

Pat Dunsworth

## [the reporter]

NATIONAL CLASS E SCOW ASSOCIATION WINTER 1997



Pat Dunsworth

## Eighty Something?

Eighty-two year old Runyon Colie, Jr., from Mantaloking Yacht Club in New Jersey, was a part of the elite fleet of E-Scow sailors competing in the 30th Annual Blue Chip Regatta held at Pewaukee Yacht Club. Hats off to Runnie!

## Comments from the Commodore

Is it just my imagination, or have we had a fantastic string of national championship regattas? We have been very fortunate to have good winds, lots of boats, and great parties for several years in a row. Many thanks to the Lake Geneva Yacht Club for hosting such an outstanding event last year!

This mounting string of successes puts a lot of pressure on the Muskegon fleet for 1997, but they are already well into their preparation for a fantastic regatta. If you haven't been to their lake, consider the spring regatta as a tune up for the big show. It is truly a great place to race.

One of the challenges facing all classes in one design racing is growth of the membership. The president of US Sailing wrote an interesting article recently about their research into growth of the sport. According to their findings, most new participants in sailing were invited by a friend to race, which resulted in enough interest to skipper and then buy a boat. Events such as open houses, boat shows and other similar events are often well attended, but don't encourage long-term participation. In order to grow your fleet, make a list of non-sailing friends, and get them to sail. Also, please consider going to one extra regatta this year at a lake you haven't been to. You'll have fun, see new places, and help our class.

Another interesting issue brought to the board this year is future of the E Scow. There have been multiple advancements in technology over the past several years that would enable our boat to become even faster. Do we need to make a radical jump and grandfather the "old" design, or instead incorporate improvements slowly, or just leave the boat as it is? As always, your comments and opinions to any board member are encouraged.

Lastly, I would like to thank several people for their volunteer efforts to make the NCESA a better organization. Michelle Krievins-Newman and Nancy Price from Muskegon have volunteered to co-chair our publications committee, a very difficult job. Bunny Kuller has stepped down from the commodore position due to changes in his personal life, but that doesn't change the fact that he has been a hard working member of the board for many years. Betty Welch spends more time than anyone in keeping the organization running and deservedly won the first Women's Corinthian Trophy at Lake Geneva. Thanks and congratulations!

Your Commodore,

Casey Call  
WA-99



*Your Commodore, displaying his usual concentration, at Lake Geneva.*

### On the cover

*Dick Wight, MA-1, from Mantaloking Yacht Club. Isn't this what it's all about?*



**Thank you to all of the dedicated people that have so generously donated their time to help produce the NCESA Reporter.**

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*Special thanks to Brad Robinson for  
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## **RACE PREPARED BY...**



**BUZZ  
REYNOLDS:**

**CFO Croll-  
Reynolds**

**EASTERNS  
WINNER  
1995, 1996**

# **ScowWorks** **RACING RIGGING**

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**DICK WIGHT:  
ATTORNEY**

**Lautman,  
Henderson &  
Wight**

**3RD 1996  
NATIONALS,  
2 RACE WINS**

Pat Dunsworth

**HENRY COLIE**

**201.401.4125**

Race 1 started in a shifty, puffy northwesterly wind with medium breeze. Boats that got a good start and were able to hold on starboard tack going to the left assumed the immediate lead positions. The wind continued to back to the left making those on the left side of the course get better and better position. It was very shifty and proper playing of the puffs and shifts made a big difference as the boats approached the windward mark. The leaders turned out to be Buzz Reynolds, Cliff Campbell and Paul Magno. With three laps in this race, the lead shifted often in the tricky conditions. Cliff Campbell was able to lead most of the way for the first two laps while Buzzy and Paul took their turns with shots at him. Meanwhile, Dick Wight in MA1 charged back from a bad first leg and got himself in the hunt. The last time downwind Cliff had a substantial lead but was reeled in the dying breeze. Meanwhile, Dick Wight, who was becoming a threat, moved into second shortly after rounding the last mark. Cliff and Dick battled while Paul Magno attacked closely from third. Finally, Paul got left of the two boats and made a substantial gain to draw even with Dick Wight. In the meantime, Cliff Campbell, who was slightly right of the pack, lost out on a left shift. Dick and Paul went neck and neck toward the finish but Dick had the slight advantage, being punched out to leeward and driving toward the favored committee boat end. Finishers were MA1, LA88, T17 and IH7 who had dropped back to fourth.

## [Up Bay] Regatta

BY DAVE MAGNO

After lunch the second race got off in stronger wind conditions. The wind had also shifted a little farther to the north from the first race and now the gains seemed to have been made on the right as opposed to the left side of the course. The boats that went right early took the lead positions and just continued to gain in the clocking breeze. This leg seemed to have no left shifts at all and it was Al Terhune who had it figured out and led at the first mark. This shift seemed to keep everybody sleeping on the downwind leg as the boats held starboard jibe while some of the back-of-the-packers made giant gains by jibing to port early. At the bottom, Al Terhune still held the lead, but big gains were made by Had Brick and Paul Magno. Had Brick took the lead briefly up the next leg but it was still Al Terhune at the top mark now followed by Paul Magno then Had Brick. Dick Wight again plugged along and got himself into contention and then became a real problem on the downwind leg. Making the better choice at the leeward gate and going off on port tack, seemed to give Al Terhune and Paul Magno a little edge over the rest of the fleet for the last beat. The two boats slugged it out for the lead while Dick Wight was holding off the rest of the fleet in third. Paul finally slipped by Al to the left but was pressed all the way to the finish line to win by only a boat length and half. Dick Wight covered the rest of the fleet and took third.

The third race of the day started with more of the same conditions but the wind died right at the start and left most of the boats mistiming and late. Buzz Reynolds and Paul Magno looked good on the left, but boats on the right were looking good led by Butch

Lenhart in LE5. Unlike the first leg of the race, the oscillations came and everybody got their chances. At the first mark it was Butch Lenhart followed by Paul Magno and Buzz Reynolds. By the bottom mark it was still Butch Lenhart but Paul Magno had closed distance and gotten away from Buzz Reynolds. LA88 played the correct side up the next leg and grabbed a good lead. A struggle was going on in the rest of the pack as Buzz Reynolds finally moved up to second and Butch Lenhart lost distance. On the last downwind leg, Paul Magno jumped on a port shift and ran away to an insurmountable lead. Buzz Reynolds was still second but then picked the wrong way up the last leg and dropped himself into a heated battle for second. Dick Wight once again picked his way up, picked the correct port tack early in the beat and was challenging for second. Paul won while the rest of the boats fought and finally Buzzy recovered for the second while Dick Wight took the third.

Sunday's racing was again in a northwest breeze only slightly lighter. It was light and shifty going up the first leg but eventually the leaders came out of the far left hand side. Bob Donat led this group followed by Kirby Slack. Around the top mark, it was Bob Donat with a solid lead followed by a close knit group of Kirby Slack, Cliff Campbell, Tim Faranetta and Paul Magno. The lead boats held starboard jibe and were fighting each other high trying to keep their winds clean. Meanwhile, the boats that rounded later, like Dick Wight, were able to work lower of this pack. Tim Faranetta was the first to abandon this group of starboard jibers and this would pay off for him later in the leg. When the lead group finally did jibe to port, they had lost ground, particularly the two leaders, Bob Donat and Cliff Campbell. Up the next windward leg, Tim Faranetta and Kirby Slack worked some good rights while Dick Wight and Paul Magno fought it out, being close in the overall standings. By the top mark, Timmy had a good lead, Dick Wight second, Paul Magno third and Kirby Slack fourth. It was light going down the next run and Dick Wight closed to right behind Tim Faranetta at the bottom mark. He managed to get by Tim for the win while Tim covered for second and Paul had to scramble in front of Kirby to hold onto third.

In the last race, it was now a who beat who between MA1 and LA88. In a pin end favored line, Butch Lenhart won the start with Paul Magno second. Boats immediately tacked to port and Butch was leading with all the other early port tackers close behind. Working the shifts again became key and the boats that got right near the end of the leg were the leaders. At the windward mark, Paul Magno led a group that consisted of Cliff Campbell, Buzz Reynolds, Jack Lampman and Dick Wight. LA88 put their chute up in an hourglass and the trailing boats were able to jibe inside as the wind had shifted far to the north. The boats basically held port jibe for the remainder of the leg and the lead pack of the first five boats all rounded the same side of the gate going off on port tack. All the boats cleaned themselves up and all tacked to starboard trying to find a clear lane of wind going up the next beat. Buzz Reynolds was farthest right with a small lead. Paul Magno sailed to the second highest lane on the right, not wanting to tack behind Cliff Campbell, Dick Wight and Jack Lampman who were all ahead and tacked earlier. The boats farther right received more wind in a clocking shift and the boats that tacked to starboard earlier were hurt. Cliff Campbell managed to climb back over to the right as now it became Buzz Reynolds, Paul Magno and Cliff Campbell separating from the rest of the fleet. Farther up the leg, the oscillations started again and LA88 did the best job first working by Cliff Campbell and then closing on Buzz Reynolds. At the top mark, Reynolds and Magno set and jibed in this big northerly shift and both scooted away down the next run. The boats had now separated so much the regatta appeared over. Dick Wight had to struggle to the windward mark in the light air and was able to round no better than fifth with a distance that was virtually impossible to make up. At the last bottom mark, LA88 tacked to starboard before IH7 and then proceeded to work out from IH7. As the leg went on LA88 worked out and in front and then virtually above IH7 and went on to an easy win to end the regatta. Buzz Reynolds took second in this race unchallenged by the rest of the fleet and this would bring him up to third for the regatta beating Jack Lampman on tie breaks.■

*No results were reported on this regatta.*

AUGUST 7-10, 1996  
LAKE CADILLAC



Sara McMurray

*Tom Munroe and Brian McMurray battle for first.*

# [WMYA]

BY PAUL WICKLAND

## Championship

The 1996 Western Michigan Championship was held on Lake Cadillac August 7-10th. The fleet consisted of Butterflies, MC's, C Boats, E's and our newest fleet, the M-20's.

Our P.R.O. was Charlie Harrett from Spring Lake and was acknowledged as doing an excellent job in getting all the races completed.

The sailing and social center was the Cadillac Sands Resort which served the sailors and spectators well.

The E sailors were somewhat skeptical of the small inland lake with no yacht club, but by the end of the Regatta (with all races completed), every participant agreed the event was a complete success!

Race #1 saw winds west 10-12 m.p.h. with Peter Fox (SL-888) jumping out to a lead by going further left than anyone else, followed out by Tom Munroe (MU-11), Paul Wickland (MU-22) and Brian McMurray (WH-88). Winds began to shift to the south as the race committee followed with many course changes and then lead changes. Art Brereton (TO-101) made it a four boat race as he charged through the fleet. Monroe emerged the victor as he lead on the last leeward mark and covered everyone upwind.

Race #2 the following day saw winds shift to north/northwest light and variable. Pete Price (MU-1) sailed a consistent start-to-finish race with McMurray not too far behind. After only two races you could tell who was going to make the top five overall.

Races 3-5 saw the same condition using the narrow part of the lake with short courses and 30 degree shifts. The emphasis was on tactics and being on the correct side of the shifts. Boat speed was not a factor in this regatta.



“The E sailors were somewhat skeptical of the small inland lake with no yacht club, but by the end of the Regatta (with all races completed), every participant agreed the event was a complete success!”

Races 3 and 4 were back-to-back races where Brian McMurray and his crew, Jerry Gill and Dillon McCormick, showed their sailing skills with patience and the ability not to lose focus on the overall race course. Many of the competitors were able to come up with one or two good races but not with the consistency that Brian and his crew had. McMurray had just come off a victory at the E Invitational at Crystal Lake, which is a large body of water. Boat speed was prevalent, so his overall performance in both regattas under changing conditions showed how he dominated the Western Michigan E-Scows. Brereton, Munroe, Wickland and Price all had chances but McMurray was the most consistent.

In Race #5 Wickland worked his way out early in northwest light and variable to secure the last race. This was the first time in four years that all given races were sailed.

The 1997 regatta will be held on beautiful Torch Lake and should attract one of the largest E-Fleets around the Midwest.■

## final [results]

- 1 Brian McMurray, WH 88
- 2 Art Brereton, TO-101
- 3 Tom Munroe, MU-11
- 4 Paul Wickland, MU-22
- 5 Pete Price, MU-1
- 6 Rob Terry, CR-66
- 7 Fox/Fox/Fox, SL-888
- 8 Fox/Reuterdaahl/Fox, SL-8
- 9 Tad Welch, SL-12
- 10 Bill Walter, CR-100
- 11 Dave/Curt/Thor, G-12
- 12 Herb Knape, SL-18
- 13 Andrew Molesta, SL-1
- 14 Rick Grant, G-11



Sara McMurray

*Races postponed for lack of wind means an opportunity for a swim!  
Jerry Gill, Dillon McCormick and Brian McMurray seize the moment.*

**JULY 31-AUGUST 2, 1996  
LAKE HOPATCONG**

# **[Eastern]** Championship

BY LAURA HOLLERAN  
& DAVE MAGNO

The 1996 Eastern E Scow Championship was sailed at Lake Hopatcong, a place of unusual shape, but yet very predictable breezes (this according to local guru Alex Smigelski). What is most predictable are the chances of getting in a full complement of races over the three days. The odds say bet against it, but the last time the Easterns were at Hopatcong in 1991, six races were sailed in excellent conditions.

The weather did not look so promising this year, but it did not take long for the Reynolds brothers to start the entertainment. First Phil Reynolds found a new name on the transom of his boat and abruptly accused brother Buzz of painting it on. The real culprit, however, was Phil's wife Margo. The boat was appropriately named "Flipper" because of Phil's uncanny ability to upset so often. In fact, he holds the regatta record for capsizes from the last Minnetonka Nationals. The amazing part was that the crew lost count after four and rescued themselves every time while never upsetting during a race. The best one had to be the immediate capsize upon leaving the dock on the last day.

In a planned move of brilliance, Phil was able to live up to his reputation during the first race. It seems the boat had a halyard problem. A long discussion took place. Then, the decision was made to flip the boat, get the flotation panels to float the mast and lash the mainsail to the top of the mast. Unfortunately, when the plan was put into action, the boat turtled.

For some people bad things have to happen for good things to happen. This seems to be a pattern that Buzz Reynolds follows. Buzz figured he would get an early start on the regatta by putting his boat in before the crowd. Unfortunately, he didn't latch the trailer onto the truck very tightly. His boat tried to launch itself by rumbling down the hill, chasing his brother Phil out of the way (okay so he really believes you didn't paint the name on his boat, you don't have to kill him to prove it), before tipping over with the trailer. Fortunately, the boat was not damaged. This all took place before his crew arrived because of a traffic jam. Buzz wound up being the last boat to leave the dock when his missing crew members finally arrived. At last, on to the racing.

Racing started on Wednesday in a rainy east/southeasterly wind. The start was at the end of Byram's Bay and the windward mark up at Nolan's Point just to the right and slightly in the cove. The boats that got off to good starts and held starboard turned into the early leaders. In the lead group were Buzz Reynolds, Jack Lampman and Dave Bargar. Paul Magno joined the lead group and was right in the hunt as the boats came out of the slot. Unfortunately, he was too close to the leeward shore and boats such as George Welch, Jr., Had Brick and Cliff Campbell, who tacked over to the left, made big gains. At the windward mark, it was Buzz Reynolds followed by George Welch, Jr., Jack Lampman, Had Brick, Paul Magno and Cliff Campbell. As the boats worked downwind, the first six boats pulled out from the fleet and



*BUZZ, buzz, buzzing along!*

condensed. George Welch, Jr. was left alone on the right side of the run going downhill and made a big gain. He eventually took over the lead and gradually pulled away from the pack catching all the shifts first. Buzz Reynolds assumed second place and also pulled out to a comfortable margin. Meanwhile, Had Brick, Jack Lampman, Paul Magno and Cliff Campbell were fighting it out, at times challenged by Rick Turner and Dave Bargar. These boats mixed it up amongst each other the rest of the race. At the finish, it was George Welch, Jr., followed by Buzz Reynolds and Had Brick who had snuck away and moved into a comfortable third. Jack Lampman covered Paul Magno up the last half of the beat to take fourth, while Paul took fifth. Cliff Campbell was unable to find an attacking lane and wound up sixth. He was followed by Rick Turner and Dave Bargar.

For the second race, the wind was slightly farther to the left and lighter. The windward mark was now downwind and left of Nolan's Point while the starting line and leeward mark were still at the end of Byram's Bay. Buzz Reynolds tacked to port early off the starting line and got to the right side of the course. He caught the first southerly shift, easily crossed the fleet and assumed a big lead. His nearest challenger was George Welch, Jr. Who came over from the left side of the course after a good pin end start. These two boats led the way out of the slot, but unfortunately George played too far left and dropped back into the pack. Meanwhile, Jack Lampman worked himself up into a nice second place and third became a tight fight between Chuck Drawbaugh and Cliff Campbell. After the first few boats, there was a big stack-up at the windward mark and this allowed the leaders to escape while the rest of the fleet fought tooth and nail with each other. Runyon Colie, Rick Turner and Dave Bargar did the best job of fighting their way out of this pack on the next run and second beat upwind. These boats all acquired the five through seven slots. Farther back in the pack, it

was Had Brick, Tom Wiss, George Welch, Jr., Paul Magno and George Welch, Sr. fighting for the eighth spot. After the first day, Buzz Reynolds had a commanding lead with a 2/1. Next best was Jack Lampman with a 4/2 and then nobody else was really that close. Cliff Campbell had a 6/4 for 10 points and George Welch, Jr. Had a 1/10 for 10 points. Had Brick was in fifth place with 11.

The second day of racing was the usual wait for wind and it wasn't until afternoon that a race could be attempted. After lunch, the fleet headed out in the light southerly breeze. The start was set up just south of Halsey Island and the windward mark set on the southeast side of the lake south of Chestnut Point. Buzz Reynolds got a great start and led early in the race. Paul Magno worked out to the right and George Welch, Jr. came out strong from the left. Early up the leg, Welch, Reynolds and Magno were the three leaders. Later in the leg, Jack Lampman and Had Brick moved in contention by catching a shift on the right. At the first mark, it got light and George Welch, Jr., Jack Lampman and Tom Wiss led Paul Magno, Buzz Reynolds and Had Brick around the first mark. The wind was very light and Had, Buzz and Paul jibed to port while the other boats held starboard jibe. Soon all the boats jibed to port, but Buzzy and Had got the wind first with the earliest jibes. Buzzy jibed back, Paul Magno went with him while Had went a little farther before jibing and took a large lead. The fleet scrambled back and forth in a big mess while Rick Turner, Runnie Colie and Chuck Drawbaugh drew into the mix by holding left down the leeward leg. By the leeward mark, Had still led but Rick Turner had moved all the way up to second. Up the next leg, it was tough going again with the boats trading positions except for the two leaders. Near the end of the leg, it got light by the weather mark. A new wind arrived and the leaders went around. This time it was Had Brick followed by Rick Turner, Buzz Reynolds and Tom Wiss. Paul Magno barely edged around in front of Chuck Drawbaugh and then the rest of the pack followed. The four leaders initially scooted away in good wind but then it died on them and the rest of the fleet started to close. The race really tightened and only Had and Buzzy hung on to round first and

*Continued on page 47*

AUGUST 10-11, 1996  
LITTLE EGG HARBOR YACHT CLUB

Twenty-two E-Scows assembled for the Down Bay Championship at Little Egg Harbor Yacht Club in Beach Haven, New Jersey. The weather was cloudy but it was supposed to clear and a northwest wind was to arrive. As the boats made their way out to the race course, it was found that the wind was surprisingly far east, not at all in accordance with the weather report. The course was set for 2-1/2 laps between markers D and H. The pin end of the starting line was favored and shortly after the start all boats tacked to port. A wind shift just before the start had skewed the course to make it a long port tack to the first mark. As a result, a large number of boats miscalculated the leg and overstood by sailing too far on starboard. Dick Wight in the new Dilemma boat got to the right fairly early and led at the first mark. He would hold this lead all around the course as all the other boats would just take chase.

# [Down Bay] Regatta

BY DAVE MAGNO

Down the first run the boats that held starboard jibe the longest seemed to do the best especially since it was so favored. The next time up the wind had started shifting somewhat farther to the east to make the leg into a better beat. Alex Smigelski was giving chase to Dick Wight along with Jack Lampman and Buzz Reynolds. A course change was made to make the last leeward mark the letter E, thereby giving a more fair and even course for the tacks and jibes. However, the position changing remained relatively uneventful.

The afternoon race was the same course, but now the wind had shifted a little bit to the south of east, making the D to H course layout better than the morning. Had Brick got the best start in this race and assumed the early lead. About half way up the first beat Bob Donat found a good starboard lane that nobody else seemed to pick out and this rocketed him to the top. The race was nip and tuck with many position changes involving Had, Bob, Alex Smigelski, Dick Wight and finally Buzz Reynolds who came from the far right side of the course. The boats that held starboard jibe down the first downwind leg did significantly better than the rest of the fleet. The top four boats of Dick Wight, Alex Smigelski, Had Brick and Bob Donat snuck away from the pack while Buzz Reynolds made a big gain to fifth by following the four leaders down the starboard side. Up the next leg Dick Wight, Alex and Had went right while Bob Donat and Buzzy went left. The race shuffled with changes in velocity and a big shift to the left as Bob and Buzzy took over the first two positions. By the top mark Buzzy had a large lead and looked like he might be on his way to a horizon job downwind as Bob Donat, Dick, Alex and Had struggled in the dying breeze. Since the wind had now shifted farther south, the last leeward mark was changed to E. Boats going down the run on the

south side got more breeze while the boats that went north earlier improved their angle even though the wind was lighter. This compressed the race by the bottom mark and Buzz Reynold's horizon job was no longer. Up the last leg, Dick Wight pressed Buzz Reynolds while Alex Smigelski sailed in third place off to the right side of the course. Dick Wight ran down and passed Buzz in the lighter air while Alex made a charge on that right side of the course. With the three lead boats close to each other, the positions seemed to trade but Dick Wight never quite lost the advantage. In the end, it was Dick Wight with the win, Buzz Reynolds beating Alex for second and Alex Smigelski taking third. Bob Donat led the rest of the fleet for a fourth. After the first day, Dick Wight had a commanding lead with two bullets while Alex had a 2/3 for five points; Buzzy a 2/4 for six points. Jack Lampman stood in fourth and Bob Donat was in fifth but nobody really that close.

Sunday had a solid breeze out of the northeast and Dick Wight's chances looked pretty good since he was sailing for fourth to win. The course was set between G and B as the markers which was slightly to the right of center of the Little Egg Circle. After the start, the boats that were able to hold starboard and get to the left side of the course assumed the early leads. Up the first leg, it was Phil Reynolds and Cliff Campbell coming in from the left who were first and second with a good margin over the rest of the fleet. The rest of the pack was pretty tight so positions changed frequently on the fast planing run. By the bottom mark, Buzz Reynolds had moved up to a solid third while Dick Wight and Alex Smigelski were not far behind. Up the second beat, there did not seem to be many changes in position but the author doesn't really know because we were temporarily removed from the race, having to fix a boat problem and sailing to the right lay line to do it. On the next downwind leg, Buzz Reynolds made another big gain and moved all the way into second place just behind his brother Phil. Cliff Campbell remained third while Dick Wight was still beating Alex Smigelski. Up the last beat, the racing was pretty tight and the boats jostled positions in the shifts while the two leaders were basically in covering mode. While distance was gained on the two leaders, a serious charge for the first two spots was never mounted. However, it became an exciting race for third among Dick Wight, Alex Smigelski, Cliff Campbell, Jack Lampman and a charging MA4. Dick Wight sailed this leg conservatively just trying to hang close to Alex and Buzzy knowing they would have to put multiple boats between them. At the finish, it was very tight with Alex nipping Dick for third and LE8 beating MA4 and T17. This tight group finished within two or three boat lengths of each other. The final outcome had Dick Wight easily winning the regatta with six points while Buzz Reynolds beat Alex Smigelski for second by virtue of tie breaks. Buzz had a 2/2/4 to Alex's 2/3/3. Next in line was Jack Lampman in fourth with consistent finishes and Bob Donat took fifth.■

## final results

- 1 Dick Wight, MA-1
- 2 Buzz Reynolds, IH-7
- 3 Alex Smigelski, HO-47
- 4 Jack Lampman, LE-8
- 5 Bob Donat, LE-3



# [ILYA]

BY DAVE MAGNO

## Championship

Fifty-two boats assembled on Lake Minnetonka for the 1996 Inland Lake Yachting Association Championships. The plan was to attempt three races on the first day of the regatta since it historically is tough to get all six races in. The first course was set as 3-1/2 laps in a northwest wind averaging about 10 m.p.h.. The start got off in shifty conditions. Boats that were able to tack right early gained the upper hand and jumped out to the early lead. Even though the wind was shifty, the right side of the course seemed to pay more often probably because the point that juttied

into the lake chopped up the left side breezes. Robby Evans was on top early in this race and got out to a big lead. As the race wore on, he was challenged by Dave Ferguson, who briefly took the lead on the last run. Brian Porter and Tommy Burton also challenged in this race but never got by Rob Evans like Dave Ferguson did. At the end, it was Rob Evans, Brian Porter and Tommy Burton followed by Dave Ferguson.

The second race was sailed back-to-back with the first and, while the conditions were similar, the wind was more up and down. Once again, Robby Evans got off to a good start and jumped up on top early. At the top mark, the first three boats of Robby Evans, Tom Burton and Jimmy Gluek had pulled out away from the pack into

“Fifty-two boats assembled  
on Lake Minnetonka for the  
1996 Inland Lake Yachting  
Association Championships.”

a substantial lead. This group sailed downwind by themselves while a big pack of about 15 boats fought for fourth. The distance of the legs was lengthened in this race and it was only 2-1/2 times around. On the second beat, it became Evans and Burton in almost a match race while Gluek fell back into the big pack and was swallowed up in it. The wind had its light moments, but finally on the last leg a big right came in which somewhat jumbled the standings. It was Evans again with Burton second. Also up there were Peter Slocum, David Chute, Tommy Meyer and Brian Porter. After the lunch break, the wind died and even though attempts were made at a third race the Race Committee eventually had to abandon and look for a nine o'clock warning gun to try to get three races in on Friday.



Jean Bunkelmann

*Rob Evans smokes through the finish line.*



Jean Bunkelmann

*Rounding the weather mark.*

Friday dawned with virtually no wind, and the morning was spent on the volleyball court. Finally in the afternoon, the third race got off in a light south-southwesterly. There was a big stack-up of boats on the right side of the starting line and the boats that started on the left side wound up in better position. Some of these boats on the left were able to cross and consolidate and wound up being the early leaders. The next wind came out of the right side and brought a group of boats on this side of the course back into the contest. Jule Hanniford was able to get a big jump and took port jibe down the lake into a big lead. After that, a big group of maybe 15 boats were in tight race for second. Then there was a gap and the rest of the fleet followed, strung out along the race course. While Jule led around the bottom mark, a big gain was made by Andy Burdick by beating a crowd to the eastern side of the gate. Burdick eventually ran Hanniford down, took the lead and went on to an easy win. Meanwhile, Hanniford was able to hold on for second. David Ferguson stayed up near the front the whole way for third while Brant Nelson in UM-11 took fourth. Brian Porter chipped away at the boats around him and eventually wound up fifth which was good enough to move him into the regatta lead. This was because Tommy Burton and Rob Evans were having bad races, both finishing back near twenty. It was too late in the day to start a fourth race so two races were scheduled for Saturday morning back-to-back.

Saturday was clear and unfortunately dawned without wind. This caused the Race Committee to postpone the 9:00 a.m. morning gun thereby guaranteeing that only one race would be sailed. Finally there was enough wind to start a 2-1/2 lap race in a breeze slightly west of south. The pin end of the line was favored and those that got the good starts on that side assumed the lead positions. Tommy Burton and Jule Hanniford unfortunately got bad starts and were eliminated from contention. Brian Porter's

position looked fairly strong with a decent start as he was pretty high up going up the first leg. Dave Ferguson was also in decent position, but Rob Evans was a little bit down in the pack. There were a lot of changes down the first run as the left breeze that held for the beginning of the race finally shifted to the right. The boats that went too far left up the next beat got hurt while those that went right made out as the new wind phased to the right. Sheldon Ecklund made a huge gain this leg and rounded the top mark out of sight of everyone else. Brian Porter was still looking strong but Robby Evans had crept back up amongst the leaders. The wind was very squirrely down the next run and positions continued to change. At the bottom mark, Sheldon Ecklund still led big, Robby Evans had crept into second, followed by Andy Burdick and Brian Porter. With the wind light and shifty, the regatta remained very much up in the air. The leaders initially went left then tried to cross back to the right. However, now the wind was even lighter and spotty and boats on the far right were also making money. Ecklund won this race. Robby Evans was able to hold on to second, thereby guaranteeing him the regatta win. Hans Meyer moved in from the far right side to grab a third position, and Brian Porter was fourth to take second in the regatta.



Pat Dunsworth

*Team Porter out in front.*

## [ILYA]

Ferguson wound up third in the regatta with his consistent finishes while Andy Burdick was able to move up to fourth place with this race. Tom Burton and Jule Hanniford did not have good races but were able to finish fifth and sixth overall. Rounding out the top ten were Peter Slocum in seventh, David Chute in eighth, Bill Allen in ninth and Richard Wight in tenth.■

**Visit the Minnetonka Yacht Club  
Home Page!**

**[www.mtka-yc.com](http://www.mtka-yc.com)**

## final [results]

- 1 Rob Evans, M-1
- 2 Brian Porter, I-49
- 3 David Ferguson, M-67
- 4 Andy Burdick, I-45
- 5 Tom Burton, M-9
- 6 Jule Hannaford, W-1
- 7 Peter Slocum, M-15
- 8 David Chute, M-8
- 9 Bill Allen, M-4
- 10 Richard Wight, MA-1
- 11 Jim Gluek, V-69
- 12 Chris Pinahs, V-599
- 13 Woody Jewett, M-77
- 14 Doug Kuller, M-111
- 15 Rick Kotovic, V-50
- 16 Bob Zak, W-10
- 17 Tom Hyslop, V-5
- 18 Sheldon Ecklund, M-33
- 19 Steve Schmitt, M-3
- 20 Hans Meyer, V-77
- 21 Tom Meyer, M-2
- 22 Edward Chute, M-12
- 23 Dave Abramson, UM-6
- 24 Lon Schoor, H-7
- 25 Harry Allen, M-5
- 26 Brant Nelson, UM-11
- 27 Jim Zaiser, V-200
- 28 Paul Magno, LA-88
- 29 Jon Schloesser, J-80
- 30 Vincent Driessen, GL-6
- 31 Kurt Milhelich, V-17
- 32 Jack Strothman, M-10
- 33 John Ruf, V-88
- 34 Chris Lieber, A-17
- 35 Dave Anderson, GL-1
- 36 Jeff Russell, H-23
- 37 Butch Lenhard, LE-5
- 38 Eric Wilson, V-333
- 39 Gary Christensen, M-41
- 40 Colman/Davenport, I-333
- 41 Jeff Felinski, MU-5
- 42 Tim O'Keefe, D-55
- 43 Jack Schloesser, J-12
- 44 Mark Kiefer, BC-4
- 45 Robert Cummins, J-2
- 46 Rick Kazwell, CL-1
- 47 Jack Zimmerschied, M-26
- 48 Rob Davis, M-22
- 49 Robert Youngquist, I-13
- 50 Jay Wittenstrom, I-5
- 51 Bill Wyman, J-5
- 52 Jim Barkow, X-3

**Greg Simon winning  
big at the  
ILYA Invitational  
Race #2.**

Upwind speed with the All Purpose North Mainsail combined with the North Light - Medium Jib built for speed and durability out of Dimensions PX/PM mylar series. These sails are easy to use and fast right out of the bag. If you are investing your time and money into new sails purchase a sure thing. North leads the way in sail design, customer service and knowledge.



**1996 Inland Champion  
Rob Evans racing  
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at this year's  
championship on  
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Easy to fly, our fast Runners and Reachers make downwind performance exciting and fun. North Sails has the leading designs along with new colors for your new spinnakers for this upcoming season.



PHOTO CREDIT: PAT DUNSWORTH

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North's new exclusive  
spinnaker colors!**

\*PHOTO CREDIT: JEAN BUNKELMANN

**Olympic Medalist Courtney Becker-Dey racing with  
new North Sails at this year's Blue Chip. 21 of the 23  
Blue Chip sailors raced with Melges designed E sails.**

## E Scow Winning Results

|                       |                      |                  |                 |
|-----------------------|----------------------|------------------|-----------------|
| 1st US Nationals      | 1st Nagawicka        | 1st Crystal Lake | 1st Thoms River |
| 1st ILYA Championship | 1st Wawasee          | 1st Black Tie    | 1st Easterns    |
| 1st ILYA Invitational | 1st Easter Regatta   | 1st Kueka Cup    | 1st Interlakes  |
| 1st Blue Chip         | 1st Western Michigan |                  |                 |

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*Harry Melges • Eric Hood • Andy Burdick*



SEPTEMBER 5-7, 1996  
LAKE GENEVA YACHT CLUB



Pat Dunswoth

*Andy Burdick, I-45, showed unbelievable speed during the event winning by the largest margin in several years.*

# [National] Championship

BY MANNE WEISSMANN

It's a long drive from New Jersey to Lake Geneva, even longer for the boys from Colorado, but it was easier by the fact that my father, at 82, volunteered to drive the boat out for me. He's been active in E Scow sailing since sometime in the 30's. So, Frank (the guy with the E pins) and I drove out fast, with perfect weather, in about 12 hours. Arriving at the club in an air conditioned vehicle we were greeted by a beautiful day, lots of heat, and a wonderful welcoming committee who sat in the hot parking lot with smiles and helping hands for all who ventured. It was very obvious that Charles Coleman, Regatta Chairman from LGYC had things at the club well in hand as registration went smoothly and it seemed like everyone did this sort of thing for a living. Suzanne Melges and Candace Burdick had some terrific tee-shirts, fleeces, and hats which sold out almost immediately. You could still get some long sleeved tee-shirts but it was too hot for those.

Casey Call, our Vice Commodore, had planned for a wonderful regatta including seminars by Harry Melges and Andy Burdick, along with in-the-boats on-the-water help from twenty or so of the top E skippers for twenty or so of the rest of us. The wind gods weren't with us and we couldn't sail but Harry and Andy did a great job with the seminars.

The beer flowed freely for awhile (I think all three days worth were gone the first day, and I never did see any more). This was followed by the Annual Meeting conducted by Commodore Bunny Kuller who reminded everyone to drive slowly and enjoy the views in Fontana. He was really talking to Buzz, but it was too late, the local constable had already introduced himself to Buzz. The agenda was light so it was off to dinner, then on to find the best watering hole. The consensus was that "Chuck's" was the place. Rumor had it that one of the local sailors was asked to leave, but it was calm



compared to Carlyle in 1991 or Crystal in 1994 (no buffoon award this year).

Thursday. Another beautiful day. At 6:30 a.m. the forecast is unchanged for the next four days. It's the same as the last four. Hot with no breeze. Could this be the first Nationals where no races are sailed? I thought that only happened at the Inlands. Race Committee Chairman Terry Bishoff mentioned at the Skipper's Meeting he would not make us put the boats in the water with conditions like this. Half an hour later there was a nice breeze filling in from the Northeast at 5-8 and a scramble to launch which was handled wonderfully by the Club. We were in and sailing in no time. The wind held, we sailed 2 good races, came in for lunch, then sailed a third. Only one boat faltered, "What the L-4" dumped it and turtled. Nobody could believe we raced three. Skip Johnson said it best, "it's a perfect suntanning day." A well-attended Pig Roast followed, then off to Chuck's. Would they be sick of us by the end of the regatta? Yes!

Friday. Another beautiful day. At 7:00 a.m. we had breakfast at Lucille's in Fontana with Jack Lampman, John Hoag, and Peter McGowan from LE-8. It was great to see the McGowan seniors come all that way to see the regatta. Along with Walter Smedley and my parents we had quite a good spectator group from the East. Everything was upbeat, and we were in the 20's (great for us in a fleet this size). The trip back to the motel brought us face to face with 800+ bicyclists in a triathlon. Quite a sight and quite a few comments as there were cyclists of all abilities, age, and sex. Once at the club we found that the weather report of unchanged held true. There was a nice breeze in the 5-10 range just like yesterday, but what is that just past the start? Could it be? No! It is! An hour long hole! And I'm on the wrong side! So we drift down to the leeward gate and, what's that? Where? Just in front of us! Could it be? Is that our Chairman of the Measurement Committee going turtle? IN NO AIR?

## “Could it be? Is that our Chairman of the Measurement Committee going turtle? IN NO AIR?”

The breeze finally filled in leaving about 20 boats way ahead and 50 something way behind. I guess you know where I was. The wind did hold, and actually strengthened, and we finished and sailed two more after lunch. Some were delighted (to have a throwout with six races completed), and some were exhausted. You could tell who was who by who stayed late at the gala affair at the Porter's that evening. What a show! Casual rides from the club to the great expanse of lawn via beautiful antique yachts, some more than 100 years old. We went over to Bill Sill's 75' "Hathor" which also served



Pat Dunsworth

*Dedicated members of the Race Committee Martin Ford & Terry Bischoff, (foreground) and Gloria Melges and crew (background).*



*Yes, it really was the Chairman of the Measurement Committee!*

as a spectator boat for many, including my parents. This was a real party; 3 tents, people serving hors d'oeuvres every time you blinked, and food stations in almost every corner, side and middle of the tent. As the crowd thinned out, the ice sculpture disappeared, only to be found again later by a group of 20 or so at, you guessed it, Chuck's. Or, was it taken by Chuck's? I don't think I'll ever get that straight. Another group had moved up the hill to the "Big House" where Joe Frederico took over the bar. Rumor of sailors passed out in the streets were unfounded. They weren't sailors.



Pat Dunsworth

*Hey, who is that on H-99?*

Saturday. Another beautiful day. A nice breeze finally appeared and we all launched for a seventh and last race. The wind was short lived however, and the race was back to the 4 lifts. This is the only race I won all week. With no wind it got very hot while we packed up, ate lunch and waited for the Porter's to bring their trophy back from last year. Finally, LGYC Commodore John Porter started the trophy presentation by thanking all the people who worked so hard. NCESA Vice Commodore Casey Call did a great job announcing all of the recipients as NCESA Rear Commodore Tom Wiss handed out the trophies.

Three of the trophies are new to the NCESA this year. First was the "Women's Corinthian Trophy" donated by Karolanne Lundeen and Leah Wagner. This wooden model of E Scow will be awarded annually. "The recipient will be an active participant in the E Scow fleet and in regattas throughout the year. She must possess exemplary knowledge and demonstrate technical skill both on and off the water and be an active member of the team. She will embody sportsmanship by promoting and supporting the sport and women in sailing." The first Women's Corinthian Trophy was awarded to

**"The first Women's  
Corinthian Trophy was  
awarded to Betty Welch,  
the NCESA Secretary,  
by unanimous ballot of  
the Executive Board of  
the NCESA."**

Betty Welch, the NCESA Secretary, by unanimous ballot of the Executive Board of the NCESA. Betty has gone beyond the call of duty in her service to the NCESA in addition to all she has done for Keuka Yacht Club and her continued sailing with husband George and encouragement to son George.

Two new trophies were donated by the ECESA this year. The first was awarded at the Eastern Championship to Tom Wiss III (the guy who drove my boat to Geneva). That was the Sam Merrick Perpetual Trophy.

The Runnie Colie Perpetual Trophy was awarded at the Nationals to Dick Turner of Lake Chautauqua for his dedication to the sport of E Scow sailing and his integral help in organizing the first NCESA Championship Regatta at Chautauqua Lake in 1939. Sam Merrick from Bay Head, New Jersey won the first one and 5 more after that. Runnie has won 7.

“Overall, the regatta was a great success and, yes, Walter, it was a beautiful day at Lake Geneva, hip, hip, hurrah!”

The third new trophy was announced by Dave Ferguson as being donated by Minnetonka Yacht Club to be awarded to the winner of the 6th race at the National Championship. I guess no one was really surprised to see Dave be the recipient of the, as yet, nonexistent trophy.

Dick Wight from Mantaloking won the 1st place trophies for races #5 and #3, and Andy Burdick from Lake Geneva won races #1, #2 and #4. The First Women's trophy was won by Barbara Smigelski Colie sailing with Dick Wight. The Master's trophy was won by Frank Davenport of Lake Geneva. First place in the red fleet went to Rob Terry from Crystal Lake, second place to Scott Harms from Delevan Lake and third place to Dave Bargar from Chautauqua. The Rookie Trophy went to Paul Biwer from Pewaukee.

Speaking of the Biwers, at registration, Paul was quite insistent on knowing what time the last race would be sailed. Betty politely told him, much to his consternation, she had no control of the wind and the sailing instructions said, “No race shall continue after sunset, or start after 1500 on Saturday.” At the awards his brother Bob got up to say Paul had to leave as he was getting married at 3 p.m., an hour away.

Bob also had to leave to be in the wedding. Sounds like a very understanding fiancé to me, but why wasn't she at the regatta too?

A considerable group of us from the East decided to stay the night and get an early start in the morning, so it was off to dinner and some embellishments to the highlights of the last few days. Unfortunately, Chuck's was sick of us and decided to charge Barb for a dinner she never got. Such is the life of a sailor, then it's a long drive from Lake Geneva to New Jersey, this time with a boat. It costs a lot more and takes a lot longer with a boat.

Overall, the regatta was a great success and, yes, Walter, “It was a beautiful day at Lake Geneva, hip, hip, hurrah!”.

Thank you to everyone who came, helped, participated, spectated and to LGYC for being gracious hosts. See you next year at Muskegon, Michigan.■

## final [results]

### TOP 20

- 1 Andy Burdick, I-45
- 2 Brian Porter, I-49
- 3 Dick Wight, MA-1
- 4 Tom Burton, M-9
- 5 Gordy Bowers, M-22
- 6 Rick Roy, V-26
- 7 Buddy Melges, H-99
- 8 Buzz Reynolds, IH-7
- 9 David Ferguson, M-67
- 10 Rob Evans, M-1
- 11 Jim Gluek, V-69
- 12 Tom Hyslop, V-5
- 13 Paul Magno, LA-88
- 14 Hans Meyer, V-77
- 15 David Chute, M-8
- 16 Chris Pinahs, V-599
- 17 Lon Schoor, H-7
- 18 Peter Slocum, M-15
- 19 Bill Allen, M-4
- 20 Rick Turner, CH-6



## MUSKEGON YACHT CLUB



*Has it really been that long since Muskegon hosted the Nationals?*

# 1997 National Championship

The Muskegon Yacht Club sincerely welcomes the NCESA to the 1997 National Regatta. MYC is located on beautiful Muskegon Lake just one mile south of the Lake Michigan Channel. The club was founded in 1934. A single story clubhouse was built in 1939. The Muskegon Yacht Club has grown out and up into what many consider one of the most outstanding facilities devoted to yachting on the Great Lakes. With its various one design and handicap racing fleets, Muskegon is home to some of the finest competitive sailing found anywhere in the Midwest. The Muskegon E Scow fleet dates back to the late 40's. Besides excellent sailing, the Club itself provides food service, cocktails, numerous restrooms with showers, and a pool available to our guests. Muskegon Lake runs 5 miles East to West and 3 miles North to South. The average depth of the lake is approximately 25 feet but depths exceeding 200 feet can be found. The lake is connected to Lake Michigan with a channel and commercial vessels exceeding 1000 feet visit various facilities around the lake. Prevailing winds on Muskegon Lake are from the Southwest, during daylight hours. Experienced sailors will watch the shape of the shoreline on the West side of the lake to take advantage of the differences in speed and direction of the wind near the shoreline. The coal piles on the southern end of the lake can also at times provide differences in wind speed and direction. The Muskegon Yacht Club looks forward to seeing you in September at the NCESA Championship Regatta.

Steve Schiller  
*Vice Commodore*



ILYA parade.

# 1996

PHOTOS BY PAT DUNSWORTH

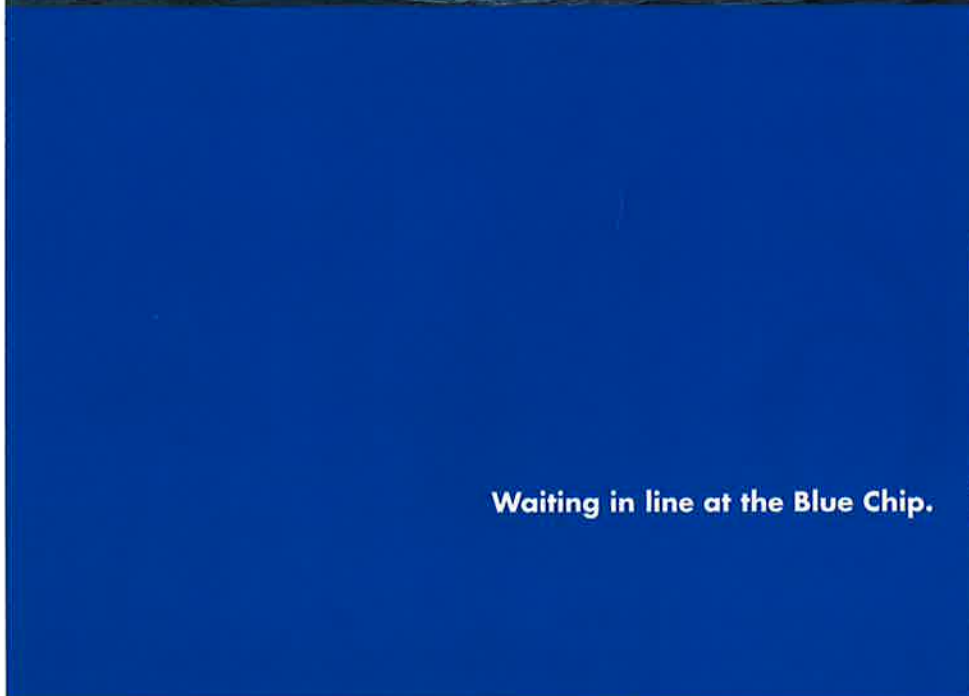


Andy Burdick out in front  
and not looking back.





**Pewaukee's Pinahs  
out in front and looking good.**



**Waiting in line at the Blue Chip.**



**Now that's hiking out!**



**Gordy Bowers in pursuit at the Nationals.**

**Western Michigan sailors Art Brereton  
& Tom Munroe approach the windward  
mark at Lake Cadillac.**  
PHOTO BY SARA MCMURRAY



**DUCK!**



**H-1 checks for weeds.**



**Yes, Walter, it was a beautiful day  
at Lake Geneva, hip, hip, hurrah!**

**V-5 under total concentration at the Blue Chip.**



**Hey, wait a minute! I've got to clean my glasses!**



**Maneuvering for the start.**



**Bob Zak (before or after the incident at the Nationals?)**







**Thunderbunnies clear their air.**



**Jule and crew let it all hang out.**



**Here comes the JUDGE!**





**Little Egg's Lampman.**



**Touch me . . . and you're out!**

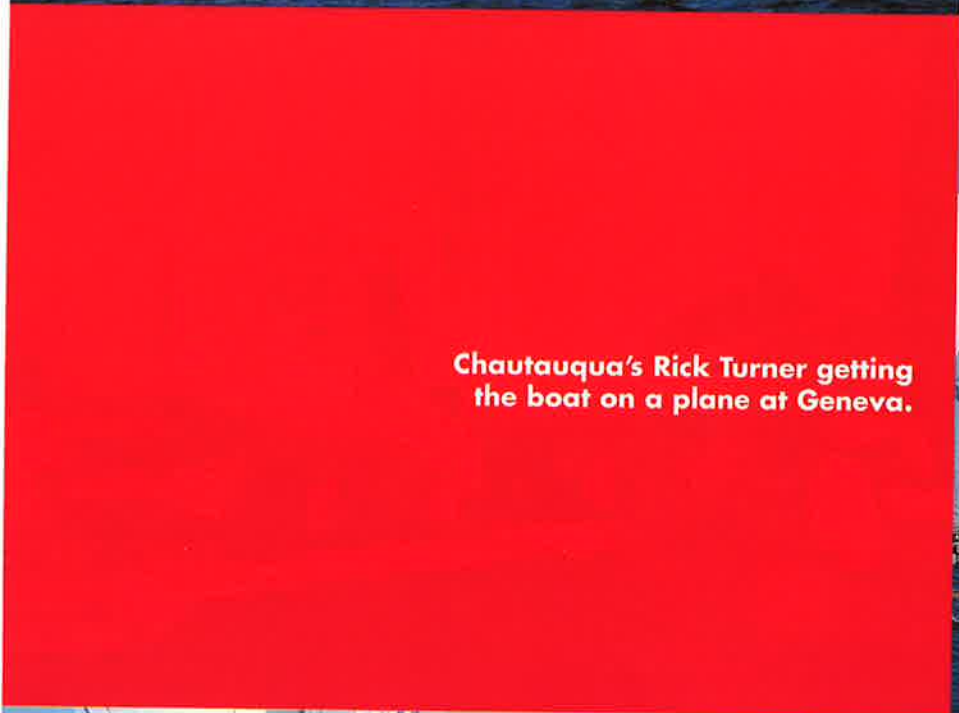


**Hey! Where did that boat come from?**





**Pewaukee parade.**



**Chautauqua's Rick Turner getting  
the boat on a plane at Geneva.**



**It must be 4:00 (cocktail hour?)**

# NCESA ANNUAL DIRECTORS' MEETING

The following is a summary of issues, determinations and information of interest to the Membership derived from proceedings at the annual Directors' meeting that took place in Chicago on November 9, 1996. At least once a year the Board meets, usually in a central location such as Chicago. The Board consists of representatives from each region.

## **FINANCES**

Current cash on hand is approximately \$17,000., which is \$4,000. more than last year.

Dues increase and reduced publication costs have reversed the downward financial spiral of the past few years.

## **REGATTA**

Confirmed Muskegon Lake as site for 1997 Nationals.

Written guidelines will be given to the Race Committee prior to the National Regatta. They will express NCEA's preference for prompt notification of premature starters.

Applauded the speed clinic held at the 1996 Nationals and asked that similar forums be presented at future regattas.

Accepted the donation by Ferguson and Carlson families of The Dauntless Trophy to be awarded to the winner of the sixth race at the Nationals.

## **PUBLICATIONS**

Thankfully confirmed the appointment of co-chairs of the Publication Committee, Nancy Price and Michelle Krievins-Newman, participants from the Western Michigan venue. The quality of the publications should continue, and they predict lower costs.

The Rulebook may be produced as unbound text on photocopied paper.

## **RULES**

The experiment with the mylar mainsail employing full-length battens has been abandoned.

Numbers and fleet designation will no longer be required on spinnakers.

Only the flotation panels sold through NCEA are approved under class rules. A project by Ted Beier was approved to experiment with an improved design.

Rejected suggestions that we consider using asymmetrical spinnakers.

## **MEASUREMENT**

Will look into boat measurement tolerances published in the Rulebook and make modifications, better relating them to fiberglass construction.

## **GENERAL**

Decided to again fund a booth at Sail Expo this Winter in Atlantic City.

Determined to contact the supplier of current flotation panels to cure some recent defects in quality.

SEPTEMBER 14-15, 1996  
KEUKA LAKE, NEW YORK

# [FLACE] Regatta

BY DAVE MAGNO

Sixteen boats prepared for sailing on Saturday morning at Keuka Lake. The start was set up in the middle of the course in a southerly breeze that was pretty strong, but that had been dying as the morning went on. The line was fairly square and the boats that got off well on starboard and held were looking strong up the first leg. The racing was tight up the first leg but soon the father and son Welch team grabbed the advantage and started fighting for the first two spots. George, Jr. held the early lead, but down the first run Sr. made a big gain to get on his tail. The wind was very shifty and spotty on the second leg and George, Sr. seemed to make the better choices and got by his son on the left side. By now, the top two boats had separated from the fleet and the race was on for third amongst Kirby Slack, Rick Turner and Tim Faranetta. Rick had the best of the downwind second leg and took over the third spot in a pretty secure position. Kirby held on to fourth and Tim Faranetta was in fifth around the final mark. Conditions stayed spotty up the last leg but George Jr. managed to hold off his father after passing him on the last run. Rick Turner hooked into a big left and became a threat to the leaders but never got by and finished third. Kirby Slack played the left side and finished a solid fourth while the race was on for fifth. Paul Magno was climbing back into the race after a foul on the first leg, outmaneuvered both Tim Faranetta and Irv Spear to get fifth while Irv and Tim got sixth and seventh.

After lunch the second race got under way in conditions similar to what the first race ended in. The boats that got off to the left side of the course hit the first shift and assumed the lead positions. At the first mark it was Paul Magno and Kirby Slack rounding together followed by Dave Barger. Kirby and Paul battled down the first leg with LA-88 taking the lead over IH-18 by the bottom mark. Meanwhile, Dave Barger continued to chase in third place. On the next beat, LA-88 pulled out to a comfortable lead while Slack and Barger battled it out for second place. Dave Barger got by Kirby and the first 3 boats went into covering mode to the finish line. Meanwhile, a heated battle was going on for the fourth position as a clump of boats kept exchanging places on the last run and beat. Finally, at the finish it was Curt Wright in fourth, Tim Faranetta in fifth, Rick Turner in sixth, George Welch, Jr. in seventh and George Welch, Sr. in eighth.

The last race finished in an increasing breeze and race three would be sailed in more wind with a shift more to the southwest. Just before the starting gun went off, a big shift came in from the left and the boats at the pin were rewarded by being able to tack and cross the fleet. The wind shifted even farther left and the boats on the left side of the course gained more. This race soon became a three-boat affair with the father and son Welch teams and Rick Turner. With the wind shifted left and remaining that way down the next run as well, the race stretched and the fleet spread apart. The next beat upwind was shifty and puffy and gains and losses

were now being made as well as many position changes. At the top mark it was George Welch, Sr. with a decent lead over George Welch, Jr. who also had good spacing ahead of Rick Turner. These three boats were ahead of the rest of the pack and that battle was on for fourth again. This charge was led by Tim Faranetta who wound up having a good second run which broke him away from this pack of boats and had him join the three leaders. The boats behind caught up on this run but the wind had once again shifted far to the left, making the last beat a one-tack leg and leaving very few opportunities for position changes. At the finish, it was George Welch, Sr., George Welch, Jr., Rick Turner and Tim Faranetta.

After the first day's racing, the standings were very close. George Welch, Jr. led the way with a 1-2-7 for 9-3/4 points, George Welch, Sr. had 10-3/4 points with a 1-2-8, Rick Turner was next with a 3-3-6, and Paul Magno had a 5-1-7 for 12-3/4 points. There was a gap in the numbers at this point with Tim Faranetta and Kirby Slack fighting for fifth with 16 and 17 points respectively.

The next day, even though the race was early, the wind was already strong and building. As the competitors prepared for the race, there must have been thoughts of cancellation of the Committee's mind as most of the sailors waited as long as possible to leave the dock. It was breezy on the water and shifty, forcing the Race Committee to postpone the first start due to a significant wind shift to the right. After resetting the course another attempt to start was made which resulted in a general recall. Finally, the start went off and a sprint was on to the first mark. George Welch, Sr. led at the first mark in the windy and shifty conditions. Down the first run, Paul Magno, who rounded in third place, jibed first and took off down the lake to gain the lead. George Welch, Sr. was able to gain again at the end of the leg and get an inside overlap rounding the mark as these two boats moved out from the remainder of the fleet. George was faster upwind and Paul was faster downwind, so playing the shifts was important for both boats to keep in contact with each other during the race. On the second run, Paul again passed George, Sr. and this time built up enough of a cushion to hold onto the lead up the last beat. George was really not challenged for second even though Rick Turner moved up through the fleet into a solid third with a great second run. George Welch, Jr. was fourth and Tim Faranetta was fifth. All these finishing positions were very important since breakdowns and capsizes made it unlikely there would be another race.

After a postponement to work on rescuing boats a final decision was made to cancel the fifth race. Therefore, George Welch, Sr. held on for the win with 12-3/4 points. Meanwhile, Paul Magno's first jump put him two places in the standings to second with a total of 13-1/2 points. In third was George Welch, Jr. with 13-3/4 barely being passed by Paul but holding off Rick Turner. Rick Turner wound up fourth with 15 points. Tim Faranetta's fifth secured fifth place in the regatta by topping Kirby Slack who was sixth.■

## final [results]

- 1 George Welch, Sr., KU-1
- 2 Paul Magno, LA-88
- 3 George Welch, Jr., KU-11
- 4 Rick Turner, CH-6
- 5 Tim Faranetta, LA-5
- 6 Kirby Slack, IH-18
- 7 Curt Wright, KU-2
- 8 Chris Hawk, KU-3
- 9 Ken Fisher, SY-1
- 10 David Bargar, CH-2
- 11 Maria Hudson, M-9
- 12 Irv Spear, KU-5
- 13 Craig Seger, CH-11
- 14 Dick Turner, CH-5
- 15 Tom Eichorn, KU-16
- 16 Dyke Smith, KU-55

# [Blue Chip] Regatta

BY DAN QUIRAM

Pewaukee Yacht Club finished off its Centennial Anniversary year hosting the Thirtieth Annual E Blue Chip Regatta. Twenty-three of the country's top E-Scow helmsmen and crews were invited to compete in this last regatta of the year. Courtenay Becker-Dey, 1996 Olympic bronze medalist in the Europe class, competed as the mystery guest with Pewaukee all star crew of Tom Sweitzer, John Just and Scott Sweitzer lending their expertise to her efforts.

Thursday evening's Commodores' Pork Chop dinner greeted everyone's appetite and the ever flowing PYC bar provided the fuel for a great pre-regatta session. The regatta committee did a great job supplying "Blue Chip" wear of shirts, hats and caps for all to purchase. If any one did not get their Blue Chip wear, a limited supply is still available. Contact Dan Quiram at 414-695-1540 for details.

Friday arrived with a forecast of gray and damp skies with 10-15 m.p.h. winds from the south-southeast. The fleet patiently worked with the race committee as they ran through a couple of restarts before the wind settled in. A race was started in a 5-12 m.p.h. up and down south-southeast breeze for the W 4-1/2 course. After the fleet rounded the first top pin the breeze went flat and the back of the fleet compressed with the breeze filling from the south. Andy Burdick (I-45) rounded the bottom pin in first and did not look back the entire race. Mr. Blue Chip, Bill Allen (M-4), finished second with David Chute (M-8), Dave Ferguson (M-67) and Brian Porter (I-49) rounding out the top five. The sailors were sent in for lunch in hopes that the wind would fill in for the afternoon races.

After a filling lunch the fleet prepared for the start of race two. The breeze had shifted to the west and built, but while in sequence the breeze veered causing a postponement. After some fast and precise RC work the fleet was racing again. I-45 sailed as if possessed and rounded the top pin in first and extended its lead on every leg of the race winning race two by a margin of 3:15 ahead of second place M-67. I-49, Chris Pinahs (V-599) and Rick Kotovic (V-50) finished third through fifth respectively. Mystery Guest Courtenay and crew had a tough day in some of the trickiest conditions that Pewaukee can throw at a fleet, finishing the day with a 21 and 23. Nevertheless Courtenay was very upbeat preparing for better winds in the following races.

The PYC treated the sailors to an all out Hors-De-Overroast party following the races that let competitors renew old friendships and make new friends after the day's racing.

Saturday began with a forecast of sunshine and 10-15 m.p.h. south-southeast winds. The sunshine was correct but the winds were very sparse. After getting the fleet out to the starting area for the morning race the sailors saw the breeze back and die to flat calm. The RC sent the fleet back to shore for an early lunch with again the hopes for more breeze later in the day. No breeze was to be the





Jean Bunkelmann

*Saturday. No wind!*



Jean Bunkelmann

*Sunday. WIND!*

“Sunday began like all Blue Chip days should, with sunshine, 50 degree temperatures and a 15-22 m.p.h. breeze from the northwest.”

wind-of-the-day. The R.C. tried to get a race going late in the day but the lake again went to flat calm during the starting sequence. The sailors were all upbeat as they put the boats away for the day knowing that a P.Y.C. Blue Chip dinner party awaited them that evening.

The evening's festivities started with the dinner, this year featuring an outstanding marinated beef tenderloin. The Blue Chip sailors recognized Runyon Colie, Jr. (MA-4) who at 82 was again competing in the Blue Chip. Runnie is a special treasure to sailing and the fleet, we all appreciated him both on the water and at the parties.

Courtenay Becker-Dey was the main speaker of the evening and talked about the 1996 Olympic games and her sailing career. The highlight of her presentation was the overview of her sailing and training that helped her capture the Bronze Medal in the Europe class. She even had the medal in hand and many pictures were taken of the medal on future Olympians.

Thanks to Courtenay for taking time out of her busy schedule and sailing with us. The race committee had scheduled a 9:30 a.m. warning gun for the start of the next day's racing but, to an E sailor that was 12 hours away, leaving plenty of time for night time play. The party continued and according to Irwin R. Fletcher, reporting many days later, a good time was had by all.

Sunday began like all Blue Chip days should, with sunshine, 50 degree temperatures and a 15-22 m.p.h. breeze from the northwest. The RC had their hands full with only two races in the regatta completed and the race instructions stating that no race will start after 11:00 a.m. Race three, a W 3-1/2, got off the first try with a good line and an experienced fleet. At the top mark Lon Schoor (H-7) was first followed by Jim Gluek (V-69). The spectator fleet did see some exciting action with the big breeze and as the E's screamed down the lake and a couple of teams took a bath. I-45 finished first with H-7, M-67, V-599, and V-50 finishing second through fifth. Courtenay and the mystery team liked the wind and finished 19<sup>th</sup>.

The R.C. did get race 4 started at 10:55 and sent the fleet off on the W 3-1/2 course. As the fleet approached the top pin I-45 again was leading with their stablemates, I-49, in "Full Throttle" after them. Chase was all I-49 could do as Andy and company sailed flawlessly and also used some old local knowledge to win the final race. I-49, Brian McMurray (WH-88), Rob Evans (M-1) and V-599 rounded out the top five.

At the trophy presentation all the buzz was the incredible sailing of Andy Burdick with Candace Burdick, Harry Melges and Jeff Ecklund. What a show! Team "Stormin" walked away with all the race winner trophies, first place trophy and the Dunsworth Boat of the Year trophy. David Ferguson (M-67) finished second and was presented the Kenny Allen trophy for the top nonprofessional boat of the year. Brian Porter (I-49) was third, Chris Pinahs (V-599) sailed to a fourth and in fifth place was Paul Biwer (V-26).

Thanks to all the skippers and crew that participated in the Thirtieth Annual E Blue Chip Regatta.■

## final [results]

- 1 Andy Burdick, I-45
- 2 David Ferguson, M-67
- 3 Brian Porter, I-49
- 4 Chris Pinahs, V-599
- 5 Paul Biwer, V-26
- 6 Bill Allen, M-4
- 7 Lon Schoor, H-7
- 8 Rob Evans, M-1
- 9 Brian McMurray, WH-88
- 10 Rick Kotovic, V-50
- 11 Rick Turner, CH-6
- 12 M. Darrow, V-109
- 13 David Chute, M-8
- 14 Hans Meyer, V-77
- 15 Jule Hannaford, W-1
- 16 Runyon Colie, MA-4
- 17 Tom Hyslop, V-5
- 18 Greg Simon, H-213
- 19 Paul Wickland, MU-22
- 20 Tom Munroe, MU-11
- 21 Courteney Becker-Dey, ?
- 22 Woody Jewett, M-77
- 23 Jim Gluek, V-69



## An Interview with Blue Chip Mystery Guest Courtenay Becker-Dey

BY PAT DUNSWORTH

**Q:** Who contacted you about being the Mystery Guest at this year's Blue Chip?

**A:** I was first contacted by Dan (Quiram). I had always wanted the chance to try sailing an E-scow, so I jumped at the chance.

**Q:** Did you have a chance to practice?

**A:** On Thursday we went sailing for about an hour in the evening. We just sailed around the lake. I tried to get used to heeling the boat, as my instincts are to flatten it.

**Q:** What were your impressions of the E-scow?

**A:** I thought the E-scow was a really cool boat to sail. I was amazed at how fast it got up and flew. They sail downwind like my 49er, the new Olympic-class boat. I thought it was funny to sail around with so much heel,

but I soon realized how important it was. I thought that the hardest part of sailing these boats was in light air. It was so easy to have people roll you or pinch you off.

**Q:** Did your boat-handling skills improve through the regatta?

**A:** As the regatta progressed, I found myself getting used to the boat. I was able to think about the wind and tactics instead of just boat speed. This made a big difference because of how many shifts and puffs there were. By the last day, we were moving pretty well. We had bad luck in that we were almost five minutes late for the start of the last race, but it was still our best race. Not bad.

**Q:** What did you think of Pewaukee?

**A:** I was impressed by the sailors. They were not only great sailors; they were tons of fun on and off the water. It's not often that you find such a place.

**Q:** You've accomplished quite a lot during your sailing career, including an Olympic Bronze medal. When did you first start planning your Olympic campaign?

**A:** I started thinking about going to the Olympics when I was really young, about 9. But I did not formally start training until '89. I was 2nd in the '92 trials, and gave it one more go for the '96 games (winning the U.S. trials). I took time off to sail the America's Cup (aboard Mighty Mary) but really did not get serious about training for the Olympics until January, '96. I trained intensely from January until May to win the trials, and then again from May until July for the Olympics.

**Q:** What factors helped the most in your success?

**A:** I think there were a lot of things that helped me win a medal. First, I had the support of my husband. Having a good coach helped, too. The coaching helped me to focus on my weaknesses without forgetting my strengths, such as my downwind technique. I was also fortunate not to get psyched-out by the conditions, as well as the fact that I was at the Olympics.

**Q:** How would you compare your experiences in the Olympics and in the America's Cup?

**A:** I loved both experiences. They were both very different. I loved having everything taken care of for me in the America's Cup. This made daily life easier. But I loved the complete control of my own program with my Olympic campaign. They were both very intense, but you have a lot more pressure on you when you're sailing in the Olympics. I loved them both.

**Q:** Any particular memories that really stick with you from the Atlanta games?

**A:** Yeah. Standing on the medal podium and seeing and hearing 7,000 Americans cheering for you. Walking into the stadium during the opening ceremonies and finding yourself standing next to the Dream Team! Having my family there to cheer me on. Breaking down and still finishing third in a race. Sailing well in my least favorite conditions.

**Q:** So, now that you've done it all: the Olympics, the America's Cup and the E-Blue Chip, what's next on the horizon?

**A:** I've just returned from Japan, after sailing in the Nippon Cup match race. Next, I'm off to Portugal to try out for the E.F. Whitbread team. Then off to Florida for the St. Pete Women's match race and hopefully then spend some time with my husband in the Bahamas. I had a great time in Pewaukee, and I'm glad that I had the chance to sail an E-scow. Thanks to everyone!

SEPTEMBER 28-29, 1996

ANNAPOLIS  
HARBOR YACHT CLUB



*Bill Nolden, Dave Magno, Paul Magno (and future foredeck crew) accept their first place trophy.*

## [Fall Sprints] Regatta

BY NANCY NOYES

Eastport Yacht Club and the Annapolis Harbor (AH) E-Scow Fleet played host to the annual E-Scow Fall Sprints over the weekend of Sept. 28-29, when a fleet including plenty of out-of-town visitors converged for fast windward-leeward action on the Seven River. In the face of high winds and heavy seas off Annapolis proper, the 14-boat fleet headed upriver on Saturday to Round Bay, where flatter water and somewhat calmer winds were found for four races in solid 15- to 18-knot breeze that often gusted up over 20.

In close competition, boat speeds in excess of 15 knots were common, and the puffs caused more than a few capsizes, even among the more experienced crews. A requirement that mast flotation pads be used in every race turned out to be a good thing, since everyone was able to recover without outside assistance. Over a .75-mile weather leg, the first three races were four-legged, followed by the day's five-legger before the tow back to Annapolis and the fleet's dinner party at EYC.

The next day, with more manageable but still puffy 10- to 15-knot northeasterly, a single five-legged windward-leeward contest on a one-mile course set between the Spider and the Naval Academy wrapped up the series. The top finishers, Paul Magno and his LA-88 crew aboard Craze Eighties, had been tied on points for first at the

end of Saturday's action with Bob Donat and his LE-3 team on Irie, although they were winning the tie-breaker. In an oscillating breeze on Sunday, the two top teams both were relatively deep in the pack yet covering each other closely by the first weather mark. Taking advantage of the wind shifts on the next leg, however, the pair moved well up toward the front and were at the head of the pack by end of the third leg. Expertly playing the next set of shifts put Magno and the LA-88 crew firmly in first by the finish, while Donat and his LE-3 crew slipped back to finish fifth, leaving the victory to Magno by just over four points.

Finishing third was the AH-2 team of John Martin, Scott Stusek and Morgan Wells aboard Sick Puppy. The Sick Puppy crew sailed very consistently throughout the series, although in Saturday's second race a shackle failure resulted losing the spinnaker halyard up the mast at the first weather mark; they suffered the significant handicap of having to sail both downwind legs that race without spinnaker, but still managed to work up into a seventh-place finish in that race, making a good recovery from being very deep in the pack at the first leeward mark. At the end of Saturday's four races, only 3.75 points separated Craze Eight and Irie from the Sick Puppy crew in fifth, and Sunday's race could have given the series to any one of Saturday's top five. The top two finishers at the end of the regatta held their positions from the previous day, while Sick Puppy moved up into third, ahead of Kirby Slack's IH-18 and Allan Terhune's T-54.

With his Fall Sprints victory, Magno also won the E-Scow Triple Crown, awarded at EYC's trophy presentations on Sunday afternoon along with the Fall Sprints awards, for placing best in two out of the year's last three regattas at Keuka Lake, Lake Hopatcong and the Annapolis Fall Sprints. Six teams qualified by sailing two out of the three events.■

## final [results]

### FALL SPRINTS

- 1 Paul Magno, LA-88
- 2 Bob Donat, LE-3
- 3 Wells/Martin/Stusek, AH-2
- 4 Kirby Slack, IH-18
- 5 Allan Terhune, T-54
- 6 Bill Nolden, AH-11
- 7 Tom Wiss, HO-32
- 8 Scott Carlson, MA-1
- 9 Tim Faranetta, LA-5
- 10 Craig Seger, CH-11
- 11 Steve Voorhis, AH-32
- 12 Dick Turner, CH-5
- 13 Bill Storey, AH-1
- 14 Steve Anderson, AH-5

### E-SCOW TRIPLE CROWN

- 1 Paul Magno, LA-88
- 2 Allan Terhune, T-54
- 3 Tom Wiss, HO-32
- 4 Kirby Slack, IH-18
- 5 Tim Faranetta, LA-5
- 6 Dick Turner, CH-5

OCTOBER 5-6, 1996  
LAKE CARLYLE, IL

The usual nice Carlyle October weather with highs in the mid seventies greeted the sailors for the 1996 Carlyle Silver Cup Regatta. Terry Moorman maintained Wawasee's dominance of this event with a comfortable cushion of four points over Carlyle sailor Ted Beier to take home the Carlyle Silver Cup, while third place went to John Spickelmier also from Wawasee. The big winds experienced in '95 were not in evidence in '96 however, and Race Committee Chairman John Woodworth worked hard to get four races completed.

Race 1 started on Saturday with a wind from 100 degrees. At 8 m.p.h., and started going left and getting lighter as the boats approached the weather mark allowing the boats on the left to gain. Moorman rounded first followed by Schalk and Beier. Bunse, the lead boat from the right, rounded fourth. By the time the boats reached the gate at the bottom of the windward-leeward course, the wind had

# [Carlyle] Silver Cup Regatta

BY TED BEIER

backed to 50 degrees and continued to drop, causing the Committee to change the weather heading and shorten the course to a single additional beat paralleling the west shore. Moorman and Schalk stayed out in the lake while Beier headed to the west shore where he found a port lift and a little more velocity. Moorman sailed past the end of the finish line, not having caught the shorten course signal at the leeward mark, and did not realize the error until Beier got the gun with Schalk close behind. He was able to salvage third ahead of Bunse who also moved up by playing the west shore.

Racing did not get underway again until after 3:30 when the south wind finally filled and stayed around 10 m.p.h. for the remainder of the afternoon with little change in direction. Two races were completed, and both belonged to Moorman who rounded the weather mark first in each race, and never looked back. In the second race very little position changing occurred, and Spickelmier finished second followed by Brennan.

In the third race, Schalk held second the entire way, with Beier in third until the final beat of the windward-leeward 2-1/2 course. On this last leg Spickelmier and Brennan passed to finish third and fourth.

Saturday ended with the traditional free eat all you dare chili and crayfish gumbo ably offered up by Jeanette Beier and Scott Bunse accompanied by salad and hors d'oeuvres. At this point Moorman already had a comfortable lead with 4-1/2 points to Schalk's 8 points. Spickelmier followed with 10 points, while Beier and Brennan had chances at trophies with 11-3/4 and 14 points, respectively.

Sunday morning dawned with heavy fog which cut the visibility to less than 50 yards; too little for safe racing. The fleet waited on shore under postponement while the 10:30 racing deadline



approached. By 9:30 things cleared enough to try racing, and a final race was started with a 6-8 m.p.h. wind from 250 degrees. Near the end of the first beat, the sun began to burn the fog away, and with it the wind also. Brennan rounded first followed by Beier and Spickelmier. As the wind got lighter it began shifting to the northwest as the boats began the run. Spickelmier jibed to port near the mark, Beier followed suit about 100 yards to starboard, as did Bunse right at the mark. The fleet spent the next half hour in alternate start and stop fashion, until Beier found a slant which he rode on an ever tightening reach to the leeward gate. He rounded first followed by Brennan and Cass to another shorten course signal, and these three held on in the light conditions to finish in the same order.

At the awards ceremony, each skipper got an award thanks to the generosity of Harken Yacht Equipment and Melges Boat Works. First place went to Terry Moorman, Bonnie Moorman, Jeff Brock and Troy Grimm from Wawasee. Second place was claimed by Ted Beier, Dick Shindel, Erik Beier and Mike Geiger from Carlyle, and third was John Spickelmier, Silas Anderson, Mike Rian and Bryon Haflich also from Wawasee.■

## final [results]

- 1 Terry Moorman, WA-3
- 2 Ted Beier, S-27
- 3 John Spickelmier, WA-48
- 4 Steve Schalk, I-564
- 5 Fred Brennan, I-777
- 6 Pete Cass, S-3
- 7 Ray Bunse, S-11
- 8 John Sepanski, S-17
- 9 Scott Aljets, S-2

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## E Scow Midwinter

March 21-23, 1997

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# OWNING YOUR E SCOW

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## IS A FINANCIAL PARTNERSHIP FOR YOU?

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BY RICK ROY

**You love racing E Scows but seem to have trouble recruiting and retaining good crew year after year, and consequently have not been able to break into the upper echelon of the fleet; your 1981 glass boat just isn't the rocket it used to be, however your family budget can only tolerate what you paid for this boat new back in 1981; you obtain a speed dimple in your hull while rounding a crowded leeward mark from your local weekend nemesis competitor and the boat needs to be hauled out for a little fiberglass repair at your local boatyard during the week, however you have no time to get this completed.**

### **DO ANY OF THESE SCENARIOS SOUND FAMILIAR TO YOU?**

If so, read on. In several E Scow fleets, a trend has been developing where two or three people get together and financially share the joys of E Scow ownership. Why does this trend seem to be growing? There are a number reasons which at times may be as unique as the boat owners themselves, however, there are a common set of benefits, challenges, and potential pitfalls to consider.

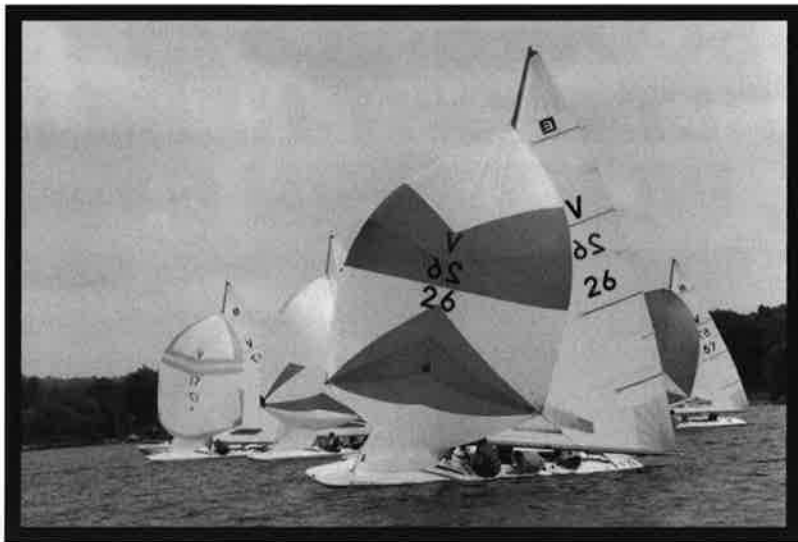
### **BENEFITS OF PARTNERSHIPS**

In talking with a number of sailors who own their boats with a partner, several key benefit themes come up time after time. First, there is the benefit of involving the crew and helmsman financially to further motivate the team to show up on Saturday afternoons for club racing and to properly block out vacation time for key regattas. We often underestimate the time commitment involved in our sport and this can lead to high crew turnover and a lack of continuity on the boat and inevitably in our performance.

A second major benefit is the obvious positive financial impact of being able to split the costs of boat, sails, maintenance, and regattas with others. The degree of impact depends solely on the number of partners and the agreement the partners sign up for. There are no rules here! There are examples of successful partnerships which involve two, three, and even four owners with varying levels of financial commitment to the program. The critical element to achieving the desired financial benefits is to carefully outline the roles and responsibilities of each partner prior to signing on the dotted line!

A third major benefit comes from expanding the number of people who have a truly vested interest in keeping the program afloat week in and week out. Right or wrong, we all tend to feel greater ownership and accountability when we have a financial interest in the pursuit. Whether it is routine maintenance which is required, an emergency fix, or a run to the local chandlery it is amazing how splitting these duties up can reduce stress and make running an overall summer sailing campaign more fun and successful.

---



Jean Bunkelmann

*Successful partners Rick Roy and Paul Biwer.*

### POTENTIAL PARTNERSHIP PITFALLS

While there are a number of benefits which can be gained from owning your E scow with a partner or two, there are several pitfalls to watch out for. None are insurmountable, however, as with many things in our personal and business lives, little problems can often manifest themselves into truly major issues over time. Here are a couple of potential pitfalls to watch out for.

The largest problem many otherwise successful programs have encountered when there is more than one owner is miscommunication or lack of proper expectation setting on the front end of the partnership regarding how major decisions will be made and by who. These issues usually manifest themselves in decisions regarding sail purchases or which regattas to attend. Again, careful communication up front can prevent misunderstandings and potential longer term problems.

Another area to watch out for is carefully choosing your partners for compatibility both on and off the water. Are your sailing goals the same? Do you have similar sailing backgrounds with comparable relative success? How long have you sailed together? Who will steer, and for how long? What are the qualifications of each skipper if there is more than one in the partnership? Do you enjoy getting together socially outside of the sailing scene? What is the compatibility of spouses and/or significant others? While some of these questions may seem marginally relevant their answers help significantly to predict the likely compatibility of the partners and the overall odds of a long successful partnership.

Lastly, another important and often overlooked area when there are two partners is how the third and fourth members of the crew will be selected, recruited and most importantly retained for the long run. It is absolutely critical that careful care is taken to insure the rest of the crew round out a group which can have a great time on and off the water.

### OPTIONS AND THOUGHTS FOR SUCCESS

We have examined potential benefits and some potential pitfalls of owning your E scow with a partner or partners. Let's close with some thoughts to consider to build a truly successful partnership. First, decide how many people you want financially involved in the partnership. One strategy which has been successfully employed by a number of boats is to enter into a three-way partnership and keep the core nucleus of the crew all financially motivated. Another tactic is to keep the partnership to two members. One potential advantage of this strategy is keep an equal vote from each partner. Three way partnerships make voting on touchy issues somewhat more difficult if a disagreement should occur. Often times one partner can find themselves as the odd person out.

Second, work with your new partners to determine a joint set of goals and objectives for the team. Decide what type of equipment you will purchase, regattas to be attended, roles and responsibilities for each team member and begin recruiting any additional personnel. Again, there is no right answer to this planning. The key here is no surprises.

While partnerships have not caught on in all parts of the country several of the larger fleets in the Midwest have enjoyed sustained growth due in part to the increase in the number of boats owned by more than one individual. The fleets at Minnetonka and Pewaukee serve as evidence of this fact. Both lakes have enjoyed strong E fleets which continue to grow. With a little careful planning, owning your E scow with a partner can be a fantastic way to enjoy our sport by having more fun while enduring much less hassle.■

*Ed. Note: Rick Roy and partner Paul Biwer have owned E scows together for eight years. They have successfully raced X boats, M16s, M-20s and E scows for twenty years. In 1996 they won the Pewaukee season championship, were 6th at the NCESA National Championship and were 5th at the Blue Chip. They are anxiously awaiting delivery of a new E scow for the 1997 season.*

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# IT'S SCOW TIME AGAIN!

I read in the papers that scow sailing is alive and well, and even spreading to new regions of the country. After spending the last ten years in sunny Florida, I can tell you that scows, and rumors of scows, are quite widely disseminated.

Although Florida is a little off the beaten path for E-Scow sailors, a few are spotted occasionally. Sailfest in Sanford always seems to have some out, as does the Mug race, a 40 mile river sprint from Palatka to Jacksonville. Finding them is simply a matter of locating a large group of people standing a respectful ten feet away from a trailer. On that trailer is something that is most commonly described as "wow." The younger, more adventurous types crowd a little closer and try to determine the purpose of all those lines which disappear through the deck. The older, cautious ones look in the cockpit, catch sight of the padded straps, and quickly turn away.

During the racing, the E's simply vanish off the line, and are only seen waiting for the next race, or back on the trailer where the crews have already got early seating for cocktails and dinner.

Recognizing that I had come from the plains of the Midwest, people would often ask me to explain scow sailing to them.

"Well," I would say, "you have to realize that the fastest scow sailing is done in larger fleets. So imagine 60 E's together on the line."

Usually they turn a little pale at that point, and cast a furtive glance toward the boat.

"Then you have to realize that much of the scow sailing is done on lakes in shifty winds, so these 60 boats start short tacking up the weather leg, rolling the boat into each little shift, then rolling onto the other tack when the wind shifts back." At this point the catamaran sailors grin to themselves - they really hate lakes - and ask

if that doesn't slow them down.

"Well no, the better ones actually come out as fast as they go in. It becomes one of those things that separates the boats. In fact, scow sailors will initiate tacking duels to pass other boats.

That's t-a-c-k..."

We get the point, they say. How about off the wind?

Well, the tacking doesn't stop, (the cat sailors brighten up - here's something they can relate to) the boats still grab the shifts going downwind so that they enjoy the best angle back to the leeward mark. And then . . . well then they pretty much arrive there all at once. It's what we sometimes call the spectacle of sport.

After a few tales like that, interests usually move toward other things, like when dinner is going to start, the band going to begin, or the whereabouts of those two blondes last seen rigging a Hobie 18. I am left to reply some of the wilder memories of scow sailing we almost have to keep between ourselves because, well; I hardly believe them myself.

I couldn't tell them that if you let the chute drag in the water it will disappear, pulled out by the water resistance. Upon reaching the end of the halyard, a tiny portion will be pulled out of the water. And if there is sufficient wind that tiny portion will drag all that wet nylon back into the air where it will stream by the boat and, reaching the end of the halyard again, swat the mast down into the water so fast that high siders may end up halfway up the main before they touch down.

Or that when the vang tackle swallows some foul weather gear, and the boom hits the water, the E scow is transformed into what was known in the Gulf War as a "dumb" missile. It would merely hit what was in front of it, or expend itself harmlessly upon impact (crash and burn).

*Continued on page 51*

# MELGES



Photo Credit: Jean Bunkelmann

## ***THE MELGES ADVANTAGE***

Take the Zenda Challenge! Find out how the competition is building their boats, then come to Zenda and see first hand how the world's lightest, strongest, and fastest E scows are constructed and finished. The M-Preg system is our new revolutionary laminate system that originated in Zenda and is now making the world's top boat builders wonder how we do it! We guarantee you that "no other boat compares". Allow Melges to prove this up close and then out on the water.

### ***Check out the results from our New Melges E's - 1996 Winning Results***

*Black Tie 1st   Charleston 1st   Nagawicka Spring 1st   Wawasee 1st   Western Michigan 1st  
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## [Easterns] Continued from page 11

second while the rest of the group was in a big tangle. Up the last leg, Had and Buzzy had an edge on the rest of the fleet and held their positions while everyone else battled and scrambled for third. George Welch, Jr. and Runnie Colie worked the right side of the course by Elvis Point, caught big starboard lifts and came out in third and fourth positions. Tom Wiss and Rick Turner compounded their bad leeward legs with bad windward legs as well and dropped back from contention. Meanwhile, Cliff Campbell and Jack Lampman made nice gains on the last leg. It was now four o'clock and too late to start a second race. After two days of racing, Buzz Reynolds had very strong finishes of a 1-2-2 but Had Brick with his victory got himself into contention and now had 1-3-8. Jack Lampman hung in there while George Welch now had a 1-4-10. Cliff Campbell kept consistent finishes to stay in fifth while Runnie Colie moved up to sixth place with his third. Rick Turner was in seventh, Chuck Drawbaugh in eighth and Paul Magno dropped back to ninth.

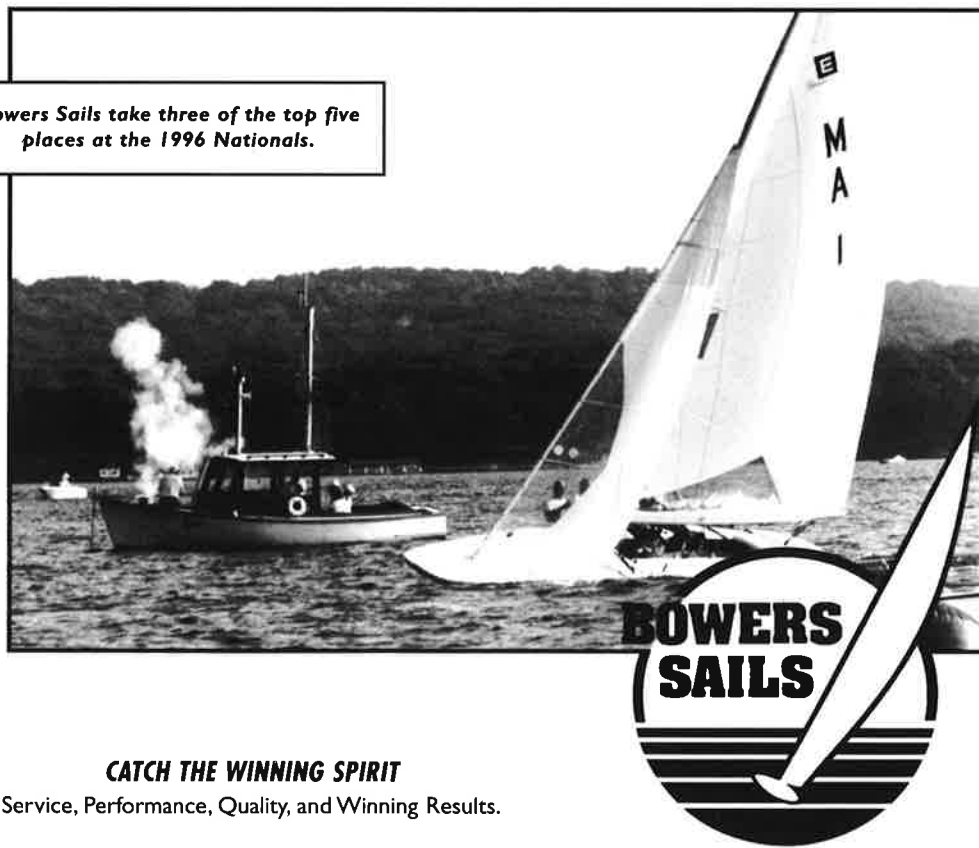
It is always advantageous to lead a regatta going into the last day. Besides the obvious fact of already winning, you never know when the regatta might end. Just like last year's championship, the last day was a futile wait for wind. History repeated itself as the racing ended with Buzz Reynolds first and Had Brick second. Any bets on next year's chances for no wind on the last day, we're at Little Egg. ■  
*No results were reported on this regatta.*

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# [1996] Regatta Winners

## Easter Regatta

- 1 Dave Irmischer, WA-21
- 2 Dave Magno, LA-88
- 3 Ross Griffith, SC-88

Charleston, SC

April 4-6

## Black Tie Regatta

- 1 Jason Sutherland, GL-31
- 2 Brian Henke, V-57
- 3 Charles Coleman, I-333

Forney, Texas

April 19-21

## Nagawicka Regatta

- 1 Andy Burdick, I-45
- 2 Bib Biwer, V-333
- 3 Jim Gluek, V-69

Lake Nagawicka, WI

May 11-12

## Lake Hopatcong Invitational

- 1 Rick Turner, CH-6
- 2 Paul Magno, LA-88
- 3 Allen Terhune, T-54

Lake Hopatcong, NJ

May 18-19

## Cedar Lake E Scow Regatta

- 1 Casey Call, WA-99
- 2 Bob Herdrich, WA-47
- 3 Terry Moorman, WA-3

Cedar Lake, IN

May 18-19

## Michigan Spring Tune-up

- 1 Paul Wickland, MU-22
- 2 Tom Munroe, MU-11
- 3 Casey Call, WA-99

White Lake, MI

June 1-2

## Toms River Tune-up

- 1 Paul Magno, LA-88
- 2 Cliff Campbell, T-17
- 3 Phil Reynolds, IH-17

Toms River, NJ

June 1-2

## Wawasee E Open

- 1 Andy Burdick, I-45
- 2 Paul Wickland, MU-22
- 3 Casey Call, WA-99

Syracuse, IN

June 8-9

## New York State Championship

- 1 Rick Turner, CH-5
- 2 George Welch, Jr., KU-11
- 3 Curt Wright, KU-2

Lake Chautauqua, NY

June 22-23

## ILYA Invitational

- 1 Bill Allen, M-4
- 2 David Ferguson, M-67
- 3 Brian Porter, I-49

Pewaukee, WI

July 12-14

## Western Michigan Invitational

- 1 McMurray/Gill, WH-88
- 2 George Welch, KU-11
- 3 Tom Munroe, MU-11

Crystal Lake, MI

July 20-21

**Toms River Challenge Cup**

- 1 Paul Magno, LA-88
- 2 Dick Wight / Henry Colie, MA-1
- 3 Buzz Reynolds, IH-7

Toms River, NJ

July 27-28

**New York State Championship**

- 1 Rick Turner, CH-6
- 2 George Welch, Jr., KU-11
- 3 Curt Wright, KU-2

Keuka Lake, NY

July 27-28

**Up Bay Regatta***No results were reported for this regatta*

Toms River, NJ

July 27-28

**ECESA Championship**

- 1 Buzz Reynolds, IH-7

Lake Hopatcong, NJ

July 31-August 2

**Western Michigan Championship**

- 1 Brian McMurray, WH-88
- 2 Art Brereton, TO-101
- 3 Tom Munroe, MU-11

Cadillac, MI

August 7-10

**Down Bay Regatta**

- 1 Dick Wight, MA-1
- 2 Buzz Reynolds, IH-7
- 3 Alex Smigelski, HO-47

Beach Haven, NJ

August 10-11

**ILYA Championship**

- 1 Rob Evans, M-1
- 2 Brian Porter, I-49
- 3 David Ferguson, M-67

Minnetonka, MN

August 15-17

**NCESA Championship**

- 1 Andy Burdick, I-45
- 2 Brian Porter, I-45
- 3 Dick Wight, MA-1

Lake Geneva, WI

September 5-7

**FLACE Regatta**

- 1 George Welch, Sr., KU-1
- 2 Paul Magno, LA-88
- 3 George Welch, Jr., KU-11

Keuka Lake, NY

September 14-15

**Blue Chip Regatta**

- 1 Andy Burdick, I-45
- 2 David Ferguson, M-67
- 3 Brian Porter, I-49

Pewaukee, WI

September 20-22

**Fall Sprints**

- 1 Paul Magno, LA-88
- 2 Bob Donat, LE-3
- 3 Wells/Martin/Stusek, AH-2

Annapolis, MD

September 28-29

**Carlyle Silver Cup**

- 1 Terry Moorman, WA-3
- 2 Ted Beier, S-27
- 3 John Spickelmier, WA-48

Lake Carlyle, IL

October 5-6

**[It's Scow Time Again]** *Continued from page 45*

I can't share the excitement of tacking up the last leg with four boats, each shift scrambling the pack, and trying to work out which phase will come at the end.

Southern sailors are no less passionate about the sport. It just comes to them in different doses. If the weather isn't quite right, they can always wait until next week. In my area, regattas were the primary focus. That season long series I enjoyed growing up never materialized there because the season quite literally never ended. People would stop sailing out of exhaustion, and never really recover before hopping back in the saddle. Consequently, when they took a real break, it tended to last a year or two.

How does someone like that understand that period of Memorial Day to Labor Day freneticism?

Actually most of them remember it quite well; they all lived it before moving to Florida.

Now as I've moved back to Wisconsin, I can look forward to next year. You see, I don't really like telling those stories. Nothing I say or write can really bring the fire into the eyes of the audience, or convey the feeling of turning the top mark in a breeze. It's time to make some new stories, not relive the old ones.■

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