack to lay the line near the pin. ■

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	KU-11	George Welch, Jr.	1	1	2	1	1	6
2	LA-88	Paul Magno	2	9	1	3	3	17
3	CH-6	Rick Turner	DNF	2	3	2	2	21
4	CH-5	Dick Turner	9	6	8	4	4	31
5	KU-28	Steve Andersen	8	5	7	5	DNF	37
6	KU-1	George Welch, Sr.	4	4	5	DNS	DNS	37
7	KU-2	Curt Wright	7	3	4	DNS	DNS	38
8	KU-6	Ken Fisher	5	7	6	DNS	DNS	42
9	KU-21	Dave Stenger	3	8	DNS	DNS	DNS	47
10	KU-5	Irv Spear	6	DNS	DNS	DNS	DNS	54
11	KU-9	Andy Braman	10	10	DNF	DNS	DNS	56

Blue Chip Regatta

The annual fall event is the grand daddy of them all; The E Blue Chip on Pewaukee Lake in Southern Wisconsin. The Blue Chip invites only the very best E-Scow sailors based on the past years accomplishments. Todd and Kim Haines have been the regatta chairpersons for the last couple of years; as they move on, they again hosted a great event!

The event starts with the traditional Commodores Pork Chop Dinner on Thursday night. This gets its name as many of the past commodores are out grilling the pork chops and slopping on the barbeque sauce. It is a great site to see, as there were as many as twenty former commodores out there. While they are grilling everybody else is getting acquainted again and meeting the mystery guest. This year's guest was Carl Buchan (whose claim to fame is his Olympic and Laser Sailing). He has many accomplishments, and it was great to have him be a part of the mystery guest tradition. As we waited for the food, many did the traditional Pewaukee thing, by getting acquainted with the bar. The food was outstanding, but the group slowly thinned out, as many were ready for the day of sailing ahead. Those who didn't need to get home early ended up at the Schooner, telling stories of their great accomplishments of years past.

Friday morning came with what looked to be big winds as many put on their fourth. But soon after the sequence started the wind began to die and many dumped the fourths. The race started and the winds kept decreasing. As the boats began to approach the first windward mark, Chris Jewett (Upper Minnetonka) and his rock star crew rounded first. They had to hold off local favorite Paul Biwer (Pewaukee) on the downwind beat. As they moved up through the next leg, Chris caught the port shift and moved into a firm lead. Just as he was rounding the mark, the judges surveyed the storms that were approaching and abandoned the race. Quickly after getting off the lake the storms hit hard and there was no more sailing for the day. Most people ended up moving on and getting an early dinner or staying home, as the night crowd was very light.

Saturday brought good winds, as the race committee was able to get off three races. Mike Darrow (Pewaukee) grabbed the first race after getting a good lead. Paul Biwer (Pewaukee) was second, followed by the legendary Gordy Bowers in third. Tom Burton (Minnetonka), defending champ, was fourth with Mystery guest Carl Buchan in fifth.

The second race was just like the first one, but this time Paul Biwer took first with his nemesis Mike Darrow in second. Chris Jewett and Carl Buchan were third and fourth. Tom Burton hung around to take fifth.

After a hardy lunch, the afternoon race took place with the defending champion Tom Burton grabbing the win. Vince Dreissen of Gull Lake, MN was second with Paul Biwer in third. Mike Darrow would not go away, finishing right behind Paul in fourth. Gordy took fifth. This concluded a great day of sailing, as many of the sailors were very tired.

By Irwin R. Fletcher

Photos by
Patrick Dunsworth

September 22-24, 2000

Pewaukee Yacht Club



Vince Dreissen and Dan Quiram.



Gordy Bowers.

No time to be tired though as Saturday night is the famed Blue Chip Steak Dinner, provided by Manly Haines (Todd's little brother) and his terrific staff. The wonderfully prepared dinner was awesome, and dessert was a great top-per to the meal. After dinner, was the traditional Mystery guest presentation. Carl Buchan had some great videos of sailing and spoke of some of his past experiences. It was a very informative speech, as everyone enjoyed it.

The evening ended up at the old PYC bar, and the night began to get crazy. As cocktails were sliding down, the


sailors were doing the bar walk. Many people ventured up there as a new twist took place. Sally Wozniak and Heidi Schweda gave the crowd commentary of the bar walkers. It was the usual crazy, but entertaining evening.

With Sunday morning coming way too fast, and the temperatures dropping almost as quickly, the judging committee was able to get the races started.

The first race finished the same way the last race did, with Tom Burton winning. Chris Jewett was second, with Hans Meyer (Pewaukee) and Richard Wright (Mantaloking) taking third and fourth. Mike Darrow was fifth and Paul Biwer sixth.

This created a logjam at the top. The last race was for all the marbles!!

Gordy Bowers won the race with a big lead. Paul Biwer finished in second with a comfortable lead and the 2000 Blue Chip Title! Mike Darrow finished third followed by Chris Jewett and Tom Burton in fourth and fifth.

With the sailing completed, there were many people to thank for all of their work! Todd and Kim Haines deserve big thanks for all of their work through the years, as they are retiring as chairpeople. Their assistants Bill and Nyla Burns were wonderful help and will now take over this prestigious event. All of the help from the PYC members was greatly appreciated, and the Judges work was great too! 

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	V-26	Rick Roy/Paul Biwer	2	1	3	6	2	23.4
2	V-39	Mike Darrow	1	2	4	5	3	26.7
3	M-9	Tom Burton	4	5	1	1	5	28.0
4	UM-1	Chris Jewett	8	3	10	2	4	46.7
5	M-11	Gordy Bowers	3	10	5	10	1	47.7
6	V-77	Hans Meyer	7	6	9	3	7	58.4
7	?	Carl Buchan	5	4	13	8	9	66.0
8	GL-6	Vince Driessen	13	13	2	9	12	74.0
9	H-7	Lon Schoor	9	12	7	7	13	78.0
10	CH-6	Rick Turner	16	7	8	13	8	82.0
11	WA-99	Casey Call	11	8	15	16	6	85.7
12	TO-181	Kevin Watrous	12	15	6	15	10	87.7
13	MA-4	Richard Wright	14	16	11	4	15	88.0
14	V-85	Dan Quiram	10	11	14	12	14	91.0
15	TO-12	Pete Price	6	14	12	14	16	91.7
16	CR-66	Rob Terry	15	9	16	11	11	99.0

Interview with The Mystery Guest

Carl Buchan lives in Medina Washington with his wife Carol, one son and one daughter. He works at William Buchan Homes (his father's company) and is currently sailing mostly Lasers and Tasars. He and Carol plan to go to the Taser Internationals next year in England, and he also may go to the Laser Worlds in Ireland.

Q: So what brought you out to Pewaukee?

A: By sailing at regattas in other boats such as Stars, Lasers, Finns and FD's, I have met a number of E-Scow sailors from the area who always talked about the fun of sailing E-Scows. This past summer at the Laser nationals at Lake Minnetonka, I was bitten by the bug.

Q: Have you ever raced an E-Scow before?

A: No, but I sailed one once on Biscayne Bay with Peter Commette.

Q: What was your first impression?

A: I loved the feel of the boats, but I really noticed how easy it was to fall out of the groove, particularly to windward.

Q: What are your thoughts on racing an E?

A: I really enjoy boats like the E-Scow that reward aggressively working the boat and good teamwork for the whole crew. My crew was great and they were very patient with me.

Q: What were your highlights of the regatta?

A: The highlights were the people I met and the great hospitality. I also remember the few times we got enough of a puff for the boat to really move, it was a great feeling. Visiting Melges Boatworks was another highlight. It was something that I had always wanted to do and I'm glad I did.

Q: Would you like to come out and visit Pewaukee again?

A: Sure, for that matter, I would like to race on an E-Scow again somewhere. I feel like I learned a lot and there are also some things I would like to work on.



Mystery guest, Carl Buchan.

Annapolis Fall Sprints

By George Welch Jr.

September 30 &
October 1, 2000

Eastport Yacht Club

Twelve boats met at the Eastport Yacht Club on September 30, 2000 for the final E-Scow regatta of the season. Several boats mounted serious campaigns and others decided to pay more attention the social side of sailing. Billy Warner, for instance, brought his drinking team and left the "good sails" at home. In contrast, Paul Magno enlisted brother Dave and rock star crew Phil Barrow. Also posturing for Fall glory were Tom Wiss, fresh off a victory at the FRESH, Tim Faranetta and George Welch, Sr., both with new boats and seasoned crews. The Friday consensus, given the painfully light forecast and Paul's lighter than average crew, was that LA-88 would take home the trophy. That is not how it happened, because, as Chris Berman says, "That's why you play the game."

Saturday dawned crisp and still, very still. The breeze provided by reveille at the Naval Academy was perhaps the stiffest of the day. No racing. Plenty of sun, beer and raw oysters though. Not a bad party, but next year we'd all prefer to be upstairs again. And Peter (Hamm), put a little more Old Bay on those shrimp next year.

It all came down to Sunday. Last day, last regatta, and even the last race before it was decided. The wind speed never went above 5 knots for the day. Race one, saw Paul Magno jump out to a huge lead by the first mark. He was never seriously challenged and seemed to fulfill the Friday night predictions. Farranetta and Welch rounded out the top three. But there were two races to go and the star of this regatta was just beginning to warm up.

Welch, Sr. was spit out the back at the start of number two and was forced to the right. Right where he did not want to go, but where he picked up a comfortable lead at mark one. Not comfortable enough, however, as Bob Donat scratched and pawed his way to the front, passing Welch and his (obnoxious) yellow spinnaker 100 yards off the finish to steal the race and the regatta momentum. After race number two it was anyone's regatta, with Magno dropping back to 6th that race. Going into the rubber match, Magno was 1-6, Welch was 3-2, Faranetta was 2-3 and Donat was 4-1.

In number three, Magno led again, but this time he was in a pack which included Wiss, Donat and Dick Turner. In a turn back the clock run and with the aid of his young, and now well seasoned crew, Dick passed the fleet and won the race. The regatta was over for three hours and Dick was still wearing his hiking boots and the smile of unquestionable joy over the win in a sport he has played better than most and longer than most of us have been alive. The regatta went to Bob Donat, who also passed Paul on the run to win the event in style. He was one of the few who kept his cards close to the vest on Friday night. He also groaned the loudest at each weather forecast, but he was the one who sailed the smartest and the most consistent. Perhaps it was the boat. He keeps saying those 1997 Melges boats are fast. Maybe he has a point. Congratulations to Bob. And thank you to Bill Storey, Ann Harrington and the Eastport YC for hosting a great event. ■

Place	Boat	Skipper Name	Race			Total
			1	2	3	
1	LE-3	Bob Donat	4	1	2	7
2	LA-8	Paul Magno	1	6	3	10
3	KU-1	Geo Welch, Sr.	3	2	5	10
4	LA-5	Tim Faranetta	2	3	7	12
5	HO-32	Tom Wiss	5	4	4	13
6	CH-5	Dick Turner	8	10	1	19
7	T-1	Bill Warner	10	5	6	21
8	SC-20	Peter Hamm	9	9	8	26
9	AH-1	Bill Storey	7	7	DNF	27
10	LA-11	Bill Nolden	6	DNS	DNS	32
11	SC-32	John Eger	11	8	DNF	32
12	CH-6	John Sellstrom	12	DNF	9	34

Carlyle Silver Cup

This annual event was sailed in perfect cool and sunny fall weather. In the end, Terry Moorman maintained the Wawasee grip on the cup, but was pushed very hard by Rick Schaffer whose team traveled all the way from Fort Worth, Texas for the event.

Four races were sailed on Saturday in south winds on windward-leeward courses. In the morning the wind strength was 10-14 mph, with enough puffs and shifts to take plenty of chances to pass both upwind and downwind. After a lunch break, the wind began building to 14-18 with some puffs to 20 for the two afternoon races. Several boats capsized, but the downwind legs were scow heaven in the relatively flat water that Carlyle provides with a south wind. After four races, Schaeffer was just one point ahead of Moorman.

The racers found the conditions near the same for Sunday's fifth race with south winds at 10-14. Racing remained close with numerous position changes, and the boats finishing close together. Moorman was able to match race Schaffer and come out on top, each ending with 8 points. The tie was broken in favor of Moorman for his three first places. Bunse maintained his consistent finishes to maintain third place.

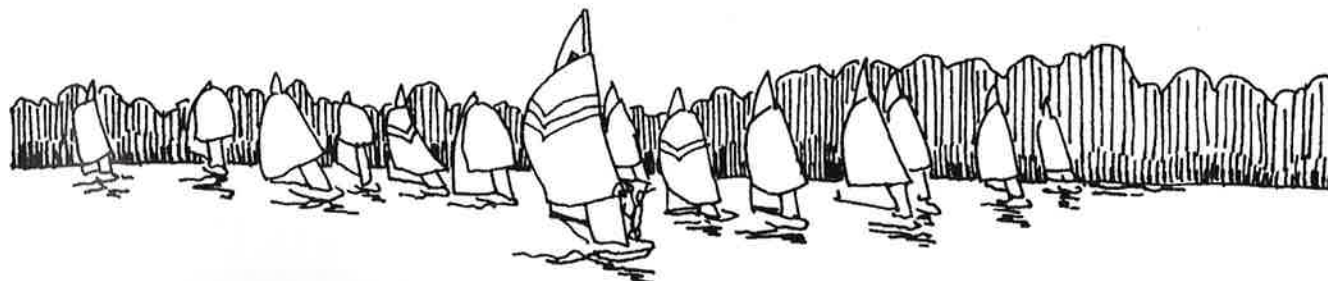
At the trophy presentation, many compliments were paid to Jeanette Beier and Scott Bunse who made the crayfish gumbo and chili for the "eat all you dare" feed on Saturday night. Scott out did himself this year with crayfish the size of small lobsters in the gumbo. A strong round of applause attested to the good race management work performed by John Woodworth and his team of local Flying Scot and Y Flyer sailors. ■

By Ted Beier

September 30-October
1, 2000

Lake Carlyle, IL

Place	Boat	Skipper Name	Race					Total
			1	2	3	4	5	
1	WA-24	Moorman	2	1	3	1	1	8
2	GL-21	Schaffer	1	2	1	2	2	8
3	S-11	Bunse	5	5	2	3	4	19
4	ID-1	Hagar	4	3	5	6	3	21
5	S-27	Beier	7	6	6	5	7	31
6	D-42	Beers	12	4	7	4	11	38
7	S-17	Sepanski	10	9	4	7	9	39
8	WA-90	Call	3	7	DNF	DNF	5	41
9	S-2	Aljets	8	10	8	DNF	6	45
10	ID-4	Ewing	6	12	9	9	10	46
11	S-44	Melly	9	8	DNF	8	DNF	51
12	S-3	Gass	11	11	10	DNF	8	53



~Notice of Race~

2001 SARASOTA ONE DESIGN MIDWINTERS

Saturday & Sunday, March 17-18, 2001

Tune-up Regatta, Thursday & Friday, March 15-16, 2001

◆ E-Scow ◆ MC-Scow ◆ Inland 20 ◆

Host and Organizing Authority: The Sarasota Sailing Squadron, Sarasota, Florida

Rules: The regatta will be governed by the 1997-2000 racing Rules of Sailing, the US SAILING prescriptions, the participating classes' rules, except as any of these are altered by the Sailing Instructions.

Eligibility and Entry: Tune Up Regatta—\$10.00. Midwinter registration is \$65.00 if postmarked by March 1, 2001. The registration fee after March 1, 2001 is \$85.00.

Registration fee includes dinner for two Saturday night, a shrimp feast, continental breakfast at the Squadron Saturday and Sunday mornings, T-shirt, beer, soda, water and trophies.

Scoring: RRS Appendix A2 low point system. One race will constitute regatta.

Schedule:

Thursday, March 15, 2001

Registration: 11-12:30

Skippers' Meeting for Practice Race 12:30 p.m.

Tune-up regatta: first race: 1:30 p.m.

Friday, March 16, 2001

Tune-up Regatta, first race, 10:00 a.m.

Registration: 5:00 p.m.–7:00 p.m., Free Beer/Soda

Saturday, March 17, 2001

Registration: 8:00 a.m.–10:00 a.m.

Continental Breakfast

Skipper's Meeting: 10:00 a.m.

First race of the day: 11:30 a.m.

Peel & Eat Shrimp: 4:00 p.m.

Dinner: 5:00 p.m. (Subject to change due to racing).

Free Beer/Soda

Sunday, March 18, 2001

Continental Breakfast

First race of the day: 10:00 a.m. (No race to start after 1:30 p.m.)

Awards to follow.

Questions/Inquiries—Jim Barr (941) 366-1972 • e-mail—jbarr3620@aol.com

Directions & Accommodations, see Web: sarasotasailingsquad.com

Easter E-Scow Regatta

Friday & Saturday, April 13-14, 2001

E-Scow ◆ MC-Scow

Carolina Yacht Club

50 East Bay Street, Charleston, SC 29401

Registration Requirements: Registration fee is \$150.00. Meals (breakfast, lunch, dinner and beer) included for crew for 2 days. We will also be racing 6 races in beautiful Charleston Harbor. Dinner will be at the clubhouse on Friday and the 'Highlight' party at Sonny's on Saturday. Not to miss!

Housing: There are plenty of hotel/motel chains within 10 minutes of the club. Stay downtown or in Mt. Pleasant for variety and close proximity to the club. There are also plenty of nice B&B's in the historic district.

Harbor View Inn
1-888-853-VIEW

Charleston Harbor Hilton
1-888-856-0028

Days Inn
(843) 881-1800

Holiday Inn
(843) 884-6000

Regatta Chair: Crayton Walters (843) 849-9617, Crayton3@cs.com

Club Contact: Cathy Cooper (843) 577-4224



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