

# THE 2015 REPORTER

## National Class E Scow Association

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Vice Commodore: Braerton Hatton  
Rear Commodore: Chrisy Hughes  
Secretary Treasurer: Lon Schoor

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#### Term Expires 2016

Vincent Porter, ILYA  
Derek Packard, ILYA  
Pete Price, WMYA  
Russel Lucas, ECESA  
Robby Wilkins, At Large

#### Term Expires 2017

Theodor Beir, At Large  
David Hagen, WMYA  
Matt Schmidt, ILYA  
Thomas Castle, ILYA  
Rick Turner, ECESA  
Bill Nolden, ECESA

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# NCESA Board of Directors Meeting Minutes

## November 7, 2015

### Attending the meeting:

Bob Cole	Bill Wyman	Directors not Attendance
Brett Hatton	Pete Price	Bobby Koar
Chrisy Huges	Vincent Porter	Derek Packard
Lon Schoor	David Hagan	Ted Beier
Donna Schoor	Robby Wilkins	
Matt Schmidt	Rick Kotovic	
Rick Turner		

Bob Cole called the meeting to order at 9 AM.

The meeting began with introductions.

Robby Wilkins moved and Matt Schmidt seconded the approval of the minutes of the previous Board of Directors meeting. All approved.

Commodore Cole reviewed the status of the “Action Items” that were identified in the minutes of the last Board of Directors meeting. A great deal was accomplished in 2015 and some items were deferred.

Bob reviewed the agenda and added an item to discuss a new “masters” regatta for skippers over 50. Also, removed bullet #2 from the new business agenda regarding leeward “gate” marks.

Old Business actions of the Executive Committee since last Board of Directors meeting included:

1. Authorized a payment to Crystal Lake for the incremental payments for additional boats at the National regatta. This happened for 2014 because the financial report finalization happened after last years Board of Directors meeting.
2. Upped the Jobson Movie amount by \$5000 to a total of \$12,000 total and eliminated the Blue Chip regatta history document allocation by \$4000.
3. Thanked Russ Lucas for his generous contribution to provide new plaques on the Ferguson Trophy, which was reassigned from being awarded to the winner of the sixth race to be awarded to the National Ranking Champion.
4. Collected a majority of the Jobson movie pledges but we are still working on collecting \$5,750 of outstanding pledges.

### RULES COMMITTEE

Matt Schmidt reported that a fourth crewmember was riding in the spinnaker-launching hole in the fore-deck at the National regatta. A clarification was requested and it was determined that this is not legal according to the scantling rules to have a crew member ride in the spinnaker launching opening.

Bill Nolden submitted a report on his experience with Flying Scot flotation panels on the E-scow mainsail. In his report he indicated the Flying Scot flotation panels were adequate to float an E-Scow on its side in a breeze. The volume is one-quarter cubic foot less than our standard panels. The Flying Scot flotation panels are flat, as opposed to our foil shaped panels, and slip over the top of the mainsail rather than use zippers. After some discussion, there was no second on a motion to consider a second floatation panel. Action Item: Matt Schmidt will talk to Nolden, Harken Canvas, and Melges.

There was no report from the Development sub-committee. The topic of carbon spars was discussed, more in the context that some day it will probably be inevitable and we should have a plan to prepare for this. Action Item: Nothing new – however there is still a 2014 Action Item that the Development Committee has a discussion about carbon spars. Cole will talk to Harry or Andy at Melges. Also, he will review Development Committee personnel.

#### MEASUREMENT COMMITTEE - No Issues

#### REGATTA COMMITTEE

Bob Cole recognized Little Egg Harbor Yacht Club's National Championship regatta success both on and off the water. Commodore Cole praised LEHYC for their comprehensive regatta report and valuable feedback and detail. There are always some issues that need to be resolved and the Regatta Committee worked closely with LEHYC throughout the preseason. Bob reviewed items in the LEHYC regatta report. These included: pricing, sponsorship, parties, trophies, and registration issues.

**Sponsorship** was a major discussion and the LEHYC report indicated they thought the NCESA should be involved in National regatta sponsorship. Discussion about the pros and cons ensued about having a class title sponsor, website presence, and multi year relationship. However, Minnetonka has already started working with Brown & Brown on sponsorship for the 2016 Nationals so there was not a strong incentive to involve the NCESA at this time. No motions were made. Action Item: Price, Turner, and Lucas will talk with Melges, Joy Dunigan, to get a better understanding of successful sponsorship and report to the Board before Thanksgiving.

Minnetonka has requested the use of a logo on the sails for a title sponsor of the 2016 National Championship regatta.

From Judge Ted Beier: "Event Advertising At the 2016 Regatta – Since the E Scow is not an international class, US Sailing was able to approve our request for event advertising on the sails contrary to ISAF Regulation 20.4. This regulation reserves the sails for competitor sponsor advertising. US Sailing was agreeable to our request after they understood that the E Scow tradition was to not have advertising on main and jib sails. While it is true that we have no class rule against advertising on sails, no one has used advertising there to date, so it seemed appropriate to be characterized as the class tradition not to have it. With this oral permission we may proceed with sponsor advertising for the 2016 regatta if we wish. Also, we may require competitors to carry event advertising if the appropriate wording is included in the NOR and SIs; Appendix K, Item 2.2; Appendix L, Item 21."

Schoor moved to allow for 2016 a tastefully sized National Regatta title sponsor logo on the mainsail that has to have prior approval of the Regatta Committee and also meet ISAF guidelines. Wilkins seconded and the motion passed.

Discussed options to best support National Regatta host clubs and meet NCESA regatta expenses. Each of the past three years there has been incremental improvement. This year was the Friday lean-in party, which the LEHYC members knocked the ball out of the park. However, budgeting is unique for each club and it is recognized the NCESA has to be financially flexible so host clubs can succeed.

Discussed many ways to improve the NCESA regatta budget and provide adequate funding for the host club of the National regatta. The trophy budget of \$2500 has been inadequate for the host club the last few years and it was decided to add \$1000 to the National regatta trophy budget.

Wilkins made a motion that the host club submits a budget at the Directors meeting the year before hosting the regatta. Porter seconded – the motion failed.

Turner moved to up the total funding to the National regatta host club from the NCESA to a total of \$14,000 (this included an extra \$1000 for trophies) and that the host club receive the entry fees for boats over 75 in number. Cole seconded the motion and it passed.

Turner moved that we increase National Regatta fees by \$25 to \$275 with a \$100 late fee, except for youth that would remain at \$50. Cole seconded the motion and it passed.

Porter indicated the Geneva Spring regatta would be back to their traditional dates for 2016, May 21-22.

The Western Michigan Yachting Association will change their E-Invite to a 3-day event for 2016 and the host will be Charlevoix for the first time. Charlevoix is a new fleet and Charlie Harrett will be the regatta chairperson. The dates are July 29-31.

Wyman made a motion to have Bruce Golison as the PRO for the 2016 National regatta. Kotovic seconded the motion and it passed.

**Regatta Bids** – Carolina Yacht Club submitted a bid to hold the 2017 Nationals. Cole made a motion to accept the 2017 Carolina bid and Hughes seconded it. The motion passed.

**Regatta Rotation** – Looked at recent regatta rotations and it was suggested that Chautauqua might consider the regatta for 2018. Price will also inquire if Torch is interested in the 2018 National regatta.

Bob Cole suggested we consider creating a Masters Regatta for those skippers over 50 years old. He proposed the regatta would be held geographically opposite of the Nationals either in May or October. Awards would be given to skippers in 10-year age brackets. A number of ideas/options were discussed but no motion was made. Action Item: Suggest we survey the membership.

Hatton moved to accept the LEHYC regatta reports, Schoor seconded and the motion passed.

Action Item: Due to lack of participation, remove the Patton regatta and Canadian Championship regatta from Ranking Champion calculations.

Approved the addition of Chris Hughes, Robby Wilkins, and Rick Kotovick to the Regatta Committee to replace Vincent Porter and Rob Terry.

## FINANCE COMMITTEE

Brett Hatton reviewed the end of year financial statements. The Association has a balance sheet of \$90K.

Regatta revenue was down about \$5000 because of lower attendance than planned. Membership was down (\$1000)

Sail royalties were down (\$5000) – but was unusually high the year before.

National Host money expense was up \$4000

Trophy expenses were up \$4000 – new trophies, trophy reassignment, and engraving, plus new trophy boxes.

There is still \$5,750 in outstanding Jobson movie pledges to be collected.

Reviewed the Balance Sheet and Income & Expense reports. Hagan made the motion to accept the financial reports. Price seconded the motion and it passed.

Added to the 2016 budget an expense to hire an accountant (\$350-\$500) to file taxes because we exceeded income limits to use the post card method.

Turner moved to accept the 2016 NCESA budget. Wilkins seconded the motion and it passed.

## MEDIA COMMITTEE

It was clarified that Jon Schloesser is the chairperson of the media Committee. Jon indicated he needed photos and reports for several regattas to complete the REPORTER magazine.

Discussed regatta reporting - It was agreed we must make regatta reporting a top priority for all E-Scow regattas.

Goals are:

- Make it a “rule” that the winner of an event write a report within two days after the event
- Create NCESA guidelines/expectations for every club that puts on an E-Scow regatta
- For the National Regatta, consider hiring event reporters that would maximize our exposure on the web, social media, and publications
- Coordinate with Regional Associations to improve reporting
- Create short video clips of interviews, comments, insights during and after a regatta
- Make reports that can be turned into “learning moments”
- Committee must be proactive in assisting the host club in finding a reporter for their regatta
- Suggestion - divide up the regattas between committee members to follow up with host clubs to have person(s) assigned for reporting
- Consider a “prize(s)” for the best regatta reports
- The webpage needs to have more photos and videos that are changed frequently
- Integrate the 2014 Social Media Guideline document into the Host Club Guidelines
- Ask youth that entered at the reduced rate to contribute to our social media outlets

Action Item: Recognize people’s efforts to provide good regatta reporting.

Improve the website with more photos. Explore options to get more photo contributions, use of students, stipends, housing, ...

Action Item: Russ Lucas will check with Joy Dunigan and Sam Rogers and get an estimate for reporting on the National Championship regatta.

JUDICIAL COMMITTEE - No activity to report

## MEMBERSHIP COMMITTEE

Membership was down in 2016. We had people who did not pay membership fees but raced their boats – an effort is being made to encourage those people to pay their outstanding 2015 dues (about \$1300). Action item: Continue to try and have local fleet sailors require boat owners to join the NCESA. Provide fleets with a list of active members so they can see who is a member and who needs to join.

Action Item: Attempt to update crew membership information in the NCESA database by requesting it at regatta registration. Contact information is out of data since crew memberships have not been required for a few years.

Action Item: Request that all NOR's for E-Scow regattas include a reminder that all boats must have a valid annual sticker that is acquired when the boat owner joins the NCESA for that year.

## REGIONAL REPORTS

At-Large region – The new TX fleet has 8 boats now. Carolina has 8 and 11 at Midlands.

WMYA – Down a little this year. The E-Invite will be held at Charlevoix with a new 3-day format, which they hope will draw 40 boats, including some from other regions.

ILYA – Not much change. Good turnout at major regattas. Vincent reported people “loved the new format” used at the Geneva ILYA Championships.

ECESA – 8-10 boats at LEHYC, 20 in the BBYRU series, Hopatcong is hanging on thanks to Pat Flinn. Championships attendance was down probably due to location.

## NEW BUSINESS

[Note: several “new business” items were addressed during Committee Report discussions]

Action Item: Turner was going to talk to Harry or Andy at Melges regarding new boat orders, long term availability of aluminum masts, and about the Audi sponsorship for the Melges20.

Discussed the distribution of the Jobson Blue Chip movie. Some wanted to sell the video to generate revenue and others wanted broad free distribution. Discussed different methods of distribution – DVD, flash drive, Internet. Vincent Porter made a motion to make it free on the Internet. Wyman seconded the motion. The motion passed.

Kotovic made a motion to take orders for the DVD version and produce a limited quantity to sell for a minimal reproduction/packaging/mailling cost that people might want for their collection or holiday stocking stuffers. Turner seconded the motion and it passed.

Wilkins made a motion to have Tom Castle (from Oshkosh) fill a vacant ILYA director position on the Board. Cole seconded the motion and it passed.

Adjourn – Hagan moved to adjourn the meeting at 2:34 PM. Turner seconded the motion and it passed.

# 2015 NCESA CHAMPIONSHIP AWARD WINNERS

1st Race Winner - Keuka Trophy	Jeff Bonanni T-73	Toms River
2nd Race Winner - Iver C. Johnson	Jeff Bonanni T-73	Toms River
3rd Race Winner - BBYRA Trophy	Jeff Bonanni T-73	Toms River
4th Race Winner - Pewaukee Trophy	Jeff Bonanni T-73	Toms River
5th Race Winner - Chautauqua Trophy	Kyle Rogachenko T-76	Toms River
6th Race Winner - NCESA Trophy	Clay Johnson T-18	Toms River
Regatta Winner - Bilge Pullers Trophy	Jeff Bonanni T-73	Toms River
First Place Crew Weldon Memorial Trophy	Mike O'Brien / Matthew Goetting / Maggie Condon	Toms River
Top Woman Skipper	Kelly McGlynn LE-13	Little Egg Harbor
First Finishing Woman Trophy	Maggie Condon T-73	Toms River
Womans Corinthian Trophy	Blair Condon LE-8	Little Egg Harbor
Torch Team National Champ	T-73, T-18, T-17, T-76	Toms River
Rookie Award	Kyle Rogachenko T-76	Toms River
Masters Award	Richard Wight MA-10	Mantoloking
Youth Skipper	Kelly McGlynn LE-13	Lake Geneva
Runyon Colie Service Award	Jim Campbell KG-111	Kegonsa
Road Warrior	Lon Schoor H-7	Mendota
National Rankings Champion Ferguson Trophy	Harry Melges IV I-1	Lake Geneva



# SARASOTA ONE DESIGN MIDWINTERS

## Sarasota Sailing Squadron

### March 21-22, 2015

Racing in Sarasota and at Barnegat Bay in the summer, Bill Nolden took seven out of seven bullets to totally dominate the Sarasota One Design Mid-Winters on March 21-22, 2015. He also did it with two different crews on Saturday and Sunday.

The next top finishers were Jim Barr in E-Ticket, for second; and Bill Kimbel in Infinity and John Jennings, third. Bill Misenheimer was a close fourth. There was a total of nine E's. The conditions could not have been better with a sea breeze each afternoon out of the west at about 14 knots with some major chop from powerboats. It generally paid off to go left and get lifts to the weather mark. There were five races on Saturday, and two on Sunday.

For the first time, there were two classes of Es – unmodified and modified asymmetrical. All the E-Scowers were impressed by the dramatic downwind speeds of Ted Weihe's new boat that was skippered by Mark Grinder and crewed by Eric Hall and Jeremy Strothers. Eric and Jeremy towed CH 19 down from Chautauqua Lake, New York; where temperatures went from 30 degrees with snow on the ground to the mid-80s in Sarasota.

In addition to E's, there are over 20 MCs at the Sarasota Sailing Squadron so we race E's on Wednesday afternoons and MCs on Friday afternoons with regattas about every other weekend. There is probably no better place to sail scows in the snowbird season than Sarasota Bay.

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	LA-11	Bill Nolden	1	1	1	1	4
2	I-26	Jim Barr	3	6	2	4	7
3	LE-3	Bill Kimbell	3	6	2	4	9
4	CR-50	William Misenheimer	4	3	4	3	10
5	CH-9	Rober Blomquist	5	2	6	6	13
6	CR-10	John Gallick	6	5	5	5	15
7	CH-5	Mont Echols	7	7	DNF	DNS	22
8	W-9	Charles Igo	DNC	DNC	DNC	DNC	24

## CHARLESTON SPRING REGATTA

### Charleston Yacht Club

### April 24, 2015

"What an amazing weekend for racing. With winds reaching over 25 knots, crews experienced super fast downwind rides and competed with some of the most talented sailors around. Congratulations to Jeremy Wilmot, Bora Gulari, Petey Crawford, and Crews who finished 1st, 2nd, and 3rd in the 2015 Charleston Regatta. We know that they will be back next year for more.



FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	R7	R8	TOTAL
1	I-1	Jeremy Wilmot	1	11	1	4	2	3	5	1	17
2	BH-8	Bora Gulari	10	1	2	1	6	5	1	2	18
3	II-1	Peter Crawford	3	8	3	13	3	4	3	6	30
4	KG-111	Steve Benjamin	2	2	12	5	1	9	11	7	37
5	SC-8	Wil Van Cleef	6	15	4	6	7	1	2	17	41
6	SC-3	Luke Lawrence	4	10	9	7	9	2	6	4	41
7	SC-55	Robert Wilkins	8	6	11	9	5	6	10	3	47
8	H-7	Lon Schoor	5	5	7	8	8	8	7	8	48
9	H-88	Phil Zalog	7	7	8	11	4	10	9	5	50
10	SC-22	Will Hanckel	9	3	10	12	10	7	4	9	52
11	I-14	Mark Jordan	13	4	5	3	11	14	13	10	59
12	GA-21	Walter Prause	11	14	14	2	DNF	11	12	12	76
13	LE-100	Tom Cox	14	13	15	10	12	12	8	11	80
14	GA-87	Jim Holder	15	9	6	15	13	DNF	DNC	DNC	92
15	GA-8	Ed Durant	12	12	13	14	DNC	DNC	DNC	DNC	102
16	Sc-27	Cliff Russel	16	16	16	16	DNC	13	14	13	104

## LAKE GENEVA SPRING REGATTA

### Lake Geneva Yacht Club

### May 9-11, 2015

It was an overcast with cool temperatures on the water. The 8-10 breeze started out of the NE and slowly swung to the right before settling in from the east after the second race where it held direction as it faded in speed on the last two legs of the last race. Still with 5-6mph at the finish to make for a great day for the first races of the year.

The day belonged to Peter Strothman and team winning the first and last race of the day. In the first race got off at 10:45 with boats from the right and left sides were shuffled like a deck of cards as they rounded the first mark. Brian Porter (I-49) lead with Peter Strothman (I-9), Vincent Porter (I-2), Augie Barkow (V-37), Jaimie Kimball (G-7), and Harry4 Melges (I-1) - all in a close battle. As you can see from the results there were a few lead changes among that group at the finish with Brian losing the lead as he fell to fourth. T Freytag (I-7) moved up through the fleet better than anyone, after a poor first leg to finish 7th. The race lasted 57 minutes.

The second race, 4 legs instead of six, saw the fleet split sides again but the boats from the left had the advantage at the first mark as the boats from the right struggled in slightly less wind this time. Jaime Kimball (G-7) had great speed as he and Brian Porter were in a drag race from the left, which had Brian Porter wishing he had lost a few pounds of the winter - the lighter G-7 team had the edge. Harry4 (I-1) was second around followed by Brian (I-49), Lon Schoor (H-7), Augie Barkow (V-37), and Peter (I-9). Harry4 rocketed downwind and easily lead at all the remaining marks. Brian showed that once in





awhile age and cunning can win out and passed the faster Jaime - they were second and third followed by Schoor (H-7), Scott Ripkey (I-101), and Strothman (I-9). Scott had a great race is considering he had to work through the fleet and pass 11 boats to get a 5th. The race last 40 minutes.

The third race of the day had the fleet pretty spread out by the end of the race, a clear case of the rich getting richer as speed was the best strategy and staying in the best winds since it did get a little patchy in places compared to the first two races. It was a 5 leg race that lasted an hour for the leaders. Strothman (I-9) jumped out to the lead and started to pull away with T-Freytag (I-7) in pursuit. Wheeler Morris (W-41) and Schoor (H-7) were holding their own in third and forth place and there was a slight gap in the next group of boats Phil Zalog (H-88), Chris Jewett (M-3), Ripkey (I-101), Kimball (G-7). Jim Gluek (X-751) moved up from 10th to 4th at the finish. It was one of those races where recovering from a bad start was at most going to move you up 5-7 places at best as the breeze slowly faded during the race.

#### Day-Two

Wind was again from the NE but with a little more strength. The big difference today were the edges of the course - Seemed to me that one was good and one was not. Mostly the south shore was good but once in a while boats on the north side playing a few shifts could hold their own. Everyone was wet and cold - especially the RC who had us sail a windward 3 (3 legs) for the second race of the day. I heard they were so cold they couldn't push the starting sequence horn button!

T Freytag (I-7), Vincent Porter (I-2), Jaime kimball (G-7), Chris Jewett (M-3), and Harry4 Melges (I-1) were the most consistent on day-two with single digit finishes. The regatta winner Peter Strothman can attest to how hard it was to come back if you got caught on the wrong side of the course. He had an 8 point lead going in to day-two but his 14th place in the first race put his regatta win in jeopardy as he dropped 3 points behind Augie Barkow (V-37) and Vincent Porter (I-2), tied with 19 points. Augie Barkow was first around and gybed at the offset in lots of pressure and was launched into a huge lead down the south shore.

In race two Tom Monroe finally got settled down in his new boat and won the race. It was a short sprint race of three legs and getting a jump early was important. Strothman wasn't going to be hampered by a bad first race and put the pressure on at the first mark to have Augie and Vincent play catch me if you can. In a crowded leeward mark rounding Vincent was able to get away in a clean lane and try to close the gap on the final upwind leg to the finish but came up short a couple of places to finish Second for the regatta.

This was a proven group of championship E-Scow racers. The scores will attest to the tight racing. Everyone had a double digit race to humble them and give them a taste of how hard the majority of the fleet are battling trying to find a little clear air and a nice long lane taking them to the next good shift.

## GENEVA SPRING RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	I-9	Peter Strothman	1	6	1	14	2	24
2	I-2	Vincent Porter	2	10	5	2	7	26
3	I-7	Tom Freytag	7	12	2	4	3	28
4	V-37	August Barkow	3	8	7	1	11	30
5	G-7	Jamie Kimball	6	3	11	5	5	30
6	I-1	Harry Melges	5	1	16	3	9	34
7	H-7	Lon Schoor	9	4	3	7	15	38
8	I-49	Brian Porter	4	2	10	17	10	43
9	M-3	Chris Jewett	8	15	14	6	6	49
10	X-751	Jim Gluek	10	11	4	12	13	50
11	H-13	Pat Heaney	11	9	8	8	16	52
12	W-25	Lee Alnes	14	7	18	13	14	66
13	WH-77	Tom Munroe	29 DNC	13	9	16	1	68
14	W-41	Wheeler Morris	21	19	6	18	4	68
15	X-20	Peter Maas	20	20	13	9	12	74
16	KG-111	Mystery Guest	19	14	15	19	8	75
17	J-25	Tom Castle	15	23	19	11	19	87
18	I-101	Scott Ripkey	13	5	12	29 DNC	29 DNC	88
19	H-88	Phil Zalog	16	17	17	21	18	89
20	H-3	Andrew Fox	17	21	25	20	20	103
21	I-303	Frank T Davenport	12	16	20	29 DNC	29 DNC	106
22	GL-7	Toby Sutherland	29 DNC	26	23	10	21	109
23	GL-23	David Lubchenco	24	27	22	15	22	110
24	GL-17	Dan Wilhelm	18	24	24	24	23	113
25	J-80	Jon Schloesser	29 DNC	29 DNC	21	22	17	118
26	J-5	Bill Wyman	22	22	26	23	29 DNC	122
27	I-333	Frank A Davenport	23	18	27	29 DNC	29 DNC	126
28	I-5	Paul Lyon	29 DNC	25	29 DNF	29 DNC	29 DNC	141



# TOMS RIVER TUNE UP REGATTA

## Toms River Yacht Club

### June 6, 2015

Sixteen teams attended the Toms River Yacht Club Tune Up Regatta on June 6, 2015 to kick off the start of E scow racing on Barnegat Bay. The fleet sailed four races in a building north-easterly on the Seaside course. PRO Chip Hillyer alternated between two and three lap races, each taking approximately 40-50 minutes each. Even with the long courses, the fleet was very compressed at the top mark, which made for some tight (and loud!) first windward mark roundings.

Race 1 and Race 2 saw T-73 Jeff Bonanni and BH-21 Robert Koar trading leads, with T-73 ultimately taking wins in the first two races. It was certainly entertaining for our team to listen to the banter of the all-Koar team around the buoys, and tough to hold them off upwind where they showed great speed as usual.

The breeze built to a steady 15 knots for race 3 with larger variations in direction. The first beat saw an even split of boats drag racing to both corners, with Erik Johnson T-18 hooking into a nice port lift to cross a large pack coming out of the right led by Will Demand T-1. The Showtime T-18 team led wire to wire for the win.

Chad Hillyer T-17 took his first race win in race 4 with his newly launched E scow "Hunter". The rest of the top 5 shuffled up on the last downwind of a long three lap race, with Jeff Bonanni T-73 grabbing second and Erik Johnson T-18 taking third.

It was an all Toms River Yacht Club affair on the podium, with Jeff Bonanni and crew Mike O'Brien, Matt Goetting and Maggie Condon taking the win for the third year in a row, with Erik Johnson T-18 taking second and Chad Hillyer T-17 taking third.



FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	T-73	Jeff Bonanni	1	1	4	2	8
2	T-18	Erik Johnson	4	3	1	3	11
3	T-17	Chad Hillyer	5	6	2	1	14
4	BH 21	Robert Koar	2	2	6	5	15
5	T-1	Will Demand	3	8	3	4	18
6	T-76	Kyle Rogachenko	8	4	5	7	24
7	LE -3	Bob Donat	6	9	9	6	30
8	T 53	Brian Gabriel	12	5	7	10	34T
9	LA-88	Paul Magno	7	11	8	8	34T
10	LE100	Tom Cox	10	10	10	9	39
11	LE-1	John B Maschal	9	7	13	17/DNS	46T
12	T-4	Joseph Thorpe	11	13	11	11	46T
13	T-15	Doug Johnson	13	12	12	12	49
14	T-5	Brendan Hogan	17/DNF	17/DNS	14	17/DNS	65
15	IH-5	Michael Frankovich	17/DNF	17/DNS	15	17/DNS	66
16	SS-77	Todd Noshier	17/DNS	17/DNS	17/DNS	17/DNS	68

# RUNYON COLIE BILGEBOARDER REGATTA

## Mantoloking Yacht Club

### June 13, 2015

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	T-17	Chad Hillyer	1	1	2	4
2	T-1	Will Demand	4	2	3	9
3	T-18	Erik Johnson	5	6	1	12
4	T-76	Kyle Rogachenko	2	5	7	14
5	MA-4	Stuart Colie	8	4	6	18
6	LE-1	John B Maschal	3	7	10	20
7	IH-18	Kirby Slack	10	3	8	21
8	LA-99	Dave Magno	6	12	4	22
9	LA-88	Paul Magno	7	11	5	23
10	MA-11	Peter Hurley	DNF	9	9	32
11	LE-13	John McGlynn	DNF	8	11	33
12	T-4	Joseph Thorpe	9	13	12	34
13	T-5	Brendan Hogan	DNF	10	13	37

## WAWASEE OPEN REGATTA

### Wawasee Yacht Club

### June 13-14, 2015

I can't say enough about the hospitality provided by all the members of the Wawasee Yacht Club. This regatta is consistently one of the most enjoyable of the summer.

Friday evening is the welcoming party after most have set up their boats. A few who had to work on Friday drift in later in the evening. Within walking distance is the Sleepy Owl bar/restaurant where many of the boats ended their day to catch-up with old friends and tales of winter vacations.

The forecast for Saturday was pretty dismal with winds in the under 5 range. Thankfully it was more in the 5-8 mph range. The first race, W5, started an hour late because of unsettled winds that were moving steadily to the right and finally settled in from the SSE. There were puffs with big shifts but most boats picked a side with the right side getting a slight advantage at the first mark. Rob Terry (CR-66) and Pete Price (CR-11) got around in a nice puff and extended to a big lead on the first downwind. Lon Schoor (H-7) followed along with Chris Eggert (SL-18), Tom Munroe (WH-77), Casey Call (WA-99), and Bob Herdrich (WA-47). Chris Eggert is a new addition to the E-Fleet, having bought Brett Hatton's boat. Brett was crewing with Chris at this regatta while he waits delivery of a new boat this summer.

Charles Hallett (TO-11), another new skipper to the E-Fleet, is now racing his dad's boat and he had a good downwind leg moving into 7th at the bottom mark while Andrew Fox (I-17) passed 5 boats to move into 10th. Lon and Tom began to reel in Rob on the next upwind and downwind. The wind on the last upwind was dying and for a while Schoor led but then lost to Rob and Pete as the wind went a little left. Schoor tacked away and caught the next right shift and puff near the finish line to win the race followed by Rob, Pete and then Tom.

For the second race, the wind filled back in, this time a little more right and the race got off at 1:17. Again the fleet split right and left. However Schoor had the good fortune to be buried at his starboard end start and ducked many port tack boats to end up in the middle of the course and found two nice shifts and puffs to round the first windward mark in first place followed by Tom Munroe who pretty much kept to the right all day. Chris Eggert and Rob Terry followed him. The windward mark was pretty close to shore, causing some squirrely winds and boats from the right and left ended up rafting together after their rendition of a square dance do-si-doe. The leaders got away big time as the mess at the windward mark got untangled. Rob Terry was putting on the pressure while Tom Munroe began to fade some. Chris Eggert got by Munroe

The wind picked up to 9-13 mph for the third race and the course direction was just a little more right of the previous race. Schoor had a favorable shift and clean lane from the right to round first and then a puff at the mark provided enough acceleration to open up some separation on the second boat around, Rightside Munroe – yes, Tom seemed allergic to the left side of the race course for the entire weekend. Bubbles, aka Andrew Fox (I-17), Mike Dow (CR-7), Kevin Watrous (TO-181), Dan Wilhelm (GL-17), and Paul Wickland (SL-22) followed them. Rob Terry (CR66) was over at the start and rounded the first mark in 22nd place – not to delay the suspense, the CR-66 team had a terrific comeback to finish 5th in the race! They were just picking off boats on every leg with his biggest move on the last leg to the finish passing 7 boats. Rightside Munroe passed Schoor on the last leg. It was a persistent shift on that leg (the first of the day) and Rightside took a port tack knock away from the leeward mark that put him on a track to get hooked up to the finish line, just crossing ahead of Schoor eating a now even bigger port tack knock to the finish line - Ouch! Chris Eggert (SL-18) bounced around in the top 9 positions but finished in third, his best place of the race. Fourth place was Watrous, then Terry, Dow, and JB VanMeter (WA-8) in seventh place after passing 5 boats on the last leg.



Day two was a little windier with the wind about the same direction, maybe a little more right. The heavy early morning rain stopped before everyone had to get their boat ready for the first race. Boats took on fourth crew members, which helped more in the second race of the day than the first as the winds continued to build. Schoor just needed a couple of solid races to win the regatta but “stupid is as stupid does” was over the line in the first race of the second day. I know I was in 30th place at the windward mark – oh, did I mention there were 30 boats at the regatta. I can’t tell you what happened with the lead boats, but it appears from the results that Eggert, Terry, and Rightside were 1, 2, 3. Bob Herdrich had his best finish of the regatta coming in 4th, followed by Casey Call (WA-99), Andrew Fox (I-17) and Schoor (H-7). That lucky 7th place comeback kept me in contention. The standings after 4 races were: Terry (10 pts), and then at 12 points each it was Schoor, Munroe, and Eggert.

Wawasee also has a Silver Fleet designation and this year it was a tight contest. Mike Beesley (WA-49) held off and Mike Rian (WA-13) winning by just 1 point. Third was Brad Hursh (WA-21) only a few points back. Congratulations to all the 30 boats that attended the Wawasee regatta – we all came away winners! Thank you Wawasee YC. Oh, did I mention that Munroe liked the rightside. :-)

## WAWASEE OPEN RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	CR-66	Rob Terry	2	1	5	2	1	11
2	H-7	Lon Schoor	1	2	2	7	2	14
3	WH-77	Tom Munroe	4	4	1	3	3	15
4	SL-18	Chris Eggert	5	3	3	1	5	17
5	CR-11	Pete Price	3	10	8	9	4	34
6	WA-99	Casey Call	6	6	10	5	11	38
7	CR-7	Mike Dow	9	9	6	11	7	42
8	I-17	Andrew Fox	7	15	9	6	8	45
9	TO-181	Kevin Watrous	8	5	4	13	24	54
10	WA-47	Bob Herdrich	17	14	13	4	6	54
11	SL-22	Paul Wickland	10	12	15	14	10	61
12	WA-8	JB VanMeter	18	11	7	12	14	62
13	GL-17	Dan Wilhelm	22	8	12	14/RDG	14/RDG	70
14	TO-33	Steve Johanson	14	7	19	15	18	73
15	H-88	Phil Zalog	23	13	16	10	15	77
16	TO-7	Andrew Powell	16	23	11	18	20	88
17	SL-73	Bill Knappe	20	27	17	21	17	92
18	TO-44	Casey Christensen	15	31/DNF	31/DNF	8	9	94
19	WA-49	Mike Beesley	27	17	21	17	13	95
20	WA-13	Mike Rian	24	18	18	19	17	96
21	WA-21	Brad Hursh	11	28	31/DNS	20	19	109
22	WA-3	George Simpson	21	19	24	25	21	110
23	TO-11	Charles Hallet	12	25	31/DNF	22	22	112
24	WA-31	Terry Moorman	13	20	26	23	31/DNF	113
25	WA-14	Mark Russell	28	21	20	21	25	115
26	WA-00	Dave Irmscher	19	22	14	31/DNS	31/DNS	117
27	WA-20	Jim Wellington	26	16	22	31/DSQ	23	118
28	WA-200	Rick Lemberg	30	26	23	24	16	119
29	WA-17	Jamison Herdrich	25	24	25	31/DNF	31/DNS	136
30	WA-18	Bryan Sarber	29	31/DNF	31/DNF	31/DNS	31/DNS	153



# WANAMAKER REGATTA

## Island Heights Yacht Club

### June 20, 2015

Race 1 started with an undecided fleet sailing to all parts of the course. Some boats looked left for a geographic shift to bend off the land toward seaside while others favored the stronger, steadier breeze on the right side. It was apparent there was more than one way to windward mark when the top boats came from all different directions. Brian Gabriel (T-53) led around to the first mark followed closely by Dave Magno (LA-99) and Erik Johnson (T-18). Close to land at the top of the course it was difficult to line up for the next puff downwind. Most times it was actually helpful to look downwind and use the lighter spots to anticipate stronger breeze filling from behind. Kyle Rogachenko (T-76) and LA-99 sailed farthest to opposite edges of the race course and led at the bottom of the leg splitting the gates. Coming together several times upwind LA-99 showed great finesse with the ability to holding a higher lane than any boat in the fleet. A final right shift at the top of the leg gave T-76 the lead around the final windward mark. Consciously positioning themselves between LA-99 and the next mark, T-76 held onto the lead until the downwind finish.

Race 2 was lengthened to three laps. Stronger steadier breeze on the right side of the course again brought T-53 to the windward mark in the lead followed by T-76. Chad Hillyer (T-17) showed great downwind speed sailing higher than most boats in the light spots and pushing low to stay in the puffs as long as possible. T-17 passed several boats to jump back up into the top group. T-53 and T-76 held the top two spots until the bottom gate where they split to opposite sides. Picking up the small shifts and crossing when you can was the key for the final two laps. In the end, T-76 lead followed by T-17 and LA-99.

Race 3 was back to two laps and raced in 10-12 knots, the strongest breeze of the day. Shorter shifts gave a big advantage to boats able to tack on the edge of the next line of pressure. There was much more gybing downwind as boats jockeyed to stay in the center of each breeze line. Winning the race and sweeping the day was Kyle Rogachenko on T-76 with crew Will Demand and George Demand.

FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	T-76	Kyle Rogachenko	1	1	1	3
2	T-17	Chad Hilyer	5	2	2	9
3	LA-99	Dave Magno	2	3	7	12
4	LA-88	Tim Farenetta	3	7	4	14
5	T-53	Brian Gabriel	6	4	6	16
6	MA-10	Dick Wight	7	6	5	18
7	T-18	Eric Johnson	8	8	3	19
8	T-4	Joseph Thorpe	4	9	9	22
9	BH-21	Peter Koar	9	5	8	22
10	T-5	Brendan Hogan	10	10	10	30
11	IH-5	Michael Frankovich	11	11	11	33

# WESTERN SHOOTOUT REGATTA

## Grand Lake Yacht Club

### June 26-28, 2015

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	TOTAL
1	M-42	Chris Hughes	4	1	1	3	9
2	V-37	August Barkow	1	3	5	1	10
3	GL-7	Toby Sutherland	12	3	2	3	19
4	X-20	Peter Mass	5	2	6	8	21
5	GL-31	Jason Sutherland	10	4	4	6	24
6	WA-8	JB VanMeter	2	13	7	4	26
7	TX-1	Kim Schloemer	8	5	8	5	26
8	GL-23	David Lubchenco	3	7	9	11	30
9	GL-13	Chris Ruske	6	8	11	9	34
10	M-4	Brian Allem	11	10	10	7	38
11	H-7	Lon Schoor	9	12	6	12	39
12	GL-41	Alex Francis	7	15	13	14	48
13	GL-11	Hank Easom	13	9	14	15	51
14	GL-2	Bruce O'Donnell	17	14	12	10	53
15	GL-18	Bobby Dalton	14	11	15	14	54

# ILYA INVITATIONAL REGATTA

## Minnetonka Yacht Club

### July 10-12, 2015

Forty-eight teams from around the Midwest gathered at Minnetonka Yacht Club in Deephaven, Minnesota for the 2015 ILYA E Invitational from July 9-12. Present in the fleet was all the top talent from the home lake and other ILYA member lakes which made for a very deep and competitive field. In the end, E fleet newcomer T. Freytag and his crew of Nathan Freytag, Will Huerth, and Megan Wadsworth aboard I-7 prevailed over the fleet with a comfortable 18 point cushion after completing the seven-race series to win the Hannaford Trophy.



Day 1 brought hot and humid temperatures along with no breeze to start the morning. The PRO, Blake Middleton, called for an on-shore postponement to wait for the wind to fill in. The breeze began to fill in the early afternoon from the south at 4-7mph and a W-2 dogleg finish race was started after several general recalls with 4 boats being penalized under a Z flag start. The lone team from Michigan, TO-33, skippered by Minnetonka native Steve Johanson found success on the left side both upwind legs and claimed line honors in the first race followed by Brian Porter (I-49) and Vincent Porter (I-2). The second race saw the breeze shift more to the southwest and the breeze built to a nice 5-10 mph for the start. A major right shift half way up the beat catapulted the teams that sailed course right to Brackett's Point to the front of the fleet where they remained for the remainder of the race with T. Freytag (I-7) taking line honors followed by Cam Lewis (KG-111) and Brian Porter (I-49). In the 3rd race the breeze increased to a nice 9-13mph with a consistent southwest direction. Six teams were penalized under the Z flag which caused some chaos on the pin end of the line immediately after the gun. Course right proved to be fruitful again as the teams on that side came out ahead at the first mark with I-7 leading the way once again. The race would favor the right in all three upwind legs and T. Freytag (I-7) claimed line honors for the second time followed by locals Erik Bowers (M-11) and Derek Packard (M-87).

Day 2 brought winds of 7-11mph in the morning out of the ESE direction with overcast skies. Vincent Porter (I-2) got off to a good start and played the middle left to round in first where he stayed the remainder of the race. The breeze was shiftier than the previous day with meaty puffs and good looks coming from both sides of the course upwind. Runner-up was John Wicks (M-5) followed by T. Freytag (I-7). The wind velocity increased to 8-13mph for the second race out of the same ESE direction and a bright sun began to emerge over the lake. Christ Jewett (M-3) came out of the gates hot working the top left of the course with good success followed closely by Sam Rogers (M-42). They would go on to finish the race in that same order followed by Pete Strothman (I-9). The third race saw the velocity increase to 10-16mph from the same ESE direction. One yacht



was penalized under the Z flag and the race was off in the windier conditions. Jule Hannaford (M-7) was shot out the back on the left side of the line but tacked out and ducked the entire fleet until getting to the furthest right position on the course in a desperate attempt for clear air. It paid off as the wind shifted hard right and he was placed firmly in the lead at the first weather mark. The two consecutive beats were mostly one-tackers as the wind continued to move right and local legend Jule Hannaford (M-7) took line honors followed by Sam Rogers (M-42) and Harry Melges IV (I-1). Day 2 was a fine day of scow racing and teams retired to their housing to get ready for the big party at MYC later in the evening.



Over 280 sailors and yacht club members attended the E Invite party on a beautiful Saturday evening at Lighthouse Island. A live band entertained in the background while bartenders manning the E boat bar worked at a feverish pace to serve cocktails to the thirsty sailors. A dinner of New York Strip was served along with special rum cake dessert while race winners were recognized and awards passed out during the meal service. The mood was festive and upbeat as it always is at these events. Adding to the great mood was that 6 great races had been completed and there were plenty of racing stories to be boasted between friends, or scores to be settled in the currency of cocktails between teams. Maclean Potts, middle man on M-11, led a successful effort to drink the E boat bar dry in the waning hours of the party and spent the remainder of the night under the

stars on the end of a dock. A mean hangover couldn't keep him out of the hunt though as teams were up early on Sunday morning to race the 7th and final race of the event.

Sunday's race 7 brought a similar ESE direction from the previous day with winds in the 8-12mpg range. The race was started all clear and tricky upwind conditions forced teams in the middle to tack frequently to stay in phase with the shifts. Multiple lead changes occurred throughout the race which saw Harry Melges IV (I-1) cross over the finish line first followed by Pete Strothman (I-9) and Wheeler Morris (W-41).

Teams hauled out at the Carson's Bay Facility and the awards ceremony was held on the front lawn at the Deephaven Elementary School. Awards were given to places 1-10 with each placing team conveying great satisfaction with the regatta, the regatta volunteers, Race Officers, and to all the competitors that attended for making it a great event. T. Freytag and team accepted the Hannaford Trophy as the 2015 ILYA E Invite champions, they sailed a fine event. A special thanks goes out to Sarah Jewett, Kate Krejci, and Pat Hughes for organizing housing and boat mooring for all traveling teams that attended the regatta. Blake Middleton and his race staff did an excellent job setting high quality courses and presiding over 7 very competitive races. Connie Blanchard catering did a fine job with all of the lunches and the Saturday night dinner which was exceptional. Danielle Lindemann and Matt Resch did an excellent job with the party planning and logistics, Saturday evening was a smashing success. Final thanks to all of the volunteers and to the event sponsors: Culligan, Prairie Companies, and Kelly, Hannaford, and Battles. See you next year!



# ILYA INVITATIONAL RESULTS

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	I- 7	Tom Freytag	7	1	1	3	8	7	15	42
2	I- 2	Vincent Porter	3	15	12	1	6	12	11	60
3	I- 1	Harry Melges 4	14	7	29/ZFP	8	5	3	1	67
4	M- 7	Jule Hannaford	5	6	32/ZFP	6	16	1	7	73
5	M- 9	Tom Burton	15	13	18	4	11	4	13	78
6	M- 87	Derek Packard	18	10	3	11	9	14	16	81
7	M- 11	Erik Bowers	20	28	2	9	7	18	6	90
8	M- 42	Sam Rogers	20/ZFP	9	14	20	2	2	29	96
9	I- 9	Pete Strothman	9	11	25	22	3	28	2	100
10	M- 3	Chris Jewett	26	12	16	17	1	19	10	101
11	W-25	Lee Alnes	10	4	9	12	13	25	32	105
12	I-49	Brian Porter	2	2	41/ZFP	47/DNS	4	6	4	106
13	M- 20	Tim Krech	4	32	8	7	10	30/ZFP	17	108
14	TO-33	Stephen Johanson	1	16	5	13	27	27	26	115
15	M- 8	Terry Foster	12	25	21	5	18	15	20	116
16	X-20	Peter Maas	16	5	7	21	14	17	39	119
17	W-41	Wheeler Morris	8	23	37	14	22	16	3	123
18	M- 12	Jeff Solum	6	27	33/ZFP	15	15	23	5	124
19	M- 5	John Wicks	28	33	13	2	12	11	30	129T
20	H- 7	Lon Schoor	24	17	4	24	37	5	18	129T
21	M- 10	David Strothman	13	14	37/ZFP	19	21	8	23	135
22	KG-111	Cam Lewis	23	3	34	10	17	32	19	138
23	J-25	Thomas Castle	17	18	33	28	28	20	14	158
24	M- 2	Tom Meyer	32	8	11	30	19	33	37	170
25	J-80	Jon Schloesser	22	22	40/ZFP	25	23	31	12	175
26	I-17	Andrew Fox	36	19	29	18	26	22	28	178
27	M- 17	Jason Ostbye	21	21	10	29	30	35	34	180
28	M- 35	Hans Zinn	19	39	19	23	29	10	47/DNF	186
29	W-66	Eddie Cox	25	24	30	16	32	29	31	187
30	W- 9	Charlie Igo	47/ZFP	34	26	27	25	24	8	191
31	H- 8	Hugh Sugar	34	36	6	36	40	36	9	197
32	M- 13	Ian Solum	29	35	35	40	31	9	24	203
33	UM-11	Brant Nelson	35	20	40	26	20	30	40	211
34	V-170	Chris Lieber	43	26	22	35	34	34	21	215
35	V- 15	Eric Good	47/ZFP	37	36	37	24	13	22	216
36	M- 77	Woody Jewett	31	40	17	31	33	43	35	230
37	Z- 3	Jeff Nicholas	41	31	15	34	35	42	33	231
38	H-13	Patrick Heaney	37	38	44	32	43	26	25	245
39	M- 4	Amanda Swaggert	30	47/DNF	27	33	39	37	47/DNF	260
40	W-87	Ken Broen	27	29	38	47/DNS	47/DNS	40	41	269
41	H-88	Phil Zalog	42	30	39	38	36	47/DNF	38	270
42	M- 43	Danielle Lindeman	47/ZFP	43	41	39	38	39	27	274
43	UM- 6	Dave Abramson	40	42	42	47/RET	42	38	44	295
44	M- 15	Peter Slocum	33	41	47/DNS	47/DNC	47/DNC	47/DNC	36	298
45	W- 8	Matthew Petersen	45	44	43	42	44	41	42	301
46	M-101	Jack Bitney	47/DNC	47/DNC	47/DNC	41	41	44	43	310

# WMYA INVITATIONAL REGATTA

## Crystal Lake Yacht Club

### July 18-19, 2015

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	G-7	Jamie Kimball	3	1	1	1	4	1	7
2	WH-77	Tom Monroe	4	4	4	3	1	2	14
3	CR-66	Rob Terry	1	10	2	4	3	6	16
4	SL-4	Brett Hatton	2	2	3	9	6	9	18
5	WH-12	Don Nelson	5	13	7	7	2	4	25
6	CR-11	Pete Price	DNS	3	10	2	9	8	32
7	WA-99	Casey Call	7	5	11	5	8	9	34
8	WH-111	Doug McNeil	11	9	5	10	15	3	38
9	TO-44	Casey Christensen	6	7	6	8	14	11	38
10	WA-47	Bob Hedrich	8	15	8	13	12	7	48
11	SL-22	Paul Wickland	10	8	9	14	16	13	54
12	CR-100	Bill Walter	14	12	14	15	5	14	59
13	CR-51	Bruce Patterson	15	18	DNS	11	7	10	61
14	WH-88	Brian McMurray	DNF	6	17	6	11	DSQ	62
15	WH-54	Jake Erdman	13	14	16	18	20	12	73
16	TO-11	Charles Hallet	16	17	12	19	13	16	74
17	CR-54	Mike Terry	12	11	15	20	19	19	76
18	CR-100	Ted Greene	9	DNS	DNS	12	18	18	79
19	SL-73	Bill Knape	17	19	13	17	17	15	79
20	CR-22	Sean Greene	19	DNS	22	16	10	17	84
21	TO-0	Lathrop Keller	18	16	DNF	DNF	DNS	DNS	100



# WMYA CHAMPIONSHIP REGATTA

## Torch Lake Yacht Club

### August 5-8, 2015

The 2015 Westerns saw 22 E scows on the line. 3 races were completed in varied breeze.

Race 1 went to Jamie Kimball who led pretty much the whole way around, but had to fight off a hard charging TO-33 with a text book Lee-bow at the finish. Torch lake rounded out the top four, with Casey Christensen in 3rd and Denny Malone in 4th, followed by Don Nelson from White Lake in 5th.

Race 2 got underway after one general recall in light to medium, but building breeze. Rob Terry and Tom Monroe jumped out to an early lead, and were never to be seen from again until the finish. The rest of the fleet battled for the top 5 in building conditions. Steve Johanson climbed his way up to third, followed by Jamie Kimball in 4th and Brett Hatton in 5th.

The final race got off in very light conditions. The breeze swung left right before the start, and a small pile up at the buoy caused for some difficulties getting off the line. The pack was led up the first beat by Doug Mcneil and Steve Johanson. At the top mark Steve Johanson hooked into some breeze and extended his lead and was able to hang on for the race win. Doug Mcneil finished second after sailing a great race to stay in front of Rob Terry, Tom Monroe, and Jamie Kimball and Casey Christensen who were all coming up fast.



FIN	SAIL #	SKIPPER	R1	R2	R3	TOTAL
1	TO-33	Stephen Johanson	2	3	1	6
2	G-7	James Kimball	1	4	5	10
3	CR 66	Rob Terry (M)	7	1	3	11
4	WH111	Douglas McNeil (M)	6	6	2	14
5	WH 77	Tom Munroe (M)	9	2	4	15
6	TO 44	Casey Christensen	3	15	6	24
7	WH 88	Brian (M) McMurray	10	7	8	25
8	SL 4	Brett Hatton (M)	15	5	7	27
9	TO-8	Denny Malone (M)	4	16	10	30
10	TO 99	Reed Lorimer	8	13	12	33
11	TO-7	Andy Powell	11	10	13	34
12	WH 12	Don Nelson (M)	5	12	19	36
13	SL 18	Christopher Eggert	19	9	11	39
14	TO 181	Kevin Watrous	12	18	9	39
15	CR 11	Pete Price (GM)	13	11	18	42
16	CR 54	Michael (GM) Terry	16	8	21	45
17	SL22	Paul Wickland (GM)	14	17	14	45
18	SL 3	Charlie Knappe (M)	18	16.5/RDG	15	49.5
19	TO 11	Charles Hallett	17	21	17	55
20	TO 2	Charles Turk	22	14	20	56
21	TO-0	Lathrop Keller	20	20	16	56
22	TO 50	Eley Thompson	20	22	22	64

# DOWN BAY REGATTA

## Toms River Yacht Club

### August 19-20, 2015

FIN	SAIL #	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	T-76	Rogachenko, Kyle	2	1	2	5	2	1	8
2	T-18	Johnson, Clay	6	2	3	2	4	3	14
3	T-73	Bonanni, Jeff	1	4	1	6	3	24DSQ	15
4	BH-22	Koar, Bobby	15	3	5	1	1	5	15
5	LA-99	Magno, Dave	10	9	4	4	14	2	29
6	LA-88	Magno, Paul	4	8	6	3	15	8	29
7	T-37	Brown, John	12	6	7	11	6	4	34
8	LE-00	Reynolds, Mike	5	15	8	15	7	7	42
9	LE-3	Donat, Bob	17	5	9	13	12	6	45
10	LE-100	Cox, Tom	9	7	18	17	9	11	53
11	LE-1	Maschal, John B	7	12	14	24DNF	13	13	59
12	LE-5	Lehhard, Butch	8	14	19	8	19	10	59
13	MA-6	Sayia, Gary	16	20	12	12	5	16	61
14	IH-44	Slackk, Fred	18	10	10	9	20	15	62
15	T-4	Thorpe, Joseph	11	13	13	14	21	14	65
16	LE-4	Galloway, Dough	3	21	20	18	17	9	67
17	LE-13	McGlynn, John	14	11	17	7	18	18	67
18	LE-8	Lampman, Jack	19	18	16	24DNF	8	12	73
19	T-5	Hogan, Brendan	21	16	15	10	16	19	76
20	IH-5	Frankovich, Michael	20	19	11	16	11	20	77
21	LA-11	Nolden, Bill	13	24DNF	24 DNS	24 DNS	10	24 DNS	95
22	LE-66	Schneider, Mark	24DNF	17	24 DNS	24 DNS	24 DNS	17	106
23	LC-1	Duncan, Christopher	22	22	21	19	24DNF	24 DNS	108



# ILYA INVITATIONAL



# ILYA INVITATIONAL



# EASTERN CHAMPIONSHIP



# EASTERN CHAMPIONSHIP



# INLAND CHAMPIONSHIP



# INLAND CHAMPIONSHIP



# NCESA CHAMPIONSHIP



# NCESA CHAMPIONSHIP



# BLUE CHIP



# BLUE CHIP



# EASTERN CHAMPIONSHIP REGATTA

## Chatauqua Lake Yacht Club

### August 6-8 , 2015

Light, shifty winds from an unusual easterly direction created challenging conditions for both the sailors and race committee at the 2015 Eastern Class E-Scow Championship (ECESA) Regatta, hosted by Chautauqua Lake Yacht Club in Lakewood, N.Y. from Aug. 6-8. In the end, defending Eastern champion Erik Johnson of Toms River narrowly prevailed over local hero Rick Turner in a tight, six-race series that saw only seven points separate first from seventh overall.

The best breeze of the event was enjoyed by early arrivals on Wednesday afternoon, who got to tune up and plane around in a solid 15-18 knots from the typical westerly direction found on Chautauqua. But the 25 competitors already knew they were in for a light-air regatta, with the forecast for the next three days showing NE-E breezes in the 4 to 8 knot range due to a stationary high-pressure system. Johnson, who grew up sailing on Chautauqua before moving to New Jersey in his early thirties, said he had only raced there in an easterly once or twice before this regatta. Apparently, it didn't make a favorable impression. In an article in the Summer 1988 REPORTER previewing that year's Nationals on the lake, he had only four words to say about an east wind. "Stay at the bar."

That would have been a smart plan on Thursday, as competitors were greeted with sunny skies and crisp morning temperatures but very little happening on the water. After the obligatory postponement, followed by the ECESA annual meeting, several skippers attempted practice spins in random bursts of breeze but were soon left to paddle or tow back to CLYC. After a leisurely lunch, a prolonged shot of easterly wind prompted PRO Bob Stevens to drop the postponement and give it a try at around 3 pm. But before all the remaining boats on land could be launched, the breeze disappeared and racing was abandoned for the day.

Conditions were more promising Friday morning, as a steady 6 knots from the East streamed down the lake—though it was barely discernible due to a recent algae bloom that left the water's surface looking like a dead calm. Fortunately, that "oil-slick" condition was mostly gone by the first gun, which saw Johnson and some other contenders start by the pin and head straight for the left-hand (north) shore. The breeze was very spotty in pressure, and while boats on the left generally did well the leaders were able to hook into some righties filling from the center of the lake. Chad Hillyer (T-17), last year's Easterns runner-up, took the race followed by Bobby Koar (BH-22) with Johnson in third.

The second race was a bit breezier, perhaps 8 knots on the first beat with maybe a 10-knot puff or two. A hot Hillyer took this one as well, edging out Johnson, who recovered from being over early at the pin by making some big moves downwind. Turner (CH-6) was a close 3rd.

To the consternation of some competitors, the fleet now beat back to the docks in a solid 8 knots for the mandatory bathroom break. And as the racers rested, the breeze decided to take a break too, with the fleet running back down to the line in much lighter conditions. After some postponements and recalls, Race Three got off in about 5 knots, with Jeff Bonanni (T-73) taking an early lead over Charlie Igo of White Bear Lake, Minn. (W-9) but losing it on the run by gybing out from the north shore.

The next beat saw the wind drop to true drifting conditions and the RC shorten the course from four legs to three. Igo drifted far better than the rest on the left, while Bonanni, now around fourth or fifth, gamely plodded to the right and the southern shore. Bonanni got the breeze first and took the win, with Igo hanging on for second and wily veteran Dick Wight (MA-10) charging through the fleet to grab third. Johnson, second at the gates, limped in seventh followed by Hillyer in eighth.

The breeze did not improve much but increased just enough to convince the RC to attempt a fourth race, perhaps with the view that Saturday's forecast didn't look much better. This reporter doesn't remember much of Race 4, except that it was long, was postponed several times by recalls and windshifts, and finished after 6 pm. And the middle of the lake was really bad downwind. And upwind. Did I mention it was long?

Igo continued to show his light-air prowess by taking the bullet, followed by Kyle Rogachenko (T-76), who had been up there all day but suffered some unlucky last legs. The ever-smooth Wight coasted home in third. Hillyer pushed in another 8th while Johnson tumbled to 10th.

As the fleet rallied to shower up for dinner and dancing, it was clear that a very close regatta was on tap for Saturday—provided there was ample breeze for racing. Hillyer led with 18 points followed by Johnson with 22, Turner with 26 and Bonanni and Wight both with 27. But if two more races could be held and a discard provided, Igo would theoretically be in the pole position counting a 4-2-1 and dropping a 22 for 7 points, followed by Hillyer with 10 and Johnson with 12. Using the same math, Koar and Turner with 13 points were



also close with Bonanni and Wight having an outside chance at 16 points.

Saturday dawned chilly and cloudy, with a decent easterly breeze of around 8 knots. Some racers hoped the clouds would hold back the westerly thermal breeze from Lake Erie, 20 miles distant, which may have been the culprit behind Friday's dying easterly. Racing got off on time with Johnson again winning the pin and leading to the left-hand shore. Bonanni, starting near the boat, had better breeze in the middle and footed fast to lead at the first mark, followed by Koar and Johnson. Though the course was short the fleet quickly spread out and the leaders extended further downwind. Bonanni took the win wire-to-wire while Johnson found a rare righty on the second beat to pass Koar and barely hold him off to the downwind finish. Past national champion Peter Hurley (MA-11) took fourth and Turner fifth, with Hillyer placing eighth.

Johnson's second put him in the lead over Hillyer, but counting the drop he was only two points ahead of Koar, 14 to 16. Igo's 15th and Wight's 12th in Race 5 took them out of the running, but three other boats were still very much alive heading into race 6: Bonanni with 17 pts and Turner and Hillyer, each with 18.

By the start of Race 6 the pressure seemed a bit more even across the lake, with perhaps slightly less pin favor. Johnson got a good start boat-third and played the middle-right to round fourth behind Igo, Derek Packard of Minnetonka (M-87) and Hurley. No other contenders were close heading down the first run and after Johnson passed Hurley he was looking good to defend his title.

By the gates, however, the fleet had compressed a bit. Johnson took a hitch into the middle on the second beat but fell out of breeze after tacking back to port. He soon watched Hurley, then Bonanni, sail by far to leeward in better pressure along the south shore. At the next mark Hurley had a nice lead over Igo with Bonanni close behind, followed by Packard and Johnson. If Bonanni could work his way into second and Johnson failed to move up, Bonanni would win his first Easterns title on a tie-breaker.

The run was high-stress, as Bonanni held far to the north side of the run while Johnson gybed south into the middle of the lake. When they converged near the gates Johnson crossed Bonanni and gybed in front, effectively ending the threat of a three-point gap between them. But that meant losing touch with Turner, who rode a nice northerly puff into the left-hand mark and soon was a close second to Hurley going up the last beat.

Johnson had a new concern. If Turner won and Johnson stayed fifth, Turner would beat his former clubmate on a tiebreaker. But Hurley held firm and took the bullet ahead of Turner, Igo, Packard and Johnson, giving Johnson and his "Showtime" crew of middleman Clay Johnson and jibman Glen Dickson a one-point win, 19 to 20, over Turner and his crew of middleman Stuart Strother and jibman Eric Hall.



Bonanni finished sixth and took third overall with 23, while Hillyer placed 7th and beat Igo on a tiebreaker for fourth at 25 points. Hurley's win gave him low points for the day and the sixth-place tiebreaker at 26 pts over Koar, who was 10th in the last race. Packard, Rogachenko and Wight rounded out the top 10.

The awards ceremony opened with a moment of silence for class stalwart and former Eastern champ Dick Turner, who died last year at 90. Top Rookie went to Igo, Top Master to Wight and Top Boat 2000 or older to Ragus, skippered to 15th place by Joseph Meade IV of Keuka. Packard won the Travel Award for making the long trip from Minnetonka. The Sam Merrick Service Award went to tireless volunteer Chris Norman of Lake Hopatcong.

Many thanks go to the Turner family, regatta co-chairs Dan Evans and Mike



Hogan, and the rest of the CLYC volunteers and staff for putting on such a fun event. Kudos also to Bob Stevens and his team for getting off six quality races in less-than-optimal conditions.

Johnson's 2015 win gives him a record eight ECESA titles, edging Wight and the late legend Runnie Colie. His son, Clay, has also won a record seven titles as crew, just ahead of Runnie's son Henry.

In his acceptance speech, Johnson said it was special to win again with his son. He also noted it was odd to win an Easterns without winning a single race. "But we hung in there," he said, "and that's all that counts."

### EASTERN CHAMPIONSHIP RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	R6	TOTAL
1	T-18	Erik Johnson	3	2	7	-10	2	5	19
2	CH-6	Rick Turner	-13	3	6	4	5	2	20
3	T-73	Jeff Bonanni	7	8	1	-11	1	6	23
4	T-17	Chad Hillyer	1	1	-8	8	8	7	25
5	W-9	Charlie Igo	4	-22	2	1	15	3	25
6	MA-11	Peter Hurley	10	6	5	-14	4	1	26
7	BH 22	Robert Koar	2	-21	4	7	3	10	26
8	M 87	Derek Packard	6	4	-9	9	9	4	32
9	T 76	Kyle Rogachenko	5	11	-12	2	7	9	34
10	MA 10	Richard Wight	11	10	3	3	-12	11	38
11	LA 11	Bill Nolden	8	5	11	-16	10	8	42
12	LA 99	Dave Magno	9	9	15	-18	6	15	54
13	HO 54	Pat Flinn	16	12	-17	5	11	14	58
14	KU 9	Bob Cole	14	14	10	15	-19	17	70
15	KU 25	Joseph Meade IV	17	16	-19	6	17	18	74
16	CH 5	Ricky Turner	15	7	18	17	-25	19	75
17	LE-13	John McGlynn	12	20	13	-23	20	12	77
18	T 5	Brenden Hogan	-20	15	20	12	14	20	81
19	Le 3	Bob Donat	19	13	14	22	21	-25	89
20	HO 56	Bob Restrict	18	-23	16	13	22	22	91
21	KU 12	Anders Hudson	-25	25	21	19	16	13	94
22	CH 1	Chris Creighton	24	17	-25	25	13	16	95
23	HO 53	Timothy Flinn	22	19	22	21	18	-24	102
24	CH 8	Dave Bargar	23	18	23	-24	24	21	109
25	HO 57	James Byrne	21	-24	24	20	23	23	111

# ILYA CHAMPIONSHIP REGATTA

## Lake Geneva Yacht Club

### August 19-23, 2015

The lucky Porter family coffee cake worked (thank you Mom), but it must have been my brother Corbett and cousin Bri who consumed most of it. Corbett, Bri, and Peter Strothman won one of the most competitive E Inlands in recent years, drawing 53 boats that had travelled to Lake Geneva from throughout the country for a much anticipated event. It was the first ILYA Championship run under a “new” scheduling whereby four fleets competed Thursday - Sunday, alternating mornings and afternoons. And, it was the first ILYA Championship hosted under the newly renovated Buddy Melges Sailing Center at the LGYC grounds.

The weather did not disappoint. Four days of heavy air resulted in five great races for the E Fleet. On day one, warm winds of 20-25mph out of the west created the conditions of a “survival mode” race that saw several wipeouts, collisions, a race committee pin end boat struggling to anchor, and early trouble for some big names such as Kevin Jewett (KG-111), Chad Hillyer (T-17), and Brian Porter (I-49). Augie Barkow and the “Wagon” team, not lacking the physical disposition for the breeze, led from almost start to finish to win. Brian Porter and Chad Hillyer had a collision on the first run that resulted in complete carnage, with Colin Rowe (I-49 crew) being sent to the hospital to repair his hand and having to sit out the rest of the regatta. Still, despite the blood (and possibly tears), the most under-looked story of the day may have been Kevin Jewett and team, who flipped, got things going again, and ground back to to a 17th place in the race. He lost the regatta by just 6 points. Also, as usual, the W-25 team of Lee Alnes kicked off the regatta with a strong race to finish third.

Day two saw a shifty northwesterly of 10-15, conditions which were the bread and butter for the three man team on I-9. Great starts, superior boat handling, no shirts, and smart tactics in those conditions have allowed the I-9 team to finish near the top of the fleet countless times, but never to win it all at a big event. Other solid performers that day were Jon Schlosser, Derek Packard, Kevin Jewett, and Harry Melges IV. The I-1 team perhaps didn't have their best stuff in this re-





gatta, but they always managed to move into the hunt over the course of the longer style races in the Inlands, and their consistency (five finishes between 4th and 7th) ultimately left them in a tie for first at the end of the event.

Day three was a windy 10-20mph northerly on the narrow part of the lake, which made for shifty races with many lead changes. The standout on this day was I-49 with a 3,2, but it was a Pyrrhic victory of sorts, after beginning the regatta with “alphabet soup” and approximately 150 points through three races. Other strong finishes were from the I-2 team, and 19th overall finisher Hans Zinn, who posted a solid 2, 9. Overall, the E Fleet has seen an influx of new talent at both the skipper and crew positions over the past two years (think W-9, W-41, W-66, I-17, I-1, M-13, J-555). As this regatta showed, several boats are capable of stringing together some great races. However, the depth of the competition is also apparent in the relative inconsistency and high point spreads witnessed at the year’s ILYA Invite, and Inlands. Over just five races, there was a 48 point gap between 5th place Erik Bowers, and 10th place Charlie Igo. It can be a matter of one bad decision, and one bad race, that’s the difference between having a trophy on your mantle and remaining bitter about why you didn’t duck that one extra boat throughout the cold midwestern winter.

After a successful day three which set the stage for a Sunday finale among the top boats, the race committee decided to pull the plug on Race 6 Sunday morning due to (imminent) weather. That left team Rooster of Pete Strothman, Corbett Porter, Bri Porter, and Griffin Rolander the champions on a tiebreak over the I-1 team. They had won two clutch races which gave them the tiebreak, and a much deserved victory.

Next year, the race committee is going to schedule more races (7) for the E fleet, so hopefully we will be out on the racecourse a little bit longer. As always, many thanks to all of the volunteers who helped put this regatta on - it was fantastic on and off the water. And, thank you to all of the E sailors who travelled so far to support our fleet, you are the reason these regattas are so much fun. We hope to build on the success of the new Inlands format and see even more of you next year.



## INLAND CHAMPIONSHIP RESULTS

FIN	SAIL#	SKIPPER	R1	R2	R3	R4	R5	TOTAL
1	I- 9	Peter Strothman	8	1	5	1	10	25T
2	I- 1	Harry Melges4	4	5	4	7	5	25T
3	KG-111	Kevin Jewett	17	3	2	8	1	31
4	I- 2	Vincent Porter	5	16	3	5	3	32
5	M- 11	Erik Bowers	7	9	6	4	11	37
6	V- 37	August Barkow	1	7	8	11	15	42
7	MA- 11	Peter Hurley	2	13	16	9	4	44
8	W- 41	Wheeler Morris	9	24	15	6	14	68
9	M- 87	Derek Packard	20	2	9	31	16	78
10	W- 9	Charlie Igo	18	23	12	14	18	85
11	I- 7	Thomas Freytag	15	21	20	29	7	92
12	T- 17	Chad Hillyer	17/RDG	33	1	23/ZFP	19	93
13	J- 80	Jon Schloesser	35	4	13	13	29	94
14	M- 10	David Strothman	11	37	7	20	20	95
15	V-511	Tobin Tornehl	10	12	54/DNF	15	8	99
16	I-101	Scott Ripkey	21	11	10	35/ZFP	25	102
17	W- 25	Lee Alnes	3	34	22	23	24	106
18	M- 35	Hans Zinn	54/DNS	8	34	2	9	107
19	M- 9	Tom Burton	13	29	18	16	34	110
20	M- 3	Chris Jewett	54/DNS	6	14	17	23	114T





21	M- 20	Tim Krech	22	10	42	28	12	114T
22	M- 7	Jule Hannaford	24	38	21	10	21	114T
23	W- 66	Eddie Cox	14	17	11	41/ZFP	31	114T
24	H- 13	Patrick Heaney	19	26	24	39	13	121
25	V- 15	Eric Good	6	30	19	44	26	125T
26	X- 20	Peter Maas	16	19	32	25	33	125T
27	V- 23	PJ Feichtmeier	34	28	23	26	17	128
28	M- 17	Jason Ostbye	12	15	36	36	30	129
29	V-170	Chris Lieber	54/DNS	32	17	22	6	131
30	H- 7	Lon Schoor	54/DNS	14	38	21	22	149
31	X- 4	Elizabeth Harned	30	27	40	34	27	158
32	I- 17	Andrew Fox	23	18	29	50	43	163
33	I- 49	Brian Porter	54/DNS	54/RDG	54/RDG	3	2	167T
34	H- 8	Hugh Sugar	31	20	27	54/DNC	35	167T
35	M- 12	Jeff Solum	26	36	30	35	41	168
36	H- 11	Lance Puccio	27	48	31	32	37	175
37	J-555	Will Wyman	36	35	25	54/OCS	32	182
38	M- 8	Terry Foster	54/DNS	40	26	27	36	183
39	M- 13	Ian Solum	54/DNS	41	28	19	42	184
40	M- 4	Amanda Swaggert	38	25	46	33	44	186
41	H- 88	Phil Zalog	25	47	39	48	28	187
42	GL- 31	Jason Sutherland	28	22	44	43	54/DNF	191
43	J- 5	Bill Wyman	37	44	35	41	38	195
44	J- 25	Thomas Castle	39	31	33	40	54/DNF	197
45	I-333	Frank A. Davenport	54/DNS	42	41	18	54/DNF	209
46	M- 43	Danielle Lindeman	32	46	45	37	54/DNF	214
47	I- 88	Steven Lyon	40	45	47	47	39	218
48	I- 59	Christopher Impens	54/DNS	39	37	49	40	219
49	D- 44	Shaun Sherry	33	54/DNF	54/DNC	38	46	225
50	I- 0	John Lyon	41	43	49	45	48	226
51	I- 13	Robert Youngquist	54/DNS	50	43	42	45	234
52	I- 5	Paul Lyon	54/DNS	49	48	46	47	244
53	I- 71	Kenneth Wruk	29	54/DNF	54/DNF	54/DNC	54/DNC	245

# NCESA CHAMPIONSHIP REGATTA

## Little Egg Harbor Yacht Club

### September 11-13, 2015

By regatta winner Jeff Bonanni

Fifty-nine E scow teams made the once-every-five-year pilgrimage to Beach Haven, New Jersey, with the promise of blasting around Little Egg Harbor's open saltwater venue in the notoriously consistent afternoon seabreeze. Regatta co-chairmen Laura Darling and Chris Fretz, along with many faithful LEHYC volunteers, successfully executed their vision for both excellent racing and well-attended social events. However, the weather was rather uncooperative, with fickle weather systems leading to the cancellation of the practice race on Thursday, and the seabreeze for the duration of the event. Class veteran Dick Wight and crew on MA-10 was the only team to



practice Thursday, only to get caught in a rain shower, then fog, then no wind. Shelter-seekers felt confident the current would sweep MA-10 to Atlantic City and the crew might be happier, though they were eventually towed in.

I did my best to describe the path we took to win the regatta, and some highlights and anecdotes along the way. It's also worth noting that given the unusual cloud patterns, the many Little Egg maxims for certain breeze directions did not hold true. Both the locals and the long-time E scow sailors who have been traveling to this event for many years dug deep into their notes and found nothing. Level playing field for us young folks, plus a nice mix of conditions.

FIN	SAIL#	NAME	SKIPPER & CREW	R1	R2	R3	R4	R5	R6	TOTAL
1	T-73	Limelight	Jeff Bonanni / Mike O'Brien / Matthew Goetting / Maggie Condon	1	1	1	1	2	5	6
2	BH-8	Shimmer	Harry Melges IV / Mike Dutton / Peet Must / Harry Melges 3	2	2	4	5	4	9	17
3	M-42	Madame	Sam Rogers / Chrisy Hughes / Tony Jewett / Morgan Kiss	22	14	2	3	7	2	28
4	I-9	Rooster	Peter Strothman / Corbett Porter / Bri Porter	6	7	8	9	31	4	34
5	I-49	Full Throttle	Brian Porter / Collin Rowe / RJ Porter / Finn Rowe	13	6	14	2	3	13	37
6	CR-66	Black Pearl	Rob Terry / Jon Pomerleau / Jack Rillema / Jules Terry	23	10	3	10	5	29	51
7	I-2	Wide Open	Vincent Porter / Coye Harrett / Clifford Porter / Kyle Navin	21	4	23	6	16	6	53
8	SC-55	Vamoose	Robert Wilkins / Reese Wilkns / Shawn Burke / Gwen Gill	27	11	10	7	25	3	56
9	M-87	Port Approach	Derek Packard / Colleen Kelly / Gavin Potts / Matty Hanson	16	13	5	11	13	61/DNS	58
10	MA-10	Rocinante	Richard Wight / Stu Colie / Molly Lucas / Nathan Wight	28	3	9	27	10	12	61
11	BH-22	Koarsair	Bobby Koar / Bob Koar Sr / Phillip Barrow / Jane Rew	4	12	12	21	12	24	61
12	T-18	Showtime	Clay Johnson / Glen Dickson / Brian Fisher	31/ZFP	8	41	4	18	1	62
13	WH-77	In The Mun-E	Tom Munroe / Tom Munroe Jr. / David Gates	18	17	15	13	6	11	62
14	H-7	Mirage	Lon Schoor / Heidi Rosenbaum / Miles Clark / Rachel Bennung	5	50	16	8	28	7	64

Day 1- Breeze was primarily north, starting at 12-15 knots and dying throughout the day.

Race 1 - We started near the middle of the line with some boat bias, with Harry Melges BH-8 and Bobby Koar BH-22 on our hip (perhaps not a great strategy to start next to two of the fastest upwind boats in the first race). The strongest puffs were up the middle-right side of the course, even though the angle out of the left looked better. Generally we didn't let boats near us get further right, so consistently leveraging towards the right side and riding vanes of pressure back to the middle. Large packs of boats bunched up along the left shoreline and slowed each other down. We rounded first at the windward mark, then stayed in the pressure along the shoreline waiting for the wind to slide back into the middle of the course. Similar strategy on the second upwind, primarily in the middle and not trying to hit any home runs in the first race. BH-8 was breathing down our neck the last run and actually crossed once, but we were able to claw them back before the gate marks. On the final beat to the finish we loosely covered for the race win.

Race 2 - Clean mid-line start with the same strategy as Race 1. We weren't able to get onto the long port tack as early as we wanted, and boats that leveraged very far right or left came screaming into the first windward mark. Dick Wight MA-10 and Chad Hillyer T-17 were first around the windward mark. We soaked low on starboard and to leeward of the top pack of boats to put ourselves in a position to be able to gybe first. Another similar upwind and downwind with a few position changes. This is when things got weird, with the breeze being puffier than ever and the top of the fleet very compressed into the last leeward mark. We worked the middle right side with MA-10, while T-17, Sam Rogers M-42 and a few others went far left for the shoreline. They wallowed in bad pressure but a better angle, while we stayed in the stronger



15	T-17	Hunter	Chad Hillyer / Carl Horrocks / Ryan Bailey / Molly Horrocks	24	5	6	24	15	21	71
16	MA-11	Loco Mocosso	Peter Hurley / Park Benjamin / Mike Poskay	39	9	21	19	8	19	76
17	T-76	HONK	Kyle Rogachenko / Ian Sutherland / Will Demand / Alissa Rogachenko	29	21	24	25	1	8	79
18	LA-99	Magnum Force	Dave Magno / Patrick Connell / James Maida	26	32	46	15	9	14	96
19	LE-2	LE-2	Richard Ryon / David Lampman / Stokes Carrigan / Emily Haig	15	20	31	17	47	17	100
20	T-37	Blind Squirrel	John Brown / George Demand / Randy Hartraft / Jack Brown	34	15	40	14	23	16	102
21	W-25	Euphoria	Lee Alnes / Andy Kruse / Mark Dunsworth / Patti McGlynn	7	19	17	46	24	36	103
22	W-9	BigFresh	Charlie Igo / Chad Carson / Jack Zweber / Kaye Siemers	20	44	27	28	14	20	109
23	LE-3	Bobsled	Bob Donat / Leah Donat / Holly Koerwer / Derek Stoldt	30	33	48	12	11	26	112
24	LE-13	BloodE	Kelly McGlynn / John McGlynn / Kevin McGlynn / Alex Swanson	14	22	38	23	17	42	114
25	LA-88	Fast Break	Tim Faranetta / Chase Hillyer / Kyle Magno / Ed Harrison	9	29	37	33	19	27	117
26	MA-6	Gater	Garret Sayia / Peter Wright / Mark Beaton / Kevin Fischer	11	25	28	26	32	30	120
27	M-10	Ballistic	David Strothman / Louis Hill / Tim Regan / Alyson Strothman	3	37	30	18	33	61/DNS	121
28	M-9	Intrepid	Thomas Burton / Andy Ferguson / Bruce Martinson / Hank O'Brien	10	27	34	30	22	61/DNS	123
29	T-4	Big E Racing	Joseph Thorpe / Kevin Thorpe / Jamie Wasco / Brad Wright	38	26	22	32	29	18	127
30	I-17	Shiva	Andrew Fox / Phil Morley / Brendan Boylan / Hannah Noll	8	31	45	34	41	15	129

breeze. On the top half of the beat we consolidated our gains by working left, leaving MA-10 as the only boat out right that might have a shot at us. We pinched up into a nice fan puff on the port layline to lead everyone into the finish for the race win.

Race 3 - The average wind speed decreased markedly, while velocity and direction were more variable. PRO Bruce Golison and his team did an excellent job adjusting marks in

the challenging conditions. Similar to the final windward beat of race 2, pressure was better on the right side of the course. We were one of the first few boats to tack off the starting line with Derek Packard M-87 and Tom Freytag I-7. M-87 was the first to tack into a new breeze line on the top right, while we hung tight to leeward, hoping to pinch up into the new breeze. M-87 eventually rolled us, but we were able to hold on long enough to round the first mark just behind them. We passed them near the bottom of the first downwind leg, and loosely covered the fleet for the duration of the race. This was easily the most nerve wracking race, with the large differential in pressure making covering downwind a mind-numbing task.

Day 2 - Breeze was primarily south, starting at 12-15 knots

Race 4 - A few general recalls mainly due to the current pushing the fleet over the line (I swear I saw a few lake sailors smacking their Velociteks... wait until we get to Charleston in 2017). Most of the congestion was at the pin since it had a slightly favorable bias, however we started middle-pin to avoid the pile-up. The combination of favorable current plus a long left shift led to most of the top boats overstanding the port layline. Leading the pack reaching out from the left corner was Brian Porter I-49. We switched between planing and an upwind low-mode, working the boat at 100% capacity. Sam Rogers M-42, was the top boat on the starboard layline, using the current to his advantage to pinch up and glide past the mark. Easily the most memorable part of this race for me occurred in November (you can view the first windward rounding at 41:50 of Peter Slack's excellent documentary), when we got to relive the rounding. Sam's crew was yelling just about as much as mine, when we were an inch away from hitting them square in the stern. We hit a few people



31	T-53	Fox	Brian Gabriel / Dave Drawbaugh / Mike Plosica / Mack Totman	32	41	42	20	26	10	129
32	I-7	Fireball	Tom Freytag / Rob Rowe / Junior Impens / A Freytag	50	16	7	39	21	61/DNS	133
33	SL-4	TIPS E	Brett Hatton / Chad Hough / Dave Oswald / Allison Sheier	35	18	47	16	42	22	133
34	LE-1	Fudge	John Maschal / Jeff Hager / Andrew Mackessy	40	23	13	49	39	23	138
35	V-37	Wagon	August Barkow / Jeff Niedziela / Aj Schweda / Elizabeth Tell	12	54	35	22	20	61/DNS	143
36	CH-6	Muah	Rick Turner / Stuart Strother / Eric Hall / Brooks Tourcott	17	34	44	29	40	25	145
37	IH-44	Slacktide	Fred Slack / Kirby Slack / Richard Yetman / Chrissy Mahoney	47	28	26	40	27	45	166
38	IH-22	Whales tail	Eric Horrocks / A.J. Bailey / Peter Koar / Haley Kardek	53	24	36	47	34	31	172
39	H-13	Wild Turkey	Patrick Heaney / Keith Rosenbaum / Craig Jefferds / Pauly Paulson	41	47	18	31	43	41	174
40	HO-54	PATCHES	Pat Flinn / Jessica Murphy / James Byrne / Ted Martin	44	42	25	35	55	28	174
41	IH-5	HI 5	Philip Reynolds / Michael Franovich / Elli Whiteman / Jeff Proco	36	46	32	41	36	37	182
42	LE-100	E-Claire	Tom Cox / Chris Fretz / Stephanie Cox / James McGowen	43	40	43	44	30	32	188
43	LE-4	Adhara	Doug Galloway / Sarah Jane Smedley / Tim Cole / Rich Neff	51	53	20	36	44	40	191
44	LE-66	Checkmate	Mark Schneider / Lucinda Schneider / Clint Neuman / Colie Pilling	33	51	39	42	53	34	199
45	H-88	CrazE Eights	Phil Zalog / Bill Bock / Emma Zalog / Ben Biver	37	36	56	38	35	61/DNS	202

square in the stern this year, so I suppose it's better to be fast and lucky, than smart. We passed M-42 a third of the way down that first run, and loosely covered the fleet for the race win.

Race 5 - A storm cell started to move closer to the area, affecting the velocity more than the direction. We powered up our rig some just before the start while the breeze was lighter, only to regret that decision as we slogged the boat upwind in a building breeze. A mediocre start in the middle had us bouncing around with a few packs of boats, while the boats that charged to the right side were charging back in a lift with better pressure. We were able to leebow a pack of over-standers to round 8th at the first windward mark. We picked off a few boats on each leg and closed the gap on the final run to Brian Porter I-49, who had led from the first mark, and Kyle Rogachenko T-76. I-49 and Harry Melges BH-8, who also had an outstanding run, rounded the right gate, while we rounded the left gate with T-76. As we made our way back to the middle of the course two-thirds of the way up the beat, we realized both BH-8 and I-49 were close enough that we would need to cover them. At this point we were barely in first, however we chose stay on BH-8 and I-49 while T-76 sailed for the layline. T-76 managed to lee bow us and edge us out by 5 feet at the finish line. We were more than happy to put an extra point between us and BH-8, finishing 2nd.

### Day 3

Breeze was 10+ knots as we left the dock, then shut off as it got sunny and warm. PRO Bruce Golison kept the fleet informed of his intentions, finally announcing there would only be one race for the day, which meant we mathematically secured the regatta win. There was tremendous relief we wouldn't have to defend our lead in two spotty races. For as well as we had sailed, the BH-8 team was close and had a scoreline that would win most regattas. The wind fi-



46	HO-53	Eruption	Chris Norman / Donna Norman / Tim Flinn / Danny (Magilla) Flinn	42	58	19	55	37	50/ZFP	203
47	KU-9	Finale	Robert Cole / Mark Newman / Matt Newman	48	39	11	57	50	61/DNS	205
48	TO-99	Aqueous Flare	Reed Lorimer / Brad Lapratt / Sam Wright	58	30	29	53	58	39	209
49	LE-8	Elusive	Jack Lampman / John Haig / Blair Condon / Eric Reitinger	25	43	51	43	51	61/DNS	213
50	GL-17	L - E	Daniel Wilhelm / Ed Furry / Chris Chadwick / Riley Chadwick	31	45	54	59	48	35	213
51	LE-5	Top Gun	Butch Lenhard / Walter Lenhard / Rich Wagner / Pete Ford	61/DNF	35	57	37	45	45/ZFP	219
52	LA-11	Fast Broke	Bill Nolden / David Ventimiglia / Ed Miller / Natasha Piaaarello	55	38	53	48	38	61/DNS	232
53	WA-95	QE2	Robbie Queisser / Kelly Queisser / Mary Queisser / Kaitlyn Nanartowich	45	55	33	52	54	61/DNS	239
54	SS-77	Raging Bull	Todd Noshier / John Noshier / Ryan Stack	46	52	50	54	57	44	246
55	LE-00	mEdioker	Mike Reynolds / Ben Condon / Trevor Koerwer / Suzy Reynolds	57	49	55	50	52	43	249
56	T-15	Tumbling Dice	Doug Johnson / Allen Brouwer / Robin McKay / Ashley Hahn	49	57	49	45	49	61/DNS	249
57	WA-99	Eleven	Casey Call / Mark Russell / Ryan Brandenberger / Ryan Davis	54	48	58	51	46	61/DNS	257
58	KU-25	QuickSilver	Joseph Meade / Henry Dalrymple / Rick Gordon	52	56	52	58	61/DNF	61/DNC	279
59	GA-87	Temptress	James Holder / Ross Wheeler / Joe McRoy / Woody Jewett	56	59	59	56	56	61/DNS	286
60	T-5	Cheetah Speed	Brendan Hogan	61/DNC	61/DNC	61/DNC	61/DNC	61/DNC	61/DNC	305

nally stabilized out the southwest at approximately 6 knots.

Race 6- A few general recalls as the fleet continued to fight for the pin. Robby Wilkins SC-55, Sam Rogers M-42 and Brian Porter I-49 were punched out at the pin once the fleet was underway. We had a thin lane next to Lon Schoor H-7, though neither of us had much room to build speed since we found ourselves pointing at the sterns of the top group. We rounded the first windward mark in 6th, and struggled a bit downwind in the large pack of boats around us. Much harder when you're not out in front! Into the last leeward gate the front pack was within striking distance, and we rounded just behind Clay Johnson T-18 on a nice starboard lift headed towards the left side of the course. T-18 was able to get to the pressure first and consolidated towards the middle, doing a masterful job of hedging back left in every little shift. They would go on to win the race after a memorable bit of match racing with Sam Rogers M-42 nearly the finish line.

#### Conclusion

Although 2009 was my first season driving the E scow, winning the 2015 National Championship was primarily a three year effort. After a relatively unsuccessful 2012 season, Mike O'Brien, Matt Goetting and I reviewed all aspects of our program, identifying several key areas for improvement. We planned an ambitious travel schedule for 2013 with two trips to ILYA events, and most importantly added Maggie Condon to our team. During these trips we never worried about the results, we were there to learn from the top sailors in the class, and put ourselves in as many tactical situations as possible.

My biggest "ah-ha" moment came when we were pre-race tuning up with Brian Porter at one of those ILYA events (maybe more like sailing near him without bothering him). I noticed how we were nearly able to match him in straight line boat speed, however I was channeling 100% of my focus inside the boat. I knew right then that I had to commit more days to sailing the E, and more importantly to trust my crew's input on strategy and tactics. Be a team, not a one man show. In 2014 we added a new boat "Limelight", plus tremendous confidence from winning the last two races of the 2014 National Championship. In 2015 I had finally passed 100 days of driving the E, and we felt very confident in our tuning and ability to compete in all conditions. Interestingly this regatta was much more "lake-like" than "bay-like" with shifty, variable winds and big changes in velocity, so our commitment to becoming better lake sailors paid off in a big way.

Speaking for myself and crew, this is definitely the lifetime achievement of our sailing careers. And to bring home the Bilge Puller's Trophy on the island where I grew up makes it that much sweeter. I would be remiss to not take every chance I can to thank my crew Mike O'Brien, Matt Goetting and Maggie Condon, who worked so hard these last few years and indulged all my ridiculous ideas... what happens if we sail with the heavy jib in a drifter? ...is it faster to sail with the bailers closed but with gallons of water in the boat? ...do you mind if we launch at 6:00am to get some light air practice? ...how quickly can you lose 20lbs? ...how quickly can you gain 20lbs? They probably never realized all the times I was driving with my eyes closed.



# 50TH BLUE CHIP REGATTA

## Pewaukee Yacht Club

September 24-27, 2015

### A TRUE “RETURN OF LEGENDS” by Jim Campbell

Some say the greater the vision, the greater the focus of energy needed to achieve it. The vision for the 50th Blue Chip embodied this axiom. So many people helped shape and energize this vision to become a reality. I still remember Peter Harken’s immediate reaction at the Sports Dock on 2/2/13 right after the seed of the idea was presented and accepted by the Blue Chip Committee. He said “Sure that’s a great idea IF you can get them to come back, but that will not be easy.” Those words rang in my ear until the day the 50th started. It was no small feat and would not have happened without the leadership from a core team of folks. That evening, we agreed to create a core team of 5 consisting of Dex Decker, Joby Boland, Mark DeGuire, Todd Haines and myself. Two action themes formed. (1) Aiding me in the initial vision casting and invitation process to all living Mystery Guests (MG) was Peter Isler, Peter Harken and Bill Goggins. They were invaluable to solidifying and verifying that this idea would not just float the boat but sail her with valor. (2) The second focus area in 2013 was the funding and sponsorship aspect which Dex owned and drove from cradle to grave. From these two focus areas, we evolved, involved and engaged more volunteers than we had competitors.

#### Regatta Context

The Pairing Process was held at 3:00 Thursday afternoon, the day before the racing began. In the spirit of “Mystery”, a key aspect to the design of the event was to “pair” or match Skipper (MG’s or HCLs) and Crew/Boat (boat owners and crews who qualified thru the 2015 season). One large cylindrical bin was used to draw from. Within the golden bin were 48 egg shaped objects; 24 green shapes with the 24 Skipper names taped on and 24 blue objects with a sail # taped to it. We had a number of honorable people come forward to open the golden bin and pull out 1 green and 1 blue shape out and the pairings were announced, team introduced to each and a new team connected. It was a really fun hour of revealing the teams to compete in the 50th. Then all teams headed out for some practice racing

Without question a key to this event’s celebration was on the people and the hundreds of great relationships that have evolved with this unique Blue Chip regatta over its first 50 years. The reunion of people from many aspects of our great sport was astounding but anchored in the people of the class (NCESA) and its great boat that has steadily evolved over 90 years.

Many Leaders of the class participated from Tom Burton, Dick Wight, Rob Terry, Vincent Porter, Augie Barkow, Lon Schoor, Chrisy Hughes, Chris Jewett, Ricky Kotovic, Gordy Bowers, Brett Hatton, Jamie Kimball, Lee Alnes, Robbie Wilkins to name a few. With Buddy Meges and Bill Allen on shore as Honorary Class Legends (HCLs).

Numerous all-star veteran crews like the Buckeroo, Mike O’Brien, Henry Colie, Will Demand, Ricky Evans, AJ Schweda, Jeff Niedziela, Dex, Susie Sternkopf, Carl Horrocks, Coye Harrett, Ben Condon, Ryan Bailey, Molly Lucas, Tony Jewett and others played critical roles in re-acclimating these masters of the sailing universe to the E Scow and tricky dynamics of Pewaukee Lake.



*When Buddy exhorted all competitors after the Lottery-style Pairing was completed to “...do not look at who gets last, but who gets 24th...there are no losers here! That is for sure.” We all listened as it all unfolded!*



Next Gen - Then there were many young sailors on-board competing representing the Next Generation of Champions with Christian and Sam Spencer, Kyle Navin, Charlie Allen, Chapman Petersen, Red Tornehl, Jack Schweda, and others. Just think how these fine young people will represent this going forward and at the 100th Blue Chip in 2065.

Great participation and crew swaps given the flexible 4 person rule. So the goal to provide as much opportunity for various crew members to join the fun was achieved. Teams like V-37 leveraged the talent of over 6 people as crew during the five race series plus their all star 4-Time Olympian and great guy Johnny Lovell.

## The Blue Chip Buzz

The buzz created through this celebratory event kept building over time. An example that surfaced early in the 2015 season was in earning an invitation to the 50th after each major regatta. The anticipation and excitement of getting a coveted invitation by boat and crew has never been so high. Then seeing that excitement translate into a warm handoff of the keys to their E boat to the esteemed skipper was grand.

We also witnessed the desire for pre-50th tiller time from a number of Mystery Guests when we saw Steve Benjamin sailing Freedom and Bora sailing Shimmer down in Charleston in April. Then Steve Cucchiaro shaking off the cob webs in May at the Geneva Spring Opener and Cam Lewis making a trip to Minnetonka in July for the ILYA Invitational.

The buzz continued as we fielded requests for early arrivals in Pewaukee. Fortunately only old friend Dave Ullman who was unable to do a pre-50th regatta asked to arrive on Monday. We were able to accommodate his request for housing, boat and crew for pre-regatta practice. Then Liz Baylis joined him for some Tuesday afternoon practice. Thanks to the Frentzel's, AJ and Mike Kaiser's for setting an early pace of Pewaukee hospitality and crew work as the red carpet was rolled out for our guests.

Even Mystery Guest spouses joined. It was wonderful having one-third of all Mystery Guest spouses join in the fun. And the stories and relationship history with these couples at America's Cup's gone by and Olympic Games over the decades was yet another unexpected outcome.



## Pewaukee's Best

As the planning evolved, ideas abounded from many sources. We did our best to accommodate each idea into the design of the event from the idea of keeping the 'mystery' surrounding the Pairing of skipper and crew, which was early thinking from Rob Terry back in 2014 to the 'youth partner' idea of assigning one youth sailor to each team to be part of their 'pit' crew and get an opportunity to connect with each team. But a thought from the beginning was always for the PYC to own and deliver its best on land food, drink and to create an environment where fun and camaraderie would just naturally happen. It was great hearing every Mystery Guest not just comment but emphasize that they have never seen a warmer richer regatta environment with better food and hospitality than at this year's 50th. So a huge hats off to what Joby Boland and Mark and Mary Carol DeGuire took the lead on creating both on and off the water. There was no outside catering of anything. The volunteer teams that were created the difference. We clearly had more volunteers in motion than the 100+ competitors we had competing. Then there was the biggest uncontrollable variable of any regatta...the weather.

Pewaukee endeavored to deliver its best for this one-time unique event. After 2+ years of planning, the strategy was executed with more volunteers than participants and an impressive showing of spectators all wanting to be part of making this mystery a thriller. And boy did Mother Nature cooperate perfectly with highs in the 70's and near perfect winds for this fleet. Not too little, not too much for most at least. Then blending of top talent from across the great E class connecting with top Skippers and Honorary Class Legends made for a unique and wonderful experience for all, from spectators to volunteers to sailors spanning 4 generations. The 50th Blue Chip was truly one for the ages and the memories created will live on forever!



### Mr. Blue Chip

One story that must be told is the M-4 story that evolved over 32 years of top-shelf sailing with Billy Allen at the helm of the M-4. This special 50th celebration just would not have been the same without the full crew of Hare with Billy, Bill Barnett, Mark Oppen and dear Susie Allen. Their impressive performance record will be hard to top with 25 Top 3 finishes in 32 years. That is 10 Blue Chip Championships making it the most successful E scow Blue Chip team in history. Special recognition of this played out well on Saturday night.

### Friday Night Harken-Sponsored Event

The Harken-sponsored Friday night party included exclusive plant tours. Here Bill Goggins shares with Dave Perry with Jonathan McKee at the side. Jonathan said later...“This is a Who’s Who of American yachting and it’s really an honor to be invited and be among them,” said Jonathan McKee, who interrupted Melges 20 racing in San Francisco to attend. “I believe in supporting this community, and this year, being the 50th, it’s something any sailor wouldn’t want to miss.” McKee, a two-time Olympic medalist, was a mystery guest in 1985 at the age of 25. “It was a real eye-opener; the culture they created in this little corner of the world. Now I’m back, 30 years later, and see that culture still here—it’s amazing.”



### Unexpected Check-In from Around the World

It was T minus 45 days and counting when emails started coming in from the likes of notable Mystery Guests who grudgingly had to decline our unique invitation. Each saying wish I could be there, but I will be watching from a far through various social channels. First it was from John Bertrand the famed Australian who 32 years to the weekend Skipped Australia II win the 1983 America’s Cup. He and Rosa had both planned and looked forward to coming. Then it was Vince Brun, then Peter Isler who was so key to the visioning and early invitation process who would watch from St. Tropez with a few others like Flavio and Steve Cucchiaro. Then 2 days before from Morgan Reeser who said he would be watching from Rio. One final notable is Honorary Class Legend John “Pal” Gluek, who had planned to be there but duty call in Europe. This kind of awareness and support was simply unexpected.

### The Racing – Oh yes, we did have 5 competitive races

Racing commenced on schedule under the expert authority of honorable Dr. Tom Hodgson with expert RC team of Rick Roy and team. Three solid races were sailed on Friday.

FRIDAY – Race 1 which was the lightest air race, then a break for a classic PYC Blue Chip lunch, then 2 near-perfect wind races in the afternoon providing a greater challenge for several crews to keep a dry spar. At least 5 teams went for a nice fall swim.

SATURDAY – Races 4 and 5 came on Saturday. Again, excellent conditions given the fleet dynamic giving plenty of core exercise to the 4 person crew teams. But the fight to avoid the Bar Walk was intense. Mark Reynolds and team seemed to have the bar walk duty locked up and lead the bar walk each mark of Race 5 except for the final leg, when Team Freedom seemed to have lost its way after sailing their best race of the series only to lose it all in that infamous final lap around the track. Mark and team did the opposite going from 20th to 14th and history was



once again revealed when Freedom finished 20th and owning that dreaded 24th place that Buddy spoke about on Thursday as the event began. Saturday evening was a very special evening under the “Big Tent”. What an evening that was. 335 people pulled together for the most formal portion of the regatta. Navy blazers and fun dresses speckled the place with a peak Blue Chip buzz aglow. Gary was asked to play EmCee for the formal program of story telling of the famed and great stories told by many.

**SUNDAY** – But Sunday morning brought a chrome-plated Pewaukee lake and the RC wisely fired the final 3 guns sharply at 11:00 am, putting an official end to this momentous event. In some ways it was perfect because the buzz of the event was resounding and the farewells were beginning. Smiles, laughter and even some joyful tears filled the PYC grounds as Awards Ceremony was accelerated.

Some say that the “stars” aligned at Thursday’s Pairing when Bora Gulari was matched with the BH-8 Team Shimmer with Ryan Bailey, Henry Colie and Carl Horrocks. They sailed Russ Lucas’ boat with grace and skill and were crowned the 50th Blue Chip Champions 3 days later. But hats off to Peter Holmberg and the M-10 Ballistic team that gave Team Shimmer a run for their money. 3rd place was earned by Honorary Class Legend Dick Wight who was paired with Chris Jewett, Dex and Chapman Petersen. They sailed so well. In 4th was Paul Cayard who teamed with local Pewaukee V-511 Tobin Tornehl and team. 5th place honors went to the fateful pairing of Tom Burton (as HCL) and Vincent Porter, Coye Harrett and impressive young sailor Kyle Navin.

Pages more could be written about the many dog fights occurring out on that race course. Read some of it in the recent Sailing World article and listen to Gary’s brilliant commentary in the Documentary.

For more complete racing commentary, let me point you to the ESPN Classic Documentary Film that the NCESA sponsored and funded and asked Gary Jobson to produce. Contact Lon if you have not ordered yours yet. The Film premiere showing was held back in Pewaukee host at the Harken World HG on October 25th. A packed showing of the film was facilitated by Gary himself. It was a fantastic evening that preceded the ESPN Classic release of the Film on October 28. To top the night, we also executed the idea to host an Olympic Campaign fund-raising campaign for Bora and Solvig’s Pursuit of Rio Gold in the Nacra 17 class. A very fun and successful evening it was.



The media coverage was like never before. Hats off to Dex for orchestrating it all with the fantastic ESPN work that Gary provided through the NCESA to top sport photographers Sharon Green and Betsy Crawford's, to Sean Fidler's drone coverage to Dave Powlison covering the event for Sailing World to Petey Crawford's super social coverage providing daily video feeds with color commentary as only Petey can. We now have an ESPN Classic Documentary film and published articles in Sailing Magazine, Sailing World, Seahorse and many other regional and local periodicals. Thanks to all the boat driver's like Pete McCormick and Bill Goggins and the host of Spectator boats.



Final Note – It was the spirit of celebrating the historical importance of this special event is what perhaps differentiated the 50th in a special way. At the end of the day, it is all about the “people” who participate in the Blue Chip and how it has evolved. We look forward to seeing how it continues to evolve over the next 50 years.

Special News Flash – on February 4, 2016, core leaders from the PYC 50th Blue Chip Planning Team travelled to San Diego to receive the 2015 One-Design Regatta of the Year award at the US Sailing Leadership Forum. The PYC proudly shares this special award with all who made this one-time event happen, from the many volunteers to the generous financial contributors. Congratulations and thanks to all!



## 50TH BLUE CHIP RESULTS

FIN	SAIL #	SKIPPER	CREW	R1	R2	R3	R4	R5	TOTAL
1st	BH-8	Bora Gulari	Carl Horrocks / Ryan Bailey / Henry Colie	5	1	1	7	4	18
2nd	M-10	Peter Holmberg	Mark Sigel / Tim Regan / Susie Sternkopf	1	4	13	2	3	23
3rd	M-3	Dick Wight	Chris Jewett / Chapman Peterson / Dex	7	5	8	1	6	27
4th	V-511	Paul Cayard	Tobin Tornehl / Chad Rechcygl / Red Tornehl / Ollie Lubecker	3	6	7	17	1	34
5th	I-2	Tom Burton	Vincent Porter / Kyle Navin / Coye Harrett	12	9	5	5	7	38
6th	G-7	Jonathan McKee	Jamie Kimball / Brett Hatton / Solvig Sayre	14	12	6	8	2	42
7th	CR-66	Gordy Bowers	Rob Terry / Jon Pomerleau / Jack Rillema / Jules Terry	16	13	2	11	5	47
8th	V-37	Johnny Lovell	Augie Barkow / AJ Schweda / Jeff Niedziela / Jack Schweda / Cole Schweda	2	2	25.0 DNF	10	11	50
9th	WH-77	Steve Benjamin	Tom Munro Sr / Tom Munroe Jr / Jerry Gill / David Gates	8	3	14	16	9	50
10th	J-80	Dave Ullman	Jon Schloesser / Rich Evans / Sally Barkow / Emma Zalog	10	14	9	4	19	56
11th	W-25	Paul Van Cleve	Andy Kruse / Mark Dunsworth / Emily Oltrogge	11	7	3	20	17	58
12th	M-35	Cam Lewis	Hans Zinn / Tim Krech / Nick Swaggert	15	11	4	14	16	60
13th	H-7	Graham Landy	Miles Clark / Heidi Rosenbaum / Pam Gaston	13	16	10	15	8	62
14th	T-76	Ed Eloranta	Kyle Rogachenlo / Will Demand / Alissa	6	15	11	23	13	68
15th	SC-55	Peter Commette	Reese Wilikins / Gwen Gill / Robby Wilikins	4	25.0 DNF	19	6	15	69
16th	M-42	Peter Fortenbaugh	Rick Kotovic / Tony Jewett / Chrisy Hughes	20	20	12	3	20	75
17th	MA-10	Dave Perry	Molly Lucas / Mike O'Brien / Ben Condon	23	10	18	13	12	76
18th	TO-33	Dave Chapin	Morgan Johanson / Thorn Turner / Steve Johanson	9	21	25.0 RET	12	10	77
19th	W-41	Betsy Alison	Wheeler Morris / Ryan Drake / Jon Lee / Conner Lee	17	8	25.0 DNS	18	24	92
20th	CH-6	Gary Jobson	Rick Turner / Lauren Turner / Rick Turner III	18	17	16	24	18	93
21st	M-9	JJ Fetter	Andy Ferguson / Bruce Martinson / Hank O'Brien	21	25.0 DNF	20	9	23	98
22nd	W-9	Liz Baylis	Charlie Igo / Chad Carson / Jack Zweber	22	19	15	22	21	99
23rd	M-8	Mark Reynolds	Terry & Mary Foster / Hannah Noll / Gordy Bowers III	24	18	25.0 DNF	19	14	100
24th	KG-111	Terry Neilson	JIm Campbell / David Buckley / Christian Spencer	19	25.0 DNF	17	21	22	104

BLUE CHIP BONUS PHOTOS!



# 2015 OVERALL NATIONAL RANKINGS - TOP 50

(points based on best 3 regatta performances)

RANK	SAIL #	SKIPPER	TOTAL	RANK	SAIL #	SKIPPER	TOTAL
1	I-1	Harry Melges IV	244	26	LA-99	Dave Magno	155
2	I-2	Vincent Porter	238	27	MA-4	Richard Wight	152
3	I-9	Peter Strothman	237	28	SL-4	Brett Hatton	150
4	M- 87	Derek Packard	227	29	HO-54	Pat Flinn	143
5	MA-11	Peter Hurley	211	30	X-20	Peter Maas	143
6	T-17	Chad Hillyer	209	31	M- 11	Erik Bowers	139
7	I-7	T FREYTAG	207	32	J-80	Jon Schloesser	137
8	W-160	Charlie Igo	203	33	SL-17	James Kimball	136
9	W- 25	Lee Alnes	203	34	LE-3	Bob Donat	134
10	I-49	Brian Porter	201	35	TO-33	Stephen Johanson	132
11	M- 9	Thomas Burton	200	36	H-88	Phil Zalog	128
12	M- 10	David Strothman	190	37	M- 7	Jule Hannaford	125
13	V-37	August Barkow	188	38	SC-55	Robert Wilkins	122
14	H-7	Lon Schoor	187	39	KU-25	Joseph Meade	120
15	CR-66	Rob Terry	184	40	T-17	Clay Johnson	120
16	T-73	Jeff Bonanni	183	41	M-4	Tim Krech	117
17	WH-77	Tom Munroe	175	42	J-25	Thomas Castle	116
18	BH-22	Bobby Koar	168	43	WA-99	Casey Call	113
19	I-17	ANDREW Fox	163	44	LA-11	Bill Nolden	111
20	T-76	Kyle Rogachenko	163	45	CR-11	Pete Price	110
21	M- 3	Chris Jewett	161	46	LE-100	Tom Cox	106
22	W-41	Wheeler Morris	161	47	T-53	Brian Gabriel	106
23	H-13	Patrick Heaney	160	48	SS-1	John Brown	106
24	CH-6	Rick Turner	159	49	T-4	Joseph Thorpe	105
25	M- 42	Sam Rogers	156	50	LE-1	John Maschal	105