

THE 2016 REPORTER

National Class E Scow Association

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NCESA BOARD OF DIRECTORS MEETING MINUTES NOVEMBER 5th, 2016

Bob Cole called the meeting to order at 9:07 AM.

Attending the meeting

Bob Cole
Brett Hatton
Chrisy Hughes
Lon Schoor
Donna Schoor
Pete Price
Vincent Porter
David Hagan
Bill Nolen
Ted Beier
Matt Schmidt
Rick Turner
Tom Castle



Directors not in Attendance

Bobby Koar
Derek Packard
Robby Wilkins

The meeting began with introductions.

Rick Turner moved, and Ted Beier seconded, that the minutes of the previous Board of Directors meeting be approved. Motion passed.

Commodore Cole reviewed the agenda - no changes were made.

Old Business

Approved incidental expenses made during the year to repair/improve trophies and trophy boxes and upgrade administrative software.

Rules Committee

Matt Schmidt reported there were no rules issues for the year. Matt responded to a request about the use of a different boom – and he indicated that the boom shape was not part of the scantling rules.

Rick Turner reported on a follow-up discussion from the last Directors meeting to indicate that Melges had no interest in moving to carbon masts. He reported the carbon masts would add significant costs.

Measurement Committee – No issues reported.

Regatta Committee

72 boats attended the National Championship Regatta. The feedback has been great for both on and off the water. The regatta was “well packaged financially” and Minnetonka had the help of great sponsorship to help offset expenses and resulted in nearly all competitors participating in the social events. Race Committee successes are highlighted in Sam Roger’s Minnetonka regatta report:

- Keeping PRO Bruce Golison consistent worked well. Local PRO Blake Middleton was very accommodating with local knowledge and assisting Bruce and his team with whatever they needed.
- RC Team worked well with regatta chair to determine the plan for the day, calls on postponements etc...
- Had ample RC volunteers to ensure everything was covered.
- Solid communication from PRO to the fleet to ensure everyone was on the same page and clear on the plan for the day.
- RC did a great job of being patient on the first day to get 1 quality race in.
- RC did a great job on Saturday and Sunday of running quality races in big breeze.

Discussed break between second and third race and concluded to keep the break in the guidelines but keep it as short as possible. Break needs to be appropriately adjusted for the venue, and race conditions. Highlight in Host Club Guidelines that there should be bathroom boats available on the course – clearly marked so competitors can locate them.

Discussed boat weighing – Rick Tuner made a motion, seconded by Bill Nolden, that the Measurement Committee should publish boat weighing guidelines – things to be checked and assurance it is done in a controlled environment. Rick Turner volunteered to write the guidelines which will be presented to the Board of Directors for approval. The Committee also needs to assign an official to be present at boat weighing. Motion passed.

Continue with the procedure that boat weighing must be completed before arriving at the regatta and adhere to the published guidelines. Consider a more visible/prominent measurement verification process for the National Regatta. National regatta entries should have to sign-off on a stronger statement testifying to a valid boat weight & measurement.

Decided to have the NCESA scale re-certified since it has been shipped around the country. Publish weighing guidelines to be used by clubs and regions when weighing boats. Suggest weighing operations have a knowledgeable person present.

Ted Beier commented that there are a lot of fouls at leeward marks at the National Regatta. Some of the problems were a result of boats deciding to change their mind about which gate mark to round late in the process. After much discussion Lon moved, and Vice Commodore Brett Hatton seconded, the gate

marks should be 7-10 boat lengths apart. Motion passed with a vote of 7 to 4.

There is difficulty in notifying regatta participants regarding protests they are involved in or witnessed at the National regatta. Ted Beier moved, and Lon seconded, that competitor contact information be collected and verified at registration so that competitors can be timely contacted at the event. Motion passed.

The National regatta will be held in Charleston SC in 2017 the Fri-Sun after Labor Day. Walter Prause will be the regatta chairperson for the Carolina Yacht Club. Carolina YC is unique in that they do not accept sponsorship but recognize they might run a regatta at a significant deficit. Bob Cole related discussions he and Brett Hatton had with people regarding the PRO and announced that Tommy Harken will be the PRO. Tommy has PRO experience/expertise in Charleston Harbor with major events. He has a RC Team familiar with the weather patterns, shoals, shipping channels, and difficult tidal currents influenced by merging rivers.

Regarding future regatta bids, The NCESA will create a signoff form that indicates the host club has read and accepts the NCESA Guidelines for hosting our National Regatta.

Ted Beier moved, and Bill Nolden seconded, a motion to award the 2018 National Regatta to Oshkosh Yacht Club. Bruce Golison will be the PRO for the event. Bruce has been the PRO for National Regattas in 2016, 2015, 2014, 2013. Tom Castle will prepare the 2018 Oshkosh regatta budget for Board review at the next November Directors meeting.

Indicate on the website that the NCESA is looking for National Regatta bids in future years.

Discussed safety boats and decided the NCESA should define safety boats requirements in the Host Club Guidelines. Also, safety boats should be more obvious on the race course (carry flag). Also, the NCESA should publish guidelines that will be shared on the web and with safety boats on how to right a swamped or turtled E-Scow. Discussion about boundary/patrol boats ensued – no motion was made.

Finance Committee

Brett Hatton reviewed the end of year financial reports. The NCESA Balance Sheet is \$103K. Profit & Loss for 2016 was \$12K (Note the actual operating P&L was half that when you remove the special Jobson Movie Project that had carried over from the previous year where we showed a \$10K deficit). Ted Beier moved to approve financial reports and Vincent Porter seconded – the motion passed.

The number of new boat certificates (12) was down in 2016 by 4 boats compared to the average of the previous 3 years.

Sail royalty income was the same as the previous 3-year average, however the royalty fee had a \$5 increase.

Reviewed 2017 for the NCESA. The original drafts showed a break-even budget for the National Regatta portion and a profit of \$6K for the NCESA budget as a whole. (However, subsequent approved expenditures at the meeting reduced that amount to a break-even budget.)

Media Committee

Jon Schloesser is working on the REPORTER magazine for this year. Jon indicated he needed photos and reports for several regattas to complete the REPORTER magazine. Discussion stressed that NCESA must be more pro-active at getting timely regatta reports and results from all regional regattas. Arrangements to make this happen needs to be finalized (i.e. person assigned to the duties) before the event begins. The RC should provide mark rounding data to the assigned regatta reporter to assist in publishing regatta reports.

Tom Castle made a motion that was seconded by Chrisy Hughes to allocate up to \$2000 for a person to provide effective social media reporting and photos. This person would also be a member of the Media Committee. The motion passed. Chrisy will follow-up with a possible person to do this.

Judicial Committee

Our current NCESA By-Laws indicate that all appeals should go to our Judicial Committee. To comply with US Sailing, Ted Beier is going to review/verify with US Sailing what are the requirements for the appeal process and report back to the Directors.

Membership Committee

Membership is down slightly for 2016.

Discussed racing owners who were not joining the NCESA and how to get their required participation. Decided to publish more information about who is a member and who hasn't joined yet. Encourage and designate an NCESA member at each club to ensure all E-Scow owner members join the NCESA. Boats should not be scored at local events if they do not have a valid annual boat sticker.

Regional Reports

At-Large region – none

WMYA – Down a little this year. Charlevoix had a very successful and fun Invitational regatta using a new 3-day format for the racing. The E-Invite will be held at Torch Lake. Championships will be at Crystal Lake. Crystal and Torch have strong fleets. Spring Lake and White Lake are doing okay. Wawasee has lots of boats but few travel to regattas.

ILYA – Not much change. Good turnout at major regattas. Minnetonka has more young and female participants. Geneva fleet is doing great and has new young people involved. Most fleets seem strong; Mendota is down a little but has had very strong regatta attendance.

ECESA – Hopatcong had the Championships with 28 boats participating. There is growing interest in the Hopatcong E fleet. 8-10 boats at LEHYC with some new boat purchases. 17-20 boats in the BBYRA (Barnegat Bay Yacht Racing Association) series. The BBYRA is comprised of 14 clubs around Barnegat Bay. The 2017 ECESA Championship will be a joint venture with Bay Head and Mantoloking. Keuka has half of their 6 boats travel to regattas

New Business

Bill Nolden made a motion to provide up to \$5000 to upgrade 4 boats donated to the Clearwater Sailing Center provided a site visit by Bill Nolan and Commodore Cole deem the project a good opportunity to expand E-Scow sailing. The Sarasota Sailing Squadron has boats they would like to donate. This is an effort by the NCESA to assist Clearwater Sailing Center to get an E-Fleet established. Rick Turner seconded the motion and it passed. It was suggested we put out a request to membership to use our 501c3 status for donations of boats and trailers. Commodore Cole and Bill Nolen will meet with Norman Olsen of Clearwater to discuss how the NCESA can help Clearwater get an E-Fleet established. They are especially interested in getting their young adults into E-Scows.

Discussed shortage of masts which was highlighted by racing collisions this past summer. Rick Turner moved and Ted Beier seconded a motion for the Executive Committee to have a discussion with Andy Burdick/Harry Melges to explore an idea where the NCESA would assist /fund up to 5 blank masts to have available for emergency replacements that occur when there are accidents or storm damage during the racing season. Motion passed.

No change in entry fees for National Regatta. The Carolina YC cannot accept \$4000 sponsorship money from NCESA and there was discussion about providing more support for youth participation, especially since the travel distance is great this year. Lon moved and Ted Beier seconded a motion that directed the Regatta Committee to reallocate \$4000 at their discretion to promote youth attendance at the National Regatta in Charleston. Motion passed. The Regatta Committee should put together plans/guidelines to be ready by the first of the year.

Talked about a “Masters” Regatta but there did not seem to be enough interest – no motions made.

Talked about new US Sailing Rules going into effect starting 2017 – no action taken or needed.

Discussed downwind finishes in the varying wind conditions and it was decided to continue the use of downwind finishes to expedite getting the next race stated as soon as possible.

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



SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 19-20, 2016

BY TED WEIHE

Unable to race on Saturday because of rain, high winds and lightning, five races on Sunday in light winds from the north. There were major wind shifts during the regatta. The first two races, it paid off to go left and in the last three, going right. Very frustrating to anticipate these shifts since Sarasota Bay usually has few shifts more than 5 degrees.

Bob Blomquist was most consistent in anticipating the shifts and raced with a couple from Canada that knew how to fly the asym. He dominated the regatta in his newly converted E-Scow which Bill Misenheimer converted. Richard Elsishans raced his new converted E-Scow that was delivered a few days earlier from New Jersey. Ted Weihe was close with a third.

The regatta was our first all asymmetrical E-Scow event. We hope to encourage the class to hold a mid-winter E-Scow regatta in conjunction with the SSS One Design Midwinters which take place on the third weekend in March.

SSS can guarantee wind. With other performance classes, we have held multiple regattas over several weekends so that you can travel your boat and leave it here between events

Bob Cole just bought a winter home in Sarasota and along with Jeff Nicholas from Clear Lake, Iowa is ready to discuss holding the first major Mid-Winter E-Scow regatta next March 2017. We are probably the only E-Scow fleet that is built on Snowbirds from the Mid-West, and members buying winter homes to avoid the cold.

We hold E Scow races every Wednesday afternoon (seven last Wednesday), and MC races every Friday afternoon during the winter months. We hold major regattas about twice a week. Thus, if you like to sail year around (and we race in evenings during the summer), Sarasota is the best scow place anywhere.

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	9	Robert Blomquist	1	(3)	1	1	1	4
2	LE- 3	Rich Eisishans	(5)	2	2	2	2	8
3	SF-2	Ted Weihe	2	1	3	3	(4)	9
4	CR-100	John Gallick	3	4	4	(5)	3	14
5	CH-5	Mont Echols	4	(5)	5	4	5	18
6	CH-6	William Misenheimer	DNC	DNC	DNC	DNC	DNC	28



CHARLESTON SPRING REGATTA

Carolina Yacht Club

April 22-24, 2016

BY NAOMI VAN DEN BERGH

DAY 1 - Seventeen boats registered for the annual E-Scow Regatta in beautiful Charleston, SC. Only fourteen of them showed up on the starting line because the weather conditions were quite challenging and not all teams were prepared for this kind of breeze. With wind speeds well in the upper 20s, the conditions were pretty rough. Bob Hagler, GA 21, from Augusta, GA described today's experience as "having the snake by the tail", meaning he barely had the boat under control. "We reached a boat speed of up to 19.4 kts according to our Velocitek". They finished in an honorable 4th place in race one. As they were leading the pack in the second race, looking like they would round the weather mark in 2nd, they capsized and finished in 12th. Everyone seems to be very happy to be at the Carolina Yacht Club. Lots of great remarks were made towards the race committee and the regatta chair. Shawn Burke from Atlanta, GA said it best: "Tommy Harken did an excellent job, not only at this regatta but also during Charleston Race Week. Walter Prause does an excellent job putting this event together and of course the venue and the sailing area is unbeatable."



DAY 2 - The weather Gods are giving the E-Scow class a run for their money. After heavy winds and chop yesterday, they are providing these sailors with light air and strong current on the second day of racing. The conditions were challenging once again. Mays Dicky (GA-87) from Birmingham, AL stated "The current was crazy, we're still trying to figure it out," as they are used to lake sailing. The current was indeed a major factor today, creating a bunch of interesting scenarios at the weather mark. "We should've two putted the mark today," Guy Mossman (SC-8) said after missing the layline by a hair and creating a cluster around the upwind mark, costing their team several spots. The fleet was split evenly going upwind with a few boats playing the middle. Will Hanckel (SC-22) and Robby Wilkins (SC-55) were among those boats who played the middle and tacked on every shift, just like every book will tell you to do. They are currently positioned second and first in the rankings, so the proof is in the pudding. The third race was abandoned since the current was overtaking the breeze and fair racing became impossible.

DAY 3 - The last day of the 2016 E-Scow Regatta was perfect. The sun was out and we had 12-15 kts of breeze. There was definitely some tight racing today! "It came down to the last leg of the last race..." a slightly disappointed Robby Wilkins (SC-55) tells me when I ask him when he realized he lost the regatta. Will Hanckel (SC-22) started the day out well but missed a chance for a decent throw-out, and ends in 3rd overall. Brian Gabriel (T-53) sailed excellent today with a 3rd and 2nd place finish, but due to technical difficulties wasn't able to finish the last race. Petey Crawford (II-1) climbed back out of nowhere in the very last race with a bullet. "It has been a fun event, with tricky sailing. It was an excellent opportunity to learn," says Kevin Jewett (GA-21). Congratulations to Russ Lucas (BH-8), John Bowden, Elizabeth Mignon, and Sam Rogers for winning the 2016 E-Scow Regatta! Everyone seems to be tired and happy. Lots of great compliments were given towards the race committee again and to everyone who helped making this event great! Everyone is excited about next year's event. It is believed we can double the attendance as many E-Scow sailors will want to check out the venue and get some time on the water here in Charleston Harbor before the 2017 Nationals held by the Carolina Yacht Club. Many thanks to all sailors for attending this event and to all volunteers for donating their time and expertise. Until next year!



CHARLESTON SPRING RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	BH-8	Russell Lucas	1	2	3	[5]	1	1	2	10
2	SC-55	Robby Wilkins	3	3	1	1	2	[4]	3	13
3	SC-22	Will Hanckel	2	1	5	2	4	3	[7]	17
4	T-53	Brian Gabriel	7	5	2	7	3	2	[18/DNF]	26
5	H-88	Phil Zalog	6	6	6	[10]	6	6	5	35
6	CH-6	Ricky Turner	4	[12]	8	6	9	5	11	43
7	SC-3	Walter Prause	5	4	12	[13]	8	8	9	46
8	GA-21	Robert Hagler	8	10	[11]	4	10	10	6	48
9	II-1	Petey Crawford	[18/DNF]	18/DNC	7	8	5	12	1	51
10	I-88	Steven Lyon	12	7	10	[14]	14	7	4	54
11	GA-87	Carl Horrocks	9	11	[13]	12	7	9	8	56
12	GA-8	Ed Durant	11	8	9	11	11	[13]	10	60
13	SC-8	Guy Mossman	[18/DNC]	9	14	3	13	14	13	66
14	LE-66	Mark Schneider	[18/DNC]	18/DNC	4	16	12	11	12	73
15	SC-27	Palmer Russell	10	[18/DNF]	16	15	17	17	14	89
16	I-5	Paul Lyon	[18/DNC]	18/DNC	18/DNC	9	16	15	15	91

LAKE HOPATCONG ICEBREAKER REGATTA

Lake Hopatcong Yacht Club

June 16, 2016

BY PATRICK FLINN

Race 1: A week of 'light and variable' forecasts with thunderstorms held off for Saturday, which turned into a quality day of short, fast races. Competitors were greeted in race 1 with an easterly 5-7mph breeze for the start of a 2 lap triangle course followed by a beat to the finish. Racers got away cleanly and Mark Schnieder (LE-66), James Byrne (HO-59) and Pat Flinn (HO-54) all rounding the windward mark stacked tightly. Schnieder got the kite up first and snuck away from the group. The fleet compressed and expanded with each puff coming through the course with Brian Gabriel (T-53) made the most of the flukey breeze. The wind faded out as the leaders reached the finish but Gabriel ghosted across the finish line first followed by Flinn who snuck past Schnieder on the last beat.

Race 2: The breeze began building as the day went on and the race committee switched to a traditional 2 lap windward-leeward course. The course was particularly crowded as it was set running across a narrower part of lake between two coves and was shared with 18 Thistles. Gabriel's boat speed was on display and he lead wire to wire. Schnieder finished second in race 2 followed by Flinn.

Race 3: The velocity continued to build, with puffs reaching the low teens scattered among lulls with wind speed below 5mph. Major wind speed changes coupled with large shifts in directions made for the close and hairy racing with a few big collisions and some capsizes. The committee added a lap to lengthen the course for the third and final race of the day. Gabriel was able to connect the dots and walked away from the fleet for his third bullet of the day. Flinn followed in second, holding off a hard charge by Doug Johnson (T-15).

Saturday Evening featured post-race appetizers and a dinner at the club. Two kegs were drained and the perennial 'Brett Douglas Birthday Pyramid' was in full swing!

Day Two, Race 4: The wind shifted to the north for race 4 on Sunday morning and was a very soft 3-7. A 2 lap course was set running the length of the main lake. Boat speed was key with the course now running the vertically up lake. Gabriel showed he could keep the boat going in the light stuff to lead at the windward mark and extended little by little on each successive leg. Schnieder and Flinn battled for second and traded positions for the entire race with Schnieder crossing ahead of Flinn on port just a hundred yards or so before the finish to seal up second for the race.

Race 5: With the course and wind speed unchanged from the previous race, Gabriel attempted to finish out the regatta sweep while Schnieder and Flinn entered the final race of the regatta one point apart for second. After needing to loop around the pin at the start, Schnieder raced off to the port side of the course and hooked into a strong left shift that vaulted him past the fleet which was stuck in a lull further to the right. Gabriel followed at the windward mark followed by Johnson and Byrne. Flinn was able to scoot up into third on the run, behind Schnieder and Gabriel. Byrne and Gabriel worked the right side of the beat with precision and made up significant ground on Schnieder on the next beat, establishing a significant gap on the rest of the fleet. In the final moments of the run, Gabriel and Schneider got into a tight gybing battle and almost let Byrne sneak in for the victory. But it was Gabriel's weekend to win and he reclaimed the lead by a half boat length in the final moments to secure his sweep of the regatta.



Summary: The weekend turned out to be a fantastic tune-up weekend for the fleet with several sailors able to iron the wrinkles out of their 'new' boats. As always, it was a pleasure having our counterparts up from the saltier bodies of New Jersey. T-53 crew Will Demand was helpful as always and offered up a wealth of information to the local Hopatcong boats on rig tuning, boat set up, and handling tips before the races. We also need to send a shout out to our Thistle counterparts in their "Kitchin Memorial Regatta". A. Lloyd Kitchin, Jr. passed away in the month prior to the regatta and left three generations of sailors behind. In his honor, his three grand-kids, Skipper Brian Kitchin, crew Jess Kitchin and Doug Kitchin were able to nearly sweep the Thistle regatta with four firsts for emotional trophy presentation. Mr. Kitchin was a staple of the Lake Hopatcong Yacht Club for over 90 years and will be sorely missed. Lake Hopatcong will be hosting the Eastern's Regatta this summer and looks forward to hosting a fleet of 35-40 boats for what will surely be a fun event.



FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	T-53	Brian Gabriel	1	1	1	1	1	5
2	LE-66	Mark Schneider	3	2	4	2	2	13
3	HO-54	Patrick Flinn	2	3	2	3	4	14
4	T-15	Doug Johnson	5	5	3	4	5	22
5	HO-32	Tom Wiss	4	6	5	5	7	27
6	HO-59	James Bryne	7	4	8	7	3	29
7	HO-53	Chris Norman	6	8	6	6	6	32
8	HO-52	Mike Blair	8	11	7	9	9	44
9	HO-45	James Flinn	10	9	DNF	8	8	48
10	HO-56	Robert Restricks	12	7	DNF	DNS	DNS	53
11	HO-58	Timothy Flinn	9	10	DNF	DNS	DNS	58
12	HO-51	Bruce Heverly	11	12	DSQ	DNS	DNS	59

WANAMAKER REGATTA

Island Heights Yacht Club

June 22, 2016

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	T-18	Clay Johnson	3	1	1	5
2	T-17	Chad Hillyer	4	2	2	8
3	T-73	Jeff Bonanni	1	5	3	9
4	MA-10	Dick Wight	5	4	4	13
5	T-76	Kyle Rogachenko	7	3	5	15
6	T-53	Brian Gabriel	6	6	6	18
7	BH-22	Bobby Koar	2	9	13 DNF	24
8	HO-59	James Bryne	8	7	10	25
9	IH-22	Phil Reynolds	9	8	8	25
10	MC-2	Sean Bradley	10	11	7	28
11	SS-77	Todd Noshier	11	10	9	30
12	T-4	Joseph Thorpe	13 DNF	13 DNC	13 DNC	39

LAKE GENEVA SPRING REGATTA

Lake Geneva Yacht Club

May 21-22, 2016

The Lake Geneva yacht club hosted 35 E-Scows for its annual Spring Regatta, the first time at its new clubhouse. Conditions were warm and sunny but a light, tricky northerly breeze did not allow for very relaxing races to begin the regatta season. Winds ranged from 0 to 15 throughout the weekend, with the average on the lower end. Two races on Saturday and one on Sunday left Vincent Porter and crew Gabe Jostrom and Patrick Mauro the overall winners over Augie Barkow in a close second.

The real story of the weekend was the emergence of many new names at the top of the leaderboard. Griffin Rolander sailed a very consistent regatta to finish third, while Leslie Poole and Elizabeth Quadracci rounded out the top five. For each team, this was the first time their skipper - crew combination had ever sailed a regatta together. It is a testament both to how many talented crews there are in the e fleet, who have been doing it many years, and also how inspiring it can be to see the right mix really work well together. It was also inspiring to see two female skippers in the top five!

The regatta saw teams travel from as far as Colorado for the weekend. Other notables were Brian porter having to drop out of the first race when his crew had to be sent to the hospital, and defending champ Pete Strothman missing the second race.

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	I-2	Vincent Porter	2	8	6	16
2	V 37	August Barkow	1	13	5	19
3	I-23	Ryan Fitzgerald	12	3	9	24
4	X-4	Elizabeth Harned	11	6	10	27
5	D-1883	Leslie Poole	23	2	3	28
6	I-71	Ken Wruk	17	4	8	29
7	GL-7	Toby Sutherland	8	11	11	30
8	WH-77	Tom Munroe	13	20	1	34
9	I-49	Brian Porter	38 DNF	1	2	41
10	I-101	Scott Ripkey	18	19	4	41
11	W-25	Lee Alnes	21	7	13	41
12	H-8	Tim/Hugh Sugar	7	14	20	41
13	W-9	Charlie Igo	3	18	25	46
14	CH-6	Rick Turner	16	16	14	46
15	J-25	Tom Castle	20	5	23	48
16	J 80	Jon Schloesser	5	26	18	49
17	M-10	David Strothman	9	21	19	49
18	H-13	Patrick Heaney	26	10	15	51
19	GL-31	Jason Sutherland	24	9	21	54
20	I 303	Frank Davenport, Jr	10	23	24	57
21	I-9	Pete Strothman	4	38 DNC	16	58
22	I-59	Chris Impens	15	15	29	59
23	H-1	Brendan Boylan	32	24	7	63
24	H-88	Phil Zalog	28	12	26	66
25	GL23	David Lubchenco	27	29	17	73
26	I-5	Paul Lyon	19	30	28	77
27	H-73	Eric Kerlow	38 DNC	28	12	78
28	I-88	Steven Lyon	33	17	31	81
29	WH 88	Brian McMurray	6	38 DNC	38 DNC	82
30	V-27	Matt Peterson	22	38 DNC	22	82
31	CH555	Ricky Turner	29	25	32	86
32	I-22	Christopher Gannon	31	27	30	88
33	WA-00	David Irmischer	14	38 DNC	38 DNC	90
34	D-44	Shaun Sherry	30	22	38 DNC	90
35	M-16	Danielle Lindeman/Jenny Wilson	25	38 DNF	27	90
36	I - 7	Tom Freytag	38 DNC	38 DNC	38 DNC	114
37	I-333	Frank A Davenport	38 DNF	38 DNF	38 DNC	114

TOMS RIVER TUNE UP REGATTA

Toms River Yacht Club

May 31, 2016

BY JEFF BONNANI

Seventeen teams attended the Toms River Yacht Club Tune Up Regatta on May 31, 2016 to kick off the start of E scow racing on Barnegat Bay. The fleet sailed four races in a 15-18 knot north-easterly on the Wanamaker course. Puffs up to 20 knots meant the fleet steadily shrunk race after race. PRO Chip Hillyer and crew set an outer loop trapezoid course, which gave the fleet the rarely seen (and exciting) reach leg. This made for some interesting passing lanes in the puffy conditions.

Given the short course distance available in a north easterly breeze, races were limited to approximately 25 minutes. Short leg lengths put a premium on starting, managing the starboard layline and clean boathandling around the marks.

Race 1 saw SS-1 John Brown hook into some monster puffs and extend away from the fleet on the downwind legs. John, with his team of brothers Will Demand and George Demand, showed no rust after an impressive winter on the Melges 20 circuit together.

There were several lead changes in Race 2 between the top group of LA-99 Dave Magno, LE-3 Bob Donat and T-73 Jeff Bonanni. Ultimately Magno's team hooked into a big easterly shift at the first leeward gate and took what seemed to be the same puff all the way to the windward mark and then back down to the finish for his first race win in his new Magnum Force E scow.

T-73 Jeff Bonanni took race 3, leading at all marks, with SS-1 John Brown chasing for much of the race. Going into the final race 4, Brown led with 7 points over T-73 Bonanni and LE-3 Donat with 10.

Race 4 again saw SS-1 and T-73 leading and extending away from the fleet. At the final offset leg T-73 gybed directly around the offset mark to hook into a huge easterly puff. As T-73 and SS-1 (a boatlength to leeward) struggled to lay the finish line in the big header, T-17 Chad Hillyer was in hot pursuit. The puff didn't let up and SS-1 capsized, giving T-73 the race and regatta win. Jeff Bonanni, with crew Mike O'Brien, Matt Goetting and Maggie Condon took the win for the second year in a row, with SS-1 taking second and LE-3 taking third



FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	T-73	Jeffrey Bonanni	7	2	1	1	11
2	SS-1	John Brown	1	4	2	7	14
3	LE-3	Bob Donat	4	3	3	5	15
4	LA-99	Dave Magno	5	1	5	6	17T
5	T-17	Chad Hillyer	2	5	8	2	17T
6	T 53	Brian Gabriel	3	7	4	3	17T
7	T-1	Bill Warner	9	6	6	4	25
8	LA-88	Paul Magno	8	8	7	18/DNC	41
9	BH-22	Bob Koar	6	18/DNC	18/DNC	18/DNC	60
10	Ma 6	Peter Wright	10	18/DNC	18/DNC	18/DNC	64
11	LE22	John McGlynn	11	18/DNC	18/DNC	18/DNC	65
12	SS-77	Todd Noshier	18/DNF	18/DNC	18/DNC	18/DNC	72T
12	LA-2	James Miller	18/DNF	18/DNC	18/DNC	18/DNC	72T
12	LE2	Richard Ryon	18/DNF	18/DNC	18/DNC	18/DNC	72T
12	BH21	Pete Koar	18/DNF	18/DNC	18/DNC	18/DNC	72T
12	T-4	Joseph Thorpe	18/DNC	18/DNC	18/DNC	18/DNC	72T
12	IH--5	Phil Reynolds	18/DNC	18/DNC	18/DNC	18/DNC	72T

RUNYON COLIE BILGEBOARDER REGATTA

Mantoloking Yacht Club

June 11, 2016

BY JOHN BROWN

I was asked to prepare a short write-up about being the 1st place finisher of the recent Colie Regatta. First, I would like to take a few minutes to thank the Mantoloking Yacht Club (MYC), the Bilgeboarders, and other volunteers for their help in making this a terrific event. This successful day had a lot of help and I would like to thank everyone, including Ed Vienckowski and all of the race committee that did an outstanding job. I also thank and recognize the Colie family for their dedication to racing and helping sailors.

As most locals know, Mr. Colie, who recently passed, was a legend in our area and beyond. His involvement in the E Scow class dates back to the class' origin in the 1920's. "Runnie" won countless E Scow Regattas including the 1966 Nationals (first Easterner to do so), and many Eastern and BBYRA Championships. It was an extreme honor to not only race in this regatta, but to do well.

Race Day Details: The race day started with winds out of the SW at around 14 knots. The weather report showed building conditions. We decided to go right to the heavy air jib and one setting up from base. Before the first race started, we went up two more settings. The sky was clear with mild temperatures and as promised strong winds. After two races, we had sailed 8 legs, 7 of which were led by Clay Johnson and the Showtime team. Clay had won the first race and we were able to get by Clay before the last windward mark of the second. We had somewhat of a slow jibe and Showtime was able to roll over the top of us, but due to the strong winds we were able to soak low enough that Showtime wasn't able to jibe. We sailed to the lay line and Clay jibed first. We jibed in front and were able to ride a strong puff to the finish, winning the race. The third race was cancelled due to strong winds and therefore, we won the regatta because the rules are such that when you have a tie with identical finishes, the boat that won the last race wins the regatta. The true winner was Clay Johnson and his team. They led at every mark except the last one. Sorry Clay!

In closing, I would like to express a personal thanks to George Demand, Bowman, Peete Must, Tactician, Beth Warner Pokorney, Boards and my entire Blind Squirrel team for all their hard work and fantastic dedication - John Brown T-37



FIN	SAIL #	SKIPPER	R1	R2	TOTAL
1	T-37	John Brown	2	1	3
2	T-18	Clay Johnson	1	2	3
3	T-53	Brian Gabriel	5	3	8
4	T-76	Kyle Rogachenko	4	5	9
5	LE-100	Tom Cox	7	6	13
6	MA-10	Dick Wight	11	4	15
7	LA-88	Tim Faranetta	8	8	16
8	T-17	Chad Hillyer	3	DNF	17
9	T-5	Brendan Hogan	6	DNF	20
10	LE-1	John Maschal	DNF	7	21
11	T-1	Bill Warner	9	DNF	23
12	T-4	Joe Thorpe	10	DNS	24
13	HO-59	James Byrne	DNF	DNS	28

WAWASEE OPEN REGATTA

Wawasee Yacht Club

June 4-5, 2016

BY TOM MUNROE

The 33rd annual Wawasee E-scow Open was held June 3-5, 2016 with the best turn-out ever. 31 boats from 7 lakes saw conditions which ranged from flat calm for practice on Friday to full gale for the last race on Sunday. WH-77 (Tom Munroe) persevered through it all to accumulate just 10 points and a first place finish.

Race 1 began just about on time on Saturday morning with a fresh south wind at 10 mph. All 31 boats were anxious to get off the line with the predictable general recalls (two) and then the dreaded black flag for attempt number three. Half of the Crystal Lake contingent, CR-66 (Rob Terry) and CR-9 (Tony Pugh), got off the line timely and up the course, covering Munroe up and down all 5 legs. Terry had won a prior Wawasee Open with a near perfect score and he gave notice of his intent to repeat with a 1st place finish. Pugh was 2nd and Munroe 3rd. WA-99 (Casey Call) took advantage of years of local knowledge for a 4th place finish.

Race 2 featured a longer course and a longer starting line with a last minute shift favoring the committee boat end. Terry was all the way at the pin and after a tack or two found himself deep in the fleet with the possibility of a repeat win fading. Monroe on the other hand had a great start and never looked back; except to see WA-47 (Bob Herdrich) coming on strong. A light rain settled in about half way through the race, but it didn't affect Munroe who held on for 1st. In a finish too close to call, Herdrich and H-88 (Phil Zalog) hit the line together and each earned 2.5 points. H-7 (Lon Schoor) hit his stride at 4th (which he equalled in races 3 and 4), TO-33 (Steve Johanson) was 5th and then, in a comeback of substantial proportion, Terry crossed 6th.

Race 3 featured continued rain and increased wind with a black flag displayed to encourage an uneventful start. No such luck as virtually the entire fleet was over early and offenders could not be identified. All boats started cleanly about 10 minutes later for the third five legger of the day. Terry and Munroe match raced while the rest of the fleet followed and looked for the shifts. The left side ended up best and those who went right on the last windward leg found their prior good looking positions lost for good. SL-4 (Brett Hatton) had the best of his three races with a 3rd.

Regatta Chair Mike Rian (WA-13), had the good sense to ask Daphne to prepare a spaghetti dinner Friday night and Kristi to fix the Saturday night roast pork banquet. Those two with their WYC cohorts put together the best regatta dinners ever. The WYC porch was a perfect venue for the usual stories and lies. After dinner Saturday, everyone looked forward to the forecast for stronger wind on Sunday.

Race 4 began 1 hour after the harbor gun and all boats were well manned with 4 crew; most in foul weather gear due to the also forecast rain. The wind was 12-14 mph out of the west and this allowed for a longer course 5 than on Saturday. Terry and Munroe—same general story line as on Saturday—1st and 2nd respectively. Call had a strong race with a 3rd and Schoor, as noted earlier, notched his third 4th and was back in contention. The wind stayed strong for all of race 4, but then, between races 4 and 5, seemed to slack. The race committee was making some adjustments when a front moved in from the north and the wind jumped from 10 mph to 20 mph just like that! If flotation, foul weather gear and life jacket were not in place, it was too late to get those deficits corrected.

Race 5 featured a short postponement to reset the course, followed by a start with a couple of individual recalls. Gusts in the 25-30 mph range made it interesting. No doubt all who survived—several didn't—have stories worth telling about the fastest beat ever, the fastest run ever or the capsize avoided by the hair on the chinny chin chin. The second downwind fea-



tured a down pour of biblical proportions and then a significant drop in wind speed. CR-7 (Mike Dow) found the correct combination of guts and glory to finish 1st; Terry could do no better than 9th. Munroe's consistency with another 2nd place finish clinched the trophy and Terry had to settle for 2nd.

Both Munroe and Terry were "speechless" at the awards ceremony. Tom had lost his voice due to two days of vocal direction and encouragement to his crew and Rob had to leave for his son's wedding in China. Both crews took full credit for their strong finishes, minimized the roles of their silent skippers and had kind words about the regatta and the Wawasee Yacht Club.

Thank you to all who helped with the race management, the food, the logistics, registration and scoring and the yacht club set up on Friday and clean up on Sunday. And, a special thanks to Mercury Wireless for providing the beer. Clearly, phones and beer are necessary to the success of any regatta!



WAWASEE OPEN RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	WH-77	Tom Munroe	3	1	2	2	2	10
2	CR-66	Rob Terry	1	6	1	1	9	18
3	WA-99	Casey Call	4	20	5	3	6	38
4	H-7	Lon Schoor	16	4	4	4	11	39
5	WA-24	Tom Klaban	9	8	16	12	7	52
6	CR-7	Mike Dow	19	13	13	7	1	53
7	TO-44	Christensen / Comfort	5	16	15	15	3	54
8	TO-33	Steve Johanson	8	5	6	5	32 DNF	56
9	GL-7	Tony Sutherland	18	15	10	10	5	58
10	SL-22	Paul Wickland	10	25	7	13	8	63
11	WA-47	Bob Herdrich	12	2.5	11	14	25	64.5
12	CR-11	Pete Price	20	10	18	6	13	67
13	CR-100	Bill Walter	14	11	14	16	12	67
14	H-1	Brendan Boylan	7	7	8	32 DNC	16	70
15	CR-9	Tony Pugh	2	18	9	22	22	73
16	WA-22	Dick Tillman	17	17	17	8	18	77
17	WA-8	JB Van Meter	15	21	12	11	21	80
18	WA-17	Ben Herdrich	11	12	25	19	14	81
19	H-88	Phil Zalog	13	2.5	22	28	19	84.5
20	GL-31	Jason Sutherland	21	24	19	17	4	85
21	SL-4	Brett Hatton	6	14	3	32 DNC	32 DNC	87
22	GL-23	David Lubchenco	22	9	28	9	32 DNC	100
23	WA-14	Mark Russell	28	29	20	24	10	111
24	SL-3	Bill Knappe	23	28	23	18	24	116
25	WA-21	Brad Hursh	26	23	32 DNC	21	15	117
26	WA-11	Jamison Herdrich	29	27	24	20	17	117
27	WA-00	David Irmscher	24	19	26	23	26	118
28	WA-200	Rick Lemberg, Sr.	27	26	21	25	23	122
29	WA-13	Mike Rian	30	22	29	26	20	127
30	WA-3	George Simpson	31	31	27	27	32 DNF	148
31	WA-31	Terry Moorman	25	30	32 DNF	32 DNC	32 DNC	151

ILYA E INVITATIONAL REGATTA

Mendota Yacht Club

July 15-17, 2016

BY SUSAN STITES-SIMON

With the help of a gorgeous venue (Governor Nelson State Park), great wind (mostly), and many MYC volunteers, Brendan Boylan and Phil Morley hosted a great regatta. From Friday, July 15 through Sunday, July 17, forty-four E-Scows competed in the 2016 ILYA E Invitational on Lake Mendota. With two races each day, sailors encountered everything from intense starts to boat-capsizing winds to thrilling mark roundings to Pokémon-finding doldrums.

Friday began with a dismal forecast of light and variable winds. As is often the case, the forecast was all wrong and skipper were scrambling to find extra crew to keep their boats fast and upright through two windy and exciting races. Mark roundings were congested and fierce and awe-

some to observe. Unfortunately the winds didn't hold up enough for a third race and many boats required a tow off the lake.

In the evening, sailors and their crew gathered at the Elks Club to enjoy drinks and food and to retell the day's sailing adventures. The view of Lake Monona was spectacular.

Saturday's winds throughout the day lived up to Friday's forecast of doldrums. Winds were disappointingly light and variable. Sailors and crew didn't even launch their boats, instead opting to hang out on shore drinking beer, socializing, and perusing their smart phones and I-Pads. They stayed close to the water in the event of a sudden increase in wind which they got late in the day. It's a good thing there wasn't a social event planned that night because they raced into the evening, completing two races and not getting off the lake until near dusk.

Sunday was a bit of a repeat of Friday with a dismal, but false, wind forecast. Sailors raced in unexpectedly high winds and, because many didn't deem a fourth person necessary, they were under-crewed. Six boats capsized throughout the racing. It's a good thing there was the UW Lifesaving and many spectator boats on hand to help when needed.

In all, there were six very fun and competitive races. Lake Geneva and Lake Minnetonka swept the regatta with four of the top five spots going to these two clubs. Kudos to Brian Porter of Lake Geneva Yacht Club for winning the regatta.





ILYA E INVITATIONAL RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	I-49	Brian Porter	2	2	7	1	10	1	23T
2	M-9	Tom Burton	9	3	1	6	1	3	23T
3	I-2	Vincent Porter	7	6	2	3	5	4	27
4	V-37	August Barkow	18	1	4	7	3	7	40
5	M-42	Sam Rogers	3	4	6	15	9	5	42
6	I-7	Tom Freytag	1	22	10	4	7	2	46
7	W-66	Eddie Cox	17	8	9	9	8	8	59
8	H-7	Lon Schoor	8	11	14	12	15	11	71
9	M-20	Tim Krech	5	17	18	26	6	10	82
10	I-101	Scott Ripkey	6	20	34	2	13	14	89T
11	M-5	John Wicks	11	15	13	27	11	12	89
12	V-36	Matt Schmidt	22	28	16	19	2	6	93
13	M-87	Derek Packard	13	5	3	36	22	15	94
14	X-751	Alby Rolfs	10	31	8	13	16	17	95
15	W-25	Lee Alnes	14	29	24	16	12	9	104
16	M-12	Jeff Solum	21	13	29	18	17	13	111
17	M-10	David Strothman	15	36	11	28	4	19	113
18	W-41	Wheeler Morris	4	19	17	37	19	18	114
19	J-25	Tom Castle	16	30	19	10	23	20	118
20	W-9	Charlie Igo	23	10	23	23	24	25	128
21	V-11	Peter Friend	26	9	12	11	26	45/DNF	129
22	V-15	Eric Good	31	16	15	24	28	24	138
23	X-4	Elizabeth Harned	18/RDG	7	25	40	39	16	145
24	J-5	Bill Wyman	12	26	36	17	25	32	148
25	H-13	Patrick Heaney	25	21	22	21	32	29	150
26	M-53	David Chute	45/DSQ	14	5	5	37	45/DNS	151
27	H-11	Lance Puccio	20	23	32	8	45/DNF	30	158
28	X-20	Peter Maas	33	34	28	29	14	21	159
29	J-555	Will Wyman	35	32	39	14	20	28	168T
30	H-1	Brendan Boylan	29	25	35	22	35	22	168T
31	I-303	Frank Davenport	32	12	31	30	21	45/DNF	171
32	V-32	Joey Feichtmeier	37	24	33	25	30	23	172
33	M-16	Danielle Lindemann	24	35	30	20	31	33	173
34	M-8	Terry Foster	27	45/DNS	21	41	18	26	178
35	M-77	Woody Jewett	30	37	20	35	36	34	192
36	Z-10	Stuart Schwartz	34	33	26	31	29	45/DNS	198
37	H-8	Hugh Sugar	19	45/OCS	40	32	34	31	201
38	H-73	Eric Kerlow	28	27	38	38	33	45/DNS	209
39	D-1883	Leslie Poole	45/DNS	45/DNS	27	39	27	27	210
40	J-4	Mike Karrels	39	38	37	33	38	45/DNS	230
41	H-0	Jeffrey Russell	36	18	45/DNS	45/DNS	45/DNS	45/DNS	234
42	D-44	Shaun Sherry	38	45/OCS	45/OCS	34	45/DNS	45/DNS	252
43	I-5	Paul Lyon	45/DNF	39	45/DNS	45/DNS	45/DNS	45/DNS	264
44	H-99	Trey Sprinkman	45/DNS	45/DNS	45/DNS	45/DNS	45/DNS	45/DNS	270

MICHIGAN E SCOW INVITATIONAL REGATTA

Lake Charlevoix at Somerset Pointe Yacht Club

July 27-29, 2016

BY DOUG MCNEIL

Twenty eight E scow teams representing ten different yacht clubs from Michigan, Indiana, Wisconsin, Minnesota and Wisconsin converged on the crystal blue waters of Lake Charlevoix over the July 27-29, 2016, weekend to compete in the Western Michigan E Invitational regatta. Affectionately referred to by the E sailors as the Bluewater Regatta because it historically alternates between the freshwater Caribbean-like waters of Crystal Lake and Torch Lake, Charlevoix would be a fitting addition to the regular Western Michigan E Invitational regatta rotation.

With the exception of one or two of the grand masters, no one in the fleet had ever raced an E on the waters of Lake Charlevoix, so the entire experience was a case of first impression for almost everyone. Lake Charlevoix is 13 miles long, 2 miles wide at its widest point – where the first day's races were sailed – and has 56 miles of shoreline. At the west end of the lake is the beautiful summer resort city of Charlevoix, with a channel that provides access to and from Lake Michigan. At the east end is the smaller resort town of Boyne City, better known for providing winter-time fun and frolic to the patrons of the Boyne Mountain ski resort just a few miles away. Flanked by high forested bluffs on all sides, it is impossible to exaggerate the beauty of this regatta venue.

Former Melges Boat Works alumni Charlie Harrett was the regatta chairman and PRO. Charlie is a recent transplant to the Boyne City area and the president of Boyne Boat Yard - an affiliate of Van-Dam Yachts. For those of you who know Charlie, it would not be surprising to hear that he ran a tight ship on and off the water. With his local connections, Charlie recruited an able squadron of mariners to assist with race management responsibilities. Charlie and his team packed five races into the Friday/Saturday race schedule – which is good thing because no races could be sailed on Sunday when both the wind and sunshine failed to materialize.

In the first race, winds ranged from 5-15 out of the north/northwest, with tricky shifts and major velocity fluctuations. The wind veered hard left in the final moments before the start, and at the gun the WH111 crew of Doug McNeil, Bob Currier and John McNeil punched out of the middle of the line on a port tack and took an early lead. They held the top position most of the race, only to be passed by Steve Johanson (TO33) and Jamie Kimball (G7) at the last leeward mark. The WH111 team sailed hard on the final weather leg to regain the lead and capture the win, followed by TO33 in second, Brett Hatton (SL4) and in third, Jamie Kimball (G7) in fourth, and Pat Heaney sailing H13 to a fifth place finish.

The winds for the second race of the day held nicely, and Tom Monroe and crew on WH77 (In The Money \$\$) hit the jackpot of the second weather leg by sailing into the right corner and coming out higher and faster than everyone else on the course. Team WH77 easily held on for a big win, followed in order by Jamie Kimball (G7), Derek Packard (M87), defending WM Invitational champion Rob Terry (CR66) and Pat Heaney (H13).

At the end of the first day, the regatta leaders were tightly bunched at the top: Jamie Kimball (G7) 6.0, Doug McNeil (WH111) 7.0, Pat Heaney (H13) 10, Steve Johanson (TO33) 11.0, and Brett Hatton (SL4) 11.0.

The breeze on Saturday morning was fresh and steady at 8-15 out of the northeast as regatta leader Jamie Kimball and his seasoned crew (including his brother and sister-in-law Rob and Monica Kimball along with former Butterfly nemesis Cameron McNeil) got off to a quick start and led from wire to wire – holding off Rob Terry (CR66), Derek Packard (M87), Doug McNeil (WH111) and Bob Herdich (WA47), in that order.

The wind increased a bit for the second race on Saturday, which led to some colorful calamities on the course! The WH111 team jumped off the leeward end of the starting line and patiently sailed to the shift along the north shore, which they carried all the way into the weather mark for a narrow lead over Derek Packard (M87) and Rob Terry (CR66). The top three sailed the entire race and finished in that order, followed by Bob Herdich (WA47) in fourth and Brett Hatton (SL4) rounding out the top five.

During the final race on Saturday, the winds began to fade and get a bit sketchy – creating a true test for all the competitors as they set out to complete the back-to-back-to back race schedule for the day. In the end, Rob Terry and his CR66 team of Jules



Terry, John Pomerlou and Jack Rillema sailed to an impressive win, followed in order by Derek Packard (M87), Jamie Kimball (G7), Doug McNeil (WH111) and Casey Call (WA99).

With five races sailed, the combined results had the McNeil/Currier/McNeil crew on WH111 in the top position with 16 points, followed by the Kimball/McNeil/Kimball crew on G7 17.0, Rob Terry (CR66) 19.0, Derek Packard (M87) 20.0, and Brett Hatton (SL4) 31.0. After that long and demanding day on the race course, the competitors enjoyed a first class Island-style dinner party under the tent on the front of the lawn Somerset Point Yacht Club, the official host of the entire affair.

The final race was scheduled for Sunday at 10 a.m. as the fleet assembled and ghosted around the lake in a light drizzle under low-hanging clouds, hoping for some breeze to materialize. After waiting for almost two hours and with no relief in sight, PRO Charlie Harrett mercifully signaled the official end of the regatta with three long blasts of the horn – which was welcomed by most. Many thanks again to Charlie and the rest of his regatta committee members, along with management and staff of Somerset Point Yacht Club who were so welcoming and accommodating.

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	WH-111	Doug Mcneil	1	6	4	1	4	16
2	G-7	Jamie Kimball	4	2	1	7	3	17
3	CR-66	Rob Terry	9	4	2	3	1	19
4	M-87	Derek Packard	10	3	3	2	2	20
5	SL-4	Brett Hatton	3	8	9	5	6	31
6	WH-77	Tom Munroe	15	1	6	6	10	38
7	WA-47	Bob Herdrich	6	11	5	4	14	40
8	H-13	Patrick Heaney	5	5	10	15	13	48
9	CR-11	Pete Price	16	7	7	10	16	56
10	TO-33	Steve Johanson	2	9	16	9	21	57
11	SL-18	Chris Eggert	14	14	8	14	7	57
12	WH-88	Brian McMurray	12	12	13	12	11	60
13	TO-44	Casey Christensen	7	16	12	8	23	66
14	WA-99	Casey Call	13	13	11	29/DNF	5	71
15	W-20	Van Johnson	8	29/DNF	15	11	8	71
16	H-11	Lance Puccio	18	15	17	13	9	72
17	TO-7	Andy Powell	19	10	14	18	12	73
18	SL-44	David Fox	11	18	22	17	20	88
19	CR-54	Michael Terry	20	17	24	20	15	96
20	SL-3	Bill Knape	17	22	20	22	17	98
21	TO-0	Lath Keller	26	19	18	21	18	102
22	TO-11	Charles Hallett	22	23	21	16	25	107
23	SL-22	Paul Wickland	21	21	23	19	24	108
24	To 77	Chris Stearns	25	26	27	23	19	120
25	BX-7	Roger Cyr	27	24	19	24	26	120
26	TO-99	Dan Lorimer	23	25	26	29/DNF	22	125
27	TO-333	Charles Beynon	24	20	29/DNF	29/DNS	29/DNS	131
28	BX-3	Floyd Wright	31/DNF	27	25	25	27	135



WMYA CHAMPIONSHIP REGATTA

Spring Lake Yacht Club

August 10-13, 2016

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	CR 66	Rob Terry	1	4	1	6
2	G 7	Jamie Kimball	2	3	4	9
3	WH-88	Brian McMurray	6	1	5	12
4	SL-4	Brett Hatton	4	5	3	12
5	WH-77	Tom Munroe	5	6	2	13
6	CR11	Pete Price	8	2	6	16
7	WH12	Don Nelson	3	7	7	17
8	SL 3	Bill Knape	7	12	9	28
9	SL 22	Paul Wickland	14	8	8	30
10	CR 54	Michael Terry	13	10	11	34
11	SL 2	Tad Welch	12	11	12	35
12	SL-18	Chris Eggert	11	9	16/DNF	36
13	TO 99	Reed Lorimer	10	16/DNF	10	36
14	SL 44	David Fox	9	16/DNF	13	38
15	H10	Christopher Jones	15	13	16/DNS	44



ILYA INVITATIONAL



EASTERN CHAMPIONSHIP



EASTERN CHAMPIONSHIP



INLAND CHAMPIONSHIP



INLAND CHAMPIONSHIP



NCESA CHAMPIONSHIP



NCESA CHAMPIONSHIP



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BLUE CHIP



BLUE CHIP



DOWN BAY REGATTA

Toms River Yacht Club

August 13-14, 2016

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	T18	Johnson,Clay	(5)	1	1	1	5	8
2	T76	Rogachenko,Kyle	1	2	3	(15)	7	13
3	MA11	Hurley,Peter	6	6	2	(11)	1	15
4	LE3	Donat,Bob	2	7	4	3	(12)	16
5	MA10	Wight,Richard	4	(16)	7	6	2	19
6	T37	Brown,John	7	3	6	(13)	3	19
7	LA88	Magno,Paul	(15)	4	5	2	11	22
8	LE2	Ryon,Richard	8	5	8	(10)	8	29
9	LE5	Lenhard,Butch	9	10	9	5	(14)	33
10	LE13	McGlynn,Kelly	(16)	13	13	8	4	38
11	LE100	Cox,Tom	10	(14)	12	4	13	39
12	LA11	Nolden,Bill	13	8	(20 DNS)	12	9	42
13	LE1	Maschal,John B	3	9	15	(18)	18	45
14	IH44	Slack,Fred	14	12	10	(17)	10	46
15	IH17	Reynolds,Philip	12	11	11	14	(15)	48
16	LE00	Reynolds,Mike	18	(20 DNF)	20 DNS	7	6	51
17	LE66	Schneider,Mark	11	15	16	9	(17)	51
18	T4	Thorpe,Joseph	(17)	17	14	16	16	63
19	T73	Bonanni,Jeff	(20 DNS)	20 DNF	20 DNS	20 DNC	20 DNC	80



EASTERN CHAMPIONSHIP REGATTA

Lake Hopatcong Yacht Club

August 4-6 , 2016

BY CHAD HILLYER

For many Scow sailors on the East Coast the first week of August is as important to them as the last week in December is to rest of the greater population. This week has been circled and blocked from any other life events ever since their Scow addiction developed. It's the Easterns!

This year 31 boats descended upon Lake Hopatcong Yacht Club for the 74th ECESA Championship. Located in North Western New Jersey this venue provides a rare opportunity for many of the Easterns teams to experience lake sailing at its finest.

As Day 1 unfolded one of the experiences of lake sailing is potentially spending more time on land then on the water waiting for breeze. As the day drew thin the breeze filled in one last time and the race committee pushed to send the fleet out for a third time and one final attempt at a race. The conditions proved to be true to form with light and streaky breeze. These conditions provided an opportunity for the leaders who rounded the mark first to get a good jump on the fleet. This group was made up of Brian Gabriel, Paul Magno, and Jeff Bonanni. As leads changed the top three remained in place. Bonanni (the likely favorite, being the reigning National Champ) wining, followed by Magno, and Gabriel.

Day 2- As teams showed up at the Club recovering from a wonderful Pig Roast the evening before all were anxious to get some quality racing in. There was decent breeze in the forecast and the committee planned to have 4 races. Clay Johnson (one of the favorites) jumped on the first opportunity and ran away with the first race of the day followed by Kyle Rogachenko and Peter Hurley. Bonanni experienced the ups and downs of lake sailing and had to swallow a 15 in this race. Race 3 immediately followed and it was a checkers match at the front, with Johnson, Rogachenko, Bonanni, and Hillyer all trading positions throughout the race. As they came to the line all four boats were only separated by a few boat lengths, with Hillyer winning, Bonanni second and Rogachenko Third.



After Lunch the breeze had settled in nicely. Hillyer went on to win the next race followed by John Brown and Bonanni. The final race of the day was won by Johnson. As boats came off the water for the day it was Hillyer in the lead by two points. However, it was clear Bonanni had a commanding lead if and when the throw out came into play. As the night went on Hillyer followed the weather tightly with hopes finishing the regatta a race short of the throw out. This would eliminate potentially finishing 2nd for the 3rd time in 4 years, so he

went about offering to buy just about any competitor a Dark and Stormy with the hopes of inclement weather.

As day 3 arrived if was clear the weather had passed and racing was a go. The big question was would the committee try for one or two races... Race 1 went off fairly smooth with Bobby Koar winning followed tightly by Bonanni, Hillyer, RJ Porter, and Rogachenko. With a throw out now in play Bonanni moved up into the lead with 11 points, Hillyer had 18, and Rogachenko with 21.

Going into the 7th and final race the math played out that Hillyer was forced with two choices- Race the race and hope Bonanni sailed himself to a 8th or worse finish or engage with him and hope to have the opportunity to push him back to a 15th finish or worse. Both were very unlikely scenarios to play out. But faced with the decision Hillyer decided to engage and try to control his own destiny.

About ½ way up the first beat Bonanni and Hillyer found themselves outside the top ten. As the breeze began to die the lead pack around the windward mark stretched out with Gabriel, Johnson, & Porter leading the pack. As the breeze continued to die and the second-half of the fleet barely reached the windward mark, Hillyer sat in +/- 12th and Bonanni was about 18th. With the breeze dying the back pack condensed, and the front pack extended by a huge margin.

Hillyer's plan was coming together as he had good control of Bonanni, and Rogachenko was sitting in about 10th. As the race played out Hillyer continued to stick close to Bonanni. However the one wild card, Rogachenko, was charging and charging fast.



On the final leg Rogachenko continually gained boats and reeled his way back to 4th. This was the exact magic number where after the throw out that he would be tied for the lead. Should Rogachenko had one more lap, Hillyer's plan of focusing on Bonanni would have been foiled. In the end Brian Gabriel celebrated his first Easterns race win followed by Porter, Johnson, and Rogachenko.

As the final results were tallied Hillyer and Rogachenko tied with 25 points, with the tie breaker going to Hillyer (with two race wins) and Bonanni one point behind with 26 points in third, followed by Johnson with 29 and Koar with 31 points.

The staff and members of LHYC provided a memorable event for all!



EASTERN CHAMPIONSHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	T-17	Chad Hillyer	7	7	1	1	6	3	(18)	25
2	T-76	Kyle Rogachenko	(15)	2	3	9	2	5	4	25
3	T-73	Jeff Bonanni	1	15	2	3	3	2	(19)	26
4	T 18	Clay Johnson	10	1	4	(13)	1	10	3	29
5	BH 22	Bobby Koar	5	11	5	4	(12)	1	5	31
6	I-49	RJ Porter	(16)	12	10	5	5	4	2	38
7	T-53	Brian Gabriel	3	(22)	6	7	16	12	1	45
8	LA-88	Paul Magno	2	10	9	6	(15)	7	11	45
9	MA-10	Richard Wight	11	6	8	(14)	9	8	7	49
10	T-37	John Brown	(18)	9	18	2	4	14	6	53
11	BH-21	W. Peter Koar	12	(17)	7	8	10	6	15	58
12	LE-66	Mark Schneider	4	(26)	11	10	11	17.5	13	66.5
13	KU-12	William Hudson	9	13	(25)	15	8	9	21	75
14	MA-11	Peter Hurley	8	3	24	16	18	(25)	16	85
15	CH-6	Rick Turner	20	5	15	(21)	13	20	12	85
16	LE-3	Bob Donat	13	14	14	(24)	7	19	22	89
17	LE-100	Tom Cox	22	4	(22)	18	20	17	14	95
18	T-15	Doug Johnson	17	(24)	16	19	17	11	17	97
19	HO-32	Tom Wiss	6	25	23	20	(32 DNF)	18	9	101
20	LE-13	Kelly McGlynn	26	21	13	12	22	(28)	8	102
21	IH-17	Reynolds Philip	14	16	21	22	14	16	(24)	103
22	HO-54	Patrick Flinn	19	19	19	11	21	(27)	23	112
23	MC-2	Sean Bradley	25	18	12	17	(26)	21	20	113
24	HO-53	Chris Norman	23	23	27	(28)	23	15	10	121
25	HO-59	James Byrne	24	(27)	17	26	19	13	26	125
26	LA-11	Bill Nolden	21	8	26	23	(32 DNF)	24	32 DNF	134
27	HO-51	Bruce Heverly	27	(31)	20	30	24	23	28	152
28	HO-56	Bob Restrict	28	20	(28)	25	27	26	27	153
29	HO-45	James Flinn	30	28	30	27	25	(31)	25	165
30	HO-58	Timothy Flinn	29	29	(32 DNF)	31	28	30	29	176
31	HO-52	Mike Blair	31	30	29	29	(32 OCS)	29	30	178

ILYA CHAMPIONSHIP REGATTA

Lake Geneva Yacht Club

August 17-21, 2016

BY BRIAN PORTER

Fifty eight E scows lined up for the ILYA Championships August 17-21.

Day one started with a beautiful day but no wind. PRO Chip Mann brought the fleet out with hopes for wind that were never realized. Time was a factor because the E's were flip-flopping the race course with the A scow fleet. Around lunch time the fleet headed in for the day.

Day two was much better. The E's started in the afternoon which had the best breeze of the day, coming out of the southwest at about 15 knots.

The starting line was favored slightly to leeward for race one. The left side was clearly better on the first beat. The boats that tacked immediately didn't get the full benefit of the port shift and therefore struggled to recover. The shift was big enough that it was easy to over stand the first weather mark which many boats did.

I-49 had a clean start and eventually tacked under the port shift along with M-12. The two boats jumped out to an early significant lead at the weather mark. I-49 rounded first and set in a big blast and extended their lead. The downwind was mostly a long starboard due to the southerly shift that continued to hold.

The weather mark was moved significantly to the south shore for the second beat. I-49 continued to lead but I-23 went hard left and made significant gains. Downwind paid to extend along the south shore. I-49 gained a little on the run, but I-23 was still close at the leeward mark well ahead of the next group. The final beat was more of the same with the left side showing big ports. I-49 kept letting I-23 get left and I-23 kept gaining. It was difficult sailing to know when to take the starboard tack back for more.

I-49 held on for the win, followed by I-23 who sailed a terrific race to come from behind. In third was BH-8 followed by SC-55, I-2, M-12, I-101, I-1, M-11 and V-511 in tenth.

Race 2 started with an even more leeward favored line. Many boats were tangled up at the pin after the start. The first beat was extremely difficult with big velocity changes along with big shifts. The left continued to pay consistently. It was very tight racing the first lap with significant changes throughout. Eventually, I-49 and I-2 found the best lanes going into the leeward gate and jumped the fleet. I-49 stayed left of I-2 and led at the second weather mark. Even though the two boats had a significant lead on the fleet I-49 elected not to cover I-2 on the run and the boats split the gate with I-2 going to the left gate and tacking to starboard on I-49's hip. I-2 hit a nice starboard shift and was slightly ahead when the boats first came together. After several more tacks I-49 hit a nice left shift and I-2 couldn't get to them on starboard and tacked underneath. Both boats sailed a long port shift with the advantage going back and forth. Eventually, I-2 found a nice starboard near the layline and just crossed I-49 for a well deserved win. In third was I-9 followed by W-25, V-37, M-9, WH-77, M-87, M-11, and TX-1.

Race three began Saturday afternoon in a stiff westerly with gusts well into the mid 20 mph range. The start was slightly leeward favored with the best wind lanes near the middle of the line. Shortly after the start, a squall hit the racecourse with a hard right shift. I-1 picked the best part of the starting line and jumped to an early lead sailing the long starboard tack to the layline. There were a couple of difficult moments for the fleet sailing through the squall line until the wind settled in around 22mph. Many boats over stood the first mark on both sides of the course.

I-1 led at the top mark and opened up a huge lead on the set. There were many passing lanes on the first run with big gusts coming through the racecourse. The boats with good crew work and eyes on the shifts made substantial gains. The right side of the racecourse was best on the ensuing beats but it was imperative to be under the shifts and not sail through them.

I-1 won the race easily, followed by I-49, I-9, I-23, W-25, M-42, M-11, I-2, V-511 and WH-77 in 10th.

There was plenty of carnage during the race and 20 teams failed to finish. The race committee elected to call it a day and let everyone regroup for the final two races on Sunday morning. The Saturday evening party was terrific. Great food, great music, and most importantly great camaraderie amongst all the skilled sailors that compose the ILYA. The trophies were awarded for the MC's and A scows. It is always magnificent to behold the bountiful sterling silver trophies awarded to the A fleet that show the history of the inland including all the names and how far back our roots go.

There were 600+ people that dined on local caterer Celebrations, favorites of tenderloin, salmon and caprese salad. The party went



the distance with over 700 people rocking out to local "Big Al Wetzel Band" playing great music and everyone reveling in the euphoria of sailing and competing in all of our exceptional scows.

Sunday's weather didn't disappoint with sunshine and beautiful breeze out of the northwest in the high teens. The start for race four was very tricky because the wind was shifty and the large starting line for 58 boats would be heavily favored to starboard and quickly change to port. After a few attempts we finally had a clean start. I-1 again sprang off the middle of the line in the sweet spot and jumped to an early lead and led at the top mark.

I-49 started the day with five points followed by I-2 with 14 points and I-9, 21 points, W-25, 22 points and M-11 with 25 points. I-2 and I-49 were close most of the beat until I-49 found trouble halfway up. I-1 led with a tight group close behind and I-49 behind the tight pack. The beat was shifty and difficult with good lanes on both sides of the course. I-1 jumped to a good lead on the run. I-2 elected to jibe first to find the cedar point shift along with many others. I-49 extended and passed most of the group to round the leeward gate in third.

It was great shifty racing with many boats vying for the lead. I-1, V-736, M-42, I-49, I-2, M-11, and WH-77, all converged at different times throughout the hotly contested race. In the end it was I-1 barely getting past V-736 for the win, followed by I-49, I-2, WH-77, M-42 and V-37 in a dead heat, SC-55, M-87 and M-53 in tenth.

The fifth start was similar to race four because it was still shifty and difficult to know where to start. I-49 had a ten point lead over I-2 and barring disaster, I-2 was the only boat with a good chance to overtake I-49 for the win. I-2 had a 14 point lead on M-11 in third. The middle of the line was again the best place to be. It was tricky trying to line up with the starting shift and hold your spot to get off cleanly.

I-49 started to windward of I-2 and had control for most of the beat. About 3/4 of the way up I-49 tacked to cross the bulk of the fleet. I-49 lost some distance as a result and I-2 extended to the port layline and led easily at the top mark. I-2 sailed to an easy victory and I-49 did its best to cover the fleet for the rest of the race. In the end, I-49 accomplished its goal to finish 4th in the final race to win the championship.

The top ten in race 5 were I-2, I-9, M-11, I-49, WH-77, I-101, V-736, W-25, W-41 and X-4.

It was a terrific event with 58 strong teams and very encouraging to see some young teams starting to knock on the leaderboard. V-736 had difficulties early in the series with a couple of DNF's, but came on strong with a 7,2 the last day and could easily have won both races. They showed good speed at the invite as well with some very strong finishes. I-23 sailed an outstanding event to finish 7th in the team's first inland. W-41 and W-66 are also young teams on the rise.

The top ten for the event were, I-49, I-2, M-11, WH-77, I-9, M-42, I-23, SC-55, W-25 and I-101. The fleet was very lucky to sail during the times it did because the A scow fleet we were alternating with didn't have nearly the breeze that the E's did. Almost every team sailed with four crew members in every race.

Thanks to PRO Chip Mann and his team for running five quality races and getting the fleet off the line in some difficult circumstances. The Lake Geneva Yacht Club did a fantastic job hosting four fleets simultaneously. Thanks to all of the great volunteers who work tirelessly to make the events at Lake Geneva enjoyable for all the competitors. Thanks to club Manager Mike Moore for all his efforts to keep things running smoothly.

Special thanks to Terry Blanchard for all his efforts as regatta chairman.

And finally thanks to new ILYA executive secretary Dave Berg for all his efforts.



INLAND CHAMPIONSHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	I-49	Brian Porter	1	2	2	3	4	12
2	I-2	Vincent Porter	5	1	8	4	1	19
3	M-11	Erik Bowers	9	9	7	7	3	35
4	WH-77	Tom Munroe	12	7	10	5	5	39
5	I-9	Peter Strothman	15	3	3	18	2	41
6	M-42	Chris Jewett	14	11	6	6.5 T	11	48.5
7	I-23	Griffin Rolander	2	26	4	11	12	55
8	SC-55	Robby Wilkins	4	18	13	8	13	56
9	W-25	Lee Alnes	13	4	5	27	8	57
10	I-101	Scott Ripkey	7	16	11	20	6	60
11	I-1	Harry Melges IV	8	33	1	1	22	65
12	M-87	Derek Packard	16	8	17	9	17	67
13	V-37	August Barkow	32	5	12	6.5 T	15	70.5
14	V-511	Tobin Tornehl	10	25	9	25	27	96
15	TX-1	Erich Schloemer	36	10	15	12	24	97
16	W-41	Wheeler Morris	21	22	19	32	9	103
17	W-66	Eddie Cox	40	12	27	6	28	113
18	M-20	Tim Krech	25	13	23	39	19	119
19	M-12	Jeff Solum	6	20	35	30	29	120 T
20	M-17	Jason Ostbyte	11	17	18	42	32	120 T
21	M-1	Rob Evans	20	23	31	23	23	120 T
22	X-4	Elizabeth Harned	35	27	24	26	10	122 T
23	M-10	David Strothman	18	14	37	17	36	122 T
24	M-53	David Chute	34	32	28	10	20	124
25	J-80	Jon Schloessser	26	35	21	21	25	128
26	V-15	Eric Good	19	41	14	24	33	131
27	X-20	Peter Maas	29	21	25	41	18	134
28	CH-6	Rick Turner	23	28	33	35	16	135
29	M-35	Hans Zinn	28	34	29	22	26	139
30	I-17	Ken Wruk	31	30	34	19	30	144





31	V-736	Matt Schmidt	22	59 DNC	59 DNC	2	7	151
32	BH-8	Russell Lucas	3	15	59 DNF	15	59 DNC	151
33	W-9	Charlie Igo	59 DNF	31	26	16	21	153
34	TX-11	Kenny Wolfe	30	19	20	31	59 DNF	159
35	H01	Brendan Boylan	24	24	59 DNF	29	31	167
36	X-751	Abby Rolfs	39	37	16	48	35	175
37	J-55	Max Wyman	50	44	22	28	37	181
38	J-555	Will Wyman	50	44	22	28	37	181
39	M-9	Tom Burton	17	6	59 DNF	59 DNC	59 DNC	200
40	V-955	Bill Goggins	44	29	59 DNF	45	14	205 T
41	I-4	Peter Wall	37	54	36	37	41	205 T
42	V-27	Matt Peterson	42	49	59 DNF	45	14	209
43	V-32	Joey Feichtmeier	33	43	59 DNF	36	39	210
44	I-59	Christopher Impens	38	42	59 DNF	43	44	226
45	D-1883	Leslie Poole	49	47	59 DNF	40	34	229
46	I-333	Frank Davenport	27	36	59 DNF	19	59 DNC	230 T
47	M-8	Terry Foster	43	38	59 DNF	47	43	230 T
48	I-5	Paul Lyon	55	50	38	52	45	240 T
49	D-44	Shaun Sherry	41	52	59 DNF	46	42	240 T
50	GL-17	Dan Wilhelm	51	46	30	59 DNF	59 DNC	245
51	V-50	Drake Sprinkman	47	51	59 DNF	34	59 DNC	250
52	J-5	Dave Whealon	48	45	59 DNF	44	59 DNC	255
53	H-88	Phil Zalog	45	39	59 DNF	59 DNC	59 DNC	261
54	I-88	Steven Lyon	52	48	59 DNF	59 DNC	59 DNC	277 T
55	I-0	John Lyon	56	52	59 DNF	50	59 DNF	277 T
56	I-13	Robert Sunquist	53	59 DNC	59 DNF	51	59 DNF	281
57	M-16	Jennifer Wilson	54	59 DNF	59 DNF	59 DNC	59 DNC	290
58	I-7	Tom Freytag	59 DNF	59 DNC	59 DNC	59 DNC	59 DNC	295

NCESA CHAMPIONSHIP REGATTA

Minnetonka Yacht Club

September 9-11, 2016

BY BRIAN PORTER

The 2016 Nationals got off to a slow start with very little wind on day one. PRO Bruce Golison showed great patience. After sending the fleet out for the second time he was rewarded with a consistent breeze out of the southwest at 6 knots. After one recall the fleet started under the Z Flag just before 5 pm.

T-73 had a great start and jumped to an early lead. The left side was clearly better with more consistent velocity. The boats that didn't have a lane and were forced right suffered drastically. The first mark had T-73 with a narrow lead over I-2 followed closely by BH-8, WH-77, V-37, I-49, M-9, T-18, T-17, and I-1 in tenth.

The wind softened slightly on the first run which was tedious. Extending to the lay line gave the best velocity. I-49 made big gains and almost got room on T-73 and I-2 at the right gate. T-73 made it through the line of downwind boats by sailing fast to the left side and made significant gains. I-2 and I-49 didn't fair as well and lost boats that rounded the left gate who were able to stay above the downwind traffic.



FIN	SAIL #	NAME	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	I-49	Full Throttle	Brian Porter	7	2	2	38	5	2	18
2	I-1	White Heat	Harry Melges 4	8	3	10	1	1	7	20
3	I-2	Wide Open	Vincent Porter	5	1	9	2	6	8	22
4	M-9	Cygnat	Thomas Burton	3	4	11	6	10	1	24
5	KG-111	Freedom	Kevin Jewett	42	5	5	3	7	5	25
6	T-73	Limelight	Jeff Bonanni	1	11	1	18	8	9	30
7	BH-8	Shimmer	Russ Lucas	2	7	15	8	2	12	31
8	T-17	Hunter	Chad Hillyer	14	20	3	35	3	3	43
9	I-9	Rooster	Peter Strothman	26	9	6	15	13	11	54
10	M-11	ELEVEN	Erik Bowers	19	8	24	11	4	13	55
11	M-20	Iceburg	Tim Krech	18	10	13	16	17	4	60
12	T-76	HONK	Kyle Rogachenko	35	6	56/ZFP	5	11	6	63
13	SC-55	Vamoose	Robert Wilkins	10	18	8	20	12	73/DNF	68
14	M-42	Madame	Sam Rogers	11	36	19	32	9	10	81
15	T-18	Showtime	Clay Johnson	6	30	12	14	73/DNF	26	88
16	V-37	Wagon	August Barkow	4	28	73/DSQ	29	14	22	97
17	CR-66	Black Pearl	Rob Terry	39	13	7	23	45	19	101
18	WH-77	In the Mun-E	Tom Munroe	9	14	28	27	26	73/DNF	104

The rest of the race showed little in the of way position changes. T-73 won handily followed by a tight pack with BH-8 in second, M-9 3rd, V-37 4th, I-2 5th, T-18 6th, I-49 7th, I-1 8th, Wh-77 9th, SC-55 10th.

The first race was a harbinger of things to come exhibiting tight racing throughout the fleet with any mistakes being very costly.

Day 2 saw beautiful breeze blowing at 15-18 knots out of the Northwest at 340 degrees.

After one recall the fleet got underway under the Z flag. The start was pretty leeward favored with a long port tack from the pin end. M-9 led at the top mark followed by I-2, I-49, BH-8, T-76, KG-111, I-1, I-9, M-12 and H-7.

This direction led to some terrific racing with passing lanes available upwind and downwind. The three leaders were mostly battling amongst themselves and changed positions several times. I-1 eventually got in the mix with the leaders. I-2 eventually won going away after spotting a great shift on the run. I-2 was followed by I-49, I-1, M-9, KG-111, T-76, BH-8, M-11, I-9 and M-20.

Race 3 saw a little shift to the left and was very leeward favored. CR-66 won the pin and led easily at the first mark sailing in a long port shift on the lay line. At the first mark CR-66 was followed by I-49, KG-111, SC-55, T-73, I-1, HO-54, H-7, M-87, I-2.

On the first run of race 3 things started to get difficult with the wind. There were big holes and big puffs that could be hard to get to. There was big shuffling of the deck throughout the race. In the end it was T-73 followed by I-49, T-17, H-7, KG-111, I-9, CR-66, SC-55, I-2, I-1.

Race 4 was even more difficult than race 3. After a



FIN	SAIL #	NAME	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
19	M-10	Ballistic	David Strothman	15	12	34	21	22	50/ZFP	104
20	M-87	Port Approach	Derek Packard	12	34	16	33	24	21	106
21	W-66	Marvin	Eddie Cox	13	35	30	4	25	73/DNF	107
22	T-37	Blind Squirrel	John Brown	16	15	21	31	29	29	110
23	H-7	Mirage	Lon Schoor	27	24	4	40	19	73/DNF	114
24	MA-11	LOCO MOCOSO	Peter Hurley	20	16	17	28	38	73/DNF	119
25	M-1	Cosmic Voyager	Robbie Evans	43	29	36	24	16	15	120
26	SL-4	Tips	Brett Hatton	32	27	40	49	15	14	128
27	M-5	Rebel	John Wicks	30	23	27	30	33	28	138
28	HO-54	MurphE's Law	Patrick Flinn	53	48	20	13	35	25	141
29	W-25	Euphoria	Lee Alnes	38	25	33	17	32	34	141
30	I-7	Fireball	Tom Freytag	40	21	25	44	21	35	142
31	W-41	Savannah Rose	Wheeler Morris	21	17	43	56	30	32	143
32	M-17	Vertigo	Jason Ostbye	28	37	44	51	18	17	144
33	M-35	CREWZINN	Hans Zinn	29	30/RDG	29/RDG	30/RDG	30/RDG	30/RDG	148
34	H-8	Gr8 Expect8tions	Timothy Sugar	31	31	35	12	40	44	149
35	J-25	Thunderstruck	Thomas Castle	52	19	50	36	27	20	152
36	M-12	E=MC^2	Jeffrey Solum	36	60	38	10	46	23	153

long delay for the bathroom break the fleet re-assembled to find the beautiful breeze becoming less stable with bigger oscillations. The race committee elected to move the starting line well to the right over concerns with the big left shifts that were beginning to show. I believe there was only one recall but it was extremely difficult to know which side of the course to be on. There were big lefts coming through with solid wind. There were also big rights which resulted from the course being pushed closer to the northeast shore. The race was finally started shortly after 3 p.m. under a Z flag. The wind really lightened for the start and was leeward favored. I-49, M-42, M-9 and KG-111 were the first to tack on the big Port and looked launched. I-49 and M-42 tried to play the shifts on the left and paid a heavy price. M-9 and KG-111 were two of the few that made it out of the left. Those who tacked to port at the weather end were really rewarded. Big righties filled in from that shore and the left side caved in hard.

W-66 sailed a terrific beat to lead at the first mark followed by M-11, I-1, T-76, M-1, M-9, I-2, M-22, KG-111, and HO-54.

The wind continued to die throughout the race and there were many position changes throughout the fleet and throughout the race. In the end I-1 led at the finish followed by I-2, KG-111, W-66, T-76, M-9, M-22, BH-8, H-88, and M-12.

A couple of noteworthy points. BH-8 rounded the top mark in 29th and finished 8th. Great comeback to keep them right in the hunt going into the final day. T-18 sailed a great race to go from 43rd to 14th. I-49 who was leading the event after race 3, rounded the top mark 47th and only managed to claw back to 38th.

So, as we all headed to the island for a great evening, the standings were incredibly tight. The party was terrific with good food and



FIN	SAIL #	NAME	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
37	GL-7	7	Toby Sutherland	17	33	18	73/DNF	47	42	157
38	TO-33	Jackrabbit	Steve Johanson	22	43	41	50	23	33	162
39	H-1	Shiva	Brendan Boylan	44	26	32	39	41	27	165
40	I-303	mothership	David Davenport	23	59	29	26	39	73/DNF	176
41	M-7	Lady Luck	Jule Hannaford	47	42	37	25	34	38	176
42	T-16	Endurance	Brendan Hogan	51	32	39	22	42	73/DNF	186
43	X-20	Maash Pit	Peter Maas	41	46	22	42	44	39	188
44	W-9	Nightmare	Charlie Igo	73/DSQ	22	31	46	20	73/DNF	192
45	M-22	Let it Ride	Jessica Haverstock	57	44	14	7	73/DNF	73/DNF	195
46	M-53	China Cat	David Chute	46	73/DNF	45	62	28	16	197
47	H-88	CrazE Eights	Phil Zalog	62	56	49	9	43	41	198
48	LE-3	LimaEcho	Bob Donat	55	50	23	43	73/DSQ	31	202
49	H-13	Wild Turkey	Patrick Heaney	69	40	48	53	31	30	202
50	CR-9		Tony Pugh	45	41	26	19	73/DNF	73/DNF	204
51	M-8	Speed Buggy	Terry Foster	25	45	56	63	54	24	204
52	T-4	Big E Racing	Joseph Thorpe	50	38	53	61	37	37	215
53	LE-13	BloodE	John McGlynn	34	73/DNF	51	47	52	40	224
54	W-20	Restraining Order	Van Johnson	51/SCP	53/ZFP	46	34	48	73/DNF	232

comradeship that is second to none! We all enjoyed Sam Rogers giving out the daily awards, and especially introducing E scow Legend Bill Allen who graciously spoke about his induction to the ILYA Hall of Fame.

It's been a long time since this many boats had such good chance to win going into the final day. I-2 was winning going into the final day with or without the throwout. With a drop race I-1, I-49, M-9, KG-111, T-73 and BH-8 were all very close behind and it really came down to who would have the best day.

Mother Nature did not disappoint by providing the fleet with an epic southwesterly that eventually settled in over 20 knots.

Race 5 started after two general recalls under a black flag. Only two boats were over. The start was leeward favored and the left side was the place to be. That being said it was easy to over stand the weather mark if you couldn't find a lane to tack.

T-17 hit the port shift perfectly and showed exceptional upwind speed to lead at the weather mark. They were followed by BH-8, M-9, SC-55, KG-111, I-49, M-1, T-73, I-2, V-37 and I-1 in 14th.

The first run showed how difficult the downwind could be with big shots filling in from behind. At the first leeward gate it was T-17 followed closely by I-49, KG-111, M-9, SC-55, I-2, T-73, BH-8, I-1 and V-37.

The second beat had the leaders battling for the left lanes again and they were dead wrong. I-1 and BH-8 spotted a righty halfway up. The big starboard shift held for them and both boats made huge gains to round well ahead of the lead pack. I-1 set in a big puff and sailed to an easy victory.

The rest of the top boats had some very exciting exchanges that had meaningful bearing going into the last race. At the last windward mark it was I-1, KG-111, I-49, T-17, BH-8, M-11, T-76, M-42, M-9, and I-2.

At the finish, it was I-1, BH-8, T-17, M-11, I-49, I-2, KG-111, T-73, M-42, and M-9.



FIN	SAIL #	NAME	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
55	UM-7	Limousine	John Barlow	58	55	52	55	36	47	245
56	M-2	Flyer	Thomas Meyer	49	73/DNF	73/DNF	37	73/BFD	18	250
57	LE-66	Checkmate	Mark Schneider	24	52	73/DNF	48	55	73/DNF	252
58	M-16	The Mermaid Squad	Danielle Lindeman	63	54	55	45	57	46	257
59	W-5	Danger Zone	Ross Cardozo	33	73/DSQ	47	41	73/DNF	73/DNC	267
60	H-11	FULL TILT	Lance Puccio	59	51	57	58	49	73/DNC	274
61	RL-45	The Profligate	Sanford Riley	70	53	73/DNF	52	56	45	276
62	H-73	Radio Control	Eric Kerlow	64	49	58	54	51	73/DNC	276
63	GL 17	LE	Dan Wilhelm	61	58	54	59	73/BFD	48	280
64	W-8	Slapshot	Matthew Petersen	60	73/DNF	73/DNF	64	53	43	293
65	J-80	Whiteaway	Jon Schloesser	56	47	73/DNC	73/DNC	73/DNC	73/DNC	322
66	Z-10	Shamrock	Bradley Price	65	57	73/DNF	57	73/DNC	73/DNC	325
67	M-77	Geezer	Woody Jewett	68	73/DNF	73/DNF	65	50	vv	329
68	V-50	Jank-E	Drake Sprinkman	54	73/DNF	73/DNF	73/DNF	58	73/DNC	331
69	WH-88	Pintail	Brian McMurray	48	73/DNS	73/DNC	73/DNC	73/DNF	73/DNC	340
70	RL-2	Frisbee	Rob Aitken	66	73/DNF	73/DNC	60	73/DNC	73/DNC	345
71	M-33	HMS MHS	Nathan Olmsted	67	73/DNF	73/DNC	73/DNC	73/DNC	73/DNC	359
72	M-6	HydroFrac	Rich Budinger	73/DNF	73/DNC	73/DNC	73/DNC	73/DNC	73/DNC	365

Race 6 got off to a clean start under the Z Flag. It was leeward favored and the key was when to tack. M-9, I-1, I-49, T-17 had the best real estate on the line with T-17 having the other three pinned. M-9 worked out clear ahead and all four boats tacked close to simultaneously. M-9 was to windward and sailing fat and fast with T-17 sailing high to leeward. Eventually I-1's lane disappeared while I-49 was able to hang in a narrow lane a bit longer until a good opportunity came for a clearing tack. I-49 was fortunate to find one little starboard for just a few boatlengths over to the port layline in front of I-9 who was coming in hot on a huge port.

At the first mark, it was I-49, I-9, M-9, T-17, T-76, M-20, I-1, KG-111, M-42, and M-53.

At the finish, it was M-9, I-49, T-17, M-20, KG-111, T-76, I-1, I-2, T-73, and M-42.

There was some shuffling with positions during the race but I-49 was able to get the points it needed to overtake I-1 and I-2 to win the championship.

The final top ten were I-49, I-1, I-2, M-9, KG-111, T-73, BH-8, T-17, I-9, and M-11.

The fleet showed how strong it has become sailing in big breeze. It was very difficult to pass boats and easy to be passed. Lots of back and forth with a bunch of really high quality teams. Really a thrill to be out there competing in a great fleet of E scows! Stronger than ever!

Bruce Golison and his team including Blake Middleton did a great job managing the races. Regatta Chair Sam Rogers did an outstanding job organizing and managing the regatta. Unfortunately his sailing suffered as a result. As always the Minnetonka Yacht Club did everything right with all their helpful volunteers and providing so much housing for the fleet.

Many thanks to all who made it a great event for all the competitors.



2016 NCESA CHAMPIONSHIP AWARD WINNERS

1st Race Winner - Keuka Trophy	Jeff Bonanni T-73	Toms River
2nd Race Winner - Iver C. Johnson	Vincent Porter I-2	Lake Geneva
3rd Race Winner - BBYRA Trophy	Jeff Bonanni T-73	Toms River
4th Race Winner - Pewaukee Trophy	Harry Melges IV I-1	Lake Geneva
5th Race Winner - Chautauqua Trophy	Harry Melges IV I-1	Lake Geneva
6th Race Winner - NCESA Trophy	Clay Johnson T-18	Toms River
Regatta Winner - Bilge Pullers Trophy	Tom Burton M-9	MInnetonka
First Place Crew Weldon Memorial Trophy	RJ Poter, Colin Rowe, Annie Rowe	Lake Geneva
Top Woman Skipper	Jessica Haverstock M-22	MInnetonka
First Finishing Woman Trophy	Annie Rowe I-49	Lak Geneva
Womans Corinthian Trophy	Danielle Lindeman M-16	MInnetonka
Torch Team National Champ	I-1, I-2, I-9, I-49	Lake Geneva
Rookie Award	Erik Bowers M-11	MInnetonka
Masters Award	Lon Schoor H-7	Mantoloking
Youth Skipper	Harry Melges IV I-1	Lake Geneva
Runyon Colie Service Award	Sam Rogers M-42	MInnetonka
Road Warrior	Tom Munroe WH-77	White Lake
National Rankings Champion Ferguson Trophy	Brian Porter I-49	Lake Geneva



2016 OVERALL NATIONAL RANKINGS - TOP 50

(points based on best 3 regatta performances)

RANK	SAIL #	SKIPPER	TOTAL
1	I-49	Brian Porter	264
2	I-2	Vincent Porter	259
3	V-37	August Barkow	234
4	WH-77	Tom Munroe	230
5	M-4	Tim Krech	229
6	I-9	Peter Strothman	225
7	M- 9	Thomas Burton	222
8	M- 87	Derek Packard	222
9	W-66	Eddie Cox	222
10	SC-55	Robert Wilkins	217
11	W- 25	Lee Alnes	214
12	M- 10	David Strothman	208
13	W-41	Wheeler Morris	202
14	BH-8	Russ Lucas	200
15	M- 12	Jeffrey Solum	196
16	I-1	Harry Melges IV	189
17	T-17	Chad Hillyer	189
18	M- 11	Erik Bowers	189
19	T-76	Kyle Rogachenko	187
20	CR-66	Rob Terry	187
21	T-73	Jeff Bonanni	186
22	H-7	Lon Schoor	185
23	T-17	Clay Johnson	183
24	I-101	Scott Ripkey	182
25	SL-4	Brett Hatton	173

RANK	SAIL #	SKIPPER	TOTAL
26	I-7	Tom Freytag	173
27	M-53	David Chute	171
28	W-160	Charlie Igo	170
29	SS-1	John Brown	169
30	X-20	Peter Maas	169
31	J-25	Thomas Castle	167
32	X-4	Elizabeth Harned	163
33	H-1	Brendan Boylan	163
34	MA-11	Peter Hurley	162
35	GL-7	Toby Sutherland	160
36	M- 42	Sam Rogers	159
37	M- 1	Robbie Evans	156
38	J-80	Jon Schloesser	154
39	CH-6	Rick Turner	152
40	M-17	Jason Ostbye	150
41	TO-33	Steve Johanson	148
42	HO-54	Patrick Flinn	145
43	I-303	David Davenport	145
44	H-13	Patrick Heaney	145
45	M-5	John Wicks	140
46	M-35	Hans Zinn	140
47	LE-3	Bob Donat	136
48	H-88	Phil Zalog	135
49	M-8	Terry Foster	135
50	LE-66	Mark Schneider	130

BLUE CHIP

Pewaukee Yacht Club

September 23-26, 2016

BY RUSSELL LUCAS

One might think that writing up a late fall regatta results plus “color” would be an easy task if you get it on paper in the same calendar year. But I can’t blame this on my age or lack of attention. I think my recollection of my Blue Chip experience is similar to many of us, it’s not all about the minute by minute changes on the water and more about the time we get to share together, down that narrow path, under the trees and with friends. Nowhere on earth can you find a warmer concrete building than PYC.

The last Blue Chip I sailed in was 1984, 32 years ago, pulling jib for Willie Decamp. I was new at the position and trying to replace the veteran Doug Vreeland, who helped Willie win the Nationals the prior year. I recall wearing a full wet suit then a one piece foulie and couldn’t really move to get up and do the pole. It was so cold and windy the fleet hid behind that Point until about 2 minutes to the gun and all raced out on port at the last minute. What a trip!!

2016 BC’s still retained the glow from the hard work and wild success of the glorious 50th. It was a good thing for USA that the Blue Chips and Olympics didn’t overlap because I’m still not sure which regatta Bora would have chosen. The buzz had gotten around the sailing world that BC’s were the regatta NOT to miss. I had the pleasure of keeping our boat next to Mystery Guest and amazing woman, Anna Tunnicliffe. She hadn’t sailed in a few years as her new passion of Cross Fit Games kept her off the water. But anyone around her that weekend could feel the joy and see her smile about being back racing on such an awesome boat! Of course, sailing on Freedom with our Class’ energizer rabbit, Jim Campbell, didn’t leave her much room to relax.

Aboard Shimmer, I had a brother sister team of Ellie and Henry O’Brien. They are the children of two of my closest friends in the world. Billy and Harriet OB have sailed with me from Duckboats to E Scows and everything in between. To have their children hike side by side with my boardman, Harry Melges was also a treat for them. I’ve been lucky to sail with



my friend H3 on the Melges 20, but this was very cool to try to pick up some of the pointers that makes him such a great scow sailor. It became clear that to Harry a scow is just another boat that sails best at the proper angle of heel, living on the lifted tack, not letting the skipper “dribble” all over himself upwind or down is the answer to success. I did notice one thing from Harry that could help us all sail faster and that is his innate and intense “disfavor” at slowing down at all. I think he can feel when a boat begins any down speed before the rest of us. So he begins fixing that earlier than others. This usually starts at the back of the boat so I can fix the fade by steering smaller, smoother, proper main, proper heel etc.

One tip for older skippers that I think could help us- maybe we put some felt pieces inside the main Harken cleat so when I put the main in and out, no one on the boat can hear how much I use that cleat. I think I gave H3 a tick as he tried not to look back when he would hear that click, click, click.

The racing was a blast!! Lakes, especially Pewaukee, have so many opportunities to make moves (up or down) it seemed smart to start in the middle and try to make sure you can be on the right tack on that first shift. In a “no drop” Regatta, the most consistent series will not only help get awards, but definitely keep you in your pants and off the BAR.

While each race was classic Blue Chip, lead changes regularly and spectacularly, few boats were ever really out of any race until the second lap. Race one was a battle between our friendly pirates on Black Pearl and Bora. Rob was so fast up wind we were lucky to be in his zip code. On the runs I was reminded how critical it was to remain humble and be ready to jibe without digging into coves and below points that might have worked the leg before, but could become picnic spots for relaxing the very next lap.

Details on each race have been lost in my mind so I would just like to share that the magic of the BC's include more than world class racing on the best boats ever. The volunteers and traditions ashore are so special it's not a wonder that so many Mystery Guests highlighted this in their interviews for the 50th. I've been around YC's for a long time and the fact that the Past Commodores at PYC not only still come to the Club and speak to members, but they have the hallowed role for life of spending a weekend each fall with pitchers and pork cooking for a bunch of scow folk.

Shout outs to PC rookies Eddie Cox, Brian Gabriel and Anna for pressing hard in so many races. It's always great to be on the water with rock stars Vince, Bora and Tom B. But the memory of the regatta for me was the tradition of introducing our crews to the fleet at dinner. Hearing each skipper share how lucky they are to sail with their crew really made me proud to be a part of this sailing family.



BLUE CHIP RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	BH-8	Russ Lucas	1	2	1	4	1	8	17
2	M-9	Tom Burton	6	6	7	1	4	7	31
3	V-37	Bora Gulari	3	1	17	2	8	2	33
4	W-66	Eddie Cox	5	12	5	5	7	4	38
5	I-2	Vincent Porter	4	9	2	3	2	19.0 DNC	39
6	CR-66	Rob Terry	2	4	10	15	9	3	43
7	T-53	Brian Gabriel	8	11	3	10	5	11	48
8	M-20	Tim Krech	9	7	4	11	6	12	49
9	SL-4	Brett Hatton	16	3	14	8	3	10	54
10	V-777	Bob Biwer	14	14	11	7	10	1	57
11	?	Anna Tunnicliffe	17	5	9	12	15	9	67
12	W-25	Lee Alnes	13	13	12	6	18	6	68
13	WH-77	Tom Munroe	12	8	8	14	14	15	71
14	V-511	Tobin Tornehl	11	17	13	9	17	5	72
15	X-4	Liz Harned	10	10	6	17	16	17	76
16	H-7	Lon Schoor	7	16	15	13	12	13	76
17	WA-99	Casey Call	15	15	18	16	11	16	91
18	M-5	John Wicks	18	18	16	18	13	14	97

I received the email from Jim asking me if I could attend. I hummed and harred as I wasn't sure they really wanted me. It fit around my work schedule and my CrossFit schedule so I wrote back and said, I would love to but I have to warn you I haven't sailed in about 3 years.

As the event drew nearer and nearer I was getting more and more nervous. I was going sailing, in a boat...well somebody else's boat...that I had sailed once maybe 8 years ago. On top of that I was going to be sailing on a shifty lake, with the best of the best in the class! Eventually, I talked myself to a much calmer state I decided to keep the same mindset I have always had for sailing, which is to keep it fun! Winning is the added bonus.

That was until after I arrived and THEN I was told all the stories of what happens if you are in last place on Saturday night...the nerves came back quite quickly after that.

I arrived Thursday morning with the plan to get a quick practice session before racing started Friday. Well, the wind didn't want to cooperate, so we ended up having a great lunch and cleaning up the boat.

That night, it was great to start meeting some of the competitors at the Pork chop dinner. You have a fun group of people, and some amazing cooks in your fleet! Dinner was delicious. Things even got a little crazy as I had TWO lemons in my sparkling water. (for those that weren't there, or didn't hear the joke when you were there, I don't drink so the radicalness of my night was determined by how many lemons there were in my water).



learn from your losses too; they are what make you the strongest athlete you can be.

I would like to thank Jim for inviting me and getting after me to get out there and sail. And a huge thanks to my team Jim, Buckaroo, and Heidi for putting up with me and teaching me how to sail the boat. A big thanks to John and Lesa for housing us and letting me use their gym to workout in in the mornings. It was an extremely fun weekend and I would definitely hop back in the boats again!! Thank you all!!



Since we didn't manage to hit the water on Thursday, we decided to get try and get out a little earlier to get some practice in. We managed an extra couple of minutes, but then it was time to head to the race course and race.

Weird boats!! It was so incredibly weird to resist the urge to flatten the boat. It went against every bone in my body to allow it to happen, but as the day progressed it became more and more "normal". After a little slow start, we managed to pull together as a team and put up a couple good scores for the day...good being relative of course. I was happy with them, especially since I made it very clear to the team that we will NOT be in Last place!

The next two days of sailing were awesome and I really had a blast getting to meet everyone and learning the boats. The racing was close, regardless of where in the fleet and one small mistake was taken advantage of.

And Saturday evening...well that bar walk was very funny and the crew did an awesome job up there! I'm very happy to report that we did not have to participate in it, but fist bumps to the team that did!! You guys killed it!!! And then there was the music, that after blowing out the speakers in the club, Peter Harken's car became the next best option! Overall it was a very fun evening, and I was very honored to be able to share my story with everyone. It's not always about winning, as you have to

BLUE CHIP BONUS PHOTOS!



Anna Tunnicliffe and Sally Barkow



Anna takes local boys for a ride.



Anna's Gold Medal, the last won by an American



FIRST E SCOW HITS THE SHORES OF HAWAII

Growing up on White Bear Lake sailing scows, you assume that the vast sailing world has experienced flat water sailing boats called scows. Many parts of the world have not been exposed to these wonderful boats. I recently shipped my older E scow to my brother Andy who lives on Oahu in Hawaii. Andy is the University of Hawaii sailing coach and has a very active sailing family. This is the first scow in Hawaii and I'm proud to say we have spread our ILYA sailing culture farther across the globe. My E has been totally retrofitted with Asym set-up so all the local sailors can see how much fun we have during the summer months. The boat will be sailed out of the Kaneohe Yacht Club on Kaneohe Bay which is on the windward side of Oahu. The boat since its arrival has drawn a lot of attention.

I attended the U of Hawaii and was on the sailing team from 1984-1988 along with Rob Evans and Chris Jewett from Minnetonka. I always wanted to sail an E scow out to Hawaii and my brother and I were able to put it all together and make it happen this fall. One for the bucket list I guess. Aloha and happy sailing

Van Johnson W-20

