

E

1997

E Reporter

National
Class E Scow
Association



Pete Price, MU-1, out in front
at the Nationals in Muskegon.

On the cover
Will Graves, followed by Lon Schoor,
at the 1997 Blue Chip Regatta.



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E Reporter**National
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Having been involved with the NCESA for eight years now, the end of my term is arriving just before burnout. Tom Wiss takes over at Chautauqua this September, and will do a great job. Before turning over the gavel however, a state of the association is in order.

The NCESA has been hovering in the top 20% of all one-design classes in North America in membership over the past decade. We have averaged 62 boats at our national regatta over the last six years, and had a great time. New fleets are growing in Colorado, Florida, South Carolina and other locations. Our regatta schedule has added several new venues. We have two quality builders (even if the boats are all white).

There are a few things that could be improved. We need to keep new sailors enthused when they do poorly at their first event. We need to improve internal fleet development to better keep what we have. The rules of the ILYA and NCESA should ideally be the same. Our publications are very good, but not very timely.

Thank You Department

Dierk Polzin from Mendota has taken it upon himself to establish our very own web site. Take a look at www.e-scow.org if you haven't seen it yet. Thanks to Dierk for doing such a great job.

Charlie Turk bought a boat last year and is already making a big impact. He has taken it upon himself to work with Melges to get an instructional video made, rallied the troops at Torch Lake to sponsor the E Nationals for 2001, and is on the board of directors representing WMYA. He also goes to a lot of regattas. Thanks to Charlie for his efforts.

Betty Welch continues to shoulder the majority of the work load for NCESA. To list her efforts would take way too much room. Thanks again Betty!

Also, thanks to Michelle and Nancy for doing the publications the last two years.

Changing of the Rules

One of the more important changes made this year was to tighten up the procedures for experimental projects. There was an experiment last year involving an open transom boat where we (NCESA) did not follow the existing procedures very closely, it ended up with some difficult choices. As a compromise, both builders have been granted the freedom to build experimental boats this year with open transoms, with the vote for a scantling change scheduled to happen next fall.

There are several other experiments being proposed this summer that would have far more impact than the cosmetic difference of an open transom. Please get involved with understanding these, and keep in mind the benefits versus the cost. One argument often heard in advocating change is the E Scow needs to stay up with advancements in other classes. The largest one-design classes don't seem to support this argument.

Casey Call
NCESA Commodore

E

1997

E Reporter

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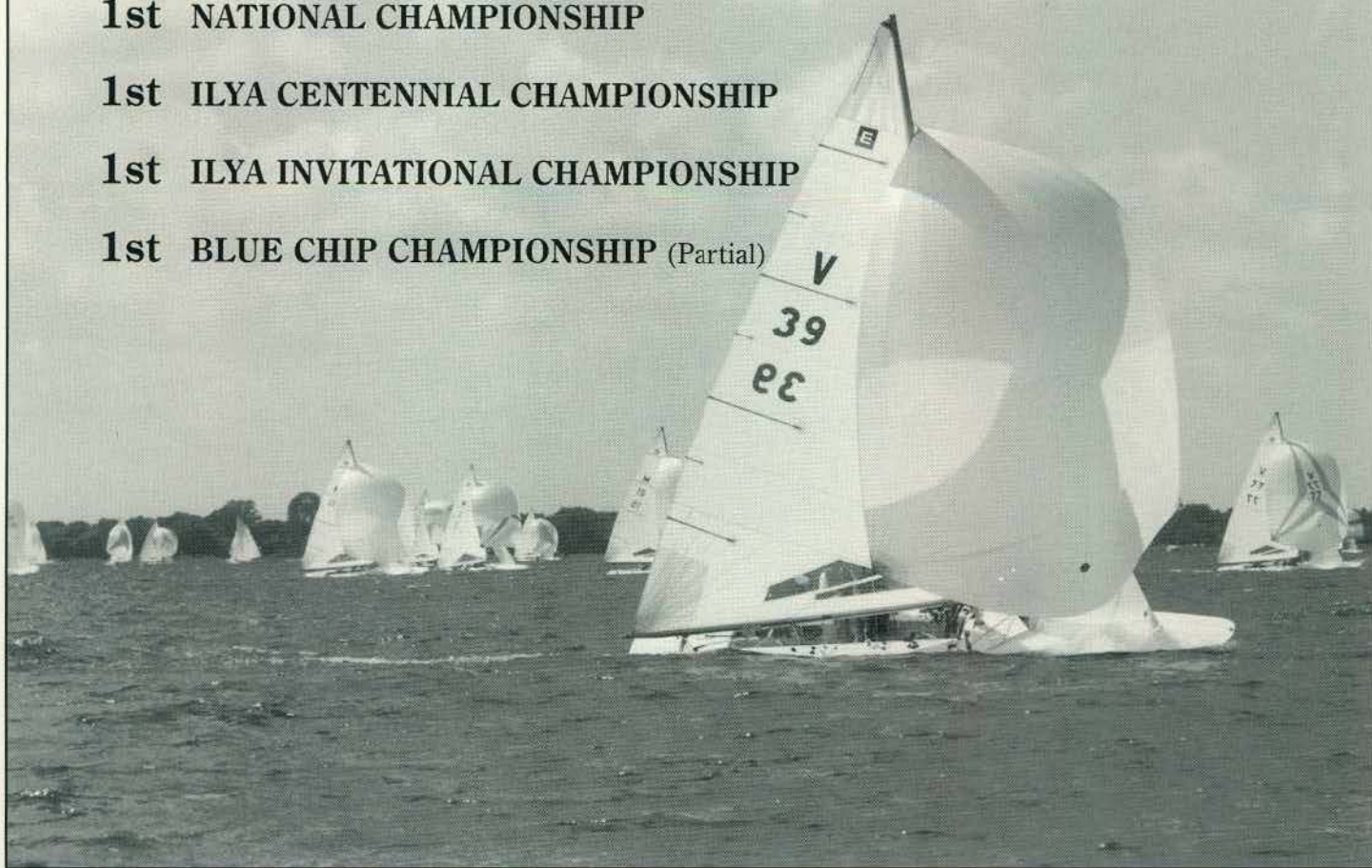


PHOTO CREDIT: DAVID THORESON

***Russ Darrow winning Race #3 at I.L.Y.A. Centennial Championship
on Lake Winnebago at Oshkosh.***

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Derby Day Regatta

By Bill Storey

**May 3-4
Cambridge, MA**

When the annual Derby Day Regatta was first run 14 years ago (as Wooden Scow Worlds in nearby St. Michaels, MD) the choice to schedule the event the same weekend as the Kentucky Derby was taken to provide fallback entertainment in case the weather prevented sailing. Well, it finally happened for the first time on May 3-4, 1997.

A dozen E boats had arrived for action by Saturday morning with the wind clocking a steady 25+. It looked like it would be a wild ride, but sailable nonetheless. Most of the fleet had their sticks up but were wary of the increasing breeze by the time the harbor gun went off. About half the teams hit the water early in order to get their heavy wind techniques dialed in (for almost all, it was the first time out for the season).

“... I buried my scow so hard in a tacking attempt that the stick went right into the mud, 18 feet down, despite full flotation!”

Tim Farnetta (LA-5) was the first to scream his reach by the committee boat, followed by Donat (LE-3), me and Chuck Drawbaugh (HO-47). As Tim flew by, someone yelled to him, “Can you sail in this?” He replied, “Yes, if it doesn’t get any worse!”

Less than 50 yards past the RC boat, Tim promptly dumped his boat while attempting his first tack. Then in rapid succession, Bob Donat’s mast buckled in the middle and fell to the deck in a heap, and I buried my scow so hard in a tacking attempt that the stick went right into the mud, 18 feet down, despite full flotation! Chuck saw all this and gingerly tacked and luffed back to the dock before his weekend got expensive.

Everyone else called it a day before hitting the water and strapped their scows down firmly on their trailers to weather the storm (gusts to 50). Then came the Derby, many mint juleps, and a nice meal hosted by the Cambridge Yacht Club. There still was a heady competition, however, as the boat crews and groupies placed their bets on the Run for the Roses.

Sunday dawned with the winds still honking and the wave action heavy. A quick decision was made to call the regatta. Trophies were then awarded: Bob Donat 1st (based on most breakage); Chuck Drawbaugh 2nd (most Derby winnings by the crew); and Cliff Campbell (T-17, second most Derby winnings by crew).

We’re hoping to see all of the same contestants, and more next year. Cambridge is normally a great place to race. After all, we only get blown away every 14 years!

Cedar Lake Regatta

By Craig Parker

May 17-18
Cedar Lake, IN

This year's Cedar Lake E Regatta turned out to be one of our best with four good sailing races completed. The winds on Saturday were out of the North which made for some great long legs. Casey Call had everyone thinking he was unbeatable after winning the first two races. Finally, local sailor Rick Kazwell scored a bullet in the afternoon third race. Casey was still way ahead in the total standings with a third place finish for race three. After completing three great E-Scow races, you know what we were ready for. That's right, dinner and cocktail hour. A great prime rib dinner with the usual pre-dinner warm ups took place at the Club.

Sunday morning had heavier weather come in from the southeast. Race four ended up with Casey Call getting his floaters wet and finishing third. Dave Irmischer ended up powering through the fleet for the first place gun. But the big surprise was Rick Kazwell finishing second which was enough to win the regatta. Doc Dudley again did a super job on the sailing hardware and judging the regatta. Thanks to Charlie Turk, TO-2, for making his first and hopefully not his last appearance at this event. I hope more sailors take Casey Call's idea of attending one new regatta each year to heart. Next year we hope to see some new faces.

Cedar Lake Regatta Results

Place	Skipper	Boat
1	Rick Kazwell	CL-1
2	Casey Call	WA-99
3	Terry Moorman	WA-3
4	Dave Irmischer	WA-21
5	Ben Carstens	CL-3
6	Paul Misch	CL-115
7	Charlie Turk	TO-2
8	Charlie Blink	CL-8
9	Al Opel	CL-12

Lake Hopatcong Invitational

By Dave Magno

May 17-18
Lake Hopatcong, NJ

Lake Hopatcong was cold, cloudy, and pretty windy as 9 E-Scow crews dressed warmly and set out to battle the shifty conditions. The wind was out of the south/southwest and the course was set between marks 8 and 3 with two lap windward-leewards. The morning race was pretty windy and even took its toll before the start with a couple of capsizes. Almost all the boats recovered in time for the start, and the fleet was off with Buzz Reynolds and Paul Magno leading the way at the port side of the starting line. It wasn't long before Paul jumped into the lead with Buzz second and then Tim Faranetta and Al Terhune fighting for the third and fourth spots. At the first mark it was Paul Magno, Buzz Reynolds, Tim Faranetta and Al Terhune. Downwind the boats jockeyed for position and by the bottom mark, the first three were pretty tight. On the next leg while Paul covered Buzz, Tim made a good move on the west side of the lake and got up to challenge for the lead. In fact, by the end of the leg, Tim had gotten a slight lead over Paul and then there was some space back to the third and fourth boats. Unfortunately for Tim, on the first jibe on the downwind leg the LA-5 crew took a swim and this left Paul Magno with the lead. After the last mark rounding, Paul went into cover mode on Buzz Reynolds while Al Terhune took a chance and split with the fleet in third place. Al was able to make a big gain on the west side of the lake and wound up challenging for the lead and Paul scrambled back to cover. Unfortunately for the LA-88 gang Terhune was able to slip by in a tacking duel near the finish. Alan won the race with Paul second and Buzz coming in third.

After lunch the second race was held in much the same conditions only with the wind a little bit brighter. There was a big stack-up at the port side of the line as boats had trouble clearing the mark. Three boats escaped with good starts by getting on port early and avoiding the mess. They were Alan Terhune, George Drawbaugh and Paul Magno. Up the first leg, Alan and Paul drew away from the fleet and started battling it out for the lead. Down the first run, Paul picked the better wind and jibes and passed Alan for the lead. The boats hung close for the rest of the leg and a wind shift at the end enabled Alan to finally cross ahead.

Down the next run, the boats held position; and, up the last leg, Alan was putting a loose cover on Paul. With seemingly no opportunities to pass, Alan initially pulled away on the leg and it wasn't until the very end where the race started to get close again. However, by now there was not enough distance left, and it was Alan first and Paul second. Meanwhile, the tacking duel allowed some of the other boats to catch up and get close; but they really never became a threat to the leaders. Tim Faranetta finished up a solid third in this race, holding that position for virtually the entire race. Chuck Drawbaugh moved his way up to fourth and newcomer Neil Litman, infamous Penguin sailor, took fifth. Buzz Reynolds came in sixth and this allowed Tim Faranetta to take over third place after the two races with a 3-5 compared to a 3-6. After the first day's racing, Alan had two firsts, Paul had two seconds and both were looking forward to the next day to duke it out for the regatta.

An early start was scheduled for Sunday with a 9:30 warning gun. The boats left the dock with what seemed to be adequate breeze but, as often happens on Lake Hopatcong, this wind became spotty and eventually died. After a frustrated committee spent an hour and half chasing wind around the lake and trying to get a start off, they finally abandoned the series. Of course, after you quit, the wind fills in; and, as the boats packed up to go home, everyone left the lake observing a new southerly breeze. As far as the results were concerned, Alan Terhune won, Paul Magno was second and Tim Faranetta bested Buzz Reynolds for third.

Muskegon Spring Regatta

By Tom Munroe

**May 31-June 1
Muskegon, MI**

Muskegon Spring Regatta Results

Place	Skipper	Boat
1	Tom Munroe	MU-11
2	Peter Price	MU-1
3	McMurray/Gill	WH-88
4	Doug McNeil	WH-111
5	Casey Call	WA-99
6	Jeff Felinski	MU-5
7	Paul Wickland	MU-22
8	Rob Terry	CR-66
9	Dave Irmischer	WA-21
10	George Powell	TO-101
11	Charlie Turk	TO-2
12	Larry Brand	WH-1
12	Tom Klaban	MU-400

1997 marks the seventh year for this regatta which rotates between Muskegon and White Lakes. Muskegon Yacht Club hosted the regatta this year. Thirteen E-scows competed in five good races over the weekend.

Saturday was chilly with a rare northeast wind blowing at 7 m.p.h. Race 1 saw Pete Price, MU-1, and Casey Call, WA-99, jump out to early leads. As the race progressed Casey built a nice lead and won going away. Price nipped Tom Munroe, MU-11, at the finish for second place. Doug McNeil, WH-111, was fourth and Paul Wickland, MU-22, was fifth. After a nice lunch served by MYC the scows went out in the same northeast breeze for back-to-back races. Paul Wickland started well and jumped to a big lead only to see it disappear on the second upwind leg when the wind died, shifted 110 degrees and filled from the west. Tom Munroe was the first to hoist the chute to the new breeze and went on to win, followed by Jeff Felinski, MU-5, and McMurray/Gill, WH-88. Pete Price and Doug McNeil rounded out the top five. Race 3 was set on a very short course with wind out of the west at a pleasant 10-18 m.p.h. A last minute shift to the northwest put the starboard starters almost on the layline. Pete Price led buoy to buoy for the bullet, followed by George Powell, TO-101, of Torch Lake, and Dave Irmischer, WA-21. Paul Wickland and Tom Munroe rounded out the top five.

After three races, Price was first with finishes of 2-4-1. Munroe was in second with 3-1-5 finishes and Doug McNeil was third with consistent top five finishes. MYC provided the sailors with plenty of hors d'oeuvres and liquid refreshments to help them sort out the days events.

Sunday brought warmer weather, more sun, and that rare northeast wind blowing at a brisk 10-15 m.p.h. That brisk wind turned nuclear by the start of the first race with steady readings of 20 m.p.h. and gusts to 30 m.p.h. Fortunately, most boats were able to pick up their fourth crews before the start. Brian McMurray, WH-88, took the early lead followed around the windward mark by Pete Price, MU-1. Tom Munroe, MU-11, moved into third on the down wind only to capsize while attempting to round the next windward mark giving Price and crew a good view of a slow motion capsize. Luckily a quick recovery kept MU-11 in the race. Price then passed McMurray/Gill at the downwind finish for another bullet. Felinski, MU-5, was third followed by Monroe and Wickland in fourth and fifth. For race 4 the wind continued to build to a steady 25 with gusts now to 35. On MU-11, I began to search frantically for a fourth to help us out. Luckily my wife, Carol, who was comfortably spectating on a fair-sized yacht, reluctantly agreed to jump on our scow and get wet. She turned out to be our lucky charm as MU-11 went on to win the last race, followed by McMurray/Gill, Rob Terry on CR-66, Dave Irmischer and Doug McNeil. Only 8 boats finished this race that was highlighted by lots of spectacular capsizes. Those who kept their sticks dry had some of the fastest downwind rides in recent memory.

The West Michigan E scow sailors would like to thank all those who help support this regatta. Next year White Lake will be the host, so block out the first weekend of June and come to WLYC.

Toms River Challenge Cup

By Dave Magno

**May 31-June 1
Toms River, NJ**

Fourteen (14) boats were out for the Toms River Spring Regatta, and they made their way out to the course in a brisk northeast breeze. Racing was on the Wanamaker Course and their first step was a three-lapper with the marks set pretty close. The boats on the left side of the starting line got the early edge, and at the top mark it was Cliff Campbell followed by Paul Magno and Runnie Colie. The boats were close on the first leg of the first run and positions jostled. Near the bottom mark Paul capsized and this ended the first race. Cliff continued to lead and George Welch Jr. got himself into a mix. As the race wore on, Cliff Campbell pulled away for an easy victory. Meanwhile, the race was on for second between George, Runnie and Dave. Farther back in the pack, Al Terhune was moving up and charges were also being made by Tim Faranetta and Had Brick. George got the edge, mostly on the left side of the course, and secured second in this race while he was being chased by Dave Magno. Alan Terhune continued his charge and moved all the way up to fourth, besting out Runnie Colie and Had Brick.

After lunch, the course was moved farther to the east and two-lapper was now the menu. Once again, Cliff Campbell got a good start and powered his way to the lead, chased by Dave Magno, Alan Terhune and Paul Magno. These four battled it out the whole race, but Cliff always maintained the lead. It wasn't until the last run where Dave finally got enough of an edge to be able to go into cover mode up the last leg. At the finish, it was Cliff again, chased by Dave, Alan and Paul.

In the third race, Cliff Campbell gave the rest of the fleet a chance by being a premature starter. While he went back to restart, Paul got his act cranked up and burst for the lead. His brother Dave was basically content to follow in second, but it wasn't long before Al Terhune got himself into the fray. Alan pressed Dave all the way and, then at the last leeward mark, Dave made the wrong gate choice and Alan got by. Paul continued his loose cover and cruised on for the win while Dave could not shake Al. Alan took second and Dave was third.

After the first day's racing, the scores were very close. Dave Magno led with a 3-2-3 for eight points; Cliff, by virtue of his restart, wound up with a 1-1-7 for 9 points and Alan, sailing consistently and improving in each race, with 2-3-4 also had 9 points. After that, there was a big gap for fourth place with 18 points.

The fourth race on Sunday morning started in very light breeze. This race was a three-lapper with the same wind direction as the day before. The left side of the line was favored and the boats that started there flopped onto port; but fortunately had no wind and were unable to cross the boats that started by the Committee boat.

Kirby Slack and Craig Bradley were among the leaders in the stop-and-go conditions up the first leg. Kirby wound up leading easily at the first mark and was chased by a group that included Cliff Campbell, Paul Magno, Alan Terhune, Dave Magno, Runnie Colie and Craig Bradley. Cliff recovered from a bad start and moved all the way up to second. By the end of the first run, the first five boats had separated from the fleet. Up the next beat, Kirby, Cliff, Runnie and Paul fought it out while Dave fell off the pace and dropped badly in fifth. Cliff assumed the lead; and, at the bottom of the second run, Cliff, Alan, Paul and Runnie went to the western gate while Kirby and Dave went to the eastern gate. The four boats on the left side of the course looked strong as the wind was in a left phase. Kirby eventually baled out on the right but Dave kept going until a

new wind line came in with a shift to the right. This brought Dave back into contention and, in fact, the boats on the left dropped enough where they could no longer cross him. At the top mark, Dave led and jibed immediately. He was followed closely by Cliff who held starboard jibe. Then came Alan Terhune in third and Paul Magno in fourth. Paul also jibed and the boats that got onto port jibes early made gains on this leg. Dave now led easily while Cliff made a good attempt at outrunning Dave to the east and made the last leg interesting.

Going into the last race, Dave now had nine points, Cliff had eleven and Al had thirteen. There was more wind by now for the last race, and a two-lapper was set. The three regatta leaders all got bad starts in this race, and a new bunch of boats appeared at the top. This group included Phil Reynolds, Neal Litman and George Welch. Phil was the early leader and led the pack around the first lap. Meanwhile, Alan was the leader of the three boats in contention which kept the regatta results very much up in the air. On the first run, Dave got by Cliff and chased after Al knowing Alan had to put multiple boats between them to catch him in the series. By the second mark, Dave moved up to be right behind Alan and kept the chase on, while Cliff had fallen back into the pack. Meanwhile, Paul Magno, Phil Reynolds and George Welch duked it out for the lead in the race. Up the last leg, Paul and Phil went to the eastern side of the course while George went to the north. In a left phase of the wind, it looked like George might be able to get the win but the wind moved back to the east and this allowed Paul to cross for first place while George took second and Phil Reynolds took third. Alan and Dave had split gates at the bottom, but Dave was still able to hold position of only being one behind Alan as they finished sixth and seventh. This allowed Dave to win the regatta with 16 points. Alan wound up second with 19 and Cliff dropped to third with 21 points after tenth place finish in the last race. Paul Magno wound up fourth overall with the capsize in the first race keeping him from being a contender. George Welch ended up fifth.

NCESA
National
Championship
Regatta

1998

September 10, 11 & 12
Chautauqua, NY

Wawasee Regatta

By Casey Call

**June 7-8
Syracuse, IN**

Team Melges (combined with local expert Sally Walker) won the regatta again this year, but not without a fight in most of the races. Saturday featured three long races with medium to light winds for the 29 boat fleet. WA-99 broke away with Burdick in the first race, with Pete Price leading the way most of race two, and Jeff Felinski being the "rabbit" in the third race. In all three however, Andy and Harry rose to the top when it counted.

Saturday night featured the "Cheeseburger in Paradise" party, with Margaritas and some very enthusiastic dancing. The Frog Tavern provided safe haven later in the evening for those staying out past their bedtimes.

"Team Melges (combined with local expert Sally Walker) won the regatta again this year, but not without a fight in most of the races."

Sunday was windy. There were around a dozen capsizes among the boats that braved the conditions. Superior boat handling in the strong breeze allowed I-45 to walk away with what ended up being the final race, giving them a clean sweep to the series.

The large fleet, tight racing, free beer and laid-back attitude made for another great event. Special congratulations to Tom Ewing for being 70-something and finishing the race on Sunday, and to Paul Misch from Cedar Lake, IN for winning the Silver Fleet. Thanks very much to all the participants and Race Czar, Jeff Schmahl. Hope to see an even bigger event in 1998!

In Memoriam—Ted Brennan

By Sam Merrick



Ted Brennan aboard INEPTUNE.

Ted Brennan died October 8, 1997 at age 81 after struggling too long with cancer. Just who was Ted that this page should express its love and sorrow for the loss of its friend whose tremendous contributions to NCEA should be remembered?

Six years old in 1965, NCEA was lucky to have Ted's interest and artistic talent for its new publication then under the leadership of Bill Bentsen, "chief of the Editorial Board." In a few years, Ted became "Editor and Printer's Devil," positions however described, he held and fulfilled until the 1981 winter issue. In that final effort, he kicked the traces by announcing his swan song with Vol. 25, No. 2 after producing 58 separate magazines, sometimes as many as four per year, but normally two or three. The Reporter carried his wonderful pen drawings of frenzied sailors and bizarre E boats.

Even in real life, Ted was an artist and designer. He was a partner of the Chicago design firm of Latham, Tyler and Jensen until his retirement in 1971. He designed the interiors of airliners, its drop trays and overhead storage bins and many other corporate face liftings. His artistic interests ran to boats, especially character wooden boats, whether gas, steam or sail powered; he got commissions for painting the portraits of historic yachts and commercial ships. In later life he became a supporter of the Outer Island Regatta, held each year off Georgetown in the Bahamas. He prepared a book of illustrations and paintings of that event, soon to be published.

"Six years old in 1965, NCEA was lucky to have Ted's interest and artistic talent for its new publication . . ."

Ted's association with scows started in 1960 at a party where martinis often provide flight to the imagination—even a trip to White Lake near Muskegon for a \$500 investment in a boat and trailer improvement of his Wilmette backyard. The following day was spent searching for enough water nearby to float the vessel which Ted called INEPTUNE. Eventually they stumbled on Lake Geneva, where they sailed many later INEPTUNES. When Ted gave up his last Ineptune, he and Maud served at the port-end line-boat at National Regattas.

Ted and Maud became Lake Geneva residents in a comfortable house with lots of steps down to a boathouse where they kept a beautiful 1930 vintage powerboat which furnished them and their friends moonlight voyages on the far reaches of the Lake. Maudie was always his companion in the same "rickety wave length in song and trombone music—equally quick with an amiable dig that sparked the atmosphere" (says an old friend).

What a rare human combo did they make!

Said the obit: "memorials are requested in his name, sent to Human Resource Center, Georgetown, Exuma, Bahamas."

New York State Championship

By Betty Welch

**June 21-22
Hammondsport, NY**

Photos by
Mark Amman



Irv Spear, KU-5, in rough water.

George Welch, Jr. handily won the last three races at the Keuka leg of the New York State Championship Regatta to win by a large margin. Rick Turner had led by almost five points after the Chautauqua series, but capsizes in races two and three at Keuka eliminated any chance he had to repeat as champion.

Saturday provided exciting and challenging conditions with shift and gusty winds generally out of the northwest at 8-15 m.p.h. Tacking properly on the shifts rather than dedication to one side or the other proved to be the formula for the day. The first race found Ken Fisher leading the way much of the first leg, but George Welch, Sr. rounding first and holding on at each mark to win in spite of dogged pursuit by Rick Turner.

“George Welch, Jr., handily won the last three races at the Keuka leg of the New York State Championship Regatta to win by a large margin.”

The second race followed lunch in unchanged conditions. Welch, Jr. led wire-to-wire, continually increasing his lead. In the race for second, Dyke Smith led for most of the way but missed one haymaker downwind to slip a place. Almost every boat found itself in the top five at one time or the other, yielding the usual excitement and frustrations for all.

The third race saw Irv Spear avoid starting line mayhem and sail a great first leg for the lead at the first two marks. He moved toward the generally favored left side only to miss one of the occasional large northerly lifts that allowed Welch, Jr. to snatch the lead for good.

Although Rick Turner had capsized himself out of contention, the old master Dick Turner seemed to take up the slack for his kid and kept pressure on the leaders all day. Also on the older generation slate was George Welch, Sr., who scratched himself up to second in each of the afternoon races to be in a tie for the day with his son and only two points behind him in the overall regatta to add some drama to the next day's races.

Sunday presented Keuka's common southerly thermal, kindly conditions, but usually subject to change by mid-morning. With the advent of a forecasted light northwesterly, the southerly was snuffed before all had rounded the first weather mark. Curt Wright found himself in the unhappy lead position with the rest of the fleet rounding behind him and closing. Characteristic of the weekend, it was George Welch, Jr., who found his way to the second mark in the lead and who then stayed in the breeze throughout shifts around the compass "a la Hopatcong." Other than for the first place, the competitors all had a chance to move up and down in the enigmatic streaks. Some finished with spinnakers up while some came in later close-hauled. Regardless of this race's vicissitudes, the cream of the regatta had risen to the top.

NY State Championship at Keuka

Place	Skipper	Boat
1	George Welch Jr.	KU-11
2	George Welch Sr.	KU-1
3	Dave Bargar	CH-2
4	Irv Spear	KU-5
5	Curt Wright	KU-2
6	Rick Turner	CH-6
7	Dyke Smith	KU-4
8	Dick Turner	CH-5
9	Ken Fisher	KU-6
10	Chris Hawk	KU-3
11	Tom Eichorn	KU-16
12	Craig Segar	CH-11
13	William Hudson	KU-12
14	Myron White	LA-88



Tom, Maryanne and Brian Eichorn aboard KU-16. Roger Dick on the pole.



George Welch, Jr., and Rick Turner face a starboard/port issue.

NY State Championship at Chautauqua

Place	Skipper	Boat
1	Rick Turner	CH-6
2	George Welch, Jr.	KU-11
3	George Welch, Sr.	KU-1
4	Ed Sirianno	CH-96
5	Dave Bargar	CH-2
6	Irv Spear	KU-5
7	Craig Seger	CH-11
8	Tom Eichorn	KU-16
9	Dick Turner	CH-5
10	Andy Connell	CH-51
11	Ken Fisher	KU-6

Triple Crown Results

Place	Skipper	Boat
1	Paul Magno	LA-88
2	Dave Magno	LA-99
3	Steve Anderson	AH-5
4	Dick Turner	CH-5

MESA Regatta

By Ted Beier

**July 18-20
Lake Carlyle, IL**



Close downwind action, MESA race 1.

Stable high pressure over the midwest caused very light conditions for the MESA Championship Regatta on the 18th through 20th of July. Of the seven scheduled races over the three days of the event, only three races were completed. Ted Beier was able to move the best in the light conditions and won the abbreviated series with three first places, followed by Ray Bunse in second. Rounding out the top five were L.J. Powell from Springfield, third; Pete Gass, fourth; and Scott Aljets, fifth.

After a windless morning, enough wind came up around mid-afternoon to race. The boats started the windward-leeward 2 -1/2 course in a southwest breeze between 5 and 9 m.p.h. The left side of the beat paid off with Powell rounding the weather mark first and Beier and Aljets close behind. On the second run Beier was able to cross ahead of Powell and cover on the last beat. Bunse caught and passed Aljets to finish third.

A second race was started immediately in a slowly dying 3-6 m.p.h. wind. Beier found a nice shift and opened a substantial lead over the fleet on the first beat. On the run the wind continued to lighten, and the race committee shortened the course to one final beat. The boats were able to move with everyone sitting down low and reach the finish line with Beier, Bunse, and Gass being able to drift the fastest.

A third race was started on Saturday in a southeast wind of 4-6 m.p.h. As the boats came down to the leeward gate, the wind shifted to the northeast and became lighter. The race committee set a beat to the northeast and shortened the course. The wind held light from the northeast long enough for the boats to finish, but did not reappear for the rest of the day.

At the MESA annual meeting on Saturday night, Ray Bunse was elected treasurer, and Jeff Patton of Indian Lake was elected Commodore. The 1998 MESA Regatta will be held at Indian Lake in late July. It was decided to pick a date that will not conflict with other regattas.

MESA Regatta Results

Place	Skipper	Boat
1	Ted Beier	S-27
2	Ray Bunse	S-11
3	L.J. Powell	LS-77
4	Pete Gass	S-3
5	Scott Aljets	S-2
6	Jeff Patton	ID-9
7	Pete Hagar	SC-1
8	Tom Ewing	ID-4



E Scow news, links, photos, results, interviews, regatta dates, membership information, resources and more!

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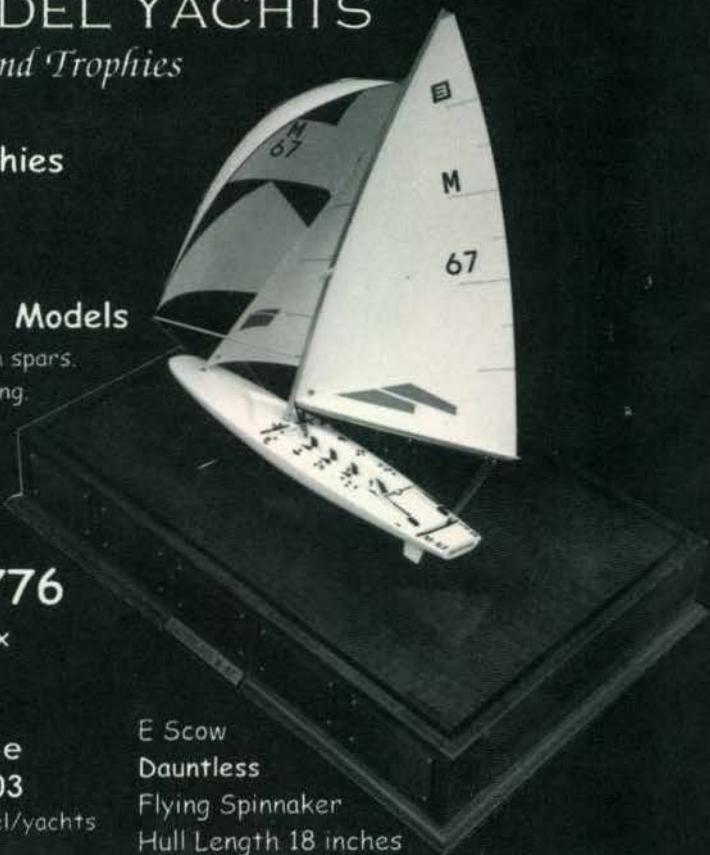
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Up Bay Regatta

By Dave Magno

July 26-27
Toms River, NJ

Sixteen E Scows were registered for the Up Bay regatta at Toms River. The first race was a two-lapper that started in a light southeasterly breeze. The boats that got good starts on the port side of the line initially looked strong on this leg and it appeared as if the three leaders would come from that side of the course. LA-99, coming off the starboard side of the line, got far right and into the new part of the spotty breeze. As a result, LA-99 led around the first mark followed by IH-7 who hit the south shore later in the leg. Next in line was LE-5, one of the lead boats coming off the left side of the course. LE-5 passed IH-7 by picking the better shifts downwind and moved into second place. The race was relatively spread and became follow the leader. The first three boats were Dave Magno in LA-99, Butch Lenhard in LE-5, and Buzz Reynolds in IH-7. Jack Lampman in LE-8 was the next boat leading the pack and got fourth. Phil Reynolds in IH-17 took fifth.

In the next race, LA-88 got off to a big jump on a three-lap course. They led by a good margin, but eventually MA-4 reeled them in and passed them. Meanwhile, IH-7 and LE-8 were dueling it out and going back and fourth between third and fourth position. In the end, Dick Wight in MA-4 prevailed with the win, followed closely by Paul Magno in LA-88. LE-8 bested IH-7 for third and Rick Turner in CH-6 bested LA-99 for fifth. Following in seventh, was LE-5.

In the last race of the day, also a three-lapper, Had Brick in IH-27 got cranked up and led coming off the right side of the course. He was followed by MA-4 and LE-8 who was the lead boat coming off the left side. Positions shuffled a lot in this race and MA-4 initially overtook IH-27 for the lead and looked strong for the win. However, LE-8 made smart moves downwind and finally got themselves to the top. Once LE-8 grabbed the lead, they cruised on to the win while the rest of the gang fought it out in pretty tight quarters. MA-4 was second, LE-5 third, IH-27 fourth and IH-7 fifth. Rick Turner in CH-6 finished sixth, but was disqualified.

After the first day's racing, Jack Lampman was strong with eight points and 4-3-1 for finishes. Dick Wight was second by virtue of his two good races, having an 8-1-2 for eleven points. After that, it was close with Buzz Reynolds and Butch Lenhard tied with twelve points; Buzz with a 3-4-5 and Butch with a 2-7-3. The Magno brothers were next; Dave had a 1-6-6 and Paul a 7-2-7.

Buzz and Kim Reynolds hosted an excellent cocktail party prior to the Pig Roast at Island Heights Yacht Club. A good time was had by all and the sailors left extremely tired.

The next morning there was a wait for wind but, as soon as the boats towed out there, the wind showed up from the south and built quickly. The fourth race was a two-lapper and LA-99 led the way at the first mark, getting right on the first leg. In from the left in hot pursuit, were Cliff Campbell in T-17 and Jack Lampman on LE-8. LA-99 and T-17 duked it out for first with LA-99 always going around the western gate and T-17 always going around the eastern gate on both laps. Meanwhile, a tight pack was fighting that included MA-4, LE-8, LE-5, and IH-7. On the last leg, LA-99 was able to win, getting something a little better than T-17 on the right side of the course. LE-8 moved up to follow in third and LE-5 also joined in the gains to finish fourth, IH-7 was fifth. This left Jack Lampman with a three point lead over Dave Magno.

By now the wind was very strong and the fifth race went off with three laps. LE-5 jumped out to a good start at the pin and was never challenged in this race. The rest of the race was a fight with IH-27 in second being chased by LA-88 and LE-8. As the race wore on, IH-27 dropped off a little bit while IH-7, LA-99 and MA-4 all pushed to fight in the lead pack. LA-88 capsized at the last windward mark, taking them out of contention. As it sorted out, LE-5 led the way with LE-8 in a strong second giving them the regatta win. LA-99 fought to third, which enabled them to beat LE-5 overall in the series on tie breaks being they won two races to LE-5's one race.

The final scores were Jack Lampman in first with finishes 4-3-1-3-2 for 13 points. Dave Magno in second with finishes of 1-6-6-1-3 for 17 points. Butch Lenhard in third with finishes of 2-7-3-4-1 also for 17 points.

Up Bay Regatta Results

Place	Skipper	Boat
1	Jack Lampman	LE-8
2	Dave Magno	LA-99
3	Butch Lenhard	LE-5

Sails

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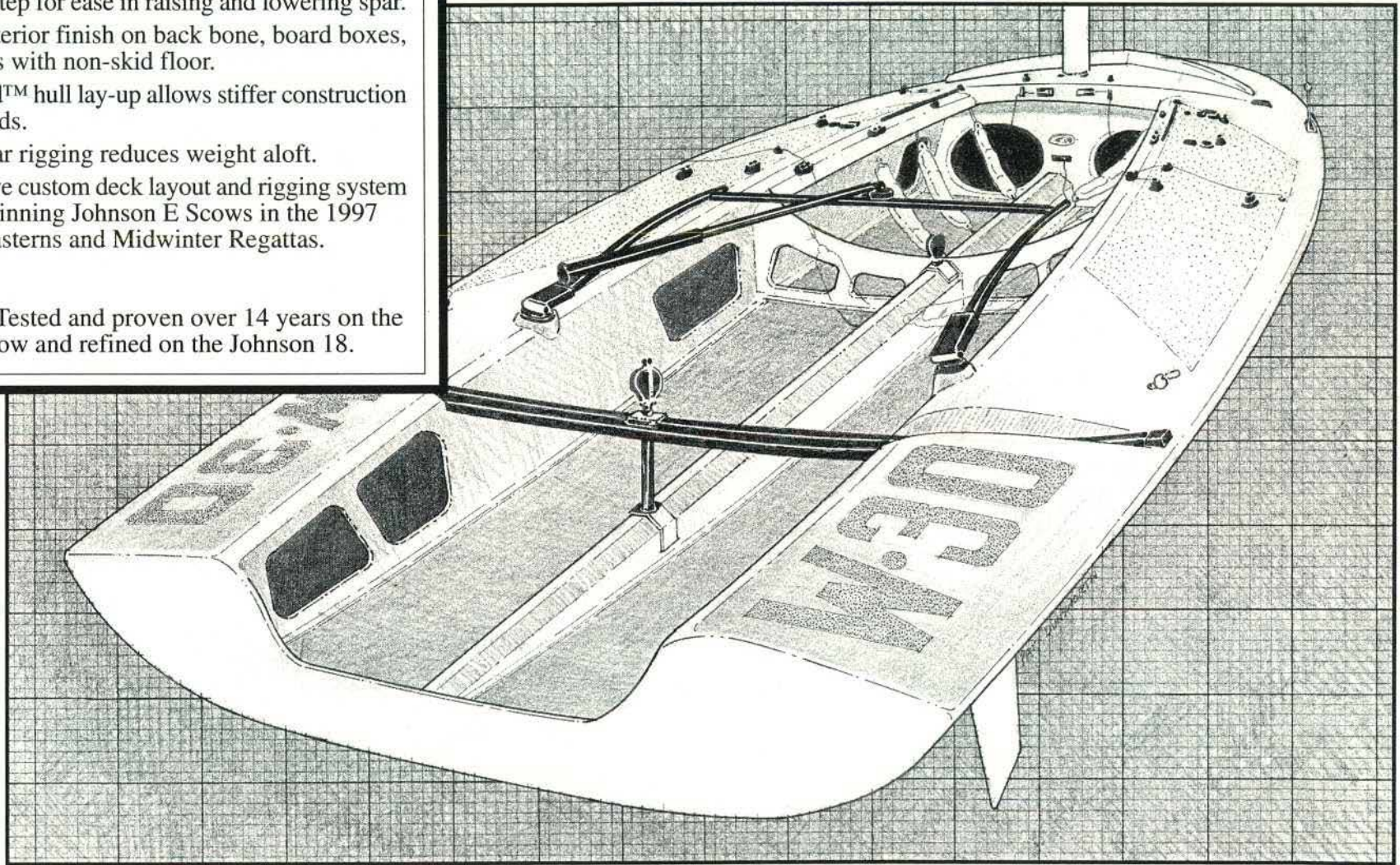
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Board of Directors' Meeting

The following is a summary of issues, determinations and information of interest to the Membership derived from proceedings at the annual Directors' meeting that took place in Chicago on November 8, 1997. At least once a year the Board meets, usually in a central location such as Chicago. The Board consists of representatives from each region.

Finances

Current cash on hand is approximately \$26,500, which is a reserve equal to about one year's expenditures. It now equals the goal for a reserve thought appropriate by the Directors.

Regatta

Established the National's Regatta site for the next few years.

1998	Chautauqua, NY
1999	Minnetonka, MN
2000	Little Egg, NJ
2001	Torch Lake, MI

VHF radios are allowed for use in the class. They will be used in the Nationals, at least for the purpose of notifying premature starters. Other events may use them. Check your race notices and racing rules.

Racing Instructions (the version approved by the gurus at the National level) have been refined, updated, and are available on disk from the Association. Call Ted Beier at (314) 353-3168. You may then modify them for your circumstances.

Look for the Sarasota Mid-Winter Regatta again this year, just before the Easter Regatta at Charleston. Get prepared for some early Spring sailing.

Publications

Learned that the current co-chairs of publications can no longer produce the Reporter and Reaches. Anyone interested? The Association will consider making it a paid job for one of our members or for someone who can produce a great product at a reasonable price.

Dierk Polzin will produce an E-Scow website. Check it for schedules, member lists, racing instructions, race results, etc. Look for its address in the Reporter or check your browser.

Rules

Amended By Law Article X, relating to experimental projects, to give more autonomy to the Rules Committee and expedite the procedure.

After much debate and consideration, approved an *experimental project* proposed by Melges to produce a boat with the cockpit open all the way back to the transom (no rear deck). Both boat builders may produce as many as desired during 1998. After observation next year, the Board will consider making it permanent (subject to a membership ballot).

Invited proposals for experimental projects relating to new rudder designs or implementing asymmetrical spinnakers.

Measurement

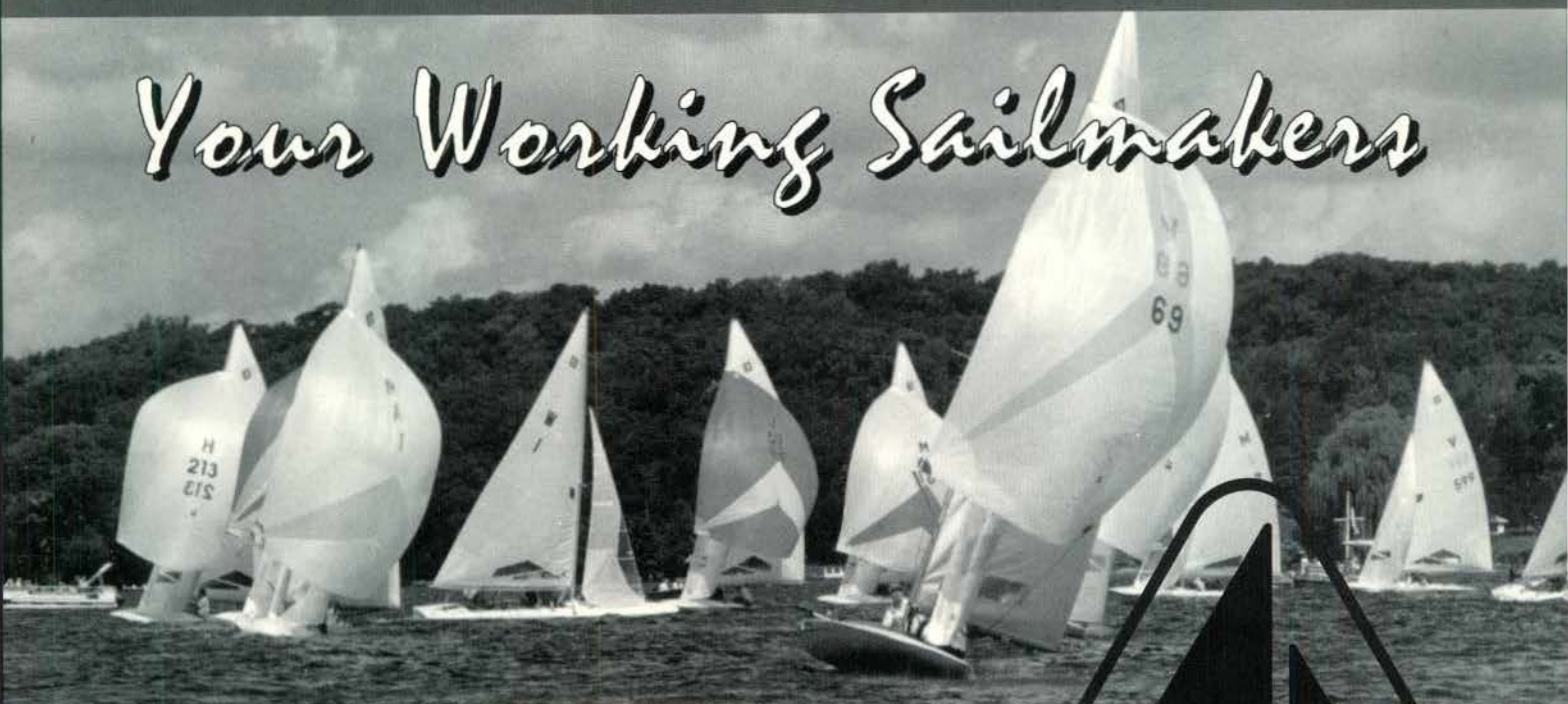
Instructed chief measurer, Bob Zak from White Bear, MN, to draft specific procedures for implementing a "weigh once" system that would result in placing tags on properly weighted boats similar to the Inlands' procedure. Look for something like this in 1999. Any concerns should be addressed to Bob.

General

Considered tightening the hull tolerance dimensions in order to keep the product of both builders almost identical. It will be on the agenda for a decision next year.

Authorized Charlie Turk, to continue with production of an E-Scow instructional video which may be produced at no cost to the Association. Any interested sponsors may contact Charlie.

Your Working Sailmakers



1997 Results:

1st Eastern Championships
1st Sarasota, Florida Midwinters
3rd, 4th Invitational

Inland Sails now has two E-Scow mainsail designs – “*Flat Water*” for Inland Lakes and “*Rough Water*” for the choppy waves of large lakes and coastal waters.

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1997

PHOTOS BY PAT DUNSWORTH, SARA MCMURRAY, TED SLATER & BILL ACKERMAN





Focused on the finish.



Up close action at Lake Winnebago.

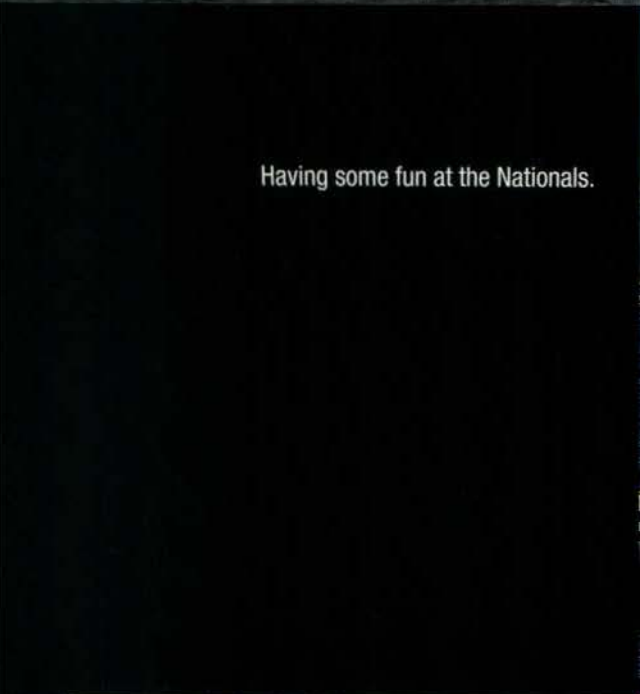


Child's play!





What's going on here?



Having some fun at the Nationals.



Hey! Get that main sheet out of your mouth!

Hey, you! Out of our way!



Here comes McNeil . . .

Which way do we go?



Ready for another mark rounding.



Ten, nine, eight...



A beautiful day in Pewaukee.





Sand dunes? We must be on Muskegon Lake.

The Blue Chip Mystery Guest receives some expert instruction on the art of scow assembly.



Sailing the beautiful waters of Torch Lake.



Team Roy/Biwer.



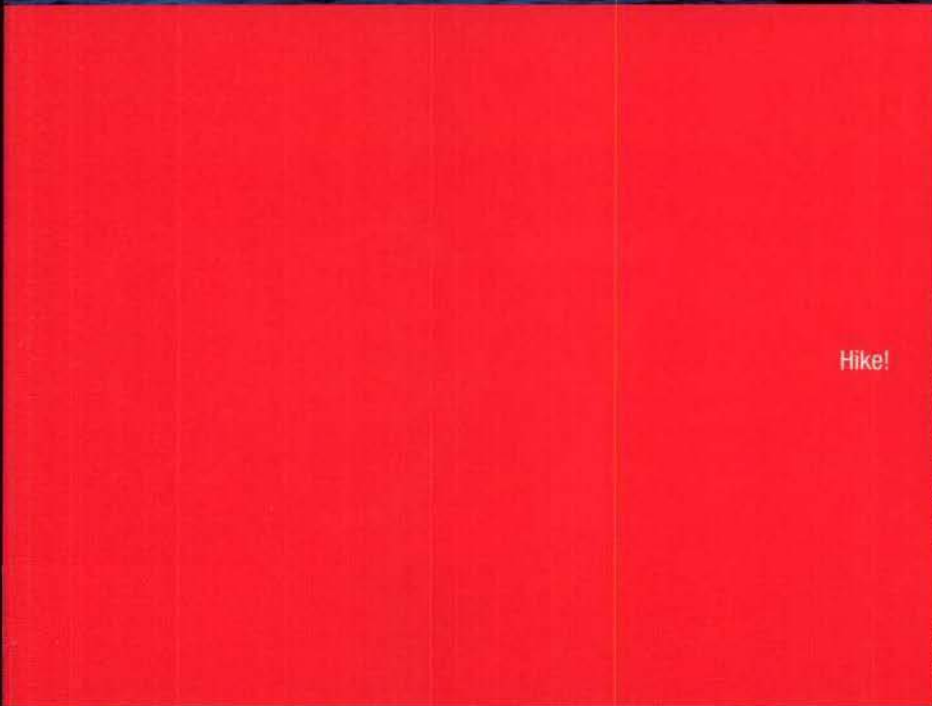
Time to fold the chute again!



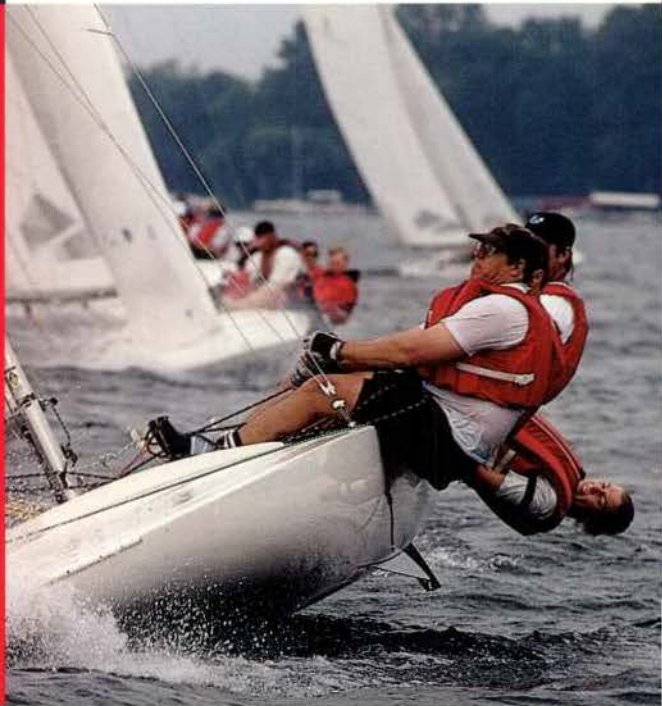
Peter Slocum at the ILYA Championsip.



A beautiful day at the Nationals.



Hike!



Taking a dip in Crystal Lake.

MELGES

NEW 1998 E SCOW



Photo By: Ted Slater

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1997 RACE AND REGATTA RESULTS

1st, 2nd, 3rd US National Championship
1st ILYA Centennial Championship
1st, 2nd ILYA Invitational
1st, 2nd, 3rd Black Tie Regatta
1st Western Michigan Championship

1st Easter Regatta
1st, 2nd Nagawicka Regatta
1st Annapolis Sprints
1st Wawasee Regatta
1st Michigan Invite



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Eastern Championship

By Dave Magno

**July 31-August 2
Beach Haven, NJ**

Photos by
Roger Dick



Another beautiful sunset at Little Egg Harbor Yacht Club.

Thirty-one boats showed up for the Eastern E Scow Districts on Little Egg Harbor in Beach Haven, New Jersey. Thursday morning was a wait for wind and around mid-day semblances of a breeze showed up. The boats that got off on the port side of the line were the early leaders and after the lead group that came out of right, it seemed like the boats that were left at the end of the leg were the next group. Butch Lenhard in LE-5 led early, but downwind Dave Magno in LA-99 got past for the lead. The first three boats were LA-99, LE-5 and Peter Hurley in MA-42 going out on port. On the second beat, a 20 degree shift came in from the left and the three leaders dropped right out of contention. Buzz Reynolds in IH-7 came back near the front on this leg along with John Ruff in V-88 and Dan Guidinger in M-11. The race was scrambley, positions changed often up wind and down wind. On the last leg of this race the boats on the right seemed to do better and it was IH-7 leading the way home followed by M-11 and V-88. Had Brick in IH-27 moved up to fourth, followed by Rick Turner in CH-6, Runyon Colie in MA-4, Tom Wiss in HO-32 and Jack Lampman LE-8. Butch Lenhard recovered to ninth and George Welch, Jr. in KU-11 rounded out the top ten.

The second race of the day came off in better breeze with more standard sea breeze like conditions. In this one, Paul Magno in LA-88, M-11, V-88 and MA-4 got themselves out there and these boats fought for the lead pretty much the whole race. Some big gains were made as the race went on, particularly IH-27 which moved from way back in the pack all the way up to second at the end of the second lap. However, IH-27 went south after rounding the west gate and lost out to three boats that went around the eastern gate. M-11 held on for the win while battling LA-88. V-88 was next in line followed by LA-99 just nipping MA-4 at the finish. LE-5 and IH-27 completed the rest of the top boats. Jack Lampman was eighth, Jack Cranmer in LE-37 ninth and Rick Turner tenth.

After the first day, Dan Guidinger was definitely in control. John Ruff was hanging tough, as were Runnie Colie and Had Brick. Butch Lenhard and Rick Turner were tied for fifth and already had 15 points. However, the likelihood of a drop race left many possibilities open.

A great party was hosted by John and Gretchen Coyle that evening at their bayfront complex. Afterward, Buckalew's and the Sea Shell were visited by the sailors.

The next day was another wait for wind as it seemed like the light southeast breeze would never materialize. Finally a race was started in the light southeast wind. A bunch of boats were over the line on the left side and somewhere between six to eight boats restarted this race. Dave Bargar in CH-2 did not have this problem in holding a long port off the start and was the first boat to run into a starboard shift. This gave CH-2 an enormous lead and it seemed now that the fight would be on for second. LE-37 was a contender in this one, but it was MA-4 who made a nice move at the end of the first leg and then had a good downwind leg that moved him up into second. MA-4 gave chase to CH-2 and while they were able to close water, they were never able to overtake this boat. The fight for third now heated up and included IH-7, LA-99, HO-32, LE-5 and LA-88. At the end, it was LA-99 guarding IH-7 for third and fourth while LE-5 took fifth, HO-32 took sixth and LA-88 took seventh. John Ruff was eighth, followed by John Cranmer and Dan Guidinger.



A familiar shot at any large regatta—hoist repair!

The next race was in a more solid sea breeze with conditions typically seen at Little Egg Harbor. M-11 and LE-8 got themselves back on track in this race and they sailed for the lead the whole way accompanied by IH-7 and MA-4. After that, the rest of the fleet changed around a lot with the racing in pretty tight quarters. M-11 was able to hold off LE-8 for the win in the building breeze. IH-7 finished up next with a third followed by MA-4 with another strong, consistent finish. Right was the way to go in this race and MA-42 took fifth position by beelining it out to that side on the last leg and passing a bunch of boats. Butch Lenhard took sixth, George Welch, Jr. seventh, John Ruff eighth, Had Brick ninth and Rick Turner tenth.

Dan Guidinger still led the regatta with 17 points, but the tenth left him vulnerable if he had another double digit finish. Runnie Colie also had 17 points without a bad race; he was dropping a 6 at this point. Buzz Reynolds was also a contender with a 21 and was dropping a 13. John Ruff had a 22 with a pair of 3's and 8's. Butch Lenhard was next with 26 and everyone else had too many points to have an opportunity to win. A great banquet was held this evening with a cocktail party, a band and dancing. Afterward, a beer drinking challenge took place at Buckalew's among the lead boats.

The last day of the regatta started out windy from the west; an unusual direction for a wind that strong. As a result, conditions changed and the wind slackened during the fifth race and shifted left. While the early leaders appeared to come from the right side of the course on the first leg, the boats that held left benefited. With both sides getting their gains and drubbings, the pack at the top mark was close and exceptionally large. CH-6 was able to fight to the front and good downwind speed let him open up a significant lead to keep him from being challenged. The rest of the pack fought tooth and nail, and the boats that went down the left side of the run seemed to make big gains at the end, probably because the current became a large factor. Up the next leg, the boats that played the left side seemed to do best, and KU-11 worked up to second followed by LA-88 and M-11. By the end of the next run, the wind had shifted enough where there was not much starboard tack left on the windward leg. Some passing occurred between places five through ten because the boats were all close, but the lead group remained virtually unchanged. CH-6 won easily followed by KU-11. Rounding out the top five were LA-88, M-11 and MA-4. Butch Lenhard was sixth again, Buzz Reynolds seventh, Tim Faranetta eighth, Dave Magno ninth, and George Welch, Sr. in KU-1 tenth.

All but three boats were eliminated from the contention since the worst Dan Guidinger could score was 18. Runnie Colie needed a first because a second would have him lose on tie-breaks. Buzz needed a second or better since a third would leave him with a loss on tie-breaks. In addition, the possibilities assumed Dan would not better his score, not a likely event.

After lunch, the last race course was set and the wind remained flukey out of the southwest. Even though the right side of the line appeared favored at the start, as the boats ran out to the left, those underneath and ahead were able to punch out in front. With the conditions sort of light and shifty, especially at the end of the leg, position changes took place rapidly and the boats that came from the left that did not cross early enough lost out.

Eastern Championship Regatta Results

Place	Skipper	Boat
1	Dan Guidinger	MA-11
2	Colie/Leight	MA-4
3	Buzz Reynolds	IH-7
4	Dave Magno	LA-99
5	Butch Lenhard	LE-5
6	Jack Lampman	LE-8
7	George Welch, Jr.	KU-11
8	Rick Turner	CH-6
9	Paul Magno	LA-88
10	Had Brick	IH-27
11	John Ruff	V-88
12	Tim Faranetta	LA-5
13	Tom Wiss	HO-32
14	John Cranmer	LE-37
15	George Welch, Sr.	KU-1
16	Bob Donat	LE-3
17	Peter Hurley	MA-42
18	Cliff Campbell	T-17
19	Fred Slack	IH-44
20	David Barger	CH-2
21	Irv Spear	KU-5
22	Phillip Reynolds	IH-12
23	Craig Bradley	HO-13
24	Dan Crabbe	T-8
25	Ken Fisher	KU-6
26	Curt Wright	KU-2
27	Dick Turner	CH-5
28	Craig Seger	CH-11
29	Bill Nolden	AH-11
30	Tom Eichorn	KU-16
31	John B. Maschal	LE-81



Easterns, Continued

KU-1 led the way followed closely by IH-27, LE-8, and LA-99 and IH-7.

At the bottom mark, the boats distributed pretty evenly between both sides of the gate and separate groups broke off to the right and left. A shift to the left along with an increase in velocity changed positions. While KU-1 still led, LA-99 and LE-8 were hot on their trail. Meanwhile, from the far left LA-5 and MA-4 appeared in the picture making huge gains from back in the pack. It turned out that KU-1 was a premature starter and was notified at the last windward mark. However, by that time LA-99 had taken the lead and was pursued by LA-5, LE-8 and MA-4. LE-8 jibed and went down the western shore while LA-99, LA-5, and MA-4 held the starboard jibe along with the bulk of the fleet. At the bottom gate, it was these four boats remaining in position. LA-99 and LE-8 went around the western gate and LA-5 and MA-4 around the eastern gate. LA-99 went into cover mode on LE-8 while LA-5 and MA-4 tried to attack from the left side. Positions remained unchanged and the boats finished up with LA-99, LE-8, LA-5, MA-4 taking the top four spots. Bob Donat in LE-3 got up for fifth, with Butch Lenhard in sixth again. Buzz Reynolds was seventh, George Welch, Jr. eighth, Had Brick ninth and Dan Guidinger tenth.

While Dan left an opportunity for Runnie and Buzz, neither could come up with a good enough finish. Colie was second with amazingly consistent finishes. Reynolds was third with another strong Easterns showing. Dave Magno's last race win elevated him to fourth and Butch Lenhard's string of sixes kept him in fifth. As usual, an excellent regatta at Beach Haven.

Western Michigan Championship

By Jeff Hoch

**August 6-9
Bellaire, MI**

Photos by
Sara McMurray

The 1997 Western Michigan E Championship was sailed on the beautiful waters of Torch Lake and under the expert race management skills of Chuck Harrett and Midge Verplank.

Race #1 was a morning event with south winds of 5 - 7 knots. The breeze consolidated in mid-channel severely punishing the boats that went too far left or right. Local favorite Art Brereton combined the home field advantage with excellent crewmanship to win in almost wire-to-wire fashion. Brian McMurray, from White Lake, was second followed by Tom Munroe, Jeff Hoch and Paul Wickland rounding out the top five.



Former White Bear Lake sailor Don Nelson now sails in the Western Michigan venue. Don was the second place winner of the WMYA Championship.

Western Michigan Championship Results

Place	Skipper	Boat
1	Art Brereton	TO-101
2	Don Nelson	W-12
3	Jeff Hoch	TO-4
4	Tom Munroe	MU-11
5	Pete Price	MU-1

On day #2 the second race of the regatta was also sailed in an unsettled south wind. A big right-hander defined the outcome half-way up the first leg. Don Nelson from White Lake, an ILYA transplant, out-distanced the fleet. Nelson was followed by Tom Klaban and Hoch in second and third. Brereton, buried at the start and trapped on the wrong side of the shift, battled back the entire race to finish fourth.

A major story within the story came into view in race #2. A member of Hoch's all girl crew lost her bikini top at the first mark rounding. In what can be described only as unfailing dedication to the skipper, the wayward garment was not replaced until after the chute was up and pulling. As word of the incident spilled out, the size of the spectator fleet following TO-4 grew dramatically.

In Friday afternoon's back-to-back affair Brereton and Nelson split the spoils. Brereton then won his third WMYA E Championship by winning the finale on Saturday. Nelson, on the strength of his two wins and outstanding boat handling, wound up a comfortable second. Hoch and his girls, with five top-five finishes, ended up third. Tom Munroe and Pete Price, both from Muskegon, finished fourth and fifth respectively.

Down Bay Regatta

By Dave Magno

**August 9-10
Beach Haven, NJ**

Eighteen E Scows were ready to go on a hot day in a westerly wind. The course for the first race was set between Markers A & D for the 2-1/2 lap windward-leeward course. The current was running very heavily and the Race Committee had to use a Z flag to try to hold everyone back. The third start got underway in the shifty westerly and LA-99 hit all the shifts and easily led at the first mark. LA-99 jibed into a hole and IH-7 and IH-27 held a starboard jibe and wizzed by. MA-42 got into the mix as well as LE-5 and LE-3. On the next windward leg, IH-7 went west to the right hand side of the course and IH-27 and LA-99 worked the left side of the course. At the top mark IH-27 had a big lead and LA-99 was far ahead of LE-3 who also worked the left side of the course. IH-7 fell back to fourth as they ran out of wind on the right side. IH-27 was the first boat to jibe to port and this cost them their big lead as they sat in lighter wind while the other boats closed. IH-27 and LA-99 got into a tacking duel while working the left side and LA-99 was able to slip by. LE-3 looked dangerous early on the left side, but made some mistakes near the end of the race and fell back out of contention. IH-7 again worked the right side and had trouble scrambling back to maintain a fourth. Meanwhile, LA-99 bested IH-27 for first, with LE-5 third.

After lunch, there was a wait for wind and it finally showed up later in the day out of the south. It built very quickly and this became a nice windy race that Little Egg is known for. Bob Donat owned this race as he powered off the line and away from everyone when he tacked over to port after he worked left. IH-7 was in hot pursuit working the right side of the course up the first leg. While LE-3 and IH-7 got around the top marker 1 & 2, LE-5 was fighting from down low to squeeze past the mark without hitting it. Unfortunately, LE-5 hit the mark and stacked up all the other boats trying to round. This enabled LE-3 and IH-7 to get a big jump on the rest of the fleet. After the mess sorted out, IH-17, LE-8, and LA-99 were left to fight it out for third place. At the bottom mark, it was LE-3 leading with IH-7 chasing and LE-8 in third. Up the next leg LA-99 was able to catch LE-8 and LA-99 was able to ride over LE-8 at the top mark when LE-8 tacked below. Down the next run, IH-17 made a strong move and got up there to also fight for third place. LE-3 was in cruise mode the rest of the race leading easily up the last leg and just smoked everybody for an easy win. LA-99 chased after IH-7 but was unable to catch him. Meanwhile, IH-17 worked up and finally got ahead of LE-8.

After the first days racing, LA-99 had 4 points while IH-7 trailed with 6 and LE-3 was third with 8. A couple of boats, LE-5 and IH-27 were tied for fourth with 10 points a piece.

The Saturday night party was excellent. A band and dancing capped off a cocktail party and dinner. Many sailors got to sleep that night way too late.

The next day, the breeze was from the south from the beginning and this gave the E boaters a decent wind to race in. The wind was shifty and far to the right of south. The boats that got right early seemed to initially assume the lead positions and they were BH-12, IH-7, IH-44, and LA-99; but then the boats on the left worked back and things evened up with LE-8, LE-5, LA-5, and IH-27 coming in as the leaders from that side. IH-44 had the lead at the top mark, but all the boats were very close. The wind was spotty and shifty and positions shuffled as the boats jibed back and fourth downwind in an

Down Bay Regatta Results

Place	Skipper	Boat
1	Dave Magno	LA-99
2	Buzz Reynolds	IH-7
3	Butch Lenhard	LE-5
4	Bob Donat	LE-3
5	Had Brick	IH-27
6	Tim Farnetta	LA-5
7	Phil Reynolds	IH-17
8	Jack Lampman	LE-8
9	Fred Slack	IH-44
10	Chuck Drawbaugh	HO-47
11	Mike Fortenbaugh	BH-12
12	Doug Galloway	LE-4
13	Kevin Flood	HO-13
14	Bill Nolden	AH-11
15	Dan Crabbe	T-8
16	Peter Hurley	MA-42
17	John Cranmer	LE-37
18	Paul Magno	LA-88

unsteady breeze. LA-5 made the best gain going down the right side and took the lead. Meanwhile LA-99 found some good wind and worked around a few boats and got themselves up to second. IH-44 and IH-27 dropped back into the pack behind the two new leaders and IH-7 also seemed to lose out on the right side of run. The first three boats were just enough ahead to get around the mark clean, but the rest of the boats were all overlapped and there was a big pinwheel at the bottom. Things sorted out quickly as LA-99 chased LA-5 on port tack after the mark rounding. After the lead boats tacked starboard, LA-5 and IH-27 went for the left side while LA-99 made the mistake of trying to join that group and leaving IH-7 skipping out to the right side of course by themselves. Later on in the leg, a shift to the right as well as adverse current on the left side of course seemed to hurt the four leaders that were over there. This allowed IH-7 and LE-8 to get back into the race on the right side. The top six were pretty close but by the time they rounded the windward mark it was IH-27 leading the way. IH-7 and LA-99 dropped back to fifth and sixth, making the race interesting with the regatta hanging in the balance.

The first four boats jibed to port and this turned out to be very costly to them as IH-7 and LA-99 held starboard jibe virtually the whole leg. These two boats were able to work down in a good breeze and a favorable current were 1-2 by the bottom mark. IH-27 was next with LA-5, LE-8, and LE-5 all mixing it up next. IH-7 was desperately looking for a way to put a boat between them and LA-99 because a second was all LA-99 needed to win the regatta. This appeared to have worked when about half way up the leg, IH-27 and LA-99 got into a crossing situation and IH-27 was able to pass LA-99. LA-99 then decided to go to the right hand side of the course, thinking this was the better side, and avoid working in the jumble of boats that were now off to the left. The fear of losing these boats, and possibly the regatta, by one coming between IH-7 and LA-99 was very real. As hard as IH-7 tried to slow up LA-99, they were able to work the right side of the course which was better. The boats on the left seemed to be fighting too much current to climb over the top, even though they had their share of favorable shifts. IH-7 won the race while LA-99 followed, able to cross the boats coming up the left side. LA-5 finished up next, and LE-5 grabbed fourth by being the first boat of that group to hit the right side. This gave LE-5 a third overall for the regatta.

ILYA Championship

**August 9-15
Oshkosh, WI**

Photos by
Pat Dunsworth

*(No article
or results
furnished for
this regatta)*



Inland Lake
Yachting Association
Centennial Championship



Lake Winnebago



NCESA National Championship

By Dave Magno

**September 4-6
Muskegon, MI**

Photos by
Ted Slater



Many masts at Muskegon Yacht Club.



Brian Porter gladly accepts yet another trophy at the awards presentation. (L to R) Bill Freytag, John Porter, NCESA Commodore Casey Call and I-49 skipper Brian Porter.

After ten years, the E Nationals returned to Muskegon Lake. Muskegon Lake is a river-fed lake along the western coast of Michigan with an improved channel connecting it to Lake Michigan. The inlet between Muskegon Lake and the Lake Michigan is similar to some of the back bay connections with Atlantic Ocean on the east coast. The sailing area is not particularly big on this lake due to the geographics and a shoal extending from the north shore that effectively cuts off the east part of the lake. However, the lake does offer a venue that's large enough for the size of the fleet, since the location seems to hold down attendance from the ILYA and the east coast. The lake also offers consistent winds, putting a premium on boat speed. And boat speed was definitely what the Full Throttle team in I-49 had. In all, they won five out of the seven races to go with a four and a seven to give them a counting score of only nine points. This domination didn't take place until the last two days of the regatta when the wind strength increased and Brian, John, and Billy were able to crank up the speed and lead almost continuously. Of the other 46 boats, Mike Darrow was the best, putting up a string of threes.

After the first day of the regatta, Mike Darrow was the leader with a 3-1-3 for only seven points. However, the lead group was tight as second through sixth totaled between 12 and 17 points. With there being such a big gap between the leaders and the rest of the pack, it became obvious only a few boats would contend in this regatta. Andy Burdick wound up third in the regatta, also going very fast and with a string of very high finishes. In fact, he had only one finish out of the top five, that being an eight in the third race. Tommy Burton in M-9 finished up fourth and was among the contenders in this regatta the whole time. However, the three boats ahead of him were noticeably faster and it left him in a clear-cut fourth position. After this lead group of four contenders, the second echelon of boats consisted of a small group of three. These three consisted of Paul Magno, Chris Pinahs and Dave Magno. While these three boats were consistently racking up the top finishes, they were not cracking the top five often enough to be in contention.

The final outcome of these three was Dave Magno in fifth, Chris Pinahs in sixth, and Paul Magno in seventh. Paul and crew not only had the obvious distinction of being the lightest crew among the top ten (which was very apparent at the trophy presentations) but perhaps the lightest crew in the whole regatta. In sum total, this crew may have maxed at 580 pounds. Next up was Tom Hyslop in V-5 coming in eighth as he put up a consistent string of low double finishes to go along with a two on the first day of racing. In the ninth was Gordy Bowers in M-11, also sailing consistently but probably not quite as high up in the pack as he would have liked. Jim Glueck in H-137 rounded out the top ten with some good hard sailing.

As far as racing went, it remained pretty tight because the legs were not long enough to let the boats spread out too far. The breeze was good enough and there was usually enough time to have the races be 3-1/2 laps. The Race Committee was excellent. The starting lines were perhaps the squarest lines ever seen at a major regatta. The Race Committee was also prompt in getting races off, particularly back-to-back circumstances and there was no sailing to and fro waiting for the Race Committee to get ready. With the wind being out of the western and southwestern quadrants the whole time, the geographics of the lake made the south side of the course consistently favored. Not that gains were never made on the right, there were times that right did pay. However, these circumstances were in the minority.

Now, THAT'S a serious trailer!



Also, a big loss never occurred to a boat going left while this could not be said of those who played the right side of the course.

On Thursday the boats left for the race course in a light northeasterly wind. A starting line was set and a sequence started and before the sequence could finish the Race Committee postponed as the wind was shifting and dying. Everyone returned to the dock to wait for the new wind to arrive. After lunchtime, enough wind appeared to start racing. The first race was a 2-1/2 with a light to medium westerly wind. The wind was spotty and shifty for this race but, generally speaking, the boats that held to the south side of the course benefited the majority of the time. This would be a pattern that continued throughout the regatta. Brian Porter got on top this race and was followed home by Tom Hyslop and Mike Darrow.

The second race got off in similar conditions and this time it was Mike Darrow's turn to win with Andy Burdick following him to the finish. After the second race, it was already four o'clock, but the Race Committee, unsure about what the future conditions would hold, decided to have a third race.



Their fears turned out to be unfounded because the remainder of the racing wound up in very strong winds.

The third race of the day got off at about 5:15. This race had the most position changes out of all the races that day, and, in the end, Tom Burton nipped Dave Magno for the win followed by Mike Darrow and Paul Magno. After the first day's racing, Darrow was in control with only seven points. Second through sixth was tight with Brian Porter in second having twelve points, and Paul Magno and Chris Pinahs rounding out the top group with seventeen points. In between the two were Andy Burdick and Tom Burton. Dave Magno was in seventh but already had 26 points. It appeared that the regatta contenders would come out of the top six from the first day's racing.

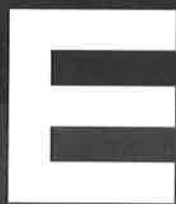


Commodore Casey Call presents the Runyon Colie "Service to the Fleet" trophy to Sam Merrick.

The second day of racing had west wind right from the start with decent velocity. As the day progressed, this wind shifted to the southwest and increased. With the increased wind strength and more sailing time, the courses were now 3-1/2 laps. Brian Porter found these longer courses and stronger winds to his liking on this day. In the fourth race, Brian led wire-to-wire and this became a repetitive picture throughout the day as he possessed superior upwind boat speed to lead at all the marks. From there, he usually increased his lead gradually. Once again, the order of the day was to stay on the left side of the course as the majority of the time this side was better. With Brian winning all three races this day, the best the remainder of the fleet could do was to try to hang in there with the top five finishes. Mike Darrow did a particularly good job of this, keeping his string of threes going and Andy Burdick also followed suit, hanging in the top five. Tom Burton had another good day, but a sixth in the last race of the day and finishes not quite as high as Andy and Mike left him in fourth place at the day's end. Paul Magno and Chris Pinahs still sailed strongly but fell off the pace as contenders. Meanwhile, Dave Magno picked it up somewhat and joined the ranks of his brother and Chris to leave a group of three fighting for fifth at the day's end. With only one more race left, the top four was already decided. But the order was not totally finalized. Brian looked strong with four firsts, a fourth and a seventh, but Mike Darow still had a shot at him with his string of threes and that first day win. Andy Burdick and Tom Burton were third and fourth, and then there was a big gap of twenty points to fifth place. Paul Magno led this tight group in fifth with Dave Magno one point behind in sixth, and Chris Pinahs only a few points back in seventh. Then, there was another gap in the points leading to Tom Hyslop's eighth position.

The last day of racing was the windiest yet with the wind starting out of the southwest. Once again, the strong winds called for a 3-1/2 lap course. Chris Pinahs got off to a good first leg and led at the first mark, making a serious bid to move up to fifth place overall in the standings. Brian Porter was second around the first mark, but it didn't take long for his superior boat speed to show up and for him to overtake Chris for the lead. This pretty much decided the championship because it was obvious that Brian would now be able to throw out his seventh place and with all his wins would easily be able to win the regatta. The other top four boats were also in the top five of the fleet, securing their positions in second, third, and fourth with none of them having bad races. Dave Magno and Paul Magno were struggling back to the front, particularly Paul after being down early to try to hold their positions or improve upon them. Dave worked himself from around tenth to a solid sixth while Andy Burdick passed Chris Pinahs for second, thereby allowing Dave to stay ahead of Chris overall. Paul fought back to a low teens finish but this was not quite good enough for him to preserve his position. He dropped to seventh in the overall standings. In the rest of the top ten, Tom Hyslop held on to eighth and Gordy Bowers and Jim Glueck secured ninth and tenth.

Unfortunately an error was detected in the computerized scoring program used during the National Regatta. The results printed at the regatta were incorrect. The new scores are calculated and printed on the next page.



We need your help!

NCESA Championship Regatta Results

Place	Skipper	Boat
1	Brian Porter	I-49
2	Mike Darrow	V-39
3	Andy Burdick	I-45
4	Tom Burton	M-9
5	Dave Magno	LA-99
6	Chris Pinahs	V-599
7	Paul Magno	LA-88
8	Tom Hyslop	V-5
9	Jim Glueck	H-137
10	Doug McNeil	WH-111
11	Tom Munroe	MU-11
12	Don Nelson	WH-12
13	Brett Hatton	MU-22
14	Gordy Bowers	M-11
15	Pete Price	MU-1
16	Lon Shoor	H-7
17	Jack Lampman	LE-8
18	Butch Lenhard	LE-5
19	Rob Terry	CR-66
20	Casey Call	WA-99
21	Had Brick	IH-27
22	Peter Hurley	MA-42
23	Brian McMurray	WH-88
24	Charlie Harrett	SL-8
25	Steve Schmidt	M-3
26	Bob Donat	LE-3
27	Tom Wiss	HO-32
28	Bob Herdrick	WA-47
29	Dick Tillman	WA-113
30	Dave Everhart	D-20
31	Bob Youngquist	I-13
32	John Stark	V-333
33	Fred Brennan	I-777
34	Jeff Felinski	MU-5
35	Bill Wyman	J-5
36	Jason Sutherland	GL-31
37	Rob Foote	X-3
38	Steve Schalk	I-564
39	John Ruff	V-88
40	Charlie Turk	TO-2
41	Larry Brand	WH-1
42	Terry Moorman	WA-3
43	Dick Turner	CH-5

In an effort to publish *The Reporter* and *Reaches* in a timely, accurate manner, the publications crew needs your assistance!

Deadlines for reports and articles

Deadline for regatta reports/results for events held between March 1 and June 10, 1998 is June 30, 1998.

Deadline for regatta reports/results for events held between June 11 and October 5, 1998 is October 30, 1998.

Reports/results received after deadline will not be published. All text must be submitted on disk or via e-mail. Be sure to include all pertinent information with your article (date and location of event, author, etc.).

If you would like to submit non-regatta articles, jokes, drawings, or other information of interest to the NCEA membership, please contact us by October 30, 1998.

Photos

Everyone loves to see their picture in *The Reporter*! Assign a talented photographer from your club to handle regatta duty. Pat Dunsworth has compiled a few pages of basic guidelines for successful sailing photography. Call us. We'd be happy to fax or mail a copy of Pat's hints and tips to get you started.

Slides are preferred, however we will also publish prints. Please include information with each photo (name of skipper and crew, event, date, captions, etc.) Photos will be returned upon request.

Advertising

Space is limited! Call us today to reserve your full, half or quarter page ad for the 1998 *Reporter*! Deadline to reserve ad space is August 1, 1998. Film negatives or electronic art files are due by October 1, 1998 (please contact us for sizes, pricing and art requirements).

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Finger Lakes Autumn Regatta

By Chris Hawk

**September 13-14
Hammondsport, NY**

This year's Finger Lakes regatta proved to be one of the most interesting in years. Thirteen of the sixteen participants finished in the top five of at least one race, while only four boats stayed in the top ten for all five races. Nearly everyone had a good race and everyone had a great time.

The weekend started out gloomy with Mother Nature keeping with tradition and raining on the regatta. Fortunately, all the rain for the weekend came Friday evening. Visiting crew members from Lavalette, Chatauqua, and Annapolis, along with a large contingent of locals, kept the bar hopping until late at night.

Saturday morning brought breaks in the clouds, but very little of the forecast 10 to 20 m.p.h. wind. Kenneth Fisher conducted the skipper's meeting responding to nearly all questions with the technically accurate "it's in the rules or sailing instructions." But the mood of the weekend was lighthearted and the sailors were off to the race course, "generally east of the club" according to the sailing instructions.

The light northwest wind in the first race held for a clean start. George Welch, Jr. and Dave Magno led at the first mark. They carried the last breath of wind on starboard well downwind, far in front of the fleet. Chris Hawk rounded in third, soon to be overtaken by the remainder of the pack which then parked itself just off the windward mark. The next ten minutes became a search for wind, and a sign of things to come. Chris Hawk found a personal puff which pulled him out of the pack and straight for the mark. Soon, William Hudson and Paul Magno followed on the newly arrived North wind. These few leaders rounded the leeward mark and extended their lead on the stiffening breeze. The remainder of the fleet all arrived at the leeward mark simultaneously, also a sign of things to come. Paul Magno cut a few minutes off the distance between himself and Chris Hawk, but Chris held on to win. Newcomer William Hudson finished third just ahead of Dave Magno.

After lunch, the race committee shifted the course to the new heading for the second race. Immediately after the start, the wind lulled, and shifted back to its previous course. Those boats able to carry through the lull ended up leading the parade of reaches for the remainder of the race. Only a few boats tried to carry spinnakers on tight reaches in light air. George Welch, Jr. extended the lead he had at the first mark to win the race followed by both the Magnos and Steve Anderson of Annapolis.

Keuka Fleet Captain John Anderson resisted persistent and loud calls to end the day's misery and started a third race precariously close to cocktail hour. As it turned out, the race was good competition in reasonably consistent light air. A following puff on the first downwind leg provided the spectators with more entertainment when nearly the whole fleet again arrived at the leeward mark simultaneously. George Welch, Sr. won the race in fading winds, again just ahead of both Magnos. Rick Turner finished fourth with his whole family as crew. Nearly the whole fleet ended up paddling in order to get to shore. The first day ended with the Magnos tied for first, the Welches tied for third, and a pack of boats battling for fifth.

Cocktail hour consisted of two tables of hors d'oeuvres, two punch bowls, two kegs of beer, and one generous bartender. The excellently prepared dinner consisted of well-marinated grilled steak and turkey breast with all the fixings. Everyone ate and drank all they wanted. There was lots of rules talk and rehashing of the races that evening. People told stories about gaining and losing ten boats at a time. But the real buzz was about the powerboat sitting on top of the deck at a nearby restaurant. An unmanned ski boat hit a Scarab parked at the restaurant dock, went up over the Scarab, landed on top of the outside tables and chairs and landed three feet short of the dining room plate glass window where everyone was sitting down for dinner. Fortunately nobody was hurt.

Sunday's wind forecast was far less than Saturday. The light South wind held steady long enough for the race to start. The race turned into a WLWLWLWL twice around. Every leg had upwind beating, spinnaker runs, and everything in between. Irv Spear led at every mark while every other boat gained and lost ten boats. The third mark (neither windward or leeward) proved most exciting when a puff collapsed the fleet onto it. Every starting boat was within five boat lengths of that mark at one time. George Welch, Sr. passed Irv Spear on the spinnaker run to the finish to win this grueling test of a crew's tolerance. Dyke Smith and Dave Bargar posted third and fourth.

For the last race of the regatta, the wind filled in and held for an entire race. The regatta lead was tied between George Welch, Sr. and Dave Magno. Paul Magno was trying to hold off George Welch, Jr. for third. By the second mark of the race, the five eventual trophy winners had broken away from the fleet. Positions changed with each new shift on the long windward. But the Welches proved proficient and led at the windward mark. A very close finish had the Welches first, father beating son. Dave Magno clipped his brother at the finish line to take third for the race and second for the regatta. Chris Hawk followed a few lengths back to take fifth.

At the trophy presentation, George Welch, Sr. claimed that no local knowledge played a part in his win, saying he had no idea what was happening either. However, Keuka boats led nearly all the time, and won each race. George never finished worse than sixth and won the last three races. This accomplishment, on top of winning the last two out of three season club championships at Keuka, makes him the boat to beat at the 1998 Easterns.

Blue Chip Regatta

By Jeff Hoch

**September 19-21
Pewaukee, WI**

Photo by
Ted Slater



We got to "Walk the Bar." TO-4 crew members Annie DeTar-Green, Brad Keller, Matt Keller and Skipper Jeff Hoch.

My Blue Chip Regatta

Seldom does everything you hear about a person, place or thing come true. At the E Blue Chip it all comes true. I skipped my first E race at age 13 at the 1968 Westerns (you do the math). I've been reading and hearing the stories about the Blue Chip ever since. This summer as a result of El Niño, a fast boat and a fabulous crew earned my first invitation to the "Show." The following is my account dedicated to all those waiting to hear the magic seven words: "We'd like to invite you to Pewaukee."

It starts with hospitality, incredible hospitality. "We're glad you're here. We hope you have a nice time, and let us know if there is anything we can do." The Blue Chip is managed, staffed and supported by a club full of people who truly want you to have a great experience. So after the boat is rigged in the parking lot, and we've registered and put on our classy Blue Chip sweatshirts, reality crashes the party. They actually hand you a roster of participants. Twenty-three boats, eleven national champions, Olympic medalists, and the Mystery Guest won the Star Worlds. One of my crew says "We're gonna need more beer." It was too early to tell how much of an understatement that really was.

Morning dawns on Friday with wind, sun, and no incidents at the launching ramp. We head out to the line. THE LINE! Bill Allen, the Porters, Lon Schoor, the idols of my youth... and my middle age. As the minutes wind down to the gun I'm nervous, pumped, gasping for breath and exhausted. Like waiting at the altar while my bride and her father headed in my direction. GUN! We're off!! We crossed Allen, flew onto port and headed for the north shore. So cool!! Two quick tacks later and Billy had us by 10 lengths. No problem, we're in it! More big names out there, concentrate!! We rounded the top mark next to last. I'm exhausted. Never has every second, every tack, every decision or non-decision meant so much—even now, two months later I catch myself thinking, on that third leg, if only we'd gone left with Slocum & Evans, it might have been different.

We lost, not that race but the whole regatta. We loved it. Learned more in three days. . . learned a lot about what we don't know. That's the magic of the Blue Chip.

When you get "the call" I have the following recommendations.

1. Accept: Do whatever it takes, don't miss it.
2. Check your ego at the State line. It will make the weekend a lot more fun.
3. Enjoy!! I've been to great regattas, all over, but the Blue Chip is special... really special.

Blue Chip Regatta Results

Place	Skipper	Boat
1	Chris Pinahs	V-599
2	Bill Allen	M-4
3	Rob Evans	M-1
4	Joe Londrigan	
5	Brian Porter	I-49
6	Don Nelson	WH-12
7	Rick Roy	V-26
8	Lon Schoor	H-7
9	Jim Gluek	H-137
10	Will Graves	X-44
11	David Ferguson	M-67
12	Peter Slocum	M-15
13	Dan Guidinger	M-11
14	Butch Lenhard	LE-5
15	Mike Darrow	V-109

"Full Throttle" wins Meyer Memorial Award

Article and
Photo by
Pat Dunsworth

**This year, the award
went to Lake Geneva's
"Full Throttle"
(I-49), sailed by Brian
Porter, John Porter,
Bill Freytag and
Vincent Porter.**



"Full Throttle" in action at the NCESA Championship in Muskegon.

For the past three years, at the conclusion of the Annual E-Blue Chip regatta at Pewaukee Yacht Club, the Maynard Meyer Memorial award has been presented by the Pewaukee Yacht Club to the E-scow skipper and crew which has compiled the best overall record at the year's top regattas. This year, the award went to Lake Geneva's "Full Throttle" (I-49), sailed by Brian Porter, John Porter, Bill Freytag and Vincent Porter.

Besides winning the National Championship, they finished second at the ILYA Invitational, sixth at the ILYA Championship and fifth at the Blue Chip. Minnetonka's "Gray Hare", with Bill Allen, Bill Barnett, Mark Oppen and Amanda Allen were in the running with a win at the ILYA Champs, a second at the Blue Chip and a tenth at the ILYA Invite.

The award is named in honor of Maynard "Mike" Meyer, the co-founder and first Commodore of the NCESA. Mike was one of the first to see the potential of the E-scow as a national class and was instrumental in creating the NCESA. He won the first national championship aboard "Stingray," V-77.

The winner of the award is determined by evaluating the best three finishes by a boat and skipper at major NCESA-sanctioned regattas. These events are rated by the number of boats participating and the level of competition. The main events considered are the NCESA Championship, the ILYA Championship, the ECESA Championship, the E-Blue Chip, the ILYA Invitational and the Western Michigan Championship. These events tend to draw the largest fleets or the best competition.

The goal of this award is to encourage the top sailors to travel out of their own region to compete. Past recipients of the award include Andy Burdick, I-45, in 1996 and Porter in 1995.

Fall Sprints

By Dave Magno

**September 27-28
Annapolis, MD**

Fifteen boats arrived at Annapolis Harbor for the 1997 Fall Sprints. Eastport Yacht Club was all set for hosting the gala event, but the winds were doubtful as to whether they would cooperate. Saturday's winds were light out of the northeast and the decision was made to sail in what little wind there was off Bay Ridge as opposed to going upriver to Round Bay. This turned out to be the right decision as the third race was completed just as the last of the northeast wind died. The sprint courses are usually set as two-lappers with downwind finishes so that the next race can start immediately afterwards. Once the Race Committee got going, the leaders came off the line in about the center, with a little better wind than the two ends. On the first leg, left generally paid and Paul Magno was able to lead from that side while Bill Nolden was able to be second coming from the right side. Dave Magno was in third going more up the middle and Rick Slack in fourth coming up the left side. Down the first run, Dave moved up to second while Bill held on to third and Rick Slack dropped off the pace. Dave chased Paul the whole race, but Paul won with Dave taking a comfortable second. John Martin and Bob Donat worked their way up, taking third and fourth. Bill Nolden wound up fifth.

The next race got off in lighter conditions and Dave Magno and Neil Litman had the early lead off the port end of the line. Dave led all the way in this race while Paul worked back from a bad start to capture second. The last run in this race became a tough proposition in a dying breeze, and Rick Slack was barely able to hold on to third at the finish followed closely by Bob Donat. Steve Anderson took fifth, while Bill Nolden made a big move on the last run and came out of the pack to jump up to sixth.

The breeze came back just enough to get off a third race. As short as the course was, this third race became a long painful affair. Dave Magno again took the lead and this time he was followed by Rick Slack and Paul Magno. As the race wore on, the wind became lighter. The wind then dropped off and the boats took turns spreading and converging on the race course. Dave rounded the last mark ahead, but Paul, who had worked up to a second, rounded in some breeze and was able to sail low and catch up. Meanwhile, Rick Slack had fallen off the pace and John Martin had moved up to third. As Dave tried to hang on in no breeze, Paul passed him to win by about half a boat length as the rest of the fleet converged on the finish line in a big pack. Neil Litman was able to take third with Rick Slack fourth, and Tom Wiss fifth. At the end of the first day, it was the Magno brothers dominating with Rick Slack in third overall, Bill Nolden in fourth and John Martin in fifth. John Martin and Bob Donat worked their way up taking third and fourth. Bill Nolden was fifth.

In Annapolis tradition, the social committee was on the ball. They held a dinner party with a nifty but functional rowboat filled to the gunnels with adult beverages. The party migrated to downtown Annapolis by way of water taxi. Our able E crews rubbed shoulders with the Navy's best, not letting them get away without asking if they had met our friend Leah. There must have been a 2 for 1 sale on bachelorette parties because we were lucky enough to meet up with two fine groups. Each had lists of "forbidden" things for the bride to do and see. Some got kisses, while some of the bridal party got the famous "glow stuff" put on their backs like a "kick me" sign. The second leg of the course led a pack to Marmaduke's which has recently been redone.

The next day's weather change and course position left the sailing in a very confined area and everyone knew it was going to be a scramble. In the fourth race, Dave Magno got off to an early lead and led around the first mark followed by Rick Slack and Paul Magno. The boats that jibed early around the first mark made big gains in the new wind and at the bottom mark it was now Rick, Paul and Dave. Tight action up the next leg had Dave sneaking by Paul while Rick still led. At the top mark, it was Rick followed by Dave and then Bill Nolden getting back into the mix. Rick and Dave jibed early at the top and Bill Nolden rounding third held starboard jibe. Bill had more wind and he took that jibe down the course and was able to win the race. Rick Slack took second, Dave took third and Paul had to scramble in front of a big pack for fourth while Tim Faranetta took fifth.

Going into the last race, it was a dead heat between Dave and Paul Magno while Bill Nolden and Rick Slack were fighting it out for third. At the start of the race, the boats on the left side of the line were in a little better wind and got the better starts. Paul was at this end and led at the first mark and Dave was now forced to play catch-up the rest of the race. On the second windward leg, Dave had worked himself up to second with Paul still leading. John Martin was the next boat in contention in third place. Positions held and at the last mark, it was Paul, Dave and John. Dave started a furious tacking duel to try to get Paul but to no avail. Paul held on and won the race and won the regatta. During the tacking duel, John Martin caught up and almost passed Paul, actually finishing in second between Dave and Paul. This was inconsequential because there was a big spread in points between the first two boats and the boats competing for third, fourth and fifth. Bill Nolden finished up this race in fourth and this enabled him to beat Rick Slack for third place in the regatta. Rick Slack wound up fourth overall and John Martin took fifth.

Fall Sprints Regatta Results

Place	Skipper	Boat
1	Paul Magno	LA-88
2	Dave Magno	LA-99
3	Bill Nolden	AH-11
4	Rick Slack	IH-44
5	Martin/Stusek	AH-2
6	Litman/Dailey	BH-10
7	Bob Donat	LE-3
8	Tim Faranetta	LA-5
9	Steve Anderson	AH-5
10	Peter Hamm	SC-20
11	Tom Wiss	HO-32
12	Dick Turner	CH-5
13	Bill Stoley	AH-1
14	GJ Skinner	HO-13

Carlyle Silver Cup Regatta

By Ted Beier

**October 4-5
Lake Carlyle, IL**

Carlyle Silver Cup Regatta Results

Place	Skipper	Boat
1	Moorman	WA-99
2	Shalk	I-564
3	Beier	S-27
4	Bunse	S-11
5	Gass	S-3
6	Sepanski	S-17
7	Crosby	S-2
8	Spickelmier	WA-48
9	Herdrick	WA-42

Carlyle Lake was at its best for the 1997 Carlyle Silver Cup Regatta on the 4th and 5th of October. Warm weather in the mid 80s, sunny skies, and dependable southwest winds allowed five races to be completed in the two day event. Terry Moorman from Wawasee, Indiana repeated his 1996 regatta win over Steve Shalk from Lake Geneva, Wisconsin. Ted Beier of the home club finished third overall.

Racing began on Saturday morning with winds of 8-12 m.p.h. from 210 degrees. A gradual shift to the left as one approached the left shore made that side of the beat attractive, but puffs of slightly heavier air coming from the right made it possible to gain on the right side of the beat also, if you could put a series of these together. The beat was very tight with the first five boats hitting the weather mark in close succession. Shalk found several nice slants on the first run of the GPS set windward-leeward 2-1/2 course and rounded the gate mark in the lead, Moorman following. These positions held for the remainder of the seven mile course, with Beier finishing third followed by Bunse and Gass. Sepanski, who was in contention near the end of the second beat, broke a lower stay, and retired for repairs. This was a costly failure as he missed the second race as well.

Race two was sailed back-to-back in nearly identical conditions, except that the puffs were becoming fewer and had less velocity increase. The results were nearly identical as well, with one important difference. This time Shalk followed Moorman across the finish line.

After lunch two additional races were sailed back-to-back. By this time the wind dropped slightly to 5-9 m.p.h. and went slightly left to 190. The left side of the beat was still good, but the puffs from the right were gone, making the right side a definite looser. Again Shalk and Moorman traded firsts, but Shalk dropped to third in the final race of the day, with Sepanski taking second.

Saturday evening the traditional "eat all you dare" chili and crayfish gumbo were served along with heavy hors d'oeuvres and beverages of varying octane rating to put out one fire and start another. A review of the score sheet showed two distinct close contests for the hardware which insured that two match races would occur on Sunday morning. Moorman stood in first place with Shalk one point behind, and Beier was in third with Bunse one point behind.

Sunday morning a yawning crowd headed for the 9 o'clock start on a 12-15 m.p.h. wind from 230; just about straight up along the axis of the lake. This time the puffs were coming from the left making this direction the definite way to go.

As usual the boats reached the weather mark in very close order, but on the run those that stayed to the right on the way down were rewarded with some nice puffs. The two match races continued with Moorman and Beier winning them.

At the awards ceremony, everyone was appreciative of the two groups that had the most direct hand in making a successful regatta; the race committee and the cooks. John Woodworth and Paul Moore of the local Flying Scot fleet, and Cliff Flath of the Y Flyer fleet set very accurate courses in direction and length. Jeanette Beier's chili and Scott Bunse's gumbo were applauded equally well.

Tom Holstrom, Ben Rosene,
Ben McNeil, and skipper Doug McNeil
jibing under dark skies at the Blue Chip.





Bill Allen and crew aboard M-4.



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