

THE 2017 REPORTER

NATIONAL CLASS E SCOW ASSOCIATION

*Due to Hurricane Irma, the 2017 NCESA Championship Regatta was postponed until April 2018.
Look for an expanded issue of the Reporter to include this regatta in 2018.*

OFFICERS:

Commodore: Brett Hatton
Vice Commodore: Chrisy Hughes
Rear Commodore: Christopher Creighton
Secretary Treasurer: Lon Schoor

DIRECTORS:

Term Expires 2019

Vincent Porter, ILYA
Matt Schmidt, ILYA
Jeff Bonanni, ECESA
Richard E Turner, ECESA
David Hagen, WMYA
Ted Beier, At Large

Term Expires 2018

Derek Packard, ILYA
Pete Price, WMYA
Phil Zalog, ILYA
Thomas Castle, ILYA
Bill Nolden, ECESA
Robby Wilkins, At Large

MANY THANKS TO OUR CONTRIBUTORS:

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TABLE OF CONTENTS

Board of Directors Meeting.....	2
Sarasota Midwinter Regatta.....	7
Charleston Spring	8
Black Tie/ Wanamaker Regatta.....	9
Geneva Spring Regatta.....	10
Toms River Spring Series.....	13
Wawasee Regatta.....	13
ILYA Invitational Regatta.....	15
WMYA Invitational Regatta.....	18
Color Photos.....	19
2017 Nationals Story.....	27
WMYA Championship.....	28
Down Bay Regatta.....	30
Eastern Championship.....	31
ILYA Championship.....	34
Blue Chip.....	38
National Rankings.....	41



NCESA BOARD OF DIRECTORS

MEETING MINUTES

NOVEMBER 4th, 2017

ATTENDING: Brett Hatton, Chrisy Hughes, Lon Schoor, Donna Schoor, Pete Price, David Hagen, Derek Packard, Ted Beier, Ricky Turner, Chris Creighton

NOT ATTENDING: Robby Wilkins, Vincent Porter, Bill Nolden, Matt Schmidt, Tom Castle

Old Business

Discussed the postponement of the Annual NCESA Membership meeting at the National Championship regatta, because of hurricane Irma, as it related to the election of new officers. It was the first time in our history the National Championship regatta did not take place as scheduled. The decision to hold the officer elections via the Internet was made after Bob Cole reviewed options according to Wisconsin State Non-Profit Corporation guidelines when our By-Laws do not indicate what to do in the absence of the scheduled Annual Membership meeting. The Directors decided to approve the Internet election of new officers and there were 92 votes cast.

Often holding the Annual NCESA Membership meeting the Saturday morning before the race has produced very low attendance, often only 5-10 participants. Decided that we should work with host club to select a time and place for the Annual Membership meeting that will provide the best possible attendance.

Rules Committee

Matt Schmidt, Rules Committee Chairperson, was asked for a rule interpretation regarding the use of carbon fiber in the tillers. Past interpretations of carbon fiber use did not prevent it. After listening to pro and cons about making it's use more restrictive, the Directors took no action to make any changes.

Discussed the status of the Development Committee – inactive for several years. Ted moved to reconstitute the Development Committee, Price seconded the motion and it passed. Objective is to stay abreast of new technologies and consider timeline, cost, and impact on fleet to best manage the future.

Regatta Committee

Reviewed decisions about the postponement of the National regatta – Directors present reported only positive feedback with people saying it was the correct decision to make. There are currently 56 boats registered for the April timeframe, 4 of which are youth registrations. 5 competitors cancelled because they could not make the April schedule.

Discussed ways to promote both National regattas for next season. Hatton made a motion, and Beier seconded it, to award special one-time fun trophies to the top 5 finishers of the combined 2017 and 2018 National Championship regattas with a budget for awards of \$500. The motion passed.

Promotion of the regatta should begin soon to get more people excited to attend an April National Championship in Charleston.

Reviewed the NCESA budget for the 2018 National Championship regatta in Oshkosh WI (not the host

club's portion). Hatton made a motion to approve the budget, which was seconded by Turner, and the motion passed.

It is our understanding that Bruce Golison wants to be the PRO for the 2018 National Championship regatta. Hatton made a motion, and Hagen seconded it, to contact Bruce soon to make it official. Motion passed in favor of Golison for PRO.

Discussed regatta management software and Chrisy Hughes will be discussing this with Oshkosh as they generally use Regatta Network but PRO Bruce Golison prefers Yachtscoring for scoring and communicating with the fleet.

Tom Castle, via an earlier phone call, provided a preliminary plan of what to expect at Oshkosh for the National Championship regatta. Chrisy will be talking to them about our desire to continue with the informal NCESA lean-in party immediately following racing on Friday that is available to all competitors as part of the entry fee.

Regatta bid review - - -

Brett sent a letter to the Muskegon Yacht Club Board of Directors and expects they will agree to host the 2019 E National Championship Regatta along with help from Spring Lake and White Lake Yacht Clubs. Pete Price indicated there have been new docks installed and it will be a very good setup for the regatta. It is on Lake Michigan and has a shore breeze. Beier moved and Hagen seconded a motion to award the 2019 E National Regatta to Muskegon pending their formal bid.

Expect that Little Egg Harbor will be hosting the 2020 E National Championship Regatta.

ILYA or Chautauqua were mentioned as possibilities for 2021.

Membership Committee

Provided the following membership statistics for 2017. Directors asked what "honorary" was since it is not an approved membership type. Indicated the Secretary used it on a temporary basis for people who need access to our website to host regatta events, but who are not themselves E-Scow sailors, just helping with the event.

2017 Membership Statistics

314 Active Members

By Region:

ILYA	ECESA	WMYA	At-Large	Blank*
134	73	59	41	7

By Member Type by Region:

	Owner	Regular	Associate	Honorary*
ILYA	106	5	23	
ECESA	53	7	13	
WMYA	45	4	9	1
At-Large	30	3	8	
Total	234	19	53	1

* used to include people for administrative & reporting needs

Historical Membership Statistics

	2012	2013	2014	2015	2016	2017
Boat Owners	214	220	224	221	222	234
	\$13,910	\$14,300	\$14,560	\$14,365	\$14,430	\$15,210
Regular	28	39	33	28	17	19
	\$1,400	\$1,950	\$1,650	\$1,400	\$850	\$950
Associate	59	40	75	59	58	53
	\$885	\$600	\$1,225	\$885	\$870	\$795
Crew	90	35	7	N/A	N/A	N/A
	\$900	\$350	\$70			
TOTAL	\$17,095	\$17,200	\$17,405	\$16,650	\$16,150	\$16,955

Short discussion on the new Clearwater fleet that we assisted in getting started. Bob Cole and Bill Nolden (not present) will be asked to provide an update of their terrific efforts to donate E-Scows and help get them updated and converted as necessary.

Talked about encouraging more youth participation in E-Scow sailing. Very encouraged by more woman skippers. The E-Scow that was donated to the NCESA in 2012 and used on Mendota to help mentor new E-Scow sailors was sold this year to Minnetonka YC for their youth program. Proceeds of that sale were donated back to the NCESA.

Make it a priority to get E-Scows more visible at clubs and college sailing venues for all to see and experience. Attempt to tap more college sailors to consider E-Scow racing. Get yacht club fleet representatives involved to help create a list of used boats, often considered “fixer uppers”, so that people see there are affordable E-Scows available to sail and race.

In an effort to encourage renewals to be prompt and effortless for our membership, have members opt for automatic credit card renewal of their annual membership. This is an option with our current system at ClubExpress. Inform the membership and strongly ask for their support.

Finance Committee

Hatton, Hagen, Creighton, and Schoor will review the associations Vanguard money market account and make a recommendation, based on what is allowable for a Wisconsin 501c3 Non-Profit Corporation, for the NCESA saving/investment account.

Reviewed the associations financials, in light of the National Regatta postponement the financial picture is not complete for comparison from year to year. However, the class remains in strong financial health. It is operating on a year to year balanced budget and has over \$100K in reserve.

Revenue from new boat (11 @ \$250 = \$2750) certifications and sail royalty tags (\$8272) was consistent with past years.

Reviewed the 2018 operating budget of about \$45K in expenses, that showed a profit consistent with prior years at about \$3K.

No additional expenditures were made as part of any motions during the meeting. There was an error in the draft 2018 budget spreadsheet – delayed income from the postponement of the National Regatta was not recorded correctly. Bret moved to approve the 2018 budget with corrections and Beier seconded the motion. It passed.

There was a question about filing a Federal tax return for 2018 as a result of a possible delay in receiving income for the 2017 National regatta. Carolina YC currently holds the entry fees for the regatta and when they turn that over to the NCESA our 2018 income will exceed the limit on how we file our taxes for that year. Schoor will investigate and report back to the Board about our options. [After the meeting Schoor reviewed the Federal tax filing requirements for a 501c3 organization and it turns out we can use the average NCESA income over a 3 year period for the determination. As a result, our association is still under the max and can continue to file a 990-N form, which we have been doing for several years.]

Media Committee

A copy of the document that Ashley Byrne created titled 'E Scow Social Media Toolkit' was distributed. All members were very impressed with her work and what it will mean for regatta reporting. All agreed we need to find a way to get all regatta hosts to follow the guidelines outlined in the toolkit. Chrisy Hughes will talk to Ashley about continuing her work to provide the social media coverage of E Scow regattas.

Hanna Noll made a proposal on behalf of Melges Performance Boats to provide our REPORTER editor Jon Schloesser with photographs she took at a number of E-Scow regattas during the summer. Hughes moved and Hatton seconded a motion to exchange the price of one Melges ad in the annual REPORTER magazine for the use of the photos she took. The motion passed.

Discussed ways to improve regatta reporting. The following Board members assigned themselves the responsibility to coordinate regatta reporting:

Chrisy Hughes – ILYA

Chris Creighton – Charleston and Sarasota

Ricky Turner – East

Brett Hatton – WMYA

Hughes will ask Ashley Byrnes to coordinate for Barnegat Bay.

Judicial Committee

Ted indicated there was a conflict in our By-Laws and those of US Sailing with regard to appeals. US Sailing indicates appeals should go to US Sailing. Hatton moved and Price seconded a motion to have the members vote on the removal of XII.6.D from the NCESA Constitution by Jan 31, 2018.

XII.6.D reads: "In the case of a decision by the appropriate protest or race committee, any member shall have the right to appeal to the Judicial Committee in the manner prescribed in the foregoing paragraph." Ted will write up an explanation for the membership about why this should be done. Motion passed.

Regional Reports

At-Large Region

In Canada - Kenora/Pigeon, and Royal Lake of the Woods have 5 boats.

A new Fleet was established in Clearwater FL (6 boats) and New Orleans LA (3 boats).

WMYA

There were 22 entries at the Invitational and 25 entries at the Championships. Torch 8-9 boats, Crystal 8-9, Spring 6, White 5-6, and Wawasee 31.

ILYA

Minnetonka had a good year with 2 female skippers participating. Delavan's Rachel Beers had an article in Sailing World about her E-Scow experiences. Clear Lake has grown significantly to 14 E-Scows. Again, there was good attendance at all regattas and local participation continues to be strong. Hosted a seminar/discussion at Harken's regarding the perception that ILYA sailors (home and regatta bound) are easing expectations of fair sailing. A full report will follow on how to best address the issue and align good sportsmanship, rules, skill, knowledge, and attitude to achieve fair sailing goals at all levels of competition.

ECESA

Bay Head, Toms River, and Little Egg are strong, Keuka is growing, Chautauqua 3-4 with great youth participation at sailing community and high school.

New Business

Heard the ILYA would like the NCESA to contribute significantly toward youth entry fees at the ILYA E Invite and Championship regattas. The topic was tabled until we received a request from the ILYA with the details of the proposal.

Acquired Google G-Suite product at no cost because of our 501c3 non-profit organization status. It will be used for video conference calls to coordinate events and activities.

A request was made to get 2 ½" – 3" E-Logo stickers.

Brett was going to contact the various committee members and to finalize committee membership for next year. Hughes will be the Regatta Committee Chairperson, Chris Creighton will be the Chairperson for the Finance Committee, Ted will head the Development Committee, Bill Nolden will Chair the Membership Committee, and Bob Cole will chair the Nominating Committee.

Adjourn – Chrisy Hughes moved to adjourn the meeting at 2:20 PM. David Hagen seconded the motion and it passed.



SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 17-19, 2017

BY BILL NOLDEN

Crews in 88 boats from across the nation and beyond took part in this annual sailing event that has been hosted by the Sarasota Sailing Squadron on City Island for the past 24 years. The resurgent Sarasota E fleet, with 8 local boats, was pleased to host 7 out-of-town crews. In the last two seasons, the Sarasota fleet has completed the conversion to the A sail rig, so all 15 boats were in one competitive fleet. Visitors hailed from Atlanta, Carolina, Lavallette, Metedeconk, and New Orleans.

The weather and water conditions gave sailors a great taste of what Sarasota Bay has to offer. The typical Florida conditions of 60 degree nights and 80 degree days prevailed for the weekend.

"The conditions were wonderful for sailing," regatta director Donna Hillmyer said. "The water was crystal clear. Sarasota Bay was beautiful. "We had all the conditions covered. On Friday, we had a light wind. Saturday was perfect for sailing. Sunday was pretty windy."

Crews went out to tune up throughout the day Friday, with some E sailors jumping over to a one day series in MCs. Sean Bradley, in his gorgeous new E, MC-2, really threw down the gauntlet Saturday morning with back-to-back Bullets. Bill Nolden in LA-11 squeezed out 2, 3 in the first two races, followed by Commodore Cole with 5, 2. In Saturday's final race, MC-2 threw a bone to LA-11 when they checked Sarasota Bay for shrimp on the final set. This allowed LA-11 to slip by for the win, and SF-5 driven by Bill Misenheimer to grab second.

So at the end of Saturday's racing Bradley held first with 5 points, Nolden was second with 6, and Ted Weihe in SF-2 was third, having shown great consistency getting 4th in each race. The competitors enjoyed an al fresco dinner and spectacular sunset at the club.

Sunday dawned clear and was forecast to become blustery. MC-2 was sailing light with three, as the local boats started adding crew. The breeze picked up to about 18 by the start. The wind freshened throughout the race, with a gust on the final run dismasting SF-3 and sending Ted Weihe and company for a swim. LA-11's years of experience (and extra bulk) kept them ahead for the win, followed by the Bradley team. Misenheimer brought the SF-5 team to third in good order. So with winds still building, several teams retiring, and two boats in need of assistance, the Committee wisely sent the fleet back to the club.

This left MC-2 and LA-11 tied at 7 points. In the end, Skipper Bill Nolden of Lavallette/Venice FL. edged out Sean Bradley of Point Pleasant, New Jersey, winning the E Scow class on a tie breaker. Bill Misenheimer finished third and Bob Cole fourth. NCESA Commodore Robert Cole also brought home the top trophy in Friday's MC Scow class, skipping "Game Board" to the victory.

Visitors and local sailors alike agreed that the incredible Florida venue and great fleet racing had them looking forward to next year's Sarasota Midwinters.

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	TOTAL
1	LA-11	Bill Nolden	2	3	1	1	7T
2	MC 2	Sean Bradley	1	1	3	2	7T
3	SF-5	William Misenheimer	7	5	2	3	17
4	SF9 / LE4	Robert Cole	5	2	6	7	20
5	SF2	Ted Weihe	4	4	4	16/DNF	28
6	SF-3	Richard Elsishans	3	6	5	16/DNF	30
7	Sf 1	Jim Barr	9	11	9	4	33T
8	W1	Bill Kimbell	8	10	10	5	33T
9	NO-1	Mont Echols	10	9	8	6	33T
10	22 / 22	John Gallick	6	7	7	16/DNC	36
11	SF 4	Robert Blomquist	11	8	11	16/DNC	46
12	II1	Daniel Fodera	13	12	16/DNC	16/DNC	57T
13	Z-3	Emily Oltrogge	12	13	16/DNC	16/DNC	57T
14	LE 4	Joel Derby	14	16/DNF	12	16/DNC	58
15	SF5	Mark Grinder	16/DNC	16/DNC	16/DNC	16/DNC	64

CHARLESTON SPRING REGATTA

Carolina Yacht Club

April 28-30, 2017

BY NAOMI VAN DEN BERGH

DAY 1 - The first day of CYC's E-Scow Regatta was quite interesting to say the least. Cloud coverage and breezy conditions created fun e-sailing, yet also quite some carnage! A strong outgoing tide and shifty wind conditions kept the race committee on their toes.

"It was a good first day for everything to go wrong," said Robbie Wilkins, SC-55. He was winning the first race by a mile, but unfortunately this race was abandoned due to the top mark dragging in the heavy ebb tide. The next race he was over early at the start, and he capsized as he was clearing the line. "I know better than to jibe the boat going 3kts, I've been sailing these boats for 20 years!" he says laughing. When climbing back in the fleet and making a wonderful comeback the last rounding didn't go too well. The tack line released itself and the kite ended up dragging behind the boat in the water. Their spinnaker that just had been patched tore again, which forced them to come in early and retired for the rest of the day.

Jeff Bonanni, T-73 finished strong in 2nd in the first race scored, but had to retire the second race due to equipment failure. Quite noticeable a lot of the boats had equipment issues. A total of 7 boats came in early due to complications.

We saw some carnage at the upwind mark during the first race. Crayton Walters, SC-3 tried to avoid Sean Bradley, MC-2, but miscalculated slightly, resulting in hitting their stern. As SC-3 was dead stopped in the water Ed Durant, GA-8 ended up T-boning them. It was not a pretty sight, but it looks like it could be easily fixed with the right combination of rubbing compound and a sawzall...

The top 3 of today is looking strong. Wes Whitmyer Jr.'s Slingshot, M-42 and Will Hanckel's Sloppy Seconds, SC-22 are tied for second place. Brian Gabriel's Fox, T-53 is leading the pack with 2 bullets.



DAY 2 - What a great day of sailing! The conditions were variable and challenging. We saw light to moderate winds, which were very shifty. The current was a major factor again. Lots of changes took place the second day of racing in "the Mecca of sailing" as Bob Hagler, GA-21 calls Charleston, SC. His team didn't have the best day and went from 4th overall to 11th. They basically swapped positions with John Brown's Blind Squirell, T-37 who seemed to have found their nut! Brown climbed up in the fleet with a bullet and a second, and is currently in 4th place. "The race committee is doing a great job!" he says.

"We seemed to be less consistent, even though we had a great day," Brian Gabriel, T-53 said. They dropped to 2nd overall after their 2 impressive bullets from yesterday. They picked up an extra crew member from CofC for weight which improved their overall boat handling.

Jeff Bonanni, T-73 is happy. After having to come in yesterday to deal with equipment issues, they were able to sail to their full potential today. "We have our new boat dialed in better, the stays stretched, which helped," Bonanni said. With 2 bullets, a 2nd and a 3rd, they are currently in first place with a 4 point lead. "I like the short line and quick races, which called for very tactical sailing. Whomever caught the last shift upwind right did well," are his remarks for today's racing.

So far the Jacques Cousteau award seems firmly in the grasp of Vamoose, SC-55. There's one more day of racing to decide who wins the 2017 CYC E-Scow Regatta.

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CHARLESTON SPRING RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
1	T-73	Jeff Bonanni	2	[19/DNF]	3	1	2	1	2	1	12
2	T-53	Brian Gabriel	1	1	[8]	5	4	2	4	8	25
3	M-42	Wes Whitmyer	4	2	4	2	6	[10]	5	3	26
4	T-37	John Brown	[11]	11	2	8	1	4	1	2	29
5	SC-22	Will Hanckel	3	3	[11]	7	11	3	7	5	39
6	CH-6	Richard Turner	7	4	[10]	3	5	9	6	9	43
7	SC-55	Robby Wilkins	10	[19/DNS]	1	6	7	19/DNF	3	4	50
8	LA-99	Dave Magno	8	8	5	4	3	[12]	12	11	51
9	H-88	Phil Zalog	6	9	6	10	8	[11]	8	6	53
10	GA-21	Robert Hagler	5	5	[19/RET-BF]	14	13	7	10	7	61
11	LE-66	Mark Schneider	9	7	9	11	12	6	[13]	10	64
12	SC-27	Cliff Russell	[12]	6	12	9	10	8	9	12	66
13	I-88	Steven Lyon	13	10	13	13	[14]	14	11	13	87
14	GA-8	Ed Durant	19/RET-BF	19/DNS	7	12	9	5	19/DNC	19/DNC	90
15	I-5	Paul Lyon	19/DNS	19/DNS	14	19/DNF	15	13	19/DNF	19/DNS	118
16	GA-87	Jim Holder	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	133T
16	SC-3	Walter Prause	19/RET-BF	19/DNS	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	133T
16	MC-2	Sean Bradley	19/RET-BF	19/DNS	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	19/DNC	133T

BLACK TIE REGATTA

Rush Creek Yacht Club

April 21-23, 2017

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R4	R5	TOTAL
1	TX 11	Kenny Wolfe	1	2	1	2	3	5	14
2	BH 17	Jeff Grinnan	2	3	2	3	2	2	14
3	M 4	Brian Allen	4	4	4	5	4	3	24
4	TX 1	Erich Schloemer	9/DNC	9/DNC	9/DNC	1	1	1	30
6	TX 2	Gavin Rudolph	6	5	5	4	5	4	29
5	M-2	Tom Meyer	3	1	3	6	9/DNS	9/DNC	31
7	M 13	George Kennedy	7	7	6	7	6	7	40
8	D-44	Shaun Sherry	5	6	9/DNF	9/DNF	9/DNS	6	44



WANAMAKER REGATTA

Island Heights Yacht Club

June 17, 2017

FIN	SAIL#	SKIPPER	R1	R2	R3	TOTAL
1	T 18	Clay Johnson	3	1	1	5
2	T 17	Chad Hillyer	4	2	2	8
3	T73	Jeff Bonanni	1	5	3	9
3	MA10	Dick Wight	5	4	4	13
5	T 76	Kyle Rogachenko	7	3	5	15
6	T 53	Brian Gabriel	6	6	6	18
7	BH22	Bobby Koar	2	9	13 DNF	24
8	HO59	James Bryne	8	7	10	25
9	IH22	Phil Reynolds	9	8	8	25
10	MC2	Sean Bradley	10	11	7	28

LAKE GENEVA SPRING REGATTA

Lake Geneva Yacht Club

May 20-21, 2017

Heavy winds and storms were forecasted for the weekend of the E Spring Regatta. Somewhat miraculously, the race committee completed the five race regatta with two on Saturday afternoon and three Sunday morning. After average wind speeds in the 15-25mph range and light rain Saturday, the weather tempered just enough to send the fleet out for racing around 1pm in a strong Easterly breeze

With the mark just off Black Point, the racecourse saw many long starboard tacks on the upwind beat with some SE puffs coming off the south shore. Boats often jibed shortly after the offset for similar reasons. The first race didn't have many big swings amongst the leaders. I-1 would have finished the race in the top five but was OCS, while I-49 cap-sized on a jibe early on in the first run. The second race favored the right side on the first beat, but a dying breeze made for a very tricky last lap for most boats. I-9 went from fourth to first on the last upwind beat, coming in from the right side to pass leaders I-49 and V-736. I-23 went from 7th to 12th on the final beat, ultimately letting boats to the right as well. Overall it was a beautiful long racecourse with good breeze – almost every boat took four and was fully hiked every minute. Not an easy condition for someone's first few races of the year, but great practice.

Sunday had a building Southwesterly breeze that may have reached an average of 18-20 by the final race. It was a war of attrition at the leeward mark roundings, as several teams saw their hard-earned leads vanish with a poor takedown or other mishap. All starts were somewhat pin favored, and the breeze was a traditional oscillating breeze that always seemed to average out in the same direction. The I-1 team of young 29er sailors had a magnificent first race leading at probably every

mark. They had great technique off the breeze and were difficult to catch. In race two, habitual heavy-air favorite WH-77 demonstrated fast upwind boatspeed and conservative tactics to stay in the lead and fend off I-49 and I-2. All boats had four crew, many of who wore drysuits and wetsuits to brace for a spring swim in the 50 degree water. It was a testament to the skill level of the E Fleet to handle such big breeze with relatively few tip overs.

A big thank you goes out to regatta chair Pete Strothman for organizing this regatta, as well as all of the volunteers at the Lake Geneva Yacht Club. Sailors travelled from many different clubs for what has become a fun springtime tradition to kick off the sailing season, and the race committee and yacht club delivered a great event.





LAKE GENEVA SPRING RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	I-2	Vincent Porter	1	7	2	3	1	14
2	I-49	Brian Porter	10	3	6	2	4	25
3	I-9	Peter Strothman	7	1	4	12	2	26
4	V-37	Augie Barkow	4	11	5	4	8	32
5	W-66	Eddie Cox	8	4	8	5	7	32
6	WH-77	Tom Munroe	6	14	9	1	3	33
7	I-23	John Porter	2	12	7	11	6	38
8	V-736	Matt Schmidt	20	2	3	7	14	46
9	M-20	Ben Burgum	13	10	15	9	9	56
10	I-1	Harry Melges IV	31 OCS	16	1	14	5	67
11	V-27	Matt Peterson	17	8	18	10	15	68
12	I-101	Scott Ripkey	3	18	14	8	31 DNC	74
13	GL-7	Toby Sutherland	16	6	12	31 DNF	10	75
14	M-87	Derek Packard	31 DNF	20	10	6	13	80
15	H-88	Phil Zalog	14	19	17	19	11	80
16	H-13	Patrick Heaney	5	5	13	31 DNF	31 DNC	85
17	H-8	Hugh/Tim Sugar	15	9	23	21	19	87
18	H011	Lance Pucio	19	21	16	15	16	87
19	M-12	Jeff Solum	31 DNF	15	22	13	12	93
20	D-3	Mark Hetzler	9	17	19	18	31 DNC	94
21	I-2	Chris Gannon	12	24	24	17	17	94
22	GL-23	David Lubchenco	18	22	20	16	18	94
23	D-44	Shaun Sherry	11	23	21	20	31 DNC	106
24	W-25	Lee Alnes	22	13	11	31 DNC	31 DNC	108
25	D-1	Leslie Poole	21	31 DNC	31 DNC	31 DNC	31 DNC	145

TOMS RIVER TUNE UP REGATTA

Toms River Yacht Club

June 3, 2017

FIN	SAIL#	SKIPPER	R2	R3	R4	R5	TOTAL
1	T-17	Chad Hillyer	3	2	4	1	10
2	T-73	Jeff Bonanni	4	4	1	2	11
3	T18	Clay Johnson	2	1	10	5	18
4	BH22	Robert Koar	5	7	3	6	21
5	LA-88	Paul Magno	7	3	5	7	22
6	T 53	Brian Gabriel	10	5	6	3	24
7	T37	John Brown	11	6	2	9	28
8	T-1	Bill Warner	6	8	7	12	33
9	LE - 3	Bob Donat	8	12	11	4	35
10	MA10	Richard Wight	9	10	9	11	39
11	MC-2	Sean Bradley	1	11	16/DNF	16/DNS	44
12	T-4	Joseph Thorpe	14	14	8	10	46
13	BH 21	Brendan Gilman	12	16/DNF	14	8	50
14	LE-1	John B Maschal	15	9	12	16/DNF	52
15	LE100	Tom Cox	13	13	13	16/DNF	55

WAWASEE OPEN REGATTA

Wawasee Yacht Club

June 10-11, 2017

BY RYAN BRANDENBERGER

After Saturday's racing in gusts reaching 25 mph the fleet spent the night enjoying Tito's Vodka and dinner at the club. Maybe the adrenalin from the racing kept everyone going but many sailors enjoyed the Frog Tavern late into the night/early morning. When everyone staggered in on Sunday morning they arrived at the yacht club to steady 10-12 mph winds.

The fleet headed to the race course to find winds picking up and steadying out at about 18 mph with those same mid 20 gusts. The racing was competitive for the whole fleet but Brett Hatton (SL-4) took the first race with Tom Munroe (WH-77) and Rob Terry (CR-66) and Steve Johanson (TO-33) following him across the line.

The second race was filled with wild rides downwind and tired muscles working upwind. Reports from boats throughout the weekend had speeds of around 20 knots coming down wind and into the leeward mark which made for some interesting spinnaker takedowns. It was deja vu in the this race as Brett Hatton (SL-4) crossed the line first, taking both Sunday races. Tom Munroe (WH-77) and Rob Terry (CR-66) held form and finished 2/3 with Jaime Kimball (G-7) finishing off the top 4.

Brett Hatton's two bullets on Sunday gave him the edge over Tom Munroe for the regatta victory. (Tom was trying to win the regatta in back to back years) Jaime Kimball's three wins on Saturday powered him to a 3rd place spot and Rob Terry's consistent top four finishes gave him the 4th spot and Pete Price (CR-11) rounded out the trophy winners.

Charlie Turk (TO-2), Mark Russell (WA-14) and Mike Rian (WA-13) were the top three trophy winners in the Silver Fleet.

The Wawasee Yacht Club wants to thank Tito's Vodka for being an incredible sponsor along with local establishments The Owl Supper Club, The Frog Tavern, and Martins Supermarkets.



WAWASEE RESULTS

1G	SL-4	Brett Hatton	3	3	4	2	1	1	14
2G	WH-77	Tom Munroe	2	2	2	4	2	2	14
3G	G-7	Jamie Kimball	1	1	1	3	7	4	17
3G	CR-66	Rob Terry	5	4	3	1	3	3	19
5G	CR-11	Pete Price	4	18	5	6	8	5	46
6G	WA-00	David Irmscher	8	7	6	13	6	9	49
7G	WA-95	Fox	10	5	16	5	9	7	52
8G	WA-21	Leighton Wells	6	13	8	11	12	12	62
9G	WA_8	JB VanMeter	12	17	7	16	13	6	71
10G	WA-22	Dick Tillman	13	6	9	21	14	11	74
11G	WA-47	Bob Herdrich	9	14	14	8	11	20	76
12G	TO-33	Steve Johanson	7	23	10	7	4	3 2DNF	83
13G	CR-7	Mike Dow	20	8	13	10	16	24	91
14G	SL-3	Bill Knappe	26	22	12	9	10	14	93
15G	WA-99	Casey Call	16	9	18	17	27	10	97
16G	WA-24	Tom Klaban	17	12	15	12	22	22	100
17G	H-88	Phil Zalog	11	15	32 DNF	32 DNF	5	19	114
18G	TO-99	Reed Lorimer	14	14 RDG	11	23	32 DNF	25	119
19G	WA-11	Jamison Herdrich	19	10	32 DNF	22	32 DNF	25`	131
20G	TO-0	Lathrope Keller	18	32 DNF	22	19	19	21	131
21G	TO-36	Pete Johanson	32 DNF	11	19	32 DNF	21	17	132
22G	WA-17	Ben Herdrich	15	21	32 DNF	32 DNF	17	15	132
23G	CR-9	Tony Pugh	32 DNC	32 DNC	32 DNC	32 DNC	15	8	151
24G	TO-11	Charles Hallet	23	32 DNF	32 DNF	18	32 DNF	32 DNS	169
1S	TO-2	Charlie Turk	21	27	17	14	18	13	110
2S	WA-14	Mark Russel	27	16	21	15	25	18	122
3S	WA-13	Mike Rian	25	20	20	24	20	26	135
4S	WA-51	Andy Allen	28	24	23	20	23	32 DNS	150
5S	WA-3	George Simpson	24	28	32 DNF	32 DNS	24	23	163
6S	WA-49	Mike Beesley	22	26	32 DNF	32 DNC	32 DNF	32 DNS	176
7S	WA-21	Terry Moorman	32 DNC	25	32 DNF	32 DNC	26	32 DNS	179

*G - Gold Fleet, *S - Silver Fleet

ILYA E INVITATIONAL REGATTA

Pewaukee Yacht Club

July 13-16, 2017

BY TOM BURTON

The Pewaukee Yacht Club won the US Sailing One-Design Regatta Award in 2015 for the outstanding job it did hosting the 50th E Blue Chip Regatta. PYC regatta co-chairs Tammy Sawyer and Barbie Sprinkman brought the same level of expertise to the ILYA E Invitational Regatta. They did a superb job organizing volunteer teams for registration, launching, meals, social events and arranging private housing for the forty-one teams that sailed in the regatta. The light and variable winds forecasted to regatta proved to be wrong as all seven scheduled races were completed by able PRO Mark DeGuire and his very capable race management team that included Chip Mann in boat 2 and former longtime ILYA Executive Secretary, Jim Smith, in the mark set boat.

Experienced teams understand that racing on Lake Pewaukee, a midsize inland lake, places a premium on getting to the puffs early, sailing the lifts upwind and sailing the knocks downwind. Missing a shift will leave you hundreds of yards behind in a few minutes. Those teams that had a “short track racing” mentality were ready for the intense crew work necessary in tight racing conditions on courses with 4-5 windward-leeward laps.

Day 1 – Friday, July 14th

Race 1 NW 5-15mph 10am start

Most boats sailed with 4 crew as the shifty NW winds were 10-15mph prior to start. Derek Packard (M-87) and Tim Krech (M-20), a former PYC member, got goods starts and sailed the wind shifts well near the end of the first beat to round 1st & 2nd

at the weather mark. As the race progressed the wind velocity dropped, the light spots increased and the winds became shifter. Tom Burton (M-9) moved into the lead on the 3rd weather leg and was able to hold off Tim Krech (M-20), and Bill Goggins (V-955), Joe Biwer (V-220) and Augie Barkow (V-37) to win the first race.

Race 2 NW 5-10mph, 11:30am start

The second race was sailed immediately following the first race. Most boats dropped their 4th crew for race 2 as the shifty NW winds had dropped. Eddie Cox (W-66) led at the first mark. Burton (M-9), Barkow (V-37) and Solum (M-12) worked the south shore hard near the end of the downwind leg. picked up additional breeze and closed in on Cox (W-66). Cox rounded the right gate, Burton (M-9) and Solum (M-12) rounded the left gate and got auto tacked on to starboard tack to pass Cox (W-66). Burton opened a lead to

win the race followed by Barkow (V-37), Solum (M-12) Cox (W-66) and Krech (M-20) in 5th.

Race 3 NW Wind 5-10mph 3:30pm start

Peter Strothman (I-9) sailed a near flawless race after being called over at the start, to close within one-boat length of the winner at the downwind finish. I-9 rounded the last weather mark a distant 4th behind 2nd place David Chute (M-53) and 3rd



place Augie Barkow (V-37) in the dying breeze. Race leader Burton watched in frustration as Chute (M-53) went left and Barkow went right on the final downwind leg precluding a loose cover of both boats. Meanwhile Strothman rounded the weather mark in a narrow puff and did a masterful job keeping his boat in the puff which just happened to be on the rum line course to the finish. Strothman sailed more than double the speed of the three leaders and finished just behind Burton.

Day 2 Saturday, July 15th

Race 4: 10am start WSW 5-12mph

The wind was light and shifty at the start of race 4. Augie Barkow (V-37) got buried at the start and immediately tacked to port. Midway up the beat Barkow was leading the pack sailing toward the north shore when a big righty came in enabling him to cross the early leaders. At the weather mark it was Barkow, Cox (W-66), Packard (M-87), Burton (M-9) and Chute M-53). Eddie Cox (W-66) on the second beat worked his way to the left of the leaders and was rewarded with pressure and an lifting breeze and opened up a 30 boat length lead at the 2nd weather mark. Cox held on to win the race followed by Barkow and Packard.

Race 5: 1:30pm start SW 10-20mph

After a delicious cheese burger lunch at PYC the fleet returned to race course for two back-to-back races. Peter Strothman (I-9) lead at all marks to win race 5. Derek Packard (M-87) and Augie Barkow had a tacking duel near the end of the last beat. Packard pinched off Barkow at the finish to capture 2nd place.

Race 6: 3pm start SW 10-20mph

RJ Porter (I-49), one of the talented youth skipper entrants sailing in the regatta, won race 6 with a comfortable lead. Midway up the first beat, when most of the leaders were heading toward the south shore, RJ tacked on to port and sailed toward the north shore. When RJ tacked back to starboard it was immediately apparent that the big righthand shift would put him into a comfortable lead at the first mark. Unfortunately for RJ the spinnaker halyard knotted during the set allowing Tobin Tornehl (V-511) and Danielle Lindeman (M-16) to roar pass before RJ and crew got the halyard unknotted and the spinnaker flying. RJ and team gybed on to port into good breeze and then later gybed back to starboard to recapture the lead before the leeward mark. RJ led at every mark to win the race.

Saturday postrace and early evening

After a fun day of racing the fleet returned to PYC for a few libations at PYC's famous bar. Some of the older members of the fleet were overheard commenting how the "E Invitational Regatta used to be a five (5) race regatta and it must have been the youth sailors that lobbied for more races!"

Pete Feichtmeier and his volunteer team of chefs treated the entire fleet to a personalized pasta dinner made to order. For those not sober enough to choose the ingredients and type of pasta they could choose from four featured pasta dinners titled Whomper, Sprit, Magic Bar & Boom Vang.

ILYA E INVITATIONAL RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	M-9	Tom Burton	1	1	1	4	6	5	6	24
2	V-37	August Barkow	5	2	3	2	3	10	1	26
3	W-66	Eddie Cox	12	4	11	1	4	6	5	43
4	I-49	RJ Porter	6	8	10	8	10	1	4	47
5	M-87	Derek Packard	8	13	14	3	2	7	3	50
6	M-20	Tim Krech	2	5	20	12	13	12	2	66
7	I-9	Peter Strothman	9	17	2	14	1	8	25	76
8	V-511	Tobin Tornehl	15	12	12	16	7	3	16	81
9	M-53	David Chute	18	6	4	5	18	23	8	82
10	H-7	Lon Schoor	10	19	7	22	8	11	13	90
11	V-736	Matt Schmidt	24	9	29	9	5	4	11	91
12	V-800	Doug Mills	16	7	13	7	11	24	14	92
13	M-12	Jeff Solum	21	3	8	19	26	2	20	99
14	H -13	Patrick Heaney	13	10	9	23	20	26	9	110
15	V-11	JP Friend	11	22	18	10	9	14	26	110
16	J-80	Jon Schloesser	17	20	16	13	25	29	10	130
17	X-20	Peter Maas	7	14	24	18	12	20	38	133

18	V955	Bill Goggins	3	16	19	26	24	18	28	134
19	W-25	Lee Alnes	23	18	22	17	36	15	7	138
20	W99	Charlie Igo	26	32	17	11	28	13	15	142
21	V-27	Matt Peterson	28	24	5	30	16	16	27	146
22	V-36	Mitch Moylan	19	30	27	15	23	21	18	153
23	V-220	Joe Biwer	4	15	31	42/DSQ	27	19	17	113
24	V-66	Christian Spencer	30	26	23	6	15	39	22	161
25	H-8	Tim Sugar	31	28	36	20	19	17	19	170
26	X-4	Marek Valasek	14	35	39	24	17	22	21	172
27	M-16	Danielle Lindeman	22	40	15	35	33	9	24	178
28	V-7	David Driscoll	42/DSQ	11	6	32	31	27	30	137
29	V-61	Nicholas Clemence	20	23	26	36	42/DNF	38	12	155
30	V-15	Eric Good	29	27	21	39	35	30	23	204
31	V-23	PJ Feichtmeier	32	34	33	28	21	31	31	210
32	D-1	Leslie Poole	33	21	32	37	22	34	32	211
33	J-8	Will Wyman	27	38	35	27	14	40	34	215
34	D-44	Shaun Sherry	25	31	40	33	30	25	33	217
35	Z-23	Emily Oltrogge	34	33	25	25	42/DNF	35	29	223
36	H-88	Phil Zalog	35	25	38	31	32	28	36	225
37	TO-50	Sherman Thompson	42/DNF	37	30	21	42/DNF	32	39	243
38	I - 0	John Lyon	38	39	28	34	34	33	42/DSQ	248
39	V-102	Mark Isabell	42/DNF	29	34	38	29	41	35	248
40	I-5	Paul Lyon	37	41	41	29	42/DNF	36	37	263
41	Z-9	Bradley Price	36	36	37	40	37	37	40	263



Day 3 Sunday, July 16th

Race 7: NE winds 5-12mph

After three general recalls PRO DeGuire announced that the dreaded Black Flag would be in effect for the next start. The Black Flag worked in keeping the fleet behind the line at the start. Regatta leader Burton was buried at the start while Barkow and crew aced the start and led the race from start to finish. Burton rounded the first weather mark in the in the low 20's. On the first downwind leg Burton made significant gains by staying in the wind sailing down the south shore near the end of the leg. Burton rounded the starboard leeward gate about 8th place just ahead of a large pack of boats. About a quarter way up the second beat, Burton, sailing on starboard was hit hard by a port tack spinnaker boat resulting in Burton dropping back to the low teens at the second weather mark. Burton, sailing with 4, rounded the last leeward mark in about 8th in dropping wind conditions. Krech (M-20) worked the north shore hard at the top of the beat as the wind clocked to the East and picked up a relatively strong wind line to finish a close second behind Barkow (V-37). Finishing 3rd was Packard (M-87) followed by RJ Porter (I-49) 4th who had worked to the right of the fleet, picking up several boats including 5th place finisher Eddie Cox (W-66). Burton needed to finish 8th or better to win the regatta if Barkow won the race. Burton passed two boats on the final beat finishing 6th to narrowly win regatta.

WMYA INVITATIONAL REGATTA

Crystal Lake Yacht Club

July 21-23, 2017

The 2017 Western Michigan E Invite was held by the Crystal Lake Yacht Club. The invitational is open to all clubs, and drew 22 teams that coming from Grand Rapids, Spring Lake, Crystal Lake, White Lake, Torch, and Wawasee. This years' event was held over 3 days, with racing scheduled to start Friday at 1pm.

No races were completed Friday due to lack of wind, and racing was postponed until Saturday. The first race of the event was an interesting one to say the least. Most of the fleet was able to use their spinnakers for 3 of 4 legs. Rob Terry kept his composure and was able to cross the finish line first. The breeze became more stable and 3 more races were completed in the afternoon. Race winners included Tom Munroe and Jamie Kimball.

Sunday the conditions were perfect with a SW breeze at 10-12. The RC was diligent getting 3 final races in on Sunday. Race winners included Rob Terry, Doug McNeil, and Pete Price. Jamie Kimball won the event with his crew of Coye Harrett, Cam McNeil, and Jessica Kimball.

Next years' invitational will be held on Torch Lake. Be there!

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	G-7	Jamie Kimball	4	-8	1	1	2	6	2	16
2	CR-66	RobTerry	1	9	-19	2	1	9	3	25
3	WH-77	Tom Munroe	3	1	3	6	5	7		25
4	WH-111	Doug McNeil	-14	7	4	10	3	1	7	32
5	SL-4	Brett Hatton	2	-12	2	5	7	11	5	32
6	CR-11	Pete Price	13	2	-16	3	13	5	1	37
7	CR-100	Bill Walter	10	-22	6	9	8	2	6	41
8	CR-9	Tony Pugh	9	3	10	4	16	3	-17	45
9	SL-18	Chris Eggart	5	4	5	8	15	10	-19	47
10	TO-44	Casey Christiansen	-15	6	9	13	11	4	8	51
11	CR-7	Mike Dow	6	11	7	7	9	-15	11	51
12	WH-88	Brian McMurray	7	10	8	14	4	-16	9	52
13	WA-47	Bob Herdrich	12	14	-15	11	6	8	4	55
14	CR-51	Bruce Patterson	18	5	12	15	-21	18	10	78
15	WA-21	David Irmsher	19	-21	11	16	12	14	13	85
16	TO-33	Steve Johanson	-22	18	13	12	10	19	14	86
17	CR-54	Mike Terry	5RDG	13	22	22	23DNS	12	18	92
18	SL-3	Bill Knappe	8	20	20	-21	14	13	20	95
19	CR-33	Paine Sprouse	-20	15	14	19	19	17	15	99
20	CR-10	Sean Greene	11	16	18	-20	20	20	16	101
21	WA-49	Mike Beesley	16	19	-21	17	18	21	12	103
22	CR-12	Rich Halliday	21	17	17	18	17	23DNS	23DNS	113

ILYA INVITATIONAL



ILYA INVITATIONAL



EASTERN CHAMPIONSHIP *Images by Peter Slack*



EASTERN CHAMPIONSHIP *Images by Peter Slack*



INLAND CHAMPIONSHIP



INLAND CHAMPIONSHIP



BLUE CHIP



BLUE CHIP



2017 – The Year of the Hurricane, and 2018 – The Year of Two Championship Regattas

A tour of records of the National Class E Scow Association reveals the rich history of our sport. The fledgling organization held its first National Championship Regatta in 1959 at Lake Chautauqua in New York, and has moved from region to region and place to place ever since. From all points of the regional compass our Champions have emerged, some again and again. The archives record venerable names of those who not only showed prowess on the race course, but brought off-the-water talents of insight and organization to fashion and refashion that which we all now enjoy.

Our development class has moved through the years by constant initiative from wooden hulls with canvas decks and rotating spars, to fixed aluminum spars, to fiberglass hulls, to foil rudders, to asymmetric spinnakers, not to mention ball-bearing blocks and braided line. The vitality the class enjoys today is a testament to the love E boat sailors have for this fine craft, designed and redesigned over time, beginning over 100 years ago.

The National Championship Regatta is held in various regions of our country, to support our class in areas of strong and historical participation, to encourage development of fleets in areas showing promise of future strength and good quality sailing, and to present sailing challenges to our finest in the determination of the year's best.

Locations of the Regatta are determined by bid two years before the event commences. During the course of the two years, the Regatta Committee of the NCESA Board of Directors, headed by the Vice-Commodore, works with the Regatta location in development of the local committee to oversee the multitude of activities necessary to provide a high quality event, in all aspects, on and off the water. The experience from each Regatta is distilled and becomes a part of the evolving parameters of a modern successful undertaking. High standards are constantly employed to ensure each and every endeavor is at the highest possible level. Today, such things as social media real time presentation of events as they unfold, even nearly-immediate drone-captured video, have become part of presenting our class to our friends and family not in attendance, and to the world.

So, in 2015, began our journey toward the 2017 National Class E Scow Association Championship Regatta, to be held at Carolina Yacht Club, Charleston, South Carolina, the site of the 2007 event. Vice Commodore Brett Hatton and the Association Regatta Committee, with local Regatta Chairman Walter Prause and PRO Tommy Harken of CYC, undertook to present a premier event at the confluence of the Ashley and Cooper Rivers with Charleston Harbor and Rebellion Reach.

Carolina Yacht Club has in recent years become even more a regatta venue not to be missed, hosting the Charleston Race Week each year as well as many other events for a wide variety of sailing classes. New and updated facilities have rendered CYC highly modern and exceedingly comfortable. The City of Charleston offers something for every visitor, whether a sailing participant or "afterguard", from fine accommodations to a wide variety of gastronomic experiences, all in the historical setting of one of the oldest and consequential cities in the United States. The experience of the Regatta in the setting of The Low Country is a special treat.

Yet, our 2017 event was not to be, and is yet to be. Along came an uninvited guest, Irma, to change our plans. As many will recall, even as an unnamed tropical depression issued from the Cape Verde Islands, the talk began and continued with ever-increasing concern: this storm could be THE BIG ONE. For a period upwards of two weeks models projected the storm, now known as Irma, would rake the Windwards, and the Leewards, move through Puerto Rico, and Cuba, and Florida, and eventually make her way north, to Charleston, and beyond. In most every case, the projections became reality, as place after place experienced some of the worst such a storm can offer, and the relentless storm moved on, in keeping with the models, toward Charleston. A few days before our Regatta was to commence, your Board of Directors, Regatta Committee, local Regatta Committee, began taking note the worst we could expect could become real. The good people of CYC, our hosts, began to make storm preparations, and candidly advised us the unfolding events were likely to make our Regatta an impossibility at the time. Numerous telephone conferences monitored and recorded Irma's progress until finally, for the sake of all concerned, our friends in their time of need, and our friends best served by an exercise of caution, the correct decision became more than clear, for the first time on our history a year would pass without the determination of our National Champion. Honestly, at the time, given what our Charleston friends were facing, to aid CYC and its good people, to postpone our visit, became the only possible course.

Even in the face of the onslaught, CYC joined with NCESA, to look beyond the impending dangers, to a time well-suited to hold the event. So, after an asterisk in the records of our National Championships, the records will bear yet another asterisk. While 2017 was the year of no one crowned our standard-bearer, 2018 will be the year of not one, but two Regattas set in two fine sailing regions of the country. Will one team carry through and become, for the first and only time, National Champions twice in one year? 2018 is a unique opportunity, not to be passed.

So, best of luck to you all, as you undertake the challenges.

Bob Cole, Past Commodore
Sarasota, Florida

WMYA CHAMPIONSHIP REGATTA

Crystal Lake Yacht Club

August 2-5, 2017

The 88th WMYA Championship was held at beautiful Crystal Lake Yacht Club August 2nd– 7th, 2017. 25 E scows competed for the Championship with a new 2 race per day format highlighted below. The new format was great for the E fleet as we would have only sailed 3 races with the old format versus 5 with the new schedule.

Day one saw winds out of the NW at 12-18 knots with sunny skies and cool temperatures. G-7 Jamie Kimball jumped out to a big lead and never looked back. 2nd-5th was Munroe, Cox, Terry and Johanson. Race two saw a very tight battle between Hatton, Munroe and Kimball with Brett taking the bullet followed by Munroe and Kimball. Eddie Cox and Brian McMurray rounded out the top 5.

Day two had a light and shifty Northeast wind with cloudy damp conditions. In race 3 Jamie Kimball played the shifts well to take the win followed by Eddie Cox, Brett Hatton, Doug McNeil and Brian McMurray. In race 4 the wind had moved east with a little more velocity and still shifty. Eddie Cox played a big shift on the first down-

wind and went on to win. Brian McMurray sailed fast taking 2nd, followed by Pete Price, Jamie Kimball and Tom Munroe. After 4 races Kimball had 9 points, Cox had 10, Munroe with 15, and McMurray had 19.

The forecast for Friday afternoon looked ominous and boy was it ever. The fleet left the dock with winds out of the SW at 15-20 knots. The forecast was for a big shift and a squall to the North-

west which hit near the last third of the first upwind. The shift brought many capsize and wild rides with winds topping 35 knots. The race was cancelled and the fleet struggled to get back to the club with a downpour and the breeze making for great stories back at the club

Race 5 on Saturday was a much calmer WSW at 7 to 10 knots. Cox and Munroe played the left and were rewarded with a big shift that had them out in front at the first upwind mark. Eddie was a little premature on his chute set and got caught up on the offset allowing Munroe to pop out for the win. Rob terry sailed to a 2nd, Eddie held on for third, Doug McNeil and Pete Price rounded out the top 5.

The 3rd for Eddie was good enough for the regatta win with 13 points, Kimball and Munroe ended up with 17 points with Kimball taking the tiebreaker. McMurray and Hatton rounded out the top 5.

Next year's regatta will be at Muskegon Yacht Club August 1st-4th. Hope to see a great turnout at a great venue in 2018.



WMYA CHAMPIONSHIP RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	W-66	Eddie Cox	3	4	2	1	3	13
2	G 7	Jamie Kimball	1	3	1	4	8	17
3	WH-77	Tom Munroe	2	2	7	5	1	17
4	WH-88	Brian McMurray	7	5	5	2	12	31
5	SL 4	Brett Hatton	10	1	3	12	7	33
6	CR11	Pete Price	6	10	11	3	5	35
7	CR-66	Rob Terry	4	8	14	8	2	36
8	WH-111	Douglas McNeil	8	17	4	10	4	43
9	TO 44	Casey Christensen	12	6	10	6	9	43
10	CR 10	Sean Greene	9	7	20	11	6	53
11	WH 12	Don Nelson (M)	11	12	13	7	19	62
12	CR-9	Tony Pugh	13	14	9	17	11	64
13	SL-18	Chris Eggert	15	15	8	15	17	70
14	CH 2	Eric Wynsma	16	9	18	14	13	70
15	TO-33	Steve Johanson	5	26/DNF	15	22	10	78
16	TO-99	Reed Lorimer	19	19	17	13	15	83
17	H-11	Lance Puccio	14	26/DNS	6	16	22	84
18	CR 54	Michael Terry (GM)	18	16	24	9	18	85
19	SL 3	Bill Knape (M)	17	13	23	21	20	94
20	CR 22	Rick Morris Jr	26/DNF	11	19	20	21	97
21	CR 33	Brad Sprouse	21	18	16	19	23	97
22	TO 50	Sherman Thompson	20	26/DNF	21	18	16	101
23	CR 51	Bruce Patterson	26/DNS	26/DNS	12	26/DNS	14	104
24	SL44	Paul Eggert	26/DNF	26/DNS	22	23	24	121
25	CR-7	Mike Dow	26/DNS	26/DNS	26/DNF	26/DNF	26/DNS	130



DOWN BAY REGATTA

Little Egg Harbor Yacht Club

August 12-13, 2017

FIN	SAIL#	SKIPPER	R1	R2	R3	TOTAL
1	T-37	John Brown	3	3	2	8
2	BH-22	Bobby Koar	1	2	9	12
3	T-18	Clay Johnson	2	4	6	12
3	LA-88	Kyle Magno	7	1	5	13
5	LA-99	Dave Magno	11	5	3	19
6	LE-1	John Maschal	6	6	10	22
7	LE-2	Richard Ryon	13	11	4	28
8	LE-00	Mike Reynolds	5	19	8	32
9	BH-21	Brendan Gilman	18	8	7	33
10	LE-3	Bob Donat	9	13	11	33
11	IH-18	Kirby Slack	15	18	1	34
12	MC-2	Sean Bradley	4	15	19	38
13	LE-66	Mark Schneider	10	12	16	38
14	LE-13	Kelly McGlynn	14	7	18	39
15	KU-9	Robert Cole	8	17	14	39
16	LE-100	Tom Cox	16	9	15	40
17	LA-11	William Nolden	12	10	23 DNS	45
18	IH-17	Phillip Reynolds	19	14	17	50
19	HO-59	James Byrne	17	21	13	51
20	LE-5	Walter Lenhard	22	20	12	54
21	T-4	Joseph Thorpe	20	16	23 DNF	59
22	LC-1	Flavia Robles	21	23 DNS	30	64



EASTERN CHAMPIONSHIP REGATTA

Little Egg Harbor Yacht Club

August 4-6 , 2017

BY ROBBY GEARON

Images by Peter Slack

“It’s a beautiful day in Beach Haven!”. The home of Little Egg Harbor Yacht Club, and host of the 2017 E-Scow Eastern Class Championship, Beach Haven certainly delivered on its promise with three days of near-perfect sailing conditions for the regatta’s 75th anniversary.

This year’s Eastern Championship featured 35 E-Scows. Most were local, hailing from nearby Barnegat Bay locations and the Hopatcong, Keuka, and Chautauqua Lakes. The fleet was rounded out by long-distance travelers from Lake Geneva (Vincent Porter on I-2) and Charleston (Robby Wilkins on SC-55), host of the 2017 National Championship. An incredibly deep fleet for certain, with a large number of boats capable of winning any given race.



I sail on T-18, named “Showtime”; the boat is owned and helmed by Clay Johnson, a Toms River native in only his second year as a full-time skipper. I sit in the middle, and perform the same responsibilities as most other middle-men and women: boards, vang, and hoisting/dousing the spinnaker. I unofficially call tactics on the boat, but our skipper is almost always the brains behind the operation. Michael Munger is our jib man, and Elizabeth Tell trims the spinnaker – and shows more grit than the rest of us on the boat combined. We have been regularly sailing together for two years, which has offered tremendous value to our success as a boat.

The Eastern Championship opened with beautiful sailing weather on Little Egg Harbor: 12 to 18 knots of breeze out of the south, minimal current, relatively flat water, and clear blue skies. Taking full advantage of the conditions, the Race Committee built a marathon course with a 1.7-mile beat with the intention of running W4 and W5 races.



Three races were scheduled for the first day of sailing. Race One fired off shortly after 11:00, with all 35 boats fighting hard in the breeze for a spot in the front. Our boat, T-18, fared well at the start and rounded the weather mark in the top pack, close in contention for the lead with Dave Magno, Chad Hillyer, and Kyle Rogachenko. After choosing our splits and crosses wisely over the next several legs, we found ourselves in first, and won the race after a heavily port-favored parade to the upwind

finish line. Race Two played out similarly; a solid start, a favorable position in the fleet, and methodical sailing earned T-18 our second win in as many races. Russ Lucas and crew showed incredible heavy air speed in Race Two; I don't think we were more than a couple boat lengths apart from the Bay Head boat the entire race! The fleet was tired at this point – each of the first two races clocked in over 70 minutes – and spare energy was hard to find entering the final race of the day. Race Three began in almost the same way as the two prior races, but turned into a three-boat race at the front of the fleet between Jeff Bonanni, Bobby Koar, and us. Jeff led at the top mark and held on for the wire-to-wire win, and we covered Bobby to lock up a 2nd place before heading in for the day, sore and tired from yet another hour-long contest.



Little Egg Harbor brought its best again for the second day of the Easterns, with wind speeds similar to the day before but out of a more westerly direction. Once again, the Race Committee set up a lengthy course with the same 1.7-mile beat. The casual dinner and party from the night before along with a solid night of sleep made the grueling upwind legs slightly more tolerable, but the E Scow fleet was destined for another long day of hiking. We opened the day the same as we had the first day, with two race wins. The first victory of the day was hard-fought; another W5 with a hotly-contested final beat to the finish, coming down to the wire against fellow Toms



River native Brian Gabriel. Every time we thought we built a comfortable lead, Brian seemed to reel us in on the downwind – he was moving really well downwind. The second race went differently, as we scored our first true wire-to-wire race win of the regatta. In the time that we have sailed on T-18, we have always been proud of our hiking endurance, and we can attribute our success in that race to being the flattest boat on the course upwind.

With five races in the books, six points to our names, and two races remaining, we began thinking about clinching scenarios. Going into race six, we knew we had to finish within nine points of our nearest competitor, T-73's Jeff Bonanni, to secure the championship. Around the top mark, we felt confident, sitting in second in the race with plenty of opportunity to extend on the fleet behind us. What actually happened was far from that – after a couple missed shifts and untimely lulls, we dropped back nearly 20 places in just the first run, while T-73 coasted through the fleet to put themselves in prime position near the front. While the mood was certainly panicked on our boat, we kept our cool, and began picking our way back through the fleet in front of us. Several stressful legs later, we finished in 10th overall – four places behind T-73—which was enough to clinch the E Scow Eastern Championship. The deciding race was nothing short of an emotional rollercoaster, and we were happy to have escaped with the regatta locked up early. Little Egg Harbor Yacht Club put on another great social event that night and sailor's readied themselves for only one more race on Sunday.

Sunday's breeze brought a dying westerly, and I'd be lying if I said we weren't happy to just watch the race from the motor boat. A marathon 6 leg, one hour and 45-minute long race in a dying breeze was nothing we wanted to be a part of. Jeff Bonanni, looking to secure 2nd place in the regatta, jumped out to an early lead and lead for 99% of the race. On the last downwind, Chad Hillyer (who was in 2nd in the race) split from Jeff and met up with Peter Hurley who had been mowing

his way through the fleet. When they came back together, all three boats took turns crossing each other in the final 300 yards to the finish, but in the end Hillyer took the win, Hurley finished 2nd, and Bonanni settled for third. After such a long race, all three boats finished within literally 2 feet of each other!

Little Egg Harbor Yacht Club put on a fantastic weekend – great racing, hospitality, and everything else you could ask for in a regatta – making for a beautiful weekend in Beach Haven.

EASTERN CHAMPIONSHIP RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	T-18	Clay Johnson	1	1	2	1	1	10	32 DNS	36
2	T-73	Jeff Bonanni	15	5	1	3	4	6	3	22
3	BH-22	Robert Koar	3	4	3	4	20	8	10	22
3	MA-11	Peter Hurley	8	6	4	11	2	32	2	33
5	T-76	Kyle Rogachenko	4	8	13	6	7	1	18	39
6	T-17	Chad Hilyer	2	17	5	12	36 DNS	5	1	42
7	SC-55	Robbie Wilkins	7	3	9	14	18	2	8	43
8	BH-8	Russ Lucas	11	2	6	24	6	14	5	44
9	I-2	Vincent Porter	6	7	12	7	3	12	11	46
10	LA-88	Paul Magno	12	13	8	27	5	9	4	51
11	T-53	Brian Gabriel	16	18	10	2	11	7	7	53
12	LE-3	Bob Donat	10	10	11	19	15	3	6	55
13	LA-99	Dave Magno	5	14	7	15	22	13	14	68
14	MA-10	Richard Wight	14	11	17	22	9	4	16	71
15	LE-100	Tom Cox	36 DNS	9	14	9	12	28	9	81
16	LE-2	Richard Ryon	9	12	15	21	16	26	20	93
17	CH-6	Rick Turner	21	16	19	28	13	19	12	100
18	HO-54	Patrick Flinn	20	21	21	13	8	18	26	101
19	KU-1	George Welch	17	20	20	30	17	15	15	104
20	LE-1	John Maschal	13	15	36 RET	16	10	25	30	109
21	LE-13	Kelly McGlynn	22	24	18	23	19	17	25	123
22	KU-25	Anders Hudson	26	32	24	10	23	11	32	126
23	LE-5	Walter Lenhard	19	23	22	17	30	24	21	126
24	KU-9	Robert Cole	27	31	27	5	24	23	24	130
25	IH-17	Phillip Reynolds	23	30	23	18	26	21	23	134
26	LE-66	Mark Schneider	30	22	36 DNF	8	28	20	28	136
27	BH-21	Brendan Gilman	18	19	36 DNS	32	21	22	27	139
28	T-1	William Warner	28	36 DNF	26	25	14	16	36 DNF	145
29	LE-00	Mike Reynolds	24	26	16	31	32	27	33	156
30	T-15	Doug Johnson	25	27	25	26	36 DNF	36 DNS	19	163
31	LA-11	William Nolden	29	25	30	29	27	29	22	161
32	MC-2	Sean Bradley	32	28	17	20	36 DNF	36 DNS	19	163
33	KU-12	William Hudson	31	36 DNF	36 DNS	36 DNF	25	36 DNF	13	177
34	HO-45	Jimmy Flinn	33	29	29	33	29	30	29	179
35	HO-59	James Byrne	34	36 DNF	36 DNS	36 DNF	31	31	31	199

ILYA CHAMPIONSHIP REGATTA

Lake Geneva Yacht Club

August 16-20, 2017

BY VINCENT PORTER

Sixty-one boats arrived at the 2017 E Scow Inlands for the final, and largest, of its three consecutive years on Lake Geneva. Many new names in the fleet, and several strong teams travelling from the East Coast showed the class' strength and excitement for racing on Lake Geneva.

Day one had a 15-25mph forecast that was supposed to build throughout the morning. With the breeze out of the WSW, the starting line was set down near Black Point, with the weather mark in line with the yacht club. Big ports on the first beat meant that the leaders came mostly out of the best pin end starts. The danger to being left was that you could run out of space with the point there, and then the high shoreline to the south, but the big shots were coming a little left and paid. Leaders around the first weather mark were V-37 and I-49, I believe. We (the I-2) rounded in around 12th and were able to slowly gain ground in what was a long 3 ½ leg course. The last beat got pretty tight with V-37, I-49, and I-2 within 5 boat lengths or so. 49 passed 37 from the left, then did around 5 tacks in a mini-tacking duel on top of I-2 to win by a few boat lengths. The second race of the day started with a little stiffer breeze (15mph+), only after the fleet waited out a 30 minute rainstorm. The race committee knew the forecast was to build, so figured the E's were probably the best chance to get another race that day of any fleet. This time what worked on the left in the first race did not hold, and many good boats were forced left and into the point as long starboards held off the line. I-2 was leading around the first mark with V-27 and I-1 also having good races. However, near the top of the second beat, the RC got puff readings over 30mph and abandoned the race. Fortunately there was not much carnage, and boats got safely to shore while the breeze contin-



ued to build and exceed limits the rest of the day.

Day 2 was an afternoon session and had breeze in the 7-15mph range, creating a difficult decision on whether to go with a 4th crew in race 1. The breeze was out of the ENE, and shifted more north at times requiring the RC to pick up their original line and move south. After a few recalls, the first race got underway and saw a long right shift off the line. The boats able to stay on starboard and reach the left

side seemed to always do well, with I-9 and V-37 being the leaders. I-9 and I-1 ended up battling for the lead, with I-9 protecting the left side and coming up the winner, giving them one of the coolest perpetual trophies in the Inlands, the Green Lake trophy. The second race of the day (Race "4" for the regatta), had the breeze lighten up to 7-10mph, with much steadier breeze

and fewer violent puffs. It was pretty remarkable how the storm clouds went away, and the breeze almost felt like our typical easterly with fewer shifts, despite being from the typically fickle northeast direction. The course was a 2 ½ in what turned out to be a slightly skewed beat, with the starting line a little too far north. As a result, it was a long starboard tack upwind and paramount to get off the line with a lane. After averaging almost 10 tacks per leg, boats were probably averaging half that, and the leaders approached a very tight weather mark at nearly the same time. We were able to get around a few boat lengths ahead of M-10 in second. Just a few boat lengths were the difference between 3rd, or ducking into 15th. Regatta leader I-9 rounded in the top 7, jibed after the offset and probably lost 20 boats. Luckily, W-66 (rounding 3rd) and we were able to eventually jibe onto a long port jibe in clear air and relax most of the race.

After no wind on Day 3, the boats went out for two races Sunday morning in a 5-12mph southwesterly breeze. The race committee aptly waited for the breeze to fill into a relatively consistent direction for an hour before beginning the first race. I-23 got out to a big lead on the first beat from the left side, but the majority of the leaders came out of the other side of the course. Pretty long oscillations and localized puffs made for tricky conditions, as it was easy to both gain and lose boats quickly. I-1 held a steady second place, and I-2 was able to lead a large group around the last weather mark and hold on downwind to finish third. The final race was pretty wild – the breeze had softened up temporarily right when we went into sequence, but the pin end of the line was almost becalmed. I saw I-1 jibe around rather than sail down to “ping” the port end of the line, and luckily decided to do the same. As it turned out, the line was square but the breeze was predominantly in the middle of the line, with several boats incapable of getting off the line on the left. Jeff Bonanni had a great start in pressure and led around the weather mark, with CH-6 also sailing a great race near the top of a fleet that spread out rather quickly after the first beat. I-2 was in third around the last leeward mark, and passed T-73 midway up the final beat by getting to the right side, where M-9 also made a huge gain to finish second.

Ultimately, many boats who did well on the final day had not done well previously in the regatta, and vice versa, which made for very tight scores throughout. Averaging a 10th was good enough to finish 3rd overall, and only 25 points separated 3rd place from 14th place. For some context, in the 2015 Inlands with 53 boats and also 5 races, 48 points separated 5th place from 10th place. The deep pool of talent in the E Fleet always makes for fun racing and this regatta was no different. Many thanks to all of the organizers and Chip Mann and the Race Committee team for a great regatta. The E Fleet will have its sights set on Minnetonka for next year’s 2018 Inland Championship.





INLAND CHAMPIONSHIP RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	I-2	Vincent Porter	2	11	1	3	1	18
2	W-66	Eddie Cox	4	6	2	11	23	46
3	M-9	Tom Burton	11	14	11	13	2	51
4	V-37	August Barkow	3	3	5	20	24	55
5	BH-8	Russ Lucas	6	9	14	15	16	60
6	I-1	Harry Melges	22	2	29/ZFP	2	7	62
7	I-49	Brian Porter	1	10	8	5	40	64T
8	M-87	Derek Packard	18	12	22	4	8	64T
9	I-9	Peter Strothman	5	1	20	32	15	73
10	I-101	Scott/Matt Ripkey	7	8	12	29	18	74T
11	W-25	Lee S Alnes	12	22	16	12	12	74T
12	I -7	Tom Freytag	9	21	7	17	21	75
13	V-11	JP Friend	37	15	3	7	14	76T
14	M-20	Tim Krech	17	13	9	9	28	76T
15	J-80	Jon Schloesser	20	28	24	10	10	92
16	M-10	David Strothman	13	39	10	19	20	101
17	W-99	Charlie Igo	29	5	15	21	33	103
18	SL-4	Brett Hatton	15	24	21	41	5	106
19	CH-6	Richard Turner jr	26	17	46	18	3	110
20	I-23	Griffin Rolander	16	43	27	1	26	113
21	T-73	Jeff Bonanni	24	4	62/DSQ	23	4	117
22	M-42	Chrisy Hughes	31	33	26	6	32	128T
23	M-12	Jeffrey Solum	43	25	43	8	9	128T
24	T-76	Kyle Rogachenko	8	34	6	40	41	129

INLAND CHAMPIONSHIP RESULTS *continued*

25	V-736	Matt Schmidt	21	7	37	53	13	131
26	V-61	Nicholas Clemence	41	16	13	33	39	142
27	V-27	Matt Peterson	10	41	4	26	62/DNF	143
28	V-511	Tobin Tornehl	27	26	28	25	38	144
29	D-88	Mike Lee	38	32	23	22	30	145
30	M-35	Hans Zinn	42	20	18	24	46	150
31	X-20	Peter Maas	30	18	44	36	25	153
32	M-17	Jason Ostbye	14	19	29	52	43	157
33	M-53	David Chute	33	37	41	43	6	160
34	H -13	Patrick Heaney	35	44	19	16	62/DNF	176
35	J-8	Will Wyman	34	23	47	31	42	177
36	V66	Christian Spencer	28	45	33	35	37	178
37	V-15	Eric Good	23	53	36	28	45	185
38	H-7	Lon Schoor	36	40	32	30	49	187
39	WH-77	Tom Munroe	19	27	47/ZFP	45	53	191T
40	X-4	Marek Valasek	25	52	50	42	22	191T
41	V-23	PJ Feichtmeier	40	36	30	37	50	193
42	D-1	Leslie Poole	51	42	40	14	51	198
43	WH 88	Brian McMurray	49	49	38	39	27	202
44	I-4	Peter Wall	54	38	62/DNC	44	11	209
45	V-955	Bill Goggins	45	35	42	27	62/DNF	211
46	I-333	Frank A. Davenport	53	47	62/DNC	38	19	219T
47	M-16	Danielle Lindeman	47	56	34	51	31	219T
48	X-751	Alby Rolfs	48	57	52	34	35	226
49	I-71	Kenneth Wruk	62/DSQ	46	25	48	47	228T
50	V-7	David Driscoll	46	31	54	49	48	228T
51	H-88	Phil Zalog	32	58	43/ZFP	46	52	231
52	I-59	Junior Impens	52	30	48	55	55	240
53	J-55	Max Wyman	44	51	39	47	62/DNF	243
54	GL-6	Alex Driessen	39	48	45	50	62/DNF	244
55	Z-9	Brad Price	62/DNF	54	56	57	17	246
56	I -0	John Lyon	58	29	57	61	44	249
57	D 42	Richard Beers	55	55	51	60	36	257
58	I-88	Steven Lyon	50	59	62/ZFP	59	29	259
59	I-5	Paul Lyon	62/DNF	61	55	54	34	266
60	D-44	Shaun Sherry	57	50	49	56	62/DNS	274
61	I-13	Robert Youngquist	56	60	62/DNC	58	54	290



BLUE CHIP

Pewaukee Yacht Club

September 21-24, 2017

BY MATT SCHMIDT

Three days of 10-15 MPH and the warmest temperature of the summer: who would have figured this was the forecast for late September in Pewaukee, WI? The weekend of Sept 22-24 was lining up to be a fantastic weekend for the last E regatta of the 2017 season.

Day one recap

The first day of the event started off with light wind, but we were able to get out on the water before lunch to complete one race with a tight finish. The breeze was coming out of the southwest, as it was most of the weekend. V-7 (Bob Biwer), T-37 (John Brown), KG-111 (Kevin Jewett) were top three the whole race with others nipping at their tail all race. V-736 (Matt Schmidt) made a run at all of them the last leg. V-7 at the Port end, V-736 mid-line, and T-37 at the boat end all crossed the line within a boat-length of each other, 736 nipping out a slight edge over 37 and 7. Video replay at lunch showed truly how close the finish was.

A quick lunch break and we turned around for two races in during the afternoon. Conditions continued to be shifty all afternoon, but the RC team kept the course in check for the two additional races. W-66 (Eddie Cox) was off like a canon in race 2 and no one could touch him.



Race three was more of the same conditions, but V-736 was the boat to beat this time leading wire to wire. Shifts from the left seemed to always pay dividends both up and downhill.

Day two recap

Saturday brought end of July/August regatta conditions. Not a breath of wind, lots of motor boats and temperatures in the high eighties. Sailors enjoyed cooling off in the lake, and a great lunch at the PYC. Wind was monitored throughout the day, but racing was called in the late afternoon to get ready for the Blue Chip Party. Todd Haines MC-ed a great party, and in the Blue Chip tradition each skipper was able to introduce their team. A theme this year was an appreciation for the diversity of E scow sailors from every generation, the youngest of which was JP Friend skipping V-11. He had to miss a day of highschool to compete in the event. The youth from PLSS volunteered their time to serve a wonderful meal created by the PYC grill team. USA Olympic Finn sailor and 2017 Mystery Guest Caleb Paine shared the story of his 2016



Rio Campaign, inspiring all with the grit required to overcome the obstacles of sailing at an international level. He also has figured out the proper shorts to wear to stay inside the E cockpit. Something about scow decks being too slippery. SL-4 (Brett Hatton) also provided an inspirational barwalk that we all can aspire to!

Day three recap

The final day of the regatta started out looking like a repeat of Saturday, but just before lunch a little breeze started to fill in along the north shore, and we were out on the water. There was just enough time to squeeze in a start for race 4. We got that race off with only minutes before the noon racing cutoff. Mystery Guest skipper Caleb Paine port tacked the fleet off the start and never looked back as he led wire to wire.

KG-111 pulled out all the stops making a run at winning the regatta, but finished second in the race and for the regatta. V-736 had built a strong enough lead in the previous races that their 6th place finish ensured them the regatta win with some room to spare.

The trophy presentation was filled with thanks to the PYC team, who continues to host a fantastic event each year. The V-736 Team Platypus celebrated their first regatta win, Matt Schmidt sharing a few emotion filled words and a team bear hug. We didn't quite have the full three days of beautiful sailing conditions as the forecast called for, but it certainly was a fantastic weekend to finish out the 2017 season.



FIN	SAIL#	SKIPPER	R1	R2	R3	R4	TOTAL
1	V-736	Matt Schmidt	1	4	1	6	12
2	KG-111	Kevin Jewett	4	3	5	2	14
3	M-87	Derek Packard	9	6	2	4	21
4	W-66	Eddie Cox	7	1	14	3	25
5	T-37	John Brown	2	9	7	10	28
6	V-37	Augie Barkow	6	8	3	12	29
7	M-20	Tim Krech	8	2	13	9	32
8	V-7	Bob Biwer	3	12	15	5	35
9	W-25	Lee Alnes	13	5	10	7	35
10	?	Caleb Paine	10	17 DNF	8	1	19
11	CR-66	Rob Terry	5	11	9	11	36
12	I-47	Wes Whitmyer Jr	17 DNF	7	6	14	27
13	MA-10	Dick Wight	17 DNF	10	12	8	30
14	V-11	JP Friend	11	14	11	13	49
15	WH-77	Tom Munroe	17 DNF	13	4	17 DNS	17
16	SL-4	Brett Hatton	12	15	16	17 DNS	43

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BY RACHEL BEERS:

My Class, My Story: E-Scow

A young sailor's transition to a new fleet inspires a new generation of sailors, all while following a historical family legacy.

The E-Scow, at 28 feet and handled by four sailors, is a temperamental, sensitive, send-your-heart-into-your-throat kind of boat that keeps skippers of all skill levels coming back for more. I'm one of them.

In 2011, my father's middleman was adamant about getting my hand on the tiller of our E-Scow. I was hesitant, since the only experience I had was as extra weight for Sunday-morning races, but I obliged. I sat at the stern — tiller and mainsheet in hand — hoping to keep the pointy side upright.

Every Sunday morning that year was a new lesson learned: how to feather upwind, how to get the spinnaker up successfully, communicate effectively, and what it meant to "sail it hot."

It was a summer of learning as a new E-Scow sailor, and I quickly earned a unique reputation at the Inland Lakes Yachting Association for both my young age, just 17, and for being the only female.

My first E-Scow regatta as a skipper was on my home lake of Delavan Lake in Wisconsin. The trend continued — I was the youngest and the only female skipper registered. I was proud yet nervous about stepping into unfamiliar territory. This competitive event was typically a man's game, and this was my debut on the racecourse.

We had our moments of glory. I rounded third at the first windward mark after blasting off the start of the line like a rocket ship. I had a pit in my stomach.

"Remember this moment," I yelled to my father up at the bow. "This exact moment. My first regatta in third. Never forget this!" He would have none of it. "Get this boat moving, and let's get the chute up! Head up! Up! Up!"

It didn't last long. Shortly after, I got caught in a lull while rounding the offset and got buried by the fleet behind me. I lost my composure, fell out of phase and, as a result, got a stern talking to. I ended up dead last overall. All in all, I was proud that I finished. I took every ounce of constructive criticism from fellow competitors. My jitters were gone.

The next two seasons flew by. I had figured out how to finesse the E-Scow downwind, but not without learning the importance of unloading the vang while rounding the offset mark. I've never heard truer words than when my father said, "You're not a true E-Scow sailor until you've rolled your boat."

The following four years was a pivotal time for our local E-Scow fleet. In 2013, another E joined our starting line: two sister skippers with a crew all under 18 years old. Even though I had coached them during their Opti and Cub boat days, they proved to be fierce competition for me in the E-Scow. They were aware of our trick tactics on our home lake and didn't hesitate to use them against us.

Then in 2015, another joined us, after mastering a singlehanded MC, a friend and longtime scow sailor tried her hand at the tiller of an E-Scow. On one blustery 25-knot-breeze day, she roared downwind in a veil of spray before exploding a mast. Pieces of that spar now hang in her apartment, serving as a daily reminder that downwind legs are much more dramatic with a spinnaker. Next season, she bought her very own E-Scow and is the most recent addition to our fleet.

Our fleet grew to 10 boats, and we ladies of the lake were a spectacle on the course. Our home yacht club now had three dedicated female E-Scow skippers on the starting line, all under the age of 25. The Delavan Lake YC hadn't experienced anything quite like us before, but we were proud to change the expectations many others had about female skippers. We had stepped out of our comfort zone and took on the largest boat our home lake had to offer. The addition of three competitive female skippers redefined and reshaped a once-stagnant fleet. Many times along the way we've been mistaken for crew or extra weight, but it doesn't bother us.

It's a proud feeling to be asked, "Who do you crew for?" and be able to reply: "I'm not crewing. I'm the skipper."

We are proving that a big boat, like the E-Scow, doesn't require a big skipper. It requires only a big voice and a well-trained crew.

2017 OVERALL NATIONAL RANKINGS - TOP 50

INCOMPLETE - STANDINGS PRIOR TO 2017 NATIONALS
(points based on best 3 regatta performances)

RANK	SAIL #	SKIPPER	TOTAL
1	W-66	Eddie Cox	204
2	I-2	Vincent Porter	193
3	V-37	August Barkow	190
4	I-9	Peter Strothman	181
5	M- 87	Derek Packard	173
6	T-73	Jeff Bonanni	171
7	SL-4	Brett Hatton	166
8	CH-6	Rick Turner	162
9	V-736	Matt Schmidt	156
10	T-76	Kyle Rogachenko	147
11	W- 25	Lee Alnes	146
12	BH-8	Russ Lucas	145
13	M- 12	Jeff Solum	145
14	V-27	Matt Peterson	141
15	H-13	Patrick Heaney	136
16	G-7	Jamie Kimball	135
17	M-4	Tim Krech	134
18	WH-88	Brian McMurray	132
19	I-49	Brian Porter	129
20	CR-66	Rob Terry	128
21	V-551	JP Friend	126
22	CR-11	Pete Price	124
23	J-80	Jon Schloesser	123
24	H-7	Lon Schoor	121
25	T-17	Clay Johnson	118

RANK	SAIL #	SKIPPER	TOTAL
26	V-511	Tobin Tornehl	118
27	W-160	Charlie Igo	117
28	M-53	David Chute	112
29	LA-99	Dave Magno	110
30	T-53	Brian Gabriel	110
31	T-17	Chad Hillyer	106
32	X-20	Peter Maas	106
33	D-1883	Leslie Poole	101
34	H-88	Phil Zalog	100
35	TO-33	Steve Johanson	98
36	CR-9	Tony Pugh	98
37	LE-3	Bob Donat	94
38	V-66	Christian Spencer	94
39	CR-7	Mike Dow	92
40	V-955	Bill Goggins	91
41	SL-73	Bill Knappe	90
42	SC-55	Robby Wilkins	89
43	WH-111	Doug McNeil	87
44	V-15	Eric Good	87
45	LE-66	Mark Schneider	86
46	J-555	Will Wyman	86
47	BH-22	Robert Koar	85
48	H-11	Lance Puccio	85
49	SS-1	John Brown	84
50	D-44	Shaun Sherry	83

BONUS PHOTOS!



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