



## **REPORTER**

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- Western Michigan Championship by Joanne Wickland
- ILYA Championship by Mike Fanberg
- Eastern Championship by Jay Darling
- NCESA Championship by Sam Merrick
- Blue Chip Regatta by Bruce Burton (Mystery Guest)

*photo: Jim McColl*



*Some Committee Boat!*



1987 has been a positive year for the class. I hear and see new fleets forming in the midwest and west and our correspondence with them is imperative. The association can not assume or become complacent to think that new fleets (as well as established fleets) will look to us for leadership as well as new ideas without an effort by all of us. The officers and board must continue to service the members for continuous growth.

Chip Ulrich has done an excellent job during his term of Commodore. Through his persistence on the issue of flotation panels, the class has adopted a policy that I am sure we can all live with. We will have examined this issue and many others during the fall meeting at Chicago Yacht Club, November 7, 1987. The class has elected a good group of board members, so please let us hear what you have to say. Speak out on criterion, and any comments or opinions, let us hear it.

The 1987 National regatta was well attended. It was great to see so many Yacht Clubs represented at the event. Muskegon Yacht Club did well financially with the \$600.00 contributed by NCESA. The Association is most comfortable with host clubs that can offer fine facilities at the least expense to the host club and the NCESA.

I have been associated with the E class since the mid-sixties and I sincerely believe this is the finest organization as well as group of sailors in the country. I have received so much out of sailing E Scows, so that now perhaps I can make a contribution back into it.

Paul Wickland, Jr.



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# CARLYLE SILVER CUP REGATTA (MESA)

*by Ted Beier*

The 1987 Carlyle Silver Cup Regatta was sailed on 3 and 4 October in chilly conditions. The first cold snap of the season had the crews launching and rigging in temperatures in the high thirties. Afternoon temperatures reached the high fifties under sunny skies. Five races were completed for the twelve boats attending on WL and WT courses, and everyone enjoyed the traditional free cocktail party and chili feed on Saturday night.

Winds on Saturday were from the northwest at 10 to 20 mph and very shifty. On Sunday the wind returned to the southwest and steadied up a bit at 8 to 15 mph. During the second race on Saturday one boat capsized and took some masthead core samples

of the Carlyle mud, proving once again that foam panels don't help much when carried in the bag. That mud must be pretty fast, though, because he came back for the second of the back-to-back pair in the afternoon and finished second.

Roger Carlson of Island Bay Yacht Club in Springfield, Illinois won the event handily with four first places and a second. He was moving too fast for everyone else in the boat he just bought which used to belong to Herb Perlmutter. E. C. Haas of Island Bay was second with one bullet and nothing below third. Rick Pinney from Lake Wawasee, Indiana, after a slow start, figured out Carlyle and put together a string of threes and fours to take third place.

*photos: courtesy Ted Beier*



*Regatta leaders S-1 and IB-27.*



*Leeward mark rounding.*



*1st place; Roger Carlson, wife and crew.*



*2nd place E. C. Haas and crew.*

## REGATTA RESULTS

S-1							
Carlson	1	2	1	1	1	3	1
IB-27							
Haas	3	1	3	2	2	17.4	2
WA-31							
Pinney	11	3	4	4	4	44.4	3
S-7							
Pruetzel	2	4	8	6	5	46.7	4
M-11							
Robinson	4	5	5	5	7	51	5
WA-14							
Russell	8	8	7	4	3	54.7	6
M-31							
Carr	7	DNF	2	7	7	62	7
S-27							
Beier	6	7	9	8	6	65.4	8
CR-17							
Crosby	10	9	6	9	9	72.7	9
S-14							
Gass	5	DNF	DNF	10	11	81	10
ID-4							
Ewing	9	6	DNF	12	12	81.7	11
S-4							
Smith	12	10	10	11	10	83	12



*Rick Pinney from Lake Wawasee, Ind.*



*Third place Rick Pinney and crew.*



*Chris Smith, Regatta Chairman*



*The Carr boat in cold weather gear.*

# WESTERN MICHIGAN CHAMPIONSHIP

by Joanne Wickland

## TOP 15 BOATS

1	Paul Eggert	Spring	8.7
2	Larry Price	Spring	9.
3	Paul Wickland	Muskegon	35.4
4	Fox-Rueterdahl	Spring	38.4
5	Chuck Harrett	Spring	46.7
6	Mike Huck	Crystal	47.
7	Bill Walter	Crystal	50.4
8	Tad Welch	Spring	52.7
9	Charles Frutig	Spring	55.
10	Ron Dunwell	Spring	57.
11	Herb Knappe	Spring	68.
12	Fox-Fox	Spring	72.
13	Fred Miller	Crystal	73.
14	Ed Schindler	Crystal	75.
15	Kevin Kunz	Fenton	80.

The 58th Annual West Michigan Championships were held August 10-13 at Spring Lake, Mi. Not only were E-scows participating but MC's, C's, Lasers and Butterflies. 127 boats raced in the four-day event. E-Scows from 4 yacht clubs sailed in four races, though five were scheduled.

Race #1 was started in light winds 0-5 mph with a windward-leeward course. Paul Wickland with a great start and flawless racing worked out a big lead. Unfortunately the time limit expired and the race was abandoned.

For the real first race, Paul Eggert was the boat to be reckoned with. The winds 10-15 mph were to his liking and he won comfortably.

Race #2 and #3 were replicas in the conditions of #1. Larry Price and Paul Eggert battled it out for these races, as they did for the entire Regatta. These two sailors were always in close competition. At this point Eggert had accumulated a total of 5.7 with another first and a third. Price had 9 points with three seconds.

Race #4, the final contest, had all the tension to be desired. It was sailed in an unlikely east wind, 10-15 mph shifty and unpredictable. Over the W3½ course Price emerged from the pack as the leader with Eggert and Wickland in close pursuit. Price needed Wickland to beat Eggert in this final race to win the championship. The battle ensued. There was a great deal of covering upwind as well as downwind for the entire race. Paul Eggert by finishing 2nd right back of Price clinched the championship.

Both Price and Eggert had excellent speed, superior to all others, and thus were able to dominate the Regatta.

The Regatta was well attended. Considering the lake is long and very narrow, the Race Committee Chairman Chuck Harrett and his staff, did an outstanding job. The 1988 Regatta will be in Muskegon the site of the '87 Nationals.



Reporter photos: (swiped from Muskegon file)

# ILYA CHAMPIONSHIP REGATTA

## Lake Mendota, Wisconsin

*by Mike Fanberg*

The 1987 E Inland Championship Regatta was held August 20-22 at Lake Mendota, Wisconsin. 48 boats registered for what became a rather grueling event.

In the first race, Southeast winds of 5-12 knots shifted South on the first weather leg and then backed steadily for the rest of the race. The only thing consistent about the race was that the middle was bad. Harry Melges finished first, followed by Tom Sweitzer, Tom Burton and David Ferguson.

After a long sail back for lunch and then back to the course, race two was underway. Winds were about 12 knots. The port end was heavily favored at the start leaving those of us in the middle and to starboard well back at the first mark. The second weather leg offered some opportunities for recovering. Unfortunately, many of us, myself included, didn't recognize them until it was too late. Bill Allen did, however. He rounded the first leeward mark in the mid thirties and picked up about 20 boats on the second weather leg. At the finish it was Melges again, followed by Burton and David Chute. Allen finished 6th.

Friday morning, day two of the regatta, was one of those mornings E boaters like me dread. Even with three years of E boat experience, including some very heavy air racing, I still don't look forward to going out in a 35 knot breeze. At 7:00 a.m. the flags at the Comfort Inn, where my crew and I were staying, were standing straight out. By 9:30 the race committee was reporting winds in the 30-35 mph range. The start was postponed until 11:00, but when no one showed up to start, it was postponed again, this time until after lunch.

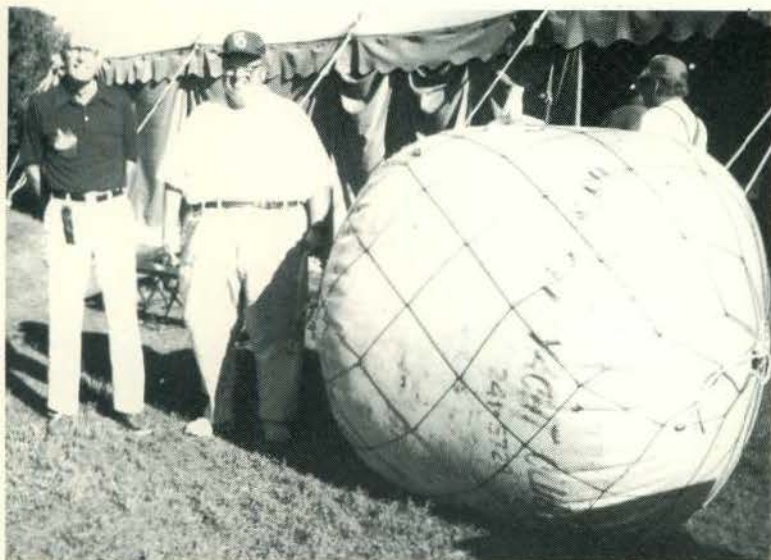
At noon, from our vantage point on the windward side of the lake, it continued to look ugly. But with assurances from the race committee that winds were in the 18-24 mph range, a few of us headed for the course. I watched Dave Chute leave his mooring and we followed close behind. About two minutes later and a mile from the mooring area, we tried to tack to head back. After two attempts we got around and flogged back to shore having gone as fast in an E as I ever care to. Once again, no one showed up for the start.



*photo: courtesy Mike Fanberg*

# ILYA

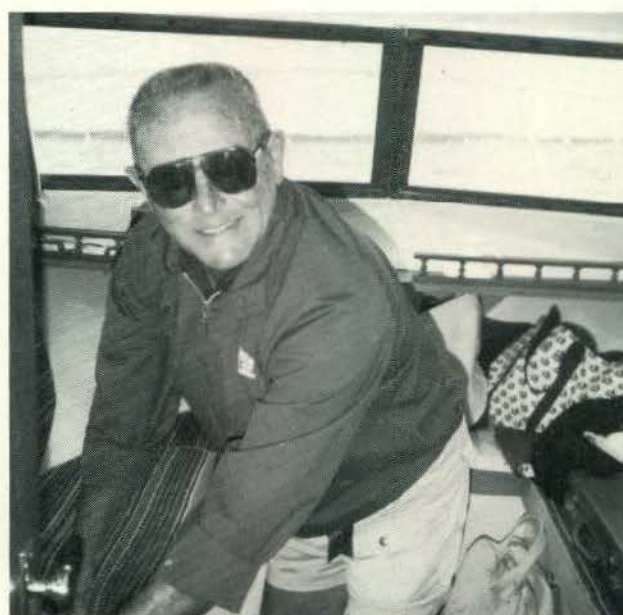
photos: Dede Meyer



*It takes one to know one.*



*Commodore Jack Bolz*



*Don Willicut Ch. RC not fixing lunch.*

By 2:00 p.m. the wind was down to 10-20 mph from the Southwest and race three started. Several boats were late for the start having misjudged the now fading breeze. This time starboard was heavily favored. The wind continued to drop, but before the first mark I lost my second jib halyard of the season and we were through. At the finish it was Melges again, followed closely by Burton and Brian Porter.

Saturday the winds shifted around to the North at 15-20 for race four. The judges decided to race three back to back, which meant being on the water from 9:00 a.m. to about 4:00 p.m., with no break. Big oscillations were the rule in the first two races as the winds got progressively lighter. In race four it was Melges first, followed by Brian Porter in second and Steve Schmidt third. In race five, Dave Magno held Harry Melges off to win. Melges was second, followed by Dave Kock and Dick Wight.

Tom Burton and Harry Melges were virtually tied for first going into race six. Jim McGinley won the race, Dave Magno was second and Dan Buckstaff was third. At the finish, Melges beat Burton, but the Porters beat them both, assuring Harry a first place overall. Porters were second and Tom Burton ended third.

At the fleet meeting Friday we voted unanimously in favor of keeping so called "pros" in the fleet. Many expressed a desire to race against the best competition available, even if it means not winning. As a relatively new E sailor, I agree. I'm not discouraged because an Inland Championship is realistically out of my reach. I think most sailors are attracted to the fleet because competition is considered to be as good as it gets.

Pros won't hurt the fleet, but after talking to most of the Minnetonka E sailors that sailed on Saturday, the consensus was that six hours on the lake with no break, is not much fun.

**How political clout is achieved in Wisconsin ——— or  
A three panel scenario featuring Past Commodore James Klauser  
and Past Sec'y-Treasurer Shirley Klauser at Regatta chores.**

*photos: Dede Meyer*



*"Dear, be sure to heave it over the railing."*



*"That's VERY good!"*



*"Ok, I've got it from here on in."*



*Fred and Marcie Chute with Mike Meyer.*



*Snake and Snuffy  
or is it  
Snuffy and Snake Schneider?  
Hard to tell sometimes.*

## During Rest Break at Madison

photos: Dede Meyer



*Twink Robbins and Marilyn Hunt.*



*John Hunt  
Longtime E-Sailor, RC expert for all tasks.*



*Art Best  
ILYA Judge, RC expert, Protest  
Committee etc. from forever.*



*Sure is nice hiding in these pretty weeds but man, it sure is a long  
way out to the course.*

**1987 E CHAMPIONSHIP REGATTA**  
**MADISON, WISCONSIN**  
**AUGUST 20-22, 1987**

POS.		SKIPPER		RACES						PTS.
1.	I-1	Harry Melges III*	1p	1	1	1	2	9		53.0
2.	I-49	Brian Porter	5	12	3	2	9	4		59.7
3.	M-9	Tom Burton	3	2	2	7	13	12		61.7
4.	MR-10	Richard Wight	6	9	10	5	4	8		74.7
5.	M-111	Doug Kuller	7	10	7	10	6	5		79.7
6.	LA-99	Dave Magno	18	18	8	14	1	2		85.0
7.	I-47	James McGinley	14	7	14	12	12	1		89.0
8.	T-5	William Campbell	8	8	19	11	5	7		93.0
9.	V-9	Tom Sweitzer	2	30	5	8	23	6		103.7
10.	M-67	David Ferguson	4	19	4	16	14	24		113.0
11.	M-8	David Chute	20	3	6	6	20	22p		124.1
12.	MA-1	Stephen Schmidt	16	33	12	3	16	21		133.7
13.	A-88	Robert Sprinkman	36	11	15	4p	15	11		142.0
14.	M-4	Bob & Bill Allen*	9	6	18	9	19	DNS		145.7
15.	H-11	Dan Buckstaff	23	38	27	17	17	3		157.7
16.	H-14	Bill Mattison	13	22	21	25	27	20		164.0
17.	V-4	David Koch*	10	32	22	19	3	DNS		167.7
18.	W-1	Jule Hannaford IV	21	5	20	18	25	DNS		173.0
19.	W-12	Don Nelson	34	39	11	29	7	18		174.0
20.	UM-11	Brandt Nelson	35	16	DNS	13	22	13		184.0
21.	W-11	Tews/Kenyon	24	37	26	26	21	15		185.0
22.	I-9	Howard Ferguson	38	17	17	34	26	19		187.0
23.	M-6	Jake Hoeschler	11	14	23	DNS	10	DNS		192.0
24.	X-5	Richard Gallun	25	27p	DNS	20	8	17		196.0
25.	W-6	Charlie Bartholdi	17	24	16	15	DNS	DNS		206.0
26.	M-1	Rob Evans	19	41	25	39	37	10		207.0
27.	UM-16	Dave Abramson	29	15	DNS	36	18	25		208.0
28.	M-105	Peter Crawford*	41	36	28	32	24	16		213.0
29.	J-12	Jack Schloesser	22	20	DNS	27	32	29		215.0
30.	H-7	Lon Schoor	DNF	4	31	21	28	DNS		216.0
31.	V-3	Bob Biwer, Jr.	31	35	13	23	34	DNS		221.0
32.	M-2	Brett Adams	33	28	29	40	29	27		222.0
33.	H-38	Bill Hanson	32	29	30	35	30	30		222.0
34.	M-7	Bob Sevey	27	13	9	DNS	DNS	DNS		232.0
35.	H-121	Jim Henkel	26p	31p	DNS	28	11	14		232.0
36.	A-3	Russ Darrow	37	21	DNS	24	35	DNS		251.0
37.	M-128	Mike Swift	45	44	32	33	39	28		257.0
38.	I-44	Jeff Perrigo	30	26	DNS	37	31	DNS		258.0
39.	A-9	Russ Darrow III	12	25p	DNS	22	DNS	DNS		266.0
40.	H-3	John O'Connell	43	43	DNS	38	38	23		270.0
41.	J-2	R. Cummins	42	23	24	DNS	DNS	DNS		272.0
42.	H-23	Ken Kreider	46	48	DNS	31	40	26		276.0
43.	H-17	Dan Fix	15	34	DNS	DNS	DNS	DNS		281.0
44.	H-74	Jack Loew	44	46	DNS	30	36	DNS		290.0
45.	L-49	Doug Krause	39	42	DNS	42	33	DNS		290.0
46.	M-3	Mike Fanberg	28	40	DNS	DNS	DNS	DNS		300.0
47.	H-101	Bill Shelton	40	45	33	DNS	DNS	DNS		301.0
48.	H-47	Tom Josephson	47	47	34	41	DNS	DNS		303.0

Key: \* = Ineligible for Winkler Trophies  
p = penalty included  
DNS = Did Not Start  
DNF = Did Not Finish

# WHAT'S NEW IN E SCOWS?

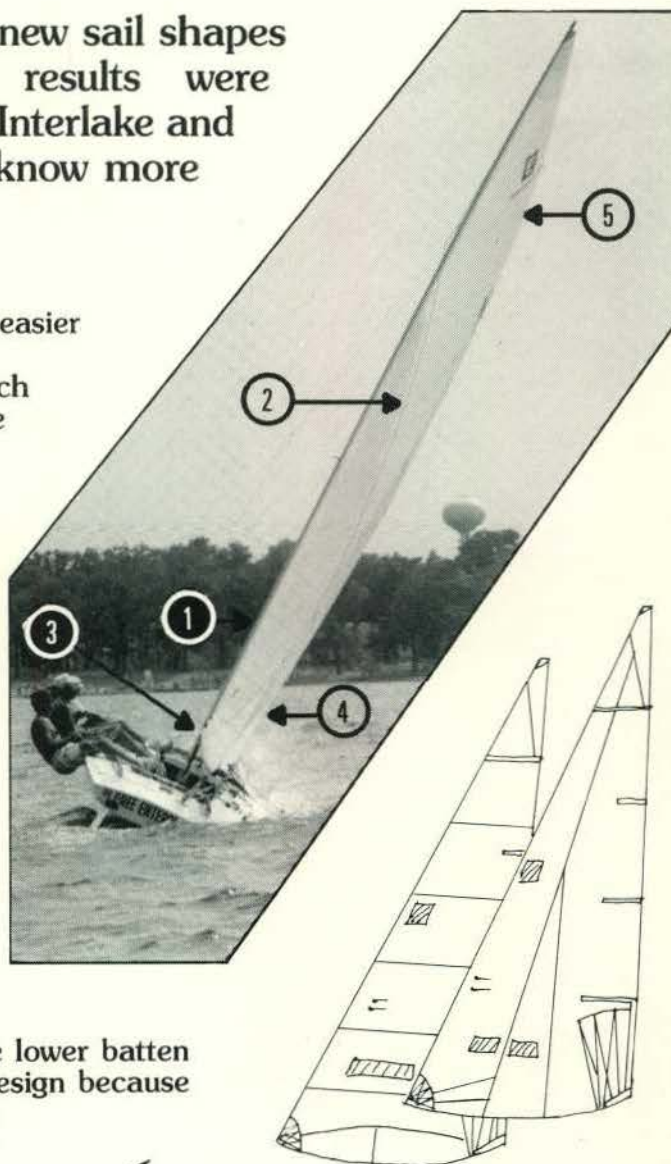
Last year our design team tested new sail shapes and sailcloth applications. The results were encouraging—1st Invitational, 1st (tie) Interlake and 3rd Nationals. We think you should know more about these designs.

**MAINS** Our main sail for '88 will be easier to sail faster than ever before.

1. We made the luff fuller down low to better match the mast's flex characteristics. This area can be flattened using the lever vang when the wind builds.
2. The middle is just the right depth for power and pointing.
3. The tack area was made fuller and more powerful.
4. The lower leach, however, retains the flat and open shape characteristic of all fast E scow mains.
5. The upper quarter is radial head construction and flat enough to respond instantly to wind and mainsheet tension.

**JIBS** All our testing and research shows that hard finished 3.8 oz. Dacron (NYT or SFD) is more durable and faster than nylon substitutes. Our medium jib is a vertical design, moderate draft, flat entry and only a small amount of turn-in in the lower batten area. The light jib (0-12 MPH) is a horizontal design because only horizontal shaping allows the sailmaker to put in a fuller shape accurately. This sail is fuller entry, deeper low and twisted aloft.

**SPINNAKER** All our spinnakers are built out of .6 oz. 30/20 nylon. This fabric is strong and durable. Our Reacher is a tri-radial construction for extra strength at high apparent wind loads. The Runner is wider at the head, deeper, but not too deep (round leaches are slow in E scows). The construction uses a horizontal bottom with a shape controlling center seam and a radial head. The .6 oz. nylon 30/20 is new, but the shapes are those proven fast over the last several years.



## SHORE SAILS

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# EASTERN CHAMPIONSHIP

## LITTLE EGG HARBOR Y.C. — AUGUST 5-7

by Jay Darling

*ED. NOTE: When this issue was assembled there were no photos available of Little Egg action so we culled shots of ECESA boats as seen at Muskegon NCESA.*

Mike Fortenbaugh, after tantalizingly near misses in 1984 and 1985, finally won his first Eastern Championship on Little Egg Harbor August 5-7. Bonus point finishes solve most problems, and his 5 (acknowledgment) - 1 - 4 - 1 - 2 proved to be too much for second-place Scott Callahan and third-place Dick Wight.

Although Walt Smedley has always maintained "Little Egg is where the wind blows," such was not the case on Wednesday afternoon, when the fleet began the series in a 6-10 mph breeze. The long starting line was substantially square, and no one end produced a clear advantage. Dave Magno led at the first mark, followed by Russ Lucas and Dick Wight. Magno simply could not be caught, and nailed the bullet. In second place was Scott Callahan, who, after wallowing (for him) along for most of the race, banged the right side of the course on the last leeward leg, passed quite a few boats, allowing him to round fourth at the last leeward mark. On the final beat, Callahan then hit the left side of the course hard and passed both Dick Wight and Mike Fortenbaugh (who dropped to fifth). In fourth place was Erik Johnson, followed by Fortenbaugh, Steve Schmidt (sailing with three), and Corby Day (also sailing with three).

The wind blew on day two, and Walter was credible once again. A robust 18-20 mph northeastern welcomed the fleet in the early afternoon, the morning having been lost because of the excessive breeze.

The pin end was way favored, causing general mayhem as everyone tried to be there with too little room in a howler. Russ Lucas had perhaps the best start, and he headed left, which paid off handsomely. Lucas, Fortenbaugh, Schmidt, and Magno rounded the first mark in good shape. The horror story of this race (and for the regatta, for that matter) was Dave Magno's, who broke down while storming along in no worse than third place on the second weather leg. Assuming, arguendo, that he would have held on to third (a most safe assumption for those who have seen his heavy air speed and handling), the Eastern's would have been his, and by a relatively comfortable margin.

Fortenbaugh won this race, followed by Russ Lucas, and then Scott Callahan, Steve Schmidt (most impressive, bearing in mind he was sailing three-handed), Corby Day (same comment), and Erik Johnson.

Race three immediately followed race two, which made for one of the most arduous afternoons in recent memory, as the breeze had abated not a bit. Once again Russ Lucas led the way to the first mark, followed by Dave Magno (who, in the interim, had repaired his boat and returned to the fray). Dick Wight rounded third, only to lose his spinnaker pole overboard. By the time he had retrieved it, his position had withered to the mid-40's.

Of historical interest in this race was the entirely useless second leg, an uphill tight reach, which provided no opportunity whatsoever for passing (or dropping) boats. Scott Callahan jumped out on the fleet on the third leg and was never seen again. In second was Dave Magno, followed by Lucas, Fortenbaugh, and Dick Wight, who made an incredible comeback after screaming by cluster after cluster of boats on the downwind legs.



Reporter photos

## EASTERN

After the second day of racing, Russ Lucas was in first, with Callahan, Wight, and Fortenbaugh within easy striking distance. Slightly further back, but still certainly in contention, were Corby Day and Cliff Campbell.

As was the case five years before, day three produced only marginal drifting conditions, with the air being 2-5 mph from the east. In the first race, those who went right died. Those who went left did well, again among them Russ Lucas, Mike Fortenbaugh, Corby Day, and Scott Callahan. At the last leeward mark, it appeared that Lucas had the race in the bag, with a several hundred yard lead. With one-third of the leg to go, however, Lucas was playing the middle right of the course, following classic textbook strategy. Fortenbaugh and Callahan took a flier to the upper left-hand corner of the course, which had not paid all day, and were rewarded with 30 degrees and breeze, allowing them to finish first and third, sandwiching Corby Day between them, all ahead of a deservedly embittered Lucas.

At this point in the regatta, it was a three-boat race, among Lucas, Fortenbaugh, and Callahan. Wight had mired his hopes for a run for the crown on his trip to the south pole that was the right side of the course on the first weather leg and was fortunate to have climbed as high as thirteenth at the finish.

The final race was again a drifter, although the breeze had clocked slightly more to the south. The weather end was well favored, although the three lead boats started well down the line so as to

go left as they had in the morning race. Stated simply, the right paid this time, as Dick Wight and Russ Cook got a huge jump on everyone in the fleet, save for Mike Fortenbaugh, who somehow managed to find a few fortunate rescuing shifts that enabled him to fight back from the left and round the top weather mark right with Wight and Cook. Fortenbaugh got out on Wight going downwind and no one ever mounted a genuine threat to those two boats for the balance of the race. Deep at the start was Russ Lucas, effectively removing himself as an overall threat. Nearly as bad was Callahan, who was mired in the early teens much of the race, although he kept grinding away, managing to finish fifth, just behind Dave Magno, who, in turn, was edged by Cliff Campbell. Of note in this last race was the classic tacking duel between Fortenbaugh and Wight within the final quarter mile to the finish. To quickly summarize at least a dozen tacks, Fortenbaugh was ably holding Wight well off until he tired of the game and let Wight go just one time, which was all that it took. Wight went right, picked up some breeze, and became a real problem. Fortenbaugh, trying to minimize his losses, followed Wight right, but then had to dip perhaps the largest pack of seaweed on the course, effectively placing him astern of Wight, and thus costing him his third bullet of the series.

As always, the Little Egg Harbor Yacht Club masterfully orchestrated the regatta as the launchings, meals, and parties went off flawlessly.



*Reporter photos*



*Ersatz ECESA activity as transplanted to the dunes of Lake Michigan.*

**ECESA CHAMPIONSHIP 1987**  
**Little Egg Harbor Yacht Club**  
**August 5-7, 1987**

Skipper		RACE RESULTS						FINAL
MA-45	Mark Beaton	32	DNF	17	29	35		35
BH-8	Russell Lucas	10	2	3	4	20		5
BH-10	Doug Love	8	12	14	40	23		17
BH-2	Sam Merrick	18	24	12	11	30		15
BH-13	W. Fortenbaugh	11	13	DNF	14	15		18
BH-11	John Harkrader	20	DNF	19	19	9		21
BH-7	Corbin Day	7	5	11	2	8		4
BH-37	Scott Callahan	2	3*	1	3	5		2
BH-17	Mike Fortenbaugh	5*	1	4	1	2		1
BH-4	Robert Broege	15	8	9*	22	14		12
CH-5	Richard Turner	19	21	25	35	29		25
CH-15	David Delancey	40	35	DNF	25	17		36
CH-18	Eric Johnson	4	6	DNF	7	18		10
CH-6	Rick Turner	17	14	15	16	34		16
IH-27	Had Brick	9	19	7	30	13		9
IH-16	Rick Slack	12	17*	20	26	24		20
IH-44	Fred Slack	47	18	16	36	27		28
KU-37	Curtis Wright	31	22	21	17	11		19
KU-5	Irven Spear	26	DNF	DNF	12	26		33
KU-18	Art Wilder	33	28	26	28	38		31
KU-15	Russ Cook	30	34	DNF	23	7		27
KU-1	George Welch	25*	31	DNF	21	22		34
LE-4	Doug Galloway	27	27	18	41	31		29
LE-8	Jack Lampman	23	10	10	20	25		14
LE-5	Walter Lenhard	21	16	23	27	28		23
LE-54	Walter Lenhard IV	22*	26	24	42	DNF		37
LE-1	Bud Rose	39	33	30	43	43		40
LE-30	Stevens/Condon	24	DNF	DNF	34	33		39
LE-7	Skip Smedley	43	36	32	39	44		41
BB-6	Tom Welsch	41	DNF	DNF	45	41		45
HO-42	Dean Lennox	37	25	28	18	37		30
HO-37	George Drawbaugh	34	30	27	31	32		32
HO-31	Peter Rochelle	28	29	22	24	19		24
HO-38	E.J. Lill	46	DNF	DNF	37	42		44
HO-13	Craig Bradley	36	DNF	DNF	32	36		43
HO-29	Richard Hoff	44	37	31	44	39		42
HO-40	Charles Johnson II	45	32	29	38	40		38
LA-99	Dave Magno	1	DNF	2	5	4		7
MR-10	Richard Wight	3	9	5	13	1		3
MA-3	Bob Armstrong	42	DNF	DNF	DNF	DNF		47
MA-9	Willie DeCamp	35	15	DNF	6	12		22
MA-55	Gardner Cox	14	23	13	9	21		11
MA-1	Steve Schmidt	6	4	DNF	15	16		13
NB-17	Peter Schwartz	38	DNF	DNF	DNF	DNF		46
T-5	William Campbell	13	11*	6	10	10		8
T-8	Daniel Crabbe	29	20	DNF	33	6		26
T-17	Cliff Campbell	16	7	8	8	3		6



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— 1st 5 out of 6 races

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# NATIONAL REGATTA — 1987

September 10, 11, 12  
Muskegon Yacht Club

by Sam Merrick

For the fourth time in NCESA history, Muskegon was the site of the National Regatta, a location where the wind always blows in summer, but loses its Lake Michigan driven thermal enthusiasm as autumn comes on and the sun gets lower. That unreliability showed up on two of the three 1987 days scheduled for racing. September 10, 11, 12 turned out to be too late for the "sea breezes" we hoped for.

The wind/weather condition dominated the regatta headlines as did the performance of Harry Melges (the youngest of that name), from Lake Geneva which, to expose a secret, is near the metropolis of Zenda in Wisconsin. Melges repeated his 1986 Championship victory scored on Lake Minnetonka. But in 1987 he did so in a manner that destroyed the competition with three bullets and a second in the four completed races. That kind of record might have been his daddy's, but even the great Buddy needed six contests in 1983 before he won three. Harry seemed to get faster each race. In the last race, he followed Denny Malone around the first mark, but not for long. He was ahead at the bottom turn and able to sail his own starboard tack for the coal pile for the three subsequent beats. While the rest of the fleet fought for the crumbs.

"Crumbs" are one way to describe the next few regatta posi-

tions with the top spot so thoroughly locked up. Three ex-national champions had worked themselves comfortably ahead of the pack going into Race 4 — Gordie Bowers, Bill Campbell and Brian Porter. With Porter finishing fifth compared to fourteenth and fifteenth for the other two, he more than picked up the six points he needed to get himself into second place. That position was precarious because a possible drop was in the offing, with Races 5 and 6 still ahead. But Saturday's weather was to decide otherwise, and those leave everyone where the music stopped on Friday.

The forecast was a strong possibility for thunderstorms and westerly air. The gunboat operated on schedule, but a badly tilted line for the start produced two general recalls. Before a third start was able to get underway, the predicted weather commotion arrived and compelled a hasty return to the harbor. After that, we waited — the storm did its thing, but it had departed with every breath of air in tow. So the regatta settled down to touch football and talk for four hours before three guns at 3 P.M. sent us home. As if by careful plan, sunlight and a nice sailing breeze returned — but too late to supplement the four races completed the day before.



Reporter photo



The breeze did come up — at last.



photos: Jim McCall

## Despite these MENACING INTRUDERS



*Ooh boy! Here she comes!*



*Looks like she's*



*Her stern quarters could probably house the entire Regatta.*



*Guess again before*



*Here comes that white cement boat smack through the course.*



*She has just whistled "...—" which*

, our Sailors' RIGHT OF WAY prevailed!



nearly on the Layline.



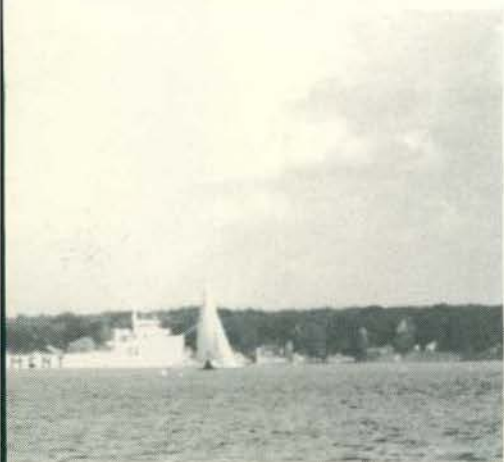
The closer you get the bigger she seems. photos: Jim McColl



port tacking that bow.



Whew! One down, one to go. Reporter photos



deciphers into "I am about to ram you."



Our fearless boat #2 smugly watches her slink into her slip. Reporter photos

The wind was a problem for the first as well as the last day. A light easterly was marginally enough for the start of Race 1 scheduled for Thursday. It soon developed bad holes and lost directional certainty, stringing the fleet out and keeping the RC on the run. The time limit terminated proceedings with two long legs to go. It wasn't until 3:45 that the second effort for Race 1 got underway in a nice westerly.

Fortunately Friday came on with nice air, so that three races were sailed during a long day on the water that found many of us still afloat at 6 PM. Since we had caught up to the schedule, hopes were high for a final two on Saturday with its prospect of a throwout. Too bad about that — no throw outs allowed until five are completed, and you can't complete races without wind — it's

one of sailing's weak points.

On the social side, the visit to Muskegon was as good as any National we've been to. Paul Wickland, elected by acclamation to be the successor Commodore to Chip Ulrich, worked hard as chief organizer. The lunches were superb and ample — the fish fry on Thursday evening was a gourmet spectacular and worth the leisurely cooking process.

Mike Meyer, the enthusiast from Pewaukee, was the boss of the Race Committee. Apart from having a hankering for a black flag rule, he did his usual able job of course selection and fine judgements supported by Dede, Walter, George, Chuck and Gordon — all the experts we have come to know and respect — and depend on.

*Reporter photos*



*Skippers meeting has been summoned —*



*Sailors and Committee straggle in —*



*Boat #2's Walter has a question for R.C. Chairman Mike.*



*Sam Merrick (far left) provides answer to Walter's uncertain ear.*

*(Ed. note: the following race synopses were complied with the assistance of Peter Fortenbaugh, Harry Melges, Bill Campbell and Dave Chute, all of whom were in positions to know)*

**FIRST RACE:** Windy westerly 6-8; course OW. The first beat saw Peter Fortenbaugh on a long starboard, forcing those behind to tack, but with Melges to leeward. Half way toward the south shore, these two started working the shifts and so were able to space themselves well ahead of the pack. Melges rounded the first mark several lengths behind Fortenbaugh, but passed him by going high on the first reach. After the two leaders at that first mark, it was Had Brick, Brian Porter and Bill Campbell. Campbell worked his way past both on the second beat and got close to Fortenbaugh. It took two more legs for him to pass Fortenbaugh on the last run. Melges won comfortably. Bowers finished in fourth, having come from 13th at the first mark. He got by Porter on the last beat, as did Brick. Those who went right died in

oblivion.

**SECOND RACE:** Winds southeasterly, shifting right and building 6 to 14; Course WO. Memories drew most of the fleet toward the coal pile requiring a long early starboard tack. Those going right, however, benefited from a major right shift. Ted Jewett and Jim McGinley led big from the right side at the first mark, followed by Bowers, Cliff Campbell, Porter and Brick. Those who jibed right away and went high as the run became increasingly a close reach made out; Mike Fortenbaugh, Bill Campbell as well as Melges (up from 16th) made big gains by so doing. By the second windward mark, Jewett, McGinley and Bowers were still ahead with Porter and Melges next in line. The reaches made no change in this order, but on the next beat, Bowers passed McGinley and Melges took Porter. The final beat was a tight contest with Bowers first getting by Jewett, as did McGinley, Melges and then Porter. Melges cruised by McGinley into second not more than a foot behind Bowers. Great close racing!

**THIRD RACE:** Wind southwest at 12; Course WO. The wind had settled in from the direction which made going left toward the coal pile imperative. This boat speed contest off the leeward end of the starting line was won by Melges followed by Bill Campbell, Porter, Merrick and Chute. Some of this group stayed together for the second beat — Porter having passed Campbell with Melges still in command. These three, joined by Eric Johnson (up from 12th at the first mark) rounded enough ahead of the fleet to get a private shot off the shore. So they planed away from the fleet and had their own separate contest. Campbell caught Porter on the final beat. Bowers who had assumed the fifth position at the end of the second beat maintained it for the duration.

**FOURTH RACE:** Wind southwest, 10-18; course W-L 3½. Wind conditions like Race 3, only more. Consequently, it was another race to the coal pile, with Denny Malone beating out Melges by a small margin, but losing soon after on the run. After that Melges ran away from the fleet. Peter Fortenbaugh, McGinley, and Cliff Campbell filled out the top five at the first mark. Despite the steady conditions, lots of positions changed hands, Chute jumped from 11th to fourth on the second beat, and then to second on the third. Mike Fortenbaugh used the final run and beat to finish third (from 9th) and thus manage to maintain family priorities over his younger brother, Peter, by less than a point spread for the series that was to end in the absence of wind the following day.

*Reporter photos*



*Those birds are gonna wear out that one 'lil ole wind streak.*



## A STARTING SEQUENCE AS SEEN FROM BOAT #3

Reporter photos



*With the bird dancing done with, the line starts forming in earnest.*



*Harry III starting to edge up to the mark.*



*I-1 pinching up as CH-18 and BH-17 stay down.*



*Porter begins to bear off as I-1 stays up.*



*Look at Sam sneaking I-1's vacated spot with about 2 seconds to go.*



*They're off! I-1, I-49 (et al) are heeled with jibs full — Sam, are you tacking?*

























