



The

REPORTER

2004

*Just another beautiful day at the
Nationals on Crystal Lake*

Carey Hawkins Photo

THE MELGES E SCOW

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ONE DESIGN RACING.



Photo: Rob Westrich

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The REPORTER

2004

National Class E Scow Association
Dierk Polzin, Secretary/Treasurer
P.O.Box 3022, Madison, WI 53704

Officers:

Pete Price, Commodore
Tom Burton, Vice Commodore
Rick Turner, Rear Commodore

Directors: ILYA

Peter Friend (V)	2005
Bill Wyman (J)	2005
Augie Barkow (X)	2006
Chrisy Hughs (M)	2006
Brian Porter (I)	2006

ECESA

Bob Donat (LE)	2005
George Welch, Jr. (KU)	2005
Bill Nolden (LE)	2006

WMYA

Jonas Saunders (WH)	2005
Doug McNeil (WH)	2006

MESA

Terry Moorman (WA)	2005
Bill Misenheimer (WA)	2006

Many Thanks to our 2004 Reporter contributors:

Phillip Barow	Jon Pomerleau
Jim Barr	Pete Price
Ted Beier	Quantum Sails
Bob Fanning	Scott Ripkey
Carey Hawkins	Amy Rochelle
Doug Johnson	Tammy Sawyer
Bill Kentnich	Stan Schreyer
Johnny Lovell	Crayton Walters
Laurel Masur	Rob Westrich
Melges Performance Sailing	Robert Wilder
North Sails	Sarah Wiss

And a special Thank You to Dierk Polzin.
He keeps the NCESA on track and afloat.
Thank You Dierk



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Editor
Steve Andersen

Design and Production
Laurel Masur & Steve Andersen

Editors Go Fast Note:

At the start, Flog the Skipper. On the first beat, Flog the Skipper. On the first run, Flog the Skipper... you get the idea. "The flogging will continue until morale improves." Go fast and stay upright as upside down is slow.

Commodore's Report

Greetings to you all:

I recently had the opportunity to review a number of vintage NCESA Reporters. The authors of some of the articles are the Grandfathers of today's NCESA. It was very soothing for me to realize that these gentlemen went through the same type of growing pains that we are currently going through. The same type of questions with slightly different issues. They had to deal with hiking straps, hull weight, aluminum spars, etc. It was surprising to me that a survey they conducted back in 1966 had the same ratio of Regular members voting in favor of these "radical" changes vs. not in favor. I feel very confident and honored not only to follow in the foot steps of these members from the past but also serve with the current Board of Directors. I want to take this opportunity to thank the Board members whose terms expire this year, their years of participation is much appreciated. I want to thank the current Board for their commitment to the success and survival of the NCESA.

The annual meeting in Chicago this fall was a very philosophical meeting, it was a meeting that was asking the question... "where do we want to go?" It was the board's conclusion that we are a slow evolutionary one-design class and that radical leap-frog development is not what the majority of our members want. We have a very detailed process in our By Law's for these incremental improvements and together with a conservative board will assure all of us that we do "by the book" improvements.

If any of you missed your National Regatta at Crystal Lake this past September, you really missed it. The CLYC with Dave Hagen at the helm really rolled out the welcome mat for us. It was a great weekend of racing and parties. There were 56 participants with 5 races. Martin Ford and his crew again did a fantastic job, this crew wrote the book in Professional Race management. Thank you again Martin.

Little Egg Harbor is the site for the 2005 Nationals and I want to encourage everyone to attend. It's a great venue not only for the sailors but I'm planning on bringing my family to this one. What a great time to spend on the Atlantic shoreline. Just as a reminder, our 50th Anniversary is coming up in 2008 and we will be wading through a number of bids to decide the best place to hold this very important Regatta. It's not going to be easy.

One thing I've learned in this position is that there are a lot of great people who work very hard to make your organization what it is. Dierk Polzin, our class secretary, is doing a superb job keeping us in line and informed. Tom Burton and Rick Turner making big decisions seem very simple; we can't forget Ken Fisher as our in house Honorable Judge and final word of wisdom and Ted Beier for all that he and his Rules Committee have to keep under their feet. Whenever any of you have a chance to say Thank You to these people, please do. Thank You!

It's been a great year, membership is up, the boats coming out of Zenda look and sail fast and we have a line up of great summers to come. I want to wish everyone a healthy and profitable New Year, and may peace be withall of you.

See you in the Spring.

Pete Price

Bill Kentnich Photo

Mike Meyer Talks

Mike Meyer Talks About the NCESA

(Mike Meyer's thoughts published in the first NCESA Reporter, Spring 1965 Special thanks to Dave D'Alcorn (M-3) for the use of his prized back issues.)

While the NCESA was officially incorporated this past year, it really began back in 1959 when the first organized National Class E Regatta was held at Chautauqua, NY. By correspondence and telephone conversations between Dick Turner and Harold Koch, then Commodore of the ILYA, the event was arranged. An interim Steering Committee consisting of two representatives from each of the three major organizations Sailing "E" Scows, namely: the Eastern Class E Sloop Association, the Western Michigan Yachting Association and the Inland Lake Yachting Association was selected at the regatta to form a national organization.

The proposed final version of Constitution, By-Laws, Scantling and Racing Rules were hammered out in a committee meeting in January, 1964. There were submitted to and approved by the membership in September, 1964 at Muskegon. In January, 1965 the second annual mid-winter meeting took place at which time further modifications to both by-laws and scantlings were proposed. These have been circulated to the membership and will come up for ratification next September.

All of this effort is primarily for one purpose, and that is aptly stated in our constitution. 'To encourage and promote amateur yacht racing in Class E Scows on a national basis.'

In years past, the difficulty, cost and time consumed in transporting boats long distances discouraged events on a national basis. However, with the advent of throughways and toll ways, trouble-free trailers and powerful automobiles the climate has changed. Skippers in one geographic area want the opportunity to sail against those in other remote areas. This healthy competition can now take place in an organized manner through the formation of the NCESA.

We look forward to new "E" fleets in other parts of the country joining us and participating in this growing class which has the fortune of racing one of the most superb handling sailing craft ever designed. We are looking forward to new members, new skippers and new entrants in the class and intend to put together and publish the kind of information that can interest and help the less experienced beat the old "pros." We've got the know-how in the organization; however, we'll need the support of all to put it across. ■



Carey Hawkins Photo

NCESA Annual Meeting

NATIONAL CLASS E SCOW ASSOCIATION

September 9th, 2004

Crystal Lake, Frankfort, Michigan

September 9, 2004

The Annual Meeting of the NCESA was held on September 9, 2004 on the porch of the Crystal Lake Yacht Club, Frankfort, Michigan during the 46th Annual National Championship Regatta held nearby on Crystal Lake.

1. The Meeting was called to order at 6:50 PM by Commodore Pete Price of Torch Lake.

2. Number of Boats – 56 on the water.
Secretary/Treasurer Dierk Polzin (Mendota) that the official number of boats registered was 58, with 2 no-shows and five un-scored experimental asymmetrical spinnaker boats.

3. The previous Meeting Minutes were posted and approved by voice vote.

4. Open Items - related to the current event.
none

5. Reports from the Committees

5a. RULES - Ted Beier (Carlyle)

The Rules committee has been dealing with two issues this year of interest to the membership, which are:

- i. Mainsail Long-Batten Experiment
- ii. Asymmetrical Spinnaker Experiment.
Most communication has been via email discussions, with some conferences this spring to fine tune the long-batten participant.

Mainsail Long-batten Experiment

- i. Experiment Approved by Board in November 2003, 10 participants, distributed around the country, varying skill levels, 8 reported back.
- ii. Changes to all four battens, top 40 inches to full span of chord, second 54 to 66, third 54 to 72, bottom 40 to 54.

iii. Some sailmakers provided two different top battens, also the tension of the top batten can be adjusted, very light wind –no tension, medium wind – a little tension, heavy air – more. Batten thickness is not limited by current rules.

iv. Performance is reported to be about the same. New Sails seem to have no degradation after a season of racing and look great. Old sails – the leach shape is improved.



v. The Rules Committee recommends to the board and membership that this be approved and sent to the membership for ratification in late fall.

vi. Q&A – the issue of switching battens or dropping the main between races to adjust the tension of the top batten was brought up as the concern was that this adds complexity to the boat. It was stated that as of now there is no requirement on batten thickness now and this will change nothing and after awhile the batten thickness will be dialed in by the sailmakers and it will be a non issue. A proposal to limit batten thickness died for lack of a second.

- vii. A straw poll was taken 36 to 1 in favor of this scantling change.

Asymmetrical Spinnaker Experiments

- i. Reported that this is the first year of a two-year experiment. Cost of transition \$2000 to \$2300.
- ii. Six of the seven boats have reported back, ten authorized by board. Option available to drop after the first year.
- iii. Goal to test feasibility and performance, simplified boat handling, improved maneuverability, maintain a reasonable cost, increased class appeal through performance improvements in higher wave and wind conditions.
- iv. Synopsis of Six Reports - Beier
 - a. Improves pointing ability upwind
 - b. Effect on mainsail performance upwind – less tip sag
 - c. Downwind – attack angle changes up and down 20% in puffs
 - d. Jibing - can jibe more often downwind and jib is functional
 - e. Cross over wind speed, A-sail is noticeable faster in winds over 10 knots
 - f. Appeals to broader range of sailors and skill levels
- v. Discussion – Price thanked everyone who had taken rides on registration day. Brereton reported he was planning more demonstrations and mini-regattas at Geneva this fall and next spring. O'keefe commented that the A-sail seems to appeal to a broader range and Delavan had experienced 20% growth each year. Concern as to the overlap rule was that the sprit must be in normal sailing position at the leeward mark and does not change the overlaps at the bottom mark. Discussion as the size of the A-sail had not been finalized and the scantling was very loose at this point, the Quantum and North sails are different now. Magno comment that the fleets need to have input, that is the big



key. Class has to get a hard commitment by the fleets to convert before going ahead. Many out east have stated they would drop out if this went through. Kevin Jewett – two scow classes have done this, A-Scow (successful) and M-20 (very divisive). It needs to be accepted class-wide. Intends to sail another 35 years, we need to be careful about this. Perhaps we can sail E's in the waves of the Chesapeake Bay or Europe. Durability of sail, seems the same. Neff – reports he likes it, lifts boat up in waves, seems safer. A-Sail won all three races on day 1 of Nationals. Jib guy does not have to be guru with the pole. End of Discussion

- vi. Board will discuss A-sail experiment issue in November. Board must approve and then send to membership for 2/3 Regular Member ratification. No timeline. Input requested. Should all try before the end of next year.
- 5B. Regatta Committee – Tom Burton (Minnetonka) We had three great races today thanks to Martin Ford and his team. Future Nationals Regattas 2005 – Little Egg YC, New Jersey approved.
2006 – (ILYA slated) Bids from Oshkosh and Minnetonka

NCESA Annual Meeting

NCESA Annual Meeting

2007 – no bids • 2008 – (50th anniversary)
Chautauqua, Geneva

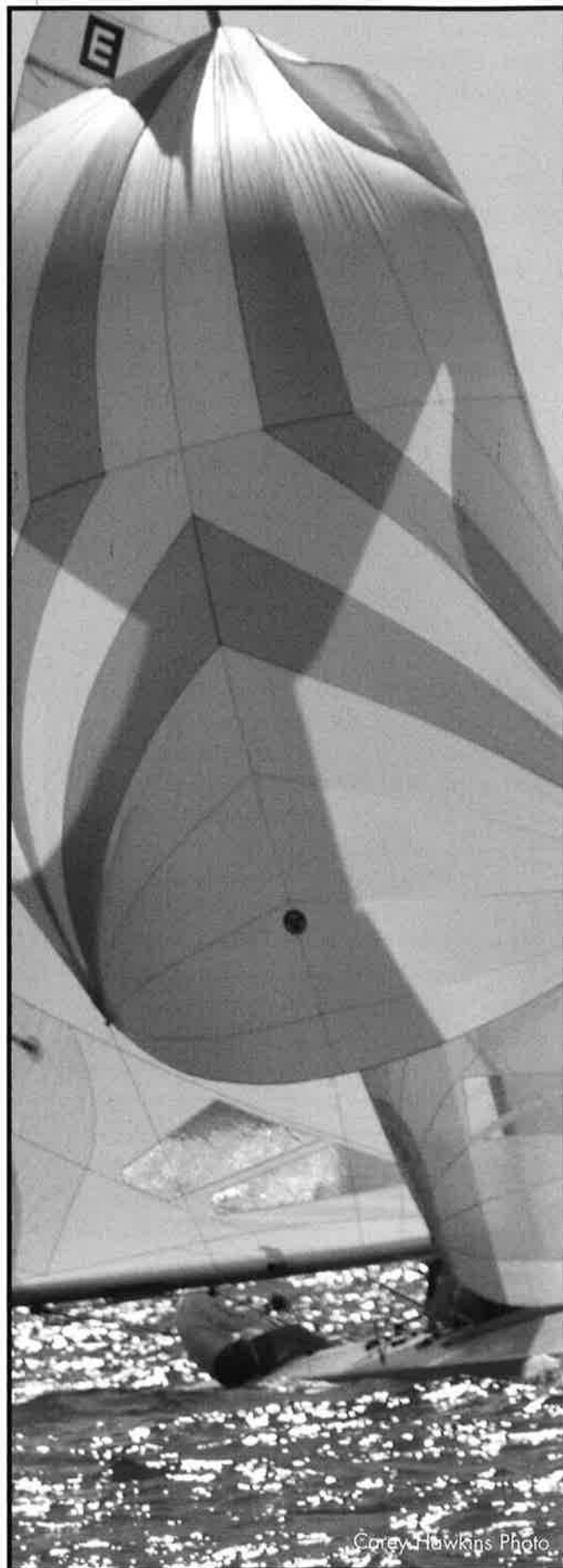
A MESA representative reported that a majority of their sailors did not favor Oshkosh. A call for Torch to submit a bid for 2007 was heard.

Asked about any concerns with this event, lack of beer at the crane as per host club instructions was brought up by a large group of sailors. Little Egg in 2005, Bob Donat reported that it would be a fantastic event, two new cranes had been installed this year making launching very smooth.

- 5C. Finance Committee - Dierk Polzin (Mendota)
Comparison data from the same time period was posted for past three years (Nov—Aug) was posted near the official Notice Board. State of Class finances are good. Membership is up quite a bit, 22 new boats have been built. The exec committee made the decision to drop being the middle supplier for the mainsail floatation panels, it made sense in the 80's with lots of boats needing them and two builders. With only one builder and all boats having them it does not make sense for the class to be involved. The other big change is the hiring of myself to be an independent contractor to manage the class.

It shows a net worth of \$44,000 in all the accounts down 2-3% from last year. With low attendance at this event and memberships not coming in from MESA/WMYA we should expect a greater loss than in previous year. Fixed expenses are still low with the major expense being 'The Reporter' at \$20 a copy.

- 5D. Publications - Steve Andersen (Keuka) No report was submitted. Please keep submitting reports, results and photos. A 50th anniversary commemorative book is planned. Think of sailors in your fleet to collect stories and photos from. Steve's email has changed this year to steve.andersen@dpirochester.com
- 5E. Membership Committee – Rick Turner (Chautauqua). Turner reported membership was up this year. 2000 – 507 members, 2001 - 592 mem., 2002 - 412 mem., 2003 - 330 mem. 2004 – 405 members (so far this year, with more here at Nationals) (ILYA – 108, WMYA – 66, MESA – 38, ECESA – 170, Other – 23). Adding a scantling ballot to the back side of the membership form seemed to generate a strong response and commitment to join.



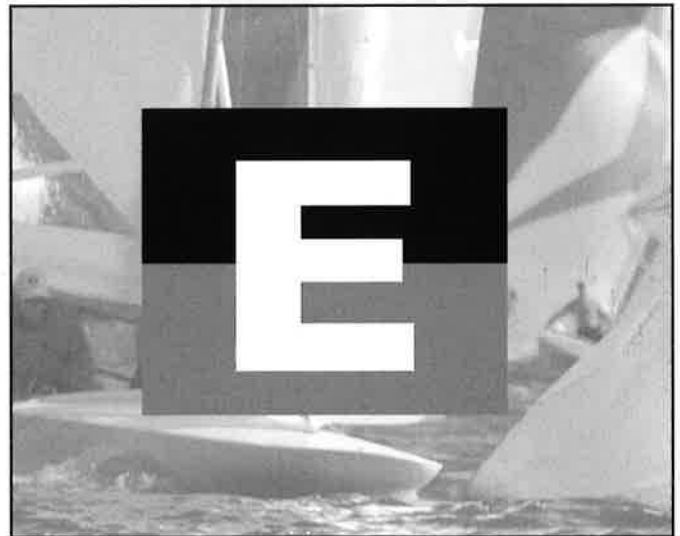
Corey Hawkins Photo

A membership list was posted online sorted by fleet so all could check if they had renewed or not.

- 5F. Judicial - Ken Fisher (Keuka)
The committee had received no disputes that required resolution. The Scantling and Rulebook was published by the Judicial Committee and any comments should be made to him for quick resolution.
- 5G. Nominating - Jack Lampman (Little Egg)
Jack Lampman was not in attendance but reported that the committee had not met as it was an off year and no new officers were selected.
- 5H. Measurement – Rick Turner (Chautauqua)
Thanked Ted Beier for providing a scale. Four to six boats had been weighed at this event, mostly WMYA boats. Four boats at this event have the old style rudders.
6. Proposed Amendments – none
7. New Business
- 7a. Adjustability of chainplates Had Brick (Island Heights) – reported that many of the newer boats have chainplates fixed making it very difficult for the the average sailor to be able to switch to the swept back spreader rig without significant glass work. The rule states that there should be an 8 inch legal range. Historically the manufacturer made them easy to convert, but not any longer. It should be possible to convert them in half an hour or less. To retain boat value they should be adjustable. Motion – to require the manufacturer to make the chainplates easily adjustable by average sailor without glass work. Second by Neff. FOR – 14, AGAINST - 7
- 7b. Future E-Scow
Hans Meyer (Pewaukee) – proposed a comprehensive effort to survey the fleet to create a 21st century E Scow that would meet the needs of the fleet for the next 50 years. His idea was to create a design philosophy to work through the class. Consider price range to keep it affordable, reduce hull weight, new materials, includ-

ing the possibility of quantum leaps in performance both upwind and downwind. He asks the class if it wants this type of effort?

8. Announcement of New Directors (moved up)
ILYA: Augie Barkow (Pine) replaces Rob Evans in ILYA. Chrissy Hughes and Brian Porter renewed.
- ECESA: no changes
MESA: Bill Misenheimer (Wawasee) replaces Pete Hager
WMYA: no changes
9. Adjournment - 8:10 PM Respectfully submitted by Dierk Polzin NCESA Treasurer/Secretary



NCESA

Annual

Meeting

Directors Meeting

NATIONAL CLASS E SCOW ASSOCIATION Summary of NCESA Annual Directors Meeting 2004

The following is a summary of issues, determinations and information of interest to the Membership derived from the annual Directors meeting that took place in Chicago on November 13, 2004. At least once a year the Board meets each November. The Board consists of representatives from each region (12 Directors and 4 Officers). The attendees pay for their own transportation and lodging.

ATTENDING:

Officers: Pete Price (TO), Tom Burton (M), Rick Turner (CH), Dierk Polzin (H)
Directors: Bill Nolden (LA), George Welch, Jr. (KU), Bill Wyman (J), Bill Misenheimer (WA), Peter Friend (V), Terry Moorman (WA), Chrisy Hughes (M), Doug McNeil (WH), Bob Donat (LE), Brian Porter (I), Jonas Saunders (SL)

Regular NCESA Members: Hans Meyer (V), Art Brereton (TO), Ken Fisher (KU), Dave Hagen (CR), John Thomas (WA), Mark Isabell (V), Ted Beier (S), Jack Lampman (LE), Harry Melges (I), Andy Burdick (I), Norm Peterson (V)

CONSTITUTION:

- Considered and rejected a proposal to allow official ballots via the web.
- Considered and referred to a sub-committee a proposal to create a Treasurer position separate from the class management position.

FINANCE:

- The current bank accounts are healthy and had increased from stronger membership renewals than in past years and 23 new boats getting measurement certificates and floatation panels.
- Voted to approve an overall budget with targets for each account, increased the Sail Royalty Patch from \$10 to \$20 and the new boat registration certificate from \$100 to \$200 (with membership bonus). Approved a three-year discount Regular Membership for \$125.
- Examined the overall budget for the NCESA portion of the National Championship. Approved a \$10 increase in the early and late National Registration fee.
- Eliminated the income and expense for Floatation Panels as NCESA will no longer be coordinating their production as was needed with two builders and multiple sail manufacturers.

REGATTA:

- Reviewed the races at Crystal and discussed problems with running the event at clubs with limited infrastructure.
- 2005 Nationals - Little Egg Harbor, NJ is ready to host the and has already created a flyer, established a committee, created a social event schedule, purchased new cranes.

- 2006 Nationals - Approved a bid from Minnetonka Yacht Club
- 2007 Nationals - No-bids
- 2008 Nationals (50th Anniversary) - bids from Chautauqua, Geneva and Torch Lakes. Will request detailed proposals for next years board meeting.
- Reviewed a proposal to alter the suggested "Host Club Timeline" to ensure a more timely exchange of information between the host club and NCESA.
- Discussed the idea of holding the Nationals in late June. A poll will be put to the membership that will ask if they were held would be more or less likely to attend the 2007 Nationals if they June 14-16 rather than the regular dates Sept. 6-8.
- Changed the Torch Lake Team Trophy from 5 boat to 4 boat teams.
- Created a new Women's Skipper Keeper trophy.
- Plan to update the Instruction for PRO and discussed creating guidelines for race abandonment.
- Discussed the need for an assigned official photographer with the ability to sell photos onsite.
- Discussed continuing picture keeper trophies and create a new award for race officer excellence.

PUBLICATIONS

- Agreed Steve Andersen (KU) has been doing an exceptional job publishing the Reporter and plans to have it ready for mailing in late January.
- Discussed 50th Anniversary Reporter, plan to solicit material from all fleets and establish a time line.
- Discussed the need to keep the members informed via the Website and direct email of the Digital Reaches, need to encourage all fleets and members to subscribe.

MEMBERSHIP

- 208 Regular, 265 Associate for 473 total members with 23 new boats being built. (ILYA 28%, WMYA 19%, MESA 9%, ECESA 37%, Other 6%) is significantly up from 2003 (136 Regular, 194 Associate for 330 total members, 10 new boats).
- Discussed the long-term problem and lack of support ILYA area events in collecting NCESA dues. Discussed ways to encourage all regattas to collect NCESA Membership Dues on a regular basis.
- Scantling ballots will be included in the Jan-Feb Renewal Mailing along with left over E-logo bumper stickers.

RULES

- Reaffirmed the asymmetrical experiments limit of ten participants. Three open slots will be filled with a new application process in fall 2004 and all participants will be strongly encouraged to travel to several events especially Nationals at Little Egg.
- Listened to a proposal from Hans Meyer and discussed the issue of incremental change versus leap-frog change and came to the consensus that incremental change is most supported the fleet. Established a committee to examine a design philosophy.
- Discussed the possible timeline for submitting the asymmetrical proposal to the membership and concluded that the Rules Committee will post the final scantling changes and all implications early in 2005 for members to review, followed by a straw poll vote at Nationals, followed by input from the fleets to all Directors in the fall, followed by a Directors vote at the November Meeting, followed by a mail-in vote being submitted to all NCESA Regular members in winter 2005/2006. If approved, 2006 would be a transitional year with two sets of keeper trophies, with the full scantling change coming into full effect for the 2007 season.

Directors Meeting cont.

- Discussed the cost of conversion and ideas to reduce the cost to fleets. Considered ideas for rebates to NCESA members with older boats if conversion to Asymmetrical is approved.
- Discussed the need to tighten the hull scantling and Melges agreed to transfer the recent digital scan information to NCESA.
- Discussed and rejected the use of carbon for repairs in older E-Scows and agreed to submit a scantling ballot to allow carbon hiking sticks, carbon is prohibited in all other uses.
- Referred proposals from Had Brick on top battens and chainplate adjustability to the Rules Committee.

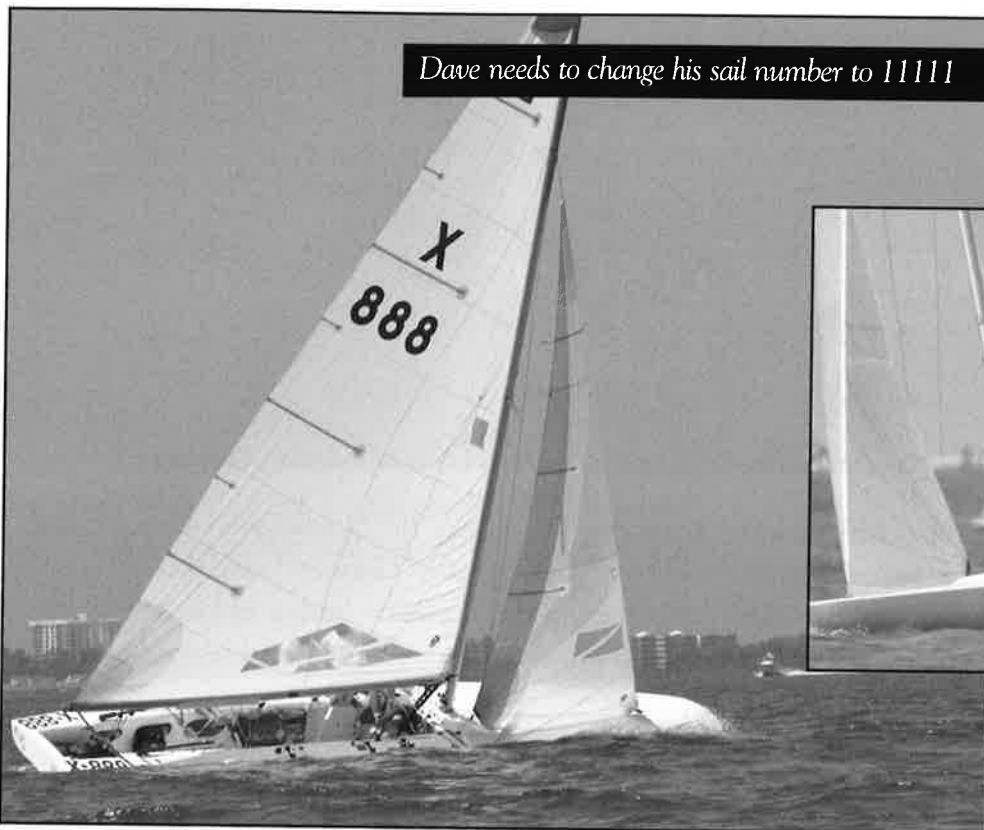
OTHER BUSINESS

- Discussed class promotional efforts via Sailing World Harken One-Design Showcase Ad and the need to find better ways to assist fleets in recruiting new boat owners.
- Tabled an online/membership survey, requested members with Marketing Research skill to become involved.
- Discussed the need to have a high quality PRO at Nationals and to investigate professional reimbursement.
- Discussed the need for more communication with fleet captains on a regular basis.



Carey Hawkins Photo

Dave needs to change his sail number to 11111



Carey Hawkins Photos

Sarasota Results

2004 Sarasota One Design Midwinters MARCH 19th-21st, 2004



Place	Boat	R1	R2	R3	R4	R5	Pts
1	X-888 DAVE DECKER	1	1	1	1	1	5
2	WA-12 BILL MISENHEIMER	3	3	2	2	3	13
3	SF-99 JIM BARR	2	5	3	4	4	18
4	SF-8 JOHN JENNINGS	4	2	DNS	3	2	22
5	SF-1 BIL MONSMA	5	6	4	7	8	30
6	SF-25 MARK WEINREIS	6	7	DNC	DNC	6	41
7	WA-2 JEF HOFFMASTER	DNF	DNC	DNC	5	5	43
8	SF-18 CHRIS HERDRICH	DNS	4	DNC	8	DNC	45
9	SF-11 CHRIS KEITEL	DNF	DNC	DNC	6	7	46
10	SF-111 ANDREW BRASMER	DNF	DNC	DNC	DNC	DNC	55



Charleston Easter E Scow Regatta

For racers who say they want to have fun when they go to a regatta. That they want a great venue with great winds, great facilities with hot showers, towels, modern piers, interesting racing, meeting new sailors and making new friends, great social events, nightlife and a relaxed starting time of 11 AM. With a professional RC that sets good courses and calls boats over the line, rather than general recalls. With places for the family to stay nearby within walking distance. CHARLESTON IS IT. Throw in a guest coaching appearance by Buddy and Gloria Melges along with a few MC's and you can't go wrong.

Regatta chair Crayton Walters has been fine tuning this event for the past decade into one of the best all-around events on the E Scow schedule. Now the local Charleston fleet is ramping up its boats with 4-6 modern used boats moving to the four local Charleston harbor clubs that get nearly 20 local boats on the line. The Melges I-1 boat has moved to Charleston, along with boats from Lavallette, Minnetonka and White Bear.

Thursday, the practice day, winds were moderate out of the southwest and several boats made a game of it. But the rains later in the afternoon brought the bugs out (the only time all weekend) and teams had a chance to fix their boats. Many Charleston racers were putting together modern boats and finding adjusting the swept back spreader rig and 600 lbs. of pressure to be a bit tricky. The two asymmetrical

boats got assembled. Bill Nolden worked til late into the night. Ken Wruk of Geneva found that you can run aground in Charleston harbor at low tide near middle ground. The new piers and second crane worked well and made launching a breeze.

Friday brought a light northerly in the early morning which died as boats were leaving the pier. After a short postponement a northeasterly seabreeze built and brought great racing all afternoon with 12-18 knots. With the wind up the Asymmetrical Rig of Pat

Hughes with Gordy Bowers and Chris Hughes crewing rocketed around the course followed and challenged by Augie Barkow and Jim Gluek. Will Demand of Toms River got off to a good start with Henry McCray taking third in the first race. The second race Ross Griffith won as the RC in its high perch caught several

boats over the line. Ken Wruk was over the line and worked out left on the first beat to catch a strong breeze and favorable current to pull up to 6th. Rich Ryon of Little Egg got a 2nd with Charles Colman of Geneva in third. The last race of the day the ebbing current was strong at the leeward end and pulled several boats over the line again at the start. When the current switches in Charleston it comes strong. Will Demand won the race in a softening breeze, with Rich Ryon again in second, followed by Walter Prause in AH-11 and Steve Schalk of Geneva in fourth.



Carolina
Yacht Club
April 9th-10th,
2004

Friday night the fleet was in for a treat as Carolina Yacht Club pulled out the stops for dinner in the banquet hall overlooking the harbor. Featured speaker Buddy Melges had the fleet laughing up a storm with his stories of D Scows, Sam Merrick, Dennis Conner and Bill Koch. If there was one thing to remember is that you must keep the water off the deck on the lee side to keep the boat on its line. Buddy spent much of the regatta coaching from a spectator boat with Crayton Walters (a local harbor pilot) who Buddy says was wrong most of the time in overemphasizing the effect of the current on the racers. With the wind up E Scows are so fast that the current becomes less important.

on the first beat to take the lead and local Peter Dodds in M-21 showed great speed passing Augie at one point sailing out from under his lee. Ken Wruk also had a good start on the left end of the line, worked out to the left and was racing in the top of the fleet. The breeze was down and things got tricky on the last beat as a tug boat pushed a barge through the center of the course cutting off a few boats. Barkow won, followed by Dodds and Wruk. Rich Ryon recorded an OCS pushing him back to 5th overall.

Over the course of the weekend Augie Barkow showed great speed and smarts from his college



Bill Kentrich Photo

Saturday brought less wind but as the seabreeze filled once out of the southeast and then later from the east, the sailors found themselves racing nearly all the way to Fort Sumpter and its 7 flag poles where the first shots of the Civil War were fired.

Augie Barkow, after two OCS's on Friday took another shot at the fleet and nailed a second bullet by heading right to the current near the south shore. Phil Barow in LA-314 had it cranked up and finished second with Rich Ryon in LE-2 taking third. In the 5th race (2nd of the day) the wind got a little flukey and shifts on the last beat made for a lot of position changes as the fleet compressed in the tricky and puffy winds. Augie Barkow stayed in front of the pack, Phil Barow got another second, and Tim Farnetta LA-5 rounded out the top 3.

With so many boats with an OCS or two, the regatta was going to be tight. Augie Barkow worked out left

days of racing at the College of Charleston. Rich Ryon and Phil Barow also showed great speed. All three are young sailors less than thirty and it is great to see a strong youth movement. Pat Hughes of Minnetonka loved the informal atmosphere of the regatta and plans on returning next year for sure.

Buddy Melges and PRO Harvey McCormick handed out the awards at Sonny Meyers old pink Mansion on the High Battery just 10 houses down from Carolina Yacht Club. Congratulations go out to Will Demand and his crew for an outstanding regatta and be on the lookout for Tim Farnetta this year. It was a great event that more sailors should pencil into their schedule for next year. Special thanks to Buddy and Gloria for making the regatta extra special with their attendance. ■

Charleston Easter E Scow Regatta

Place	Name	Sail #	R 1	R 2	R 3	R 4	R 5	R 6	Total
1.	Will Demand	T-1	2	10	1	8	8	5	34
2.	Tim Faranetta	LA-5	7	7	5	4	3	8	34
3.	Charles Colman	I-10	4	3	8	9	7	4	35
4.	Ross Griffith	A-1	11	1	6	7	5	6	36
5.	Richard Ryon	LE-2	6	2	2	3	4	OCS	39
6.	Mark Jordan	I-1	5	8	7	5	9	9	43
7.	Peter Dodds	M-21	13	4	10	11	6	2	46
8.	Augie Barkow	X-11	1	OCS	OCS	1	1	1	48
9.	Ken Wruk	I-71	8	6	OCS	6	13	3	58
10.	Steve Schalk	I-564	10	12	4	14	11	10	61
11.	Phil Barow	LA-314	9	OCS	OCS	2	2	7	64
12.	Henry McCray		13	11	13	12	14	12	65
13.	Walter Prause	AH-11	18	9	3	15	12	13	70
14.	Peter Wright	MA-6	14	5	RAF	10	10	11	72
15.	Craig Bradley	HO-13	12	14	14	13	15	18	86
16.	Devon Hull	SC-88	19	13	9	16	17	14	88
17.	Dick Turner	CH-5	17	15	12	17	20	15	96
18.	Gregory Barow	LA-26	15	16	11	19	16	OCS	99
19.	Steve Burns	USA-650	20	17	15	21	21	17	111
20.	Dan Perrin	BH-2	21	18	16	20	18	19	112
21.	Bill Storey	AH-1	16	OCS	OCS	18	19	16	113

Experimental Asymmetric Results

Patt Hughs	M-21	2	1	1	12	10	5	31
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Spring E

Spring E Regatta

Lake Geneva Yacht Club • May 15th & 16th, 2004

By Scott Ripkey

Forty-six E Scow teams made it to the Lake Geneva Yacht Club for the 2004 Spring Regatta. The members of LGYC have made an effort to step-up the social aspect of this event, and it shows.

Seventeen boats rigged and found their way out to the practice race, with the usual last second drop-outs so as not to jinx themselves and afterwards were treated to a "cocktail party" that lasted until 11p.m.

This gave the fleet a light and sunny attitude that was matched Saturday morning by the weather. Race number 1 was sailing into a here and gone NE breeze that mixed the leaders several times. You did not want to lead this race too early. Brian Porter found his way to the lead at the right time and won followed quickly by Peter Slocum, Rob Evans, Jason Hirschberg and Scott Ripkey.

The fleet sailed and paddled back to the club to enjoy lunch. The race committee tried to find

some breeze until about 3:30 at which time the bar tender came on duty and the fleet found something better to do.



Carey Hawkins Photo

Saturday night everyone enjoyed the Pig Roast with all the trimmings and again gave the bar tender some overtime.

Sunday dawned with a little fresher breeze from the SW and with a noon deadline to start a race, the RC set a down-wind finish. The second race did not have much velocity to it, but the leaders found their way to the front.

Congratulations to Sheldon Ecklund for his consistent finishes and victory.

LGYC is very enthusiastic about hosting this regatta every spring and with 40+ boats on the starting line each year this has become a destination regatta for the fleet.

We look forward to seeing everyone back again next year. ■

Spring E

Place	Sail No	Skipper	R 1	R 2	R 3	Pts
1	I-7	Sheldon Ecklund	8	1	2	11.0
2	M-1	Rob Evans	3	7	4	14.0
3	I-49	Brian Porter	1	9	5	15.0
4	V-11	Peter Friend	11	6	1	18.0
5	M-20	Van Johnson	20	4	3	27.0
6	I-4	Pete Wall	7	11	11	29.0
7	V-14	Bill Biwer	10	14	9	33.0
8	V-47	Jim Smith	6	17	12	35.0
9	WA-99	Casey Call	9	5	22	36.0
10	M-53	Peter Slocum	2	13	25	40.0
11	X-751	Jim Gluek	13	21	7	41.0
12	I-101	Scott Ripkey	5	23	15	43.0
13	LA-314	Phillip Barow	15	22	6	43.0
14	V-111	Tobin Tornehl	17	3	28	48.0
15	WH-77	Tom Munroe	16	27	10	53.0
16	GL-31	Jason Sutherland	25	12	21	58.0
17	CR-66	Rob Terry	23	16	19	58.0
18	I-71	Ken Wruk	12	24	23	59.0
19	M-409	Amanda Allen	34	18	8	60.0
20	V-39	Michael Darrow	14	2	DNF	63.0
21	J-151	Jason Hirschberg	4	26	33	63.0
22	M-10	Jack Strothman	22	8	34	64.0
23	SC-1	Mark Jordan	19	32	13	64.0
24	V-89	Kim Buttram	30	19	16	65.0
25	I-564	Steve Schalk	27	10	31	68.0
26	GL-29	Toby Sutherland	18	20	30	68.0
27	V-777	Eric Wilson	21	25	26	72.0
28	I-11	Ron Schloemer	35	15	27	77.0
29	I-13	Bob Youngquist	33	31	14	78.0
30	WA-21	Dave Irmischer	31	30	20	81.0
31	WH-101	Dave Bandstra	28	36	18	82.0
32	IH-44	Kirby Slack	24	28	36	88.0
33	I-18	Bill Freytag	37	38	17	92.0
34	V-112	David Novak	32	37	24	93.0
35	I-333	Frank Davedport	26	35	35	96.0
36	CR-12	Richard Halliday	39	29	29	97.0
37	WA-24	Terry Moorman	29	33	39	101.0
38	GL-3	Tyler Dunphy	36	34	32	102.0
39	I-818	John Simms	38	40	38	116.0
40	M-6	Rob Kauffmann	41	39	37	117.0
41	I-22	Mike Gannon	40	DNS	40	127.0
42	SL-17	Fox/Saunders	DNC	DNC	DNC	141.0

Experimental Asymmetrical Results

TO-101	Art Brereton	3	3	9	15
D-55	Tim O'Keefe	8	9	8	25
J-5	Bill Wyman	39	14	DNF	100
D-42	Richard Beers	28	42	34	104



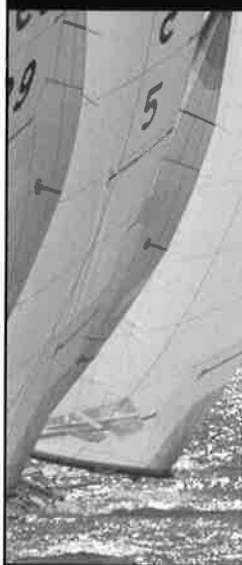
Carey Hawkins Photos

LHYC Ice Breaker

Lake Hopatcong Yacht Club

May 15th & 16th, 2004

Lake Hopatcong Yacht Club Ice Breaker



Place	Boat	R1	R2	R3	R4	R5	Pts
1	LA-99	4	1	3	1	1	10
2	MA-6	3	4	4	2	2	15
3	HO-32	1	6	2	3	4	16
4	KU-11	5	2	1	4	6	18
5	BH-23	11	3	5	9	5	33
6	HO-50	9	8	6	8	3	34
7	HO-51	7	5	9	6	10	37
8	HO-40	6	9	8	7	7	37
9	HO-13	12	7	7	5	9	40
10	LA-55	2	11	12	10	11	46
11	HO-18	8	10	10	11	8	47

Make sure to get into the Groove at both of our March Regatta's

Sarasota One Design Midwinters

March 18th-20th, 2005
Sarasota Sailing Squadron, Sarasota FL
Contact: Jim Barr
(941) 366-1972
jbarr3620@aol.com

Easter Regatta

March 24th-26th, 2005
Carolina Yacht Club, Charleston, SC
Contact: Crayton Walters
(843) 849-9617

www.E-Scow.org

**www.E-Scow.org
Visit often and stay up to date
with all of the goings on in 2005**

NCESA 2005 Price List

Regular/Skipper Membership	\$50.00
Associate/Crew Membership	\$15.00
NCESA Sail Royalty Tags	\$20.00
NCESA Burgee	\$30.00
Address Labels (NCESA Event)	Free
Address Labels (Non-NCESA Event)	\$0.10 per listing
Address Labels Single Use (Hard Copy)	\$0.10 per listing
Address Labels Digital (Database Update)	\$0.30 per listing
Reporter Ad Rate	
Full Page Color	\$500.00
Full Page B/W	\$400.00
Half Page B/W	\$300.00
Quarter Page B/W	\$175.00
NCESA Member Used Boat/Sails Ads	Free
NCESA Member Used Crew Ads	\$17,385.76

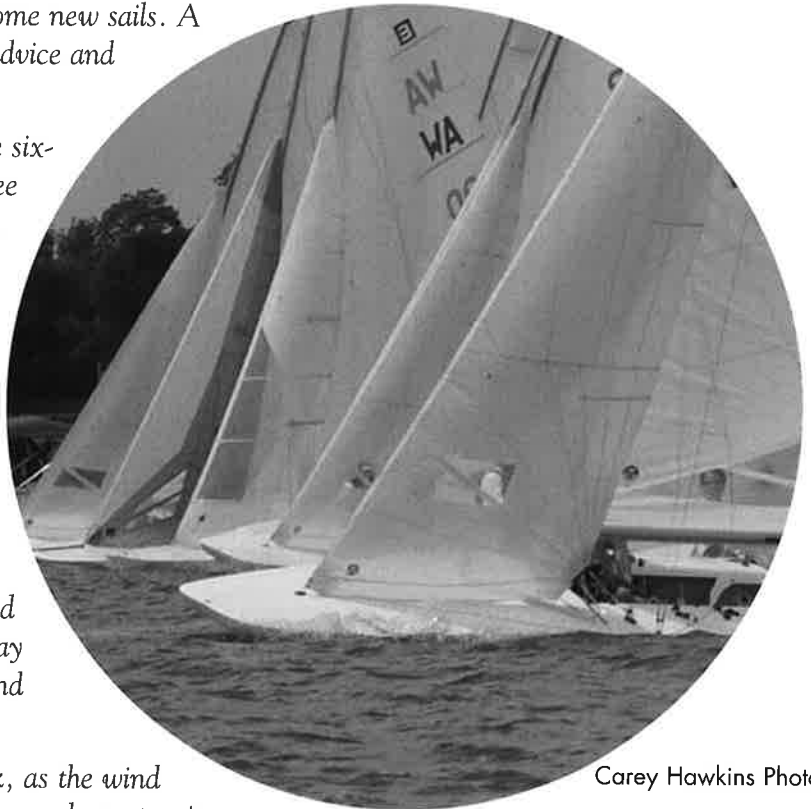
Wawasee E Open

Wawasee Yacht Club • June 12th & 13th, 2004

By Bob Fanning

The Wawasee E Open Regatta can only be described as perfect! Five races, each sailed under different conditions with numerous lead changes and exciting finishes. Gordy Bowers was sailing with a Wawasee customer and was showing off some new sails. A Melges representative and van was available for advice and parts. All was well in E Scow land.

Race 1: began with a promising east wind for the six-leg downwind finish excursion. Perennial Wawasee Regatta do-gooder Paul Wickland MU-22 started well and played the shifts to lead at the first mark but reductions in velocity and gaping holes quickly developed. Pete Price TO-12 performed well down wind and led at the leeward mark but as the fleet returned upwind, the struggle to find the wind began. The race committee wisely shortened the course and finished the boats downwind at the end of the fourth leg. Toby Sutherland GL -29 stayed in the wind that was left and crossed first with Don Nelson WH-12 and Pete Price close behind. Lunch, courtesy of Subway was announced pending a clearer indication of wind and direction.



Carey Hawkins Photo

Race 2: was begun after an extended lunch break, as the wind appeared to be filling in. The course started off square, but a persistent south shift became immediately obvious to the race committee which quickly changed windward and leeward marks several times to keep things interesting. The wind built to about 10-12 miles per hour making the downwind finish a high-speed affair. Rob Terry CR-66 crossed first with Pete Price closing fast and Casey Call WA-99 finishing third. By now it was 3:30 p.m. and the conditions were perfect with a strong south wind. Boats with a fourth were at an obvious advantage.

Race 3: featured long legs and numerous lead changes occasioned by excellent crew work rather than missed shifts or sailing into holes. Pete Price staked his claim to the regatta championship with a bullet. Paul Wickland came roaring in for a second with Dick Tillmam WA-113 a close third. Back on shore, Kenny Bolles WA-1 was heard to say, "If you're not having fun, you're not doing it right."

Kegs of Coors Light and wine courtesy of the Liquor Locker paved the way for a barbeque chicken dinner. The usual story telling was marked by decreasing accuracy as the evening wore on. On Sunday morning, breakfast was provided by Lance's Supermarket. Bill Misenheimer WA-12 was seen in the boatyard receiving a little tuning help from Pete Price, the regatta leader and former owner of Misenheimer's boat.

Race 4: began shortly thereafter with a 15-18 mile per hour breeze from the southeast. The assistance from Pete was obviously helpful as Bill took off and led for several legs. Out of control jibes claimed several victims and the final leg found Misenheimer's lead in jeopardy. Dick Tillman carried a port tack run to the finish lay line and crossed on starboard just inches ahead of Toby Sutherland and Bill Misenheimer. A total of six boats crossed the finish line within five seconds of the race winner Tillman, all with full chutes converging on the line at full speed.

Race 5: saw the wind build to a full 20 miles per hour with some huge gusts and large whitecaps. Masts were way back for most boats and vang's were pulled on hard. Under such conditions, your sailing author was at a disadvantage since staying upright became more important than objective observation. To make matters even more interesting, several capsized boats created obstacles here and there, especially one right at the leeward mark. Apparently, Northern Michigan provides good high wind training as Rob Terry found his second bullet and Pete Price clinched the regatta with a second. Casey Call carried the Wawasee torch into third place.

The race committee consisting of able Lightning sailors, Jeff Schmahl, Bill Allen, Virgil Snyder, Brad Wagnon and Steve Miller put together five fantastic courses and kept them fair and square. At the end of the day, Gordy Bowers was asked how he reacts when the conditions for each race are so different. Gordy indicated that he retunes beginning at the front of the boat and works his way back. When asked why he begins with the jib, Gordy replied, "That's where the wind hits first." ■

Wawasee E Open



Carey Hawkins Photo

Wawasee E Open

JUNE 12 & 13, 2004

Place	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Pts.
1	TO-12	Pete Price /Crew	3	2	1	9	2	17
2	GL-29	Toby Sutherland	1	7	8	2	6	24
3	CR-66	Rob Terry	11	1	6	10	1	29
4	WA-113	Dick Tillman	6	8	3	1	13	31
5	WH-12	Don Nelson	2	10	10	5	5	32
6	WA-99	Casey Call	5	3	15	7	3	33
7	WA-21	David Irmsher	14	4	5	8	4	35
8	WH-101	Dave Bandstra	7	12	4	6	10	39
9	CR1-00	Bill Walter	12	6	11	4	8	41
10	GL3-1	Jason Sutherland	4	13	12	13	9	51
11	WA-47	Bob Herdrich	10	11	9	12	12	54
12	MU-22	Paul Wickland	8	21	2	18	7	56
13	WA-11	Chad Herdrich	15	9	7	16	15	62
14	WA-12	Bill Misenheimer	19	15	18	3	11	66
15	TO-181	Kevin Watrous	17	5	13	14	27/DNF	76
16	WA-8	J.B. VanMeter	9	16	14	11	27/DNF	77
17	WA-24	Terry Moorman	16	14	16	20	14	80
18	WA-17	Scott Hackleman	13	17	21	19	16	86
19	ID-1	Pete Hagar	23.5	20	19	17	17	96.5
20*	WA-90	John Call	18	19	20	22	19	98
21*	WH-48	Jim Barr	21	22	23	15	18	99
22*	WA-1	Justin Bolles	20	24	17	23	20	104
23	WA-49	Mike Beesley	23.5	18	22	21	22	106.5
24	WA-414	George Simpson	22	23	27/DNF	24	21	117
25*	CR-8	Bill Fisk	25	27/DNF	27/DNF	27DNF	27/DNS	133
26*	WA-22	Brian Fanning	26	27/DNF	27/DNF	27DNF	27/DNS	134

* Silver Fleet

2004 NY Championship Regatta (Overall)

At CLYC							At KYC					
Pos.	Sail #	Skipper										Pts.
			1	2	3	4	5	1	2	3	4	
1	KU-11	George Welch, Jr.	2	1	1	3	1	1	3	1	4	17.00
2	CH-6	Rick Turner	1	2	4	2	2	2	1	3	3	20.00
3	KU-6	Ken Fisher	3	3	2	7	3	5	5	4	5	37.00
4	CH-4	Marcus Turner	5	8	8	1	5	6	6	5	7	51.00
5	CH-51	Dave Bargar	4	7	5	4	6	10	8	7	2	53.00
6	CH-5	Dick Turner	6	5	7	6	7	7	10	6	10	64.00
7	CH-71	John Sellstrom	8	4	3	8	4	9	11	10	9	66.00
8	CH-7	Pete Robinson	7	6	6	5	8	12	12	DNF	12	83.00
9	KU-1	George Welch, Sr.	DNC	DNC	DNC	DNC	DNC	3	2	8		89.00
10	KU-9	Bob Cole	DNC	DNC	DNC	DNC	DNC	11	4	2		100.00
11	KU-8	Scott Leonard	DNC	DNC	DNC	DNC	DNC	4	7	9	6	101.00
12	KU-12	William Hudson	DNC	DNC	DNC	DNC	DNC	8	9	11	11	114.00
13	CH-1	Chris Creighton	DNC	DNC	DNC	DNC	DNC	13	13	12	13	126.00
14	KU-99	Andy Braman	DNC	DNC	DNC	DNC	DNC	DNS	DNS	DNS	DNF	135.00

Chautauqua Lake Yacht Club June 5th & 6th, 2004								
Pos.	Sail #	Skipper	1	2	3	4	5	Pts.
1	KU-11	George Welch, Jr.	2	1	1	3	1	8.00
2	CH-6	Rick Turner	1	2	4	2	2	11.00
3	KU-6	Ken Fisher	3	3	2	7	3	18.00
4	CH-51	Dave Bargar	4	7	5	4	6	26.00
5	CH-4	Marcus Turner	5	8	8	1	5	27.00
6	CH-71	John Sellstrom	8	4	3	8	4	27.00
7	CH-5	Dick Turner	6	5	7	6	7	31.00
8	CH-7	Pete Robinson	7	6	6	5	8	32.00

Keuka Yacht Club July 24th & 25th, 2004							
Pos.	Sail #	Skipper	1	2	3	4	Pts.
1	KU-11	George Welch, Jr.	1	3	1	4	9.00
2	CH-6	Rick Turner	2	1	3	3	9.00
3	KU-1	George Welch, Sr.	3	2	8	1	14.00
4	KU-6	Ken Fisher	5	5	4	5	19.00
5	CH-4	Marcus Turner	6	6	5	7	24.00
6	KU-9	Bob Cole	11	4	2	8	25.00
7	KU-8	Scott Leonard	4	7	9	6	26.00
8	CH-51	Dave Bargar	10	8	7	2	27.00
9	CH-5	Dick Turner	7	10	6	10	33.00
10	KU-12	William Hudson	8	9	11	11	39.00
11	CH-71	John Sellstrom	9	11	10	9	39.00
12	CH-7	Pete Robinson	12	12	DNF	12	51.00
13	CH-1	Chris Creighton	13	13	12	13	51.00
14	KU-99	Andy Braman	DNS	DNS	DNS	DNF	60.00

When it Blows

Reprinted from the NCESA Reporter,

Spring, 1965 Vol. 1 No. 1

By Bill Bensten



When white caps are rolling do you inwardly dread the thought of the race? If so, join the majority... don't be misled by the "carefree" countenances around you most are sheer facades!

Heavy air confidence is not just a state of mind or will...

although a positive attitude helps. Confidence is mostly a result of having been there before; the accumulation of experience and skill, much of which can be self-taught by reflecting on your own experiences after you've been through them. The more you sail in heavy air, the less ominous will seem the wind sounds, the dark water and the chilling breeze.

But heavy air experience is hard to come by; most seasons have really few strong wind race days. So tip number 1: Make yourself go out and practice when you're 'not' racing. Actual races are a poor time to practice anything. They rarely allow immediate repetition of a maneuver or a sail change, or experiments with different rig adjustments.

Before going out at all, be sure your boat and equipment are in good condition, so you don't have to worry about putting strain on the gear. Be sure the crew is properly dressed. Cold induces fatigue and loss of concentration as well as fighting spirit.

Lets begin at the dock. Place a sufficiently long nylon painter 'low' on a post or ring. This will keep the boat from jerking frantically. Don't leave sails or spare clothing on the deck... they'll roll or blow off. Put life jackets on and extra life jackets, if you have them on board behind the board boxes: light sails forward under the deck: hang extra lines on hooks.

Before hoisting sails be sure that halyards are clear, and main and jib sheets are free to run. Have the boards up so the hull can move laterally when the wind shifts rather than sailing into the dock.

Set the outhaul at the maximum, hoist the main quickly to the pre marked halyard position and put on full downhaul for less wind flapping. To get the jib up without tearing the sail or breaking battens, hoist fast, while one crewmember feeds the luff of the sail up at the forestay. Then have him pull on the forestay to pull the mast forward (be sure the back stays are off), and securing the halyard will be easier. If it's really whistling, have someone control the jib with both sheets so it doesn't flap wildly. Next, go sailing right away. It is just plain hard on your equipment to have everything rattling and snapping in the wind at the dock.

There are two ways worth knowing for getting away from the dock. If you have plenty of room, have the foredeck man give the bow a good shove away from the wind, have another person trim the jib flat immediately to get the bow off, and let the main run. Once on the desired course both sails can be trimmed properly. (Many beginners make the error of keeping the main in and not having the jib trimmed right away.) They either round up into the wind and land again, or find they have another boat in their gunsights with no chance of peeling off below it's stern. Crunch!

In crowded conditions you can back down several boat lengths, by keeping main trimmed amidships and jib free, or hand held in just the right place and steering backwards. When you're out far enough, trim the jib to weather for a moment to start the bow off, then proceed as before.

Now that you're out there, sail to weather. Get the feel of the boat and of the day's conditions. Get everyone's tail end 'over' the rail. Hiking straps help. The crew should sit close together, just abaft of the shroud.





Keep the jib trimmed hard; this is the only way to get it flat enough. Work the main in and out if needed; once the boat is really moving and "in the groove" this should be less necessary. Watch for the puffs coming; head up a little bit just before you think they'll hit. Sail the boat a little 'flatter' than normal; she'll present less windage surface profile, should steer more easily and will be much less likely to capsize.

If after sailing several minutes you feel everyone is settled down and performing his or her job well, and you're still having trouble holding the boat down without luffing too high, a few adjustments may be needed. Main outhaul and downhaul and jib luff should be maximum. Jib leads should be somewhat more out and aft than normal. Perhaps more mast bend is needed to flatten the main and free the leach. It can stand 8-10 inches of bend (or more) before it is in danger of breaking. (remember that this article was written in 1965 when wood masts were the standard) The main travelers all of the way out. By all means the mast aft one or more notches with the jib halyard. This will make a bigger difference than most all other tuning factors. Pull the bilgeboard up a few inches if you have a too-strong weather helm.

Once you have things adjusted to the extreme for heavy air, don't be afraid to trim the sails really hard. You may find this was all you needed.

At the start, try to avoid tacking or jibbing in the last 30-40 seconds. When you hit the line, be moving. After the start, "sprint" for as much of the first leg as possible. In large fleets especially, this maximum effort at first will give you that little edge to get out ahead into clear wind and water.

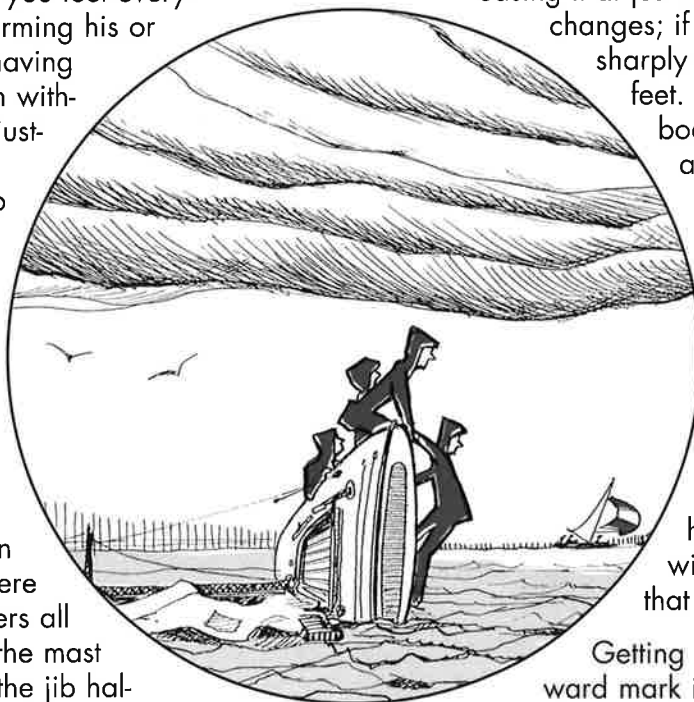
In tacking, make it snappy; swing a little beyond the new course if necessary to get some acceleration. Pumping the main two or three times also helps shift down into second gear momentarily.

Rounding the top mark to best advantage means sailing around the arc of a large circle smoothly. Sail beyond the mark till you're sure of not hitting it if you do have to bear off sharply. Let the jib suck forward, easing it at just the right time as the course changes; if necessary, ease the main sharply to keep the boat on it's feet. In other words, keep the boat moving 'fast'; worry about getting the chute or reacher up afterward.

When jibbing, go from run to run, rather than reach to reach. Even though you may be turning at a reaching mark, make the turn gradual enough so that jibe itself takes place when you're headed downwind. Things will be more under control that way.

Getting back on the wind at the leeward mark is not hard if both sails are trimmed approximately together. Notice that the sails themselves are almost more important than the rudders, for steering in heavy weather.

With the race over, getting home again is the last project. In judging your landing, remember that both the wind and the waves will slow you quickly... don't allow too much room before you head into the wind. Come in fairly fast, and trim the main as you turn. Don't allow anyone forward of the mast until you are actually headed into the wind; otherwise making the turn is much harder. The entire crew should be ready to back down and go out again for another try if the



When it Blows cont.

first attempt falls short.

Finally, get the sails down and off the boat 'now'. Don't head for the clubhouse until everything is secure and ideally until the boat is out of the water.

A word about capsizes: Avoiding them is mostly a matter of everyone constantly on the alert, ready to shift weight or ease sheets at the moment needed. Apart from that, keep the boat close to the wind on the weather legs, jamming her into the wind if a really hard puff hits, and downwind be ready to ease main and traveler and bear off sharply in the puffs. (Don't ease the jib; this prevents you from bearing off fast).

If you do capsize don't give up. Get one or two people on the low board, pronto. Then send someone out to the bow, to swim the bow into the wind.

Now get someone on the highboard and start bouncing gently. The mast will rise slowly, then quickly as the wind gets under the sails. Be sure everyone hangs on to the boat, however. It will drift faster than you can swim.

After your first heavy-weather day this season, read this again. You'll probably have some new ideas of your own on dealing with the days...when it blows. ■

(Editors note: This was the first of the 'How To Series' reprinted almost exactly as it was originally in 1965. Though some of our technology has changed in the past 40 years, Bill's descriptions have not. This is great for beginners and a good refresher for some of our seasoned veterans. By the way, make sure you have your life preservers on!)



Bill Kentrich Photo

ILYA E Invitational

Clear Lake Yacht Club
July 8th - 11th, 2004

Pos.	Skipper	Sail #	R 1	R 2	R 3	R 4	PTS
1	Andy Burdick	I-45	1	2	6	5	14.0
2	Vincent Porter	I-49	4	3	4	3	14.0
3	Gordy Bowers	M-11	2	8	1	6	17.0
4	Tom Burton	M-9	3	7	5	2	17.0
5	John Dennis	M-2	6	6	8	1	21.0
6	Jack Strothman	M-10	15	1	3	9	28.0
7	Peter Friend	V-11	8	5	2	16	31.0
8	Tom Sweitzer	V-9	9	11	9	7	36.0
9	Woody/Kevin Jewett	M-77	7	12	7	14	40.0
10	Eric Wilson	V-777	10	4	12	15	41.0
11	Bill Allen	M-4	5	9	17	11	42.0
12	Jeff Solum	M-12	12	15	13	4	44.0
13	Jim Smith	V-47	11	10	11	12	44.0
14	Jon Schloesser	J-80	16	14	10	8	48.0
15	Tobin Tornehl	V-111	14	13	14	13	54.0
16	Van Johnson	M-20	13	17	15	10	55.0
17	Amanda Allen	M-409	19	16	22	17	74.0
18	Mike Lundberg	Z-5	21	18	18	23	80.0
19	Jeff Seeboth	V-49	17	19	21	24	81.0
20	Carl Zinn	M-35	20	21	20	20	81.0
21	Charlie MacNider	Z-15	22	25	16	19	82.0
22	Ben Burgurm	M-14	18	20	DNF	18	87.0
23	Tom Erickson	Z-16	25	22	19	22	88.0
24	Schurtz / Johnson	Z-50	24	23	23	25	95.0
25	Steve Paulsen	Z-1	27	27	24	21	99.0
26	Jenny Child	Z-22	23	26	25	26	100.0
27	Bob Swanson	Z-24	26	24	26	27	103.0
Experimental Asymmetrical Results							
	Pat Hughes *	M-21	12	21	18	13	64.0
	Bill Wyman *	J-5	21	18	22	21	82.0

WMYA Invitational

by Jon Pomerleau

Rob Terry CR-66 made a stirring comeback fit for a Hollywood script to win a challenging 2004 WMYA E Scow Invitational Regatta at beautiful Torch Lake. Shifty light to moderate conditions kept 20 talented crews on their toes for 4 races on Saturday and 1 race Sunday afternoon. In addition to Terry, Crystal Lake sailors Bill Walter, Bob Wynkoop and E Class Commodore Pete Price were in the mix at Torch.

When the wind moved 30 degrees left and died seconds before the first race, Terry became buried behind the line and dug a big hole with a 14.

After a clean start and a solid 2 in the next race, Terry

again got buried at the start of the third race and sailed the first 2 legs of the race dead last. He passed two thirds of the fleet over the next 3 legs to salvage a 7 and maintain a margin of hope.



A nice start in the fourth and final race of the day put Terry in contention immediately. Trailing race leader and regatta contender David Fox SL-17 toward the bottom mark, Terry made a devastating move on Fox that ultimately decided the race. After a wonderful job of fighting off Terry on the downwind leg, the two boats came toward the mark on port, with Terry below and behind Fox. When Fox finally took his eyes off Terry to make sure his boat and crew were ready for the upcoming rounding, Terry quickly heated it up across Fox's stern and then rolled down to an immediate 3/4 overlap inside Fox with about 3 lengths to go to the mark. After a late douse and a clean rounding, Terry quickly pulled to a 3 boat-length lead coming out of the mark with Fox eating his bad air. Fox eventually bailed onto the unfavored tack and Terry went on to win easily. The win put Terry right into contention in 3rd place, 3 points behind regatta leader Casey Call of Wawasee. Three Crystal boats ended the day in the top 8 and in solid trophy contention.

Sunday morning brought a dead calm and a near consensus that the regatta was over. Patience paid off for the excellent Race Committee as the breeze filled in around lunch time and a final race was scheduled for 1 pm. The contenders all moved quickly to the front of the fleet as numerous battles and lead changes happened with every shift and tactical decision. Regatta leader Casey Call was

Legendary Larry Price checking out the A-Sail at the WMYA Championship

WMYA Invitational cont.

in the thick of it and led at the start of the second upwind leg. With a 30 degree left shift that had been on for quite a while, Call and a few others sailed toward it thinking it would persist. Terry, followed by Price, went right taking the big lift as far up the lake as possible. When the wind came back to the right half way up the leg, Terry took the lead for good. After numerous battles for positions 2-5 over the next two legs, Pete Price and Tom Monroe WH-77 slid in front of Call, giving Terry the 3 point margin he needed to catch Call. With 2 race victories vs. none, Terry won the tiebreak and the regatta.

With a strong finish in races 4 and 5, Pete Price

moved up to a 3rd place trophy. Bill Walter won race 2 and was in the thick of it until the final race. The improved competition and renewed interest in the Crystal E Fleet appears to be paying dividends as Crystal sailors prepare to host the Westerns and Nationals this year.

As usual, the hosts at Torch were wonderful and the setting was spectacular. Hopefully we can double our traveling contingent when the Invitational heads back to Torch in 2006. ■

WMYA Invitational Results

Pos.	Skipper	Sail #	1	2	3	4	5	Pts.
1	Rob Terry	CR-66	14	2	7	1	1	25
2	Casey Call	WA-99	2	7	2	10	4	25
3	Pete Price	TO-12	12	4	6	6	3	31
4	Dave Bandstra	WH-101	1	10	10	2	9	32
5	Don Nelson	WH-12	15	3	1	8	5	32
6	David Fox	SL-17	10	6	5	5	6	32
7	Tom Munro	WH-77	3	17	14	4	2	40
8	George Powell	TO-101	11	11	11	3	7	43
9	Steve Johanson	TO-33	9	8	4	11	13	45
10	Neil Gerrity	TO-5	4	19	3	13	10	49
11	Jeff Hoch	TO-4	7	5	18	17	12	49
12	Bill Walter	CR-100	13	1	9	12	18	53
13	Kevin Watrous	TO-181	5	9	17	16	8	55
14	Andy Powel	TO-7	6	18	13	19	14	70
15	Denny Malone	TO-8	18	20	8	9	16	71
16	Bill Misenheimer	WA-12	8	14	15	14	DNS	72
17	Bob Wynkoop	CR-75	17	15	20	15	11	78
18	Charlie Turk	TO-2	20	13	12	20	15	80
19	Glenn Hallett	TO-11	19	12	16	18	19	84
20	Paul Wickland	MU-22	16	16	19	17	17	85



Eastern E Scow Championship

Lavallette Yacht Club

August, 5th - 7th, 2004

By Stan Schreyer and Phillip Barow

Changes

This year's Easterns was all about changes. The top of the fleet demonstrated their ability to overcome and adapt their entire program to a different set of conditions than expected in a revitalized style E Scow that was once sailed by the likes of Runnie Colie, Peter Fourtenbaugh and Scott Callahan. The regatta organizers and race committee also had to battle with a very shifty wind that routinely shifted through a 40-degree range for most of the races. These challenging conditions were well met by the regatta organizers and members of Lavallette Yacht Club who had a difficult job following in the footsteps of two of the Eastern Fleets favorite Eastern Hosts - Keuka Yacht Club and Little Egg Harbor Yacht Club.

Changes in the Wind

While the Jersey Shore is dominated by a love of Bruce Springsteen and a predictable summer thermal, this regatta saw none of the latter. One week before the regatta a strong Northeaster blew through the east coast, this erratic pattern was followed by two days of light to moderate south to southeast breeze. Even though the experienced sailor at the Jersey Shore would have predicted that the typical thermal would be back with a vengeance for the regatta, a second strong movement of air from the north greeted the racers on the first day of the regatta.

The racers left the dock on a cool Thursday morning in a very stiff north breeze. The unsettled breeze had strong puffs and averaged 18 - 20 knots at the harbor gun. This did not last long. While the race committee was preparing to set the course to the current conditions, the wind decreased from its strong 18-20 knots to a shifty 12-15 knots. With this rapid decline in breeze conditions occurring ten minutes before the start, the competitors had a difficult decision to determine if the change in velocity was permanent or just a large lull.

The first beat was moderately shifty and long, giving the fleet ample opportunity to get separation and make a choice between trying to find flatter water on the right side of the course or more favorable shifts on the left. The first beat was dominated by Eric Johnson, who sailing with his two sons, Reed and Clay, and Leigh Kempton, showed the fleet that a ten year hiatus did not affect his ability to get the boat around the course. The veteran and his young crew were able to fend off the rest of the fleet and took the bullet.

After a lunch break the second race was started in the slightly puffier conditions. With a starboard favored first beat, the race leaders had to rely on speed to get their boats up the course and keep their lane clear. Paul Magno, Dick Wight and Eric Johnson did just that and were able to get separation from the fleet. After dealing with the ever-shifting breeze, and changing gears through a very puffy race, Dick Wight took the honors. Dick and his crew, Nathan Wight, Ed Vincowski and Jay Darling proved they were serious about adding another title to Dick's impressive resume. At the end of the first day it was clear that this was a three-horse regatta, and it would take another four battles to decide the eventual champion. Dick Wight had a slight lead on Eric Johnson and Paul Magno demonstrated he was a contender.



Changes in Attitude

Thursday night's cocktail party was hosted by James Maida and his family on West Point Island. His recently renovated home served as the perfect venue to enjoy the sunset with cocktails and reminisce about the day's victories and misfortunes. With everyone having received ample sun from a full day on the water and ample food and drinks at the Maida house there was not much motivation by the fleet to take in the local Jersey bar attractions. The festivities held at a place that Jimmy Buffet would surely admire was more than enough to keep this kid satisfied.

Changes in the Hierarchy

Day two brought more unstable wind from the north-east. At the beginning of the day, it looked as if the racing conditions would be a carbon copy of the previous day; however, that was not the case. The first race was significantly puffier than the pervious day with larger blasts dominating the eastern side of the course. This became a significant factor downwind, as the puffs were easy to sail out of. At one point, during the first race, I was separated from Paul Magno by less than fifty feet but was able to sail in at least seven more knots of wind and put some serious distance on him. Without paying serious attention to the water and movements of air it was possible to sail right off the course. While I had at one point thought I left Paul Magno for dead, he made some wise choices and was able to snatch the victory. Paul was doing his best to apply pressure to Erik Johnson, but Erik was able to sail well and finish second.

After an extended lunch, race four of the regatta began in similar conditions to the previous race; however, there was a touch more velocity. As the race progressed, it looked as if the conditions would hold steady all day long. Erik Johnson knew that he had to put in a good one to give him some breathing room from Magno and Wight who were hot on his tail. Each mark rounding saw significant changes. Paul Magno went from top eight to second and back to sixth by the end of the race. This is where the new blood of the Eastern E Scow fleet started to shine and allow Erik Johnson to put some breathing room on his competitors. Richie Ryon and crew of Parry Barclay, Micky Sala and James McGowan scored a second place- their best Eastern's finish to date. This would prove to be the beginning of some excellent sailing by the E Amigo's.

Race five began with a huge drop in velocity, and a large right shift just prior to the starting gun. As the fleet left the starting line, the righty appeared as though it would hold for the beat, and anyone who



Sarah Wiss Photos

All hands around the offset

Eastern E Scow Championship cont.



Eastern Champion Erik Johnson

did not start on the boat end of the line appeared to be out of contention for this race. But as we all know, dying breezes are very unstable, and the right shift was followed by an equally large left shift which allowed those who had gotten off the middle and pin end of the line clean to cross the fleet. In fact, the tables had totally turned, and those who looked so good at the boat end of the starting line were left far behind. The majority of the race was sailed in unstable winds of less than 6 knots. Richie Ryon, Bob Donat, and Scott Leonard took advantage of these conditions to jump out ahead early, and the trio stayed ahead. The three changed positions often throughout the race, with the final order being Ryon, Donat, and Leonard. Richie Ryon was beginning to show that he and his crew will be a force to be dealt with. Dinner and dancing on the LYC porch followed the racing. When the band left, the karaoke machine promptly arrived to prolong the party into the wee hours of the morning.

On Saturday morning we woke up to another day of northwest winds. In twenty-three years of racing on Barnegat Bay, I have never raced a three-day regatta wholly in northwest winds. The race began in about four knots of wind, and this would prove to be the highest velocity of the day. Position changes were so common throughout the race that an outside observer would have thought we were playing leapfrog rather than competing in a sailboat race. However, early on in the race, Dick Wight took the lead, and extended in brilliant fashion. While the rest of the fleet was in confusion, fighting for second place, Dick extended, and extended, tacking for breeze that only he knew would be there when he arrived. Erik Johnson dealt with some anxious legs as he worked to sail himself into the money. In the end he finished in third place in this race, clinching him the Eastern E Scow crown by three points over Dick Wight.

The conditions for the regatta were far from what most of us expected for an August regatta on Barnegat Bay. But the challenging sailing resulted in some excellent racing. It seemed like most had a good time during the evening activities as well. Congratulations to Erik, Clay and Reed Johnson, and Leigh Kempton for their Eastern's victory, and thank you to Lavallette Yacht Club for hosting the event.

We would also like to congratulate the Lavallette Yacht Club race committee who won the prestigious BBYRA Race Committee Management Award. ■

Eastern E Scow Championship

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	Total
1	LE-18	Erik Johnson	1	3	2	1	19*	3	10
2	MA-10	Richard Wight	2	1	8*	3	6	1	13
3	LA-88	Paul Magno	9*	2	1	6	4	5	18
4	LE-2	Richard Ryon	14	6	19*	2	1	4	27
5	LA-99	Dave Magno	8	4	11*	4	10	9	35
6	KU-11	George Welch, Jr.	7	7	12	10	13*	2	38
7	BH-22	Robert Koar, Jr.	3	17*	9	5	11	13	41
8	LA-5	Tim Faranetta	10	5	3	18*	9	16	43
9	SS-1	Mark Beaton	4	12	5	11	14*	11	43
10	LA-314	Phil Barow	6	18*	4	12	15	8	45
11	CH-6	Rick Turner	15*	15	13	7	8	7	50
12	LE-8	Jack Lampman	5	9	18	14	5	22*	51
13	T-17	Cliff Campbell	13	8	7	21*	12	12	52
14	LE-3	Bob Donat	17	10	17	8	2	23*	54
15	IH-71	Kirby Slack	11	14	6	13	20*	15	59
16	MA-11	Peter Hurley	21	11	21	9	22*	6	68
17	MA-6	Garret Sayia	16	19*	10	19	16	14	75
18	KU-6	Ken Fisher	20	13	20	17	7	21*	77
19	HO-32	Tom Wiss	18	34*	14	15	21	10	78
20	IH-27	Had Brick	12	16	15	16	34*	28	87
21	KU-8	Scott Leonard	24*	23	23	22	3	19	90
22	IH-1	Art Bailey	26*	22	16	20	25	17	100
23	HO-40	C.B. Johnson	23*	21	22	23	18	20	104
24	LE-1	Walt Lenhard	22	26	34*	25	17	30	120
25	HO-50	Eric Rochelle	27	30*	28	24	26	18	123
26	HO-13	Craig Bradley	34*	28	26	26	23	24	127
27	LE-33	Andrew Mackessy	30*	27	24	28	27	25	131
28	HO-45	Jim Flynn	29	29	27	27	24	31*	136
29	KU-12	William Hudson	28	24	25	34*	34**	26	137
30	CH-5	Dick Turner	19	20	34*	34**	34**	34**	141
31	MA-18	Clifford Lewis	25	25	34*	34**	34**	27	145
32	HO-18	Ken Rand	31	31	29	34*	34**	29	154
33	CH-7	Peter Robinson	34**	34**	34**	34**	34**	34**	170

*Indicates Throw out

Anticipate the Shift!



Pat Dunsworth Photo

Quantum Announces a New Addition to Our Racing Team **Bill Allen**

Perennial scow champion, Bill Allen will be on the prowl for Quantum in 2005. Bill has won championships in the E-Scow, C-Scow, A-Scow and a variety of other one-designs, not to mention a gold medal! He will work with all Quantum customers but will primarily be involved with those in Minnesota, Iowa and Missouri.

Bill has raced scows for over 30 years. He is also a former sail loft owner. His sail design ability is second to none. Look for his influence in future scow sail designs.

Bill not only has a wonderful eye for sail design, but he's also a pleasure to chat with after a good or bad day on the water. Quantum-Inland is excited to announce Bill's addition to our strong sales and service staff.

E-Scow Highlights

National Championship

2nd, 5th, 10th

Geneva Spring

5th

ILYA Invitational

3rd

ILYA Championship

8th, 9th

Wawasee Open

2nd

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Quantum Minnesota—Bill Allen (612) 816-1961

National's



National's



Here comes the pack

Rob Westrich Photo

National Champion Brian Porter



Rob Westrich Photo

Team Herdrich moving nicely down wind



Rob Westrich Photo

Eastern's

Sarah Wiss Photo

Kirby Slack blasting down wind



Sarah Wiss Photo

Dick Wight with the lead



Eastern's



It wouldn't be the Reporter without a photo of Tim Faranetta



Sarah Wiss Photo



WMYA's



At that ticklish point

Rob Westrich Photo



me hike hard....not

Rob Westrich Photo



Sweet!

Rob Westrich Photo

WMYA's

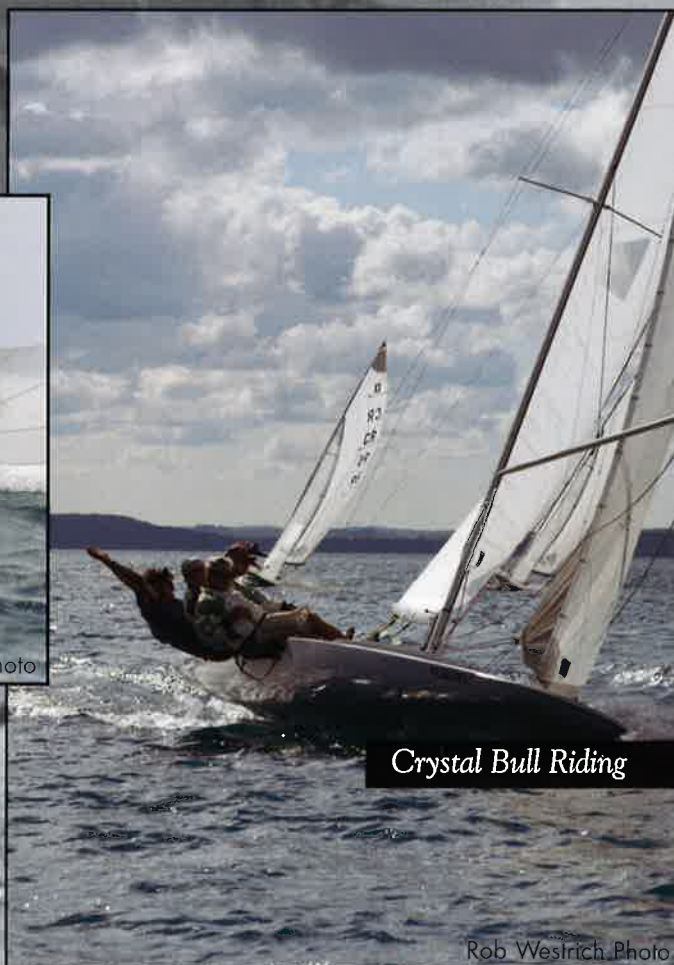
Team Nelson working to weather



Getting a little wet skip



Crystal Bull Riding



ILYA's



WMYA Championship Regatta

Crystal Lake Yacht Club • August 5th-8th, 2004

By Jon Pomerleau

The 75th Annual Western Michigan Championship Regatta brought a total of 29 E Class Scows to Crystal Lake, one of the premiere inland lake sailing venues. Crystal Lake Fleet Champion Rob Terry (CR-66) backed up his 2004 WMYA



At the start

evening on Saturday. The prevailing breezes out of the Assembly (SW) and Crystal Downs (NW) that sailors familiar with Crystal are accustomed to never materialized during the week, making the regatta an equal challenge for all.

The competition was very tight throughout, with four different race winners and no leading margin greater than 3 points. Terry and Nelson were tied for the Regatta lead going into the final race, with Tom Munroe (WH-77) only 3 points back. Terry went 3, 2, 1, 6, 1 to edge Nelson by 2 and Munroe by 7. Torch Lake's Art Brereton (TO-101) clinched fourth overall with a strong 2 in the final race and also won the Masters division over Crystal Lake Commodore Bill Walter (CR-100), who took home the trophy for sixth overall. Doug McNeil (WH-111) won the first race and was fifth overall.

Race 1: The Regatta opened Thursday with an oscillating NNE breeze in the middle to upper teens. David Fox (SL-17) of Spring Lake did an excellent job of sailing the shifts and opened up a substantial lead by the top of the second beat. Rob Terry fought back from deeper in the pack to round a distant second behind Fox, then caught a puff and kept the boat deep and on plane all the way down the course until catching Fox at the bottom mark. Fox and Terry engaged in a lengthy tacking duel up the final beat while Doug McNeil hit the left

corner. Within 100 yards of the finish McNeil came out of nowhere and crossed just in front to edge Fox and Terry in that order.

Race 2: Friday brought shifty west winds around 10 knots with some good puffs and lulls and big ugly holes to keep things interesting. Don Nelson jumped out in front and won wire to wire. Terry, Munroe, Fox, Brereton and McNeil were all in the hunt for second and constantly changed positions. After a wild tactical exchange coming down the second downwind leg, all five boats were close enough to reach out and touch each other. Terry had starboard rights on the inside and took his chute right to the mark, leaving the mess behind and going on to a 2. With the pile at the bottom mark and a shifty final beat, Kevin Watrous (TO-181) came up to 4th and WMYA Commodore Walker Wynkoop (CR-17) slid in with a 5.

Race 3: The first race Saturday saw west winds around 10 knots again with some good puffs. After some pretty aggressive pre-start activities led to a pair of general recalls, the black flag came out for the third attempt. Leading by one point over Nelson, Terry initially parked above Nelson on the line, with each boat having a pretty good hole to work in. When some latecomers started eyeing Terry's hole with about 15 seconds to go, Terry quickly spun his boat and crossed below Nelson's stern and then back up to head Nelson directly upwind. Terry gassed Nelson off the line and went on to win the race wire to wire. Nelson did a miraculous job of crossing through the fleet and finishing with a nice 3 behind Art Brereton. Terry's 3-point lead would be the biggest of the week.

Race 4: The second race Saturday started in similar moderate breeze and then ended up in a drifter. Bruce Patterson (CR-51) opened up a huge lead and started to run away from the fleet. Tom Munroe worked the left side of the course hard both up and down and finally caught Patterson near the end of the second downwind leg, jibing inside and rolling him to go on to win. Don Nelson did another phenomenal job to finish 3rd in the mixed conditions. With Terry finishing 6th, this created a tie for the lead and a little extra drama for the final race. Munroe was now only 3 points out.

Race 5: After a wonderful Commodores Ball Saturday evening, the competitors were rewarded on Sunday by exactly what they had asked for. With life jacket and flotation panel flags flying at the dock, the big breeze from the south made for a perfect finale. The boats that could change gears in the

puffs, as well as power through the chop at the bottom of the beat and sail for speed in the flat water at the top had the advantage.

Despite a good square starting line, after the second general recall, it became obvious that all the top boats were fighting for the pin end and the favored left side toward the open lake. After being fouled pretty badly and put in the back row on the second start attempt, Terry conservatively headed back to the boat end of the line with the marshmallows as the black flag went up. Tom Munroe won the pin with Don Nelson just above him. Both raced out to the left corner with Nelson tacking first and gaining a slight edge coming up the port layline. Terry pulled a perfect boat end start but kept going toward the favored left anyway, eventually tacking twice up the left middle. With the regatta on the line, Nelson, Munroe and Terry hit the top mark 1-2-3 on port tack, with Nelson a little

ahead and Terry within a foot of Munroe. Terry's crew won the race to get the pole and the chute up and quickly rolled over Munroe coming out of the offset mark. After splitting jibes going downwind, Nelson held a 2-3 length lead over Terry at the bottom. After briefly covering Terry on the second upwind leg, Nelson let Terry go back to the right while he pursued the left side that had worked so well for him on the first beat. Terry went to the right middle and started working the shifts. When they came back together at the top, Terry had moved in front. Terry extended his lead over the remaining two legs to clinch the race and the regatta. Art Brereton did a great job hitting the shifts on the last beat and slid into 2nd with Nelson finishing 3rd. Bill Walter got by Munroe to finish 4th and secure a trophy. You could not ask for better conditions or a better contest. ■



Rob Terry keeps an eye on the fleet.

Experiment Notes:

Veteran Crystal sailors Ted Green (CR-10) and legend Larry Price sailed new asymmetric models in the regatta. Both looked very sharp and were near the front in every race. Both did a great job of demonstrating the sparkling performance of these new designs without hindering the scored competitors, not an easy task when sailing different angles upwind and down. With rig support to the top of the mast, both boats appeared to point significantly higher upwind than the scored boats. The large masthead A-sails were also very impressive downwind, achieving great speed on hot angles. There were lots of smiles when the wind was up. Both crews seemed to think there was a distinct advantage in stronger breeze, but were much less certain in the lighter stuff.

Art Brereton and Bill Walter competed with the experimental long-batten mainsails. Both finished in the top six, although this would be typical of accomplished sailors of their caliber. Brereton's long-batten tore through the front of the batten pocket in the strong breeze Sunday, making it a challenge to drop his main at the dock with a couple of feet of batten hung on the spreader. It appeared to have little impact on the race as he finished with a solid 2.

WMYA Championship Regatta

WMYA Results

Bill Kentnich Photo

Pl	Sail #	Skipper	1	2	3	4	5	Total
1	CR-66	Rob Terry	3	2	1	6	1	13
2	WH-12	Don Nelson	5	1	3	3	3	15
3	WH-77	Tom Munroe	4	6	4	1	5	20
4	TO-101	Art Brereton	11	3	2	9	2	27
5	WH-111	Doug MCneil	1	7	6	7	10	31
6	CR-100	Bill Walter	7	9	7	4	4	31
7	SL-17	Fox/ Saunders	2	8	9	5	8	32
8	TO-181	Kevin Watrous	10	4	15	17	7	53
9	TO-12	Pete Price	9	21	11	8	6	55
10	CR-51	Bruce Patterson	14	18	10	2	18	62
11	CR-17	Walker Wynkoop	20	5	12	13	12	62
12	MU-22	Paul Wickland	18	23	5	10	11	67
13	SL-8	Brein Fox/Nils Reuterдах	6	11	14	22	16	69
14	CR-77	George Lindner	8	20	13	21	13	75
15	SL-11	D.J. Edgerle	15	13	17	16	14	75
16	SL-2	Tad Welch M	13	10	19	18	17	77
17	TO-33	Steve Johanson	21	12	8	12	BFD	81
18	CR-12	Richard Halliday	26	14	16	19	9	84
19	WH-11	Karon Hagen	17	19	18	11	19	84
20	TO-11	Glenn Hallett	12	16	22	20	15	85
21	TO-8	Denny Malone	24	17	20	14	BFD	103
22	G-11	Richard Grant	23	22	23	15	20	103
23	SL-18	Bill Knappe	25	15	24	23	21	108
24	WH-1	John MCneil	16	DNF	21	DNS	DNS	121
25	CR-95	Zack Rosenoff	22	25	BFD	24	22	121
26	CR-75	Bob Wynkoop	19	24	25	DNS	DNS	124
27	CR-8	Bill Fisk	DNS	DNS	DNS	DNS	DNS	140

Experimental Asymmetrical Results

CR-10	Ted Green	2	8	7	3	5	25
TO-1X1	Larry Price	5	10	19	13	2	49

ILYA Championship

Green Lake Yacht Club • August 11th-15th, 2004

By Dierk Polzin

Green Lake hosted a chilly but wonderful ILYA Championship in early August. While the calendar could have been October instead of August as the winds were up and the steam fog was rising off the water nearly every morning as record cold came down like an express train from the arctic circle. All the ingredients were ordered: winds, shifts and the top sailors from throughout the ILYA travelling to one of the most beautiful lakes in all of scow racing.

The only puzzling thing was the low turnout of thirty-seven boats. Which may have been for many reasons: a long no-wind event last year in Madison, high gasoline prices, lack of crew, or maybe many sailors looking forward to Nationals at Crystal, or just maybe they just saw the forecast for cold windy days.

Race One - a very windy affair with winds gusting to 28 out of the west sailed in the middle of the lake south of the launch and City of Green Lake. After several recalls the fleet got started with Tom Burton getting a clear start in the middle. Andy Burdick and others were jammed at the boat end with a few collisions ensuing. Burton sailed out left and got a left shift off the south shore and never looked back. The oscillations were 30- 40 degrees through much of the upwind and downwind legs with huge gusts at times. Van Johnson M-20 in Scrappy Dog was second with Tom Hyslop showing some high wind speed in Amphetamine V-5.

Race Two - on Thursday morning was sailed in a building northerly with record cold temperatures that hardly topped out over 59 degrees for the high. Mike Darrow in Quicksilver won the race followed by Augie Barkow. Andy Burdick and Tom Burton battled it out for third.

Race Three - started right after race two with progressively deeper shifts as the strong thermals developed on under dark and deep clear air cumulus clouds. John Dennis caught a huge left shift half way up the first beat which caught most of the fleet out on the left side reaching down to the mark only to be hit with a right shift at the end that allowed for Dennis to round in the top group while chaos reined as most of the fleet collided at the weather mark at the same time. Later Tom Burton again played the shifts up the last

Here comes team Darrow

Bill Kentnich Photo



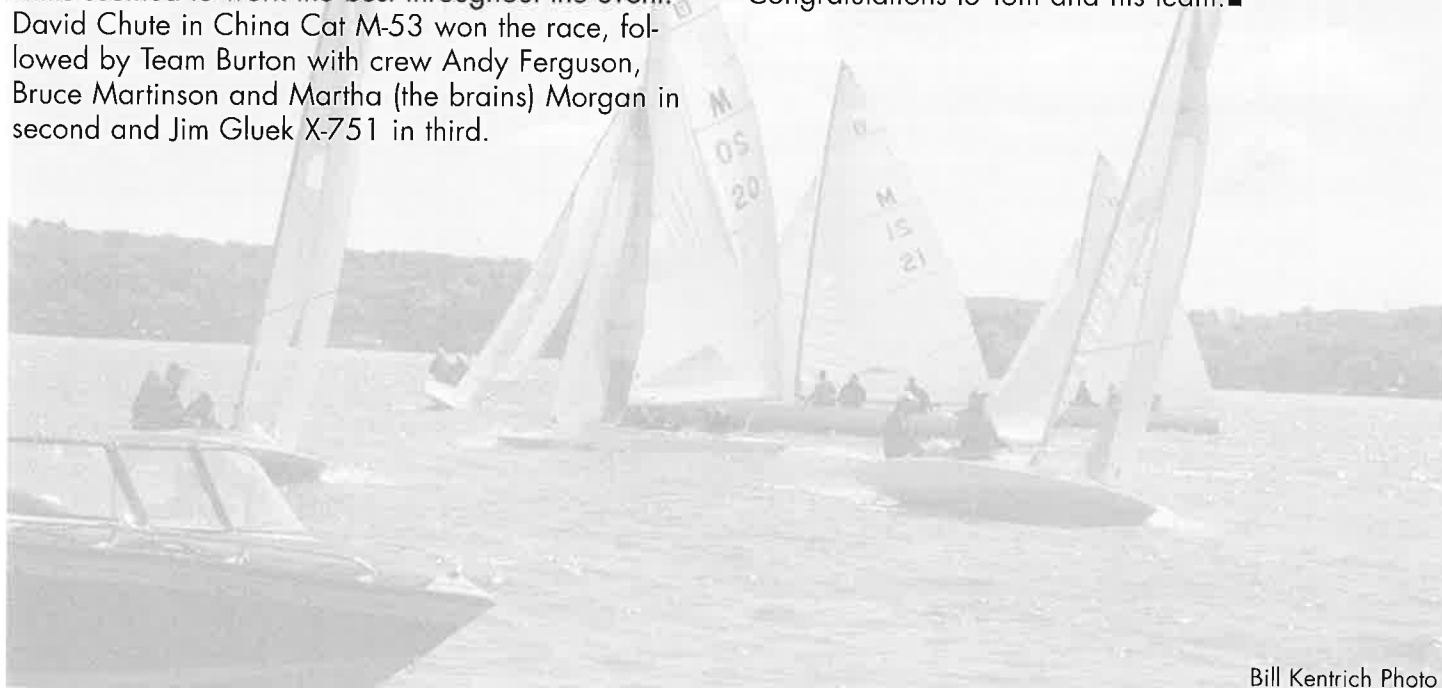
ILYA Championship cont.

beat perfectly to win his second race of the event, followed by Gordy Bowers M-11 and Dennis M-2. Who knew those Minnetonka guys could sail so well under such crazy (Pewaukee like) conditions. Boats made it back to the dock by 2:00 PM to warm up in hot showers for the rest of the day.

Race Four - on Friday morning sailors were greeted to a nice wind of 8-10 leaving the dock when little wind was forecasted. Racing got off in about the same spot as the day before two miles west of the City of Green Lake near the Green Lake Conference Center. Racing was again in a quickly oscillating wind that made boat speed irrelevant except for getting a clear lane off the start. Middle of the line starts and playing the shifts seemed to work the best throughout the event. David Chute in China Cat M-53 won the race, followed by Team Burton with crew Andy Ferguson, Bruce Martinson and Martha (the brains) Morgan in second and Jim Gluek X-751 in third.

Race Five - the wind picked up with fourth crew again needed (4 of 5 races). A strong gust on the left propelled the left side of the line to a commanding lead. Pewaukee's Mike Darrow V-39 won the race (his second showing why he is so hard to beat on Pewaukee). Stiffler's Mom steered by Chris Jewett in M-3 followed in second and Team 45 with Andy Burdick rounded out the top three.

This regatta was a great contest for those who could get clean starts in the middle of the line and could get their head out of the boat to see the shifts. With constant communication with the crew and great boat handling, Tom Burton and the team of M-9 in Intrepid showed why they are one of the best of all time. Congratulations to Tom and his team. ■



Bill Kentrich Photo

ILYA Championship

Pl	Sail	Skipper	R 1	R 2	R 3	R 4	R 5	Total
1	M-9	Tom Burton	1	4	1	2	5	13
2	I-45	Andy Burdick	6	3	4	5	3	21
3	I-5	Brian Porter	5	6	5	8	4	28
4	V-39	Mike Darrow	4	1	9	14	1	29
5	M-2	John Dennis	10	5	3	13	6	37
6	I-49	Vincent Porter	9	9	8	6	9	41
7	M-11	Gordy Bowers	7	17	2	12	11	49
8	X-11	August Barkow	12	2	14	7	14	49
9	M-20	Van Johnson	2	10	22	10	8	52
10	M-53	David Chute	15	20	6	1	12	54
11	V-11	Peter Friend	13	8	10	4	19	54
12	V-14	Bill Biwer	11	7	12	17	7	54
13	X-751	Jim Gluek	8	16	19	3	13	59
14	M-1	Rob Evans	14	12	13	11	18	68
15	M-10	Jack Strothman	22	11	11	9	16	69
16	V-5	Tom Hyslop	3	18	15	20	23	79
17	V-111	Tobin Tornehl	17	15	16	16	15	79
18	M-3	Chris Jewett	DNF	19	7	21	2	87
19	X-888	Peter Maas	24	14	17	22	10	87
20	V-777	Eric Wilson	16	13	20	27	17	93
21	M-4	Amanda Allen	20	21	18	18	20	97
22	H-2	Paul Exner	25	24	24	15	21	109
23	H-33	T.Tiefenthaler	19	26	21	19	26	111
24	J-80	Jon Schlosser	23	23	23	24	22	115
25	J-151	Harry Hirschberg	18	22	26	29	29	124
26	L-1	Andy Armstrong	27	29	25	25	27	133
27	I-11	Ron Schloemer	26	27	30	30	25	138
28	I-818	John Simms	28	28	31	28	28	143
29	I-13	Bob Youngquist	21	DNF	DNF	23	24	144
30	V-112	Dave Novak	DNS	25	28	26	30	147
31	L-5	Todd Weir	DNF	30	27	31	32	158
32	H-9	Tom Teska	DNF	31	29	32	33	163
33	L-11	Christine Hills	DNS	33	32	35	31	169
34	L-4	Gretchen Feeney	29	DNF	DNS	33	DNS	176
35	H-23	Andy Jackson	DNF	32	DNF	34	34	176

Experimental Asymmetrical Results

J-5	Bill Wyman	22	21	11	25	9	89
M-21	Pat Hughs	18	23	21	7	25	94

MESA Championship Results



Place	Skipper	Sail #	Race 1	Total
1	Bob Herdrich	WA-74	1	1
2	Terry Moorman	WA-24	2	2
3	Dick Tillman	WA-113	3	3
4	Bill Meisenheimer	WA-12	4	4
5	J.B. VanMeter	WA-8	5	5
6	Casey Call	WA-99	6	6
7	Scott Hackleman	WA-17	7	7
8	Dave Irmscher	WA-21	8	8
9	Justin Bolles	WA-1	9	9
10	Gerry Paoli	S-6	10	10
11	Dale Woodward	V-181	11	11
12	Mike Beesley	WA-49	12	12
13	Chad Herdrich	WA-11	13	13
14	Gary Froshaug	WA-131	14	14
14	John Fleming	WA 121	15	15

Carey Hawkins Photo

National Championship

Crystal Lake Yacht Club • September 9th-11th, 2004

By Jon Pomerleau

Crystal Lake Yacht Club hosted the 46th Annual NCESA National Championships at beautiful Crystal Lake in



Carey Hawkins Photo

Frankfort, MI. Brian Porter I-49 of Winnetka, Illinois came out on top in impressive fashion to win his sixth national title. Gordy Bowers M-11 edged Andy Burdick I-45 for second.

The event drew fifty-six E Scows and a wealth of sailing talent from as far

as South Carolina, New Jersey and Colorado to this exceptional venue. Competitors enjoyed sunshine, mild temperatures and moderate winds for the five races conducted Thursday and Friday. Saturday's sixth and final race was cancelled after some delay as the forecast played out with big winds gusting over 30.

Five boats with experimental asymmetric spinnaker rigs participated and showed their great performance by winning line honors in each of the five races. Terry Neff M-14 crossed first in three of the races and was the top finisher in this group.

PRO Martin Ford and the Race Committee did a wonderful job of setting large courses with square starting lines, handling wind changes and communicating important information to the competitors. With fair courses, efficient race management and the benefit of only one general recall all week, sailors were able to make the most of their time on the water.

Despite the depth of competition and the sizable fleet, Porter, with crew Charlie Harret and Dave Navin, put up exceptional results of 2, 1, 6, 2, 5. Porter felt that what really made the regatta for them was their ability to handle difficult situations. "We did not start particularly well but we showed good patience holding difficult positions until we saw some day-

light to make a move," he said. "We worked hard to find lanes that reduced our vulnerability to big groups of boats."

Bowers, with consistent sailing and five top ten finishes, dispelled any notion that he would settle for a Masters title. He was one point out after winning the third race on Thursday and went on to take second in a tiebreak over Andy Burdick.

Burdick, winner of the ILYA Invitational and runner-up at the ILYA Championships, had an absolute blast and was the only sailor other than Porter to put up all single-digit scores.

"Crystal Lake is such a great spot," said Burdick. "The sailing here is the best". Burdick also faced his share of challenges during the regatta, but felt he saved the series by being able to sail the downwind shifts and make huge gains against the fleet. He finished off the regatta by winning the final race.

Thursday morning brought temperatures in the high sixties and an uncommon breeze from the northeast with oscillations

greater than thirty degrees at times. After a

brief postponement to address the changing breeze, Race 1 got off to a clean start in moderate

air. With an early shift to the left, the boats on

that side of the

course gained an

immediate advantage, with Brian

McMurray

WH-88 jump-

ing out in front.

He went on to

the win, holding

off Porter, Tom

Burton M-9,

Mark Beaton SS-1

and Rob Evans M-

1 in that order.

After lunch the fleet

headed back out to a moder-

ate northeast breeze with a nar-

rower range of shifts. The cream

rose to the top in Race 2 as the first five fin-

ishers went on to round out the top five for the regatta. Porter held off Bowers with former National Champ Mike Darrow V-39 close behind. Burdick crossed ahead of young Kevin Jewett M-77 of Minnetonka, who was a fixture at the front of the fleet for the first four races.



Carey Hawkins Photo



Van Johnson around the offset

Rob Westrich Photo

Race 3 commenced immediately after in similar breeze. The start was followed by a spectacular sequence up the first beat, as it appeared as though most of the boats on the left wanted to go right and most of the boats on the right wanted to go left.



View from the hills at Crystal

Rob Westrich Photo

The high-speed crisscross had people tacking into lanes that you could barely fit a trailer into as boats came back at each other every minute. The congestion left starboard boats ducking port boats and a little more verbal banter than normal. Sailors clear of the mess had a huge advantage, as anyone stuck in the washing machine was fortunate to make it back into the teens. It was a familiar scene at the finish with Bowers, Jewett, Burdick and Darrow. John Dennis M-2 came on with a fifth to hand Porter his worst result of the series, a sixth. Porter held the overnight lead by one point over Bowers.

Friday morning set up the most challenging conditions of the event, not just for the sailors but for the race committee as well. After the only general recall of the week and with winds predicted from the south, Race 4 opened with a rare east wind

of six to eight miles per hour as boats headed up the first leg. The downwind leg saw velocity drop to nothing as the winds started to change to the south near the leeward mark. On the third leg, the lead boats stayed just inside the southerly shift by sailing close hauled toward the south first and then swinging east and setting spinnakers as the shift moved out into the lake. When most of the leaders got to the 3rd mark the wind shift line was between the windward mark and the offset. As the boats started rounding the top mark, many of them jibing spinnakers, the rest of the fleet caught up causing more than twenty boats to come together between the two marks. As the wind continued to fill in from the south the pack finally cleared the offset. Rob Terry CR-66 had a sizable lead while spinnaker reaching directly toward the leeward mark until falling into a large hole. A dozen boats that had been jammed up at the mark were just late enough to pick up a new wind line coming down from the south and rolled right past Terry only a 100 feet or so to windward of him. The wind finally filled in from the south at 10 - 12 mph and the course was adjusted for the last two legs. The race was finished downwind with Erik Johnson LE-18 winning over Porter, Darrow, Jewett and Burton. Porter, Bowers and Burdick were all buried pretty deep in the pack at one point or another, but were able to get back to the top ten. "We were very fortunate in the fourth race when the

wind went flat," said Porter. "Although we lost a number of boats at the leeward mark we really focused on getting to the new wind line and staying in it. We were fortunate that things lined up for us at the windward mark and we were able to pass a big group there." The long windward-leeward three in mixed conditions left time for one more race on Friday afternoon.

Race 5 was sailed under typical Crystal Lake conditions, with steady breeze in the teens coming out of the southwest corner (the Assembly). The windward-leeward three and one half covered ten and one half miles and set up a true test for the competitors in what turned out to be the final race of the championship. With the bulk of the top boats working the left side of the course, Toby Sutherland GL-29 defied convention and worked the right side hard both up and down to lead through

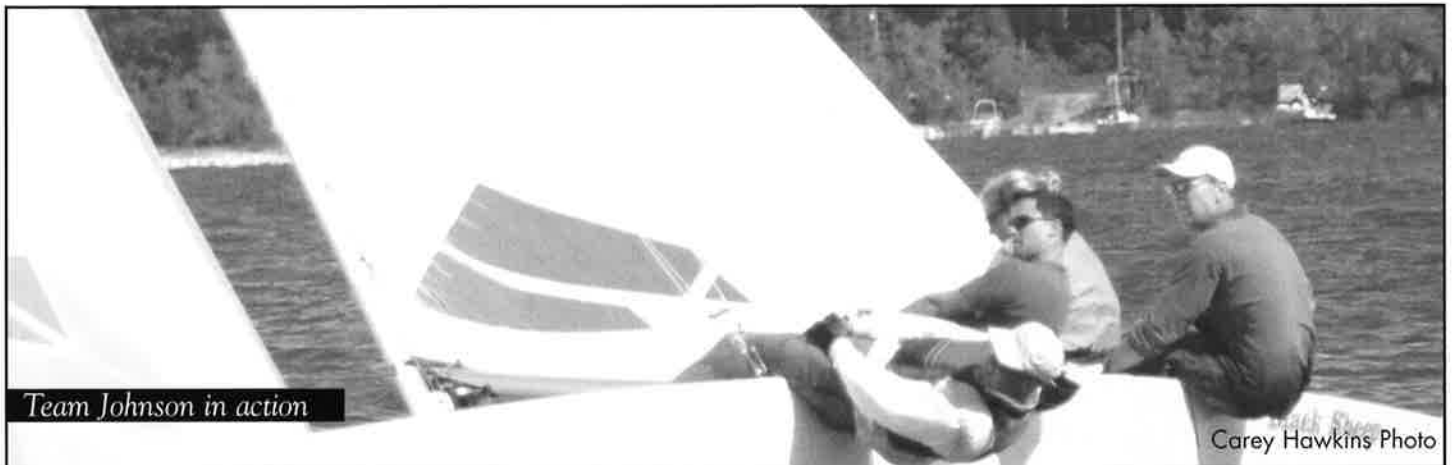
National Championship cont.

most of the first four legs. Heading back upwind on the fifth leg Terry and Burdick shared the lead as a handful of top boats separated from the fleet. With Terry opting to try the right side that had worked so well for Sutherland on the final downwind leg, Burdick showed his downwind prowess by going down the left middle and executing multiple jibes to capture subtle shifts while extending on the fleet. Dennis, Bowers and Porter worked the left side and moved in behind Burdick at the leeward mark. Burdick went on to win with Dennis, Bowers, Terry and Porter crossing behind.

With Saturday's Race 6 cancelled by big wind, guests and spectators were treated to an awesome demonstration by three of the A-sail boats. Art Brereton TO-101, Tim O'Keefe D-55 and Neff loaded up crews of five and went out to display the high speed performance of these boats in a strongbreeze. Everyone returned wet, tired and wearing big smiles.

Karon Hagen of Crystal Lake won the Women's Skipper Championship; Butch Lenhard won the Masters Division. Special service awards were given to Paul Wickland of Muskegon, MI for distinguished service to the NCESA and to Nancy Price of Crystal Lake for her contributions as publisher of the Reporter magazine for two years.

A special thanks to Crystal Lake Yacht Club for hosting this wonderful event and to all of the sailors that came from near and far to compete. Without participation and support, great championships simply cannot happen. Next year's National Championship will be held at Little Egg Harbor on the lower Jersey Shore near Atlantic City. See you there! ■



Team Johnson in action

Carey Hawkins Photo

Special recognition and congratulations are due to the Minnetonka fleet that brought seven boats to the regatta, equaled only by the number of participants from the host club at Crystal. Five of these boats finished in the top ten and another was the top A-sail competitor. Other notable turnouts were six boats from Wawassee, four from distant Little Egg and three from the hinterlands of Grand Lake, Colorado.

In addition to Brian Porter from the ILYA, top finishers by region were Eastern's Champ Erik Johnson LE-18 from the ECESA, Invite and Western's Champ Rob Terry CR-66 from the WMYA, Casey Call WA-99 of MESA and Toby Sutherland GL-29 of Grand Lake.

Winning the Red Fleet was Bruce Patterson from Crystal Lake; Ross Griffith of Charleston, SC won the Rookie Award;

National Championship

2004 E Scow National Championship

Rank	Sail #	Name	R1	R2	R3	R4	R5	Total
1	I-49	Brian Porter	2	1	6	2	5	16
2	M-11	Gordy Bowers (MA)	7	2	1	10	3	23
3	I-45	Andy Burdick	6	4	3	9	1	23
4	V-39	Mike Darrow	14	3	4	3	7	31
5	M-77	Kevin Jewett	8	5	2	4	18	37
6	IE-18	Erik Johnson	9	9	9	1	14	42
7	M-2	John Dennis	11	6	5	23	2	47
8	M-1	Rob Evans	5	11	7	15	13	51
9	M-9	Tom Burton	3	19	19	5	9	55
10	GL-29	Toby Sutherland	10	14	12	14	6	56
11	MA-10	Richard Wight	19	16	18	7	8	68
12	SS-1	Mark Beaton	4	22	26	16	15	83
13	CR-66	Rob Terry	13	32	17	18	4	84
14	M-20	Van Johnson	26	13	17	19	10	85
15	TO-12	Pete Price	23	8	22	12	24	89
16	WH-77	Tom Munroe	25	25	8	8	27	93
17	A-1	Ross Griffith (FR)	21	7	13	31	22	94
18	IE-2	Rich Ryon	29	17	10	20	20	96
19	M-12	Jeff Solum	20	24	30	13	12	99
20	LA-99	Dave Magno	15	18	21	29	19	102
21	V-5	Tom Hyslop	18	27	27	6	25	103
22	TO-181	Kevin Watrous	28	20	14	11	32	105
23	CH-6	Rick Turner	35	15	25	22	11	108
24	IE-3	Bob Donat	12	36	16	32	16	112
25	WH-101	Dave Bandstra (FR)	16	34	11	28	26	115
26	CR-100	Bill Walter	22	10	28	21	36	117
27	WA-99	Casey Call	24	12	23	30	35	124
28	WH-88	Brian McMurray	1	23	36	35	37	132
29	V-777	Eric Wilson (BAT)	34	26	31	25	17	133
30	MU-22	Paul Wickland	17	37	32	24	28	138
31	WA-21	David Irmscher	32	29	33	17	31	142
32	WH-66	Jack Rillema (FR)	38	33	15	36	21	143
33	CR-51	Bruce Patterson (FR RD)	30	43	24	27	29	153
34	GL-31	Jason Sutherland	33	28	39	26	34	160
35	IE-5	Butch Lenhard (MA)	37	21	38	46	23	165
36	WA-47	Bob Herdrich	40	31	40	33	33	177
37	KU-6	Ken Fisher	27	46	44	38	30	185
38	CR-77	George Lindner (MA)	39	48	29	34	38	188
39	CR-12	Richard Halliday (FR RD)	31	47	35	41	46	200
40	SC-1	Mark Jordan	48	35	31	40	43	200
41	WA-12	Bill Misenheimer (FR RD)	36	40	41	37	47	201
42	I-564	Steve Schalk	42	39	37	43	42	203
43	X-17	Dick Moran	43	41	42	42	41	209
44	T-O33	Steve Johanson	46	30	47	39	48	210
45	WH-11	Karon Hagen (FR RD)	41	38	DNF	48	39	218
46	WA-24	Terry Moorman (MA)	45	45	43	47	40	220
47	CR-75	Bob Wynkoop (RD)	44	44	45	44	50	227
48	GL-13	Chris Ruske (FR RD)	47	42	46	49	45	229
49	WA-49	Mike Beesley (RD)	49	50	48	45	44	236
50	SL-18	Teddy Knape (FR RD)	50	49	49	50	49	247
51	CH-1	Chris Creighton (FR RD)	51	51	50	51	51	254

(FR) - First Nationals (Rookie); (RD) - Red Fleet; (MA) - Masters

Experimental Asymmetrical Results

M-21	Terry Neff	1	1	7	19	1	29
D-21	Tim O'Keefe	12	2	1	15	2	32
TO-101	Art Brereton	15	14	9	1	3	42
D-42	Richard Beers	25	40	37	28	18	148
CR-10	Ted Green	55	44	39	41	36	215

E Scow Blue Chip

Place	Skipper	Sail #	R1	R2	R3	R4	Total
1	Tom Burton	M-9	2	7	6	1	16
2	Dick Wight	MA-10	1	1	16	6	24
3	Tom Sweitzer	V-9	4	2	9	10	25
4	Bill Allen	M-4	7	9	4	8	28
5	John Dennis	M-2	13	13	2	2	30
6	PJ Friend	V-11	8	14	5	5	32
7	Johnny Lovell	?	11	8	12	3	34
8	Rob Terry	CR-66	12	4	10	11	37
10	Kevin Jewett	V-102	15	5	14	4	38
9	Augie Barkow	X-11	5	DNS	1	12	38
11	Jim Gluek	X-751	3	DNF	7	13	43
12	Toby Sutherland	GL-29	14	6	8	15	43
13	Mike Darrow	V-39	DNF	3	3	18	44
14	Bob Biwer	V-222	9	10	13	19	51
15	Woody Jewett	M-77	16	12	11	14	53
16	Mark Beaton	SS-1	DNF	11	17	7	55
17	Bill Biwer	V-14	6	17	18	17	58
18	Don Nelson	WH-12	DNF	16	15	9	60
19	Eric Wilson	V-777	10	15	19	16	60

Pewaukee Yacht Club • September 24th-26th

By Dierk Polzin

Friday saw great "Blue Chip" weather. Clear sunny skies and heavy air out of the west. Mantoloking New Jersey's MA-10, Dick Wight won both races going away. In the morning he was followed by Tom Burton in M-9 and newly married Jim Gluek of Pewaukee. Wight won the second race by playing the south shore perfectly on the first beat and locking into a huge puff the first downwind and eventually won by 1 minute and 20 seconds. Very impressive comebacks in the afternoon race by Mike Darrow and Toby Sutherland after both had bad first legs. Rob Terry was near the top all during the afternoon race as well using the north shore in on the first beat.

Saturday morning was beautiful, but with the winds lighter. Augie Barkow and his team recovered from a broken lower shroud the day before to win race 3. Saturday afternoon the winds lightened even more

and Tom Burton in the M-9 picked the correct side every time to win race 4. Mystery Guest Johnny Lovell led the first several laps of this race, showing he was picking the Pewaukee racing game up. Sunday morning was a great water skiing day. The wind tried to fill in and the race committee (Sandy Sundberg) tried to start a race to no avail.

The Saturday dinner was a great success with great presentation and question/answer period by the mystery guest Johnny Lovell of New Orleans. Johnny was the silver medallist in Athens in the Tornado class. He brought his medal for all to see and told us all about his Olympic campaign and sailing history.

Although the winds were uncharacteristically light, fun was had by all. ■

Blue Chip Mystery Guest

by Johnny Lovell

While preparing for the Olympic Games in Athens, my coach for the 2004 Olympic Trials, Morgan Reeser, approached me and asked if I would be interested in sailing the E Scow Blue Chip. I immediately said yes! I had sailed Scows a few times on Lake Minnetonka, and I had always wanted to get some more time on Scows, especially at a big event.

When I arrived at Pewaukee Yacht Club everyone was so friendly. We went out for a practice sail right away with my crew of Rick Roy and Jay Seeboth. Unfortunately for them, they were about to go out with a rookie helmsman in 20 knots of breeze. Our practice session was cut short when I caused us to capsize. At this point I think I lost a little bit of my crew's confidence, however we quickly got the boat up and went in. I dried off and went to the yacht club bar; the story had already spread throughout the fleet that the mystery guest had flipped.

The next day was much better for our team and we had some respectable finishes in the breeze. We took a fourth crew and this made the boat much more manageable. It was interesting to me that one could add or subtract a crew during an event. I really like this rule; it adds to the strategy and gets some young sailors involved in the more exciting conditions. I was now in good company as many of the top teams had capsized.

We went on to have a great regatta and I learned a tremendous amount about the E Scow. I can say I have never gone that fast downwind on a monohull. Sailing downwind was very challenging in the strong breeze. I was in control but not sailing

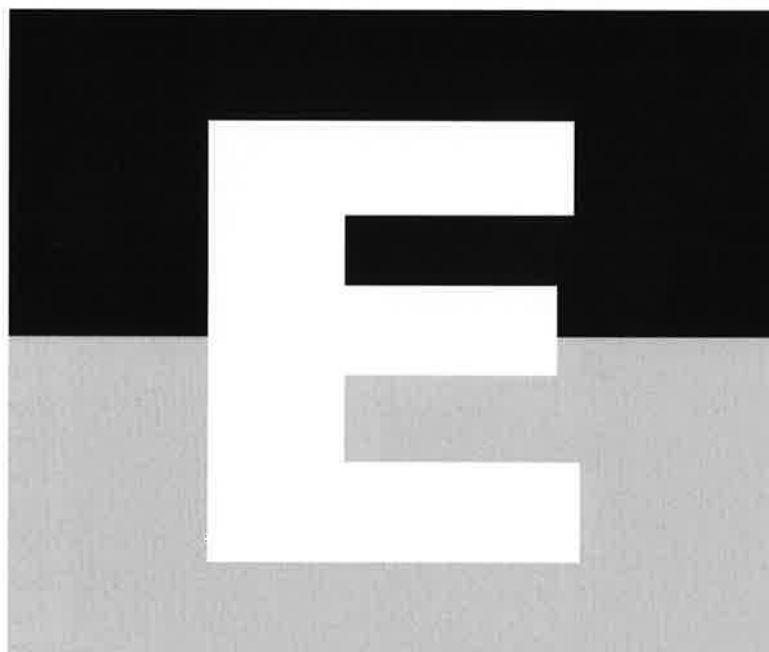
as fast as the top of the fleet. Initially I was sailing too deep downwind and I was getting passed by boats. I finally learned that the best VMG could be achieved by heading up until the boat was out of control and then bearing off a few degrees. When I had the boat on the verge of being out-of-control, then we had some great downwind speed. The E is the fastest one

design monohull that I have had the pleasure of racing. I just wish we had a fleet here in New Orleans. The highlight of the weekend was when we got off to a great start in race 4. We lead at every mark in a 6 leg race. Unfortunately, we were passed at the finish by Tom Burton who won both that race and the event. I was really excited to be mixing it up with such great Scow sailors.

The Blue Chip was a great experience for me. I loved the boat and can't wait to get a chance to sail E Scows in the future. I was especially

impressed with the performance. The E Scow is very close in many respects to a high performance skiff or catamaran relative to other monohulls that I have sailed. The sailing angles are similar to a catamaran, especially downwind and the speed was exhilarating. It was also great to see so much emphasis on one design sailing and the camaraderie of the fleet. It can get a little too professional at the Olympic level. I think the E Scow fleet is very lucky to have a strong class and is in my opinion, one of the premier one-design fleets in the world. I would like to thank the organizers, my hosts, and my crew for a great weekend.

Sail Fast!
Johnny Lovell



F.R.E.S.H. Regatta

Lake Hopatcong Yacht Club • September 25th & 26th, 2004

By Doug Johnson

This past weekend we had a good turnout for the annual FRESH regatta at Lake Hopatcong with two visiting boats and seven local ones. The conditions on the lake were typical for Hopatcong, a shifty breeze of 8-12 was in store for both days with the wind coming from the south-southwest on Saturday and from the north on Sunday. Saturday, the fleet got off to a good start with the first race beginning about 11. The first weather leg was tight between Tom Wiss, Charles

Johnson, Dave Magno and Jim Flynn. At the weather mark it was Tom Wiss in the lead and the other boats running him down. At the finish, Tom Wiss was in first followed by Magno, Flynn and Craig Bradley.

The Second race started after a short break for lunch. Tom Wiss jumped out into a decent lead, was able to keep the fleet at bay for the whole race and won it wire to wire.

Wiss was followed by Dave Magno and Chris Norman (who decided to sail the Keuka and Hopatcong legs of the Triple Crown in order to escape the hurricanes in Florida). The third race immediately followed and it was a tight race for the top five boats. Dave Magno and Tom Wiss jumped out in front and the real battle was for third. At the leeward mark it was Magno leading with Wiss in second and Chris Norman, Charles Johnson and Doug Johnson fighting for third. It was a tight race the entire leg with Magno holding on for the win, Wiss in second, Chris Norman in third and Doug Johnson was able to sneak by Charles Johnson for fourth.

Evening festivities kicked off at the club at 5:30 and all competitors were there with bells on in order to keep with the tradition of trying to finish all open bottles at the bar before it was closed for the season. The club and its staff had a great Italian buffet and mem-

bers were gracious enough to bring a huge array of appetizers. With the forecast for light and variable at 3 predicted for Sunday, some of the locals (who will remain nameless) may have overindulged the night before forcing some skippers on Sunday to scramble for crew when a nice breeze filled in.

Sunday brought some challenges both on the water and off. With a nice breeze of 8-10 the fleet was

ready to leave the dock when regatta leader Tom Wiss had some unfortunate luck. Saturday he broke his main halyard and on Sunday when he was trying to rig an external halyard to get him through the weekend, his jib halyard went up and out through the mast. With some luck and help from some of the other competitors, he was able to get everything up and out on the water. The first race got off on time and sent the boats up the lake through the slot and into the ever-challenging Byram Bay.

From the start Tom Wiss

and Doug Johnson were shooting it out for the lead as both boats picked the left side. At the windward mark it was Wiss followed closely by D. Johnson and a tight fleet chasing them down. The final beat saw Johnson and Wiss battling when Johnson split from Wiss to head to the right side of the course for some fresh breeze. This was ultimately not the right choice for Johnson as Wiss was able to get some separation and win the race as Johnson was able to hold off a hard charging Chris Norman who took third and Dave Magno closely following in fourth. The final race was shortened to keep the boats out of Byram Bay, and Dave Magno took off to an early lead. Magno and Norman fought this one out the entire time and Magno was able to get the gun with Norman in second, Wiss in third followed by Charles Johnson. ■





ILYA Action

Bill Kentrich Photos



F.R.E.S.H. Regatta Results

	Place	Sail #	Skipper	R1	R2	R3	R4	R5	Total
	1	HO-32	Wiss	1	1	2	1	3	8
	2	LA-99	Magno	2	2	1	4	1	10
	3	LA-3	Norman	7	3	3	3	2	18
	4	HO-50	D. Johnson	8	5	4	2	7	26
	5	HO-40	C. Johnson	5	6	5	7	4	27
	6	HO-45	Flynn	3	7	7	6	8	31
	7	HO-51	Heverly	6	8	8	5	6	33
	8	HO-13	Bradley	4	4	7	DNS	DNS	35
	9	HO-11	Baker	9	DNF	DNS	8	5	42

Congratulations to Tom Wiss and crew Brett Wiss, Kevin Murphy, and Tom Flynn for a great regatta, as consistency was the key to this one.



Carlyle Silver Cup Regatta

Carlyle Sailing Association • October 2nd & 3rd, 2004

By Ted Beier

Jerry Paoli of the Carlyle fleet broke the tradition of visitors winning this event by edging out Ken Wruk of Lake Geneva by one point. Ray Bunse of the host fleet finished third to cop the final piece of silver, or in this case, aluminum.

Perfect fall weather greeted the smaller than usual turn-out for this event, and all five scheduled races were completed in full sunny weather with temperatures starting in the high 40s and rising to the high 60s in the afternoon. Winds ranged from 6 to 12 from the west to northwest.

During the Saturday morning races it appeared that Paoli and Bunse would rule the weekend with Wruk and Misenheimer several points behind. In the afternoon Wruk turned in two firsts, while Paoli and Misenheimer traded a sec-

ond and third, and Bunse dropped back with two fourth places.

On Saturday evening along with the traditional chili and crayfish gumbo, the score sheet showed the potential for several match races within the standings. The tallies showed Paoli and Wruk tied for first while Bunse and Misenheimer were one point apart for third.

In Sunday's race Bunse solidified his third place with a win, but could not move ahead of Paoli or Wruk who finished second and third. Paoli's second allowed him to hang on to first by one point. The three received trophies made from old style E rudders mounted in finished mahogany bases. They were made by Ray Bunse who then got to keep one. ■



Sail #	Skipper	R1	R2	R3	R4	R5	Points	Place
S-6	Jerry Paoli	1	2	2	3	2	10	1
I-71	Ken Wruk	2	4	1	1	3	11	2
S-11	Ray Bunse	3	1	4	4	1	13	3
WA-12	Bill Misenheimer	5	3	3	2	6	19	4
S-27	Ted Beier	4	5	6	6	5	26	5
WA-90	John Call	6	6	5	5	7	29	6
S-14	Rigden/Crosby	7	8	DNS	DNS	4	41	7
S-4	Jeff Melly	DNF	7	8	7	9	42	8
S-2	Scott Aljets	8	10	7	8	OCS	44	9
WA-121	John Fleming	9	9	9	9	8	44	10



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Team Creighton working hard at the nationals



Carey Hawkins Photo



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