

THE 2014 REPORTER

National Class E Scow Association

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Vice Commodore: Robert Cole
Rear Commodore: Braerton Hatton
Secretary Treasurer: Lon Schoor

DIRECTORS:

Term Expires 2015

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Jon Schloesser, ILYA
David Hagen, WMYA
Matt Schmidt, ILYA
Bill Nolden, ECESA
Ted Beier, At-Large
Rick Kotovic, At-Large

Term Expires 2016

Vincent Porter, ILYA
Derek Packard, ILYA
Pete Price, WMYA
Russel Lucas, ECESA
Robby Wilkins, At Large

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MANY THANKS TO OUR CONTRIBUTORS

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Jim Campbell	Russ Lucas

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NCESA Board of Directors Meeting Minutes

November 1, 2014

Attending the meeting:

Bill Wyman	Bill Nolden	Conference Call Attendees:
Brett Hatton	Ted Beier	Russel Lucas
Lon Schoor	Vincent Porter	Rick Kotovic
Donna Schoor	David Hagen	Matt Schmidt
Pete Price		

The meeting was called order by Bill Wyman at 9 AM

Bill Nolden made a motion to approve the Old Business actions of the Executive Committee. Ted seconded the motion and it passed. The Old Business items were:

1. Give Crystal Lake an additional \$3000 for the National regatta and agreed to form a sub-committee to review and establish new guidelines and procedures for funding the National Regatta.
2. Raised the 2014 National regatta entry fee \$50.
3. Paid Petey Crawford \$2000 for a video for Blue Chip Regatta.
4. Tried "bow numbers" on the jib sail at Geneva Spring Regatta
5. Reassigned the Ferguson Trophy (winner of sixth race) to be the awarded for the National Ranking Champion.

Brett Hatton made a motion to approve the Board of Directors minutes from the 2013 Directors meeting. It was seconded by Bill Nolden and the motion passed.

Rules Committee

Matt Schmidt reported there was no experiment submitted to try out the Flying Scot flotation panels on the E-scow mainsail. Flying Scot flotation panels are probably adequate for the E Scow, although the volume is one-quarter cubic foot less. The Flying Scot flotation panels are flat and slip over the top of the mainsail.

Action item: Bill Nolden will submit an experiment for 2015.

Action Item: Ted Beier has some Rules Committee documentation from previous years that he needs to transfer to Matt Schmidt, the current chairperson.

There was no report from the Development sub-committee. Recognizing that there will come a time that the Association will have to address the use of carbon spars, this sub-committee should continue to be proactive.

Action Item: The Development subcommittee should start conversations about carbon masts and booms. Wyman will talk with Art Brereton, current chairperson. The subcommittee membership should to review and update. The goal is to ensure the entire E-fleet remains unified when the time is right for aluminum to carbon spar conversion. Objective must be clearly defined and understood so a plan can be created for a successful conversion.

Regatta Committee

The experiment at the Geneva Spring Regatta to use “bow” numbers on the leading edge of the jib sail was deemed not satisfactory. The numbers would have to be much larger - too large to be considered desirable.

Reviewed the reports from Rob Terry for the 2014 Crystal Lake National Championship Regatta. Overall it was another great E National Championship Regatta. The few hiccups that occurred will be addressed in the National Regatta Host Club guidelines document (see below) and the Race Committee Guidelines document.

Bill Nolden moved and Vincent seconded a motion to accept Rob Terry’s National regatta reports, pending a few questions and final updates. Motion passed.

Action Item: Brett Hatton will follow up with Rob Terry to finalize a few details about the report and get a final update.

It is a huge burden on the host club, both on the water and off the water to host 80 E-scow teams. Each host location presents special challenges - local liquor policies, party & shoreline facilities, water depth, parking, ...

The present host club guidelines document has been around for many years and does not adequately address all the important host club needs, some of which have large financial obligations. The financial arrangements that the NCESA enters into with the host club need to be updated, along with format changes to make the events fun and affordable for all participants.

Ted Beier moved and Dave Hagen seconded a motion to update the Host Club Guidelines and submit a draft to the Board of Directors by January 1. Motion approved.

Action Item: Updating the Host Club Guidelines was assigned to the Regatta Committee. The 2015 Regatta Committee is comprised of: Bob Cole (Chairperson), Brett Hatton, Vincent Porter, Lon Schoor, Russ Lucas, Rick Kotovic and Chris Fretz.

Some specifics that should be updated in the Host Club Guidelines are:

- Party prices have gotten too high - keep the party prices low enough to include all participants (\$40). Objective is fun and affordable.
- The NCESA will fund (\$4000) a free Friday after race “lean-in” of Hors d’oeuvre and drinks, dinner on their own.
- Help take the load off the host club by requiring only one organized event (Sat).
- Provide \$6000 to National Regatta host club for 2015.
- For 2015 remove incremental funding for number of boats attending. This was done to help host club budgeting for the regatta.
- Any sponsorship is arranged by the host club to their benefit.
- Consider a DJ instead of a band for the Saturday party to hold down expenses.
- For the National Regatta, consider hiring event reporters that would maximize our exposure on the web, social media, and publications.
- Guidelines should include reporting requirements for:
 - Interviews of participants
 - Written race reports
 - Regatta summary and awards report

- Facebook, Twitter, Digital Reaches, Reporter Magazine
- Photos
- Video
- Schedule official practice race(s) on the day before racing starts with all the same people and equipment that will be used for the regatta. This is to assure the race committee equipment, supplies, and personnel are ready and tested prior to the first race. It is an opportunity to familiarize competitors with the race committee procedures that will be used.

Regatta Bids - Oshkosh submitted a bid to hold the next Nationals that comes to the ILYA region, but not year 2017. No other bids were received. The 2015 regatta will be at Little Egg Harbor and the 2016 Nationals will be at Minnetonka.

Regatta Rotation - Wyman suggested we establish a regular rotation between the three major regions, Inlands, Western Michigan, and Eastern.

Action Item: Russ Lucas and Bill Nolden will talk to clubs to get feedback. As an option, consider including Toms River (Cedar race course) in the Eastern rotation and see if Little Egg would consider every 6 years instead of 5.

These clubs in each region were mentioned as candidates for the regatta rotation:

Inlands - Geneva, Oshkosh, Mendota, Minnetonka

Easterns - Chautauqua, Little Egg Harbor, Toms River

Western Michigan - Crystal Lake, Torch Lake, Muskegon, Charlevoix

It was noted that the Grand Lake CO Yacht Club is going to hold the 2nd Western Shoot Out Regatta on June 26-28, 2015.

We have a couple of perpetual trophies that do not have boxes for traveling.

Action item: Get the measurements and have boxes made.

A motion was made by Hatton to eliminate the three specialty keeper trophies (previously the 'Red Fleet' trophies) from the By Laws. Lon seconded the motion and it passed.

Action Item: Eliminate By Laws Article IX.4.B

There was an error in 2012 when updating Trophies By Law IX.4.E. The Top Woman Skipper Trophy at the National Regatta is a perpetual trophy, not a keeper trophy.

Action Item: Move trophies By Law IX.4.E to section IX.3, perpetual trophies

Hatton made, and Nolden seconded, a motion to reassign the Ferguson Trophy to be the perpetual trophy for the National Ranking Champion. Also, purchase three new perpetual trophies: Sixth Race Winner, Top Youth Skipper, and Top Woman's Skipper Trophy. Beier made A motion, Nolden seconded, to spend up to \$4500 on the three trophies. It passed.

Action Item: Have new plaques made for the Ferguson trophy and recognize past National Ranking winners since the award was created.

Action Item: Purchase a new sixth race trophy. Engrave the new trophy with all past sixth race winners. If neither of the two empty available boxes we have cannot be used -have a box made for the trophy.

Action Item: Purchase a trophy similar to the example that Wyman brought to the meeting.

Consider changing the rectangular shape of the glass to be in proportion to the shape of an E-Scow. Eliminate the lighting option. Add names of past Top Woman Skippers to the trophy and make room for many future engravings.

Action Item: The Top Youth trophy will include cash award of \$200, delivered as a Gift Card that will be placed on or in an engraved container suitable for display. Wyman will provide a suggestion for the trophy.

Action Item: Add the Youth Trophy description and award money to the NOR to encourage youth participation.

No action taken on the idea of having a “Grand Slam” Trophy for the person who wins all the Regional Championship regattas and the National Championship regatta.

The long delays between races at National Championship Regatta is a concern expressed by the competitors. Need to find solutions to turn races faster. At the Annual Membership meeting there was interest in having downwind finishes that would benefit getting the next race off quicker. For downwind finishes, discussed the option to add a short reaching leg to the finish after the last leeward gate to solve the problem the race committee has to identify the boats when groups finish at the same time. This and other ideas were discussed to shorten the time between races. No action was taken on implementing a reaching leg to the finish.

Also discussed was a course where the start and finish are between (a third closer to leeward) the windward and leeward marks, sometimes called a windward-leeward modified course. No action taken.

Action Item: If we have a standard upwind finish, modify the race committee procedures so that the starting line can be set while boats are still finishing. The next race could start immediately when the last racing boat has reached the starting area. This would eliminate the delay for the race committee finish line boats to get downwind and set the starting line.

Talked about eliminating the midline boat as this also takes extra time to get aligned correctly. No action taken.

We have used three different regatta management/scoring applications (Regatta Network, ClubExpress, and YachtScoring) in recent years. They all have drawbacks whether it is functionality or expense.

Action Item: Lon will talk to people and see if one of the three can be better utilized for our needs and provide good value for the money spent.

Discussed the benefits of having multiple increases (3-4) in the National Regatta entry fees, as was done in the past two years. Nolden made a motion to set the entry fee at \$250 if paid before August 15 and \$350 after August 15. Hagen seconded the motion and it passed.

Chris Fretz is the 2015 National Regatta chairperson for host club Little Egg Harbor. Chris has already begun planning and meeting with NCESA people to organize the regatta. The goal is to have most all decisions complete by the first of the year. Chris was made a member of the Regatta Committee. He would like to create incentives for more WMYA & ILYA boats to attend the

Nationals in NJ. Chris indicated that drone coverage of the event was a big hit in 2014 and he would like to do it again in 2015 and asked NCESA to fund it. No action was taken but suggestions were made to get some funding for video coverage.

Action Item: The Regatta Committee to suggest to Chris they might use the party format of the Down Bay regatta, since LEHYC cannot sell liquor at their club. It provided for a large number of people at a reasonable price.

Nolden made a motion to ask Bruce Golison to be the PRO for the 2015 National Championship regatta. Beier seconded the motion and it passed. There was more discussion about regatta improvements:

- Faster race turnover
- Posting of official notices (physical) as well as electronic
- Familiarity with our sail numbers to accurately identify OCS boats
- Full dress rehearsal of race committee procedures at a practice race
- Include Judges and RC in a final preparation meeting

Beier will arrange the National Regatta judges. It will be he and two local area people to be determined.

Make an addition to the National Regatta Notice-of-Race.

Action Item: State that boats with silver weigh stickers will not be re-weighed at the National Regatta. If someone has made modifications to their boat and it needs to be reweighted, it should be done in controlled ideal conditions before arriving at the National Regatta.

Action Item: NOR should say there is a \$200 Gift Card that goes with the Youth Trophy.

Hatton moved to provide the host club a \$6000 stipend and eliminate the incremental funding that is provided for additional boat entries. Also, to provide \$4000 for an NCESA funded party at the National regatta. Nolden seconded the motion and it passed.

Finance Committee

Brett Hatton reviewed the end of year financial statements. The Association has a good financial balance sheet and year to year operations have continued to add to the bottom line.

Pete Price moved to approve the financial statement. Beier seconded the motion and it passed.

Add funds as needed to the Foundation account to be used for E-Scow promotion.

Action Item: Wyman indicated we need to move some cash into an investment account.

Russ Lucas will work with Bill on a proposal for Director's consideration.

Review of the 2015 NCESA annual budget was deferred until the end of the meeting after new expenditures were defined.

Media Committee

It was clarified that Jon Schloesser is the chairperson of the Media Committee.

Discussed regatta reporting - It was agreed we must make regatta reporting a top priority for all E-Scow regattas.

Goals are:

- Make it a "rule" that the winner of an event write a report within two days after the event
- Create NCESA guidelines/expectations for every club that puts on an E-Scow regatta

- For the National Regatta, consider hiring event reporters that would maximize our exposure on the web, social media, and publications
- Coordinate with Regional Associations to improve reporting
- Create short video clips of interviews, comments, insights during and after a regatta
- Make reports that can be turned into “learning moments”
- Media Committee must be proactive in assisting the host club in finding a reporter for their regatta
- Suggestion - divide up the regattas between committee members to follow up with host clubs to have person(s) assigned for reporting
- Consider a “prize(s)” for the best regatta reports
- The webpage needs to have more photos and videos that are changed frequently
- Integrate the 2014 Social Media Guideline document into the Host Club Guidelines
- Ask youth that entered at the reduced rate to contribute to our social media outlets

Action Item: Recognize peoples efforts to provide good regatta reporting. Improve the website with more photos. Explore options to get more photo contributions, use of students, stipends, housing, ...

Action Item: Russ Lucas will check with Joy Dunigan and Sam Rogers and get an estimate for reporting on the National Championship regatta.

Judicial Committee - No activity to report

Membership Committee

Action item: In an effort to get Boat Owner members signed up before their first race of the year, ask the Fleet Captains to encourage and manage their fleets membership renewal.

Show them what website membership tools are available to assist them. Rick Kotovic will work with Lon on this.

The new Michigan fleet, Charlevoix, has 6 boats. Next year the Rush Creek YC in Texas will start up an E-Fleet again with 3 boats. Kim & Erich Schloemer are leading that effort.

It is hard to compare membership numbers since the membership types have been redefined several times in recent years. It is fair to say there seems to be a little more activity at the National level and this translates into more members. However, we would like to see increased numbers of boats within existing fleets. Also, we would like to see new fleets created, or some of the old fleets which died out rejuvenated.

Regional Reports - Ted Beier moved to accept the regional reports as submitted at the Annual Membership meeting. Nolden seconded the motion and it passed.

New Business

2015 Blue Chip Regatta

Reviewed a recent booklet prepared by Jim Campbell and his team about what the Blue Chip Regatta would be like for 2015. It is recognized that this is an amazing opportunity to promote the E-Scow. Pewaukee has laid the groundwork for terrific media coverage of the event. There will be 20+ past Blue Chip Mystery Guest skippers participating from around the world. The NCESA wants to support the event and take advantage of the opportunity to expose the E-Scow to a broader sailing population. Beier

made a motion to use up to \$5000 to assist in a 50th Anniversary Blue Chip booklet and use the Blue Chip regatta as a backdrop to promote our great E-Scow yachts. Nolden seconded the motion and it passed.

Action item:

- Locate an E-Scow sailor who has a marketing background to help plan the best way to use the money to promote our boats.
- Coordinate efforts with the Blue Chip committee that is chaired by Jim Campbell.
- Present a marketing plan to the Directors which focuses on highlighting the E-Scow boat.
- Collect Blue Chip Articles from the past 50 years, including Mystery Guest comments. Format for inclusion in a 50th Anniversary Blue Chip Book.
- Include Harry Melges and Andy Burdick in discussions to create a marketing plan.

Royalty Fees

Beier made a motion to raise the boat certification fee from \$200 to \$250 to be effective on orders as of January 1, 2015. Price seconded the motion and it passed. The boat certification fee has not changed in over 10 years.

Beier made a motion to raise the sail royalty fee from \$20 to \$25 effective with orders as of January 1, 2015. Nolden seconded the motion and it passed. Again the sail royalty fees have not increased in well over 10 years.

Video Conference Meeting

To improve committee participation and involvement in NCESA association business, consider use of internet video conference tools.

Action Item: Bill Wyman and Lon will experiment with some options that use a personal computer browser for the conference, such as Go-To-Meeting. Make a recommendation to Directors to adopt the use of video conferencing for Committee and Director use.

Action Item: Confirm Committee chair positions and membership. Use action items from these minutes to help guide committee activity.

To improve committee involvement, document each committee's responsibilities.

Action Item: Encourage committees to document their responsibilities for future use and to maintain continuity as membership rotates from year to year.

Grow Fleets

There was an underlining theme and agreement during the meeting to better promote the E Scow to grow existing fleets and to encourage new fleets. An interesting aspect of this effort is to be sure our 'brand' is instantly recognizable. Nolden made a motion to allocate \$2000 toward E-Scow promotion for 2015. Wyman seconded the motion and it passed.

Action Item: The Media Committee is assigned to look at options and make recommendations. Consider advertising in publications, both print and Internet. Create press releases that publications are likely to use.

Find ways to have a better connection to our local fleets. Suggest ideas like the Island Heights Sailing Foundation or the Mendota Loaner Boat Program to introduce new people to the E Scow. Involve Melges Performance Boats in discussions/ideas to grow fleets or target new lake for E Scow racing.

2015 Budget

Nolden made a motion to approve the two 2015 budgets, National Regatta and NCESA, after including expenditures made as a part of this meeting, including a stipend increase for the Secretary-Treasurer. The motion was seconded by Wyman and passed.

Adjourn - Nolden moved to adjourn the meeting at 4:13 PM. Hagen seconded to motion and it passed.

HISTORICAL LETTER TO THE BAY HEAD YACHT CLUB

BAY HEAD, NEW JERSEY

JANUARY 5, 1925

To the members of the Bay Head Yacht Club:

A new type of sailboat will appear next summer on Barnegat Bay in the form of a jib-and-mainsail craft which will comprise the Sloop Class on the schedule of the Barnegat Bay Yacht Racing Association.

This type of boat is known as the Class C Inland Lake Scow and its design is in accordance with the rules of the Inland Lakes Yachting Association, under whose regulations it has made up a large and popular racing class for many years past.

On Barnegat Bay the introduction of these boats culminates the efforts of the members B.B.Y.R.A. to find a craft which would be more popularly received than the type of sloop heretofore raced in local waters.

Already many orders have been placed with the builders in Oshkosh, Wisconsin, and it is probable that at least eight of these boats will take part in the championship races next summer.

Boats of this type have often been referred to as racing machines and it is true that they are primarily constructed for racing purposes. It is also true, however, that they are delicately balanced and are more sensitive to their tillers than perhaps any boat on Barnegat. Although longer than a 20 ft. snarkbox, the smaller sail area of these boats tends towards ease of handling, and it is probable that in an unexpected blow they would be easier to handle than a catboat or snarkbox.

The jib-and-mainsail rig is more generally popular than the cat rig and it affords members of the crew an opportunity to take a more active part in handling the craft in a race than falls to the lot of the crew of a catboat. From the racing enthusiasts viewpoint these new boats offer many inducements, and the fact that their cost is but little more than one-half that of a 20 ft. snarkbox was undoubtedly the greatest outstanding factor in favor of their adoption by the Barnegat Bay Yacht Racing Association.

Following is a summary of the specification:

Length, overall: 27 feet and 7 inches

Length, waterline: 18 feet and 2 inches

Beam: 6 feet and 3 inches

Sail plan: Jib, marseon mainsail, spinnaker, no bowsprit

Sail area, mainsail: 236 square feet

Sail area, jib: 49 square feet

Sail area, spinnaker: 112 square feet

Sail cover: Combined sail and cockpit cover

Spars: Hollow mast, approximately 30 feet above deck

Hollow boom, approximately 17.5 feet long

Hollow spinnaker pole, approximately 12 feet long

Hull: General contour resembles 20 ft. snarkbox carried out further in length at bow and stern.

Planking: White cedar planking fastened with copper boat nails clinched over

Ribs: Clear white oak or red elm ribs

Decking: 3/8" white cedar decking, screw fastened to spruce or white cedar deck beams Deck covering of heavy Utica muslin, painted over

Fittings: Bronze or Brass fittings

Painting: Hull inside and outside to be finished in natural color with Valspar Varnish, Deck painted desired color

Rudders: Double rudders

Centerboard: Two bilge board instead of a centerboard

Halyards: Galvanized plow-steel wire rope

Cost: \$800.00 f.o.b. Oshkosh, Wisconsin

Number of boats already ordered: Seaside Park Yacht Club - 4, Island Heights Yacht Club - 2, Mantoloking Yacht Club - 1, Bay Head Yacht Club - 1

Members who are interested are urged to act promptly so that there will be no delay in delivery of these boats.

F. Slade Dalz

27 W. 11th Street, New York City - Chairman Regatta Committee

SARASOTA ONE DESIGN MIDWINTERS
Sarasota Sailing Squadron
March 21-23, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	1	Jim Barr	1	2	1	1	[8]	5
2	WA-11	Bill Nolden	3	1	3	2	[4]	9
3	CH-5	Mark Grinder	[10]	4	5	3	2	14
4	LE-3	Richard Elsishans	2	6	[7]	7	1	16T
5	KU-18	Jeff Nicholas	6	3	2	5	[7]	16T
6	33	Bob Blomquist	5	5	4	[6]	5	19
7	10	John Gallick	4	8	6	[10]	6	24
8	111	Steve Schwark	8	7	8	4	[13/DNS]	27
9	V-64	Thomas Fugina	9	[11]	9	9	3	30
10	LE-2	Mont Echols	7	9	[11]	8	9	33
11	18	Doug Kresge	11	10	10	12/DNF	[13/DNS]	43

CHARLESTON SPRING REGATTA
Charleston Yacht Club
March 28-30, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	SC-55	Robert Wilkins	4	7	4	1	1	3	13
2	BH-8	Molly Lucas	3	3	1	8	2	7	16
3	FG-111	Bora Gulari	8	1	3	2	4	6	16
4	SS-1	John Brown	1	10	6	7	3	2	19
5	SC-22	Will Hanckel	6	11	2	17	6	5	30
6	II-1	Petey Crawford	7	9	12	3	14	1	32
7	GA-21	Robert Hagler	2	6	5	9	13	11	33
8	SL-4	Brent Hatton	9	4	7	12	5	9	34
9	H-88	Phil Zalog	5	2	9	11	9	16	36
10	SC-3	Walter Prause	11	12	8	6	7	10	42
11	GA-8	Ed Durant	10	8	10	4	12	13	44
12	I-88	Steve Lyon	13	5	13	18	15	4	50
13	KU-12	William Hudson	17	17	11	10	8	12	58
14	SC-8	Guy Mossman	18	DNS	15	5	16	8	62
15	T-53	Brian Gabriel	12	15	14	13	11	14	64
16	IH-22	Marc Feaster	RET	18	17	15	10	15	75
17	CH-1	Chris Creighton	16	14	16	14	DNF	DNS	81
18	SC-27	Bruce O'Donnell	14	13	18	16	DNF	DNS	82
19	SC-13	Charles Jackson	15	16	DNF	19	DNF	DNS	92
20	HB-1	Chris Hamilton	DNC	DNC	DNC	DNC	DNC	DNC	105

LAKE GENEVA SPRING REGATTA

Lake Geneva Yacht Club

May 16-18, 2014

This years Geneva Spring regatta had a number of new faces - So exciting for the class to see the enthusiasm and excitement they are bring to our fleet. It is no surprise to see seasoned E-Scow sailors the likes of Jewett, Barkow, Brian and Vincent Porter, Bonanni, and Strothman in the top of the standing. However, some new faces will be challenging them as the season progresses. Tim Krech and Ben Burgum partnered up to buy an E-Scow we'll know as M-20, Iceburg. A 7th place finish in their first E-Scow regatta is a statement. Tim is a ILYA Championship C-Scow sailor - welcome to the E-Fleet.

Coye Harrett (SL-41) is a talented young sailor with tons of success in all the scow classes as crew and as skipper in the Melges17. His third place in race #4 says it all. Jake Erdman (WH-54) is another young sailor making a big move to a new Melges E-Scow from the MC Fleet. Jake is a winning MC sailor and surely will be repeating that success in the E-Scow as he gets more comfortable in the boat.

Mendota has a couple of new boats this year that can claim the Geneva Spring Regatta to be their first E regatta. The "College Kids", former UW Sailing Team members, are Phil Morley, Brendan Boylan, and Andrew Fox (H-3, Shiva). They partnered in a boat and plan to attend many E-regattas this summer. This was their first time racing the E

and showed some real promise in the third race to stay ahead of a majority of the boats, including some winning skippers - watch out Toby Sutherland (GL-7), Mark Jordan (I-14), Matt Peterson (V-27)! Erik Kerlow (H-73) bought a boat after he gained some experience last year in a boat he leased from the Mendota Yacht Club E-Fleet (That will be another article at a later date). Eric has a number of Wisconsin sailing team members crewing for him this summer. Eric is coming to the E-scow from a Tartan10, but he's also had some dingy experience. He will be a great addition to the fleet bring some enthusiasm and new ideas to make the Mendota E-fleet even more fun - if that is even possible!



Sunday's racing was much like Saturday except the wind was SW and a little stronger. Most boats took a couple of turns on their uppers and a turn or two on the lowers and maybe even dropped the mast the slightest of bit back. Pre-race radio chatter by the RC was saying puffs to 20, and that was enough to make some necessary tuning changes. Augie Barkow got off strong and with 720 pounds on the rail was driving fast upwind. Augie headed on port toward the point on the north shore and then hooked into a nice starboard slant into the the first mark. Vincent Porter (I-2) was next, followed by Coye Harrett (SL-41) Matt Peterson (V-27), David Strothman (M-10), Brian Porter (I-49), and Tim Krech (M-20). Most boats followed the south shoreline downwind and jibed near the lay line for the leeward mark. By the next upwind the deck had shuffled a little - Barkow kept the lead, Chris Jewett was second (he was 14th at the first mark), and Coye Harrett slipped past Vincent Porter who was followed by Brian Porter, John Dennis (M-43), and Peterson. Next was Ken Wruk (I-71) who came out of nowhere since he was mid twenties at the first mark. Barkow held the lead to the downwind finish, Harrett passed Jewett and they were followed by Vincent Porter, Dennis, Brian Porter, Wruk, and Peterson.

In the second race of the day the wind was less and so were the gusts, but still absolutely great racing conditions. The fleet took a long starboard off the line and were greeted with a nice south shore

lift on port tack into the first mark. Wish I had thought of that! Barkow again lead the way with Jewett, Peterson, Krech, Brian Porter, and Jeff Bonanni (T-73) in the chase. This time down the boats that jibed earlier faired better while some got stuck on the south shore and didn't have a good slant back to the leeward mark. Barkow and Peterson slipped back a little while Jewett, Brian Porter, Vincent Porter, and Mark Jordan (I-14) moved up. On the last downwind to the finish Jewett kept the lead followed by Brian Porter, Jordan (passing two boats), Krech (also passing two), Vincent Porter (losing two, but passing one), Peter Strothman (passing one), and Barkow (losing four).

For the final results, Jewett expanded his points lead, Jeff Bonanni (T-73) dropped from second to fifth place (with last day finishes of 13 and 12), Lon Schoor H-7 dropped one place to finish fourth (last day finished of 9 and 13), and Barkow moved up to second (last day finishes of 1 and 7) and Brian Porter (last day finishes of 6 and 2) moved up to third place overall.

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	M-3	Chris Jewett	3	8	2	2	1	16
2	V-37	August Barkow	5	6	11	1	7	30
3	I-49	Brian Porter	1	22	5	6	2	36
4	H-7	Lon Schoor	4	4	9	9	13	39
5	T-73	Jeff Bonanni	6	2	8	13	12	41
6	I-2	Vincent Porter	7	13	13	4	5	42
7	M-20	Tim Krech	8	3	16	12	4	43
8	I-14	Mark Jordan	2	10	18	11	3	44
9	M-10	Dave Strothman	9	16	3	10	11	49
10	I-9	Pete Strothman	14	25	1	15	6	61
11	TO-33	Steve Johanson	27	1	4	14	15	61
12	J-80	Jon Schloesser	13	5	12	16	20	66
13	I-71	Ken Wruk	15	12	10	7	24	68
14	V-27	Matt Peterson	24	7	21	8	8	68
15	M-42	JD	10	30	14	5	23	82
16	GL-23	David Lubchenco	17	18	22	17	9	83
17	W-25	Lee Alnes	12	14	23	20	16	85
18	H-88	Phil Zalog	11	15	7	33	21	87
19	SL-4	Brett Hatton	16	24	6	22	27	95
20	I-303	David Davenport	18	9	29	30	18	104
21	SL-41	Coye Harrett	36 RAF	27	27	3	14	107
22	D-3	Mark Hetzler	25	19	28	18	19	109
23	GL-7	Sutherland	19	31	17	25	17	109
24	H-13	Patrick Heaney	26	11	26	23	25	111
25	I-10	Scott Ripkey	23	20	30	31	10	114
26	CR-51	Bruce Patterson	31	29	19	19	22	120
27	I-333	Frank A. Davenport	30	17	24	24	26	121
28	WA-00	David Irmischer	20	23	20	28	30	121
29	GL-31	Jason Sutherland	21	21	25	26	29	122
30	T-1	Phil Morley	22	34	15	27	36 DNF	134
31	WH-54	Jake Erdman	28	28	36 DNF	21	28	141
32	H-73	Eric Kerlow	34	26	34	29	31	154
33	M-101	Lindeman / Drake	33	33	31	32	33	162
34	I-88	Steven Lyon	32	35	32	34	32	165
35	D-44	Shaun Sherry	29	32	33	36 DNC	36 DNC	166

LAKE HOPATCONG 80th ANNIVERSARY REGATTA

Lake Hopatcong Yacht Club

May 23-25, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	T 15	Doug Johnson	1	1	2	4	8
2	T 53	Brian Gabriel	4	2	1	2	9
3	HO 35	Bruce Feakins	2	7	3	1	13
4	HO 54	Pat Flinn	3	4	4	3	14
5	HO 53	Chris Norman	6	3	7	5	21
6	HO 51	Bruce Heverly	5	6	5	6	22
7	HO 45	Jim Flinn	7	5	6	7	25
8	HO 56	Bob Restricks	9	9	8	8	34
9	HO 21	Mike Blair	8	8	9	DNF	35

RUNYON COLIE BILGEBOARDER REGATTA

Mantoloking Yacht Club

June 7, 2014

19 scows graced the course on Saturday for the 10th running of the Runnie Colie Regatta. This regatta is so special for all of us on the Bay because we sail to honor and smile with our friend Runnie Colie Jr.

While the BBYRA is celebrating our 100th anniversary this summer, we revel in the fact that Runnie, 98 last week, has been a part of 98% of this long history. Who in their sound mind could imagine doing something special in any part of their life and project that it would be so vitally relevant and important to yet ANOTHER generation of cool kids 2-3-20-40-60-80-100 years from now.

Well, I think we Scow sailors are that lucky..... or have unsound minds... or both.

Saturday was a beautiful day with light N- NE breeze and we sailed in the very upper reaches of the Bay, just below Swan Point. With many tricky currents, shallows, clam beds and even a few lingering refrigerators from Sandy, the course was fun and challenging. This happens to be the racecourse for the famous World Duckboat Championships, which might have helped some of the regulars from that important regatta.

Race PRO Ed Vienckowski led us all day with the help of wife Bev, Grace and Bob Hartman , Harriet O'Brien and Jimmy.

Race 1 was off and seemed to set the tone of the day. Up here, we are a driver/ 5 iron from the ocean, so the swing into a SE seabreeze is expected all day. But this is still June and it takes while to warm this world up, so while we had shots of righties, the better lanes of steady pressure up top were from the left. New boat owner Jeff Bonnanni led with Limelight. Following were John Brown, off a strong winter in the Melges 20 class, Russ Lucas in Shimmer, Erik Johnson, Paul Magno and others. Shimmer found a low lane and rounded behind Brown. The next beat helped the leaders as the small tight cove we raced in left few lanes to rip for the middle of the fleet. Shimmer snuck in at the bottom mark and finished their first race in the new boat with a win.

Race two was really exciting. The whole fleet seemed to find speed and pressure and we had a stacked beat, rounding and run. After Shimmer waved a pack by, their jibe out worked and clean air allowed them to pick off an important pack of top boats at the gate. Kyle Rogochanko, youth, college and Olympic trial rock star was head to head with the Blind Squirrels all race. Somehow Kyle let those squirrels find their nut for the day and Brown won race 2. We could all see and feel the muscle memory of Erik Johnson reawaken as his racing speed and style got better and better through out the day. It's great to have the Johnson Family back in the Fleet. Son Clay and former Nat's Champion Glen Dickson round out the Showtime team.

Race 3 was all Shimmer after a solid mid line start. They were able to find sweet lanes and hip up past each pack on the first beat to find better pressure. It might have helped that multiple World Duck Champ Lucas has been racing in this cove for 45 years, so some home court advantage was in play.

I think the highlight of the day was at awards when Runnie's grandson Nathan Wight spoke for the family. His words were so special for our community, sharing recent classic experiences such as chauffeuring Runnie, as only a grandson could. A favorite was that the skipper instincts are still very much awake in Runnie as Nate drove him around. While he might not remember what was for breakfast, he directed Nate's driving as well as Gary Jobson led Turner. What a special day to share it on the water with friends and family.

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	BH 8	Russ Lucas	1	3	1	5
2	SS 1	John Brown	3	1	4	8
3	T 18	Erik Johnson	4	4	3	11
4	T 73	Jeff Bonanni	2	6	5	13
5	T 76	Kyle Rogachenko	7	2	7	16
6	LA 99	Dave Magno	10	8	6	24
7	BH 22	Bobby Koar	18	5	2	25
8	T 17	Chad Hillyer	9	7	9	25
9	LE 1	John Maschal	12	9	8	29
10	MA 10	Richard Wight	8	11	10	29
11	LA 88	Paul Magno	5	14	13	32
12	MA 6	Gary Sayia/Peter Wright	6	13	14	33
13	MA 10	Bob Donat	13	10	12	35
14	T 1	Bill Warner	11	15	11	37
15	LE 22	Chris Fretz	14	12	17	43
16	T 4	Joe Thorpe	15	17	15	47
17	BH 21	Patrick Koar	16	18	16	50
18	SS 77	Todd Noshier	19	16	18	53
19	T	Brendan Hogan	17	19	19	55



TOMS RIVER TUNE UP REGATTA

Toms River Yacht Club

May 31, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	T-73	Jeffrey Bonanni	7	2	1	1	11
2	SS-1	John Brown	1	4	2	7	14
3	LE-3	Bob Donat	4	3	3	5	15
4	LA-99	Dave Magno	5	1	5	6	17T
5	T-17	Chad Hillyer	2	5	8	2	17T
6	T 53	Brian Gabriel	3	7	4	3	17T
7	T-1	Bill Warner	9	6	6	4	25
8	LA-88	Paul Magno	8	8	7	18/DNC	41
9	BH-22	Bob Koar	6	18/DNC	18/DNC	18/DNC	60
10	MA-6	Peter Wright	10	18/DNC	18/DNC	18/DNC	64
11	LE-22	John McGlynn	11	18/DNC	18/DNC	18/DNC	65
12	LA-2	James Miller	18/DNF	18/DNC	18/DNC	18/DNC	72T
13	LE-2	Richard Ryon	18/DNF	18/DNC	18/DNC	18/DNC	72T
14	IH-5	Phil Reynolds	18/DNC	18/DNC	18/DNC	18/DNC	72T
15	BH-21	Pete Koar	18/DNF	18/DNC	18/DNC	18/DNC	72T
16	SS-77	Todd Noshier	18/DNF	18/DNC	18/DNC	18/DNC	72T



WAWASEE OPEN REGATTA

Wawasee Yacht Club

June 7-8, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	G 7	Jamie Kimball	2	7	1	1	1	12
2	CR 66	Rob. Terry	5	6	2	2	3	18
3	SL 4	Bret Hatton	11	9	5	3	2	30
4	TO 33	Steve Johanson	1	4	8	12	7	32
5	GL 7	Toby Sutherland	6	11	4	11	11	43
6	H 7	Lon Schoor	4	3	29DNF	5	5	46
7	H 3	Peter Morley	8	12	12	4	13	49
8	WA 99	Casey Call	12	5	11	15	17	60
9	TO 44	C. Christensen	22	1	6	17	15	61
10	WH 77	Tom Munroe Jr	10	8	13	9	21	61
11	CR 11	Peter Price	3	18	9	14	19	63
12	H 88	Phil Zalog	13	16	3	20	12	64
13	GL 31	Jason Sutherland	23	17	7	10	10	67
14	WA 200	Rick Lemberg	16	23	19	7	4	69
15	WA 00	David Irmscher	18	13	10	22	8	71
16	WA 47	Bob Herdrich	19	24	14	6	9	72



17	H 11	Lance Puccio	14	15	17	18	16	80
18	SL 22	Paul Wickland	7	2	15	29DNC	29DNC	82
19	WA 22	Dick Tillman	21	21	16	8	18	84
20	WA 8	JB VanMeter	9	19	23	19	14	84
21	SL 73	William Knape	24	27	18	13	6	88
22	WA 31	Terry Moorman	17	10	21	23	24	95
23	WA 13	Mike Rian	15	22	22	21	20	100
24	CR 100	Bill Walter	20	26	20	16	23	105
25	WA 21	C. Herdrich	25	14	24	24	22	109
26	WA 20	Jim Wellington	28	20	26	29DNC	29DNC	132
27	WA 3	George Simpson	27	25	25	29DNC	29DNC	135
28	WA 49	Mike Beesley	26	28	27	29DNF	29DNC	139

WANAMAKER REGATTA

Island Heights Yacht Club

June 14, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	T 73	Jeff Bonanni	2	2	3	7
2	T 17	Carl Horrocks	4	4	1	9
3	LA99	Dave Magno	3	5	2	10
4	T 53	Brian Gabriel	5	3	5	13
5	T 1	Billy Warner	1	12	4	17
6	IH 95	Daniel Kraus	10	6	7	23
7	IH 5	Michael Frankovich	7	7	9	23
8	LA 2	James Miller	6	8	10	24
9	T-4	Joseph Thorpe	11	9	6	26
10	T 5	Brendan Hogan	12	1	14 DNF	27
11	BH-21	Patrick Koar	8	10	12	30
12	IH-44	Kirby Slack	9	14 DNF	8	31
13	SS-77	Todd Noshier	13	11	11	35



ILYA INVITATIONAL REGATTA

Lake Geneva Yacht Club

July 10-13, 2014

30 boats braved the challenges of Lake Geneva wind shifts in a nice 7-12 mph breeze. The range was in the neighborhood of 220 degrees to 180. Had to mention that before saying that Vincent Porter and team, Coye Harrett and Clifford Porter, won all three races. An absolutely impressive showing against some great sailing talent.

In the first race Vincent led all the way after getting a good middle position start and finding a good port tack slant up the lake that kept him lifting off the boats to leeward. At the first mark after Vincent it was Derek Packard M-87, Scott Young sailing the newest Melges boat I-1. Lee Alnes (W-25) and Augie Barkow V-37. The race was 60 minutes long and the positions of the top 5-6 boat didn't change too much with Vincent winning, followed by Derek Packard M-87, Young, Barkow, Schoor. Brian Porter worked through the fleet after restarting - 22 at the first mark and 11th by the next upwind mark, finishing 10th. Unfortunately Young (I-1) was OCS and did not restart. Another boat that worked through the fleet was Peter Maas X-20 going from 27 to 11th at the finish.

The second race was another 6 legs, lasting 55 minutes, with some pretty big shifts. The first mark was set at about 180 degrees. Peter Strothman (I-9) rounded first and hung on for most the race, but was passed on the last leg by Vincent I-2 and Augie V-37. Brian Porter I-49 worked past a boat each leg to finish 4th followed by Young I-1. Frank Davenport I-303 dropped a few boats after being in 3rd at the first mark but still finished 7th.

In the third race the wind went back to the 210 heading. The legs were a mile long and the course was a W7 with Vincent finishing in 80 minutes. Scott Young I-1 was steady in their movement through the fleet going from 14th to 5th to 4th and finishing 2nd. A few boats at the top at the first mark dropped significantly which opened up some room for other to place better. Dave Strothman benefited as did Young I-1, Packard M-87, Alnes W-25.

Day-2 Good thing the weather forecast was all wrong for the day - AGAIN. After a brief postponement to let a small rain cell move through the area, the fleet went out just after 11:00. Today we had another three good fun races.

The wind wasn't settled yet from the storm cell, still clocking to the right, but the RC was able to get a line set and the first race of the day off at a heading of around 195 degrees in 7-11 MPH of wind. The course was a L6 with .9 mile legs and lasted 52 minutes. The majority of the fleet got onto a port tack early in the leg but there were some shifts and puffs to allow boats from middle right to hang in at the top mark. Peter Strothman I-9 led at every mark except the last lap when Vincent Porter I-2 got by him. Augie Barkow V-37 passed a boat or two each leg to finish third. Lon Schoor H-7 had good downwind legs to move from 11th to 4th at the finish. Scott Young I-1 with his crew of Dave Chapin, John Morran, and Harry Melges IV finished 5th. This is a team from Texas who has had many national racing successes in other classes. Scott has won the Mallory Cup six times - more than anyone else. Scott said racing a scow on Lake Geneva was on his bucket list so he called Harry Melges just last Tuesday. On Wednesday they were making reservations for lodging and plane tickets. Thursday Jim Gluek was setting up a new boat that was just completed. If you have not seen the new boats - you should, they are beautiful racing machines. Scott and



team arrived late Thursday and they went for their first ride in a late day thermal that came in from Michigan. They must be liking it - they are talking about finding a way to attend our National Championships in Crystal Lake MI.

The wind speed increased for the second and third races of the day to 14-17 with some puffs to 20 according to the RC. The direction was now at about 220 but moved more to the right during the race. It didn't seem quite that windy to me but must have been as the regatta leader Vincent Porter tipped over in this race. The second race of the day was another L6 with legs somewhat more than a mile long and it lasted 55 minutes for winner Augie Barkow but not for the rest of us as I think Augie must have had at least a 5 minute lead on the next boat. I actually thought while I was racing that Scott Ripkey I-10, Peter Strothman I-9 and his brother David Strothman M-10 were in first, second and third place after the



second downwind mark - as Augie was long gone and out of my sights. Derek Packard, on the second downwind, caught a private puff while splitting from the fleet and passed 6 boats to move into 5th place. Brian Porter I-49 had a great start and was destined to lead this race but his fourth crew fell out of the boat on the first leg - that's how you go from first to 23rd. However he worked back to 12th at the second upwind mark and put himself in position to finish 6th in an exciting photo finish with Young I-1 and Schoor H-7, finishing 7th and 8th. Vincent Porter I-2 was in 7th place on the first downwind when the team reacted to a puff - too little too late! Things ended badly with the vang on when the boom dragged in the water and rounded them up and over. With no flotation panels they barely avoid going turtle as the boat swung around with the mast into the wind. The wind got under the mainsail and lifted the boat up - rolling Vincent under the water as he was clutching onto the leeward board when the boat came up. That little bit of entertainment for the spectators cost them dearly and by the next upwind mark they were only ahead of three boats. However the I-2 team showed why they are leading the regatta as they worked back into 9th place at the finish.

After a short 30 minute on-the-water break for lunch the third race of the day started at 3:20. It was a W5 course at 255 de-



grees and the legs were 1.35 nautical miles. It lasted only 58 minutes but to most of us it seemed a lot longer - teams were exhausted, especially those with just three people. The wind forecast was all wrong and while most people thought we'd be having light air races this day - it was just the opposite. It is always fun to report on someones first big success, and we all like to see this - Ben Burgum M-20, new to the E-Scow fleet, lead the last race of the day for most of the way. Although he ended up third it must have been a thrill. He was being chased by seven Geneva sail numbers around the top mark, just a little intimidating while on their home lake. Young I-1, Scott Ripkey I-10, Vincent I-2, Peter Strothman I-9, Steve Lyon I-88, Brian Porter I-49, and Mike Gannon I-22 followed Ben at the first mark. Schoor H-7, Dave Strothman M-10 and



Augie Barkow V-37 (over at the start) were in the back half of the fleet and gybed at first upwind mark and caught a nice breeze to move into the top ten at the leeward gate to help salvage their last race of the day. On the last downwind leg Ben was passed by race winner and regatta leader Vincent Porter and also Scott Young who finished second. Ben was third and Scott Ripkey 4th followed by Steve Lyon, Brian Porter, Schoor, David Strothman.

Day-3 Another perfect racing day - sunny and about 10 mph from the west, right down the lake. This will be the 7th and last race of the regatta and given the forecast just three-four days ago - we were very fortunate to have seven races.

Going into the last race Vincent Porter I-2 had an 8 point lead over Augie Barkow V-37 and he had a very comfortable 20 point lead over Brian Porter I-49. This was a no-throw-out regatta. Derek Packard M-87 needed to put a couple of boats between him and Brian to move up a place. The next five places (Scott Young, Lon Schoor, Scott Ripkey, Peter Maas and Peter Strothman) were 9 points apart and there was opportunity for some movement.

The port end of the starting line was favored, but it was also not too far off shore, probably why there wasn't a pack of boats there. Scott Young I-1 was at the pin and sailed a long lifted starboard tack up the south shore, after a short hitch to port to get out from being too close to shore. Young crossed the top of the lake on the port lay line - it was a perfect plan since they rounded in first place. It appeared Vincent Porter I-2 came from the North shore, but I'm not certain, and was second around. They were followed by Schoor H-7, Peter Strothman I-9, Brian Porter I-49, John Wicks M-5, Augie Barkow V-37, and Hugh Sugar H-8. Packard had a bad start and trailed in 20th place at the first mark which meant he'd have to have an all-star comeback to hold his regatta position.

Brian got on top of Strothman and Schoor during the close first mark rounding. The lead boats stayed on starboard tack to the south shore and then gybed for the leeward mark with Vincent gybing right in front of the yacht club. Strothman gybed first and further out in the lake and that cost him a couple of positions. Brian and Schoor waited to gybe near the shore also but Brian held the inside position to round third after Young, followed by Schoor, Wicks, Barkow, and Peter Strothman. Brian got by Young on the upwind mark with Vincent leading and Schoor in 5th after being passed by Wicks. 6-8th was Barkow, Peter Strothman and Maas. This kept Mass ahead of Strothman for the regatta if he could keep boats from getting between them by the finish. New E-Scow owners/partners from Mendota, Phil Morley, Brendan Boylan, and Andrew Fox (H-3) were sailing well and moved from 15th to 9th behind Maas by the second upwind rounding. By far their best finish after their mast came down in race 4 when their forestay broke. Another boat on the move was Scott Ripkey I-10 going from 19th to 11th - and wasn't done as he passed a couple more boats to finish 8th and hold on to his 7th place overall for the regatta.

On the second downwind Schoor got past Wicks, who had gybed away while Schoor headed for the south shore. The downwind created a gap between 4th and 5th positions. At the start of the last upwind leg it was Vincent, Brian, Young, and Schoor. Brian began working on Vincent. Young headed for the north shore saying he just "didn't have anything to tack back on" when Schoor started heading more toward the south shore. About half way up it looked like Young would win big as he was coming

off the North side on a great slant. Brian was gaining on Vincent and Schoor was watching a good race going on ahead with Peter Strothman a comfortable margin behind. Young's lift faded big near the top and the two Porters were now on the favored port tack lift and would cross Young. Vincent and Brian had a couple of tacks near the finish. As they approached the finish line Brian was on port tack but could not cross Vincent - Brian ducked him 2 boat lengths from the finish and with a little extra speed and a slight favor at the starboard end, he luffed up and nipped Vincent at the finish. Young was a boat length back followed by Schoor, Strothman, Wicks, Barkow, and Ripkey

A big thank you PRO Charlie McNider and crew for a great job and getting in all seven races and provided us with some great race courses. It takes a lot of people to host a regatta, thank you Rod Rieger, regatta chairperson, and all the members at the Lake Geneva Yacht club that put on such a good regatta. Also to Michael Moore, club manager, and Julie Navin.

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	I-49	Vincent Porter	1	1	1	1	8	1	2	15
2	V-37	August Barkow	2	2	3	3	1	10	7	28
3	I-49	Brian Porter	9	4	4	12	6	6	1	42
4	I-1	Scott Young	32/OCS	5	2	5	5	2	3	54
5	H-7	Lon Schoor	5	15	13	4	7	7	4	55
6	M-87	Derek Packard	3	8	7	9	4	12	14	57
7	I-101	Scott Ripkey	10	14	6	18	2	4	8	62
8	I-9	Pete Strothman	6	3	8	2	32/DNF	9	5	65
9	X-20	Peter Maas	11	9	5	8	12	13	10	68
10	W-25	Lee Alnes	4	11	14	16	10	15	11	81
11	M-10	David Strothman	16	21	11	6	3	8	18	83
12	M-5	John Wicks	8	18	9	7	14	22	6	84
13	I-333	Frank Davenport	26	7	10	10	11	18	23	105
14	V-37	Matt Peterson	13	12	25	20	13	14	13	110
15	M-20	Ben Burgum	32/DNF	10	18	19	20	3	16	118T
16	J-25	Tom Castle	14	22	15	22	9	17	19	118T
17	I-88	Steven Lyon	23	24	19	21	16	5	12	120
18	H-11	Lance Puccio	7	19	16	17	19	24	21	123
19	H-13	Patrick Heaney	12	6	23	25	15	19	26	126
20	I-22	Mike Gannon	21	27	12	13	21	21	20	135
21	H-8	Tim/Hugh Sugar	18	17	20	23	32/DNF	16	15	141
22	I-333	Frank Davenport	15	13	17	11	32/DNC	32/DNS	22	142
23	D-3	Mark Hetzler	17	25	22	26	18	11	28	147
24	H-3	Phil Morley	20	20	26	15	32/DNF	32/DNS	9	154
25	H-88	Phil Zalog	22	23	29	27	17	23	17	158
26	M-101	Danielle Lindeman	24	26	24	14	32/DNS	20	24	164
27	X	Elizabeth Harned	19	28	21	28	22	25	30	173
28	D-44	Shaun Sherry	25	16	27	30	23	32/OCS	25	178
29	I	Paul Lyon	32/DNS	32/DNS	28	29	25	26	29	201
30	I	Robert Youngquist	32/DNS	32/DNS	32/DNS	24	24	32/DNS	27	203
31	I-71	Kenneth Wruk	32/DNS	32/DNS	32/DNS	32/DNS	32/DNS	32/DNS	31	223

WMYA INVITATIONAL REGATTA

Torch Lake Yacht Club

July 19-20, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	SL-4	Brett Hatton	1	5	4	9	19
2	CR-66	Rob Terry	3	1	14	2	20
3	MB-13	Michael Kiss	7	8	1	4	20
4	TO-33	Steve Johanson	4	11	2	3	20
5	WH-12	Don Nelson	2	4	8	8	22
6	CR-11	Pete Price	5	6	5	12	28
7	WH-77	Tom Munroe	15	7	6	6	34
8	WH-111	Doug Macneil	9	12	7	7	35
9	CR-7	Mike Dow	8	13	15	1	37
10	G-7	Jamie Kimball	6	16	3	13	38
11	CR-100	Bill Walter	20	2	18	5	45
12	TO-8	Denny Malone	13	3	20	14	50
13	TO-44	Casey Christensen	10	19	10	11	50
14	SL-22	Paul Wickland	16	18	9	15	58
15	CR-54	Mike Terry	21	10	21	11	63
16	TO-17	Jim Campbell	12	20	23	10	65
17	TO-99	Reed Lorimer	11	15	21	19	66
18	WH-22	Charles Hallet	17	21	16	16	70
19	WA-99	Casey Call	14	14	25	24	71
20	TO-7	Andy Powell	18	22	13	25	78
21	OC-7	Roger Cyr	25	25	12	18	80
22	BX-3	Adam Prettyman	22	17	19	23	81
23	SL-73	Bill Knape	19	23	24	20	86
24	WH-54	Ake Erdman	24	24	17	22	87
25	TO-333	Charles Beynon	26	26	27	27	106



UP BAY CHALLENGE CUP

Toms River Yacht Club

July 26, 2014

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	BH-21	William Koar	3	7	2	2	14
2	T-37	John Brown	9	2	1	4	16
3	BH-8	Russell Lucas	12	1	7	3	23
4	BH-22	Bobby Koar	2	3	18	6	29T
5	LE-1	John B Maschal	4	14	3	8	29T
6	LE-2	Richard Ryon	16	4	4	7	31
7	T-1	William Warner	8	5	12	13	38T
8	LE-100	Tom Cox	11	9	9	9	38T
9	IH-44	Kirby Slack	5	8	17	12	42T
10	LA-99	Dave Magno	6	15	6	15	42T
11	IH-5	Michael Frankovich	13	6	8	18	45
12	T-53	Brian Gabriel	18	13	16	1	48T
12	MC-00	David Alldian	14	16	13	5	48T
14	T-5	Matthew Goetting	7	11	10	22/DNF	50
15	LE-13	Kelly McGlynn	19	12	5	16	52
16	IH-95	Daniel Kraus	15	10	19	11	55
17	SA-1	Dylan Froriep	10	18	20	10	58
18	T-15	Doug Johnson	17	17	14	14	62
19	T-18	Erik Johnson	1	22/DNS	22/DNS	22/DNS	67
20	IH-22	AJ Bailey	20	20	11	17	68
21	SS-77	Todd Noshier	22/DNS	19	15	19	75



WMYA CHAMPIONSHIP REGATTA

Torch Lake Yacht Club

August 5-8, 2014



FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	G 7	James Kimball	1	1	1	6	1	10
2	CR 11	Pete Price	8/SCP	2	3	1	3	17
3	SL 4	Brett Hatton	4	3	4	5	4	20
4	CR 66	Rob Terry	2	7	7	7	2	25
5	WH 111	Doug McNeil	6	8	2	2	8	26
6	WH 12	Don Nelson	3	4	8	4	10	29
7	WH 88	Brian McMurray	7	6	5	9	11	38
8	TO 44	Casey Christensen	10	9	6	3	12	40
9	WH 77	Tom Munroe	8	5	10	13	5	41
10	WH 22	Sam Gill	11	10	9	10	6	46
11	SL 22	Paul Wickland	9	12	11	8	7	47
12	CR 54	Michael Terry	14	14	12	12	9	61
13	WH 54	Jake Erdman	12	13	13	11	13	62
14	SL 73	William Knappe	13	11	14	14	14	66

ILYA INVITATIONAL



ILYA INVITATIONAL



EASTERN CHAMPIONSHIP



EASTERN CHAMPIONSHIP



INLAND CHAMPIONSHIP



INLAND CHAMPIONSHIP



NCESA CHAMPIONSHIP



NCESA CHAMPIONSHIP



BLUE CHIP



BLUE CHIP



EASTERN CHAMPIONSHIP REGATTA

Seaside Park Yacht Club

July 31-Aug 2nd, 2014

40 E-Scows made their way to the New Jersey beach town of Seaside Park for the 2014 Eastern Class E-Scow Association (ECESA) Championship, hosted by Seaside Park Yacht Club from July 31st through Aug. 2nd. This Easterns promised to be one of the most competitive in recent memory, with a collection of graying former champions including Dick Wight, Erik Johnson, Russ Lucas, Dave Magno and Rick Turner squaring off against young contenders such as Jeff Bonanni, Chad Hillyer and John Brown (well, the crew is sort of young). To spice up the mix, the incoming fleet also boasted long-distance travelers like Augie Barkow from Pewaukee and Robby Wilkins from Charleston and Melges 20 hotshots Michael Kiss and Travis Weisleder. Even former E national champion and world-famous photographer Peter Hurley was scheduled to make a cameo appearance.

There was electricity in the air on Wednesday as teams arrived and set up. And then the electricity came crashing down—quite literally—as an unlucky visiting yacht snagged its rigging in the power lines of SPYC's primary hoist and ripped them apart. Fortunately, a few resourceful SPYC members rushed to the rescue, installing new cables that returned the hoist to operation by Wednesday night and let regatta chairman Ed Vienckowski get a little sleep.

Thursday morning dawned warm, overcast and windier than predicted, with a steady SW breeze of 10 knots already churning at 9:30 as the fleet began the long trek to the rarely-used Cedar Creek race course. Cedar Creek is a wide-open area of Barnegat Bay situated four miles south of SPYC and separated from the Atlantic Ocean by the narrow expanse of Island Beach State Park. The channel of the Intercoastal Waterway borders the course to the west, but motorboat traffic on the course itself is minimal. However, the relatively deep water (for the Bay) and a healthy fetch to the south can generate sizable waves, something Cedar Creek neophytes would soon learn.

So just how hard would it blow? That was a tough question to answer in summer 2014. While Barnegat Bay is famous for its consistent southerly seabreezes, unseasonably cool air temperatures and unusually warm ocean waters had resulted in only a couple of Saturdays racing in the typical 15-knot-plus thermal. But the weather gods decided to cooperate for the Easterns, as the skies cleared, the familiar cumulus "suction" clouds formed over the mainland and the wind quickly backed 40 degrees and increased to 12 knots.

When that sequence occurs before noon, locals know to expect a steady build throughout the day, a lot of hiking and some great rides downwind. The skipper of our three-man, 570-lb. team put it bluntly: "This is going to take a lot of work."

The pin end was slightly favored for the first start, and a small lefty with about a minute to go favored it even more. Erik Johnson on T-18 pulled off the high-risk, high-reward start right at the pin and launched into an early lead, as many boats quickly bailed out onto the long port tack to the weather mark. Johnson held starboard and didn't tack until he was past the port layline, but with flatter water and better pressure on the left the extra distance didn't hurt much. T-18 rounded with a lead of several boat lengths over John Brown in T-37, with Augie Barkow in V-37 and ECESA Commodore Russ Lucas in BH-8 in hot pursuit.

Johnson and Brown held to the east on the run, while boats that jibed out early to the west sailed out of the pressure and slipped back. By the gate Johnson had extended on Brown, with Jeff Bonanni in T-73 moving up to third. T-18 repeated its strategy on the next two legs and took the gun. Bonanni overtook Brown upwind for second, while Barkow finished fourth and Lucas fifth.

By the start of Race 2 the breeze had veered about 10 degrees to 180 and built to 13-16 knots, which prompted PRO Jim Walsh and his RC team to lengthen the course to 1.5 miles. Johnson got another hot start in the middle of the line, with Lucas, Chad Hillyer in T-17 and Peter Koar in BH-21 also punching out. A drag race to the left ensued, and at the top mark Johnson held a slim lead over Hillyer and Lucas.

T-18 was chased closely by T-17 throughout the run. Johnson rounded the right-hand mark and headed back upwind to the flat water on the left, while Hillyer and Lucas took the other gate to work the right. Their split paid off and both Hillyer and Lucas passed Johnson upwind, with Hillyer extending to a large lead by the finish. Lucas, Johnson and Koar followed, with Robby Wilkins in SC-55 moving up to fifth.

By now, the waves had grown substantially in size and the lower left-hand (west) side of the run, described by some as the "Bermuda Triangle", had begun to claim its victims. Bonanni was heading to another top-ten when he stuffed his bow gybing for the finish and capsized, winding up 19th. Seventime Easterns champ Dick Wight also managed to flip, but fortunately for him it was after the race! It was really blowing at this point, and everyone tightened up their rigs and a few teams scrambled back to their tow boats to switch to heavy-air jibs. This was a risky move, as PRO Walsh quickly went into sequence to try to get a third race in before conditions deteriorated further.

After one general recall, Race 3 got off in a solid 18 knots with shots to 20. The crews would sleep tonight! Johnson got a great boat-third start and his three-man team managed to leg it out with the heavyweights to the port layline and again round in first, chased by BH-21, T-73, V-37 and Dick Wight in MA-10.

Johnson had a strong run and opened up a healthy lead by the gates. He again rounded the right-hand mark and headed east, followed by MA-10, V-37 and T-37. Koar rounded the other gate and headed right, and Bonanni soon tacked to join him while T-18 kept making a beeline for the left corner. The result was a replay of Race 2, with the breeze veering ten degrees through the beat and Bonanni and Koar vaulting into first and second. Johnson managed to hold off Wight to finish third.

The tired and thirsty teams were greeted at the SPYC hoists with cold keg beer, courtesy of Colie Sailmakers and the high-minded organization known as The Bilgeboarders. Skippers gathered to rave about the venue—"Just like Little Egg!"—while crews huddled to discuss their physical condition—"Couldn't feel my feet at all!". After showering, the hungry sailors were treated to a fine pork roast dinner from the "Galley Boys," SPYC's team of member chefs.



A look at the standings showed that consistency was hard to come by, with Johnson the only competitor with all top-fives and only four other teams with three top-10s. Johnson led with 7 points, followed by Peter Koar with 13 points and Hillyer with 14. Wight and Brown rounded out the top five with 16 and 19 points, respectively. With a 2-19-1, Bonanni obviously was looking forward to the drop. But he wasn't alone: Barkow had a 21 in Race 2, Wilkins a 26 in Race 3 and Lucas a DNF in Race 3, when the crew grommet ripped out of his brand-new mainsail.

While some of the younger teams lingered on the porch and in the SPYC bar after dinner, the overall mood Thursday night was subdued, a reflection of the day's physical toll. Friday's forecast of light to medium breeze was eagerly anticipated by many crews.

Friday morning looked eerily similar to Thursday, however, with a healthy SW breeze of 10 knots blowing at 8 AM. But during the trip out to the course the clouds increased and the breeze started to die. The wind waned to almost nothing and the RC called a postponement at 10 am. After a short wait, the sun started to break through and a light seabreeze of 4 knots filled in from around 160 degrees. After one more postponement and one general recall, Race 4 got off shortly after 11 am.

With no side being obviously favored, the fleet spread evenly across the line. After a couple minutes, a small lefty prompted most to flop over and a long port-tack drag race ensued. Peter Hurley in MA-11 and John Maschal in LE-1 led the pack on the right, while Wilkins in SC-55 and Bobby Koar in BH-22 were in the front on the left. Johnson was alone in the middle right after a solid mid-line start and with good speed was able to hold to the starboard layline and lead Hurley back. With some late right-hand pressure, they both crossed the left-hand pack and set off down the east side of the run, followed by Wilkins and Koar. T-18 extended a bit on MA-11 by the gates and headed back to the left upwind. Johnson maintained his lead to the finish, while Koar passed Wilkins on the second beat to finish third, followed by Wilkins and Maschal.

Several contenders had trouble in the light air, as Peter Koar finished 17th, Bonanni 23rd and Wight 13th. Hillyer and Brown hung tough with a 7th and 8th, while Lucas finished 10th and Barkow 12th.

By the time Race 5 started the breeze had freshened considerably, to around 14 knots at 180. Hillyer and Wight won the sprint to the upper left to round first and second, followed by Johnson, Dave Magno in LA-99 and Joe Thorpe in T-4. Hillyer showed off his upwind speed and won wire-to-wire, while Johnson moved right on the second beat to pass Wight. Bonanni and Wilkins worked their way up to finish fourth and fifth.

The sky had been growing cloudy through Race 5, and though the breeze had veered, it was dropping slightly. During a short lunch break, some light rain began to fall, a sign the breeze might die further. After multiple general recalls, the RC went to the Z flag and Race 6 got off in about 12 knots from 190 degrees. Bonanni had a great start and led at the first mark, chased by Richie Ryon in LE-2, Peter Wright in MA-6, Brown and Lucas.

By the second windward mark, Ryon had passed Bonanni and Brown was third. They were followed by Lucas and Johnson, who had moved up from around 10th at the first mark. There were big gains to be made on this downwind leg, as the pressure was getting spotty in the middle of the course. Brown sailed a beautiful run, with some timely gybes to connect the puffs, and cruised past Ryon and Bonanni to take the gun. Lucas held out far to the east and moved up to second, edging Bonanni, while Rick Turner hit the opposite west corner and passed a bunch of boats to finish fourth. Ryon took fifth and Johnson sixth.



While the Easterns fleet would usually head in after three races, Saturday's forecast called for big breeze and heavy rain. The RC decided to go for one more in case racing wasn't possible the next day, and Race 7 started in about 10 knots from 200 degrees. Easterns rookie Michael Kiss in MB-13 got a so-so start mid-line, cleared out to the right, and then tacked onto a nice starboard slant that lasted long enough for him to cross everyone on the left. He rounded first, followed by Wilkins, Lucas, Hillyer and Wight.

Kiss and Wilkins extended on the first run, and Kiss kept sailing smoothly to record his first E-Scow race win. Wilkins' second moved him into third overall, while Lucas and Wight finished third and fourth to move into fourth and fifth overall. Hillyer's fifth solidified his second-place regatta standing, while Brown and Bonanni stumbled to 18th and 20th, taking them out of overall contention. Regatta leader Johnson also struggled, never recovering from a second-row start and finishing 13th.

The sodden fleet slogged back to SPYC and hit the docks well past 5 pm, with many sailors



postponing their banquet preparations for the immediate gratification of a few cold drafts. The scores showed that Johnson's Race 7 hiccup had left the door open slightly for Hillyer, the only competitor who could mathematically catch him for the Easterns title. With 27 points compared to Johnson's 16, Hillyer needed to win the eighth and final race and hope that Johnson finished twelfth or worse.

Despite the short turnaround, most sailors got cleaned up in time for dinner, a catered affair offering filet mignon and some tasty brownies. The post-dinner mood was more festive than the previous evening, as many competitors expected the weather gods to deliver a blowout and partied accordingly. Some frenzied dancing, powered by the great Thom White Band, ensued. Regatta chair Vienckowski was one of the more energetic participants, showing the kids how it's done with the aid of his lovely wife Bev.

There were a few groggy faces on Saturday morning as sailors arrived to see what was on tap for the final day. From a weather perspective, it wasn't good, with pouring rain and big breeze from the NE. But as the fleet gathered in the SPYC clubhouse for the annual ECESA meeting, Vienckowski announced the RC's intention was to try to race, but not at Cedar Creek. Instead, the RC would set up on the Seaside Park course, close by the club, perhaps after a postponement to see if the breeze would abate.

At 9 am, an AP flag was raised, and the RC went out on a RIB to assess the mid-bay conditions. It was a brief trip, as they encountered steady breeze of 20-25, rain squalls and fog. "I should have known it was a bad sign when my hat blew off!" quipped PRO Walsh.

But the RC did not abandon at that point. So Hillyer and his crew, who already had their boat in the water, decided to go sailing to help convince the RC that conditions were feasible. This development provided some welcome entertainment for the bored crews huddled on the SPYC porch, who cheered loudly when T-17's sails were raised (also rather loudly).

Hillyer's initial attempt was cut short due to navigational difficulties, which drew some delighted jeers from the assembled masses. But on his second attempt, he managed to exit the tight SPYC basin and spend a half-hour giving a very capable demonstration of upwind and downwind sailing in front of SPYC, including some crisp spinnaker sets, gybes and douses. The RC wasn't convinced, however, as the wind and rain kept picking up and the fog grew worse.

At 11 am, the RC fired three guns and hoisted N over A to officially abandon racing for the day, securing the 2014 Easterns title for Erik Johnson and his "Showtime" crew of middleman Clay Johnson and jibman Glen Dickson. The win is Johnson's seventh, tying him for the Easterns record with Wight and the late E-Scow legend Runnie Colie (Colie, who died in June at 98, was honored by many Eastern boats who placed MA-4 stickers on their main-sails).

Chad Hillyer's second-place "Hunter" team, which won two races and never placed out of the top 10, included Ryan Bailey, Carl Horrocks and Molly Kempton. Robby Wilkins' third-place team on "Vamoose" was Reese Wilkins and Emory and Sean Burke, followed by Russ Lucas' fourth-place "Shimmer" crew of Mike Dutton, Charlie Smythe and Colleen Kelly. Fifth-place Dick Wight in "Rocinante" sailed with Henry O'Brien, Nathan Wight and Molly Lucas, while sixth-place John Brown in "Blind Squirrel" had Will and George Demand aboard. The seventh-place crew on Peter Koar's "Twenty-One" included Tom Kosinski, Patrick Koar and Andrew Goetting, while Jeff Bonanni on "Limelight" rounded out the top eight with his crew of Mike O'Brien, Matthew Goetting and Maggie Condon.

And now for the special awards: first Easterns boat in the "10-plus years old" category and 11th overall was Peter Hurley on "Loco Moco," sailing with Park Benjamin and Phil Barow, while top Rookie skipper and 13th overall was Michael Kiss on "Bacio," with his crew of Michael Buckley, Ian Liberty and Morgan and Mitchell Kiss. First Master skipper and 16th overall was Peter Wright on "Gater", with his crew of Mark Beaton, Gary Sayia and Kevin Fisher. Interestingly, no one in the ambitious Eastern fleet signed up to compete for the "Red Fleet" trophy, so Vienckowski decided it should go to the skipper finishing exactly midfleet. When 20th place went to a certain former national champion, those plans were modified and the prize instead went to Rookie skipper Daniel Kraus in 21st and his "Rush" crew of Leigh Kempton, Matthew Kraus and Andrew Kraus. Winning perhaps the most prestigious prize, the Sam Merrick Service Award, was former E-Scow crew and longtime fleet supporter Mary Jo Campbell.

Accepting the overall trophy, Johnson thanked his crew and said how gratifying it was to win Easterns after a six-year hiatus from the class, as he wasn't sure he would again reach that level. As a member of the "Showtime" crew, this reporter can tell you that there weren't any big secrets to our win (except perhaps my "stunt double" Billy Warner, who filled in during midweek practices. Thanks Billy!). We started with a proven fast boat and experienced crew and put in enough time on the water for the boathandling, gear-shifting and prerace tuning to become second-nature, allowing us to focus on racing well. At Easterns, we had some great starts, hiked really hard and sailed aggressively downwind. Our combined years of suffering in Lasers—which are many—also probably helped us hang in there on the first day.

Thanks again to Seaside Park YC, its members and the many other volunteers from around Barnegat Bay who made the 2014 Easterns such a special event. While SPYC had some of the first E-Scows on the Bay back in 1925, is possible that the 2014 Easterns was in fact the first ECESA Championship the club has hosted. Vienckowski said he asked Runnie Colie last winter if SPYC had ever hosted an Easterns, and Runnie replied in his inimitable style, "Well, I'd be surprised if they hadn't!" Whether or not the 2014 Easterns was in fact a first for SPYC, I'm sure the sailors at this year's event will be surprised if the club doesn't host the Easterns again in the near future.--

ECESA CHAMPIONSHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	T 18	Erik Johnson	1	3	3	1	2	6	-13	16
2	T 17	Chad Hillyer	8	1	5	7	1	-10	5	27
3	SC 55	Robby Wilkins	9	5	-26	4	5	7	2	32
4	BH 8	Russell Lucas	5	2	41 DNF	10	12	2	3	34
5	MA 10	Dick Wight	6	6	4	13	3	-14	4	36
6	T 37	John Brown	3	8	8	8	10	1	-18	38
7	BH 21	Peter Koar	7	4	2	-17	16	11	7	47
8	T 73	Jeffrey Bonanni	2	19	1	-23	4	3	20	49
9	V 37	August Barkow	4	-21	7	12	14	9	8	54
10	CH 6	Rick Turner	14	9	12	6	-24	4	16	61
11	MA 11	Peter Hurley	-19	15	6	2	18	15	6	62
12	LE 2	Richard Ryon	10	11	10	-19	17	5	11	64
13	MB 13	J.Michael Kiss	17	7	13	-28	9	18	1	65
14	LE 3	Bob Donat	-21	10	16	11	15	20	10	82
15	BH 3	Travis Weisleder	-24	14	19 RDG	14	21	8	9	85
16	MA 6	Peter Wright	22	-36	27	9	11	12	15	96
17	LA 88	Paul Magno	11	-27	19	15	20	17	14	96
18	T 53	Brian Gabriel	20	13	11	20	-22	16	17	97
19	IH 22	AJ Bailey	18	22	9	-31	7	24	27	107
20	LA 99	Dave Magno	12	41 DNF	41 DNF	18	6	28	12	117
21	IH 95	Daniel Kraus	16	-28	18	21	19	25	19	118
22	LA 2	James Miller	-31	24	15	29	28	13	23	132
23	IH 5	Philip Reynolds	25	-32	20	24	23	21	22	135
24	LE 100	Tom Cox	13	25	41 DNS	16	25	31	26	136
25	T 4	Joseph Thorpe	-29	26	24	27	13	23.8 RDG	23.8 RDG	137.6
26	HO 56	Patrick Flinn	27	16	14	26	-36	26	32	141
27	LE 13	John McGlynn	26	18	41 DNF	33	8	35	24	144
28	LE 1	John Maschal	28	31	41 DNS	5	27	27	31	149
29	LE 8	Jack Lampman	41 DNF	34	25	25	29	23	28	164
30	BH 22	Bobby Koar	41 DNC	41 DNC	41 DNC	3	41 OCS	19	21	166
31	SA 1	Greg Matzat	23	41 DNF	17	39	38	29	25	171
32	T 1	William Warner	38	20	22	22	31	41 DNS	41 DNS	174
33	KU 9	Robert Cole	15	12	41 DNF	32	34	41 DNS	41 DNS	175
34	KU 25	Joseph MeadelV	35	29	21	-36	35	33	35	188
35	MC 00	David Alldian	34	23	41 DNS	37	30	32	33	189
36	T 15	Doug Johnson	32	41 DNF	41 DNF	35	26	22	34	190
37	KU 12	William Hudson	37	35	23	-38	32	34	30	191
38	SS 77	Todd Noshier	36	33	41 DNS	40	33	30	29	201
39	T 5	Brendan Hogan	33	17	41 DNF	34	41 DNS	41 DNS	41 DNS	207
40	LA 11	Bill Nolden	30	30	41 DNS	30	37	41 DNS	41 DNS	209

ILYA CHAMPIONSHIP REGATTA

Oshkosh Yacht Club

August 13-17, 2014

The 2014 ILYA Championship opened on Wednesday August 14th with a great rendition of the National Anthem by Kate Wyman and even a fly over by two acrobatic prop planes from the EAA. 2014 marked the return of the "all fleet" format to the ILYA. The E scows enjoyed the company of the A, C and I 20 fleets as the respective fleets of E and then A and I20 alternated between morning and afternoon schedules. Oshkosh Yacht Club Commodore and ILYA Commodore Peter Friend welcomed the fleets and the anticipation and excitement was high at the beautiful venue of the Waters.

Race 1 was scheduled for a 9:30 AM start and the fleet was greeted with a beautiful Sunny Day but an odd light Northwesterly breeze of 5-10 mph which is uncommon to Lake Winnebago. The wind was difficult to predict as it flowed across the wide open course. Halfway up the first leg it began to be obvious that the boats that had headed in shore to the left side of the course were enjoying tremendous port lifts up the left side. Eddie Cox (W-66) led at the first pin of the regatta, followed by local sailor Tom Castle (J-25). Derek Packard (M87) and Vincent Porter (I2) followed close behind. Vincent sailed a great downwind and led by the time they reached the bottom pin. The second windward leg saw a flip flop to the favored side as the wind clocked 15 degrees and filled to the right side of the course as the leaders approached the windward pin. Vincent speed was evident in the light shifting conditions and he maintained his lead for the rest of the race, with Derek Packed pushing him all the way and finishing second, followed by Eddie Cox and Tom Burton (M-9) The fleet enjoyed the company of legend Buddy Melges along with his grandson on the course. Buddy made a significant comeback from the difficult first leg and moved from the thirties all the way back to 16th. The Bilge Pullers event on Thursday evening was a memorable experience as the Bilge Pullers enjoyed a few laughs at the expense of the wannabes.

The E fleet was scheduled for 2 races on Friday afternoon and was fortunate to have the afternoon slot as the wind was light and non raceable in the morning. The wind built steadily from the west in the afternoon and the fleet was able to get in two quality races in an



oscillating 6-12 knots of breeze. In Race #2 Erik Bowers led at the first pin followed by David Strothman (I9) and Jason Ostbyte (M17). David Strothman was able to lead at the next pin and hold off a charging Tobin Tornehl (V511), Brian Porter (I49), and Bowers on for the victory. Vincent Porter sailed an incredible comeback moving throughout the fleet from 32nd at the first pin to finish in 6th. Race 3 was sailed in similar conditions. Lon Schoor led at the first pin and was able to hang on for a very nice 4th place finish. Tom Burton was second at the first pin and led for most of the race sealing a victory. David Strothman completed a great day finishing second followed by Brian Porter in 3rd. Friday evenings festivities included a very entertaining Karaoke contest at the Waters.

Race 4 had the fleet marching out early for a 9 AM start in the middle of the big lake. As the wind built from the Southwest the fleet began scrambling to find their fourths before the warning signal. This was Winnebago racing at its best, a long 1.5 mile leg with an off-shore oscillating breeze building to as much as 18 knots in the puffs. Augie Barkow started at the port end of the even line and extended out to left side. At pin 1 he had developed a nice lead and showed the fleet why he is one of the best big air sailors in the Inland, leading from start to finish. Kevin Jewett (KG11) finished second followed by Vincent Porter.

Race 5 proved to be much more challenging. Just before the start there was a 20 degree shift to the right. As the fleet raced up the first leg the wind slowly clocked even more to the right. Brian Porter sailed a great leg getting over to the right side just in time to lead at the pin followed by Vincent Porter and Melges (I1). The wind began to drop and become very unstable. Huge gains and losses were experienced throughout the fleet as shafts of wind came in from varying directions of 10 -15 degrees out of the Northwest. Vincent Porter



FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	I- 2	Vincent Porter	1	6	7	3	1	5	23T
2	I- 49	Brian Porter	7	3	3	7	2	1	23T
3	I- 9	Pete Strothman	5	1	2	13	4	2	27
4	M- 9	Tom Burton	4	15	1	19	6	8	53
5	M- 11	Erik Bowers	15	4	26	4	11	4	64
6	KG-111	Kevin Jewett	17	9	16	2	12	9	65
7	BH- 8	Russell Lucas	6	23	8	10	13	7	67
8	M- 2	Tom Meyer	13	8	12	14	14	14	75
9	V- 37	August Barkow	25	12	10	1	18	15	81
10	M- 10	David Strothman	8	29	15	18	7	6	83
11	H- 7	Lon Schoor	19	14	4	24	3	20	84
12	M- 87	Derek Packard	2	18	24	12	9	25	90
13	I- 1	Harry Melges II & IV	16	22	20	25	8	3	94
14	V-511	Tobin Tornehl	24	2	9	15	28	17	95T
15	X- 20	Peter Maas	11	10	17	9	29	19	95T
16	V- 15	Eric Good	12	31	21	16	5	12	97
17	M- 17	Jason Ostbye	20	7	5	8	37/DNF	24	101
18	M- 35	Hans Zinn	10	5	6	29	26	32	108

fought through the challenging shifts to win the race over Brian Porter 2nd and Lon Schoor 3rd. The evening was challenged by a small storm that put a slight damper on the Carribbean themed festivities.

The final race of the regatta confronted the fleet with a common challenge when sailing in Oshkosh, waves. The previous nights storm had seen 25-30 knots of breeze blowing all night from the Northeast. The wind was dropping however and the waves were deceptive as to the wind that was actually on the course. Many were cursing the fact they had added their fourth crews as they navigated the bumpy conditions. Brian and Vincent Porter mastered the waves and were 1 and 2 throughout the race. Vincent was able pass Brian in the end to win the race. Lo and behold this proved to be the difference maker as Vincent and his Uncle Brian ended up tied for the regatta championship. The victory gave Vincent the tie breaker and the 2014 Inland Championship! Congratulations to Vincent and his crew.



19	J- 25	Thomas Castle	9	17	11	22	31	21	111
20	H- 13	Patrick Heaney	21	20	23	5	32	13	114T
21	W-160	Charlie Igo	23	13	13	37/DNF	10	18	114T
22	J- 80	Jon Schloesser	26	16	27	11	20	16	116
23	W- 25	Lee Alnes	29	24	31	6	22	11	123T
24	M- 12	Jeff Solum	22	21	18	17	15	30	123T
25	W- 66	Eddie Cox	22	21	18	17	15	30	123T
26	M- 20	Tim Krech	27	19	29	20	24	10	129
27	J- 5	Bill Wyman	14	26	30	23	23	22	138
28	H- 88	Phil Zalog	30	11	33	27	17	27	145
29	M-43	Danielle Lindeman	28	28	14	30	25	29	154
30	H- 3	Phil Morley	32	27	28	26	21	33	167
31	J- 11	David Sitter	18	25	25	31	35	34	168
32	J-515	Dave Whealon	34	34	19	32	16	35	170
33	J-555	Will Wyman	31	30	32	28	34	28	183
34	J- 2	Brian Peterson	36	36	35	34	19	31	191
35	J- 55	Max Wyman	33	33	37/DNF	33	33	26	195
36	J- 4	Mike Karrels	37/ZFP	35	34	35	30	37/DNS	208

NCESA CHAMPIONSHIP REGATTA

Torch Lake Yacht Club

September 5-7, 2014

As one the country's strongest one design classes, the E Scow National Championship is an immense gathering of fleets from the Midwest, East Coast, Rocky Mountains and Deep South.

The 2014 edition on September 5-7 attracted 79 boats to the beautiful shores of Crystal Lake in Michigan, and as with any E Scow Nationals, the sailing, partying and reunion type feel of the regatta left a lasting memory for the participants. More than just another regatta, the E Scow Nationals is a collection of family and long time friends that all have the same things in common; racing fast, nimble, stable boats in incredible venues against some of the best sailors in the country.

Looking at the results not only reveals the talent of the event, but also the family feel with six family names (Porter, Jewett, Melges, Burdick, Harrett, Hughes) making up 20 of the 40 sailors occupying the top ten in the standings. When the regatta concludes with the awards presentation, emotional speeches, hugs and making plans for the same regatta next year are common place.

After a slow start on Friday due to tricky breeze following passing storms, PRO Bruce Gollison made the most of a beautiful sea breeze off of Lake Michigan with 5 races on Saturday and Sunday, and treating the gathering to the best racing possible. The top three were separated by only two points, with the team on M-42 from Lake Minnetonka of Sam Rogers, Chrisy Hughes, Tony and Lynn Jewett making a late comeback the final race to grab the title, holding off 13 year old Harry Melges IV with his Dad, Harry Melges III trimming jib, and a strong charge from Jeff Bonani who won the last two races to finish 3rd overall. As for the 2014 Nationals, it could not have been more idyllic with Tony Jewett on the winning boat proclaiming, "Sailing these boats in conditions like this is the reason why we do this."





RANK	SAIL #	BOAT	SKIPPER/CREW	R1	R2	R3	R4	R5	R6	TO	TOTAL
1	M 42	Madame	Sam Rogers / Chrissy Hughes / Tony Jewett / Lynn Jewett	2	4	4	17	6	12	[17]	28
2	I 1	White Heat	Harry Melges 4 / Andy Burdick / Mya Burdick / Monroe Melges & H3	8	1	7	10	21	3	[21]	29
3	T 73	Limelight	Jeff Bonanni / Mike O'Brien / Matthew Goetting / Maggie Condon	15	9	16	4	1	1	[16]	30
4	I 9	Rooster	Peter Strothman / Corbett Porter / Bri Porter	6	5	6	14	15	4	[15]	35
5	M 9	Intrepid	Thomas Burton / Andy Ferguson / Bruce Martinson / Hank O'Brien	12	7	3	7	9	14	[14]	38
6	I 49	Full Throttle	Brian Porter / RJ Porter / Charlie Harrett	9	10	5	20	14	2	[20]	40
7	I 2	Wide Open	Vincent Porter / Coye Harrett / Clifford Porter / Ali Freitag	5	16	14	15	3	5	[16]	42
8	T 18	Showtime	Clay Johnson / Glen Dickson / Kyle Rogachenko	24	15	1	6	12	10	[24]	44
9	M 3	Schnife	Chris Jewett / Patrick Hughes / Rick Kottovic	1	12	10	5	19	33	[33]	47
10	KG 111	Freedom	Kevin Jewett / Jim Campbell / David Buckley / Carolina Jewett	21	30	2	11	7	8	[30]	49
11	BH 8	Shimmer	Russell Lucas / Colleen Kelly / Mike Dutton / Andrew Campbell	4	19	12	3	17	13	[19]	49
12	G 7	Bandit	James Kimball / Cam McNeil / Pete Comfort / Gwen Gill	18	6	8	22	4	17	[22]	53
13	T 17	Hunter	Chad Hillyer / Ryan Bailey / Carl Horrocks	14	3	11	8	45	21	[45]	57
14	I 71	Blackpoint	Matt Pistay / Colin Rowe / Will Huerth / Finn Rowe	52	8	20	12	5	19	[52]	64
15	CR 66	Black Pearl	Rob Terry / Justin Terry / Jack Rillema / Jon Pomerleau	25	44	18	23	2	7	[44]	75
16	H 7	Mirage	Lon Schoor / Heidi Rosenbaum / Miles Clark / Craig Jeffers	16	2	39	28	13	18	[39]	77
17	M 10	Ballistic	David Strothman / Charles Hallet / Louis Hill	10	18	13	14	36	25	[36]	80
18	MB 13	Bacio	Michael Kiss / Michael Buckley / Jane Rew / Max Nickbarg	22	11	9	31	40/ZFP	9	[40]	82
19	SC 55	Vamoose	Robert Wilkins / Reese Wilkins / Shawn Burke	13	14	28	43	18	11	[43]	84
20	M 12	E = MC^2	Jeff Solum / Hal Roberts / David Wyer / Hannah Noll	3	13	33	9	53/ZFP	28	[53]	86



21	GL 7	7	Toby Sutherland / Scott Munn / John Mattox	36	28	25	1	28	6	[36]	88
22	W 25	Euphoria	Lee Alnes / Andy Kruse / Mark Dunsworth	7	23	35	48	24	16	[48]	105
23	X 20	Maash Pit	Peter Maas / Mike Maas / Lisa Maas / Julie Maas	26	26	48	19	11	30	[48]	112
24	TO 33	Jackrabbit	Stephen Johanson / Peter Johanson / Mary Johanson / Chris Hallett	42	32	23	2	40	24	[42]	121
25	V 37	Wagon	Scott Young / A.J. Schweda / Jeff Niedziela / Jandy Sprouse	31	21	34	24	16	29	[34]	121
26	CR 7	Flying Toaster	Mike Dow / Stephanie Dow / Bob Clark / Jamie Stuursma	23	17	21	37	26	37	[37]	124
27	V 736	Unruly Platypus	Matt Schmidt / Olli Luebker / Patti Schmidt / Becky Schmidt	34	25	29	32	10	31	[34]	127
28	SL 4	Soul Food	Brett Hatton / Dave Fox / Chad Hough / Olivia Windemuller	44	33	19	16	54/ZFP	15	[54]	127
29	H 13	Wild Turkey	Patrick Heaney / Justin Segersten / Keith Rosenbaum / Mike Paulson	11	24	24	58	46	27	[58]	132
30	V 27	E-pete	Matt Peterson / Rick Wilfert / Scott Stroud	19	42	38	25	25	34	[42]	141
31	J 80	Whiteaway	Jon Schloesser / Pat Cafilisch / Rich Evans	30	31	27	27	29	44	[44]	144
32	V 15	Silver Bullet	Eric Good / David Driscoll / Fritz Good / Lindsay Johnson	39	34	40	13	37	23	[40]	146
33	II 1	Honor The Box	Petey Crawford / Chris Eggert / Jess Haverstock	20	38	15	26	55	48	[55]	147
34	LE 100	E-Claire	Tom Cox / Mike Reynolds / Chris Fretz / Stephanie Cox	28	52	41	46	8	26	[52]	149
35	WH 77	WH-77	Tom Munroe / Jerry Gill / John McNeil / Lauren Munroe	29	47	30	80/DNC	27	20	[80]	153
36	CR 11	Wasn't Me	Pete Price / Bill Meizenheimer / Nick Siefert / Elizabeth Bald	43	40	31	45	30	22	[45]	166
37	WH 111	Reef	Doug McNeil / Bob Currier / John Wickland / Meg Bouman	46	43	22	21	57/ZFP	35	[57]	167
38	GL 31	Osprey	Jason Sutherland / Mike Sutherland / Jay O'Neill / Dylan Rinker	17	22	36	80/ZFP	42	55	[80]	172
39	M 87	Provocatrix	Derek Packard / Gavin Potts / Maclean Potts / Paige Boegeman	35	27	17	18	80/DNF	80/DNF	[80]	177



41	LE 3	Bobsled	Bob Donat / Leah Donat / Derek Stoldt / Holly Koerwer	41	20	44	57/ZFP	33	46	[57]	184
42	WA 11	AAAAR-RRGH!	Ben Herdrich / Jamison Herdrich / Cory Herdrich	27	29	26	67	66	51	[67]	199
43	WA 99	Eleven	Casey Call / Kelly Quiesser / Mark Russell / Sam Russell	40	36	53	47	31	80/DNF	[80]	207
44	WA 47	Eholic	Bob Herdrich / Bill Pipp / John Herdrich / Chelsea Herdrich	50	35	64	35	51	39	[64]	210
45	H 11	Fulltilt	Lance Puccio / Ben Brewer / Lindsey Puccio / Teresa Puccio	32	53	61	42	52	32	[61]	211
46	LE 13	BloodE	John McGlynn / John McGlynn / Kevin McGlynn / Alex Swanson	67	50	52	60	20	36	[67]	218
47	SL 22	Hang Ten	Paul Wickland / Mark Burns / Larry Larsen / Christy Steketee	45	48	65	34	53	38	[65]	218
48	WH 22	WH-22	Sam Gill / David Gates / Abby McCormick / Tom Munroe	48	59	37	39	59	43	[59]	226
49	WH 54	White Owl	Jake Erdman / Scott Erdman / Brad LaPratt	57	58	80/DNS	29	38	45	[80]	227
50	J 5	Last Mango	Bill Wyman / Adams Cummings / Ed Bowen	49	45	47	61	39	47	[61]	227
51	M 20	IceBurg	Ben Burgum / James Burgum / Pete Kulenkamp	38	54	62	36	50	56	[62]	234
52	H 88	CrazE Eight's	Phil Zalog / Bill Bock / Tyler Gruen / Emma Zalog	47	46	42	59	43	58	[59]	236
53	TO 2	Trouble VII	Charles Turk / Spencer Powell / Marius Malkevicius / Michael Cornew	76	64	60	44	23	52	[76]	243
54	I 88	Cor Leonis	Steven Lyon / Anne Havlik / John Lyon / James Lyon	54	57	54	49	41	49	[57]	247
55	WH 88	Billy Z	Brian McMurray / Dillon McCormick / Brad Sprouse / Deborah McMurray	58	55	46	33	57	60	[60]	249
56	CR 100	E-Motion	Bill Walter / Dave Hagen / Reed Breland / Lynn Scott	77	39	45	66	60	42	[77]	252
57	J 55	Maximum	Max Wyman / Will Wyman / Sam Whealon	51	49	80/DNF	52	22	80/DNF	[80]	254
58	I 303	Mothership	Frank T. Davenport / Ron Jarecki / Ben Porter	80/OCS	70	43	30	32	80/DNF	[80]	255
59	GL 23	HaulE	David Lubchenco / Hollie Lubchenco / Jennie Coulthurst / Tom Coulthurst	55	75	50	38	65	50	[75]	258



60	H 3	Shiva	Phillip Morley / Brendan Boylan / Andrew Fox / Katrina Debbink	78	80/DNC	49	40	58	40	[80]	265
61	CR 51	Butkus	Bruce Patterson / Tony Pugh / Mark Wipper / Sarah Bald	68	66	56	55	34	80/DNF	[80]	279
62	KU 12	Sugaree	William Hudson / Maria Hudson / Matt Newman / Bob Meyer	70	65	55	68	44	53	[70]	285
63	KU 25	Ragus	Joseph Meade / Henry Dalrymple / Rick Gordon	53	41	70	69	61	64	[70]	288
64	SL 73	Ted E, 3 Emigos	Bill Knape / Tom Spelman / Dan Bylenga	59	51	63	53	70	63	[70]	289
65	WA 13	Greatest of Es	Mike Rian / Kenny Bolles / Andy Allen / Tracy Croucher	71	67	69	51	48	57	[71]	292
66	CR 54	Knot A Clew	Michael Terry / Randi Terry / Randy Scott / Kaitlyn Rowland	66	74	75	54	47	59	[75]	300
67	T 1	Eraser	Bill Warner / A.J. Bailey / Chase Hillyer	37	56	58	70	80/DNF	80/DNS	[80]	301
68	BX 7	Craz E Dog	Roger Cyr / Chele Cyr / Richie Ellis / Mike Lonscher	64	69	51	71	54	67	[71]	305
69	M 43	Stay Thirsty	Ryan Drake / Danielle Lindeman / Matthew Resch / Gretchen Wilbrandt	65	63	74	56	67	61	[74]	312
70	GA 87	Temptress	James Holder / Jo McRoy / Woody Jewett / Chuck Gorgon	56	62	71	75	64	62	[75]	315
71	CR 22	Serendipity	Sean Greene / Kit Greene / Chelle Greene / Kent Morris	69	73	66	72	56	54	[73]	317
72	TO 99	Aqueous Flare	Dan Lorimer / Wade Lorimer / Kent Anderson / Tommy Nordberg	72	61	59	80/ZFP	62	66	[80]	320
73	TO 0	Night Train	Lathrop Keller / Brad Keller / Matt Keller / Leland Keller	74	71	73	50	63	65	[74]	322
74	WA 21	Gimmie Shelter	Chad Herdrich / Brad Hursh / Leighton Wells	60	68	67	57	80/DNC	80/DNS	[80]	332
75	CR 10	Pyxis 3	Ted Greene / Bill Cotsworth / Jim McMillan / Judy Groulx	61	72	57	64	80/DNS	80/DNS	[80]	334
76	I 5	Untamed	Paul Lyon / Nicholas Lyon / Jennifer Lyon / Jessica Lyon	62	77	77	80/DNC	49	80/ZFP	[80]	345
77	WA 31	Spirit	Terry Moorman / C.J. Szeplaki / Vic Szeplaki / Carla Szeplaki	63	78	72	73	69	80/DNF	[80]	355
78	CR 12	Liberty	Richard Halliday / Fran Halliday / Asa Halliday / Rich Halliday	73	60	68	80/DNC	80/DNC	80/DNS	[80]	361
79	GL 17	L - E	Daniel Wilhelm / Catherine Wilhelm / Jim Dixon / Ben Condon	75	76	76	65	80/ZFP	80/DNF	[80]	372

2014 NATIONAL AWARD WINNERS

1st Race Winner - Keuka Trophy	Chris Jewett	Minnetonka
2nd Race Winner - Iver C. Johnson	Harry Melges IV	Lake Geneva
3rd Race Winner - BBYRA Trophy	Clay Johnson	Toms River
4th Race Winner - Pewaukee Trophy	Toby Sutherland	Grand Lake
5th Race Winner - Chautauqua Trophy	Jeff Bonanni	Toms River
6th Race Winner - NCESA Trophy	Jeff Bonanni	Toms River
Regatta Winner - Bilge Pullers Trophy	Sam Rogers	Minnetonka
First Place Crew Weldon Memorial Trophy	Chrissy Hughes, Tony Jewett, Lynn Jewett	Minnetonka
1st Place Woman Championship Trophy	Kelly McGlynn	Little Egg Harbor
Womans Corinthian Trophy	Kelly McGlynn	Little Egg Harbor
Torch Team National Champ	I-2, I-49, I-9, I-1	Lake Geneva
Rookie Award	Clay Johnson	Toms River
Masters Award	Lon Schoor	Mendota
Youth Skipper	Matt Pistay	Lake Geneva
Runyon Colie Service Award	Lon Schoor	Mendota
Road Warrior	Lon Schoor	Mendota
National Rankings Champion Ferguson Trophy	Russel Lucas	Bay Head

2014 OVERALL NATIONAL RANKINGS - TOP 50

(points based on best 3 regatta performances)

RANK	SAIL #	SKIPPER	TOTAL	RANK	SAIL #	SKIPPER	TOTAL
1	BH-8	Russell Lucas	235	26	MB-13	Michael Kiss	159
2	I-49	Brian Porter	230	27	WH-77	Tom Munroe	156
3	LE-73	Jeff Bonanni	229	28	CR-11	Pete Price	154
4	I-2	Vincent Porter	228	29	LE-100	Tom Cox	153
5	I-9	Peter Strothman	224	30	T-17	Clay Johnson	147
6	H-7	Lon Schoor	210	31	H-88	Phil Zalog	143
7	SC-55	Robert Wilkins	208	32	WH111	Doug McNeil	143
8	M- 10	David Strothman	205	33	M- 12	Jeff Solum	142
9	T-17	Chad Hillyer	198	34		Scott Young	141
10	X-20	Peter Maas	190	35	WH-88	Brian McMurray	139
11	SL-17	James Kimball	189	36	WH-22	Sam Gill	139
12	CR-66	Rob Terry	185	37	SL-22	Paul Wickland	138
13	W- 25	Lee Alnes	182	38	V-15	Eric Good	138
14	M- 87	Derek Packard	181	39	SS-1	John Brown	135
15	TO-33	Stephen Johanson	177	40	GL-31	Jason Sutherland	134
16	M- 9	Thomas Burton	177	41	LE-13	John McGlynn	134
17	J-80	Jon Schloesser	176	42	H-11	Lance Puccio	130
18	V-37	August Barkow	173	43	I-88	Steven Lyon	128
19	KG-111	Kevin Jewett	170	44	KU-25	Joseph Meade	128
20	SL-4	Brett Hatton	169	45	KU-12	William Hudson	127
21	H-13	Patrick Heaney	169	46	H-8	Hugh/Tim Sugar	127
22	V-27	Matt Peterson	167	47	CR-7	Mike Dow	127
23	GL-7	Toby Sutherland	164	48	WH-54	Jake Erdman	127
24	M- 3	Chris Jewett	164	49	H-3	Phillip Morley	126
25	LE-3	Bob Donat	161	50	II-1	Petey Crawford	123

BLUE CHIP REGATTA

Pewaukee Yacht Club

September, 2014

By Jimmy Spithill

I was invited by my soon to be crew mate, Jim Campbell to compete at the 49th Blue Chip regatta sailed in E Scows. Reading the email and seeing who had competed in the event; it was a surprise to see the best of the best having participated on a scow, on a lake in the middle of nowhere. However, what surprised me even more was how few of them had won the event! I had experienced racing these lake sailors when I teamed up with Brian Porter for the 2005 Melges 24 Worlds in Key Largo. Instantly we clicked and become mates and I soon was on the receiving end of some hammerings from Brian on the water. We were lucky enough to win that M24 world title and I'm convinced that if we hadn't have had Brian as our training partner, we may not have.

When you look at this area known as Pewaukee, Zenda; there are some of the best sailors in the world coming out of there. People who sail all year long, on water and ice. I thought I went fast, until meeting Buddy Melges and both he and Peter Harken telling me about Ice Boating. Forget foils...Ice Boating is where the speed is!!!!

I wanted to do the event, but my schedule seems to change daily and I didn't want to cancel late; however following a "Challenge" email sent to me from good mate Peter Harken, that was exactly like it would have come from my mates down under, there was no way I couldn't accept.

Anyway I arrived at the airport and my new Team mates Jimmy Campbell and Buckeroo were on hand. They took me outside and there waiting for us was a "Woody" station wagon with Harken imprinted on the side and a dodgy looking limo driver with hat, resembling my good mate Peter Harken...except it was Peter Harken. No sooner had we got into the old wagon (floating couch, no suspension), that Buckeroo and Jimmy passed out the rum and cokes....I knew I was in for a big week. My boss Russell Coutts warned about the pace these guys run at.





We arrived at Peter's house where I was staying, along with Jim, and Peter's beautiful wife Edith had made an absolute smorgasbord for dinner. Next thing you know it's 4:00 am and we are still going strong sharing a few laughs.

Next day, I meet our 4th crewmember, Lesa Gutenkunst, and I knew we had a great team that should have a lot of fun. Lesa is not only hot, smart, funny, fit (runs her own gym), but is one hell of a good sailor. I'll never forget for race one, when we were out there and the wind was still a bit light and Jim/Buckeroo asked me whether: "we should take Lesa off the boat"? As this was allowed when it was light if you sailed with 4. I looked at them like they were from Mars, the last thing on my mind was taking Lesa off the boat. I confessed to both Jim and Buckeroo (in front of Lesa), that to be honest I was thinking of asking both he and Buckeroo to step off so Lesa and I could go for a cruise of the lake with a

couple of bottles of champagne!!! All good fun. Lesa's husband, John, is one of the nicest guys you can meet, who was out supporting us on the water; but a funny moment we got to share before the first race.

We started the regatta well, and were fortunate for some windy shifty sailing. The strangest thing to get used to in these boats is to sail with heel. All your life you try and sail flat, where these boats were the opposite. All week long Jim kept telling me to put the bow down upwind, and the bow up downwind...he was right!!! Took me by the end of the regatta to figure it out.

The racing was awesome, given the wind direction we had as many as 8 laps on a short course. The boats were exceptionally physical, which I loved. The fact is the race was for 2nd, as there was a young kid by the name of Harry Melges, IV, who was on another level. So much so that he and team won every single race in tough conditions, did I mention he is 13? And they tell me he's a better skier than sailor...hopefully he sticks to skiing...

We were mixing it up with the front runners all week, but on one of the many awesome runs we had, we got a huge puff and then I made a mistake and gybed us in a bad spot and then the next thing you know, we capsized. Luckily we were not the only ones to go swimming that week. Seeing my good mate Brian Porter go swimming was a highlight ☺, and something you won't see much in a lifetime. I've got to say I had an amazing team of Buckeroo, Lesa and Jim. They were flawless in the crew work and got me out of trouble more than once. They deserved to finish up the top of the leaderboard if it wasn't for me slowing them up!

There are no drops in the regatta, so this put us in 8th spot overall for a fantastic week.

A few other stories: the Saturday evening dinner/presentation is legendary, as to what follows in the bar afterwards. Russell and Andrew Campbell had both pre warned me about the "Bar Walk" (luckily we had dodged that) and the infamous "Shot Boom".

Well I got hammered by both...the team in last place did a stellar bar walk, but then some genius got on the microphone and suggested that "Jimmy Spithill" do a bar walk... Being someone who loves a challenge I quickly rounded up 5 hot ladies to accompany me on the bar, we had a great performance. I got down off the bar with the girls went up to a punter and said: "What did you think?" and he replied, "The girls were great, why didn't you go do it as well?" He was serious! Apparently no one was looking at me!!!! Into the night we went on getting constantly dominated by the "Shot Boom".

The night kicked on at Bill Goggins Hot tub, which we proved holds about 15-20 people and all in all it was a great week and definitely something I'll remember for a long time.

Great people all having a great time and great racing: Does it get any better?

I will be back.





FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	I-1	Harry Melges IV	1	1	1	1	1	1	6
2	I-2	Vincent Porter	5	2	4	4	5	3	23
3	I-49	Brian Porter	7	4	2	2	2	14	31
4	V-37	Augie Barkow	2	14	3	3	4	9	35
5	M-9	Tom Burton	4	5	8	5	15	4	41
6	V-777	Bob Biwer	13	3	9	6	9	10	50
7	MA-10	Richard Wight	8	10	6	11	8	7	50
8	?	Jimmy Spithill	3	8	7	7	23 DNF	11	59
9	T-37	John Brown	23 DNF	16	5	8	7	2	61
10	V-220	Paul Biwer	15	7	18	9	13	12	74
11	V-736	Matt Schmidt	11	23 DNF	19	15	3	6	77
12	M-87	Derek Packard	12	9	10	18	23 DNF	5	77
13	W-25	Lee Alnes	9	13	12	13	16	16	79
14	BH-8	Molly Lucas	18	11	11	23 DNF	11	8	82
15	GL-7	Toby Sutherland	14	23 DNF	14	10	12	13	86
16	M-42	Chrissy Hughes	6	19	23 DNF	17	6	20	91
17	X-20	Pete Maas	16	12	15	23 DNF	10	17	93
18	H-7	Lon Schoor	19	18	16	14	14	15	96
19	V-27	Matt Peterson	10	6	23 DNF	19	23 DNF	18	99
20	CR-66	Rob Terry	17	17	13	12	23 DNF	21	103
21	M-2	Tom Meyer	21	15	17	16	23 DNS	19	111
22	TO-33	Steve Johanson	20	23 DNF	23 DNF	20	20	23 DNF	113

BLUE CHIP HONOR ROLL

YEAR	WINNER	MYSTERY GUEST
1966	Gordy Bowers, Minnetonka	Tom Sawyer
1967	Bob Pegel, Lake Geneva	Dick Stearns
1968	Nat Robbins, Minnetonka	Bruce Goldsmith
1969	Gordon Lindemann	Gordon Lindemann
1970	Stu Wells, White Bear Lake	Lowell North
1971	Bill Allen, Minnetonka	Jim & Jack Linville
1972	Bill Allen, Minnetonka	Dennis Conner
1973	Bill Allen, Lake Geneva	Paul Henderson
1974	Bud Melges, Lake Geneva	John Bertrand
1975	Harry Allen, Minnetonka	Ed Eloranta / Jim Bradley
1976	Bill Allen, Lake Geneva	Peter Commette
1977	Dennis Conner	Dennis Conner
1978	John Gluek, Lake Geneva	Joan Ellis
1979	John Gluek, Lake Geneva	Ed Adams, Tim Cole, & Jonathan Ford
1980	Willie deCamp, Mantoloking	Jim Allsopp
1981	John Gluek, Lake Geneva	Hans Fogh
1982	Bill Allen, Minnetonka	Bruce Goldsmith
1983	Gordy Bowers, Minnetonka	Paul Van Cleve
1984	Bill Allen, Minnetonka	Terry Neilson
1985	Harry Melges III, Lake Geneva	Jonathon McKee
1986	Harry Melges III, Lake Geneva	Steve Benjamin
1987	Harry Melges III, Lake Geneva	Bruce Burton
1988	Peter Fortenbaugh, Bay Head	Dave Chapin
1989	Peter Fortenbaugh, Bay Head	Gary Knapp
1990	Brian Porter, Lake Geneva	Tom Ehman
1991	Brian Porter, Lake Geneva	Gary Jobson
1992	Bill Allen, Minnetonka	Paul Cayard
1993	Bill Allen, Minnetonka	Mark Reynolds
1994	Bill Allen, Minnetonka	Ken Read
1995	Bill Allen, Minnetonka	Russell Coutts
1996	Andy Burdick, Pewaukee	Courtenay Becker-Dey
1997	Chris Pinahs, Pewaukee	Joe Londrigan
1998	Mike Darrow, Pewaukee	Dave Perry
1999	Tom Burton, Minnetonka	Betsy Allison
2000	Paul Biwer, Pewaukee	Carl Buchan
2001	Bob Biwer, Pewaukee	Vince Brun
2002	Peter Friend, Pewaukee	Morgan Reeser
2003	Brian Porter, Lake Geneva	Flavio Favini
2004	Tom Burton, Minnetonka	Johnny Lovell
2005	Brian Porter, Lake Geneva	Steve Cucchiaro
2006	Tom Burton, Minnetonka	Gary Jobson
2007	Dick Wight, Mantoloking	Peter Holmberg
2008	Kevin Jewett, Pewaukee	Dave Ullman
2009	Vincent Porter, Lake Geneva	Liz Baylis
2010	Brian Porter, Lake Geneva	Bora Gulari
2011	Andrew Campbell	Andrew Campbell
2012	Andy Burdick, Lake Geneva	Peter Isler
2013	Augie Barkow, Pewaukee	Cam Lewis
2014	Harry Melges IV, Lake Geneva	Jimmy Spithill



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September 24-27, 2015
Pewaukee Yacht Club***

*A premiere sailing event celebrating the rich tradition of the E Scow,
its Blue Chip and sailors by reuniting world class skippers and
ambassadors from the first 50 years of Blue Chip history.*

***25 Top E Scow Teams paired with past
Mystery Guests and Past Champions!***

