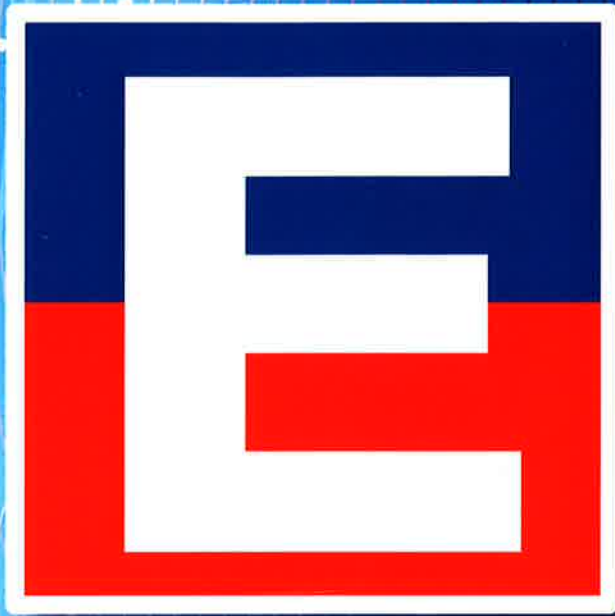


2013 NCESA REPORTER





Built in the U.S.A.

Craftsmanship to the extent of artisanship goes into every Melges boat. Combine excellence in technique with innovative design, modern production methods, high quality materials, years of experience and tenure, and what have you got? A work of art. A champion. A solid investment with an immeasurable return on fun.

EXPERIENCE

PREMIUM PERFORMANCE

Strongly **SUPPORTED WORLDWIDE**, across the U.S.A., throughout Europe, Australia and Asia, Melges builds and proudly delivers **PREMIUM PERFORMANCE** sailboats. Our passion for the sport of sailing is fostered through simple, fun and competitive **WORLD CLASS RACING**, attracting the best sailors at some of yachtings most celebrated venues. Our **EXCEPTIONAL CUSTOMER SERVICE AND PRODUCT SUPPORT** is unparalleled. When you purchase a Melges boat, you're already a winner.

MELGES
WE ARE SAILING

(262) 275-1110 • MELGES.COM

Melges 32 • Melges 24 • Audi Melges 20 • Melges 17 • A Scow • E Scow • C Scow • MC Scow • X Boat

REICHEL PUGH
YACHT DESIGN

THE 2013 REPORTER

National Class E Scow Association

OFFICERS:

Commodore: Bill Wyman
Vice Commodore: Robert Cole
Rear Commodore: Braerton Hatton
Secretary Treasurer: Lon Schoor

DIRECTORS:

Term Expires 2014

Rick Turner, ECESA
Bill Nolden, ECESA
Jon Schloesser, ILYA
Vincent Porter, ILYA
Pete Price, WMYA
Ted Beier, At-Large
Robby Wilkins, At-Large

Term Expires 2015

Matt Schmidt, ILYA
Derek Packard, ILYA
David Hagen, WMYA

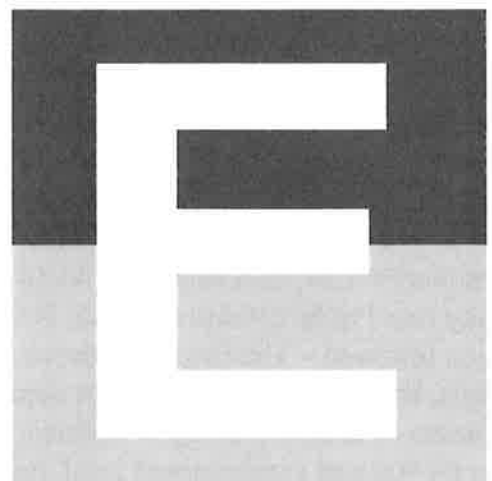
The Reporter is published annually by the National Class E Scow Association, P.O. Box 3022, Madison, WI 53704. Material may not be reproduced without the consent of the NCESA authors, photographers, and illustrators

MANY THANKS TO OUR CONTRIBUTORS

Lon Schoor	Melges/North Sails
Tammy Sawyer	Phil Hutchings
Robert Cole	Candace Porter
Kevin Jewett	Erik Bowers
Vincent Porter	Cam Lewis
Trish Murphy	Ted Beier

TABLE OF CONTENTS

Board of Directors Meeting.....	2
Sarasota / Charleston Regattas.....	11
Geneva Spring Regatta.....	12
Toms River Spring Series.....	15
Wanamaker Regatta.....	16
Runyon Colie BB Regatta.....	17
Wawasee Regatta.....	18
ILYA Invitational Regatta.....	20
WMYA Invitational Regatta.....	23
Up Bay / NY State Champs.....	24
Color Photos.....	25
Eastern Championship.....	35
WMYA Championship.....	37
Down Bay Regatta.....	38
ILYA Championship.....	39
NCESA Championship.....	42
Blue Chip.....	50
National Rankings.....	52



NCESA Board of Directors Meeting

November 2nd, 2013

A. Meeting called to order at 9:00 AM by Commodore Bill Wyman

B. Present:

Ted Beier - Carlyle

Bob Cole - Keuka

Bret Hatton - Spring Lake

Rick Kotovic - Minnetonka

Derek Packard - Minnetonka

Vincent Porter - Geneva

Pete Price - Crystal Lake

Jon Schloesser - Oshkosh

Matt Schmidt - Pewaukee

Donna Schoor - Mendota

Lon Schoor - Mendota

Bill Wyman - Oshkosh

Not Present:

David Hagen - Crystal

Bill Nolden - Lavallette

Rick Turner - Chautauqua

Robert Wilkins - Charleston

Bobby Koar - Bay Head

C. Ted Beier moved to approve the minutes from the 2012 Board of Directors meeting and Jon Schloesser seconded. Motion passed.

Agenda was reviewed and approved. The meeting method would be to discuss new business as topics were identified and warranted action by the Board of Directors, rather than defer the topic until the "New Business" agenda item that came at the end of the meeting agenda. These are identified as "Action Item" in the minutes

D. Old Business

1. Bill Wyman indicated payments made for National Championship Regatta jury expenses that were not in the budget. Bill said this was a one-time departure from our tradition and that we would return to providing jury personnel meal tickets and private housing for the National regatta with no travel allowance provided. Bill Wyman indicated the executive committee approved an unbudgeted expenditure for NCESA to partner 50-50 with Melges Performance Boats to hire Petey Crawford of Penalty Box Productions to create an E-Scow video of the 2013 National Championship Regatta. Discussion followed – The large attendance at our National regattas that has been sustained for a number of years, has allowed the NCESA to accumulate some cash reserves. We should be doing better in the promotion of E-Scow sailing to maintain and expand fleets. We should have a PR campaign that highlights the fun and excitement of local, regional, and national regattas using the website, social media,

video, dedicated people for real time reporting, and industry blogs & forums like Scuttlebutt or Sailing Anarchy.

Action Item: The NCESA must spend more money, and include more members in marketing and promotion efforts to make the E-Scow much more visible and attractive to the entire sailing community with the goal to expand and grow our E-fleets. Among ideas discussed were should NCESA do another longer video or use portions of video by Petey to create "video bites"? Bob Cole suggested the ideas discussed should be referred to the Media Committee to create a proposal and budget for the 2014 sailing season. Pete Price, a member of the Media Committee, volunteered to lead this effort.

E. Committee Reports

1. Rules Committee – Chairperson Matt Schmidt reported the committee had a request for a scantling rule interpretation regarding use of the new Velocitek Shift Compass. He reported it was class legal. Matt reported there was essentially no discussion among members regarding the actions taken the previous year on the use of foil luff jibs.

A member requested information on how to measure the bowsprit extension. A review of past meeting notes indicated this was defined in 2008. However, the method was not included as part of the Scantling rules at that time.

Action Item: Place in the Scantling Rules (appendix) the method of measurement and include a diagram where appropriate so everyone can verify their bowsprit conforms to the rule. The method, as describe in 2008 is: "The four foot maximum bowsprit extension limitation shall be measured from the center of the bow, •• in below the extension of the deck line, directly to the end of the sprit. This distance shall include the end cap and the extension of the eye fitting on the cap. Compliance with this dimension shall be effected, if required, by adjusting the length of the preventer line which limits sprit extension." It was noted that the Melges bowsprit installations do not use a preventer line, but have a permanent stop ring attached to the bowsprit.

Action Item: Agreed we should inform competitors that there will be spot checking of boat scantling measurements at the 2014 National Regatta. People should verify their boat meets the rules, including the 4 foot bowsprit extension limit.

Reviewed - status of using Flying Scott sail floatation panel in place of our E-Scow flotation panels. Ted Beier Explained the difference between Flying Scott (3/4 cu ft volume flat panels) and E-Scow (1 cu ft volume shaped panels) floatation panels. He also describe they attach without zippers and are a "hood" that goes over the top of the mainsail with an opening to connect the main halyard. The panels are hoisted with the mainsail. The leading edge of the panel material goes inside the sail tunnel to hold them in place. Ted indicated there is enough volume to float an E-Scow on its side but there is not a margin of safety. An inexperienced crew might still turtle while using Flying Scott floatation panels. The Flying Scott panels are \$250 less expensive then the E-Scow panels (\$195 verse \$445).

Action Item: Ask for volunteers to experiment with Flying Scott panels. Matt Schmidt would coordinate the experiment with volunteers. The experiment would make the panel legal to use for some specified time frame as outlined in an experiment.

Extra large size mainsail numbers were tried in the last half of this past summer by Pete Strothman (I-9). He requested scantling rule change to make them legal. Some had mixed feelings for the size, and while liking them they agreed it was best to stay with uniformity at the traditional size for easy and quick identification by the Race Committee.

Action Item: Ted Beier moved to retain current mainsail number scantlings. Matt Schmidt seconded the motion and it passed unanimously.

Following up on the discussion of large mainsail numbers, the race committee indicated the use of bow numbers at large major events makes it much easier to identify boats. After much discussion and several ideas, it was determined that we should try to implement a method for the race committee to easier and more accurately identify boats starting and finishing.

Action Item: Lon Schoor moved and Ted Beier seconded the following motion: Experiment at the Geneva Spring Regatta to have an Entry Number on each boat for identification. The Entry Number would be a sequence number from one to the number of entries, which would be black 8 inch numbers on a white background made from a material that can be stuck back-2-back to both sides of the jib and spinnaker tack. The Race Committee would use the Entry Number when identifying OCS boats. The Entry Numbers would be peeled off the sails at the end of the event. If the experiment is successful, the Entry Number method to identify boats would be used at the National Championship Regatta at Crystal Lake. The NCESA would supply the Entry Number decals for the Geneva Regatta. The motion passed unanimously. Jon Schloesser volunteered to find the best material and adhesive method that is suitable for Entry Numbers that would be stuck to the sails.

2. Regatta Committee – The co-chairs, Vincent Porter and Peter Strothman, of the 2013 National Championship Regatta submitted a regatta report. Vincent highlighted parts of the report. He felt having three registration date deadlines encouraged people to complete their registration ahead of the event – only one person registered on site! 60 boats completed registration by July 1, and that success seemed to make it easier to get the next group of 20+ boats to commit to the event. He said the NCESA had to improve the system for ordering merchandise on the website – people would email Vincent to order merchandise when they became frustrated with the website ordering. A review of the Lake Geneva income and expense report indicated they lost money on the event which is not something we ever want to have happen for the host club. A review of the income and expenses for the NCESA part of the National Championship regatta showed a profit of \$4250 as a result of a great effort on Lake Geneva YC's part to attract so many boats to register for the event.

Action Item: Lon Schoor moved and Bob Cole seconded a motion for the NCESA to provide a bonus of \$100/entry for boats over the 75 boat threshold – the same as we did the previous year for Lake Chautauqua. That reduced the Geneva loss by \$1100. The motion passed unanimously. Rick Kotovic moved and Pete Price seconded a motion to provide another \$1500 to Lake Geneva to cover the remaining regatta loss. The motion passed unanimously.

Bob Cole presented the budget for the 2014 National Championship Regatta at Crystal Lake. It was emphasized that although the NCESA has a conservative budget, based on 60 boats - the host club goal should be to have 80 boats attend. Bob walked through the numbers which showed a projected income of \$11,700 and expenses of \$11,471 for a profit of \$149.

Action Item: Jon Schloesser made a motion to bring Bruce Golison back as the PRO for the 2014 E National Championship Regatta at Crystal Lake. Bob Cole seconded the motion. It passed unanimously.

Future regatta bids were reviewed and discussed. There were no multiple bids for the same regatta. Action Item: Lon moved and Jon Schloesser seconded a motion to award the following National Championship Regattas:

- 2015 to Little Egg Harbor YC
- 2016 to Lake Minnetonka YC

The motion passed unanimously.

Update the Host Club National Regatta Guidelines to indicate that the club have WIFI available for the competitors and regatta management.

Update the host club guidelines to also include a practice race the day before the first race that would be run exactly like the Championship races in the days following – using all the same personnel, equipment, boats, and methods. The practice race would familiarize the sailors with RC protocol and benefit the RC who is working with many new volunteers each year.

Discussed the idea of holding the National Regatta at locations where we might be able to promote E-Scow sailing or showcase our boats to more racing sailors. Some ECESA members have talked about wanting to hold a future regatta in Newport or Annapolis. Rick Kotovic volunteered to talk to Russ Lucas to get more information about such options and report back to the Directors. The report should what impact there is on the budget to take the regatta to a non-scow venue with the lack of a local E-Scow fleet to draw on volunteers.

3. Finance Committee – Bob Cole walked the Board through the Financial Reports. The 2014 Budget projects income of \$37,110 and expenses of \$33,561 for a profit of \$3,549. The adjusted 2013 Balance Sheet (following additional expenditures to Lake Geneva – see Regatta Report above) shows the NCESA has a balance of \$99,615. The Profit & Loss Statement for 2013 indicated income at \$44,619, expenses at \$38,639 for a net profit of \$5,980. See revised financial statements in Appendix A-C. The net profit was slightly more than the previous year. The difference in profit from year-to-year has been directly related to the number of registered boats in the National Championship Regatta. Ted Beier made a motion to approve the 2014 budget. Rick Kotovic seconded the motion. Motion approved.

NCESA fees were reviewed and will remain unchanged for 2014 because the Association has a strong balance sheet.

Action Item: The NCESA will spend some of their cash reserve this year to promote the E-Scow class. NCESA Committees will be asked for recommendations and proposals to meet the goal of promoting the class and improving our communication with members and the entire sailing community.

4. Media Committee –

REPORTER magazine – Jon Schloesser reported that he'd like to have all the material for the magazine soon so he can complete the project before the end of the year. Last year Jon was asked late in the process to step in for Steve Andersen who retired. This year Jon, and wife Jennifer, would like to publish the magazine early in the new year. Jon was able to produce a printed magazine which is something members have been asking to go back to after a few years of trying the DVD method of distribution. Jon will try to get more quality photos from the regattas for use in the magazine – thanks to our NCESA friends who have been generous with their photos. On occasion we've had to purchase photos for the National Championship Regatta when we did not have any other quality photos to use.

Action item: Lon Schoor moved to authorize Jon Schloesser to purchase photos for the Reporter magazine when necessary to get quality photos for regattas. Jon seconded the motion and it passes unanimously.

WEBSITE– Lon Schoor reported we created a new website in 2013 using ClubExpress. For the most part it has been extremely well received. However, improvements should be an ongoing process. We will review other One Design class sites and look for ways we can update ours.

- NCESA acquired a Merchant Account this past year.
- Selling items on the website (especially regatta food tickets and clothing) needs to be improved.
- We should consider selling NCESA branded merchandise to become more visible among the sailing community.
- We should get more video (mark roundings, interviews, ...) onto our website and social media outlets.
- Get more people from the four regions and local clubs to directly update website.
- Change the website so most everything is accessible without a Login & Password, but member contact information will only be available to members.

SOCIAL MEDIA

- Arrange to have each event identify a person who will provide real-time information about their regatta – twitter, video, results, short reports, ... Get this information posted immediately to the website and social media outlets (Facebook, Twitter, ...).
- Action Item: Rick Kotovic volunteered to outline social media guidelines to be used for all regattas. Discussed a number of different methods of rewarding clubs for meeting our new social media guidelines.
- Include video clips of mark rounding, interview, parties, award ceremonies
- Improve visibility of social media on the NCESA website
- Share material between regional organizations – ILYA, WMYA, ECESA, ...
- Begin posting information long before the regattas to start building interest and a Facebook following.

5. Judicial Committee - Bob Cole noted there were was one possible appeal from the National Regatta that did not get followed through on, so there was no action needed by the committee this year. The committee has a full complement of members, each serving a three year term. Two people are appointed each year on a geographical basis to maintain a six member committee.

6. Membership Committee – Bill Wyman indicted there is no need to change membership fees.

Action item: However, with the proposed changes to the website content, i.e. making all information public except membership contact information, Ted Beier made a motion to eliminate the Crew category. Jon Schloesser seconded the motion and it passed.

Membership numbers are:

Member Category	2012	2013
Boat Owners	214	220
Regular	28	39
Associate	59	40
Crew	90	35
TOTAL	391	334

Rick Kotovic volunteered to be the Membership Committee chairperson for the next term. There should be a computer available at the regattas for people to join the NCESA and to sign up on our email distribution list. Local clubs need to do more to ensure those E-Scows at their club have a valid boat sticker, which is provided with an annual Boat-Owner Membership to the NCESA (\$65). Suggested the local Fleet Captains could help make this happen. We estimate maybe 5% of active racing E-Scow owners do not belong to the NCESA. Currently we have 220 Boat-Owner members. It is still necessary to continually remind members to renew their NCESA Boat-Owner – often well into the second half of the racing season.

Action item: Matt Schmidt made a motion to modify the credit card processing on the website so that there can be automatic annual renewal of NCESA membership. Bill Wyman seconded the motion and it passed unanimously.

7. Foundation Committee – The first year of the Mendota E-Scow Lease Program was a success. The Mendota E-Fleet submitted a grant request to the NCESA to obtain a 1997 E-Scow that was donated to the NCESA by a Mendota YC member. The boat would be leased to a person for the summer who was a good candidate to purchase their own E-Scow if they had an opportunity to be mentored for a year and get proficient racing an E-Scow. The person that Mendota choose to lease the boat for 2013 made tremendous progress during the year. At the end of the racing season they purchased their own 2007 used E-Scow. There is another candidate for next year and the Mendota E-fleet hopes it will repeat the success of our first year. It costs the person about \$1600 for all related expenses to use the boat (storage winter & summer, club racing & membership fees, insurance, and boat wear & tear). Suggestions were made to fill the Foundation Committee Chairperson position.

Action item: Bill Wyman made a motion that the NCESA become a 'Bronze' sponsor with a \$1000 donation to the Buddy Melges Sailing Center. Ted seconded the motion and all approved.

8. Nominating Committee – New officers were nominated and elected at the Annual membership meeting:

Commodore - Bill Wyman
Vice Commodore - Bob Cole
Rear Commodore - Brett Hatton

F. Other New Business –

1. Southeast region – the NCESA would like to help promote E-Scow sailing in the Southeast region. Initial inquiries into joining the Charleston Race Week were less than hoped for. However, the Directors will pursue this option. It may take a little longer and involve more influential people but it is something the NCESA feels would help expand E-Scow sailing in the Southeast region.
2. Help promote the Charleston Easter Regatta as a 3 day event.
3. Action item: For the National Championships, provide a host club recognition award. The plaque will be an NECSA Burgee with the year embroidered on the Burgee and mounted in a suitable frame.
4. Action item: Provide hats with NCESA logos and embroidery to identify key RC Committee personnel. The hat would include "Race Committee" wording.
5. Action Item: Purchase large banners, backdrops, and table covering with NCESA logo and E-Scow art work. The purpose is to make the class brand more visible in publications, photos, trophy ceremonies, and promotional materials.
6. The Board rewarded Lon & Donna with a \$1K for work to implement the new website, member ship database, and regatta registration that was implemented in 2013.

G. Regional Reports: Deferred to reports presented at the Annual Membership meeting at Lake Geneva during the National Championship Regatta.

Bill Wyman moved for a motion to adjourn, and the meeting ended at 2:35 PM.



NCESA Scantling Rule Changes/Issues Over the Years

By Ted Beier

The E Scow that we race today has evolved quite a bit from the “traditional wood boat with a rotating wood spar that had been sailed for many years. What follows is a short discussion of these changes during the time that I have been involved with the NCESA Rules Committee.

1970-1971 – Experimentation with deck stepped and bottom stepped aluminum masts occurred. Sections involved derived from the Soling and Tempest class boats, plus an un-tapered section being considered for the C Scow. A deck stepped Soling section adopted as an alternate to the rotating wood spar.

1972 – Initial discussions on fiberglass hulls. Scantling rules for aluminum mast being cleaned up. Minimum cloth weight for spinners set at ¾ oz. Discussion about Soling spinnakers being sanctioned and/or taking place of traditional asymmetric reacher. Board voted to allow two spinnakers of any type to be used at a regatta if they fell within the maximum dimensions. Board decided to license builders instead of measuring boats. Melges and Johnson will be considered licensed after Measurer Ed Malone measures and certifies one hull from each. Thereafter, changes which bring the hulls closer in shape will be encouraged, and changes that increase differences will be discouraged. By-law Article X on experimental projects initiated.

1973 – NCESA assumes control of E scantling rules from ILYA. Board approved Melges request to build fiberglass boat, requiring it conform to the shape of a 1972 boat (no action followed). Scantling rules approved for current large and small spinnaker dimensional ranges (except the foot max was set at 23 ft. instead of the current 22 ft.), and one large and one small will be allowed measured in for a regatta. All spinnakers built to previous rules are grandfathered. All spinnakers must carry numbers except grandfathered reachers. Scantling rule for spinnaker pole rope downhaul as an extension of the topping lift approved.

1974 – In April permission was given to Johnson Boat Works to build a fiberglass boat, and sail the prototype in the Championship regatta. Concerns about the insufficient amount of flotation in hulls were discussed. The current flotation rule (By Law Article VIII, Section 14) was approved in form. 13 cu. ft. of foam were required. A request to build a cold molded wood-resin hull was denied. 1975 production of Johnson fiberglass boats was approved subject to verification of shape by Measurer Malone.

1975 – Discussions on masthead flotation initiated. 1976 production of Melges fiberglass boats was approved subject to verification of shape by Measurer Malone. The Rules Committee was authorized to reword the scantling rules to recognize fiberglass and wood hulls. For glass hulls, the fiber portion must be 100% glass fiber, local indentations or buildups for deck fittings were allowed, and indentations for travelers were allowed providing they were self draining and not below the shear line.

1976 – By-law Article X on experimental projects adopted. Measurer Malone presented a table of offset measurements for the Johnson and Melges fiberglass hulls. These were adopted as the official definition of the E Scow hull.

1983 – Scantling rule approved to change measurement of spinnaker pole to measuring the overall length to a limit of 10 ft.

1984 – Masthead flotation still a big issue in the spring. Two sets of foam pads for the head of a sail were tested during the '84 season. Discussion about reducing the boat weight to less than 965 lb. Board declared that the weight should remain at 965 and the builders should use the “excess” weight to build strong boats. Scantling rule changes approved to reduce underweight tolerance from 96.5 lb to 50 lb. The spinnaker pole ring size was limited to 3 in. from the mast surface.

1985 – More experimentation with masthead flotation devices during the year. A proposal to allow mylar mainsails was defeated by the Board. Scantling rule approved to increase the mechanical advantage of the backstay to 4:1 and eliminate the requirement for a jib luff wire.

1986 – The Board approved the purchase of 100 sets of foam head panels covered in cloth with zippers attached. The class will sell these plus the mating zippers to members upon request.

1987 – Scantling rules approved that all mainsails starting in 1987 will be required to carry the mating zippers to attach foam panels, and panels are required to be carried on board, but their use is left to the decision of the sailor.

1989 – Experimental projects for: 8:1 backstay and backstays attached on hull centerline approved. Scantling rules adopted to define the foot of the jib to control notched clews and specification that the vang may be controlled by block and tackle only were approved.

1990 – Scantling rule to allow an 8:1 backstay was approved. The latest glass Johnson and Melges boats have been measured, and little to no difference in geometry was found. A table of offsets can be defined with a + ½ inch tolerance which will envelope both shapes. These are the official shape, and any changes will be required to fit in this envelope.

- 1991 – Use of epoxy and vinylester resins for new hulls approved.
- 1992 – Ban on Kevlar, carbon and honeycomb reaffirmed.
- 1993 – Scantling rule approved increasing the required hull flotation to 19 cu. ft. of styrofoam or other material of equivalent buoyancy.
- 1994 – Jib measurement template modified to reflect the configuration of the headboard. Letter sent to builders reminding them that boats weighing less than 615 lb before adding ballast are not legal. Also, fiberglass hulls must be delivered with fiberglass only decks attached to be legal.
- 1995 – Foil shaped rudder experiment approved, but no action followed.
- 1996 – Proposal for a mylar main with full battens and an asymmetrical spinnaker were not passed by the Board. The current mylar main experiment was terminated. Numbers on spinnakers are no longer required. It was reaffirmed that the only legal masthead foam panels are those available from the class organization.
- 1997 – Much discussion at the November Board Meeting about prototype boat with no aft deck, and that rules on experiments were not followed. By-laws governing experiments updated, and experimental project required for any modification that may improve boat performance. Builders will be allowed to build any number 1998 boats without aft deck, but they will be considered experimental. They will not be legal for subsequent years unless the membership approves a scantling rule change allowing same.
- 1998 – Request approved for experiment on aerofoil rudders and asymmetrical spinnaker at beginning of year for the 1998 season. Pole at annual meeting was “overwhelming” against asymmetrical spinnakers. Change in scantling rules approved to remove the requirement for aft deck and to allow “non-wire” backstays. Discussion about foil shaped rudders, which indicated significant Board interest in continuing experimentation. Existing asymmetrical spinnaker experiment expired and was not renewed. Johnson Boat Works purchased by Melges, 1 July 1998.
- 1999 – Melges Boat Works encouraged to continue study of more efficient rudder.
- 2000 – Scantling rule approved to eliminate mastline black marker band on deck and replace with scribe line cast into deck. Experiment approved for 3 - 5 sets of foil rudders to be used during 2001 season (only one set was produced).
- 2001 – Experiment on foil rudders expanded to allow 10 sets for 2002 season. Scantling rule change approved to allow “non-wire” jib halyard.
- 2002 – Foil shaped rudder approved for 2003 on. Significant discussion on asymmetrical spinnakers. Consensus was that experimental process must be followed, and no action could be taken until a proper experiment was proposed.
- 2003 – Experiment initiated for 10 boats to use full-length top mainsail batten and longer length on other three main battens. Initial scantlings for asail boat documented.
- 2004 – Longer mainsail battens approved for 2005 mainsail production. A multi-year experiment on asymmetric spinnakers was initiated. Boats invited to Nationals, but not officially scored. Rig configuration did not include upper spreaders.
- 2005 – Some concern about several failed spars on asail equipped boats. Adoption of asail configuration vote at the end of the year obtained a simple majority, but not the required 2/3 majority.
- 2006 – Requests to approve “non-wire” forestays and headfoils not approved by Rules Committee and not passed to BOD for consideration.
- 2007 – An additional asail experiment approved on a configuration with a second set of spreaders to further stabilize mast. Asail received a 2/3 majority vote at the end of the year as “an approved configuration”.
- 2008 – Rules committee undertook a study to update some of the by-laws and the scantling rules to remove definition of configurations that are no longer used such as wood hulls, limitations on aluminum alloys, etc. Epoxy removed from approved materials in this exercise. Membership approved the changes.
- 2009 – A proposal to prohibit the use of GPS based electronics while racing for five years was not approved by the membership.
- 2010 – Rule defining use of the bowsprit and fine-tuning of asail dimensions approved by membership.

SARASOTA ONE DESIGN MIDWINTERS

Sarasota Sailing Squadron

March 22-24 2013

Place	Sail#	Skipper	R1	R2	Total
1st	CR-50	Richard Eisenhans	2	1	3T
2nd	1	Jim Barr	1	2	3T
3rd	131	Vladek Kwasniewski	4	4	8
4th	101	Mark Grinder	5	5	10
5th	WA_11	Bill Nolden	3	8(OCS)	11
6th	SF-3	Mont Echls	6	6	12
7th	Z-17	Jeff Nicholas	8(DNC)	(7)	15

CHARLESTON EASTER REGATTA

Charleston Yacht Club

March 28-30, 2013

Two beautiful days of sailing in Charleston. Breeze on Friday was East 10-15 with lots of ebb current. Three races were completed after a short delay in the morning. We were out of the water by 4pm. Friday evening was a wonderful oyster roast, BBQ and boiled shrimp dinner. Saturday racing kicked off at 11am. Three races were sailed. The breeze was Southwest 7-18 with the current only being a factor in the last race where the right paid big returns. We were off the water by 2pm. Sonny Mevers again was a gracious host for the awards. Congratulations to Robbie Wilkins and his crew for the win. The RC did a great job all weekend of setting good courses with little delay between races. A BIG thank you to those that traveled to Charleston for a great regatta. We hope to see a huge crowd next year fill our new and updated marina facilities and newly renovated club house. The dates are April 18-19, 2014. If the class would like to see any changes to the format, number of races or race days, please do not hesitate to let me know

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
1	SC-55	Robby Wilkins	1	3	1	3	1	1	10
2	MA-4	Tyler Kennedy	3	2	5	2	2	3	17
3	SC-27	Reese Wilkins	2	1	2	4	7	4	18
4	SC-3	Walter Prause	4	4	4	DNF	3	2	30
5	SC-27	Chris Hamilton	5	5	3	1	6	7	27
6	LA-11	William Nolden	7	6	6	6	4	5	34
7	GA-8	Ed Durant	6	7	DNF	5	7	6	44
8	SC-14	Chris Russel	DNS	8	8	8	8	9	54
9	SC-19	Palmer Russel	DNF	DNF	7	7	9	8	57
10	SC-12	John Helman	8	9	DNF	9	DNF	DNS	65
11	IH-22	Marc Feaster	DNC	DNC	DNC	DNS	DNS	DNS	78
12	T-1	Billy Warner	DNC	DNC	DNC	DNS	DNS	DNS	78

GENEVA SPRING REGATTA

Lake Geneva Yacht Club

May 18-19, 2013

Hugh Sugar, Tim Sugar, Darby Sugar, and Annie Sugar sailing H-8 won their first regatta race ever to start off the 2013 season. So exciting and rewarding to see them leading most of the race with a light over stand at the second windward mark to let Ken Wruk (I-71) sneak inside of them momentarily but H-8 jibed first and got over Ken to lead to the downwind finish. Hugh had a second row start but was able to complete a tack onto port with a millimeter to spare as their bow swung by the gunnel of a starboard tack boat - they were first onto port right in front of the yacht club in a nice streak of breeze taking them up the south shore in a NE wind of 8mph. Ken Wruk followed Sugar around the first mark as a long line of spinnaker scows set out for the leeward mark. Pat Heaney (H-13) had a great escape from the parade about 300 yards from the weather mark as he was the first to jibe away onto port in a new downer breeze which pulled him into second at the leeward mark. David Strothman (M-10) passed the most boats going from the high teens to a top 5 finish. Augie Barkow (V-37) struggled and slipped the most boats going from 3rd at the first mark to 12th at the finish - apparently it can happen to the very best as well. The windward legs took 14-15 minutes and the leeward legs took 9-10 minutes. The course was a W-4.

The second race got off after several "practice" starts. The wind had become lighter and a little unsettled between races and was an indication this would turn into a contest of appearing to look cool as you tore your hair out. Lee Alnes (W-25), David Irmischer (WA-00), and Vincent Porter (I-2) came from the north shore area in a new wind to lead at the mark. Vincent seemed to be able to sail deeper and just as fast as the others to lead at the leeward mark. Augie Barkow decided enough was enough and he did not plan to drop boats this race, holding steady in the 6-7 range before finishing 3rd behind Alnes while Vincent Porter took the gun. Others mixing it up in the top 6 places were Peter Maas (X-20) and David Strothman (M10), who again marched steadily up from 11th place early to 5th at the finish. The boat that passed the most boats was none other than World Champion Brian Porter (I-49) managing to go from very last place at the leeward mark (which did NOT include a tip over, penalty circle, or an OCS) to 15 at the finish. Leg times were: 20 minutes up, 14 down, 20 up, and 27 down.

The third race got off clean after a postponement ashore waiting for a new wind to fill in. It came from the SE and the boats off the leeward end of the line looked great but faded a little near the windward mark as the breeze had clocked ever so slightly to allow Lee Alnes (W-25), coming from the right, to lead the group off the leeward end of the starting line: David Strothman (M-10), Chris Jewett (M-3), Peter Strothman (I-9), Jeff Bonanni (LE-73) [not sure where he was at the start], and Vincent Porter (I-2). This is the group that swapped places for a few legs. David Strothman and Peter Strothman split with Vincent and Lee after the last leeward mark and that put them in the lead for a bit. Vincent split from the two Strothmans late in the leg and that was enough to get him passed one of them - David won with Vincent second, Peter third, and Lee fourth. Peter Mass sailed to a solid 5th place finish, followed by Jeff Bonanni. Jeff came all the way from Little Egg Harbor NJ for this event - and will be back in September for the National Championship Regatta which will be held on Lake Geneva. Three boats came from Grand Lake Colorado - thank you for making the trip!





Last Day, 4th and Final Race - Sailors showed up Sunday morning to a calm lake with patches of wind here and there to tickle the RC just enough that they would go out and check conditions. Finally 45 minutes before the noon deadline the RC announced a warning signal would happen at 11:40. The wind was SE 7-9 mph by the start time and built to 10-14 mph by the finish with one course change as the wind backed some after the first leg. A W5 course was set and leg times were: 8 minutes upwind, 6 downwind, 10 up, 5 down, and 9 up to the finish. It didn't seem like a short course at all – these boats are just so darn fast!

Brian Porter (I-49) meant business after being LAST around a leeward mark the day before – [I guess that's what happens when you poke an E-Scow legend in a class news article]. Brian wanted the leeward end and took it with good speed heading for the point where he tacked to port crossing all but Chris Jewett (M3). They were followed by Matt Schmidt (V-736), Augie Barkow V-37, Vincent Porter (I-2), Jeff Bonanni (LE-73), Peter Strothman (I-9), and Rob Mahony (J-515). The first downwind was a long starboard and only one boat jibed away in the first $\frac{3}{4}$ of a mile – and no, it didn't help them catch up! Augie Barkow and Peter Strothman edged up in the standings on the next two legs at the expense of Matt Schmidt and Chris Jewett. Barkow had a quick tack onto a good shift at the leeward mark and moved into the

lead which he held onto for a lap. Brian Porter got by Augie Barkow on the last upwind leg but Peter Strothman and Matt Schmidt were close and all four boats were going for max speed to get any advantage they could. Barkow had to wait until the last 400 yards before indicating a tacking duel or risk of losing Strothman and Schmidt. Porter made 3-4 covering tacks and Barkow wasn't able to escape and finished a very close second. Next was Strothman, Schmidt, Jeff Bonanni, Vincent Porter, and Tim Sugar (H-8) sailing very solid and steadily moving up 7 places in the race.

For regatta second place Lee Alnes (W-25) was in a fight with David Strothman (M-10). Lee had to keep at least one boat between them in the race to finish second for the regatta. David made it easier as 8 boats separated them at the first mark but at each mark Strothman was closing in – falling short by a couple of boats by the finish.





GENEVA SPRING RESULTS

Place	Sail #	Skipper	R1	R2	R3	R4	TOTAL
1	I-2	Vincent Porter	8	1	2	6	17
2	W-25	Lee Alnes	7	2	4	9	22
3	M-10	David Strothman	5	5	1	13	24
4	I-49	Brian Porter	4	15	7	1	27
5	V-37	August Barkow	12	3	14	2	31
6	LE-73	Jeff Bonanni	11	12	6	5	34
7	I-9	Peter Strothman	15	16	3	3	37
8	GL-7	Toby Sutherland	9	9	9	11	38
9	X-20	Peter Maas	14	4	5	18	41
10	H-8	Hugh/Tim Sugar	1	14	23	7	45
11	V-736	Matt Schmidt	10	20	12	4	46
12	WA-00	David Irmischer	13	6	18	16	53
13	TO-33	Stephen Johanson	17	18	10	10	55
14	M-3	Chris Jewett	16	23	11	8	58
15	I-71	Ken Wruk	2	22	20	15	59
16	H-13	Patrick Heaney	3	13	24	20	60
17	I-333	Frank A. Davenport	18	7	13	27	65
18	WA-99	Casey Call	19	10	8	29	66
19	J-5	Bill Wyman	22	8	26	12	68
20	H-88	Phil Zalog	21	21	15	17	74
21	I-303	Frank T. Davenport	6	19	28	22	75
22	V-27	Matt Peterson	25	17	21	14	77
23	J-515	Rob Mahony	27	27	16	19	89
24	CH-6	Rick Turner	20	29	19	21	89
25	GL-31	Jason Sutherland	26	25	17	26	94
26	M-8	Terry Foster	29	11	30 DNF	25	95
27	I-22	Mike Gannon	24	28	22	23	97
28	GL-23	David Lubchenco	23	24	27	28	102
29	I-88	Steve Lyon	28	26	25	24	103

TOMS RIVER SPRING SERIES REGATTA

Toms River Yacht Club

June 1-2, 2013

Place	Sail #	Skipper	R1	R2	R3	R4	TOTAL
1	T-73	Jeff Bonanni	6	2	2	3	13
2	BH-8	Russell Lucas	1	4	1	8	14
3	SS-1	John Brown	4	6	3	4	17
4	T-17	Chad Hillyer	3	3	11	1	18
5	BH-22	Robert Koar	2	1	16	2	21
6	BH-21	William Koar	9	5	5	7	26
7	T-53	Brian Gabriel	8	7	6	6	27
8	LE-2	Richard Ryan	7	12	4	5	28
9	LA-88	Paul Magno	5	9	7	16	37
10	T-1	Bill Warner	10	10	8	9	37
11	IH-5	Mac Feaster	11	8	10	10	39
12	LA-2	James Miller	14	13	9	16	52
13	SS-77	John Noshier	15	14	12	11	52
14	T-4	Joe Thorpe	12	11	16	16	55
15	T-13	Glenn Shaffer	13	16	16	16	61

Fifteen teams attended the Toms River Yacht Club Tune Up Regatta on June 1, 2013 to kick off the start of E scow racing on Barnegat Bay. The fleet sailed the Wanamaker course, and it did not disappoint, with a strong 12-15 knot south easterly breeze for race one and two. Given the short course distance available in a south easterly breeze, races were limited to approximately 25 minutes. The theme of the first two races was to lead to the left and hope you didn't get pinned past the port layline. With all fifteen boats arriving at the first windward mark within boatlengths of each other, strong starts and good boathandling helped Russell Lucas and Bobby Koar take races one and two.

The breeze piped up to 15-20 knots for races three and four, strong enough to make a few teams happy the water has warmed significantly in the last two weeks. The breeze was oscillating through a greater range with the increased velocity, so the fleet was a bit more staggered than the drag racing in races one and two. Downwind rides were wet, fast and short. Russell Lucas took race three and Chad Hillyer took race four.

Jeff Bonanni, with crew Mike O'Brien, Matt Goetting and Maggie Condon squeaked out a one point win over Russell Lucas and his Shimmer team. Special thank you to all the volunteers at Toms River Yacht Club and to Chip Hillyer and his crew for the excellent race committee work.



WANAMAKER REGATTA

Island Heights Yacht Club

June 15, 2013

With the passing of yet another wild and crazy storm, the Toms River felt like an early fall day for 16 E Scows to race our pre-season regatta. With a civilized midday start and three races planned, PRO Chip Hillyer raced us up in the top of the River. My guess it was to get us to imagine what Lake sailing is like and prep us for Nationals. And he was right because it was a real shift from our sea breeze drag races that typify sailing on the Bay.

Racing Saturday helped those who connected the puffs as they shifted from the ending NW front and then the refreshing SW blasts. Sometimes it was better to leave a lift with pressure to get positioned for the next phase.

Race one- Bobby Koar was top jockey on Faster Horses and always seemed to be in the max breeze. He made some huge gains on the runs by shifting modes quickly between ripping along in high mode, then going low when that phase was ending. Following from a distance was Russ Lucas and his Shimmer team, just sneaking by a tight 6 pack of John Brown, Mac Feaster (and Brendan Hoagan). Jeff Bonanni and the new kid, Kyle Rogachenko, and the grand master, Dick Wight.

Race two- This really felt like Lake sailing and Shimmer was able to hit a few shifts that were based more on going up the ladder rungs, than compass angles. This let them find the last nice puff into the weather mark and skate away from the pack on the runs. Jeff Bonanni, sailing so well had bad luck as his nice lift along the north shore just kept getting nicer and nicer until he had been pin wheeled into the middle of the fleet. There was never an option to change and just bad fortune. John Brown and the Demand boys pressured Shimmer all race and came in 2nd. Coming in hot into the finish and getting solid 3rd was Bill Warner Sr. Bill is always around the top group and sailed a great run to finish fast.

Race three- Jeff Bonanni sailing Girls on Film, had his game face on and was not to be denied in race three. To get back at the River for the bad luck in race 2, Jeff hugged the south shore the entire first beat. I swear I think he went inside a few pilings just to stay further south. It worked and he schooled us all with a monster win. Dick Wight sailing his new steed, Rossinante, was on fire and led Shimmer into the finish. The breeze was up to 14 and a fast and fun Regatta.

Russ Lucas and his team of Colleen Kelly, Mike Dutton and Clay Johnson won with 2,1,3. The fleet was all within a few points and this bodes well for the Eastern Fleet. It's going to be quite a summer, which is needed after we got Sandy-Blasted last fall.



Place	Sail #	Skipper	R1	R2	R3	TOTAL
1	BH-8	Russell Lucas	2	1	3	6
2	BH-22	Bobby Koar	1	4	9	14
3	SS-1	John Brown	3	2	11	16
4	MA-10	Dick Wight	6	8	2	16
5	IH-5	Feaster	4	5	7	16
6	T-73	Jeff Bonanni	5	11	1	17
7	TR-76	Kyle Rogachenko	7	9	4	20
8	IH-44	Fred Slack	8	7	5	20
9	LA-99	Dave Magno	11	6	6	23
10	T-1	William Warner	12	3	10	25
11	T 53	Brian Gabriel	9	12	8	29
12	T-4	Joseph Thorpe	10	10	14	34
13	LA-2	James Miller	13	15	12	40
14	SS-77	Todd Noshier	14	14	13	41
15	IH 22	Marc Feaster	15	13	15	43
16	IH-17	Buzz Reynolds	16	16	16	48

RUNYON COLIE BILGEBOARDER REGATTA

Mantoloking Yacht Club

June 8, 2013

Clearing skies made for an excellent day of sailing on Barnegat Bay. Three races were sailed in an 8-12kt westerly. A strong breeze out of the northwest in the early morning gradually lightened and shifted southwest throughout the day.

Right shifts off land at the top of the course played a part in race 1. It was important to get to the starboard layline early enough to take advantage of the geographic shift but not too early as to get caught in the shadow of tall houses. IH-5 skippered by Brendan Hogan showed solid tactics upwind and won the race with incredible speed on both downwind legs.

By the start of race 2, the breeze had shifted far enough left to take the land out of play. Boats were able to make both sides of the race course work to their advantage. In the even race course with puffy oscillating breeze, it was most important to keep your hip clear (or be very persuasive to your neighbors). Taking a few sterns on port tack heading for new wind was a necessary part of staying in phase and almost always paid off.

Race three brought the tightest fleet of the day with many lead changes. Small shifts made for a variety of fast paths to the windward mark. Middle Sedge Island added some difficulty to the downwind legs as well. Around the final windward mark of the six leg course the regatta was up for grabs for Kyle Rogachenko, Dick Wight, Russ Lucas, and Chad Hillyer. The top seven boats all found themselves course left with a port gybe drag race to the finish. The breeze was at its lightest for the day, when a right shift made it possible for the pack to lay the finish. T-76, moved from what would have been a seventh place finish to third in the final moments of the race. With just ten boat lengths to go, T-76 made an aggressive move to leave the pin layline and sail above Brian Gabriel in T-53. The gamble to reach high and fast to the far end of the line paid off when the top five boats soaked low to battle for the pin. The team of Kyle Rogachenko, Ben Condon, Alissa Ayres, and Ian Sutherland moved into third to win the regatta aboard T-76. The top four boats overall were separated by only four points!

The key for the day was not necessarily clear air or a good lane, but the ability to tack on the edge of the shifts and be aggressive when necessary. Wind bands from a passing weather system gradually made their way across the course. With each passing band, the wind would slowly lighten before filling from a few degrees left. The safe bet was to go left, but slow transitions to each new wave of pressure made it possible to take smaller steps to the left without the risk of getting caught in the corner.

Per tradition, the Runyon Colie / Bilgeboarder Regatta was completed with a Nickelowski shot for the winners at the awards, and a rousing tribute to Runnie and Betsy Colie, who honored us all with their presence.



Place	Sail #	Skipper	R1	R2	R3	TOTAL
1	T-76	Kyle Rogachenko	4	2	3	9
2	T-17	Chad Hillyer	2	7	1	10
3	BH-8	Russ Lucas	8	1	2	11
4	MA-4	Dick Wight	3	4	5	12
5	IH-5	Brendan Hogan	1	5	10	16
6	BH-22	Bobby Koar	9	3	4	16
7	T-53	Brian Gabriel	7	9	6	22
8	BH-7	Packy Mignon	5	12	9	26
9	SS-1	John Brown	12	8	7	27
10	LA-99	Dave Magno	11	6	11	28
11	MA-6	G.Sayia /	6	13	12	31
12	T-4	Joe Thorpe	10	10	15	35
13	LA-88	Tim Faranetta	17	11	8	36
14	T-1	Bill Warner	15	14	13	42
15	IH-17	Phil Reynolds	14	15	14	43
16	LA-2	James Miller	13	16	16	45
17	T-13	Glenn Shaffer	16	17	17	50

WAWASEE REGATTA

Wawasee Yacht Club

June 8-9, 2013

The Wawasee Yacht Club has organized and held an E-Scow Regatta for the last 29 years. This year, 29 boats from 9 yacht clubs registered to compete. For those who are unfamiliar with the Class E Scow, it is a uniquely powerful sailboat which has attracted performance sailors for more than 80 years. An E-Scow is 28 feet in length, 6 feet 9 inches in width and weighs a mere 965 lbs. With its planing hull and sail area of 873 square feet, including its asymmetrical spinnaker, its top speed has few rivals in the sailing world.

The forecast was "light and variable"; not good! This meant that 29 E-Scows were sitting on trailers in the boat yard and their crews were more or less wandering around in a daze. The decision to launch was made at 2:30 and race number one began one hour and five minutes thereafter. Dick Tillman,

(WA-22) saw wind to the right as did Tom Munroe (WH-77) and several others. At the windward mark, the fleet split and the wind built to take the leaders to the bottom mark in less than 5 minutes. After that, the wind was more shifty. Phil Zalog (H-88), Steve Johanson (TO-33), Brett Hatton (SL-4) and Tillman were able to finish downwind in that order just before a group of 10 boats closed in from behind. The 4 leg race was over in 31 minutes and that was that for the day.

Everyone enjoyed a pulled pork and broasted chicken dinner from the Sleepy Owl, but the party spirit was cut short by an announcement that the first race on Sunday would begin at 9:05 A.M. The wind early Sunday morning was very light despite a promise of wind in the teens. But, by

the 9:00 A.M., warning, however, a very nice breeze from the Southeast was available. Steve Johanson beat the fleet to the first mark, but Dick Tillman rounded the mark second, and was able to cover him from behind, slipped by in a puff, and never looked back. Tillman led the remainder of the race with Bob Herdrich (WA-47) and Toby Sutherland (GL-7) coming on strong. Johanson had to settle for 4th.



The race committee quickly reset the starting line and called for another 4 leg race in order to pack as much action into the remaining time as possible. Race three of the series started in lighter air, but Tillman made a port approach to the line and found a nice hole to slip in to, with Rob Terry (CR-66) (a prior Wawasee regatta winner) in good position as well. Terry led to the first mark and despite some strategic maneuvers, Tillman was unable to get past him and they finished 1 – 2. Pete Price (CR-11) and Herdrich battled back and forth the entire race with Price 3rd and Herdrich 4th.

Again, the committee returned to the starting area quickly with the regatta deadline looming and announced a 5 leg race, which suggested to all that the fourth race was going to be the last. By this time, however, the wind had lightened and it was

clear that luck and skill would go hand-in- hand from here on out. Tillman had a seven point lead and was looking good for the regatta win, but with Zalog, Terry and Price grouped together in 2nd, 3rd and 4th, nothing was assured. Tillman opted to stick with Terry at the start and they got hammered by two boats barging in from below the committee boat and thus sat on the line for what seemed like an eternity. Fortunately, the pin end had no wind and so by the time the fleet had cleared the line, no one was more than 8 boat lengths ahead. Dave Irmischer (WA-00) and Casey Christensen (TO-44) followed Tom Monroe, Jr. (yes, Jr.) to the windward mark. Price was in contention, but missed the offset. As he came back to try it again, he found Tillman steaming toward the offset mark and an interesting discussion was had about the economy and the political fortunes of our President. A group of four or five led the way to the right gate with a large group coming in on starboard to the right gate as well. This created an E-Scow parking lot leeward of the gate. Tillman had planned to be there too, but jibed and crossed to the left gate, which was farther away but had clear air. By now, the fleet was very spread out and so was the wind. It was anyone's guess as to who would finish where. The leaders were within inches of each other at the finish with Hatton 1st, Monroe 2nd, Lon Schoor (H-7) 3rd and Johanson 4th. Tillman battled back to 9th for a total of 16 points which was 8 better than Hatton and good for his second Wawasee regatta win in three years.

WAWASEE RESULTS

Place	Sail #	Skipper	R1	R2	R3	R4	TOTAL
1	WA-22	Dick Tillman	4	1	2	9	16
2	SL-4	Brett Hatton	3	11	9	1	24
3	CR-11	Pete Price	8	5	3	8	24
4	TO-33	Stephen Johanson	2	4	16	4	26
5	H-7	Lon Schoor	7	7	12	3	29
6	CR-66	Rob Terry	5	10	1	15	31
7	H-88	Phil Zalog	1	8	5	20	34
8	WA-0	David Irmischer	10	6	15	5	36
9	WA-47	Bob Herdrich	13	2	4	18	37
10	WH-77	Tom Munroe	6	12	19	2	39
11	WA-99	Casey Call	11	13	6	10	40
12	I-71	Ken Wruk	12	15	7	7	41
13	TO-44	Casey Christensen	14	16	8	6	44
14	GL-7	Toby Sutherland	16	3	14	13	46
15	WA-1	Mike Rian	9	9	10	21	49
16	WA-8	JB VanMeter	17	14	18	12	61
17	WA-17	Benjamin Herdrich	15	17	13	19	64
18	GL-23	David Lubchenco	20	19	17	14	70
19	H-11	Lance Puccio	18	24	20	11	73
20	WA-200	Rick Lemberg	23	18	11	23	75
21	WA-31	Terry Moorman	20	20	22	24	87
22	WA-13	Bryan Sarber	24	22	25	17	88
23	WA-14	Mark Russell	29	23	21	16	89
24	WA-51	Andy Allen	19	21	24	28	92
25	WA-20	Jim Wellington	22	25	27	22	96
26	SL-73	Bill Knappe	25	27	23	25	100
27	WA-49	Mike Beesley	27	26	28	26	107
28	WA-11	Scott Hackleman	28	28	26	27	109
29	WA-21	Leighton Wells	26	29	29	29	113

ILYA INVITATIONAL REGATTA

Pewaukee Yacht Club

July 11-14, 2013

Forty boats arrived knowing the forecast was for light winds and the direction would probably mean short windward legs as the wind most likely would be coming across the short side of the lake. This is one time we hoped they had the forecast wrong – but no such luck. The three completed races were as tough as any sailed on Pewaukee. Shifts were huge, pressure varied greatly across the course, and there was a unique randomness to both

and had most of us pulling our hair out and wondering what was coming next and from where. Yet, there is some extreme talent in the E-Fleet and on this weekend Vincent Porter and Peter Strothman, finishing one two respectively, seemed to have the sixth sense needed to master the conditions.

Pewaukee has to be one of the most experienced regatta hosting clubs, and they do put on a terrific event from land to sea. Their RC work was first class from start to finish. The volunteers and staff on shore treated everyone to good parties with terrific and abundant food & drink. You can't ask for more than that.

Friday was a bust for racing as the wind could not develop or settle on a direction to start a race. The first race was an L8 (eight legs, downwind finish) on Saturday morning in light winds and a course heading of 215 degrees (give or take 20 degrees). Boats

up the left side got around first but the fickle winds off the shore punished them some for their efforts as the group following got a puff to slip inside right after the mark. Augie Barkow (V-37), first around, took it on the chin along with Chad Rechcygl (V-83) second around. Lon Schoor (H-7) was next. Schoor abandon the notion of trying to get back into the breeze that sucked all the boats down inside and held a long slow port after the spinnaker set. A new wind came in from the SE and curled the H-7 down toward the leeward gate to round with the lead group and just ahead of the pack. Eric Bowers (M-11) led at the next upwind followed by Vincent Porter (I-2), Rick Roy (V-26), Schoor, and Pat Heaney (H-13). Rick Roy made up the most ground after being in 20th position at the first windward mark. Eric and Pat moved up 5 places on the first lap, and Porter passed a few. Choosing the wrong gate at the leeward mark the second time around cost Bowers his lead as the pressure developed on the left and faded on the right where Eric was headed. Porter was first around the second lap with Bowers, Schoor, Roy, Jon Schloesser (J-80), and Heaney following. The downwind was dicey for Porter, who started to sweat a little as better pressure developed across the course from him, but he was able to get back in time to hold his lead, followed closely by Schoor, Bowers, Heaney, and Barkow. Barkow had lost about 13 boats on the first downwind after his early lead around the first mark, but steadily passed boats on nearly each leg to finish 5th. Lap times were approximately: 8 minutes, 7, 7, 6, 7, 6, 7, 8 = total of 56 minutes. Great come backs were: Tobin Tornehl (V-511) from 32nd to 11th, Lee Alnes (W25) from 33rd to 15th, and Matt Schmidt (V-736) from 34th to 18th.

The next race was another L8 and the wind had backed some to a course heading of 135 degrees, still a pretty light breeze. This race was all Peter Strothman (I-9) who led at every mark. Lee Alnes (W-25), Tobin Tornell (V-511), and Tom Burton (M-9) were chasing Peter most of the race. The legs were short and mark roundings a mess and often very costly. Only the lead group escaped the chaos and pulled away as the packs seem to hang at the marks for quite awhile trying to get around. Choosing the correct leeward gate and course side, not always obvious at the time, paid big dividends going



to weather. For most, what looked good quickly turned sour – catch up and lose – a pattern that repeated itself often. Regatta winner Vincent Porter's upwind roundings were: 13, 16, 9, 16 – and he was often in better position downwind. Augie Barkow again was most consistent as he moved up each leg from 10th at the first mark to 4th at the finish. Jim Gluek (X-751) had a great recovery moving up each leg from the high twenties at the first mark to 6th at the finish. Bill Wyman (J-5) also passed a ton of boats, deep in the pack at the first mark and finishing 9th. Leg times were about: 7 minutes, 5, 6, 7, 5, 5, 9, 8 = total of 52 minutes.

The third race on Saturday, a W7, started at 4:56 p.m. with a wind direction of 120 degrees (again the usual plus or minus 30 degrees). Augie Barkow was leading the regatta after two races with 9 points. Strothman and Burton had 13, Porter had



15, and Alnes had 17. Paul Biwer (V-220) lead at the mark followed by a new name, Tim Kretch (M-4). Strothman was next followed by Porter. With a dismal forecast for Sunday, Porter & Strothman knew that this race could decide the regatta with only two points separating them and the regatta leaders were back – Barkow was 14th around, Burton 20th, and Alnes 24th. For three legs Strothman kept his lead on Porter but on the fourth leg Porter rounded the upwind mark in first with Strothman second. On the downwind Strothman maybe gambled a little to make the pass but failed and rounded in 5th, with Porter still leading. Peter Maas (X-20) had been steadily picking off a boat here and there as he climbed from 6th at the first mark to 2nd at the finish behind Porter. Jim Gluek did the same and finished 3rd after rounding the first mark in 8th. Strothman was 4th, putting him one point behind Porter for the regatta. Tim Kretch (M4) had a great race and finished 5th. Barkow slid back even more, Burton got into too much trouble at the mark roundings, leaving him well back. Alnes was moving in the right direction recovering from 24th to 14th at the finish. This is a clear indication how hard it was to race on Pewaukee in the conditions that chal-

lenged the sailors on Saturday. Leg times were about: 8 minutes, 7, 9, 7, 7, 8, 7, 8 = total of 60 minutes.

Sunday had an early start scheduled in the hope of getting a couple of races in. However the wind didn't settle in to get a start off until 10:15. The

course was an L10, again from the SSE. Several boats were over at the favored leeward end, but a quick circle around the end kept them in the race as the first leg favored a long port tack and boats were able to nearly lay the mark as some fresh pressure filled in from the left. Boats over were: Porter, Schoor, Drake Sprinkman (V-50), Frank Davenport (I-303), and Tim Krech. Paul Biwer (V-220) was dialed in for this race and lead for the first seven legs until the race was abandon when the wind shut down at about 11:00.



The showdown between Strothman and Porter was developing and they were in 9th and 12th place respectively with Porter passing boats when the race was cancelled.

Vincent Porter had a young but obviously talented team on board - Harry Melges IV on jib, Clifford Porter in the middle, and Henry Rolander. Harry and Henry are 12 years old.

ILYA INVITATIONAL RESULTS

Place	Sail #	Skipper	R1	R2	R3	TOTAL
1	I-2	Vincent Porter	1	14	1	16
2	I-9	Peter Strothman	12	1	4	17
3	X-751	Jim Gluek	17	6	3	26
4	M-9	Tom Burton	8	5	15	28
5	V-37	Augie Barkow	5	4	20	29
6	W-25	Lee Alnes	15	2	14	31
7	LE-73	Jeff Bonanni	13	7	13	33
8	V-220	Paul Biwer	10	16	8	34
9	J-5	Bill Wyman	16	9	9	34
10	V-511	Tobin Tornehl	11	3	21	35
11	WA-00	Dave Irmscher	9	24	7	40
12	X-20	Peter Maas	33	8	2	43
13	V-551	George Rolfs	19	10	16	45
14	M-4	Tim Krech	22	21	5	48
15	V-26	Rick Roy	7	19	22	48
16	M-12	Jeff Solum	27	13	10	50
17	V-27	Matt Peterson	30	12	12	54
18	V-736	Matt Schmidt	18	26	11	55
19	H-7	Lon Schoor	2	28	27	57
20	H-13	Patrick Heaney	4	23	30	57
21	V-800	Doug Mills	20	11	26	57
22	H-11	Lance Puccio	23	17	17	57



23	V-83	Chad Rechcygl	21	18	18	57
24	J-80	Jon Schloesser	6	29	24	59
25	H-8	Tim Hugh	14	22	28	64
26	M-87	Derek Packard	26	15	23	64
27	V-777	Eric Wilson	29	31	6	66
28	D-44	Shaun Sherry	DNF	20	19	80
29	V-170	Chris Lieber	24	25	33	82
30	M-11	Erik Bowers	3	DNF	DNS	85
31	I-303	Frank Davenport	35	27	29	91
32	V-25	Bill Burns	31	36	25	92
33	V-50	Drake Sprinkman	25	37	31	93
34	H-88	Phil Zalog	28	30	36	94
35	I-88	Steven Lyon	34	35	32	101
36	V-15	Eric Good	36	32	34	102
37	X-4	Susie Sternkopf	32	34	37	103
38	V-49	Jeff Seeboth	37	33	35	105
39	V-880	Michael Rettie	38	DNF	38	117
40	I-49	Brian Porter	DNC	DNC	DNC	123

WMYA INVITATIONAL REGATTA

Crystal Lake Yacht Club

July 13-14, 2013

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
1	CR-66	Rob Terry	1	1	1	2	8x	3	8
2	CR-7	Mike Dow	2	10x	2	4	3	5	16
3	WH-17	Brian McMurray	4	7x	4	5	6	1	20
4	WH-77	Tom Munroe	3	9x	3	8	4	2	20
5	WH-111	Doug McNeil	6	3	5	1	10x	10	25
6	TO-33	Steve Johanson	8	8	9x	3	1	9	29
7	WH-12	Don Nelson	5	2	15x	10	11	4	32
8	CR-11	Pete Price	7	4	6	11	15x	7	35
9	SL-4	Brett Hatton	10x	5	8	7	9	8	37
10	SL-22	Paul Wickland	9	17x	11	6	16	6	48
11	WH-22	Sam Gill	11	14	10	13	2	15x	50
12	CR-54	Mike Terry	16x	6	13	15	5	11	50
13	CR-10	Ted Greene	DNF _x	12	12	12	7	12	55
14	CR-100	Bill Walter	14x	13	7	14	14	14	62
15	SL-11	Bill Knape	13	16x	16	9	13	16	67
16	CR-12	Rich Halliday	15	11	17x	17	12	13	68
17	CR-51	Bruce Patterson	12	15	14	16	DNF	DNS _x	75
18	CR-77	George Lidner	17	DNF	18	18	DNS _x	DNS	91

UP BAY CHALLENGE CUP
Toms River Yacht Club
July 27, 2013

Place	Sail #	Skipper	R1	R2	R3	R4	TOTAL
1	SS-1	John Brown	2	4	5	1	12
2	LE73	Jeffrey Bonanni	4	7	2	3	16
3	BH-8	Russell Lucas	9	1	8	2	20
4	T-17	Chad Hillyer	10	2	6	4	22
5	BH 22	Robert Jr Koar	1	3	14	5	23
6	IH-101	Daniel Kraus	3	8	3	14	28
7	LE-3	Bob Donat	13	10	1	10	34
8	LE-2	Richard Ryon	5	11	9	11	36
9	T-76	Kyle Rogachenko	17	5	13	7	42T
10	LA-99	Dave Magno	14	6	10	12	42T
11	LE22	Chris Fretz	7	14	11	13	45
12	IH-5	Brendan Hogan	11	12	16	9	48
13	T-15	Doug Johnson	15	17	15	6	53
14	LA-88	Paul Magno	25/DNS	20	4	8	57
15	T 53	Brian Gabriel	12	22	7	17	58
16	LE 1	John B Maschal	8	15	12	25/DNF	60
17	T-4	Joseph Thorpe	18	13	17	18	66T
18	IH 44	Kirby Slack	16	16	19	15	66T
19	MA-6	Peter Wright	6	19	25/DNF	19	69
20	IH -17	Philip Reynolds	20	9	21	20	70
21	T-1	Bill Warner	19	21	25/DNF	16	81
22	IH-22	Marc Feaster	21	18	20	25/DNS	84
23	T-13	Glenn Shaffer	23	23	18	21	85
24	SS-77	John Nosher	24	24	25/DNF	25/DNF	96

NEW YORK STATE CHAMPIONSHIP
Races 1-4: Keuka Lake, July 26-28 2013
Races 5-7: Chataqua Lake, August 10-11, 2013

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	CH-6	Rick Turner	2	2	1	1	1	1	1	9
2	KU-9	Robert Cole	3	3	7	3	2	2	2	22
3	KU-12	William Hudson	9	7	4	7	3	5	3	38
4	KU-25	Joe Mead	10	8	6	5	5	3	4	41
5	KU-1	George Welch	1	1	8	2	7	12/DNC	12/DNC	43
6	CH-1	Chris Creighton	5	6	5	4	6	12/DNC	12/DNC	50
7	CH-6	Peter Isler	8	5	2	6	9	12/DNC	12/DNC	54
8	KU-91	Brent Penwarden	4	4	9	8	11	12/DNC	12/DNC	60
9	CH-7	Robinson /Sellstrom	12/DNC	12/DNC	12/DNC	12/DNC	4	4	5	61
10	LA-11	William Nolden	6	10	3	10/DNF	10	12/DNC	12/DNC	63
11	KU-2	Dave Stenger	7	9	11/DNF	12/DNC	8	12/DNC	12/DNC	71

ILYA INVITATIONAL



EASTERN CHAMPIONSHIP



EASTERN CHAMPIONSHIP



ILYA CHAMPIONSHIP



ILYA CHAMPIONSHIP



NCESA CHAMPIONSHIP



NCESA CHAMPIONSHIP



NCESA CHAMPIONSHIP



BLUE CHIP



BLUE CHIP



EASTERN CHAMPIONSHIP

Keuka Yacht Club

Aug 1-3, 2013

Lake Keuka is one of the Finger Lakes of Western New York, scoured from the plateau during the last ice age. Keuka is a Y shaped gouge with the lake level some seven hundred feet below the surrounding hilltops and as much as two hundred feet deep, and has the distinction of water flowing both southerly from the west branch and then northerly from the southern and east branches to the outlet at Penn Yan. The lake runs in a north-south line for 22 miles and is mostly about three quarters of a mile wide except at the meeting point of the three branches where the width expands to about a mile and a quarter. Winds running along the north-south line of the lake are usually steady and have quite a fetch before reaching the area of Keuka Yacht Club situated at this widest part of the lake and waves in a northerly or a southerly can build to good size. A westerly approaches the lake over Bully Hill and sweeps down to the water a good way off shore leading to little evidence of the breeze for a goodly share of a necessarily shorter east-west course. In August there is a characteristic early morning southerly breeze most days which often yields to something much lighter wind before the end of the morning, unless a system supports continuation.

For the ECESA Championship at Keuka in 2013, we tried a different schedule which perhaps encroached on evening activities. The second and third days were set up for morning sailing and with the morning breeze something we often can count on, we set the Harbor Gun for 7am on Friday and Saturday. PRO Bob Stevens and our volunteers were most agreeable to this arrangement and accommodated to provide all the necessities. It's an interesting thing departing for the sailing club before the sun has risen. In the end, a system aided us, allowing achievement of the full complement of eight races, even with a reprieve on Saturday morning moving the Harbor Gun up at hour later.

Our Champion was road warrior Vincent Porter, whose report on the sailing follows.

By Regatta Winner - Vincent Poerter

RJ Porter, Colin Rowe and I set out from Chicago with an E Scow, a box of my mom's chocolate chip cookies, and the goal of making it to Keuka Lake and back safely. We had sailed the previous year's Easterns at Little Egg, and we had so much fun that we needed a repeat. The car ride was actually one of the most fun parts of the regatta – and we had plenty of it, since I ran out of gas about 3 ours into our trip and needed an Ohio state trooper to give me a lift to the nearest gas station.

We were blessed with near perfect conditions at Keuka for the three day regatta. We were also blessed with the Union Bloc Italian restaurant we found, convenient housing, and a beautiful venue at the yacht club. Bob Cole and the regatta organizers put on a great event.

Half of the races were in a southerly that blew down the narrow part of the lake, and it seemed like getting to the right (west shore) early paid off. What was unusual is that the race committee set pretty pin favored lines for each start, but as the beats unfolded it was surprising how well the farthest boats right would end up. The entire fleet would tack to port soon after the start, with the boats at the pin end looking like they had big leads, but as the fleet sailed on a 5+ minute port toward the right, the port angles slowly faded. Toward the top of the beat it seemed there was something geographic at play and small starboards with pressure usually existed under the steep shoreline. I remember T-17 doing a good job of deliberately footing after the start on port, since it became clear that someone with just

enough breathing room to leeward would eventually become a problem on the long port tack.

The other racecourse was a more puffy, windy westerly on a shorter part of the lake. In what turned out to be a pretty big race #3, I remember having a few general recalls on a port favored line. The wind was still very puffy, and during the third try for a start we saw what looked like a wind line way up the course on the right side. I jibed around at about 2min to head to the starboard end of the line, tacked right at the gun, and just moments later was punched in a huge starboard in five more knots than the rest of the course. Not only was that lucky, but several good boats had stayed down at the pin where it was difficult to fight back.



At the end of the regatta, the score line didn't tell how close of a regatta it was. I had several close finishes where I beat out the next boat. And, going into the last day, Bobby Koar and Chad Hillyer were basically tied with me. In the seventh race, Bobby jibed out at the weather mark, and went from 1st to almost last on the first run. Chad rounded ahead of only a couple boats, sailed in a port shot directly down the middle of the run, and then tipped over on his jibe right near me. So, it was pretty crazy and we felt very fortunate to win. Sarah Scudder, RJ, and Colin were a great team and we hope to do it again. The east coast has such a fun and competitive fleet, and sailing 8 quality races against their best boats is worth the road trip.

EASTERN CHAMPIONSHIP RESULTS

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	R6	R7	TOTAL
1	I-2	Vincent Porter	3	2	1	1	6	4	3	18x	20
2	T-17	Chad Hillyer	1	5	9	7	1	3	10x	1	27
3	BH-22	Robert Koar	2	3	3	8x	4	1	7	9	28
4	BH-8	Russel Lucas	6	1	5	10x	9	7	1	4	33
5	SS-1	John Brown	7	8	2	6	3	2	5	14x	33
6	MA-10	Richard Wight	5	7	6	3	8	5	14x	2	36
7	MA-11	Peter Hurley	4	4	10	2	5	10	8	12x	43
8	KU-1	George Welch	9	13x	11	9	6	7	2	3	47
9	KU-9	Robert Cole	8	12	4	12	2	8	13x	11	57
10	IH-101	Leigh Kempton	12	11	7	4	16x	11	6	6	57
11	CH-6	Rick Turner	11	9	8	5	11	13	15x	5	62
12	KU-16	Scott Leonard	10	16x	13	11	10	9	12	15	80
13	KU-12	William Hudson	15	6	14	16x	15	14	9	7	80
14	CH-6	Chris Creighton	17	19x	12	14	14	16	11	13	97
15	CH-4	Marc Turner	14	10	19x	18	18	18	4	17	99
16	LA-11	Bill Nolden	13	14	16	13	12	15	16	18x	99
17	LE-4	Doug Galloway	16	15	15	19x	19	12	16	10	103
18	KU-19	Brent Penwarden	18	17	18	17	17	19x	18	8	113
19	KU-25	Joe Meade	19x	18	17	15	13	17	17	16	113
20	CH-5	Dick Turner	20x	20	20	19	20	20	16	18	133



WMYA CHAMPIONSHIP REGATTA

White Lake Yacht Club

August 1-4, 2013

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
1	SL-4	Brett Hatton	8	3	2	3	1	17	17
2	CR-66	Rob Terry	3	1	9	5	3	21	21
3	WH-111	Douglas McNeil	4	4	5	4	5	22	22
4	WH-77	Tom Munroe	1	5	4	7	6	23	23
5	SC-55	Robby Wilkins	5	14	1	2	2	24	24
6	SL-8	Andrew Molesta	14	2	6	1	4	27	27
7	TO-44	Casey Christensen	7	6	3	11	8	35	35
8	CR-7	Mike Dow	2	7	11	9	9	38	38
9	WH-12	Don Nelson	6	8	8	10	7	39	39
10	WH-17	Brian McMurray	9	11	7	6	18/DSQ	51T	51T
11	CR-11	Pete Price	10	9	10	12	10	51T	51T
12	WH-22	Samuel Gill	13	12	16	8	18/DNF	67T	67T
13	SL-22	Paul Wickland	12	10	13	14	18/DNF	67T	67T
14	CR-54	Michael Terry	16	16	12	13	11	68T	68T
15	TO-7	Andy Powell	11	13	15	16	13	68T	68T
16	SL-73	William Knape	15	15	14	15	12	71	71
17	SL-45	James Rose	17	17	18/DNS	18/DNS	18/DNS	88	88

White Lake Yacht Club hosted the 84th Annual Western Michigan Regatta August 1st. The racing in the E fleet was very close with all 5 races sailed. The conditions for Race 1 on Thursday morning were light and variable out of the North/North West. My team on WH-77 was able to recover from a less than stellar start and take the bullet. In Race 2 on Friday at noon the wind was very shifty and gusty out of the SW. Huge gains and losses were the norm. Rob Terry on CR - 66 took the win after a tough fought battle.

On Saturday the E fleet sailed back to back races starting at 2:20 PM in 12 to 18 Knots of shifty breeze out of the North West. This day belonged to the Wilkins team on SC - 55 visiting from South Carolina. They finished 1, 2 and felt completely redeemed after a capsize at the windward mark in race 2. Race 3 was won by Jamie Kimball skippering the SL-8 team. So after 4 races the top 4 boats were Brett Hatton with 16 points, Tom Munroe and Doug McNeil with 17 points, and Rob Terry with 18 points. It was very close and anyone's regatta. On Sunday the conditions were once again 12 to 18 out of the North West. Today Brett Hatton, sailing the SL-4 was not to be denied, they punched out and stayed out front. The other teams chased hard made gains, took risks trying to get by, but to no avail. Congratulations to Brett and his team of Chad Hough, Brian Toressen and for a great win.



DOWNBAY REGATTA

Little Egg Harbor Yacht Club

Aug 10-11, 2013

Place	Sail #	Skipper	R1	R2	R3	R4	R5	TOTAL
1	BH-8	Russell Lucas	1	4	8x	6	1	12
2	LE-3	Bob Donat	4	1	2	8	22x	15
3	SS-1	John Brown	7	9x	3	5	3	18
4	LE-73	Jeff Bonanni	3	14x	14	1	4	22
5	BH-22	Robert Koar	3x	7	1	9	5	22
6	SS-4	Randall Hartranft	6	11x	6	7	6	25
7	LE-2	Richard Ryon	10x	10	10	2	8	30
8	t-76	Kyle Rogachenko	8	16x	4	12	7	31
9	LA-99	Dave Magno	2	18x	7	11	15	35
10	LA-88	Paul Magno	21x	19	5	10	2	36
11	LE-1	John Maschal	5	15	19x	4	12	36
12	IH-101	Danial Kraus	13	8	15	17x	11	47
13	MA-4	Nathian Wight	9	24x	11	13	19	52
14	LE-5	Butch Lenhard	17	12	25x	3	21	53
15	LE-8	Jack Lampman	15	3	22	28/DNF	13	53
16	MA-6	Garret Sayia	12	13	9	19	25x	53
17	LE-4	Doug Galloway	11	6	24x	18	20	55
18	T-4	Joseph Thorpe	19	5	13	22	26x	59
19	BH-21	Peter Koar	27	2	21	28/OCS	10	60
20	SA-1	Dylan Froriep	16	23x	18	20	9	63
21	LA-2	James Miller	25x	25	12	14	17	68
22	T-8	Chrissy Mahoney	23x	17	17	23	14	71
23	T-1	Bill Warner	24	26x	20	15	16	75
24	LE-22	Chris Fretz	20	20	16	21	24x	77
25	IH-5	Brendan Hogan	22	22	28/DNS	16	18	78
26	LE-100	Tom Cox	18	21	23	24	27x	86
27	LA-11	Bill Nolden	14	27x	56	25	23	88



ILYA CHAMPIONSHIP REGATTA

Okoboji Yacht Club

Aug 14-17, 2013

By Regatta Winner - Erik Bowers

We've just returned home from 3 fantastic days of sailing on Lake Okoboji, Iowa for the 2013 E Scow Inland Championship regatta. This event is one of the most prestigious regattas on the E Scow regatta circuit. I've been asked by several E Scow sailors to provide the M-11 Team Meatballs Championship perspective on the event.

First off, the racecourse had very similar conditions for all three days. It became extremely clear to me after the 2nd race in which we finished 19th that there was no being conservative and sailing shifts in the middle of the course, which is frequently possible on Lake Minnetonka. For whatever reason, geography or heating differences between land and water, there was always more breeze on the edges of the course with no real patterned oscillations.

The winning strategy was to leverage early and own the edges with as few tacks as possible.

Following our ugly race 2, we went pin end to win on the next start and commanded the left side, leading at the weather mark and finishing 2nd. After race 2, we also quit paying attention upwind to boats more than 10 boat lengths away, and focused on course position and breeze near the edges. With the exception of race 2, we always started within 5 boat lengths of the ends of the starting line. Out of 7 races total, we led 4 of the races at the weather mark with this style of first leg sailing. In the three leeward end starts, we finished 6,2,1 in races 1,3, and 4 respectively. In the three windward

end starts, we finished 3,3,1 in races 5,6, and 7 respectively. The weather mark position for the first 2 days allowed both laylines of the course to look good right up to the very end of the beat. Going into the last race with 4 boats within 4 points, we kept the same strategy with starting and winning an edge of the course. We liked the right and stuck with it 100%, and that strategy paid BIG dividends, as we

won the last race and the regatta by one point over Sam Rogers and Team M-42.



Sailing downwind was a bit different as well. Boats who could sail low and minimize gybes did really well. I thought Russ Lucas and the BH-8 team consistently sailed the lowest angle, and seemed to always do very well off the breeze. I never sat on the weather side of the boat downwind, preferring more to position the boat as well as possible, and then stick to the low side of the groove. In general, we also stayed away from the shores downwind because it can be really tough to come off of them with a decent angle when it's time to gybe back toward the gates. The end result of being more in the middle is less distance sailed, while getting enough of the



pressure. I also tried to look really hard at how I wanted to sail the first part of the beat as we were approaching the gates.

Our tuning and upwind speed was excellent in all conditions, but especially when we were able to hike and put the vang on hard in 12mph+. We also kept the light settings for all the races, even the last one which had a bit more breeze. Our light settings are straight out of the Melges tuning guide. We never dropped the traveler or the jib leads, or changed the clewboard hole on the jib. Part of the reason we never dropped our traveler was that our crew weight is 650lbs with Mike, Maclean, and me. We also hike very hard in the pressure. I have very loose straps (ankles at the edge of the cockpit) and a near full Laser length tiller mounted in the center of the rudder crossbar. I'm accustomed to not seeing the bow upwind at all because Mike and Maclean obstruct the view when we are all hiking. This allows me more time to look upwind for the more breeze. When I look for the pressure/more breeze, I usually look 200-400 yards upwind in the direction of our apparent wind to see what breeze we will intercept as it comes down the course. When I'm not looking for pressure, I look a couple boat lengths in front of the bow at the water. When we're hiking, I almost never look at the telltales on the jib. I look at them more in under 10 when Mike and/or Maclean are in the boat. I was also footing aggressively through the motorboat chop to keep the boat going fast. I often came down 10 degrees just to power through motor boat chop because it's always easier to come back up with speed than to try to get the boat going fast again. The footing through the chop also fit nicely with our overall strategy to get out to the edges of the course. The end result was that our mode percentages upwind were 50% VMG, 40% speed/low mode, and 10% pointing. We only pointed when we were on an edge of the course coming back to the middle, and wanted to get a bit more of the outside pressure without having to tack. We were also quite generous on the laylines and frequently overstood the weather mark to avoid more tacks.

All in all, it was a tremendous 3 days of sailing against the best sailors in the E fleet! Keeping it positive.



INLAND CHAMPIONSHIP RESULTS

Place	Sail #	Skipper	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	M- 11	Erik Bowers	6	19	2	1	3	3	1	35
2	M- 42	Sam Rogers	11	2	4	5	5	7	2	36
3	I- 2	Vincent Porter	2	6	13	4	2	9	6 RDG	42
4	BH- 8	Russ Lucas	1	18	9	12	1	1	6	48
5	M- 9	Tom Burton	3	4	8	2	8	22	3	50
6	I- 9	Peter Strothman	4	12	1	10	7	4	13	51
7	I- 49	Brian Porter	7	9	11	3	11	8	8	57
8	V- 37	August Barkow	5	5	23	13	4	2	7	59
9	M- 3	Chris Jewett	16	7	6	21	16	6	5	77
10	M- 7	Jule Hannaford	19	1	15	7	14	25	10	91
11	V- 551	Peter Friend	9	10	12	6	24	18	27	106
12	X- 20	Peter Maas	15	3	22	8	22	21	16	107
13	M- 87	Derek Packard	20	13	3	17	12	19	23	107
14	M- 35	Hans Zinn	10	25	5	11	18	24	14	107
15	M- 12	Jef Solum	22	17	10	22	29	5	4	109
16	M- 10	David Strothman	8	27	21	14	9	13	20	112
17	H- 7	Lon Schoor	17	14	18	9	19	12	25	114
18	MA- 11	Peter Hurley	18	16	25	23	10	11	12	115
19	M- 17	Jason Ostbye	24	8	7	20	28	23	17	127
20	J- 80	Jon Schloesser	14	15	24	27	6	31/DNF	11	128
21	W- 25	Lee Alnes	13	20	17	16	15	28	19	128
22	M- 2	Tom Meyer	12	26	27	19	20	14	15	133
23	J- 5	Bill Wyman	27	29	16	15	17	10	22	136
24	H- 13	Patrick Heaney	30	23	20	18	13	17	24	145
25	V- 15	Eric Good	26	11	26	26	26	16	21	152
26	I- 303	Frank T. Davenport	21	21	14	30	21	27	31/DNS	165
27	H- 88	Phil Zalog	23	24	28	28	30	29	9	171
28	M- 8	Terry Foster	29	28	19	29	23	26	18	172
29	I- 333	Frank A. Davenport	28	22	29	24	25	20	26	174
30	M- 13	James Beltz	25	31 DNF	30	25	27	15	28	181



NCESA NATIONAL CHAMPIONSHIP

Lake Geneva Yacht Club

September 6-8, 2013

By Regatta Winner - Kevin Jewett

This year's Nationals on Geneva were organized by co chair's Peter Strothman and Vincent Porter. The dynamic duo pulled together a great event with the support of the Class and Lake Geneva Yacht Club. Most of the 84 teams arrived at least a day in advance to tune up so when we arrived around noon on Thursday there was plenty of activity. A tune up race was scheduled for 3 PM followed by a reception with Buddy Melges as the honored guest. In usual fashion Buddy entertained the crowd recalling good memories sailing the E over the last 60 years. PRO Bruce Gollison held the skippers meeting at 9 AM on Friday where he laid out the plan for the event. The starting lines were going to be .6 miles, basically stretching from shore to shore in most directions and there would be a mid line boat. He wasn't going to rush to get races in and was very open to sailor input which set a nice tone. A solid crew of volunteers and three



Place	Sail #	Club	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
1st	KG-111	Kegonsa	Kevin Jewett	2	3	6	1	10	-12	22
2nd	I-2	Geneva	Vincent Porter	7	-17	2	15	1	3	28
3rd	I-49	Geneva	Brian Porter	4	19	1	5	(43 SCP)	9	38
4th	M-42	Minnetonka	Sam Rogers	21	2	3	8	4	-46	38
5th	SL-4	Spring Lake	Jamie Kimball	18	-29	16	2	2	2	40
6th	CR-66	Crystal	Rob Terry	1	11	-17	16	6	14	48
7th	BH-22	Bay Head	Bobbie Koar	17	-21	14	7	14	1	53
8th	V-37	Pewaukee	Augie Barkow	14	4	(85 DNF)	12	9	17	56
9th	M-3	Minnetonka	Chris Jewett	20	-35	19	9	5	7	60
10th	I-9	Geneva	Peter Strothman	9	-26	9	4	23	19	64
11th	SS-1	Seaside Park	John Brown	6	-22	22	14	7	15	64
12th	V-15	Pewaukee	Chris Banholzer	26	-31	11	6	8	13	64
13th	LE-73	Little Egg	Jeffrey Bonanni	-57	6	7	25	24	5	67
14th	T-17	Toms River	Chad Hillyer	15	-34	4	20	11	18	68
15th	WH-77	White Lake	Tom Munroe	31	27	5	-42	3	6	72
16th	M-10	Minnetonka	David Strothman	8	13	10	33	12	(85 DSQ)	76
17th	M-87	Minnetonka	Derek Packard	-27	16	18	26	16	8	84
18th	LE-3	Little Egg	Bob Donat	25	-69	25	13	15	11	89
19th	I-1	Geneva	Harry III & Harry IV Melges	19	12	23	3	(69 SCP)	34	91
20th	BH-8	Bay Head	Russell Lucas	13	14	26	-35	20	21	94
21st	M-9	Minnetonka	Tom Burton	3	5	21	28	38	-39	95



cranes dropped boats in the drink, and plucked them out at the end of each day.

Breeze was light as we warmed up and it took some time to get the line set so we had some extra time to get tuned up prior to the first race. Just sailing around in the pre start was challenging but it allowed us time to size up the fleet. It was great to see that the numbers were back into the 80's.

We got going a little after noon, the wind was out of the Southwest and large lefties would roll onto the course over the high southern shore followed by more consistent righties. It turned into a typical battle to keep a clean lane while on the lifts and the rich got richer. As the fleet approached the mark the shifts

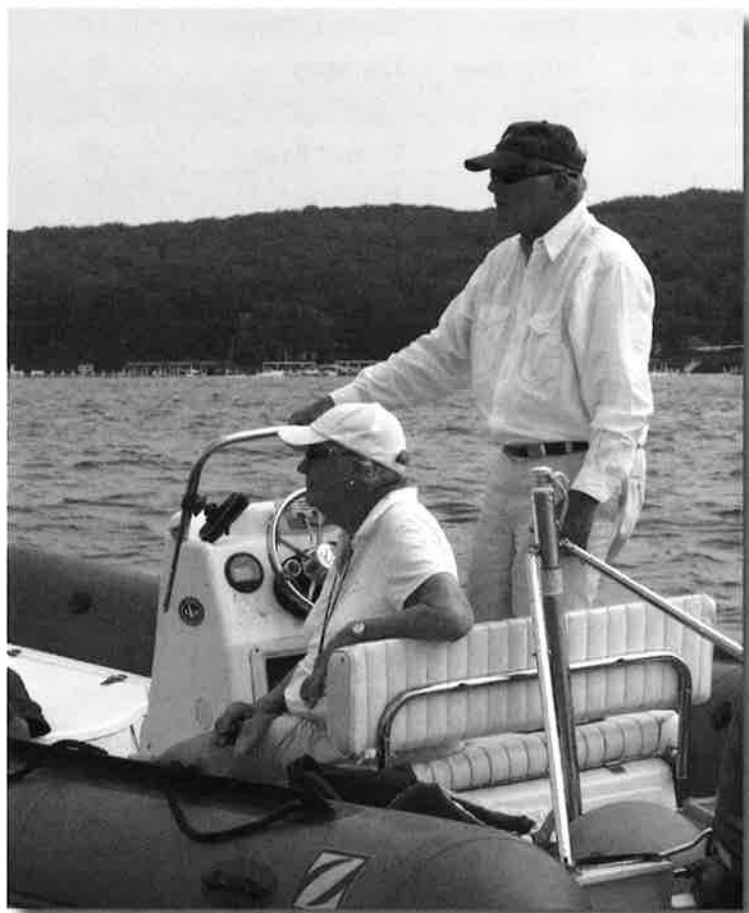
became more dramatic, each side taking turns in providing the advantage. As I recall V-15, Chris Banholzer and team Silver Bullet was leading in from the right along Ken Wruk and David Strothman. Brian Porter was strong from the Left along with Tommy Burton and Rob Terry.

After rounding there were some tough decisions that had to be made. Those that were lucky were able to stretch out and take puffs far enough down the lake to avoid the vacuum to beneath the windward mark before gybing back across the course. The breeze continued to oscillate, with velocity between 3 and 8 knots. Rob Terry sailed a consistent 2 laps and found a solid shoulder of breeze on final beat that put him into the lead for the win, we were on the left with him and passed Tommy Burton to take 2nd, while Brian Porter and Ken Wruk rounded out the top 5.

In race 2 Bruce Gollison shifted the windward mark to the left and had to shorten the course to 1 Mile. The breeze had filled a bit but was coming across the lake more so provided more holes to deal with. Congestion at the windward mark was heavy. Sam Rogers, Augie Barkow, Jeff Bananni and Tom Burton were early front runners. We learned the lesson of gybing back too early dropping quickly from front of the pack to the mid 20's at the top of the first run.

Lefties seemed to be the gainers up wind again and Mike Dow climbed into the lead solidifying the Crystal Lake day one sweep on a shortened final beat. Next years hosts will be ready on all fronts it seems... Sam Rogers sailed a solid race picking up second, we managed to link together a few critical shifts and found ourselves in third just ahead of Augie Barkow and Tommy Burton. After day one, we were in the lead ahead of Tommy Burton who had a 3-5, Rob Terry had an 11 in race 2 and was sitting in 3rd followed by Augie Barkow lurking with a 14-4 and a smattering of boats in the low 20's many with one good race under their belts.

Day 2 brought better breeze out of the Southwest again. PRO Gollison stretched the legs out to 1.4 miles for race 3 and all of us got work our legs in the puffs. Brian Porter I-49 led from the port side of the line and carried it wire to wire with his nephew Vincent I-2 in pursuit. Sam Rogers and team Madame on M-42 fended off a final leg push by Toms River's Chad Hilyer T-17, to take 3rd followed by Tom Munroe WH-77 (who was just getting into gear), we were able to hold



onto 6th just ahead of LE-73, Jeffrey Bonanni. For the remainder of the regatta, breeze was solid and there was an even mix of top ten finishers from the East Coast and Midwest.

Race 4 brought breeze of 10-20 mph, the port end of the line was again favored. This time we decided to leave our comfort zone in the middle of the line and joined I-49 and company at the pin. The lefty filled and we led around the first 3 mark. Jamie Kimball and team were not going to let us go easily and were able to reel us in on the second downwind, passing us on a nice shift with pressure. The I-1 team of Harry III & IV and Hans and Hans Jr. Melges also closed the gap and it became a three boat race on the final beat. I-1 stuck to the left and Jamie covered us nearly to the right layline and went to get the I-1 after exchanging some tacks. Fortunately for us we caught the last righty and took the bullet, ahead of Jamie who proved to be a force in the final three races of the event, I-1 followed in 3rd followed by Peter Strothman, Brian Porter, Chris Banholzer, Bobby Koar and Sam Rogers.

After a little break the race committee attempted a start but after a General Recall the breeze started to really get funky and the racing was called for the day. At the end of day 2 we held the lead with 12 points, Brian Porter was second with 29 and Sam was 3rd with 34. Sam's drop was a 21 and Brian's a 19 so it was still close after a throwout.

This gave the fleet a little more time to get dressed up for the party at Porter's adjoining homes on the northwestern shore of the lake. This was a beautiful event, cocktails were served in Dana and Brian's front yard and dinner was served under a tent in front of Annie and John's. Daily trophies were presented under the tent and Peter Strothman took a moment to pitch the Buddy Melges Sailing Center



Place	Sail #	Club	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
22nd	TO-33	Torch	Stephen Johanson	11	-39	12	17	39	25	104
23rd	W-25	White Bear	Lee Alnes	12	8	30	38	-51	22	110
24th	CR-7	Crystal	Mike Dow	34	1	13	19	-45	44	111
25th	LE-2	Little Egg	Richard Ryon	-40	25	31	34	13	10	113
26th	I-71	Geneva	Ken Wruk	5	15	-55	30	19	48	117
27th	SC-55	South Carolina	Robby Wilkins	-52	20	29	31	17	24	121
28th	MA-11	Mantoloking	Peter Hurley	10	36	-45	11	40	26	123
29th	X-4	Pine	Elizabeth Harned	-73	24	15	47	43	16	145
30th	M-12	Minnetonka	Jeff Solum	41	48	24	10	-69	23	146
31st	V-27	Pewaukee	Matt Peterson	38	7	39	(85 DNF)	33	31	148
32nd	V-551	Pewaukee	George Rolfs	-48	32	27	24	27	40	150
33rd	WA-00	Wawasee	David Irmischer	16	18	20	45	-53	53	152
34th	MA-10	Mantoloking	Richard Wight	23	50	8	39	(85 DNC)	35	155
35th	GL-7	Grand Lake	Toby Sutherland	-55	30	35	29	25	38	157
36th	CH-6	Chautauqua	Rick Turner	-62	40	34	27	31	29	161
37th	H-7	Mendota	Lon Schoor	24	52	(85 DNF)	21	18	49	164
38th	H-11	Mendota	Lance Puccio	-59	9	37	51	42	37	176
39th	KU-9	Keuka	Robert Cole	42	67	44	-72	22	4	179
40th	LE-22	Little Egg	Chris Fretz	32	37	51	18	-70	43	181
41st	H-13	Mendota	Patrick Heaney	46	38	41	-60	37	20	182
42nd	X-20	Pine	Peter Maas	30	-63	62	23	34	33	182

Place	Sail #	Club	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
43rd	I-818	Geneva	Spencer Simms	28	51	42	32	32	-52	185
44th	T-53	Toms River	Brian Gabriel	-54	46	28	48	35	41	198
45th	I-333	Geneva	Frank Davenport	47	42	-54	41	29	47	206
46th	WA-99	Wawasee	Casey Call	37	10	50	53	(85 SCP)	64	214
47th	D-20	Delavan	Daivd Everhart	53	59	52	22	-67	32	218
48th	D-1883	Delavan	Brian Buzzell	(85 DNF)	61	56	56	21	28	222
49th	WH-17	White Lake	Brian McMurray	52	-66	33	55	41	42	223
50th	I-303	Geneva	David Davenport	68	23	43	43	49	(85 DNC)	226
51st	WA-47	Wawasee	Robert Herdrich	43	47	(85 DNF)	68	44	27	229
52nd	WA-21	Wawasee	Chad Herdrich	63	60	-78	46	36	30	235
53rd	J-80	Oshkosh	Jon Schloesser	33	49	32	36	(85 DNC)	85 DNC	235
54th	D-21	Delavan	Edward Clair	45	-74	38	40	56	59	238
55th	I-10	Geneva	Charles Colman	61	-70	36	54	28	62	241
56th	LE-100	Little Egg	Tom Cox	22	58	69	(85 DNC)	60	36	245
57th	T-4	Toms River	Joseph Thorpe	-71	28	64	44	57	61	254
58th	V-777	Pewaukee	Eric Wilson	74	-80	63	37	30	56	260
59th	WA-8	Wawasee	J B vanMeter	50	53	48	63	47	-70	261
60th	H-8	Mendota	Hugh & Tim Sugar	39	71	47	-76	54	51	262
61st	M-8	innetonka	Terry Foster	-72	54	53	59	48	50	264
62nd	GL-31	Grand Lake	Jason Sutherland	44	45	59	62	(85 SCP)	57	267
63rd	CH-1	Chautauqua	Christopher Creighton	69	33	58	57	55	-73	272
64th	D-3	Delavan	Mark Hetzler	36	62	61	52	66	-68	277

which has raised almost 2 Million toward the building of new joint sailing school and yacht club facility on LGYC grounds. The famous/infamous Chucks was packed that night, not everyone made it home early... Day 3 brought steady Easterly breeze from 10-20 with gusts above and waves that traveled the length of the lake before hitting the starting line. These were conditions everyone could agree on. Bruce Gollison and team decided to go for two races instead of the max 3 and set a 1.6 mile beat, which would spread things out. After a false start, Race 5 got underway with a Z flag 20% penalty flag flying. Unfortunately Brian Porter picked up a Z flag taking him out of contention for the championship but Sam Rogers sailed a beautiful race, capitalizing on a botched tack on our boat (board got stuck...) and forced a final race with us for the title.

In the finale the conditions held up, Sam picked up a foul on us pre start, so we spun and then came at him again, knowing if he finished out of the top 6 we'd have the title. He managed a better start than us however and forced us to tack. After being told to cross by a starboard tackler we fouled the boat to windward of him, (Sorry Toby) and spun another circle... Did I mention we hadn't spent much time in the fleet... It was tremendously hairy in the 20's-60's. For a while it looked like Sam might get it us in the end, he was



top ten at the first mark and we were high 20's at best... The long downwind was good to us though and we linked shifts and pressure to close the gap, catching up to Sam at the first leeward gate.

He went right at the gate and we chose left, upwind we continued the split all the way to the right and were rewarded with a nice shift in our direction... There was more excitement though as we nearly ran over Peter Maas X-20 on our final downwind, luckily we avoided major collision but they were in our kite and we didn't know until the last minute, only option was to turn up and lay our kite etc on their rig... Another 360... Sorry Peter... We made it to the finish in 12th, our throw, and a rough finale to say the least. Sam had rolled it after the second windward mark and we had a big enough cushion to hold on the Championship even with Vincent Porter's brilliant final day of 1-3.

At trophy time we really appreciated the kind words shared by the competitors, it was truly a pleasure to share the moment with my dad, Woody, who taught me to sail on an E as a kid. I was happy that he had competed as well. It's a great fleet and this regatta showed off the depth, intensity and fun that we have as a group. We can't wait to do it again next year up on Crystal and look forward to lots of opportunities to see many of you in the mean time...

Thanks go to my team for pulling in this life-time achievement. Jim Campbell is our boat owner and jib man, David Buckley (repeat winner) was our middle man and my wife Carolina sat next to me and generally kept me sane. Can't wait to defend up on one of the most beautiful lakes in the world.

Kevin Jewett

Helm - KG-111





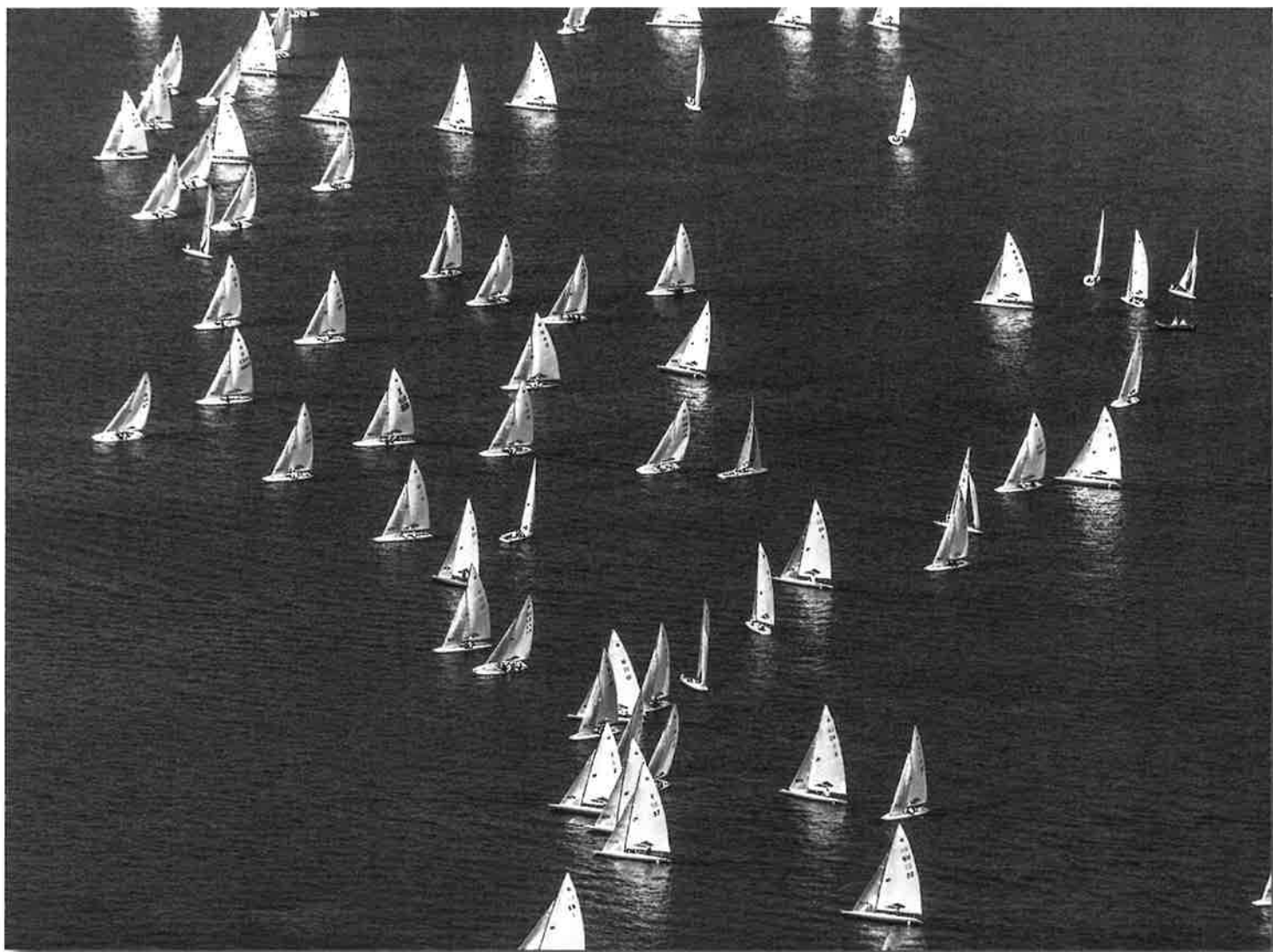
Place	Sail #	Club	Skipper	R1	R2	R3	R4	R5	R6	TOTAL
65th	H-88	Mendota	Phil Zalog	65	-82	57	49	64	45	280
66th	I-22	Geneva	Mike Gannon	49	44	66	61	-76	65	285
67th	V-50	Pewaukee	Drake Sprinkman	60	64	40	-69	59	66	289
68th	I-4	Geneva	Peter Wall	58	43	70	64	-73	63	298
69th	M-77	Minnetonka	Woody Jewett	29	-78	68	70	65	71	303
70th	J-5	Oshkosh	Bill Wyman	35	68	46	73	(85 DNC)	85 DNC	307
71st	BC-7	Boyne City	Roger Cyr	-81	77	75	50	58	54	314
72nd	I-88	Geneva	Steve Lyon	70	65	74	(85 DNC)	50	58	317
73rd	KU-12	Keuka	William Hudson	80	-83	49	74	61	55	319
74th	I-13	Geneva	Robert Youngquist	67	55	60	66	-77	74	322
75th	TO-0	Torch	Lathrop Keller	75	-76	65	58	72	67	337
76th	D-44	Delavan	Shaun Sherry	66	41	(85 DNF)	78	85 DNF	75	345
77th	WA-17	Wawasee	Scott Hackleman	77	-81	79	71	46	72	345
78th	WA-31	Wawasee	Terry Moorman	56	56	80	77	78	(85 DNC)	347
79th	GL-23	Grand Lake	David Lubchenco	-78	75	73	67	71	69	355
80th	J-55	Oshkosh	Max Wyman	64	72	71	65	(85 DNC)	85 DNC	357
81st	H-20	Mendota	Mike Barnett	(85 DNC)	85 DNC	77	75	62	60	359
82nd	D-66	Delavan	Phil Mattison	76	73	67	(85 DNC)	63	85 DNC	364
83rd	S-8	Carlyle	Jeff Melly	79	57	72	(85 DNC)	85 DNC	85 DNC	378
84th	I-27	Geneva	Don Sheldon	82	79	76	(85 DNC)	74	76	387

2013 NCESA NATIONAL CHAMPIONSHIP

Award Winners

1st Race - Keuka Trophy	Rob Terry	CR-71	Crystal Lake YC
2nd Race - Iver C. Johnson	Mike Dow	CR-6	Crystal Lake YC
3rd Race - BBYRA Trophy	Brian Porter	I-49	Lake Geneva YC
4th Race - Pewaukee Trophy	Rob Terry	CR-66	Crystal Lake YC
5th Race - Chautauqua Trophy	Kevin Jewett	KG-111	Kegonsa YC
6th Race - Freguson Trophy	Bobby Koar	BH-22	Bat Head YC
Regatta Winner - Bilge Pullers Trophy	Kevin Jewett	KG-111	Kegonsa YC
First Place Crew Weldon Memorial Trophy	Jim Campbell	KG-111	Kegonsa YC
	David Buckley		
	Carolina Jewett		
1st Place Woman Championship Trophy	Carolina Jewett	KG-111	Kegonsa YC
Womans Corinthian Tropy	Julia Navin	D-66	Delevan YC
Runyon Colie Service Award	Brian Porter	I-49	Lake Geneva YC
Torch Team National Champ			Lake Geneva YC
Rookie Award	Spencer Simms	I-818	Lake Geneva YC
Masters Award	Richard Wight	MA-10	Mantaloking YC
Youth Skipper	Chris Banholzer	V-15	Pewaukee YC
Woman Skipper	Elizabeth Harned	I-303	Pine Lake YC
Road Warrior	Russell Lucas	BH-8	Bay Head YC
			43rd place
			34th place
			12th place
			29th place





TOP 10 FINISHES IN NCESA CHAMPONSHIP SINCE 1959 (3 or more)

Brian Porter	32	Sam Merrick	8	Peter Slocum	4
Bill Allen	21	Bill Campbell	7	Dick Turner	4
Tom Burton	21	Harry Melges, III	7	Stu Wells	4
Gordon Bowers	16	Brad Robinson	7	Mark Beaton	3
Eric Johnson	15	Sam Rogers	7	Bob Biwer	3
Dave Magno	15	Lon Schoor	7	Ed Chute	3
Runnie Colie	13	Rob Evans	6	Hartley Comfort	3
Buddy Melges	13	Will Perrigo	6	John Dennis	3
Mike Meyer	12	Jim Gluek	5	Dave Ferguson	3
Dick Wight	12	Chris Jewett	5	Clayton Gaylord	3
Had Brick	10	Vincent Porter	5	John Gluek	3
Cliff Campbell	10	Bruce Wathen	5	Chad Hillyer	3
Andy Burdick	9	Harry Allen	4	Tom Hyslop	3
Willie DeCamp	9	Scott Callahan	4	Kevin Jewett	3
Paul Magno	9	Dave Chute	4	Gordon Lindemann	3
Bob & Jane Pegel	9	Jay Ecklund	4	Russ Lucas	3
Nat Robbins	9	Bobby Koar	4	Chris Pinahs	3
Augie Barkow	8	Jack Lampman	4	Richard Ryan	3
Mike Darrow	8	Ed O'Malley	4	John Sangmeister	3
Mike Fortenbaugh	8	Buzz Reynolds	4	Rick Turner	3

THE BLUE CHIP

Pewaukee Yacht Club

September 20-22, 2013

By Mystery Guest - Cam Lewis

I arrived in Pewaukee during the 34th America's Cup on Wednesday afternoon, planning on some good practice sessions on Thursday prior to Friday's racing. My E Scow sailing time was limited to 2 days of fun light air racing with the 2012 Mystery Guest, Peter Isler and his girlfriend Miriam Torres Brinkmann at the NY Sates on Keuka Lake in August, as sort of a secret training mission. Prior to that I had sailed a few times in scows many years before and really needed boat time. Keuka was a good eye opener, learning about rig tune and sailing angles and even more importantly heeling angles and timing for maneuvers.

I had left San Francisco on the Sunday prior to the Blue Chip to go back to Maine to clear up over a dozen downed trees from a Kansas style microburst, The America's Cup score was NZ 7, USA 1, I had the pleasure of riding on the committee boat the last day I was in there, I had been in SF since the beginning of the regatta. It was almost certain that the Kiwis would win one more and take the Cup home, yet it was not to be, the world's longest AC would distract and entertain me and many others throughout the Blue Chip regatta. Arrival day NZ 8, USA 1.

While in Pewaukee was able to visit Harken HQ to watch race 10, the tipping point in the AC, USA won it! I got a tour of the factory, saw lots of old friends and reminisced about the cold sub-Arctic temperature days of building my Finn in the winter of 1979 at the old factory, a dinghy which I later sailed to 2 Gold Cup wins. Olaf has crossed the Atlantic with me on our Team Adventure maxi catamaran after THE RACE and we had not seen each other very many times after that. Every Blue Chip mystery guest should allow for time to go see this amazing business produce the world's finest sailboat hardware.

With Jim Campbell, Dave Buckley and Lisa Gutenkunst as my bookends for the racing, we set out for some training which included a stop at the local Sports Dock Bar for lunch complete with Bloody Mary's and beer chasers to warm us up and thicken our blood for the brisk autumn weather.

Getting out onto Pewaukee Lake prior to racing is a huge bonus. Simple stuff such as rigging, dressing, launching



and getting out of the weeds into the main body of the race course is well worth it. Then taking plenty of laps around the lake, learning the names of some of the landmarks that my crew would be using to describe the winds was really helpful and understanding how some of the puffs land on the water is key. Racing can take you close into shore and it gets really shift-y and puffy.

From what I could figure, all E Scows are very one design, One Builder, One Sail maker and very few differences between boats. Most boats have the newer launcher set up for the kites, ours did not. The races were not won or lost because one boat was tricked out better than any other. We had 17 boats, which for me was plenty big enough of a fleet to deal with. Looking back at the results, we got better every race. A lot of this was due to my incredibly able crew mates and their upbeat demeanor, this helped with my confidence and allowed me to get my head out the boat and understand what was happening in the big picture of the race course. typical of all one design racing, the starts are very important and on Pewaukee lake it was huge to be able to sail straight and fast to then 1st shift and then get in phase all the way to the 1st windward mark and hopefully round in a puff and stretch away from the pack downwind. All sounds easy, yet we did not accomplish this in races 1 and 2. Chalk it up to my rookie driving and not enough head out of the boat sailing. Shifts happen often and fast, feeling confident that I could tack well came later in the regatta. Wishing I had done 100 more tacks in the practice sessions!

All the competitors were super friendly, socializing in the parking lot and certainly at the club bar was great. Saturday night big supper was unbelievable, great ambience and vibes from all the club members and sailors. So much pride was taken in the food preparations, the grill team did an amazing job and had so much fun outside that's typical of so many kitchens, a lot of people congregate there to hang out and talk and drink brews, the junior sailors waiting on tables and more made for a very memorable evening and extended weekend at PYC.

If you are lucky enough to be the Mystery Guest, take it seriously, find your Keuka Lake style of event if you can and get in some stick time in an E Scow. They are wicked fun to sail, especially when the breeze is enough to keep all the crew to windward.

Plus if you make enough friends at PYC one of them will have the keys to an A Scow and it is easy to get em fired up enough to get out for some rides on the lake. We had an absolute blast and some cold beers and shots of FIREBALL whisky on a super sunny Sunday afternoon before I headed back east to Maine.

BLUE CHIP RESULTS

Place	Sail #	Skipper	R1	R2	R3	R4	R5	TOTAL
1	V-37	August Barkow	1	1	2	6	5	15
2	I-2	Vincent Porter	2	6	14	3	1	26
3	V-15	Chris Banholzer	6	2	3	12	4	27
4	MA-10	Richard Wight	5	5	8	7	6	31
5	SL-4	Brett Hatton	12	15	5	1	3	36
6	V-777	Bob Biwer	11	7	1	4	14	37
7	M-87	Derek Packard	8	11	10	8	2	39
8	X-751	Jim Gluek	7	4	6	14	13	44
9	M-9	Tom Burton	4	9	12	13	9	47
10	?	Cam Lewis	16	13	4	2	15	50
11	W-25	Lee Alnes	10	3	11	11	17	52
12	T-17	Chad Hillyer	3	12	15	9	16	55
13	V-220	Paul Biwer	13	17	13	5	7	55
14	TO-33	Steve Johanson	15	16	7	10	8	56
15	WA-22	Dick Tillman	14	8	16	16	10	64
16	CR-66	Rob Terry	9	10	17	18 DNF	12	66
17	GL-7	Toby Sutherland	17	14	9	15	11	66

OVERALL NATIONAL RANKINGS 2013

Top 50

RANK	SAIL #	SKIPPER	TOTAL POINTS	BEST 3 REGATTAS
1	I-2	Vincent Porter	339	240
2	I-9	Peter Strothman	271	228
3	V-37	August Barkow	270	225
4	I-49	Brian Porter	222	222
5	M- 9	Tom Burton	216	216
6	BH-8	Russell Lucas	296	209
7	LE-73	Jeff Bonanni	269	209
8	CR-66	Rob Terry	239	205
9	W- 25	Lee Alnes	244	204
10	M- 3	Chris Jewett	204	204
11	M- 10	David Strothman	201	201
12	BH-22	Robert Koar	243	199
13	SS-1	John Brown	238	195
14	M- 87	Derek Packard	190	190
15	WH-77	Tom Munroe	220	190
16	T-17	Chad Hillyer	209	186
17	M- 12	Jeff Solum	185	185
18	MA-11	Peter Hurley	184	184
19	X-20	Peter Maas	221	180
20	M- 42	Sam Rogers	180	180
21	WA-21	David Irmischer	238	179
22	TO-33	Stephen Johanson	214	178
23	CR-7	Mike Dow	175	175
24	H-7	Lon Schoor	208	173
25	SC-55	Robby Wilkins	172	172
26	CH-6	Rick Turner	196	170
27	KU-9	Robert Cole	168	168
28	V-27	Matt Peterson	165	165
29	I-71	Ken Wruk	162	162
30	H-13	Patrick Heaney	195	161
31	MA-4	Richard Wight	160	160
32	GL-7	Toby Sutherland	158	158
33	WH-88	Brian McMurray	151	151
34	LE-2	Richard Ryon	150	150
35	J-80	Jon Schloesser	149	149
36	H-11	Lance Puccio	161	146
37	I-333	Frank A. Davenport	145	145
38	J-5	Bill Wyman	175	144
39	LE-3	Bob Donat	143	143
40	H-8	Hugh/Tim Sugar	157	140
41	WA-99	Casey Call	140	140
42	V-551	George Rolfs	140	140
43	I-303	Frank T. Davenport	139	139
44	CH-1	Christopher Creighton	135	135
45	KU-12	William Hudson	129	129
46	H-88	Phil Zalog	199	127
47		Kevin Jewett	124	124
48	T-53	Brian Gabriel	122	122
49	M-8	Terry Foster	121	121
50	SL-17	Jamie Kimball	120	120

FASTER BY DESIGN



2013

- #1 Nationals, *Kevin Jewett*
- #1 ILYA Championship, *Eric Bowers*
- #1 ILYA Invitational, *Vincent Porter*
- #1 Blue Chip Championship, *Augie Barkow*
- #1 Eastern Championship, *Vincent Porter*
- #1 Western Michigan Championship, *Brett Hatton*
- #1 Lake Geneva Championship, *Vincent Porter*



One Design

(262) 275-9728

Harry Melges harry@melges.com

Andy Burdick andy@melges.com

Jim Gluek jim@melges.com

Eric Hood eric@melges.com

onedesign.com



NATIONAL CLASS E SCOW ASSOCIATION
P.O. BOX 3022
MADISON, WI 53704