

THE 2018 REPORTER

National Class E Scow Association

OFFICERS:

Commodore: Brett Hatton
Vice Commodore: Chrisy Hughes
Rear Commodore: Derek Packard
Secretary Treasurer: Lon Schoor

DIRECTORS:

Term Expires 2019

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

Term Expires 2020

George Kennedy, ILYA
Thomas Castle, ILYA
Phil Zalog, ILYA
Pete Price, WMYA
Dwight Norman, ECESA
David Lubchenco, At Large

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MANY THANKS TO OUR CONTRIBUTORS

Colin Grey Voight	Naomi Van Den Bergh
Peter Strothman	Sharon Greene (Ultimate Sailing)
The Mermaid Squad	Erik Peterson
Rob Terry	Dan Crites
Eddie Cox	Brooke Gordon
Jeff Bonanni	Phil Weston
Danielle Lindeman	RJ Bangs
Jon Schloesser	Hannah Lee Noll
Vincent Porter	North Sails
Kevin Burnham	Melges Performance Sailboats

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**NCESA BOARD OF DIRECTORS
MEETING MINUTES
NOVEMBER 3rd, 2018**

Brett Hatton called the meeting to order at 9:09 AM.

Attending the meeting

Ted Beier
Tom Castle
David Hagen
Brett Hatton
Chrisy Hughes
David Lubchenco
Chris Norman
Donna Norman
Derek Packard
Vincent Porter
Pete Price
Donna Schoor
Lon Schoor
Phil Zalog

Directors not in Attendance

Jeff Bonanni
Matt Schmidt
Ricky Turner

The meeting began with introductions.

David Hagen moved, Ted Beier seconded, that the minutes of the 2016 Board of Directors meeting be approved. Motion passed.

Chris Creighton resigned from his Rear Commodore position. The By-Laws indicate the Board of Directors shall fill vacant positions. Derek Packard accepted the Rear Commodore position. Ted made a motion to approve the slate of new Directors. Tom Castle seconded the motion and it passed. The table below identifies the current Directors and Officers and when their term expires. Directors are elected at the Annual Membership meeting and take office immediately.

Ricky Turner	ECESA 2019
Jeff Bonanni	ECESA 2019
Chris Norman	ECESA 2020
Matt Schmidt	ILYA 2019
Tom Castle	ILYA 2019
Vincent Porter	ILYA 2020
George Kennedy	ILYA 2020
Phil Zalog	ILYA 2020
Ted Beier	At-Large 2019
David Lubchenco	At-Large 2020
Dave Hagen	WMYA 2019

Pete Price	WMYA	2020
Brett Hatton	WMYA	2019 Commodore
Chrisy Hughes	ILYA	2019 Vice Commodore
Derek Packard	ECESA	2019 Rear Commodore
Lon Schoor	ILYA	Secretary-Treasurer

Old Business

The NCESA purchased a 6 x12 foot enclosed trailer to store newly acquired RC equipment. The Race Committee trailer is outfitted with all the equipment necessary to hold a regatta at any of our National regatta venues. The NCESA PRO, Bruce Golison, with the help of his team identified the equipment needed. He submitted orders for most of it and had it delivered to Lon. Lon ordered the miscellaneous items and built a custom interior for the trailer so that everything had a place and was easy to access. The trailer is being stored at the Boyne City Boatyard in Michigan, courtesy of Charlie Harrett. Charlie has volunteered to take care of the trailer and equipment for the NCESA. He will also tow it to and from National regattas.

Commodore Brett Hatton initiated a call for members favorite photos some months ago. There have not been a lot of submissions and we'll continue to look for more. It is important that the photos are high resolution (lots of pixels) so they can be enlarged for display on the trailer, and that we have the permission of the photographer to use them.

Reviewed expenses for the new race committee equipment trailer. Discussed branding the new trailer with a wrap design that highlights the E-Scow Association and boat. Many ideas were put forward (logos, boat outlines, action photos, possible historical pics, start line, ...). We will ask for several designers to propose something that turns these broad ideas into a terrific graphics that represents the best possible presentation of the E Scow Class. Need to select and approve a design so that the trailer graphics are completed before the next national regatta.

Ted Beier moved, and Phil Zalog seconded, to approve spending up to \$5K for trailer graphics. The motion passed.

Reviewed changes made in the SIs for the 2018 National Regatta.

- 10-12 people registered they had support boats
- A couple of boats indicated they had CAT3 crew (professional), and a couple had CAT3 owner/skippers.
- CAT3 crew could not participate or contact anyone representing their boat in a protest.
- Top 5 boats will be inspected at the conclusion of the event racing.

Rick Mallinson, from Oklahoma, was the new chief judge at the 2018 National Regatta and his team heard 4 protests. It was reported that the protests were quick and fair.

Rules Committee

Matt Schmidt, Rules Committee Chairperson, proposed 5 rule changes. The changes were not flushed out in detail and this would be done between now and January, taking into account the Boards comments/discussion.

The 5 proposed changes are:

1. Limit mainsails to those of panel construction from woven polyester material.
 - a. Previously we only had specified a minimum weight material, nothing governing construction method or type of material.
2. Limit jibs to those of panel construction from mylar laminate or woven polyester material.
 - a. Previously we only had specified minimum weight material of either "mylar laminate or synthetic fiber".
 - b. Both the main and jib change would be to eliminate 3Di/3DL processes and potential arms race with expensive sails.
 - c. Mains would be current type, and jib leave wiggle room for different types of laminate depending on ven-

dor, etc. I think there are options here to get better longevity out of jibs.

3. Limit batten material to only fiberglass, both in Main and Jib.

a. Currently North does offer Carbon battens and some teams have purchased them. I see this as expensive for a negligible gain. We don't need to raise costs.

4. Tighten spreader locations, spreader length, and rigging location tolerances to +/- 1/4 inch.

a. Currently spreader and rigging locations can vary as much as +/- 4 in. Spreader lengths can vary +/- 3 inches on lowers and +/- 2 inches on uppers.

b. Spreader angle is still adjustable and not governed. Currently most upper spreaders are adjustable with a threaded turnbuckle mechanism. They have done some work with changing lowers to a similar system, rather than the fixed pin system on nearly all boats now.

5. Limit spreader material to 6061-T6 aluminum, or equivalent.

a. Selden is the current standard spreader. They do offer a carbon equivalent, but again seems like a very expensive option for negligible gain.

After considerable discussion Ted Beier made a motion and David Lubchinco seconded it, to approve, with minor modifications, the proposed changes. The Rules Committee will make the specific Scantling changes by the end of January for the final Board approval. After Board approval it will be sent to the membership for a vote. There were a couple of modifications to the above 5 proposals – The spreader bracket tolerance of 1/4" was too small and closer to 1" was probably better. The Board would like to eliminate all use of carbon fiber except for the bowsprit and tiller extensions. In addition, grandfather any boats that are affected by any of these Rule proposals. The goal is to keep cost down and maintain/tighten the one-design class objectives.

Brett requested we create a database of boats that do not fit the proposed scantlings. He will talk to Charlie Harrett, Measurement Committee Chair, and Matt Schmidt, Rules Committee, about this.

Regatta Committee

For the 2019 E National Regatta to be held in Muskegon MI, Tom Castle moved to allocate \$2000 to assist youth sailors to attend the regatta. The motion was seconded by Ted Beier and it passed. To qualify all team members must be 25 or under at the start of the event. The amount of assistance will be limited by the number of youth teams making a request.

There was no way to measure if the added Duffle bag awards was actually an incentive to attend both National Championship regattas held in the same year. It most certainly was welcomed by those that won the award!

Talked about the success at Oshkosh both on and off the water. Decide to try, for the 2019 Muskegon E Nationals, the same on-water schedule of 3 races with a short break after the second. Would like to try a longer start line to see if that might reduce race re-starts. The feedback on the use of the Z-flag was all positive. A brief mention of congestion at the last mark before the dogleg finish. Although there is more congestion at the last leeward mark, it is serving the purpose of accurately recording finishes, with the added benefit of getting the next race off quickly. It was mentioned that the lead boat in one of the races was 39 minutes, which is short. However, there was also a large spread in the fleet and the race time length seemed fine to the back half of the fleet. Tough race conditions may have created the large time difference. Our goal is for 50-60 minutes per races. It was decided to create a database of race information to include things like: number of boats, line length, leg lengths, # of recalls, what flag was up at the start, wind, current, leaders time, and fleet finish spread time.

This information will help the RC provide more accurate race time lengths and possibly reduce recalls if there is a correlation to start-line length.

Brett Hatton reported that the Spring Lake YC and White Lake YC (Tom Munroe) have already begun preparing for the 2019 E National Regatta at Muskegon. They have chairperson positions filled and are lining up facilities. The fleet will be split between two launch areas on each side of the yacht club – one crane and one trailer launch via a tractor. There is a full-service marina next door. Coral Reef will be on site as well. The Saturday dinner is

planned at the Country Club.

Discussed the idea of having an E-Scow clinic at the National regatta with expert coaches for those boats that signup. There was lots of discussion, but no motion was made. It appears we need to do more investigating into who-what-when and cost to make this happen. Ideas were:

- Have a clinic on Thursday the day before Nationals
- Try a clinic at another regional regatta instead of at Nationals – maybe Spring regatta would be better.
- NCESA arrange a coach to help all boats that want to participate (focus on back-half of the fleet) – provide feedback after each race.
- Debrief each day after racing – coach & days leaders participate.

A bid was received from Torch Lake for the 2021 E National Championship regatta. Note the 2020 E National regatta will be at Little Egg Harbor NJ. Tom Castle made a motion to approve Torch's 2021 regatta bid and Phil Zalog seconded the motion. The motion was approved.

Received a bid from Toms River for the 2022 or 2023 E National Regatta. Indicated that all boats would be towed to the starting area, so everyone would be ready when the sea breeze came in late in the morning. After racing, boats would sail back to the yacht club. No action was taken – it has been normal procedure to award the National Regatta two years out and Toms River bid would be voted on, along with any other bids, at the next Board of Directors meeting.

There was concern the NCESA is only getting one bid for the National Championship Regatta to consider. Vincent suggested Mendota should explore a bid for Nationals. Zalog indicated he would look into it.

The Host Club Guidelines have been reviewed and recently updated. They are posted on the website – see menu pick “Association”. It is essential that any club wanting to submit a bid for the National Regatta review and abide by the Host Club Guidelines.

There are still several clubs that are not enforcing the NCESA Scantling Rule that every racing E-Scow has a valid annual sticker on the transom. This sticker is received when a member signs-up with a ‘Boat Owner’ membership. Boats without a sticker should not be scored. This applies to all racing, including local club racing. The Association needs to fill the Membership Committee chairperson position.

Media Committee & Social Media

Ashley Bryne has resigned as the Social Media coordinator and we are looking for someone to fill that position. Ashley suggested we consider regional social media representatives.

Suggested we look into using a tracking app to provide real-time and post-race views of our races at Nationals. Each boat would have a tracking device and their position overlaid on the course.

Chrisy Hughes made a motion to pay Peter Slack for photo he took that was used in the Media Toolkit that was created by Ashley. Ted seconded the motion and it passed.

Judicial Committee

Agreed to continue to give a \$200 cash gift with the trophy to the youth champion at the National Regatta. However, since this would violate their amateur status, the recipient should be made aware of this and given the opportunity to decline the gift.

The Judicial Committee needs a new chairperson and renewal of member's terms.

Regional Reports

At-Large Region

Ted Beier reported that the 'At-Large' region needs to be better organized. Noted: Sarasota has 12 boats participate and fleets are active in Clearwater, Georgia, Texas, South Carolina and Carlyle.

WMYA

Pete Price reported that Crystal had about 9 boats, Torch about 10, White about 5, Spring about 5, and Wawasee about 18. The National E Championship Regatta will be at Muskegon MI, with co-hosts Spring Lake YC and White Lake YC. The WMYA Championships will be at White Lake in 2019 and the E-Invite will be at Crystal Lake for a 3-day regatta. The June Wawasee regatta is popular with about 30 boats attending for the past several years.

ILYA

Chrisy Hughes reported there were about 55 boats at the ILYA Champs at Minnetonka and 45 boats at the Invite at Pewaukee. The Minnetonka YC had 2 charter E-Scows for 2018 season and both were sold during the year to the people chartering the boat. In 2019 the E-Invite will be at Clear Lake, and the Championships will be at Oshkosh. The 2020 Champs will be at Okoboji Lake in IA. Vincent Porter shared the results of his survey of E-Scow Skippers – they would like to return to Mendota for an Invite, a slight majority prefer not to spilt racing during the day with another fleet, a majority said it was okay to have support boats to exchange sails and equipment, water and food at the National Championship regatta, would like to see future ILYA Champs at Mendota or Green Lake, would prefer 3 races/day with short 20 minute break after two, and if necessary, because of wind forecasts, they would prefer to de-rig in the dark to get a late race in.

ECESA

Chris Norman indicated that Keuka had about 8 boats, Hopatcong about 9, Little Egg about of 25 boats. There were 29 boats at Keuka for the ECESA Championships.

New Business

Ask Bill Nolden or Bob Cole to do a follow-up report on Clearwater one year later. Who is the Clearwater contact person?

David Hagen thought we should look into MarkSetBot, a robot mark that stays on a GPS coordinate station. We will wait and see the experience of others before considering for some of our venues that could benefit from the technology.

For 2019, move the Board of Directors meeting to November 9th to accommodate Commodore to be, Chrisy Hughes' request. A motion to change the date was made by Schoor and seconded by Beier and it passed.

Adjourn – Pete Price moved to adjourn the meeting at 2:10 PM. David Hagen seconded the motion and it passed.

2017 NCESA CHAMPIONSHIP REGATTA

Carolina Yacht Club

April 27-29, 2018

By Naomi Van den Bergh

Congratulations to Harry Melges (I-1) for winning the 2017 E-Scow National Championship! What a fantastic event! The long awaited 2017 National Championship was moved to April 2018 due to Hurricane Irma who hit Charleston back in September 2017. The competition was excellent and the Race Committee led by Principal Race Officer, Tommy Harken, did an outstanding job providing fair racing conditions.

Chairman, Walter Prause, and the Carolina Yacht Club did a fabulous job hosting the 2017 National Championship with the proper parties at night. Class Secretary, Lon Schoor, was a great advocate helping in the background to make sure all class standards were met. The CYC dock staff helped out with coordinating the busy parking lot. More than 60 volunteers, led by Naomi Van den Bergh, helped out making things run smoothly.

With 57 boats on the line, the race committee was given a tough task. As seen many times in Charleston Harbor, lake boat sailors are not always very current savvy resulting in many general recalls and unfortunate situations at the mark roundings... Principal Race Officer, Tommy Harken, who knows the harbor like the back of his hand, diligently kept warning the competitors about the currents during the skipper's meeting as well as over the VHF radio between races

to help the fleet as much as possible in order to get some good and fair racing in.

Race 1 started with a light Westerly breeze of 7kts and a strong ebb tide. One of the competitors hooked the weather mark, resulting in many boats not rounding properly. Due to much commotion about this incident the race committee decided to abandon this race the next morning.

As the winds continued to die and the sea breeze tried to take over, the race committee moved the course around for Race 2. The breeze filled in with a solid 10-12 kts. The tide was still ebbing and the E-Scow class was having a tough time starting, resulting in 2 general recalls and a 3rd start under a black flag. This race was won by Brett Hatton (SL-4), followed by Peter Koar





(BH-22), and local sailor Walter Prause (SC-6).

The course moved West for Race 3 as the sea breeze continued to build. During the start there was a significant wind shift, which resulted in an abandonment. After moving the course again, the final race started under a black flag. Seventeen year old Harry Melges (I-1) won this race, followed by Vincent Porter (I-2), and John Brown (T-37).

It was a great first day of racing with challenging conditions. The fleet was very strong and seemed to swap places a lot especially within the top 25. All the gains were made by staying in the ever changing pressure and trying to sail in the current relief.

The second day of racing started under postponement as we were waiting on the wind to fill in. With a Southerly breeze of 8-10 kts coming off James Island, the course for Race 4 was set in front of the picturesque Battery. The starting line was so long it barely fit between Castle Pickney and the Carolina Yacht Club. This area is known for strong currents, moving in different directions. A short course was set at 170-180 under an ebbing tide. Russell Lucas (BH-8) placed 1st, followed by youth competitor Eddie Cox (W-66), and Chad Hillyer (T-17).

As the breeze was building, the course was lengthened for Race 5. The ebbing current became stronger and the fleet was having a hard time starting. The first start resulted in a general recall, the second start under black flag resulted in another general recall, followed by another general recall during the third start also under black flag, with finally a

2017 NCESA CHAMPIONSHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	I-1	Harry Melges (Y)	9	1	8	1	[12]	2	21
2	I-49	Brian Porter	[18]	9	5	2	3	3	22
3	I-2	Vincent Porter	6	2	[11]	7	7	1	23
4	M-42	Sam Rogers	5	[8]	6	6	4	4	25
5	W-66	Eddie Cox (Y)	8	[59/RET-BF]	2	5	5	13	33
6	T-73	Jeff Bonanni	4	10	[17]	3	13	7	37
7	M-11	Erik Bowers	10	7	9	[18]	1	12	39
8	T-17	Chad Hillyer	[43]	5	3	8	26	9	51T
9	GA-8	Kevin Jewett	[16]	4	7	12	14	14	51T
10	I-9	Pete Strothman	13	14	[31]	23	2	10	62T
11	V-37	August Barkow	20	6	4	21	11	[29]	62T
12	M-87	Derek Packard	15	11	14	13	[24]	11	64
13	BH-22	Peter Koar	2	12	20	16	15	[21]	65
14	T-37	John Brown	12	3	13	[57/BFD]	23	17	68
15	KU-15	Scott Norris [R]	[30]	15	30	14	9	5	73
16	SC-14	Crayton Walters [R]	14	19	24	11	[43]	8	76
17	I-47	Wes Whitmyer Jr [R]	11	[26]	21	10	22	19	83
18	BH-8	Russell Lucas	19	29	1	20	19	[59/DNF]	88T
19	MA-11	Peter Hurley	[28]	17	12	9	28	22	88T
20	SC-6	Walter Prause	3	24	22	[30]	20	20	89T

21	W-25	Lee Alnes (M)	[41]	20	10	31	10	18	89T
22	SC-55	Robby Wilkins (M)	23	23	16	17	16	[24]	95
23	SC-22	Will Hanckel	21	25	[29]	28	21	6	101
24	M-10	David Strothman	36	[42]	18	25	17	16	112
25	SL-4	Brett Hatton	1	39	28	41	8	[59/DNC]	117T
26	LE-1	John B Maschal	25	34	25	4	29	[36]	117T
27	CH-2	C. Hough & A.Field	34	16	38	22	[41]	15	125
28	H-13	Patrick Heaney	7	31	27	[39]	38	27	130T
29	V-206	Kathryn Meyer (W/R)	24	30	26	19	[31]	31	130T
30	LE-3	Bob Donat	42	[47]	15	15	32	34	138
31	BH-21	Brendan Gilman (Y/R)	35	41	23	24	18	[59/RET]	141
32	M-12	Jeff Solum	31	13	37	[47]	44	26	151T
33	H-11	Lance Puccio	17	22	43	[59/RET-BF]	27	42	151T
34	V-41	Mike Considine ®	38	21	35	[58/BFD]	25	32	151T
35	V-27	Matt Peterson	27	35	[39]	27	35	30	154
36	GA-9	Eli Putnam [R]	45	18	32	29	34	[59/RET]	158
37	J-8	Will Wyman	[59/RET]	59/DNC	19	26	33	25	162
38	CH-6	Rick Turner (M)	40	27	34	34	[59/DSQ]	28	163
39	LE-13	Kelly McGlynn (Y/R)	22	32	[46]	36	46	33	169
40	LE-66	Mark Schneider (M)	32	[45]	42	37	36	23	170



good start at the fourth attempt. Several boats were black flagged. Much excitement happened within this time frame with John Helman (GA-14) (Master/Rookie) T-boning the Signal Boat and having to sail in as their bow split apart. Race 5 was won by Harry Melges (I-1) taking his second bullet in the regatta, followed by Brian Port (I-49), and Jeff Bonanni (T-73).

All the gains were made by playing the current and going right on day 2, as the ebb tide and the Ashley River's push was taking you to the weather mark.

The last race of day 2 was a clear start under black flag. The conditions held at 12-15 kts sustaining for Race 6. Erik Bowers (M-11) finished first, followed by Pete Strothman (I-9), and Brian Porter (I-49).

The final day of racing we saw yet another wind direction. With a North East breeze of 8-12kts, the course was set in the same area as the day before, putting the weather mark in a very strong ebb current close to Castle Pickney. Local Sailor Will Hanckel (SC-22) cashed in some of his local knowledge by sailing deep into the shallows of the battery as far as he dared, in hopes of not touching ground, resulting in a 6th place finish. Soon many other boats followed. Vincent Porter (I-2) won Race 7, followed by Brian Porter (I-49), and Harry Melges (I-1).

The last race of the championship, the wind shifted slightly right, resulting in an even bigger advantage going left as the ebb tide was so strong. Many boats couldn't make the weather mark, including local

sailor Kevin Jewett (GA-8), who hooked the mark and as the E-Scow boards are so sharp the line was cut. Due to the incident during Race 1, the race committee added chain to the mark which resulted in destroying the mark. M1 was quick to reposition and post an M-flag in order to be the mark. Unfortunately yet another competitor ended up cutting their anchor line, resulting in much chaos with boats not rounding properly. Protests followed and after many hours in the protest room, Race 8 was abandoned by the jury due to unfair racing conditions. This was definitely not the most fun way to end a national championship, but competitors will be competitive.

Regardless, everyone seemed to have enjoyed themselves both on and off the water! Look for Colin Grey Voigt's photos and Charlie Morano's video of the event to be reminded of a great time in Charleston. If the current hasn't messed you up too much, please join us for the annual CYC E-Scow Regatta hosted every April. We look forward to seeing you on the water somewhere!





41	H-7	Lon Schoor (M)	47	44	40	[59/DNF]	6	38	175
42	H-88	Phil Zalog	37	28	[45]	42	30	39	176
43	WH-88	Brian McMurray	44	36	[59/RET-BF]	32	40	41	193
44	KU-12	William Hudson (M)	33	[46]	41	33	45	45	197
45	MC-2	Sean Bradley [R]	29	38	54	40	37	[59/DNC]	198
46	Z-9	Brad Price	[51]	37	48	35	39	40	199
47	WA-15	Kevin Cox [R]	39	[48]	44	38	42	37	200
48	HO-3	Andrew Kuryluk [R]	26	50	33	[59/DNF]	59/DNS	59/DNC	227
49	NO-1	Anna Lee Mayo (R/W)	53	[59/RET-BF]	53	44	47	35	232
50	GA-21	Robert Hagler (M/R)	49	33	51	43	[59/DNS]	59/DNC	235T
51	GA-27	Palmer Russell [R]	46	49	47	[56/BFD]	49	44	235T
52	I-5	Paul Lyon	[56]	52	49	46	48	43	238
53	M-16	Danielle Lindeman (W)	50	40	50	45	[59/DNS]	59/DNC	244
54	J-25	Tom Castle	48	43	36	[59/DNF]	59/DNS	59/DNC	245
55	CH-11	Chris Creighton (M)	52	53	52	[59/RET-BF]	59/DNS	59/DNC	275
56	GA-14	John Helman (M/R)	54	51	55	[59/DNS]	59/DNS	59/DNC	278
57	GA-87	James Holder (M)	55	[59/RET-BF]	59/DNC	59/DNC	59/DNC	59/DNC	291
58	HO-60	Doug Johnson	[59/DNC]	59/DNC	59/DNC	59/DNC	59/DNC	59/DNC	295

SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 16-18, 2018

POS	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	MC-2	Sean Bradley	1	1	[3]	1	1	1	5
2	S-F5	Mark Grinder	2	2	1	2	[5]	3	10
3	LE-66	Mark Schneider	[13]	3	2	3	2	4	14
4	SF-9	Robert Cole	4	[6]	5	5	6	2	22T
5	Z-3	Jeff Nicholas	3	4	4	[8]	4	7	22T
6	MA-10	Christopher Creighton	7	8	6	[10]	3	6	30
7	SF-3	Richard Elsishans	8	5	8	6	[12]	5	32
8	22	John Gallick	5	9	7	9	7	[11]	37
9	SF-2	Ted Weihe	10	7	[11]	4	10	9	40
10	NO-1	Mont Echols	11	[12]	9	7	8	12	47
11	SF-4	David Atkinson	6	10	10	[15/DNS]	13	10	49
12	I-26	Jim Barr	9	11	13	[15/DNS]	9	8	50
13	SF 6	Bill Kimbell	12	[13]	12	11	11	13	59

LAKE GENEVA SPRING REGATTA

Lake Geneva Yacht Club

May 5-6, 2018

By Peter Strothman

After a brief delay for the wind to settle in on Saturday, race one began as a course W2 with a NW breeze about 4-8mph. The port end of the line was close to the south shore, putting certain piers into play quickly after the start for many boats. The left side was favored, so the boats who tacked several times along the left shore generally benefited the most. At the top mark, a mix of boats from both sides convened and stuck together the rest of the race as the conditions lightened. The first downwind was largely a significant port shift for those who could get to it, and the second upwind was all about bow-down mode and maximizing speed to jump for shift to shift. The final downwind leg saw real drama at the finish - I-66 was several boat lengths in the lead to cross the line, followed by I-9 and I-1 within a half boat length of each other. At this point, boats were purely drifting to cross the finish, and those who needed to jibe were at a real disadvantage. Places 2-11 were separated by a matter of 10-15 boat lengths, making the finish exciting for all. Rounding out the top five for race one were V-137 and V-37, respectively, who coincidentally finished their place in the regatta that same way.

Race two on Saturday started after another break for the breeze to fill in. Many boats went to shore but some remained on the water for the break. Eventually a second race began with a significant left side advantage to begin with. Boats stuck on the right really felt the pain. The conditions remained light but a sailable 4-8mph for the remainder of the race. An exciting battle between I-2, I-66, I-1, I-49, V-66, V-37 and V-137 finally culminated with I-2 as the winner, erasing some of the burn from the final three boat lengths of the first race finish for I-2.

Competitors were greeted Sunday morning to very cold and rainy conditions. Wind from the NE about 10-15mph with gusts higher made the 45 degree temps seem worse, compounded by the low water temperature of the lake. Due to storms in the area of the first few hours of the racing day, competitors stayed postponed on shore until the first and only race was





conducted about 11:50am. Given the last race couldn't start after 1pm, the race committee elected to run a longer course than the prior day and to stretch the legs to 1.2-1.5 miles, sailing a course of W2.5. The race started with a port favored line but somehow I-59 used a catapult to jump into the lead from the center of the starting area. They remained in contention the entire race, complemented by several consistent boats from prior races. The left side of the course worked best the first upwind and downwind, and then the second upwind shifted strong right especially as the beat progressed, impacting those further back more than the leaders. The last downwind saw a mix of shifts from both sides, and the final upwind was another balance of breeze from both sides of the course. I-1 managed to hold on to the race win, followed by I-2, V-137, V-736 and V-37. During the race, I-66 fought back from a rough beginning to a respectable sixth place in the race, but couldn't catch up to fourth in order to protect the regatta lead from I-1.

After three races in diverse conditions, the boat to have all top five finishes in each race was the regatta winner. Congratulations to Harry Melges IV and his team aboard I-1 as the 2018 Lake Geneva E Spring Regatta champions!

POS	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	I-1	Harry Melges IV	3	3	1	7
2	I-66	Eddie Cox	1	2	6	9
3	I-2	Vincent Porter	11	1	2	14
4	V-137	Jim Gluek	4	7	3	14
5	V-37	August Barkow	5	6	5	16
6	V66	Christian Spencer	7	4	19	30
7	I-49	Brian Porter	14	5	13	32
8	V-736	Matt Schmidt	19	16	4	39
9	M-20	Tim Krech	8	8	23	39
10	WH-77	Tom Munroe	16	13	10	39
11	CH-7	Rick Turner	6	12	24	42
12	I-71	Kenneth Wruk	9	25	8	42
13	I-9	Peter Strothman	2	27	14	43
14	I – 23	Kyle Navin	10	18	15	43
15	V-41	Mike Considine	21	14	9	44
16	M-1	Rob Evans	24	10	17	51
17	I-101	Scott Ripkey	25	11	16	52
18	GL-7	Toby Sutherland	27	15	11	53
19	I-22	Mike Gannon	13	23	22	58
20	H-8	Tim/Hugh Sugar	15	21	27	63
21	D-1	Leslie Poole	18	22	26	66
22	M 16	Danielle Lindeman	22	19	28	69
23	D-3	Mark Hetzler	20	29	20	69
24	GL-23	David Lubchenco	28	17	25	70
25	Z-9	Brad Price	33	24	18	75
26	GL 22	Bruce O'Donnell	29	26	21	76
27	H – 13	Patrick Heaney	32	9	DNC	78
28	I-99	Smith/Germanotta	12	31	DNC	80
29	I-59	Chris Impens	DNC	DNC	7	81
30	D-44	Shaun Sherry	17	28	DNC	82
31	GL-31	Jason Sutherland	DNF	DNC	12	86
32	I-5	Paul Lyon	34	20	DNC	91
33	I 303	Frank Davenport	23	DNC	DNC	97
34	H 88	Phil Zalog	30	30	DNF	97
35	I-333	Frank A. Davenport	26	DNC	DNC	100
36	I-88	Steven Lyon	31	32	DNC	100

LAKE HOPATCONG SPRING REGATTA

Lake Hopatcong Yacht Club

May 19, 2018

POS	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	LA-99	Dave Magno	2	1	2	1	2
2	HO-59	Will Demand/James	5	2	3	4	1
3	HO-54	Pat flinn	1	3	5	3	4
4	HO-45	Jimmy Flinn	6	6	4	7	3
5	MC-2	Sean Bradley	3	5	8	5	5
6	LA-11	Bill Nolden	4	7	1	9	7
7	HO-35	Bruce Feakins	8	8	6	2	8
8	HO-56	Bob Restrict	9	4	7	8	9
9	HO-51	Bruce Heverly	7	9	9	6	6

WAWASEE OPEN REGATTA

Wawasee Yacht Club

June 9-10, 2018

POS	SAIL#	SKIPPER	R1	R2	R3	R4	TOTAL
1	WA 47	Herdich, Bob	5	1	4	7	17
2	GL 7	Sutherland, Toby	1	4	5	10	20
3	CR 66	Terry, Rob	10	9	1	2	22
4	WA 99	Call, Casey	8	3	6	16	33
5	CR 7	Dow, Mike	14	2	7	12	35
6	WH 77	Monroe, Tom	4	12	8	11	35
7	CR 9	Tony Pugh	2	17	9	9	37
8	WA 00	Irmscher, Dave	9	11	13	6	39
9	SL 4	Hatton, Brett	12	8	3	17	40
10	WA 95	Morley, Phil	15	22	2	4	43
11	H 11	Puccio, Lance	17	15	11	1	44
12	WA 15	Cox, Kevin	3	7	12	23	45
13	TO O	Keller, Lath	6	14	22	13	55
14	TO 44	Christensen, Casey	7	16	14	18	55
15	WA 22	Grinder, Mark	16	5	21	14	56
16	WA 21	Herdich, Chad	21	18	16	3	58
17	WA 8	VanMeter, JB	11	23	19	5	58
18	GL 31	Sutherland, Jason	13	13	18	19	63
19	WA 11	Herdich, Jamison	24	6	17	24	71
20	TO 11	Hallet, Charles	22	19	15	15	71
21	WA 17	Hackleman, Scott	23	21	23	8	75
22	WA 13	Rian, Mike	25	20	10	21	76
23	SL 18	Eggert, Chris	18	10	20	29	77
24	WA 14	Russell, Mark	20	28	24	20	92
25	WA 31	Moorman, Terry	19	27	25	25	96
26	WA 49	Beesley, Mike	28	26	26	22	102
27	WA 16	Palmer, Larry	27	25	29	26	107
28	WA 3	Simpson, George	26	24	29	29	108

ILYA E INVITATIONAL REGATTA

Lake Geneva Yacht Club

July 12-15, 2018

Regatta Report: a perspective from the middle of the pack, by the Mermaid Squad

The 2018 E Invite hosted by the Lake Geneva Yacht Club was another wonderful E scow regatta with 46 participants. The competition was fierce, the competitors were once again the best in the world, everyone wanted the bullet, but only one could achieve it each race.

This regatta report is a bit different; it focuses not on the top five or ten boats, but rather on the rest of the fleet. This group (of which this writer is a part) truly gets excited when we can make it into a finish place number that starts with a number '1' or a number '2' for your race. Finishing overall between 20th and 29th place can be a great thing to celebrate when the regattas are between 40-60+ boats in size. We are going to focus on and celebrate the other wins for this regatta from the perspective of those who do not regularly end up in the top ten.



Day 1 - The weekend of racing started off Friday in postponement, followed by an abandoned Race 1. However, if you were on the right (not left) side of the course for this first race, you really extended. Everyone shined who went right, even beating out typical "top ten" boats who chose the left side. It was a 50/50 split of the fleet at the first mark rounding and going right paid out big time. The wind then went very light, and the race was abandoned.

After hanging out on shore for quite some time, racing continued later in the afternoon. Race 2 consisted of many family teams dueling it out to win top spots in the middle of the pack. Scott Ripkey and family Matt, Hannah and Dawn on I-101





from Geneva punched out this race with a 10th place finish! Nice work team!

Race 3 started out with a general recall. Most of the boats were thankful for this! After getting the next sequence started the results could be anyone's game. The shifts and puffs needed to be hit right-on to move yourself towards the front of the fleet. For those of us who jump for joy with excitement to make into the teens or top twenties, in Race 3 we are giving a big shout out to Tom Munroe and his team on WH-77 from White Lake Yacht Club for a finish of 19th Place, super solid!

At the end of Day 1 standings for 46 boats were printed out and posted on three separate sheets of paper on the

LGYC bar window. Page 1 listed leaders from 1st through 17th places. Page 2 had places 18th – 34th and the rest of the fleet was on page 3. Since this is the regatta report focuses outside the top ten, we would like to call out the leaders for the top of page two and top of page three respectively. On the top in 18th place was Thomas Castle on J-25 from Oshkosh with 43 points with a 21st and 22nd finish for the day! Closely following was Lee Alnes on W-25 from White Bear Lake in 19th, and in third place on the second page in his first ever E Scow regatta and a youth participant, Tim Siemers on M-14 from Minnetonka in



20th. Moving on to the best of the third page print out, leading the top was Shaun Sherry on D-44 from Delavan with his family team finished day one in 35th with a 29th and 33rd. Congrats to Shaun, Kyla Sherry, Cheston Guye, and Carson Guye. Right behind Shaun with 64 points was Joey Biwer on V-220 from Pewaukee, another youth participant in 36th followed by Steven Lyon in 37th on I-0 from Geneva with 65 points.

Day 2 - Day two started out with zero wind and continued to present zero wind opportunities to sail the rest of the day. Congratulations to everyone for trying for 1st place and sticking it out for the day! You rock!

But the real winners were the participants in volleyball at the yacht club. The co-mingled teams of volleyball were represented by the following boats: M-16, M-20, M-8, W-25, CH-6, H-88, I-22, V-736, and D-44. Even without fruitful wind conditions it was great to see the vast number of racers at the Lake Geneva Yacht Club socializing, playing lawn games, and enjoying the beautiful facilities and comradery.

Once the races for Saturday were officially abandoned for the day, the perfect opportunity presented itself to inflate the huge swan and mermaid floaties and enjoy the views of the club and lake from the water. The M-16 Mermaid Squad encountered a friendly ambush by H-9 Team Turbinado and M-20 Team Iceburg but all fins remained in tack and the Mermaids enjoyed the company.

Day 3

It appeared we were in store for the same conditions as Day 2, but mother nature surprised all of us. We were able to get one more race on Sunday to constitute the regatta.



Congrats to Paul Lyon and his family team of Jennifer (age 21), Jessica (age 18), Julia (age 16), and Ed Wall (age 11) on I-5 from Geneva who showcased their teamwork as a family to move the boat around the race course. They had their best finish of the regatta with a 34th in the last race.

Thank you to race committee for doing such a great job and diligently recording finishes. Without you we would not be able to play this amazingly fun game that we all enter into, and your patience for those of us who lag behind the others from time to time (and still get quality racing in despite challenging conditions) is so greatly appreciated.

ILYA E INVITATIONAL RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	I-1	Harry Melges (Y)	1	1	2	4
2	I-9	Peter Strothman	2	6	1	9
3	I-2	Vincent Porter	10	2	3	15
4	I-66	Eddie Cox	5	4	7	16
5	M-20	Tim Krech	11	7	5	23
6	I-47	Wes Whitmeyer	6	11	9	26
7	I-7	Thomas Freytag	9	9	13	31
8	V-137	Jim Gluek	8	5	19	32
9	I-49	Brian Porter	12	13	10	35
10	SL-4	Brett Hatton	4	28	4	36
11	V-66	Christian Spencer (Y)	7	15	16	38
12	I-71	Ken Wruk	14	8	20	42
13	V-736	Matt Schmidt	21	12	15	48
14	M-14	Tim Siemers	26	18	8	52
15	J-25	Thomas Castle	22	21	12	55
16	I-23	Kyle Navin	31	3	26	60
17	CH-6	Rick Turner	16	16	28	60
18	W-25	Lee Alnes	30	14	17	61
19	V-61	Nichlas Clemence (Y)	24	17	23	64
20	M-8	T. Foster / S.Bartel (Y)	24	34	6	67
21	V-11	JP Friend	3	22	47 DNC	72
22	D-1	Leslie Poole (Y)	35	26	11	72
23	Z-9	Brad Price	13	32	31	76
24	M-16	Danielle Lindeman	17	40	24	81
25	V-22	Joey Biwer (Y)	25	39	18	82
26	Z-23	Emily Oltrogge (Y)	28	24	32	84

The regatta finished with a few other memorable moments. Leslie Poole on D-1 from Delavan showcased an amazing last race to catapult her into winning the Lead Female Skipper Award with a solid 8th place finish and 22nd for the regatta overall.

Finally, leading the top of page three in 35th was Scott Ripkey on I-101; leading the top of page two in 18th was Lee Alnes on W-25. And last, but certainly not least, our leader of the first page, this year's winner of the E Scow Invitational (and our future Olympic hopeful) Harry Melges IV on I-1 from Geneva, with a 1-1-2 finish! He took home the Jule Hannaford III Memorial Trophy. Congratulations to all!

As always, if you find yourself outside of the top ten, or even in the back of the fleet, just remember, it may be serious business at the top of the pack, but it is serious fun (and occasionally a pretty sweet party) in the back of the fleet.

Sincerely – your Mermaid Squad friends on M-16 Danielle Resch, Talia Pierce, Gretchen Wilbrandt, and Annika Ekholm.

ILYA E INVITATIONAL RESULTS

27	H-88	Phil Zalog	34	20	33	87
28	I-22	Mike Gannon	41	35	14	90
29	D-44	Shaun Sherry	29	33	29	91
30	I-99	J. Germanotta / J. Smith	15	47 DNF	30	92
31	J-8	Will Wyman	32	38	22	92
32	I-88	Steven Lyon	40	25	27	92
33	X-20	Peter Maas	23	23	47 DNC	93
34	I-59	Chris Impens	20	27	47 DNC	94
35	I-101	Scott Ripkey	39	10	47 DNC	96
36	I-0	John Lyon	33	29	35	97
37	I-333	Frank A. Davenport	18	37	47 DNC	102
38	WH-77	Tom Munroe	36	19	47 DNC	102
39	V-27	Matt Peterson	19	36	47 DNC	102
40	I-29	John Holland	38	43	25	106
41	D-42	Richard Beers	42	44	21	107
42	I-13	Robert Youngquist	45	30	36	111
43	H-9	Hugh Sugar	37	31	47 DNC	115
44	I-59	Paul Lyon	44	42	34	120
45	I-303	Frank Davenport	43	41	47 DNC	131
46	V-206	Kathryn Meyer	47 DNC	47 DNC	47 DNC	141

NEW YORK STATE CHAMPIONSHIP REGATTA Chautauqua Lake Yacht Club R1-R3 June 30-July 1 Keuka Yacht Club R4-R7 July 28-29, 2018

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	CH-6	Rick Turner	1	3	1	2	1	1	2	11
2	KU-1	George Welch	5	1	2	3	2	2	1	16
3	KU-12	William Hudson	7	6	3	1	5	3	6	31
4	KU-25	Joe Meade	4	2	5	9	DNF	DNS	4	44
5	CH-11	Chris Creighton	6	7	7	7	6	6	DNF	49
6	KU-10	Steve Bender	8	9	8	6	8	5	7	51
7	KU-9	Bob Cole	DNC	DNC	DNC	5	4	4	3	55
8	CH-7	Bradley Turner	2	4	4	DNC	DNC	DNC	DNC	62
9	KU-2	Brent Penwarden	3	5	6	DNC	DNC	DNC	DNC	63
10	CH-5	Ricky Turner	DNC	DNC	DNC	8	3	7	DNS	66
11	HO-53	Chis Norman	DNC	DNC	DNC	8	3	7	DNS	67
12	LE-66	Bob Meyer	9	8	9	DNC	DNC	DNC	DNC	78

WMYA INVITATIONAL REGATTA

Torch Lake Yacht Club

July 20-22, 2018



By Rob Terry

Regatta Chairman Erica Schulze with her loads of TLCC volunteers did a wonderful job of hosting the regatta on beautiful Torch Lake. The Blue waters and friendly people bring us back year after year to this wonderful place. Held back, with a bit of a mystery, was who would be the PRO! Well if it wasn't our own Pete Price giving up the helm to run the races. Nobody knew how this would go but with the talented veteran scorer Nancy Price at his side we all had hope! Well as it turned out, even Buddy Melges himself would be proud of the way Pete handled the expert DUCK CALLS. Who knew that a quack, quack, quack could be used to say so much to the passing sailors! The difficult and variable NE winds sure put the Prices and their team on the spot, and they came through with flying colors! Great job Pete, now get back on your E!

Sailing out to the first race I thought I must have bumped my head, a vision from the past? No, it was really Art Brereton sailing with none other than the father and son dual of Charlie and Coye Harret.... What a very special weekend with Julie and Porter watching on.

Now when Brett Hatton asked me to write this article I could hardly remember what we did let alone the other 25 boats! Then I started to remember. The first thing I noticed was that there seemed to be an invasion to our western shores of Michigan, who were all these boats from Lake Geneva! RJ Porter, Peter Wall, Paul Lyon and Steven Lyon, new vessels on the seas, much to ponder but soon the Quack Quack Quack got our attention and the racing was on. Next came the agony of living with the fickle NE wind god at the top mark and the glory of an errant puff propelling you past your competitors and the sheer joy of seeing their scowls as you round the mark and wishfully leave it towards solid breeze! Or not!

Torch Lake's own Tye Nordberg pulled off the first win, and the crowd went wild! Followed by Tom Munroe then Brian McMurray. The next race Brett Hatton won and the third race of the day went to RJ Porter. With the very challenging wind conditions and the finishes all over the board, the sail in was all speculation as to which boat had the best, or least worst, score of the day. As it turned out, our boat, CR66 was tied with RJ with 15 points. Brian McMurray/Tom Munroe tie at 18 and Brett Hatton was at 20.

Now this should have thrilled us but Jon Pomerleau and I knew the only reason we stayed in the top of the fleet was the recruitment of Mike Dow as middle man and tactician navigating us through the treacherous waters. Mike was leaving us.



Our back-up crew for Sunday was a 15 year old, Junior Butterfly sailor named Brady Greene. Now Brady is no slouch, in fact he's a hot shot butterfly sailor with an impressive family background of Crystal Lake sailors. But at a 120lbs we were hoping the wind didn't come up and it was time to bring Jules on board.

Sunday morning's first race RJ won giving him two bullets. Our boat was second putting RJ and crew one point ahead while we needed to beat them in this last race and put a boat in between us to win. I was feeling good about our chances after watching Brady pull lines, gybe the kite and hike like he weighed 200lbs! The boat was working like a fine oiled machine with a new shinny cog in the middle, what was I worried about? It was like having Ant-Man on board, incredibly strong, fast and talented.

The Last race we rounded the first mark in the top 3 with I-49 a ways behind, then the last up-wind, with RJ deep, we weren't sure who to cover not remembering the previous finishes. Not a hundred yards to the finish we ran out of our wind cards and watch the right along the shore and the left out in the lake come in. Brett Hatton made some savvy moves and was by us like a flash almost winning the regatta. Last year's champion, Doug McNeal came in for the race win!

Never winning a race, but being the only boat without a double digit score The Black Pearl won the regatta. Many thanks to TLYCC, Race committee and all the competitors!



WMYA E INVITATIONAL RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	CR-66	Rob Terry	4	7	4	2	7	24
2	SL-4	Brett Hatton	14	1	5	3	3	26
3	WH-77	Tom Munroe	2	13	3	7	5	30
4	I-49	RJ Porter	5	9	1	1	15	31
5	WH-88	Brian McMurray	3	2	13	5	11	34
6	WH-111	Doug Macneil	7	3	27 DNS	6	1	44
7	TO-33	Steve Johanson	9	11	6	14	4	44
8	TO-101	Art Brerton	6	19	18	4	2	49
9	CR-9	Tony Pugh	10	6	9	18	8	51
10	TO-99	Dan Lorimer	16	16	2	10	9	53
11	TO-44	Casey Christensen	15	4	7	13	14	53
12	TO-32	Tye Nordberg	1	20	8	17	17	63
13	WA-99	Casey Call	12	5	14	16	19	66
14	TO-8	Denny Malone	11	24	15	8	10	68
15	SL-3	Charlie Knappe	8	8	10	25	25	76
16	TO-181	Kevin Watrous	27 DNF	10	16	9	16	78
17	TO-00	Lath Keller	13	22	11	22	12	80
18	TO-7	Andy Powell	19	14	24	19	6	82
19	I-4	Peter Wall	20	12	17	21	13	83
20	CR-54	Mike Terry	18	23	19	11	20	91
21	TO-36	Peter Johanson	22	17	23	12	18	92
22	I-5	Paul Lyon	23	18	12	20	24	97
23	I-88	Steven Lyon	27 DNF	25	20	15	21	108
24	TO-11	Charles Hallet	24	15	22	24	23	108
25	TO-50	Sherman Thomas	17	21	21	27 DNF	27 DNS	113
26	TO-77	Chris Stearns	21	26	27 DNS	23	22	119

2017 NCESA CHAMPIONSHIP



2017 NCESA CHAMPIONSHIP



2017 NCESA CHAMPIONSHIP



ILYA INVITATIONAL



ILYA INVITATIONAL



EASTERN CHAMPIONSHIP



EASTERN CHAMPIONSHIP



INLAND CHAMPIONSHIP



INLAND CHAMPIONSHIP



2018 NCESA CHAMPIONSHIP



2018 NCESA CHAMPIONSHIP



2018 NCESA CHAMPIONSHIP



2018 NCESA CHAMPIONSHIP



BLUE CHIP



DOWN BAY REGATTA

Little Egg Harbor Yacht Club

August 11-12, 2018

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	T-18	Clay Johnson	1	1	2	4
2	T-37	Jack Brown	3	2	1	6
3	BH-22	Bobby Koar	2	3	4	9
4	LA-88	Kyle Magno	8	7	5	20
5	LE-1	John Maschal	5	6	11	22
6	LE-13	Kelly McGlynn	7	13	3	23
7	LE-100	Tom Cox	12	5	6	23
8	LE-3	Bob Donat	6	4	14	24
9	BH-21	Brendan Gilman	10	8	8	26
10	T-4	Joseph Thorpe	9	9	10	28
11	IH-18	Kirby Slack	4	12	13	29
12	LE-66	Mark Schnieder	13	10	9	32
13	MC-5	Mitchell Hnatt	11	11	12	34
14	LE-00	Mike Reynolds	14	14	7	35

UP BAY REGATTA

Toms River Yacht Club

July 28, 2018

By Nancy Rogachenko

Toms River Yacht Club hosted the E Scow Challenge Cup on what was predicted to be a light easterly breeze. The regatta first warning was scheduled for 12 noon. The wind conditions improved throughout the afternoon, averaging 8 knots. However, current and the shifty breeze of Barnegat Bay made for challenging and tactical racing. The 12 boat fleet competed at the highest level. First AND second place were determined by a tie breaker and were separated by only 1 point! 1st place, Carl Horrocks, 2nd Place, Jeff Bonanni, 3rd Place, Bobby Koar

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	T-17	Carl Horrocks	2	7	1	3	13T
2	T-73	Jeff Bonanni	4	4	4	1	13T
3	BH-22	Bobby Koar	1	3	6	4	14T
4	T-37	Jack Brown	5	5	2	2	14T
5	LA-88	Paul Magno	6	2	5	5	18
6	T-76	Kyle Rogachenko	7	6	3	8	24
7	T-18	Clay Johnson	3	1	13/DNS	13/DNS	30
8	IH-18	Kirby & Kelsey Slack	8	9	9	7	33
9	LE-13	Kelly McGlynn	9	8	8	10	35
10	BH-21	Brendan Gilman	10	10	7	9	36
11	T-1	Bill Warner	11	11	10	6	38
12	T-4	Joseph Thorpe	13/DNC	13/DNC	13/DNC	13/DNC	52

WMYA CHAMPIONSHIP REGATTA

Muskegon Yacht Club

August 1-4, 2018

By Eddie Cox

The 2018 WMYA Championship regatta was held at Muskegon YC this season, which is also the venue for the 2019 E-Scow Nationals. This is my third season of sailing the WMYA championships and second season sailing in the E-Scow. Our team really enjoys coming to Michigan with their great beaches, friendly people, really good venues and awesome parties. This event was highlighted by four days of great breeze and really good competition. Muskegon Lake is a really interesting venue located less than a mile from Lake Michigan. You can see a variety of conditions. Day one had two races in a perfect 8-12 knots Cam McNeil, Don Nelson and the I-66 team had a really solid two races battling it out until the very last beat. Day two was windier and a bit trickier. Cam McNeil and team sailed two really solid races and finished the day with a 1-2. Day three was dominated by Brett Hatton with two bullets. The I-66 team with a solid 2-3 was able to clinch the regatta with one race remaining. All in all we highly recommend Muskegon YC and are really looking forward to coming back next season for the Nationals!



FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	I-66	Eddie Cox	1	1	4	2	2	3	17/DNS	13
2	WH-111	Cam McNeil	3	4	2	1	7	7	3	20
3	WH 77	Tom Munroe	5	2	1	4	3	5	7	20
4	SL 4	Brett Hatton	8	3	7	8	1	1	4	24
5	Wh-88	Brian McMurray	7	13/SCP	5	6	5	2	1	26
6	WH 12	Don Nelson (M)	2	5	6	7	4	9	5	29
7	CR 66	Rob Terry	4	6	12	3	6	13	2	33
8	TO 44	Casey Christensen	6	7	8	5	8	8	8	42
9	V 41	Michael Considine	15	12	3	10	17/OCS	6	11	57
10	CH2	Chadwick Hough	9	8	11	9	10	15	10	57
11	SI 3	Paul Knape	11	9	14	18/DNF	9	12	6	61
12	CR11	Peter Price	10	11	13	11	17/OCS	10	9	64
13	CH 21	David Fox	18/DNS	14	10	13	11	4	13	65
14	CR54	Michael Terry	13	10	16	12	12	11	15	73
15	WH 11	Christian Oertel	12	13	9	18/DNS	13	14	14	75
16	MU22	Jonathan Holstrom	14	18/DNF	15	18/DNF	14	16	12	89

EASTERN CHAMPIONSHIP REGATTA

Keuka Yacht Club

August 3-5 , 2018

By Jeff Bonanni

Keuka Yacht Club played host to the E scow fleet for the 2018 ECESA Championship, known as the “Easterns”. Twenty-nine teams traveled from primarily New Jersey and New York to the beautiful Y-shaped lake. Hailing from Toms River Yacht Club, the team on T-73 Limelight with Jeff Bonanni, Chris Bigos, Jimmy Kennedy and Kailey Savacool squeaked out a one point win over the BH-22 Faster Horses team skippered by Bobby Koar. Keuka is a wonderful place for the early birds, with all three days featuring the early morning thermal southerly. PRO Jeff Condon and his team did an excellent job getting the fleet out early to ensure we sailed all seven scheduled races.



After failing to draft a regatta report until five months after the event ended, I have had quite some time to think about my regatta winner’s “lessons learned”, and to also replay the notable events that shaped the outcome of the regatta.

Our first big decision, and mistake, was to not follow the fast local boat, KU-1 George Welch, Jr. for the first few races. This was my first time sailing Keuka, and it became immediately clear that there was a favored shore, and nothing else worked. The second big mistake, in race 3, was sailing downwind through the middle of the course hoping our boat handling would let us pick off boats. But the pressure kept filling from the edges and we were collapsed on, and the regatta was slipping away from us.

Entering the final day of the regatta with four races scored, we hoped to sail three races to make up the twelve point deficit between our team and BH-22, who to that point had all top three finishes. Races five and six, sailed in dying southerlies, saw T-73 and T-18 well in front of the fleet trading firsts and seconds. With a discard now in effect, BH-22’s lead had shrunk significantly and T-73 was the only team that could mathematically catch them.

With two minutes until the start of Race 7, BH-22 started to tail us, hoping to gain a controlling position. After shaking loose we were able to start safely in the middle of the line, holding a long starboard tack to the favored eastern shore. The BH-22 team edged forward in a thin lane, and as we met at the first cross, we continued to force them very close to the shoreline where we thought there might be slightly less pressure. At the top third of the beat, it was anyone’s race with T-18 leading at the left layline, and BH-22 and T-73 in pursuit. At this point I asked my crew to look upwind, and find the pressure closest to the mark, because we had lost control of BH-22. Coming into the next cross, BH-22 executed a perfect lee-bow tack to protect the left side. But we





were happy to tack away and take advantage of the small puff in the middle my crew spotted.

T-18 rounded first, T-73 second, and we had the right combo to win the regatta. Moving down the run, the wind faded and a few spinakers collapsed behind us. We were lucky to round the gate in pressure, while the rest of the fleet stopped momentarily at the gate. We stepped up into some pressure with T-18, this time to the western shore, and rounded the windward mark with an insurmountable lead on the rest of the fleet. We were able to coast in to the finish behind T-18 and secure the regatta.

In most years, the performance by BH-22 would win the event. They sailed a terrific regatta and made few mistakes, and certainly less than we did at the beginning. To my teams credit, we never panicked and continued to execute our conservative game plan. With a little luck we were able to win our first Easterns together after finishing in third in 2016, then second in 2017. Slow and steady.

EASTERN CHAMPIONSHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	T -73	Jeff Bonanni	[11]	1	8	2	1	2	2	16
2	BH-22	Bobby Koar	2	3	2	3	4	3	[30]DNF	17
3	T -18	Clay Johnson	[14]	2	5	8	2	1	1	19
4	KU- 1	George Welch, Jr.	5	4	3	1	[17]	4	8	25
5	T -76	Kyle Rogachenko	9	[19]	11	7	7	8	5	47
6	CH- 6	Rick Turner	3	5	[16]	12	5	14	9.5	48.5
7	T -17	Chad Hillyer	12	[14]	1	10	8	6	13	50
8	CH- 7	Bradley Turner	10	6	15	4	10	7	[21]	52
9	I -49	R.J. Porter	13	10	4	5	12	9	[30]DNF	53
10	LA-88	Paul Magno	15	[16]	14	13	3	5	6	56
11	MA-10	Richard Wight	8	9	9	11	9	12	[14]	58
12	KU-14	Anders Hudson	[16]	7	13	14	11	10	4	59
13	MA-11	Peter Hurley	1	13	6	6	[21]	16	19	61
14	LE-13	Kelly McGlynn	4	11	7	[23]	15	23	3	63
15	KU-15	Chad Atkins	[21]	12	12	15	6	18	16	79
16	LE-66	Mark Schneider	[22]	20	19	9	13	13	7	81
17	I -47	Wes Whitmyer Jr	7	15	10	[30]DNF	14	11	30/DNF	87
18	HO-45	James Flinn	17	17	21	25	[25]	20	11	111
19	KU- 9	Robert Cole	18	24	[26]	19	16	15	20	112
20	HO-59	James Byrne	24	[25]	20	17	23	17	12	113
21	KU-12	William Hudson	19	8	24	24	[24]	19	23	117
22	HO-32	Tom Wiss	23	[26]	22	16	19	22	15	117
23	KU-10	Steven Bender	[27]	22	17	22	18	24	18	121
24	KU- 2	Brent Penwarden	25	23	25	20	20	[26]	9.5	123
25	HO-53	Chris Norman	6	18	18	21	30/DNF	30/DNS	[30]DNS	123
26	KU-25	Joseph Meade	20	21	23	18	22	21	[24]	125
27	KU121	Curt Wright	29	[30]DNF	28	26	27	28	17	155
28	HO-56	Robert Restricks	28	27	27	[30]DNF	28	27	22	159
29	KU- 7	Robert Meyer	26	28	30/DNS	27	26	25	[30]DNF	162

ILYA CHAMPIONSHIP REGATTA

Minnetonka Yacht Club

August 15-19, 2018

Harry Melges IV Claims Tight 2018 E ILYA Champs by Chrissy Hughes

What the 2018 ILYA E Scow Championships lacked in breeze was made up for in incredibly tight racing, nail-biting finishes and blow-out parties that will be recollected for years to come. 59 competitors from all over the Midwest, Michigan and as far away as Toms River competed on iconic Lake Minnetonka and after three tricky, light air races, Harry Melges IV along with Harry Melges III, Suzanne Melges and Finn Rowe were claimed 2018 ILYA E Scow Champions.

The daily racing schedule was designed to split the day with the C Scows, with one fleet taking the morning 9am warning signal, and the other fleet sailing in the afternoon with a 1pm warning signal, alternating each day. The schedule allowed for some afternoon revelry at the

one of many Lake Minnetonka Lakeside establishments, or to sleep in after a night of too much partying. Racing for the Es was scheduled for 2pm on Thursday, however the wind did not cooperate and racing was abandoned for Day 1.

With a 9am warning on day 2 and knowing that their window to race was tight, PRO Chip Mann and his corps of RC volunteers promptly assembled the fleet in the racing area. After a brief postponement, a light northerly began to fill and was just enough to get a race underway. Recovering after a tough start in the middle of the line, Vincent Porter found a nice vein of pressure and picked his way up the first beat which he would keep for the remainder of the race and grab the bullet. Sam Rogers on M-42

passed a few boats on the final upwind to finish on Porter's heels, and rounding out the top three was "Uncle" Brian Porter on I-49.

The keys to the first race seemed to be establishing a strong position on the starting line and not being afraid to push the line, but being well covered from the sight of the RC. From there having clear air was critical upwind and down, and working hard to find whatever veins of pressure that were on the race course.

Race two of the regatta got underway quickly, and again it was I-2 that positioned themselves at the front of the fleet and looked to have a strangle hold on another race win. Tom Burton on M-9, Jeff Bonnani on



T-73 and Kyle Navin on I-23 battled at the top, and for a brief moment, brothers Peter Strothman on I-9 and David Strothman on M-10 looked they would finish 1-2 in the race. However final beat saw a dying left breeze and slight pressure developing on the right.

As the leaders tried to center themselves on the race course and cover their options, Sam Rogers on M-42 and Harry Melges on I-1 hit the right corner hard, tapped into new right hand pressure, tacked and B-lined it to the finish. As Rogers charged in from the corner and looked to get the bullet, Peter Strothman snagged the last left pressure of the day and came in smoking hot to take the win a half-length over Rogers. Porter would finish 3rd, followed by David Strothman and Harry Melges.

After a fun afternoon/evening of partying on Lake Minnetonka, the fleet was more than happy with an afternoon start on Friday. Just as forecast, the max wind hovered around 2-3kts, and with no racing on Saturday, the ILYA Champs would come down to one more day of racing on Sunday.

Without many options, despite the lack of wind on Sunday morning, PRO Chip Mann assembled the fleet for an on-time start. With a few puffs filling from different parts of the lake, a soft southerly wind finally developed and allowed the final race of the



regatta to get started. Harry Melges IV made it clear he was going to put pressure on Co-Leaders Porter and Rogers. Melges started near the pin, extended briefly, tacked to port rolling the fleet to leeward and never looked back. Young Harry would go onto extend his lead and win the final race handily. With a 5 pt overnight lead over I-1, it was now up to Rogers or Porter to finish in the top 5 to try and grab the title.

Vincent Porter had a tough start and was not able to find any breathing room for a comeback and fell out of contention. Rogers however rounded the first top mark in 6th place and just needed to pass 1 boat to fend off Melges. Once to the bottom gates, the breeze had completely shut off and the race had been shortened to a W 1.5. The left side on the final upwind filled slightly and allowed Toby Sutherland on GL-7, Brian Porter on I-49 and Brett Hatton on SL-4 to grab 2, 3, 4 in the race respectively. Unfortunately for Rogers, their team went into a 'flat spin' at the bottom gate and lost their position, ending up 9th in the race and 2nd overall.

Despite the lack of breeze, the Minnetonka Yacht Club and Lighthouse Island put on a World Class event that will leave the competitors asking, 'when can we do this again.' Next year's ILYA Champs move to historic Oshkosh Wisconsin where teams will compete on the big open water and revel in the fun town of Oshkosh.



INLAND CHAMPIONSHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	I-1	Harry Melges IV	4	5	1	10
2	M-42	Sam Rogers	13	2	2	9
3	I-23	Kyle Navin	5	12	7	24
4	M-10	David Strothman	8	4	13	25
5	I-49	Brian Porter	3	27	4	34
6	M-9	Tom Burton	10	7	17	34
7	W-66	Eddie Cox	9	14	11	34
8	I-9	Peter Strothman	14	1	21	36
9	M-77	Kein Jewett	24	8	5	37
10	I-7	Thomas Freytag	19	11	8	38
11	I-2	Vincent Porter	1	3	37	41
12	M-87	Derek Packard	15	10	16	41
13	M-20	Tim Krech	6	22	15	43
14	W-25	Lee Alnes	21	13	12	46
15	M-1	Robbie Evans	12	16	19	47
16	V-37	August Barkow	18	18	14	50
17	V-137	Jim Gluek	22	24	6	52
18	GL-7	Toby Sutherland	16	40	2	58
19	V-66	Christian Spencer	7	30	24	61
20	M-14	Michael Hanson	17	34	10	61
21	M-11	Erik Bowers	29	25	16	70
22	J-25	Thomas Castle	23	32	18	73
23	M-5	John Wicks	30	21	22	73
24	V-61	Nicholas Clemence	27	9	38	74
25	TO-33	Steve Johanson	11	17	46	74
26	W-5	Ross Cardozo	20	29	25	74
27	Z-23	Emily Oltrogge	26	31	23	80
28	SL-4	Brett Hatton	44	36	3	83
29	J-80	Jon Schloesser	13	28	47	88
30	X-20	Peter Maas	25	23	43	91

INLAND CHAMPIONSHIP RESULTS

31	T-73	Jeff Bonnani	40	6	49	95
32	M-22	Jessica Haverstock	34	25	36	95
33	M-2	Tom Meyer	39	20	39	98
34	V-736	Matt Schmidt	35	37	35	107
35	H-11	Lance Puccio	28	48	33	109
36	M-12	Jeffrey Solum	32	33	45	110
37	M-17	Jason Ostbyte	41	26	44	111
38	V-41	Michael Considine	47	45	20	112
39	M-53	David Chute	38	47	29	114
40	Z-10	Stuart Schurtz	33	53	32	118
41	M-87	Samuel Bartel	37	39	48	124
42	H-13	Patrick Heaney	56	41	28	125
43	I-47	Wes Whitmeyer Jr	48	19	RET 60	127
44	M-35	Hans Zinn	31	44	TLE 52	127
45	V-206	Kathryn Meyer	43	52	34	128
46	M-6	Marek Valasek	51	52	27	130
47	X-4	Elizabeth Harned	53	43	41	137
48	M-4	Amanda Swaggart	52	38	50	140
49	I-101	Scott Ripkey	46	35	DNS 60	141
50	X-2	Jim Zaiser	49	50	42	141
51	Z-9	Brad Price	54	57	31	142
52	Z-13	Mark Tesar	59	54	30	143
53	M-16	Danielle Resch	36	55	TLE 52	143
54	H-88	Phil Zalog	50	42	TLE 52	144
55	V-15	Eric Good	45	46	RET 60	151
56	M-33	Graham Ness	42	59	TLE 52	153
57	UM-11	Henry Chesnutt	57	58	40	155
58	M-13	George Kennedy	58	49	TLE 52	159
59	V-23	Joey Feichtmeyer	55	56	TLE 52	163



NCESA CHAMPIONSHIP REGATTA

Oshkosh Yacht Club

September 7-9, 2018

By Jon Schloesser

The Oshkosh Yacht Club was buzzing in the weeks leading up to the 2018 National Championship. It had been 9 years since our last Nationals in 2009. Although we had crystal clear warm weather for that regatta, the wind associated with a stationary high weather system allowed for only a few races in a Great Lakes "sea breeze", inconsistent with what Winnebago has to offer. The OYC cherishes the opportunity to host major regattas. Welcoming the best in the country to our home lake while offering a world class venue and a great time for all is paramount. With the forecast for on-shore robust winds, the excitement meter hit 10. Personally, I had been waiting my entire sailing career to see what a regatta on Winnebago would be like in a true extended Northeaster. Plenty of regattas have been sailed on Winnebago with large waves in the past, but the Northeaster if sailable (waves not too large) presents the biggest challenge due to the shifting winds coupled with big wave conditions.



All the preparations were made and 57 competitive boats arrived with many participating in a tune up race on Thursday. The tune up race was sailed in a 7-10 mph NNE breeze that saw major shifts of up to 20 degrees occurring. This was definitely odd as the NE direction tends to be a bit more stable. I think that those who chose to sail this race had a bit of an advantage as to what they might expect in the morning.

In preparation for Day 1 the big discussion at the Waters among many was whether or not to take a 4th crew. Day one was predicted to be lighter with the wind building for day two and three. On our boat, J-80, we are a heavier than average crew of 3, weighing in at around 590 lbs. From Winnebago experience I know that if you are too heavy in medium winds with large chop it is reaaally slow. We made the decision to go with 3 and gut it out as the winds picked up in the following days.

Race 1 kicked off in beautiful 11-15 mph NNE breeze. The drastic shifts of the day before had calmed down a bit, but there were still plenty of passing opportunities with 5-10 degree oscillating winds prevalent. We were able to see on J-80 within the first few minutes



that our speed was going to be very good for the day, due to our lighter weight than most of the fleet. Off the line most of the fleet stayed on a starboard lift to 1/3 of the way up the course. At this point Derek Packard (M-87) was the first to reach a shift from the left and he proceeded to cross the entire fleet on port about 1/2 of the way up the leg. The boats that had started nearer the port end of the line were able to reach this shift first and were at the advantage. At the first pin it was M-87 with a nice lead, followed by Harry Melges IV (I-1) and our team on J-80. I-1 and M-87 extended their leads on the first downwind with I-1 leading at second mark.. On the second beat Kyle Navin (I-23) with some nifty upwind sailing had worked his way to 3rd place followed by Jeff Solum (M-12), Sam Rogers (M-42), and J-80. It was tight sailing from position 3 to 10 with many position changes. On the last beat we made a decision to go East and caught a nice starboard lift, regaining our 3rd place position and creeping back towards M-87 in second. The wind was consistent for the last downwind run to the finish with I-1 winning fairly easily followed by M-87 and J-80.



Race 2 followed quickly with similar opportunities available to make gains if you were able to navigate the chop and still keep your eye on the shifts. Leading at the first pin in Race # 2 was Clay Johnson (T-18), followed by Tom Castle (J-25), Tom Munroe (WH-77), and Rick Turner (CH-6). But it was Tom Castle (J-25) along with Harry Melges as an emergency replacement due to serious illness to his crew, who sailed the best race of his career. J-25 had dropped to 4th place on the first downwind gate but made an aggressive move breaking away from the fleet using the left gate to reach the East side of the course first. A significant right shift shot them out to a nice lead. Tom said he was very nervous as they sailed the last downwind leg to the finish. A 1000 yard lead was quickly closed to a 100 yard lead by T-18. But J-25 was able to hang on to the delight of the Oshkosh spectators. I believe this was the first ever Nationals race win for an Oshkosh E scow.

Race # 3 was more of the same conditions, but only one boat took advantage of the gain that could be made with an aggressive move to the East at the right time. David Lubchenco (GL-7), a new skipper to the fleet, along with accomplished sailor Toby Sutherland completed the beat down of the regatta. They made a solo move hard to the East off the start and launched out to a healthy 300 yard lead at

POS	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	I-2	Vincent Porter Coye Harrett / Clifford Porter / Addy Ferguson	15	[32]	2	2	8	1	1	29
2	T-76	Kyle Rogachenko Brendan Hogan / AJ Bailey	4	[13]	7	7	1	11	5	35
3	I-49	Brian Porter RJ Porter / Colin Rowe / Annie Rowe	18	9	[46]/ZFP	3	2	2	3	37
4	I-1	Harry Melges IV Finn Rowe / Ripley Shelley / Severin Gramm	1	[36]/ZFP	16	1	17	3	2	40
5	J-80	Jon Schloesser Rich Evans / Bob Turner	3	6	5	14	11	[18]	12	51
6	W-66	Eddie Cox Will Cray / Owen Harrod / Ed Cox	21	5	4	12	[42]/SCP	6	4	52
7	M-42	Sam Rogers Chrissy Hughes / Tony Jewett / Paris Henken	5	4	[21]	10	12	15	10	56
8	M-9	Thomas Burton Andy Ferguson / Bruce Martinson / Max Berstein	13	[21]	8	8	14	5	11	59
9	SC-55	Robert Wilkins Reese Wilkins / Shawn Burke / Emory Williams	14	18	[36]/ZFP	4	10	8	6	60
10	I-23	Kyle Navin Ryan Fitzgerald / Dave Navin / Sam Spencer	6	[26]	3	13	19	7	15	63
11	T-18	Clay Johnson Michael Munger / Sean Crabb / Elizabeth Tell	11	2	13	16	4	[58]/DNF	19/ZFP	65
12	J-25	Thomas Castle Jason Hirschberg / Reed Weston / Maria Castle	9	1	18	19	13	[22]	8	68
13	M-87	Derek Packard Gavin Potts / Matty Hanson / Paige Boegeman	2	17	20	6	18	13	[26]/ZFP	76
14	WH-77	Tom Munroe Tom Munroe Jr. / David Gates	17	3	21/SCP	17	9	16	[58]/DNF	83
15	V-37	August Barkow Jeff Niedziela / AJ Schweda / Carrie Gale	[45]	15	40/ZFP	11	7	12	16	101

the first pin. With consistent crew work and skill they were able to maintain that lead and win easily. Following the leader into the finish in much tighter quarters were Vincent Porter (I-2), Kyle Navin (I-23), and Eddie Cox (W-66), and us on J-80. We were elated with our finish because we had rounded the top pin in 10th and had been able to sail up to the top 5.

After day one racing there was an energy filled free party at the Waters. Sponsored by Gosling Rum, the free drinks and hors doeuvres were flowing out nicely. AJ Schweda played MC with the mic' and interviewed the day's race leaders for all to hear.. I had gone home to shower and had no idea of our overall race position. When I showed up a bit late I was shocked to find out that we held the overall regatta lead. Our deci-

sion to go light along with some misfortune for some of the other top sailors had payed off big. However with the forecast for winds to increase to 15-22 mph for Day 2 and the fact that a throwout would most likely be in play at the end, we knew that our position was far from secure. I went to bed that night praying for the forecast for heavy air to be wrong to the lighter side.

When we arrived at the Waters on Day 2 we were greeted with a cool NE breeze that had built during the night. Average winds for the day were 15-20 mph with some gusts reading as high as 23 mph. This is about the maximum wind speed that an E boat can be raced with an onshore Winnebago breeze. Once you get consistent winds over 20 mph the waves become just too large and it turns into more of a survival outing than a fair race. The day was made even tougher due to fact that the wind had dropped slightly and shifted to the right from what it had been in the overnight breeze. This resulted in a direct pounding into the waves upwind on starboard tack, with port tack offering a welcomed relief being so much smoother. Downwind sailing was exhilarating. Riding on the edge of disaster - it is necessary to sail high enough to power through the waves, but not too high for you may lose it. Too low and you could bury into a wave



POS	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
16	T-73	Jeff Bonanni Chris Bigos / Jimmy Kennedy / Kailey Savacool	10	[39]/ZFP	17	5	24	9	38	103
17	M-1	Robbie Evans Geoff Evans / Mason Hardy / Mimi Collins	8	12	[35]/ZFP	20	31	25	9	105
18	V-137	Jim Gluek David Perrigo / Eric Price / Deb Gluek	20	11	6	[58]/DNC	29	31	13	110
19	I-9	Peter Strothman Bri Porter / Corbett Porter / George Ernstm	38	29	25	9	6	4	[58]/DNC	111
20	M-12	Jeff Solum Braden Solum / David Wyer / Bonnie Waldorf	7	[37]	27	24	5	21	35	119
21	CH-6	Rick Turner Thomas Kelly / William Turner / Brooks Turcott	26	7	[33]	22	23	26	18	122
22	M-20	Tim Krech Ben Burgum / Matt Resch / Jenna Kulenkamp	19	23	12	43	3	[58]/DNF	37/ZFP	137
23	H-11	Lance Puccio Lindsey Puccio / Ben Witman / Teresa Noles-Puccio	24	[35]	14	15	32	24	34	143
24	X-20	Peter Maas Mike Maas / Lisa Maas / Julie Maas	36	30	[38]	21	15	14	32	148
25	V-27	Matt Peterson Charlotte Peterson / Miles Clark	34	31	19	[44]	16	20	30	150
26	H-7	Lon Schoor Soren Hughes / Kelsea Kierstead / Jack Barns	23	10	10	58/DNF	[58]/DNF	29	22	152
27	M-22	Jessica Haverstock Trevor Davis / John Wicks / Becky Anderson	12	38	11	42	26	[58]/DNF	23	152
28	J-5	Bill Wyman Ed Bowen / Charlie Harrison	27	[48]	26	18	34	34	17	156
29	V-15	Eric Good David Driscoll / Ben Biwer / Lindsay Good	43	25	[47]	25	22	10	36	161
30	GL-7	David Lubchenco Toby Sutherland / Hollie Lubchenco / Nina Lubchenco	29	41	1	26	33	32	[58]/DNC	162

which generally results in filling up with water or rounding up and dumping. Huge gains were made if you could get on top of the front of a set of waves and surf to leeward.

The day saw the top sailors from Lake Geneva assert themselves as the ones to beat. In Race #4 it was Harry Melges (I-1) leading at the first pin followed by Robby Wilkins (SC-55), Peter Strothman (I-9), Vincent Porter (I-2), and Brian Porter (I-49). SC-55 was able to hang on to finish fourth and Jeff Bonnani (T-73) had his best race of the series in 5th, but it was the Geneva boats going 1,2,3.

Race #5 saw a whole new group of boats assert themselves early in the race. At the first pin it was Tim Krech (M-20) in the lead, followed by Jeff Solum (M-12), Kyle Rogachenko (T-76), and Tom Meyer (M-2). Brian Porter sailed one of the most impressive races of the regatta rounding the top pin in 11th place, but sailing all the way up to 2nd place at the finish. M-20 held on for 3rd, but the winner of race #5 was T-76. Kyle was one of the only other boats to sail with a crew of 3 which made this win all the more impressive. He emailed me saying that the waves were some of the nastiest he had ever raced in, but they had so much fun.

Race #6 and then Race #7 on the following day with slightly lighter winds saw the top Geneva boats really lock in, leading throughout both races. Vincent Porter after a slow start won the final 2 races, with I-49 and I-1 going 2 or 3rd in both. I am lacking a bit in details for the last 3 races. The consensus from everyone I talked to was they had an absolute blast, but they couldn't really remember exactly what happened in the last few races. I think the big wave conditions kind of numb you to your surrounding competitors and the wind shifts. It takes a different type of concentration in big waves. Most impressive was Vincent Porter and his team's comeback. Vincent rose from the ashes and was able to secure his first NCESA Championship after many almosts in past National regattas. Following are



POS	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
31	V-61	Dave Keck Charlie Allen / Ethan Heinze / Joe Byrnes	22	14	42/ZFP	[50]/ZFP	43	33	20	174
32	CR-66	Rob Terry Jules Terry / Jack Rillema / Jon Pomerleau	35	[42]	40	27	30	19	28	179
33	I-29	John Holland Marek Valasek / Will Davies	31	[44]	32	39	28	17	40	187
34	Z-23	Emily Oltrogge Stuart Oltrogge / David Haugerud / Deb Tesar	16	39	39	32	39	[58]/DNF	26	191
35	B-17	John Porter David Porter / Ben Porter / Anne (Porter) Muller	25	20	43	33	58/DNS	[58]/DNC	19	198
36	SL-4	Brett Hatton Christy Steketee / Nic Siefert / Brian Torressen	40	8	9	58/DNS	58/DNC	[58]/DNC	27	200
37	J-8	William Wyman Jack Bermingham / Peter Lang	46	19	[46]	30	27	35	45	202
38	M-2	Tom Meyer Markham Chatterton / Chris Tierney / Beth Bogle	32	58/ZFP	37	[58]/DNF	21	30	29	207
39	J-55	Maxwell Wyman Logan Brooks / Rex Whealon	42	[52]	35	37	41	28	24	207
40	M-16	Danielle Resch Talia Pierce / Mark Swift / Brandi Kastner	30	47	[49]	28	42	40	21	208
41	TX-11	Steve Wells Jim Salter / Andy Gratton	[48]	28	31	36	35	38	42	210
42	H-13	Patrick Heaney Justin Segertsen / Nick Maden / Pam Gaston	33	36	42	[45]	36	27	37	211
43	CR-9	Tony Pugh Chris Lopez / Mark Burns / N/A	28	16	15	58/DNF	58/DNF	[58]/DNC	41	216
44	Z-13	Mark Tesar Todd Tesar / Dan Quiram	39	33	22	29	37	[58]/DNF	58/DNF	218
45	H-9	Timothy Sugar Hugh Sugar / Darby Sugar / Annie Sugar	41	40	44	34	40	23	[45]/ZFP	222

few paragraphs Vincent wrote for the Reporter about the experience:

The 2018 E Scow Nationals was a memorable experience for us, not only because of our result. The sailing was probably some of the most fun and wild we have ever experienced on an E Scow. "I might actually sink" had not crossed the minds of most participants prior to that weekend, but the huge waves and long port jibe into them downwind was treacherous at times. It made one realize not only what the boats are capable of, but also ideal conditions to race in – beautiful long, open legs on a big body of water. There are fewer places better suited for this than Oshkosh, which is why it holds a special place as the original racing mecca for A and E scow regattas in the Midwest.

For us, what will stick out is the emotional turnaround we had from the beginning of the regatta, to the end. Crossing the finish line in 32nd, after having a 15th in the first race, was an easy time to be discouraged. We had just had two great starts, but had some spinnaker issues, and were crushed twice on the top of the first beats. From that point on though, for whatever reasons, we sailed a near perfect regatta and finished with a 2,2,8,1,1. Despite that, it was still an incredibly close leaderboard, and we had fun duping it out in the last few races with T-76, I-49, and I-1. Overall, it was very physical racing and there was a premium on fitness and boat-handling, I thought. It could be seen in the crews of the top boats. I have to thank Coye Harrett, Clifford Porter, and Addy Ferguson for working so hard and making us look good.

Congratulations to Vincent and team I-2 on their big win! Also, a huge thanks to PRO Bruce Golison and his team. I think everyone would agree that this was one of the most efficient and fair regattas we have experienced from a race management standpoint. For me personally, it felt really great to hang onto to 5th place overall and represent Oshkosh in a good way. This was our best finish ever in a Nationals - after almost 30 years of skipping an E boat it shows there is hope for us all. There is nothing better than competing against what I consider to be the best one design sailors in the world. For all of us at the OYC we thank you for attending and hope to see you at the Inlands in 2019!



POS	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
46	WH-88	Brian McMurray Jake Erdman / Dillon McCormick / Deb McMurray	49/ZFP	22	29	58/DNF	20	58/DNF	[58]/DNC	236
47	T-4	Joseph Thorpe John Kirk / Nina Van de Vaarst / Mitch Nunn	50	45	50	47/ZFP	44	37	[58]/DNF	273
48	I-0	John Lyon Paul Lyon / Steven Lyon / Kate Lyon	58/DNC	54	53	23	58/DNC	[58]/DNS	31	277
49	H-88	Phil Zalog Alex Campbell / Ryan Brandenberger	53	58/DSQ	48	31	58/DNF	36	[58]/DNC	284
50	V-206	Kathryn Meyer Bill Blodgett / Terry Foster / Grace Toney	49	43	36	41	58/DNS	58/DNC	[58]/DNF	285
51	CR-54	Michael Terry Randi Terry / Tom Fiola / Jan Fiola	54	51	54	46	[58]/DNS	39	43	287
52	J-19	Aaron Lynn Loren Harrison / Steven Domiter / Kate Lynn	52	50	45	58/DNF	58/DNS	58/DNC	39	302
53	I-333	Frank A. Davenport Kevin Alcock / Josh Lecroix	44	46	41	58/DNC	58/DNC	58/DNC	[58]/DNC	305
54	J-11	David Sitter Jeff Price / Cabell Sitter	51	46/ZFP	51	58/DNF	58/DNS	[58]/DNC	44	308
55	Z-9	Brad Price Will Price / George Kennedy / Kelly Purviance	58/DNC	58/DNC	58/DNC	40	38	58/DNC	[58]/DNC	310
56	J-22	Robert Cummins Jason Poquette / Jon Dudzinski	47	58/ZFP	52	58/DNF	58/DNS	58/DNC	[58]/DNC	331
57	I-47	Wes Whitmyer Jr Marty Pistay / Justin Hood / Emory Williams	58/DNC	58/DNC	58/DNC	58/DNC	58/DNC	58/DNC	[58]/DNC	348

2018 NCESA CHAMPIONSHIP AWARD WINNERS

1st Race Winner - Keuka Trophy	Harry Melges IV I-1	Lake Geneva
2nd Race Winner - Iver C. Johnson	Thomas Castle J-25	Oshkosh
3rd Race Winner - BBYRA Trophy	David Lubchenco GL-7	Grand Lake
4th Race Winner - Pewaukee Trophy	Harry Melges IV I-1	Lake Geneva
5th Race Winner - Chautauqua Trophy	Kyle Rogachnko T-76	Toms River
6th Race Winner - NCESA Trophy	Vincent Porter I-2	Lake Geneva
Regatta Winner - Bilge Pullers Trophy	Vincent Porter I-2	Lake Geneva
First Place Crew Weldon Memorial Trophy	Coye Harret, Clifford Porter, Addy Ferguson	Lake Geneva
Top Woman Skipper	Jessica Haverstock M-22	Minnetonka
First Finishing Woman Trophy	Addy Ferguson I-2	Lake Geneva
Womans Corinthian Trophy	Jule Terry CR-66	Crystal Lake
Torch Team National Champ	I-1, I-2, I-23, I-49	Lake Geneva
Rookie Award	Kyle Navin I-23	Lake Geneva
Masters Award	Brian Porter I-49	Lake Geneva
Youth Skipper	Harry Melges IV I-1	Lake Geneva
Runyon Colie Service Award	Bruce Golison	NCESA PRO
Road Warrior	Eddie Cox W-66	White Bear
National Rankings Champion Ferguson Trophy	Harry Melges IV I-1	Lake Geneva



BLUE CHIP

Pewaukee Yacht Club

September 23-26, 2016

By Kevin Burnham, Mystery Guest

The Blue Chip Regatta was something I had heard about in the late 1970's. I had just started sailing 470's and remember reading about Dennis Connor being the Mystery Guest that year. Last year, I attended my first Blue Chip Regatta as a coach. I met so many wonderful people and had a great time... And... I found out about the Bar Walk.

I received an email from my old friend, Jimmy Campbell. He asked if I was interested in being the mystery guest at the 53rd Blue Chip regatta. My first thought was I do not want to do the Bar Walk. Jimmy invited my wife, Elizabeth, and told me that Dex and he would be my crew. He also mentioned we would be guests at Peter and Edit Harken's house. How could I refuse?

We arrived on Wednesday afternoon and got out on the lake for my first E Scow ride. We were sailing a really good boat called Shimmer. Shimmer is owned by Jimmy Campbell and Russ Lucas and had won many races. Steering the E Scow was an experience. After working my entire life to keep a boat flat, it was quite strange to hear Jimmy say, "More heel!" What do you mean, more heel? This was made even more difficult, with the wind acting as though it was a butterfly in a gale. It shifted constantly in the light variable breeze. After the first day on Lake Pewaukee we headed to Peter and Edit's beautiful home on the lake. We had a wonderful Wiener schnitzel with warm B&B to wash it down.

Waking up at Peter and Edit's home is a real treat. After opening the blinds in the morning, you're hit with beautiful views of the lake to start the day. Thursday was another light and shifty day. We had the day to sail and had two sessions with lunch in between. We did our tacks, gybes, sets, douses. I learned to be comfortable with more heel. We made it back to the dock for lunch. In our afternoon session, we sparred with two other boats driven by Bob Biwer and Rob Terry. The head of the race committee was nice enough to put out some marks and run races for us. It was a lot of fun! I was quickly schooled by Bob and Rob. I knew this was not going to be easy and kept reminding myself to have a good time.

Friday's forecast was for breeze, and we got it. Opening the curtains to white caps was more than I asked for. We got down to the club and had a great breakfast. We rigged up and hit the water. There was a steady 20 knots when we got out to the course area. I asked the crew to go upwind, started sailing and I struggled to get a good feeling. We made our way up to the weather mark and decided to head downwind to the starting line. We discussed setting the kite as a huge puff hit us. Instantly, EK responded "let's save it for the race" to my relief. We were absolutely barreling downwind; kites were up ahead of us. I was really hoping not to crash or hit anyone. Once I smoothed out and got a grip, I had a huge grin. We were jumping over the top of the whitecaps. What a RIDE!!



We were quickly running out of room. The boat ahead of us lost their rig, we narrowly avoided hitting them. The committee flew the AP over A, and we miraculously made it back to the dock without breaking anything. We pulled the boat out, and the lunch was fantastic. We spent the afternoon socializing and had updates from the Race Committee. Around 4:00 the announcement came and we all headed out.

We got ready for my first official E Scow race! The start went off. I was late accelerating and had trouble holding a lane. After a couple tacks upwind, we reached the weather mark in the back of the fleet. I noticed the boat in front of us was having trouble with their kite and went high to get over them. We hoisted as the puff hit us and went over very quickly. Dex and I hit the high side, Jimmy made it to the low board and EK was hanging onto the transom.



I was behind Dex on the top board. He was bouncing like a kid on a trampoline. I was watching in fascination, as the board was flexing up and down and wondering if it could break. Jimmy was underneath us, and he must have been thinking the same thing: “Hey Dex, little less bouncy on the board.” Amazingly the boat came up in one piece. We got the kite back up and away we went! We had great rides downwind up and over the chop and started closing in on the fleet. We did end up beating a boat.

A great evening followed, and we went to dinner at Buckaroo’s, “Michael’s House of Prime“. It was packed with people. The file was delicious along with the rum and cokes. Our table was boisterous with Dex, Jimmy, Peter, Edit, Sharon Green and some other locals. Next stop was the Harken Bar at Peter’s house. Peter poured something that went down warm through the body, and so I had another. Sharon was spending the night there. Billy and his lovely wife popped in, and we had another drink. □ Realizing tomorrow was moving day on the race course, I went to bed. I tossed and turned thinking how important it was to not do the bar walk. I have to say it got the better of me and I had a lousy sleep. Next morning, I opened the curtains and the wind was calmer and fitting to my disposition. At the Club we had breakfast, and we headed out to the race course.

Race #2

We were ok off the line and were able to hang onto starboard. We played some shifts and we rounded the weather mark with some boats behind us. Downwind was challenging, as the wind got lighter. We made it to the weather mark 2nd go around and lost some boats.

That downwind was exciting, as the wind continued to get lighter. We were in our own Nirvanaville, as we hung on to this vein of wind. We were passing boats. I was trying to focus on keeping the boat moving. We gybed, and most of the fleet was to our left. They were all on top of each other and not really moving. The wind started to become very unstable. We dropped the kite and sailed across the bow of the finish boat. There were many boats around and it was a wild finish. We passed most of the fleet to finish 7th.

Race #3

Bad start at pin. Made our way out of it, found a clear lane after being on port to a nice starboard lift. This was a very nice lift. We were crossing boats from the left of us. My crew, my wife told me to tack. The only spot to tack onto port would have caused us to completely slam another boat. As guest of the regatta, I didn’t feel like I could crush these guys with a slam dunk, so I let the opportunity go. Unfortunately, that was our ONLY opportunity out of the left side of the race courses. As we contin-

ued to sail the starboard lift died, everyone from the left crossed us and when we tacked onto port we died. The boat I had refused to slam was 3rd at the weather mark and 3rd across the line. We were last. I told the crew, "No more Mr. Nice Guy."

Race #4

Feeling down on myself for not tacking, I also realized that we had collected a lot of points. We were getting frighteningly close to be in contingent for the bar walk. I decided I would listen to the crew in this decisive race. It was an agonizing race as we passed and put behind the boats we needed to beat. We are going up the last beat on a perpetual left shift. The two boats we were tied with are behind inside us. (I should say... cough cough... tied for last with....cough cough...) We got to the starboard layline on this persistent left shift. The righty never came and we ate a header to the finish line. Both boats behind us crossed us. Oh no, the Bar Walk. I was really feeling down sailing back to the club. I was thinking... I may have been up for doing the bar walk in 1992 after the silver medal, or maybe even in 2004 after the gold medal, but I was pretty sure that no one wanted to see me now!

We hauled out the boat. I was crushed that I had to walk the bar. Dex went and got drinks, as we figured we should start preparing. Just then the head of the race committee walked over and told us that we had won the tiebreaker. We were not in last.... No Bar Walk! YIPPIE YA YAY!!!!!!!!!!!!

Saturday night was a great night at the club. The kids served us a delicious dinner and all of the teams were introduced. It was just fantastic hearing about everyone and where they were from. Later on, I was able to reminisce my Olympic Gold Medal story with everyone that evening. Fun!

The wrap for the evening was the Bar Walk. My friend, Rob Evans and his team were up on the bar in their skivvies along with our team member Dex. I was wondering what Dex was doing up there. Then I realized that Dex had missed his chance at Chippendales and was trying to capture the moment.

Sunday

Forecast held true and there was no racing. Everyone broke down their boats, we had the awards and the regatta was a great wrap. Peter Harken took Elizabeth, Jimmy and I to the Harken factory. I had not been there since the late 1970's when I was building a 470 with Steve Benjamin. The automation of the machines and the new technology in building the Harken blocks were incredible.

Elizabeth and I had a wonderful time with all of you. The E Scow is a fantastic machine and so much fun to sail in all conditions. I hope a winter circuit in South Florida can bring all of you down to sunshine while you are living in the winter tundra.

Thank you everyone for being so hospitable and friendly. The Blue Chip Regatta is special, and we want to come back and see everyone again!

All the best,
Kevin Burnham

BLUE CHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	W-66	Eddie Cox	1	3	1	1	6
2	M-20	Tim Krech	3	1	9	4	17
3	M-9	Tom Burton	7	6	4	3	20
4	V-37	Augie Barkow	6	5	8	2	21
5	MA-10	Dick Wight	2	8	7	8	25
6	V-222	Bob Biwer	5	9	2	10	26
7	CR-66	Rob Terry	4	4	14	14	36
8	M-87	Derek Packard	10	15	6	5	36
9	GL-7	Toby Sutherland	12	2	11	12	37
10	I-23	Kyle Navin	8	11	5	13	37
11	V-66	Christian Spencer	9	12	10	7	38
12	WH-88	Brian McMurray	14	13	3	15	45
13	V-137	Jim Gluek	16 DNF	10	13	6	45
14	?	Kevin Burnham	13	7	15	11	46
15	M-1	Rob Evans	11	14	12	9	46

2018 OVERALL NATIONAL RANKINGS - TOP 50

(cumulative points based on best 3 regatta performances, if •• only 2 regattas sailed/scored)

RANK	SAIL #	SKIPPER	TOTAL
1	I-1	Harry Melges IV	248
2	I-2	Vincent Porter	239
3	I-49	Brian Porter	237
4	W-66	Eddie Cox	237
5	I-9	Peter Strothman	226
6	I-23	Kyle Navin	225
7	M-20	Tim Krech	214
8	X-751	Jim Gluek	210
9	V-37	August Barkow	207
10	J-25	Thomas Castle	205
11	T-73	Jeff Bonanni	200
12	M- 1	Robbie Evans	196
13	CH-6	Rick Turner	180
14	SL-4	Brett Hatton	179
15	V-66	Christian Spencer	178
16	WH-77	Tom Munroe	174
17	T-17	Clay Johnson	167
18	Z-3	Emily Oltrogge	167
19	T-76	Kyle Rogachenko	167
20	X-20	Peter Maas	167
21	M- 87	Derek Packard	162**
22	V-736	Matt Schmidt	159
23	H-11	Lance Puccio	157
24	J-80	Jon Schloesser	153**
25	CR-66	Rob Terry	152

RANK	SAIL #	SKIPPER	TOTAL
26	M-42	Wes Whitmyer Jr	151
27	GL-7	Toby Sutherland	148
28	WH-88	Brian McMurray	135
29	H-13	Patrick Heaney	135
30	v-41	Mike Considine	132
31	M- 12	Jeff Solum	131
32	M-22	Jessica Haverstock	130
33	Z-9	Brad Price	125
34	W- 25	Lee Alnes	125**
35	CR-9	Tony Pugh	124
36	H-88	Phil Zalog	122
37	V-61	Nicholas Clemence	114••
38	V-206	Kathryn Meyer	113
39	I-101	Scott Ripkey	113
40	M- 2	Tom Meyer	113**
41	CR-54	Michael Terry	108
42	TO-33	Steve Johanson	105**
43	V-15	Eric Good	103**
44	BH-22	Bobby Koar	100
45	T0-44	Casey Christensen	100
46	GL-23	David Lubchenco	100**
47	I-71	Ken Wruk	100**
48	V-27	Matt Peterson	99**
49	KU-1	George Welch, Jr.	97**
50	KU-9	Robert Cole	97