



**REPORTER**

- **NCESA Championship Regatta Report from Madison, Wisconsin**
- **Blue Chip Regatta Report from Pewaukee, Wisconsin**
- **Regional Regatta Reports**



PHOTO: JON GREELEY

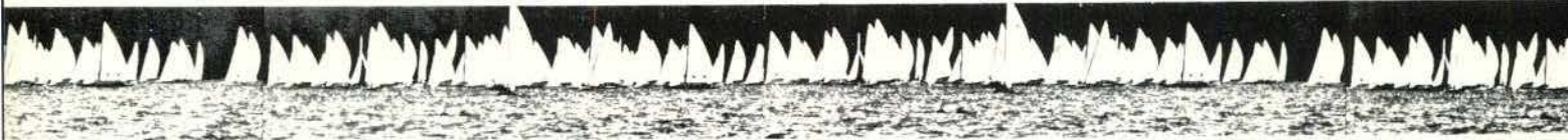


THE  
COMMODORE  
COMMENTS:



REPORTER PHOTO

Your Commodore catching up on a back issue at the Blue Chip with hard working Secretary/Treasurer Shirley and son in Mike Meyer's power boat. Jim really should have been preparing a bon mot for this space — tsk!



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**Editor's Note:**

We think it is appropriate and timely to revive the Protest Corner in an effort to get input from concerned E sailors about such topics as course-setting preference, use of developmental exotic materials in hull and sail construction, timing and conduct of Annual Membership Meetings etc.

During the NCEA's early days the Reporter received a considerable amount of individual comment concerning the then experimental aluminum spar, fiberglass hull construction, proposed technical innovations, Regatta and organizational problems etc. These opinions were of interest and value to the membership as well as the Directors. We hope there will be participation of this sort in the Spring/Summer issue.

In looking ahead to future Reporter issues it is our goal to incorporate an increasing amount of "Editorial" content — hopefully some of it controversial as well as informative. We will try to solicit articles from those sailors who have had opportunities and experiences beyond the average sailors' group — such as campaigning in the America's Cup selection trials.

During the recent Director's Meeting in Chicago there was discussion as to Robin Johnson's considerable contributions as editor responsible for the Reaches publication and we would like to take this opportunity to voice our appreciation to her for her assistance in procuring material for this Reporter issue. Also, she has persuaded Grace A. Roberti (also known as Grace Jacobs when crewing on an E-Scow) of Pittsburg to handle advertising chores for the Reporter. Grace is a most welcome addition, happily has a lot of professional background and has already started building fires under several agencies to solicit additional advertising other than our coerced, beleaguered sailmakers and boat builders.

The Reporter wishes all a happy holiday season and also reminds all concerned that their opinions as well as all and any photographs is enthusiastically welcomed.

p.s. — Sam merrick was overheard saying he was skipping his first E scow when Runnie Colie was still pushing toy Penguins in his bathtub. (See EASTERN CHAMPIONSHIP)

# MESA CHAMPIONSHIP REGATTA

Lake Carlyle - Springfield, IL July 22, 23, 24

Record-breaking high temperatures from 100° to 107° earmarked the 1983 MESA Championship as a regatta to remember for the nine boats competing in the July 22-24 series on Lake Carlyle, IL.

Lew Powell (LS-4), the decided champion after the six-race-one-throw-out contest, sailed a near perfect regatta accumulating four firsts, a second and a third.

Friday's first race was sailed in 7-10 knot winds out of the southwest. The fleet split at the start and those heading to the favored east shore pulled ahead immediately.

Powell took a quick lead, followed by Perlmutter (S-1), Beier (S-27), and Westrich (S-4). The regatta champion neglected to cover Perlmutter as they sailed through the Olympic course, and Perlmutter pulled ahead to capture the race with Powell second, Beier third and Westrich fourth.

Things "heated up" in the second race: winds increased to 8-12 knots out of the southwest; the temperature rose from 100° to 105°; and Tom Klaban (ID-11), two-time defending champion, was able to make the start. Klaban spend the first race repairing and jury rigging his boat after he "turtled" his "E" enroute to Carlyle on Interstate 70 east of Indianapolis. Klaban totaled his van and heavily damaged his scow, but luckily sustained no injuries.

Despite events that would have sent the best of us home, Klaban defended his title admirably and took a first in the second race. At the start, Klaban, Powell, and Bob Robinson (IB-8) took long starboard tacks up the east side to near the port lay line before tacking for the mark. As a result, they opened huge leads over the fleet.

Klaban held his lead to the finish with Powell and B. Robinson exchanging places several times. Perlmutter, playing the shifts, caught up with the leaders taking Powell on the run and Robinson on the final beat of the Olympic course to finish second. Powell edged Robinson for third on the final windward leg. Unfortunately, Perlmutter's beautiful catch-up sail was for naught when he received a DSQ for a starting line infraction.

The third race of the regatta was sailed Saturday morning with winds out of the west at 10-12 knots and dropping. The temperature "fell" to 100°, and Powell took off to a quick lead with Perlmutter and J. Robinson (IB-1) staying tight to near the port lay line.

Powell and Perlmutter, sailing in tandem, opened a lead making it a two-boat race for first and second. Powell got the first of his four consecutive firsts, while new skipper Bob Robinson edged out his father, Jack, for third.



The winning crew: [L-R] Lou Dixon, Jon Greeley, Lewis Powell [skipper], Dick Panther.



The winner

The fourth race of the regatta, sailed Saturday afternoon, saw similar wind conditions, temperatures back up to 105° and a change in course. A windward-leeward was set as the air became variable and shifty. As in the previous races, the fleet split at the start, and the four boats sailing to the east side of the course — Powell, Beier, Klaban and Wisnowsky (IB-100) — finished first through fourth.

The fifth race, a late Saturday afternoon windward-leeward, was sailed in air 8-12 knots out of the west and dropping. With the temperature reaching 107°, Powell, Klaban and Beier found shifts to their liking and opened substantial leads over the rest of the fleet by the windward mark.

Perlmutter and J. Robinson, reaching tightly, got close to the leaders by the leeward mark to put five boats in contention. Positions were maintained through the race with

Powell, Klaban and Beier finishing first, second and third.

Relief was on the horizon for Sunday as the temperature “cooled down” to the mid 90’s. The sixth race was a drifting contest, and what wind there was died. Perlmutter and J. Robinson were well ahead of the fleet at the windward mark, and then spent ten minutes trying to make the off-set.

Powell and Beier went high on the mark coming down on the off-set and got back in the race. A merciful race committee shortened the windward-leeward course allowing a finish with Powell, Perlmutter and Beier drifting across first, second and third.

Powell became the second two-time winner of the MESA Championship and the first to win back-to-back, having won at Island Bay in 1982, where temperatures were appreciably cooler!

by Jack Robinson and Roger Carlson

### 1983 MESA Championship E Scow Regatta

							Total	Place
J. Robinson (IB-1)	6	6	4	6	5	7*	53.1	6
B. Robinson (IB-8)	7	4	3	7	8*	4	47.7	5
A. Wisnosky (IB-100)	5	7	8	4	6	DNF*	56.7	7
T. Klaban (ID-11)	*DNS	1	5	3	2	5	34.7	4
L. Powell (LS-4)	2	3*	1	1	1	1	3	1
H. Perlmutter (S-1)	1	2DSQ	2	8*	4	2	27	2
B. Westrich (S-4)	4	8	DNS*	DNS	DNS	DNS	67	9
P. Gass (S-14)	DNF*	9	7	5	7	6	62.7	8
T. Beier (S-27)	3	5	6*	2	3	3	30.1	3

\*Throw Out





## ILYA 83 E Champion... Brian Porter.

### **"I wanted to win that one for a long time!"**

And he did. Brian Porter is a strong contender at any E regatta. But for some reason, this year was better than other years. Brian and his crew were fast. Upwind and downwind. Especially with All-Shape's new tri-radial reacher. "I had a lot of confidence off the wind. When the shots hit, we were there. And we just seemed faster than the other guys. All-Shape sails made all the difference in the world. We were quick!" stated Porter. "Our boat speed was incredible."

The Inland is notoriously the battleground for Allen... Melges... and Bowers. This year Oshkosh was the third wave for Brian Porter.

All-Shape Sails is proud to recognize a true champion! Congratulations Brian.

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# WESTERN MICHIGAN CHAMPIONSHIP

Muskegon, Michigan August 11 - 14

Larry Price (SL-13) distinguished himself with honors during his first-time win at the 54th annual Western Michigan Championship Regatta held on Muskegon Lake this year.

Sailing a near perfect regatta in near perfect conditions, Price's success was certainly a family affair. Crewing for the champ were his brother Ted, his son Pete (a former E-skipper on SL-12) and his daughter Terri.

Five races were sailed in four days, and Price's consistency left the other skippers, representing four area yacht clubs, to battle for second, third and fourth positions.

The Olympic course set in Race #1 resulted in a real "screamer" and east winds from 10-15 gusted to 23 mph. Blustery air and distracting rains interfered with the success of some, but Larry Price and Paul Eggert (SL-39) battled it through the course in a match race and finished in that order. Paul Wickland (SL-22) and Mike Huck Jr. (I-5) ended the race in third and fourth.

During the second race, with winds blowing 15-18 mph, Mike Huck Sr. (CR-81) and Paul Wickland fought it out on the first two legs; however, Larry Price took advantage of every opportunity and, sailing with great consistency, worked his way up to first position by the third leg of the race. Huck and Price continued to battle it out in the third leg, with Huck finishing ahead of Price. Mike Huck Jr., Happy Fox (SL-8) and Paul Wickland finished third, fourth and fifth respectively.

Races 3 and 4, sailed back to back, were the light air races of the regatta, with winds reaching 8-10 mph. Eggert sailed well during the entire third race, with Price at his heels. Happy Fox, Mike Huck Jr. and Tom Klaban (ID-11) rounded out the top five honors.

Larry Price's victory in Race #4 all but locked up the regatta for him, but the battle for the second, third and fourth place trophy winners was just beginning. Mike Huck Jr., sailing out of Lake Geneva, was in second place at this point in the regatta; however, three or four boats were close to him in total points.

Winds were 15 mph from the SW during Race #5, and on Muskegon that means "go south for the coal pile and turn right," hoping for the south shore lift to the first mark. Larry Price continued to dominate with another first place. Mike Huck Sr. moved to third overall with a second place finish, and Happy Fox, the third place finisher, moved to fourth overall in the regatta.

Gordon Tousey, head of the Race Committee, not only managed the E-scow races, but also the C-scows, MC's, Lasers, and Butterflies that were sailed in the four-day Western Michigan regatta. The Muskegon Yacht Club's facilities and hospitality were extraordinary.

The 1984 55th annual Western Michigan Championship Regatta will be held on White Lake, a terrific place to sail. Hope to see you there!

by Mike Riolo and  
Paul Wickland, Jr.

## Top 14 Finishers Western Michigan

1. Larry Price	SL-13	6.
2. Mike Huck Jr.	I-5	36.4
3. Mike Huck Sr.	CR-81	37.
4. Happy Fox	SL-8	39.4
5. Paul Eggert	SL-39	44.7
6. Paul Wickland	SL-22	49.4
7. Tom Klaban	ID-11	62.4
8. Charles Harrett	SL-111	64.7
9. Mike Riolo	SL-5	79.
10. Skip Wynkoop	CR-13	82.
11. Robert Wynkoop	CR-75	88.
12. Ron Dunwell	SL-1	89.
13. Herb Knape	SL-18	90.
14. Pat O'Brien	SL-3	90.

# ILYA CHAMPIONSHIP REGATTA

Oshkosh, Wis. August 25, 26, 27

The many tales of destruction and ruin that crop up anytime with the name "Winnebago" is mentioned undoubtedly played a part in the small turnout for this year's Inland Championship. But in the end, the big lake turned out to be tame, and the hot tub at the Pioneer Inn served as a place to wait rather than as a place to recover.

The wind could not be counted on to hold any direction for long and adjusting the courses became a nightmare for the judges. They became fond of windward leeward courses as the week wore on; they should be complimented for a fine job.

Race #1 started in a fresh breeze, with some skippers going with three, others with four. The first leg favored those on the left with stronger air and nice port lifts. Tom Burton got off to a clear air start, went left and led the race from start to finish. The final leg of the race forced Tom and crew Rob Kenyon and Jim and Nancy Phelps to work very hard to protect their lead as the wind died out, leaving waves which first slowed boats down then began turning them, sometimes in the opposite direction of the finish. Finally enough air filled in to finish the fleet with Tim Okeefe in second, Bill Allen in third and Brian Porter in fourth.

Race #2 was our only triangle course. It was a steady breeze in the 8 mph range. The first boats to the weather mark were those who started well and quickly tacked onto port, holding port to the layline. Tim Okeefe led the pack followed by Brian Porter. Brian got the inside on the last downwind leg and held on through a somewhat crazy final leg, which included about a 60° shift to the right.

In Race #3 we all loafed down to the starting area in a dying northerly breeze. Just as the fleet was accumulating there, the wind slammed in from almost the opposite

direction and by the time we got to the new starting location, it was blowing a brisk 20 mph, maybe more. We had two "wild and crazy" general recalls before we tried a third time, the wind had died and the fourth crews had been hastily dropped off. We started in more chop than wind and the breeze continued to fade throughout the first two legs. The first beat initially favored the right side but right at the mark the boats that had stayed left prevailed with Brian Porter in the lead. Bowers, Porter, Melges, Allen and Ecklund traded positions on a very light downwind leg and rounded the leeward mark in a pack. The windward leg had turned into a one port tack beat but as it progressed, it became a tight reach. We rounded the windward mark and headed for a new leeward pin to the north. The wind began to build from the east and as we rounded the leeward mark and headed for yet another new mark (the finish), we had three people to windward. Allen, Bowers, Porter, Ecklund and Melges continued to lead the race. Allen, Bowers and Porter sailed very far to the left and Melges, by sticking to the rhumbline, won the race.

Race #4 was a very steady, but light breeze. It took the fleet a long time to get far enough out to set a course, the wind being from the west. There was one general recall. The port end of the line was favored and then the left side paid off. Brian Porter, with good speed and thoughtful tactics, rounded first followed by Edmund Chute in second and David Chute in third. The boats did a great deal of jibing in this race. It was really fun to see all the boats criss-crossing. Upwind there weren't many shifts so it was primarily boat speed and positioning that paid off. Brian held his lead throughout and finished off a fine Regatta with a bullet.

by David Chute

PHOTOS: COURTESY ROBIN JOHNSON



Winner Porter and 1982 Champ Billy Allen in M-4



Buddy and Sons

ILYA  
1983 Class E Championship Regatta  
Oshkosh, Wisconsin

Position	Skipper	Races				Points	
1.	I-49	Brian Porter	4	1	4	1	16.0
2.	I-1	Bud Melges	10	5	1	2	29.0
3.	M-44	Bill Allen	3	7	3	3	30.1
4.	M-11	Gordy Bowers	6	2	5	12	42.7
5.	M-9	Tom Burton	1	10	16	6	49.7
6.	M-8	David Chute	15	4	6	7	51.7
7.	D-55	Tim O'Keefe	2	3	29p	5	53.7
8.	M-1	Jay Ecklund	12	6	2	17	56.2
9.	J-46	Dan Buckstaff	19	8	12	4	65.0
10.	I-47	James Mc Ginley	27	15	10	11	87.0
11.	V-154	Donald Nelson	8	20	23	14	89.0
12.	M-4	Bob Allen	14	13	18	20	89.00
13.	W-1	Jule Hannaford	21	16	11p	19	91.00
14.	I-5	Jeff Baker	9	30p	8	21	92.00
15.	UM-88	Mike Fox	25	9	13	23	94.0
16.	H-121	Jim Henkel	7	29p	7	29	96.0
17.	M-17	Jim Hurd	20	23	15	16	98.0
18.	M-51	Edmund Chute	29	11	29p	8	101.0
19.	M-55	Thomas Bugbee	34	12	26	9	105.0
20.	V-15	Steve Schmitt	24p	19	31	10	108.0
21.	I-44	Jeff Perrigo	26	31	14	13	108.0
22.	V-9	Tom Sweitzer	11	14p	35	28	112.0
23.	Z-9	Gunther Lubben	31	27	9	22	113.0
24.	A-8	James Sprinkman	23	25	19	24	115.0
25.	M-111	Bunny Kuller	22p	21	22	26	115.0
26.	X-88	Bruce Gallager	28	26	21	27	126.0
27.	M-41	Mark Christensen	5	42p	DNS	15	127.0
28.	J-12	Jack Schloesser	13	22	36	33	128.0
29.	V-444	Eric Wilson	17	24	DNF	25	132.0
30.	Z-5	John Lundberg	16	40	25	31	136.0
31.	H-9	Marsh Krone	18	30	34	30	136.0
32.	V-5	Tom Norris	36	17	DNF	18	137.0
33.	A-7	Rick Trester	30	28	28	36	146.0
34.	J-121	Paul Swansonm	32	34	20	40	150.0
35.	V-10	Geoff Catlin	33	39	24	37	157.0
36.	X-4	Richard Gallun	38	33	30	32	157.0
37.	J-5	Tom Wyman	40	32	27	39	162.0
38.	J-8	Jim Basiliere	37	36	33	35	165.0
39.	J-1	John Mc Andrew	35	35	DNS	38	174.0
40.	N-1	Jeffrey Butzer	41	38	32	DNF	177.0
41.	IM-1	Jim Reilley	39	41	DNF	34	180.0



PHOTO COURTESY OF GEORGE KIEFER



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# EASTERN CHAMPIONSHIP

Keuka Lake, NY August 4, 5, 6

Bill Allen, providing an interesting twist to Horace Greeley's oft-quoted advice, came east to Keuka Lake, New York, for the 1983 Eastern E-scow Championship and easily beat the 46 bonafide Easterners in a shortened 4-race series.

Keuka Lake, site of the 1984 Nationals, is one of the well-known "Finger Lakes," left by retreating glaciers shortly before Runnie Colie began sailing scows on Barnegat Bay. Located in the heart of New York State's highly-regarded wine country, the lake resembles the letter "Y" and runs north to south along the letter's vertical axis.

Keuka is infamous for little or no breeze in the hot summer months (although I am assured that this is **not** the case in early September) and August 4-6 was no exception.

Not even a starting sequence could be produced on Thursday, August 4, although a well-situated volleyball court on the clubhouse lawn provided a release for many sailors' tensions. The majority of sailors, however, enjoyed the day, snug in their knowledge that they were tied for the regatta lead heading into Day Two of sailing.

A stiff breeze misled everyone arriving at the club on Friday morning; it remained just long enough to encourage a frenzy of unwarranted launchings. Again the volleyball court came to the rescue, and the Lake Hopatcong crew, commanded by Bill-Bob Nutzel, dominated the event.

Finally, late Friday afternoon, when it seemed all but certain that a second day would be lost, a brisk southeasterly sprang up; and, within minutes, a starting sequence had begun.

Hard right was the place to be early in the first leg of the first race. Dick Wight, Chris Sencindiver, and Doug Love all had four on the rail, while the bulk of the fleet muddled about in the middle of the course. At the weather mark it was Love, Wight, Sencindiver, and Corby Day, with Dick Turner, Had Brick, Russ Cook, and Erik Johnson becoming factors on the first leeward leg. Wight led at the bottom mark, passing Love, who, in turn, was followed by the pair of Chautauquans, a Turner and Erik Johnson.

The remainder of the race was uneventful. The leaders seemed content to maintain their places, perhaps concluding that Race One was not the time to start banging corners. Of note, however, was Keuka Local Irv Spear, who came from deep in the fleet late in the race to pull a fifth.

Race Two, begun early Saturday morning in a 2-6 mph southerly, was a two-boat race between Runnie Colie and Bill Allen. Colie led at every mark but the finish, where it was Allen, Colie, Johnson, Gus Baker and Willie de Camp.

As on Friday, sailors hit paydirt by playing the right side of the course throughout the race. Exceptions always exist though, and Irv Spear pulled off his second straight sprint

PHOTO: COURTESY ROBIN JOHNSON



*Erik Johnson chasing Billy Allen — and they wound up the regatta in the same finishing order.*



*Some Lake Hopatcong sailors on the starting line.*

PHOTO: COURTESY OF ROBIN JOHNSON

from deep in the fleet by hammering the upper-left hand corner on the last weather leg and finishing sixth.

Race Three was held in the upper right hand branch of the lake in a shifty 3-10 mph northerly. Willie de Camp led the pack to the first weather mark, having found an outstanding private port lift shortly after the start. De Camp was followed by Curt Wright and Dick Wight, each of whom successfully hit the right side.

Apart from de Camp, who simply increased his lead as the race progressed, the second through eighth places changed almost by the minute, as Ed Vienckowski, Mike Fortenbaugh, John Harkrader, and Erik Johnson played nip and tuck with Curt Wright, Bill Allen and Dick Wight. Wight was able to climb from fifth to grab a second-place finish only because Allen chased Johnson all the way to the left-hand corner on the last weather leg, where they were then forced to limp to the finish in a dying breeze.

At this point in the regatta, it was a three-boat series: Allen led with 19.7 points; Wight was right on his heels with 20 points; and Johnson had a formidable 23.7 points.

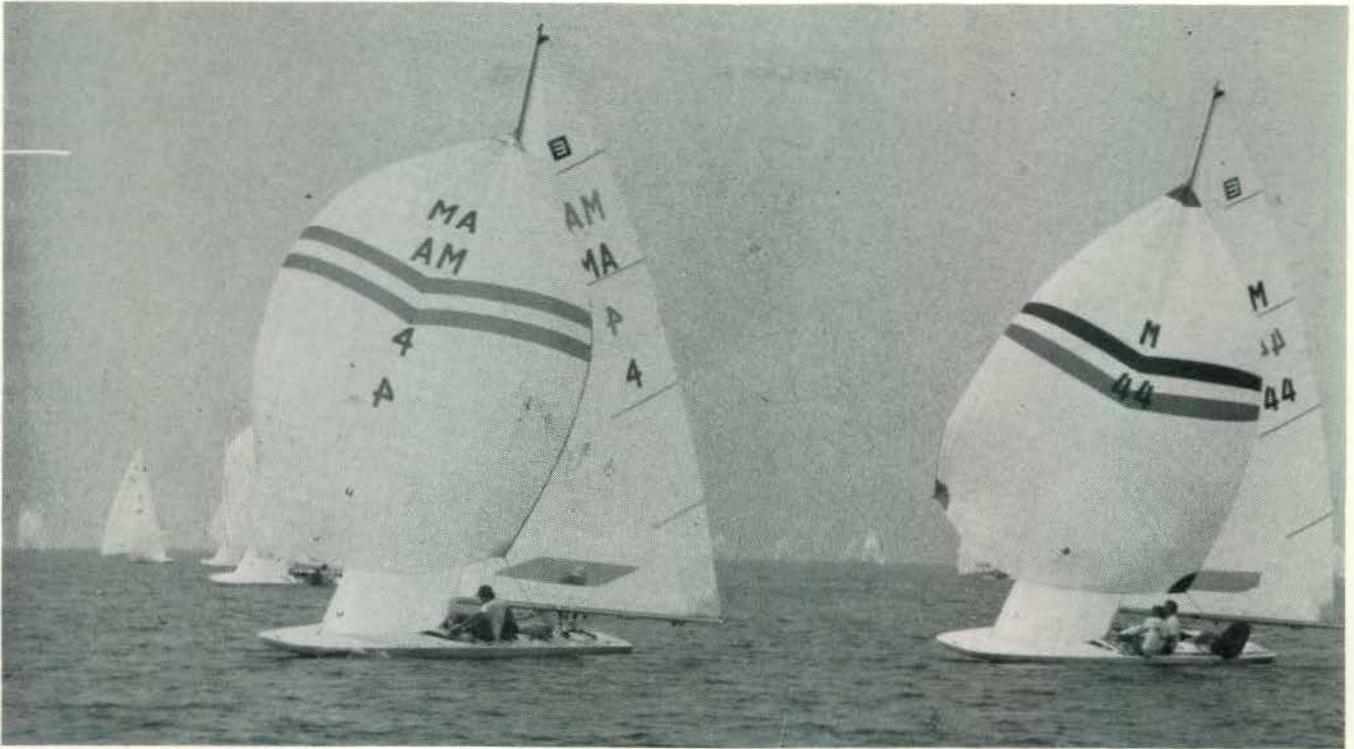
The fourth and final race began in a 2-8 mph northerly with Johnson, Allen and Wight bunched together at the weather end of the line. Seconds after the start, Allen, then

Johnson, went right. Wight soon followed, after being forced back with the fleet because he was unable to cross Dan Crabbe, who had caught a shot just as Wight tacked.

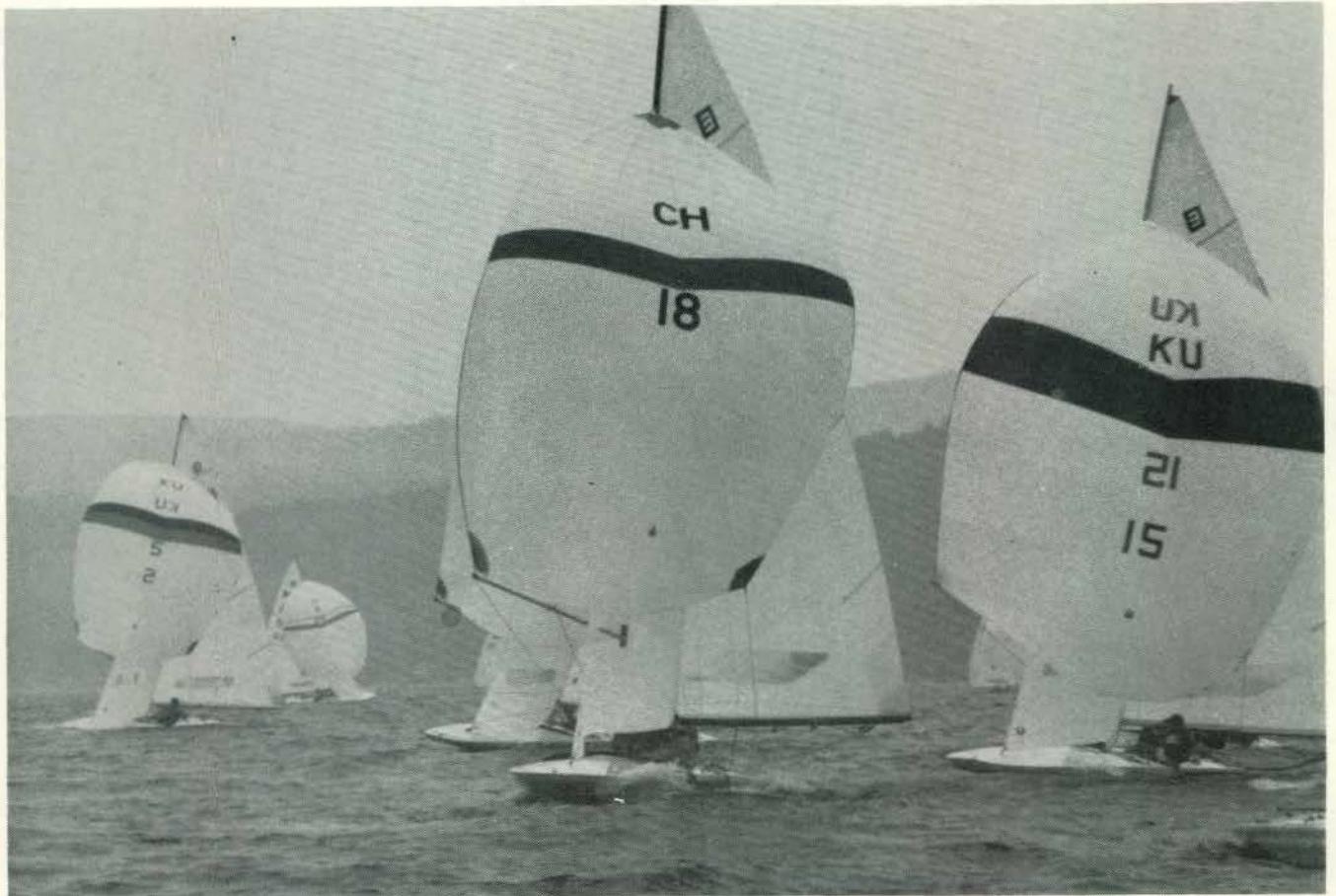
With all the conveniences of hindsight, the race ended here for Wight. He was forced left into disturbed air, and was never a factor after that. Allen and Johnson continued right as far as necessary to keep the fleet to their west, and were guaranteed bonus-point finishes within ten minutes after the start. Allen, however, had enough of a jump on Johnson so that he could cover him very loosely. Johnson was never able to sustain a charge, not only because of Allen's fine speed and boat handling, but also because Johnson couldn't get around de Camp, who had the second-best last-three races of the fleet after a disappointing first race.

Race Four ended the regatta with Bill Allen as eastern champion. Erik Johnson finished second, followed by Willie de Camp, Dick Wight and Runnie Colie. The ECESA acknowledged the work of the Keuka Yacht Club, and an extra round of applause was awarded to the race committee, which continued to find us the wind when it seemed there was none.

BY JAY DARLING



*Runnie Colie leading 2nd race all the way except for the finish.*



*Johnson pursued by local Keukans Russ Cook and Irv Spear.*

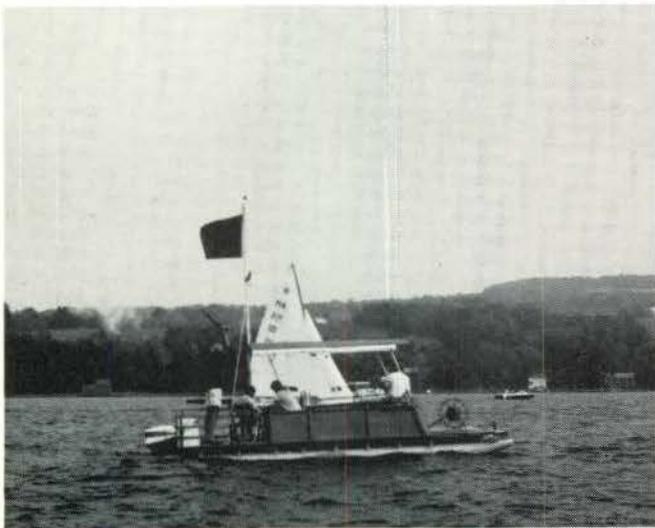
PHOTOS: COURTESY OF ROBIN JOHNSON



*Keuka Commodore Bob Cole Jr. buzzing becalmed Tony Hermann.*



*Dick Wight --- the only one in the race?*



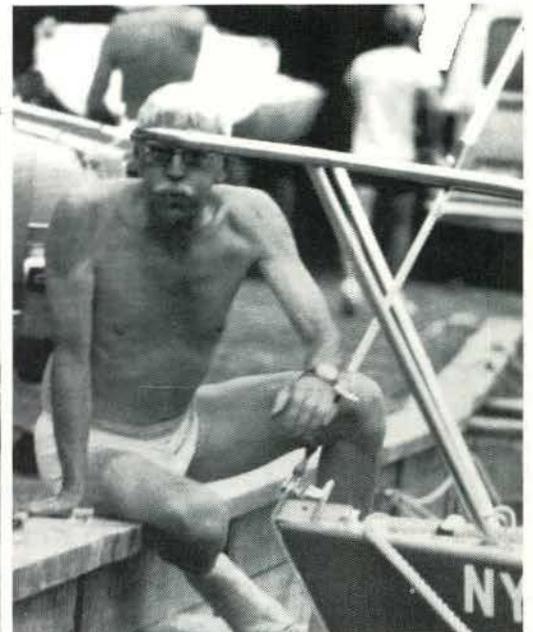
*Dick Wight getting 1st race gun.*



*Keuka's gorgeous wine country in background.*



*and the chase continues from page 11.*



*Bob Whiteman [Keuka] cooling off with local lead farm.*

PHOTOS: COURTESY ROBIN JOHNSON

1983 Eastern Championship at  
Keuka Lake

1.	Bill Allen (M-44)	6	1	4	1	19.7
2.	Erik Johnson (CH-18)	4	3	5	3	29.4
3.	Willie DeCamp (MA-9)	26	5	1	2	45
4.	Dick Wight (MA-10)	1	11	2	10*	56
5.	Runnie Colie (MA-4)	20	2	17	4	60
6.	Irv Spear (KU-5)	5	6	18	9	60.7
7.	John Harkrader (BH-11)	11	21	6	5	65.7
8.	Scott Callahan (BH-2)	9	8	21	12	74
9.	Mike Fortenbaugh (BH-17)	13	9	8	21	75
10.	Ed Vienckowski (MA-7)	10	13	9	22	78
11.	Cliff Campbell (T-17)	7	10	19	28	88
12.	Dean Lennox (HO-43)	12	15	31	7	89
13.	Dave Magno (LA-99)	18	29	7	14	92
14.	Bob Armstrong (MA-3)	21	22	10	16	93
15.	Dick Turner (CH-5)	3**	12	11	15	93
16.	Russ Lucas (BH-8)	16	26	24	6	94.7
17.	Corby Day (BH-7)	8	18	22	24	96
18.	Gus Baker (HO-11)	23	4	29	19	97
19.	Russ Cook (KU-15)	17	27	13	17	98
20.	Doug Love (MA-31)	2	24	27	27	99
21.	Tony Herrmann (MA-33)	34	14	14	13	99
22.	Gardner Cox (MA-55)	27	16	26	18	111
23.	Curt Wright (KU-37)	29	30	3	29	111.7
24.	Bill Fortenbaugh (BH-13)	30	19	33	11	117
25.	Stu Tubbs (MA-5)	28	28	12	31	123
26.	Rick Turner (CH-6)	37	7	28*	8	124
27.	Stu Wells (T-67)	15	38	25	25	127
28.	Art Wilder (KU-11)	19	17	36	33	129
29.	Craig Bradley (HO-23)	25	33	15	34	131
30.	Dale Dunston (MC-1)	31	31	23	23	132
31.	Dan Crabbe (T-8)	24	41	16	32	137
32.	Jack Lampman (LE-31)	32	23	39	20	139
33.	George Welch (KU-1)	38	34	32	26	154
34.	Chris Sencindiver (LE-9)	14	32	46	40	156
35.	Tom Wiss (HO-32)	41	40	20	41	166
36.	Had Brick (IH-27)	22	27	DNS	DNS	167
37.	Bob Hawk (KU-3)	33	20	35	DNS	169
38.	Phil McHenry (KU-7)	36	37	38*	30	175
39.	Bud Rose (LE-1)	39	35	41	37	177
40.	Bill Nutzal (HO-25)	45	39	30	42	180
41.	Ken Lill (HO-38)	43	38	42	39	187
42.	Jerry Stanbury (KU-31)	46	43	43	45	191
43.	Bruce Erickson (CH-12)	35	45	40	DNS	191
44.	Charlie Anderson (CH-8)	40**	44	34	43	193
45.	Dave Mitchell (LE-6)	42	47	37	44	194
46.	Skip Shipman (HO-28)	44	46	45	36	195
47.	Jim Hallahan (KU-8)	DNF	42	44	38	195

\*=30%

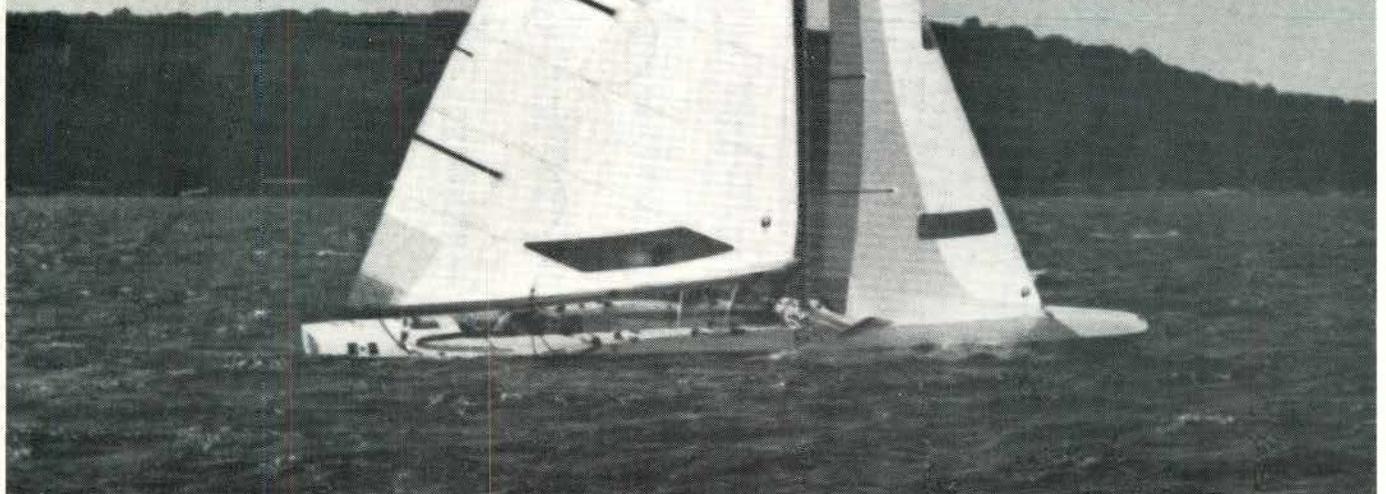
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# NCESA NATIONAL CHAMPIONSHIP REGATTA

Lake Mendota, Madison, Wis. Sept 8 - 9 - 10



REPORTER PHOTO

*"Anyone for a port tack start?"*

The twenty-fifth National E Scow Association's annual regatta took place in the heart of Wisconsin scow country on lovely Lake Mendota. The winner over sixty other entries by a mere three-point margin was the "new" Buddy Melges — sporting a masthead fly and raring to go on a new Olympic campaign — and every bit the champion he has been through his spectacular years of victories in many one-design classes. It was his fifth championship in NCESA history.

Melges, proud as a peacock with his sons, Harry III and Hans, doing their thing as crew, plus young David Wall as fourth, required all his skill to come out ahead of Brian Porter (like Melges, from the Lake Geneva fleet) in a regatta that needed the last contest of the six scheduled for a dramatic conclusion — a head-to-head Melges' vs. Porters'.

The Porters had come to this regatta ready to win — their boat speed during the year has been spectacular. They won the first two races and counted two second places in Races 3 and 5. The scene thus was set by the end of Race 5 when, under NCESA rules, the worst finish could be dropped. By then both Melges and Porter had two bullets — Melges could drop his fifth in Race 2, Porter a fourth in Race 4. Result: Porter 6 points, and Melges 8.7 points with a Porter finish in third or better Melges had to win — not just beat Porter — an outcome that would produce at best a tie if Melges came in second or a regatta second if he came in third, no matter where Porter finished. (Ed. Note: In the event of the tie, they would card identical scores, but would

the dropped fourth give the regatta to Porter? This was a dilemma that became moot.)

Melges set up in a good line position but as the time for starting neared, Porter joined him close to leeward and slightly ahead. In the 20-knot breezes, it took Melges about three minutes inch-by-inch to move ahead enough to take Porter's air and consign him in the attendant traffic to a catch-up strategy. Perhaps the crew of four on the Melges boat was enough margin to beat the three on Porter's. In the meantime, Melges turned on the speed — went clear to the port tack lay line, ducked one leading starboard tacker (Doug Love) and rounded the first mark in the needed lead — never in serious trouble for the remainder of the ten-mile windward-leeward course.

This was the first time the National has been held at Madison — a surprising fact in view of the just about ideal qualities of the regatta site. For those not having seen it, Mendota is a big open area of water with enough space to permit good courses in any wind direction without getting too close to a land promontory. In a southwesterly (both Friday and Saturday) there was a pronounced port tack lift from the south shore provided you went after it to the point of overstanding, but it was not nearly as dominant as the coal pile side of Muskegon. The weather stayed fair and provided velocities that increased steadily from a mile 10 on Thursday to the gear-busting high 25 knots during the first race of Saturday. The arrival of a front Saturday afternoon with a solid downpour was conveniently timed to permit all boats to be off the water and packed up. Prize giving was held in an ample tent.



*It's nice to view the starboard end of the line for a change.*

PHOTO: SHIRLEY KLAUSER



REPORTER PHOTO

# ip at Madison, Wisconsin

REPORTER PHOTO

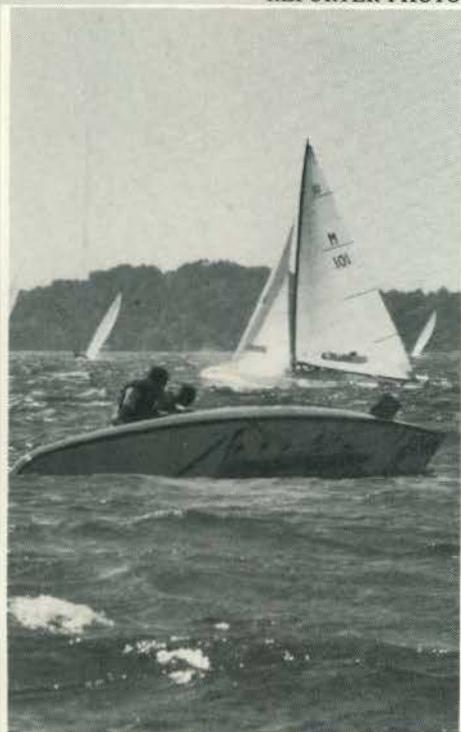
PHOTO: SHIRLEY KLAUSER



*Porter boat obviously enjoying the W-L course.*

*It was dicey going to weather.*

REPORTER PHOTO



*Another "dead fish" on Mendota.*

REPORTER PHOTO



*That's not binoculars or a tape recorder that Walter is enjoying.*

the strongest fleet anywhere. Brick gets the prize for major recovery operations from the tank in Race 1, but particularly in the last race when he started last by 40 seconds to finish third — enough to beat out the 1980 champ, DeCamp. Between Don Nelson in sixth and Buddy Zinn in ninth was a spread of four points with Dave Chute and Jule Hannaford in between. None of these four had placed in the top ten before. Chute, who won Race 5 and was speedy, had the misfortune to break a main halyard in Race 6 and lose a real opportunity to finish in the money.

Tom Burton had three good finishes, but two in the thirties. Jake Hoeschler, fresh from M-20 winning, lost his chance to finish in the top 10 by capsizing in second place at the leeward mark in Race 6.

The Race Committee was ably handled under Art Best with Mike Myer, John Hunt and Ted Brennan to help. Brad Robinson, Ed Malone and Moe Clelland were the protest committee. Walter Smedley gave the keynote address at the twenty-fifth anniversary banquet — one of his best performances away from home — even though Lake Mendota came in second to Little Egg Harbor.

Regatta administration and food availability were all handled with enormous success by Mendota Y.C. members who have no club house but enjoy the pleasures of the lake and its parks through the generosity of the City of Madison. Particular mention goes to the sponsorship of Somerset Importers who supplied lots of refreshment known as Tanqueray gin and Appleton rum, along with milder liquids.

The Melges-Porter drama eclipsed some other very good performances. The nine-boat Barnegat Bay fleet was headed by Had Brick and Willie DeCamp in third and fourth — well behind the Geneva fliers, but well ahead of Bill Allen who started the regatta with a 2-3 and looked as though he might continue his winning ways of 1982. Allen headed the eleven-boat Minnetonka delegation, probably



“Jim, if you saw what I saw we have to move fast but I think we need a third opinion.”

“You’re absolutely right Art.”



“It’s unanimous - fire guns for a general recall!”

REPORTER PHOTOS

**Race 1 — Course OL, Wind 150°, 8-16 (strongest at end).**

After three general recalls, the line was reset to compensate shifts to the right. The first five boats at the windward mark were destined to be replaced. Bob Allen, the baby of the dynasty, led until the second beat and was replaced by Porter who had come up from seventh. It took Bill Allen another leg from his original eleventh, and Melges at the end of the run before taking over second after first mark rounding in fourteenth.

**Race 2 — Course W-L 2½, Wind 175°, 14-18.**

The first beat was good for those from the sides; the bulk of the fleet was in the middle. DeCamp came in from far right, Merrick from far left. Allen and Porter had close racing all around the course after rounding the first mark 1 - 2. Porter took over the lead on the second beat to record his day's second bullet. Nelson, who had rounded third, faded to eighth. Love, DeCamp and Merrick held on to the top spots until Melges, coming up from way back, nipped Merrick at the finish.

**Race 3 — Course W-L 2½, Wind 220°, 10-22.**

Melges dominated from the start, Porter trailing all the way, with approximately one minute to spare. By more than that margin, the rest of the fleet was headed briefly by Chapin, but then by Hannaford and Zinn. The left side of the course was beneficial for those getting close to the shore. DeCamp and Wright were consistently in contention.

**Race 4 — Course OL with D triangle, Wind 230°, 20-22.**

Brick from the best "pin-end" start went right early and found Melges already on the way to his day's second bullet. For a time it was Hoeschler in second, then David Chute.

Chute gave Melges enough of a problem on the final beat on the right side of the course to allow Brick to come in from the left — almost to win. Porter landed in fourth after getting past Hoeschler, O'Keefe, Nelson and Chapin. The wind was developing heavy gusts. The first reach was broad enough to intimidate the leaders into dousing spinnakers for the second, but it paid to hold.

**Race 5 — Course W-L 2½, Wind 240°, 20-25+.**

The computer showed "DNS" — actually DNF was more accurate. There were seven capsizes in survival conditions. A last-minute header crowded the pin-end and made for general chaos for boats not making the line. Chapin and Eric Johnson, the leaders at the first mark, gradually sagged during the race to finish eighth and thirteenth. In their stead were the next three: Dave Chute, Porter and Brick. Melges, way down in sixteenth at the first mark, caught Brick on the final beat to stay within striking distance of Porter, who could now count 6 points against 8.7.

**Race 6 — Course W-L 2½, Wind 240°, 18-25 (diminishing).**

Melges had to win and he did — leading at every mark. He looked to be in second place to Love as they approached the port tack lay line. He ducked Love and rounded first, followed by Hoeschler, Love and DeCamp. DeCamp took over second at the end of the run after Hoeschler capsized. Porter needed the second beat to slide into third, and Brick the whole race to recover from a late start caused by lingering in the shelter of trees and warm sunshine — a popular spot for the whole fleet recovering from Race 5 and facing back-to-back Race 6.





*This pretty well shows the excitement of heavy air chute work.*

PHOTO: JON GREELEY



REPORTER PHOTO

*IB-100's erratic chute configuration helped keep her at the back of the pack.*

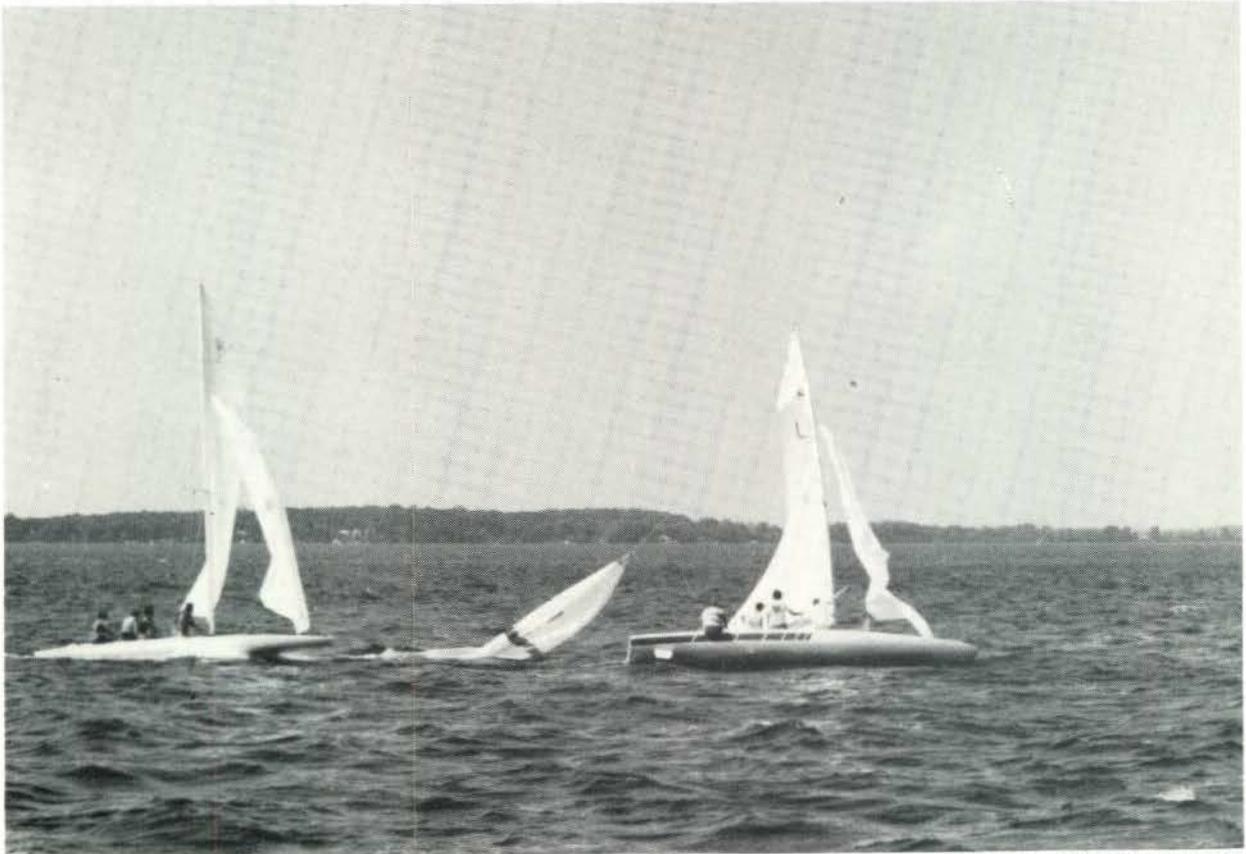


*Billy, Buddy and Willie at the offset with ground to make up.*

PHOTO: SHIRLEY KLAUSER

## NCESA Championship Regatta Results

1.	I-1	Bud Melges	2	5	1	1	3	1	8.7
2.	I-149	Brian Porter	1	1	2	4	2	3	11.7
3.	IH-27	Had Brick	7	9	12	2	4	4	47
4.	MA-9	Willie De Camp	12	3	5	33	7	2	49.7
5.	M-44	Bill Allen	3	2	20	13	9	DNF	68.7
6.	V-154	Don Nelson	29	8	13	7	10	6	73.7
7.	M-8	David Chute	25	18	10	3	1	DNF	76.7
8.	W-1	Jule Hannaford	8	13	3	11	18	16	77.7
9.	V-15	Buddy Zinn	19	DNF	4	6	17	5	77.7
10.	MA-31	Doug Love	13	4	27	18	6	13	81.7
11.	M-9	Tom Burton	4	32	36	9	5	14	91
12.	MA-10	Dick Wight	10	33	6	19	22	8	94.7
13.	LS-4	Dave Chapin	28	23	8	10	8	24	103
14.	M-11	Gordy Bowers	27	20	7	17	16	15	105
15.	M-4	Bob Allen	6	27	18	16	24	12	105.7
16.	I-47	Jim McGinley	27	11	9	14	15	31	106
17.	BH-2	Sam Merrick	26	6	11	26	36	10	108.7
18.	H-1	Doug Tormey	5	24	35	23	12	27	120
19.	D-55	Tim O'Keefe	20	10	23	DNF	21	19	123
20.	M-6	Jake Hoeschler	48	7	25	5	14	DNF	128
21.	CH-18	Eric Johnson	40	22	17	42	13	18	140
22.	D-5	Fred Stritt	15	49	41	8	23	26	143
23.	CH-6	Rick Turner	44	42	34	12	19	9	146
24.	UM-88	Jeff Fox	34	12	31	21	23	25	151
25.	M-51	Ed Chute	24	16	26	25	38	DNS	159
26.	H-38	Bill Hanson	39	17	48	22	31	20	159
27.	M-1	Jay Ecklund	11	14	DNF	DNS	25	21	163
28.	H-121	Jim Henkel	14	41	14	32	37	DNF	168
29.	I-44	Jeff Perrigo	16	43	15	27	44	37	168
30.	H-9	Marsh Krone	30	39	24	41	28	17	168
31.	V-3	Todd Tiefenthaler	46	26	32	37	20	23	168
32.	H-23	Lon Schoor	37	29	21	30	42	22	169
33.	H-7	Lance Puccio	23	21	37	DNS	26	34	171
34.	V-444	Eric Wilson	17	15	DNF	20	30	DNF	174
35.	M-41	Mark Christianson	21	35	28	29	33	DNS	176
36.	M-101	Wood Jewett	54	40	29	35	39	11	184
37.	BH-13	Mike Fortenbaugh	33	38	16	DNS	29	43-2	190
38.	H-14	Bill Mattison	18	25	19	44	DNF	DNS	198
39.	SL-8	Harry Fox	31	37	22	51	27	DNS	198
40.	VM-55	Brant Nelxon	36	28	43	67-2	35	29	201
41.	MA-55	Gardner Cox	47	19	39	34	DNF	33	202
42.	MA-18	Clifford Lewis	38	45	47	42	11	DNS	213
43.	SL-39	Paul Eggert	22	34	30	DNF	43	DNS	221
44.	VM-6	John Barlow	43	36	42	45	DNF	28	224
45.	H-11	Jack Bolz	45	51	33	28	41	DNS	228
46.	CH-5	Richard Turner	42	47	50	46	40	30	235
47.	I-39	George Kiefer Jr.	35	49-1	46	43	45	36	235
48.	H-40	John Mathews	58	44	45	39	46	46	236
49.	TO-8	Denny Malone	32	46	44	33	DNF	DNS	247
50.	H-101	Bill Shelton	41	30	55	50	DNF	DNS	268
51.	H-111	Doug Rahn	59	48	40	48	48	DNS	273
52.	V-5	Tom Norris	50	52	DNF	36	47	DNS	277
53.	H-8	Karl Matzke	56	DNS	DNS	DNS	34	35	279
54.	ID-11	Tom Klaban	49	50	54	47	49	DNS	279
55.	VM-47	Mary Deam	52	56	53	40	50	DNS	281
56.	H-5	Brad Binkowski	53	53	49	36	DNF	DNS	285
57.	M-17	John Massie	51	57	52	49	52	DNS	291
58.	H-3	John O'Connell	55	54	38	DNS	DNS	DNS	301
59.	W-17	Mike Schwartz	60	55	56	52	51	DNS	304
60.	H-15	Jack Loew	57	DNF	51	53	DNF	DNS	315
61.	IB-100	Augie Wisnosky	DNS	58	57	DNS	DNS	DNS	331



*LS-4 seining for walleyes*

PHOTO: SHIRLEY KLAUSER



*M Boats pulling hard in Race 4*

PHOTO: JON GREELEY

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# E BLUE CHIP REGATTA

Pewaukee Lake, Wis. Sept. 23 - 24 - 25

Race 1 (Double Olympic course; winds northwesterly 5-12). The wind direction required windward leg diagonally into the lake's north shore. Melges got the best start at the pin and shot out with Bowers and Porter not far behind all on starboard tack. Melges was able to get a hitch to weather and ahead of his pressurers. He looked gone. But the breeze vagaries five minutes into the race jumped Melges and gave big lifts to those astern. At the first mark the order was Porter — Bowers — Melges — Chute — a group which quickly outran the rest of the fleet. Bowers passed by Melges and Chute on the first reach, and held starboard jibe into the south shore — so he was in first place at the bottom mark — a position he held through the next two beats. Melges got by him on the second pair of reaches and Porter soon after. Chute got anchored, Porter and Melges stayed out in the lake, while Bowers went for the unpredictable goodies along the north shore, a strategy that paid off with a 12 second lead over Porter and Melges. On the run, Bowers got a comfortable lead while Melges was passing Porter — an order which the final beat to the finish did not alter. Bob Allen used that final beat to get away from the rest of the fleet (by over two minutes) and almost catch Porter. Bowers finished exactly one hour and a half from the start.

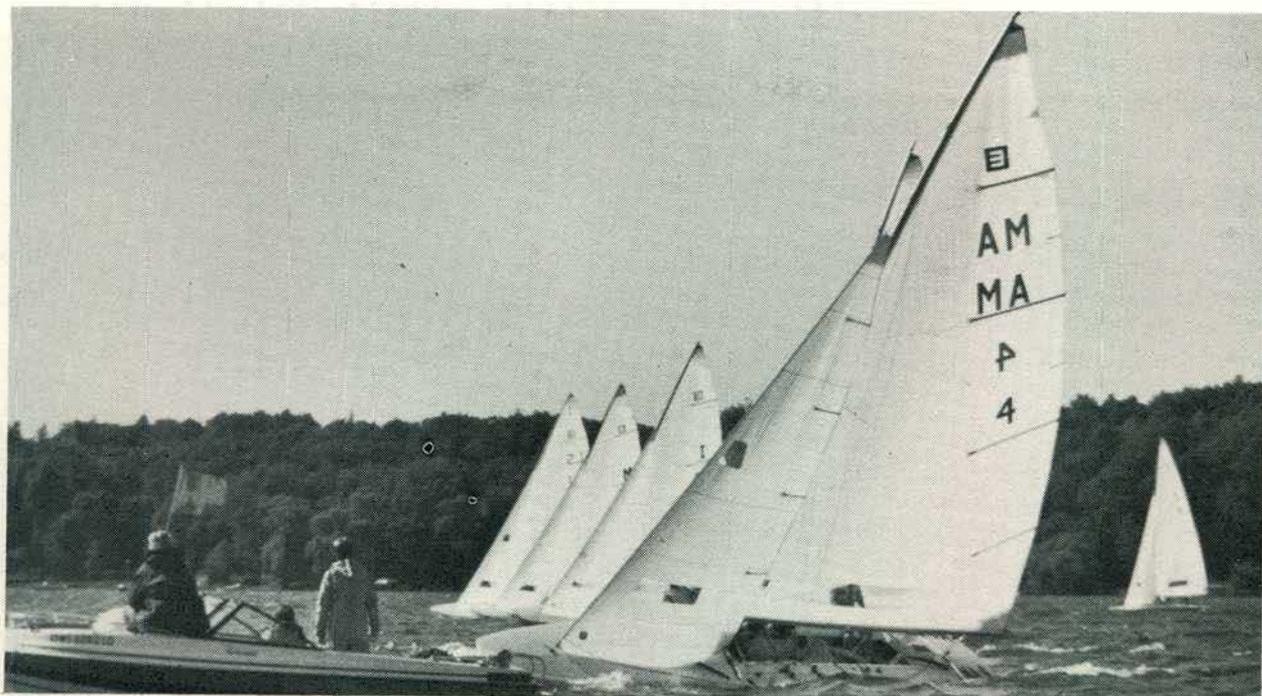
Gordy Bowers solved the mysteries of Pewaukee's unusually quixotic breezes to win the 1983 version of the E Scow Blue Chip regatta. He won the first such event in 1966, but despite lots of effort in between, this was only his second such victory. In the five races scheduled and completed, he built up an almost insurmountable lead with two firsts and two seconds before the final contest in which finishing clean in 15th no matter who won was all that he needed. His brothers Mark and Steve with help from Debbie Roth during the blustery breezes of Saturday were the crew.

It would be easy to assure I-1 sailed by a Harry Melges in second was a Buddy effort — not so. Harry III, Hans and Laura (in the heavier velocities of Races 3 and 4) are the third generation of that name. Both Buddy and his revered father the founder of Zenda land were on hand to witness the superb performance of so young a crew against the best. Indeed their 2-1 in Friday's racing matched Bowers' 1-2, and they constituted the only mathematic threat the the ultimate Bowers victory. Their starting positions (except for Race 4) were the best.



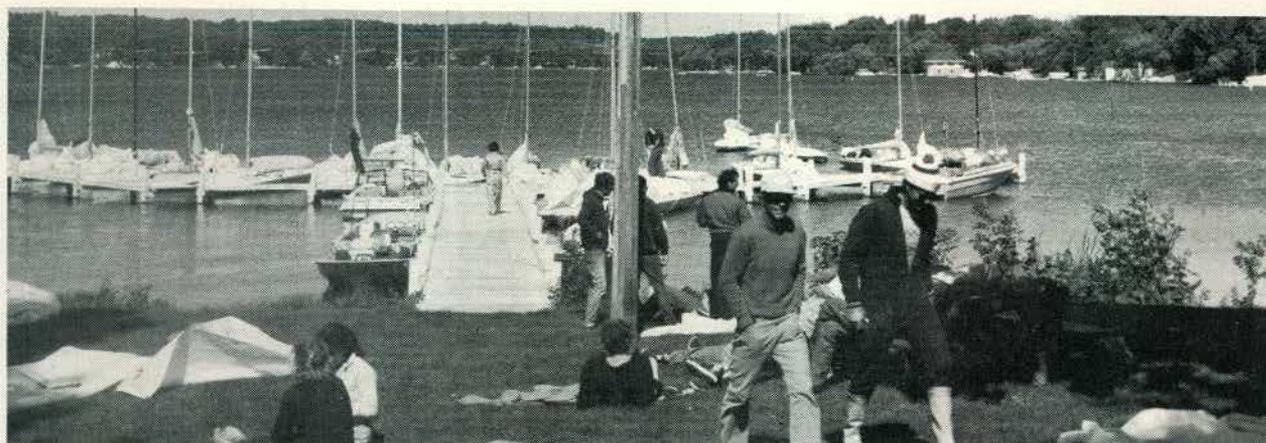
*Gordy Bowers protecting his point standing.*

REPORTER PHOTO



*Runnie Colie indulging himself in one of his patented port end starts.*

REPORTER PHOTO



*Gordy Bowers and Charlie Harrett leaving the waterfront.*

and Melges continued to lead the race. Allen, Bowers and Porter sailed very far to the left and Melges, by sticking to the rumblin', won the race.

Race 2 (Course: W-L 3½; Winds 0-8 northwesterly). When the wind backed so starboard tack boats were sailing away from the line, Melges grabbed the opportunity and broke away on port narrowly missing Chapin at the pin some four lengths in the lead. Bowers, four boats down the line, also got clear. Mystery Guest Van Cleve elected the other end — a move that later put him briefly in the lead when the wind shifted to the right. Melges rounded the windward mark first by not overplaying the left side. Bowers who had elected the north shore rounded fifth behind Wight and Johnson. By the leeward mark, Bill Allen had used a northerly shift period to go from seventh to second — behind Melges. Such a spell, lasting into the following beat, encouraged long early starboards — Melges and Chapin especially, until a big shift left made them overstand. Melges held the lead, but this time Bowers was in second — a pattern for the finish, but only after lots of additional action. By the bottom mark, Melges had a two minute lead which he carried through the third beat — but then the wind got flakey. Bowers avoided the holes and all but caught Melges before the last 100 yards. The last beat

saw Bowers drawing even to leeward in near calm. After tacking back, Melges resumed a boat length lead to leeward as the wind firmed up for a long port tack neck-and-neck grind to the finish with less than five seconds between.

Race 3 (Course: OL + W-L, Wind: 15-22, Southerly). The south or Rocky Point shore was the popular and best place to go — in the heavy traffic shortly after the start Schweitzer on starboard got dismasted by Bob Allen too recently on port. Bowers, Porter and De Camp led at the first mark followed by a close-packed fleet. On the second beat, Bowers elected to stay ahead of Melges and let De Camp get the advantage of Rocky Point — De Camp took over the lead downwind and up again, but disaster struck with an hour-glass spinnaker set, and Bowers forged into the lead. De Camp nearly caught Bowers near the finish, but Bowers cleared his air and picked up a nice shift to get his second bullet.

Race 4 (Course W-L 3½, Wind south westerly, 15-25). Three general recalls amid maximum gusts. Brick and Nelson had a head-on collision before the start — damage: one crew member with torn shoulder ligaments and Brick's mast with a 90° bend one foot above the step. At the start

Melges got caught in a jam and took the rest of the race to recover. The wind, more westerly than the morning race, favored an early port tack rather than the starboard toward Rocky Point. In six minutes, the fleet arrived at the windward mark — at the head of the pack on port tack was Porter ahead to leeward, Allen a boat length of open water back and then Bowers. All three were pinching, but Porter wasn't making the mark. Porter then pulled off the play of the regatta by tacking twice in front of the opposition and getting away with it. Allen passed Porter on the run, but Porter resumed the lead on the following beat — for good. Wight made it a four boat contest when he passed Allen and Bowers on the second run, but then lost it all by being unable to jibe after dousing his spinnaker (no speed, no steer!). Chapin became the second capsize victim (Nelson was the other) but righted to finish eighteenth. Bowers turned on the speed — passed Allen on the third beat, cut Porter's one minute lead to 12 seconds on the third run, and

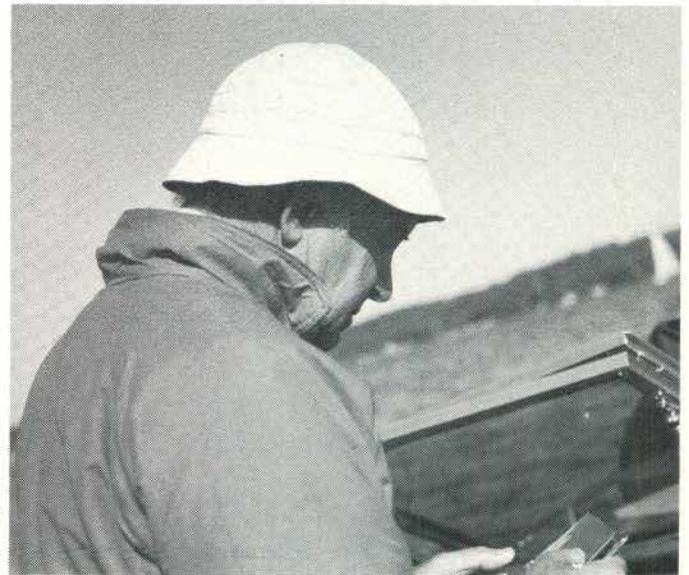
finished less than that back of Porter — a mere 52 minutes after the start.

Race 5 (Course W-L 3½ Wind: 6-8, southerly). In slowly clearing weather, early westerly shifts with a promise of persistency made Wight, Johnson and De Camp look like run-away winners. But Pewaukee hadn't forgotten the left side where Porter and Melges were following the traditional wisdom of Rocky Point. So those westerlies vanished and Porter-Melges brought a nice port tack left right into the first mark ahead of the fleet. De Camp made it into third from his far right position. From there the race turned into a steady follow-the-leader with Porter and Melges comfortably in front. De Camp changed places with Bob Allen on the second beat but resumed third place on the run following. Bowers played a conservative game — ahead of three boats (18th) at the first windward mark, five better at the second and nipping Bill Allen at the finish for eighth.

*by Sam Merrick's tape recorder  
[see immediately below]*



*Willie's colossal problem.*



*Billy good naturedly beginning a re-start.*

*Charlie and Willie dressed for the gloom. REPORTER PHOTO*



*Believe it or not, this is the starting line at the gun and those fishermen are justifiably nervous.*

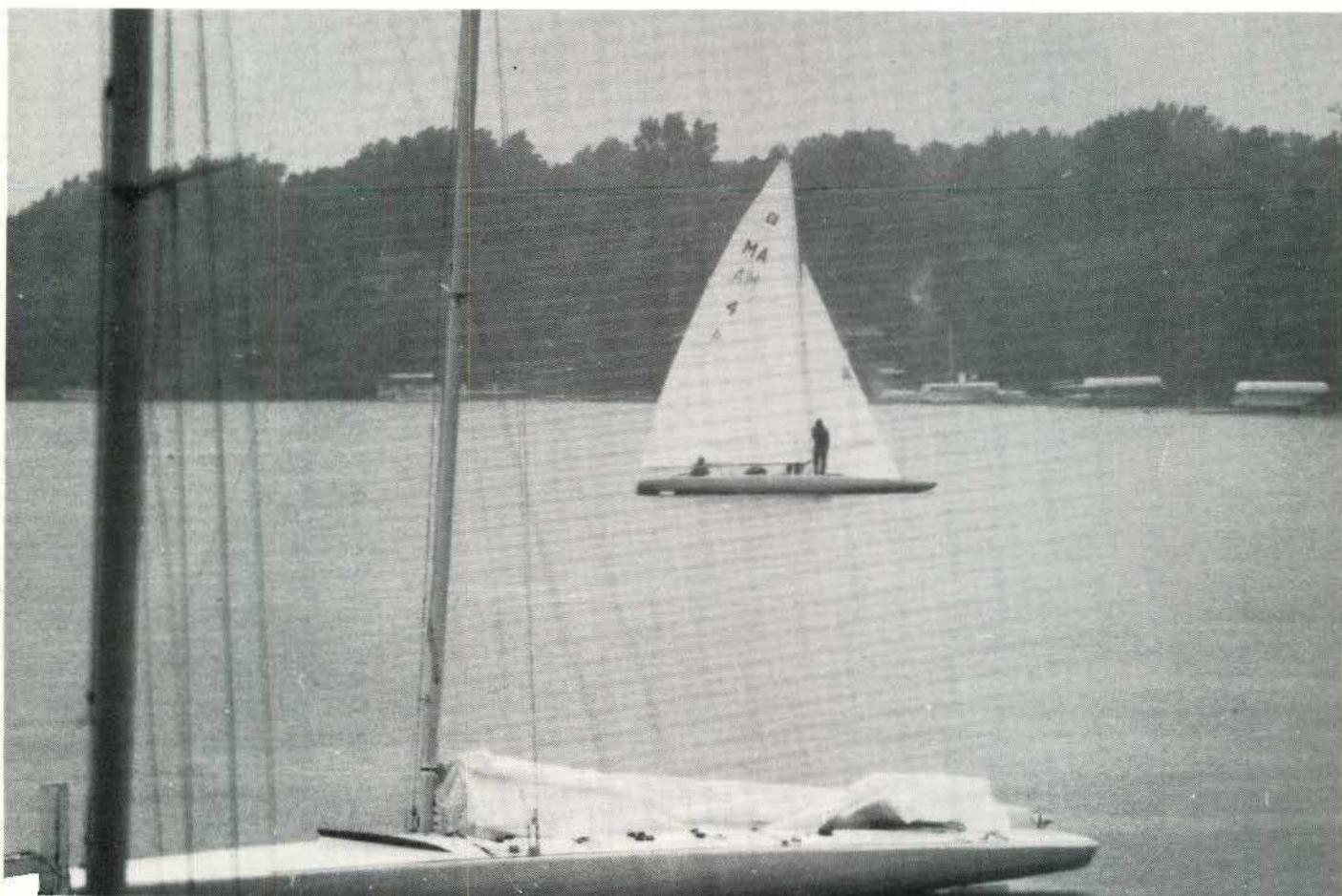
REPORTER PHOTO



*The young Melges boat over and about to jibe back while the sail emblem carried by the Mystery Guest is most appropriate.*

1983  
 CLASS E SCOW BLUE CHIP REGATTA  
 Pewaukee, Wisconsin  
 September 23 - 24 - 25

CH-18	Erik Johnson	Lake Chautauqua, NY	20	7	12	7
I-1	Harry Melges III	Lake Geneva, WI	2	1	4	9
I-49	Brian Porter	Lake Geneva, WI	3	10	7	1
I-137	Mike Huck, Jr.	Lake Geneva, WI	17	21	16	14
IH-27	Had Brick	Island Heights, NJ	18	22	17	DNF
KU-4	Irv Spear	Keuka Lake, NY	24	13	22	21
LS-4	Dave Chapin	Island Bay Yacht Club, IL	12	6	11	18
M-1	Jay Ecklund	Minnetonka, MN	16	19	19	13
M-4	Bob Allen	Minnetonka, MN	4	8	DNF	11
M-8	Dave Chute	Minnetonka, MN	6	23	5	10
M-11	Gordon Bowers, Jr.	Minnetonka, MN	1	2	1	2
M-17	Charlie Hurd	Minnetonka, MN	7	4	13	19
M-44	Bill Allen	Minnetonka, MN	9	3	3	3
MA-4	Runyon Colie, Jr.	Mantoloking, NJ	8	18	21	15
MA-9	Willie De Camp	Mantoloking, NJ	10	9	2	17
MA-10	Dickie Wight	Mantoloking, NJ	11	11	6	4
MA-31	Doug Love	Mantoloking, NJ	21	24	18	12
SL-8	Henry (Happy) Fox, Jr.	Spring Lake, MI	23	20	20	20
SL-13	Larry Price	Spring Lake, MI	22	15	9	8
V-15	Bud Zinn, Jr.	Pewaukee Lake, WI	15	14	8	5
V-33	Paul Van Cleve	Pewaukee Lake, WI	14	12	15	6
	Mystery Guest					
V-154	Don Nelson	Pewaukee Lake, WI	19	5	10	22
W-1	Jule Hannaford	White Bear Lake, MN	5	17	14	16



## MYSTERY GUEST'S THOUGHTS ABOUT SAILING THE E-SCOW

Before I start I must say again that it was a real honor and a privilege for me to be selected as the mystery guest for the 1983 E-Scow Blue Chip Regatta. I can't thank those who selected me and ran the regatta enough.

Sailing the E-Scow was a humbling experience. Prior to the regatta everyone tells you how to sail the boat downwind and you think you know; however, making the boat do it is another story entirely. Here are a couple of examples:

1) You stay high after rounding the weather mark waiting for a puff to go down in and a puff fills in from astern and suddenly everyone that was between you and the weather mark is now ahead of you.

2) So you get wise and at the next weather mark you do what everyone told you never to do. You Jibe! The next thing you know you're really killed and the only people you're ahead of are the ones who tipped over or were demasted.

3) Another confusing thing is the course. All E-Scows should be equipped with Lap counters.

4) Keeping the boat heeled constantly is not difficult while going to windward but when going downwind with the helmsman sitting to leeward looking backwards for the puffs

still having to somehow avoid the other boats, find the next mark, and not tip over can be frustrating. I found it difficult to fall off in a puff while still keeping the boat heeled.

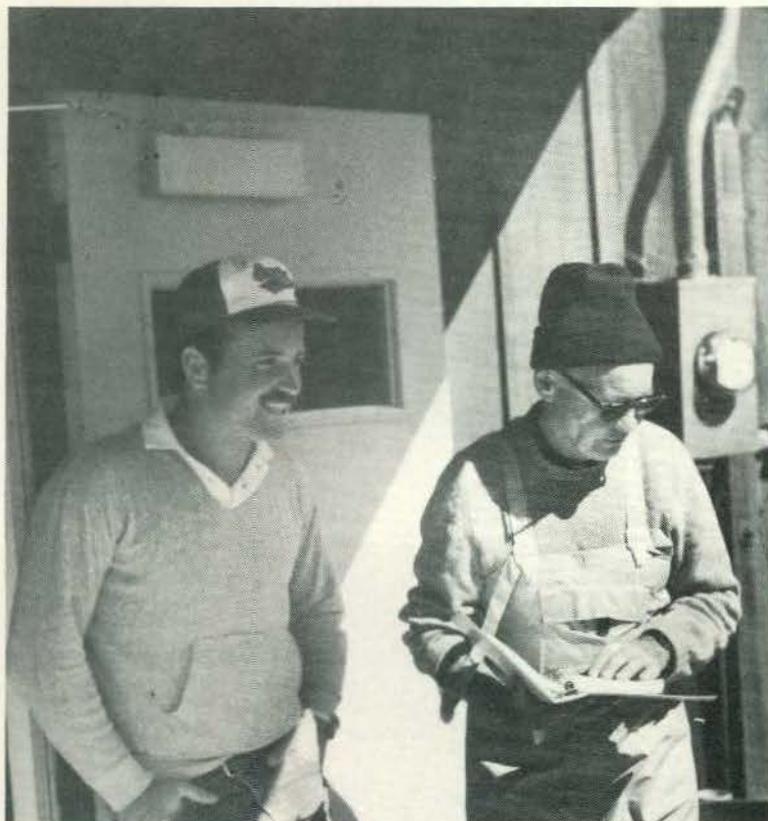
5) Still another thing that felt strange was having to avoid boats going downwind with spinnakers up. This rule makes sense and can be used tactically with a lot of success; however, for someone not used to it, I usually lost ground here. This did not affect me as much as it could have because by the end of the leeward legs, there were usually only a few boats behind me.

The differences between Finn and E-Scow sailing are great but two things really come to mind. One is the speed differential. You have to react much faster and make quicker tactical decisions in the E-Scow. Second and most obvious is crew work. In the Finn crew work is simple. In the E-Scow crew work is about 80% of the race.

I can't thank you all enough for the privilege of sailing your fine boats. If ever in need of a mystery guest, please don't hesitate to call on me again. Eleven is my lucky number.

Smooth Sailing,

Paul Van Cleve



REPORTER PHOTO

Paul Van Cleve watching Runnie Colie thumb through the rule book preparing for his defense.



GOING —



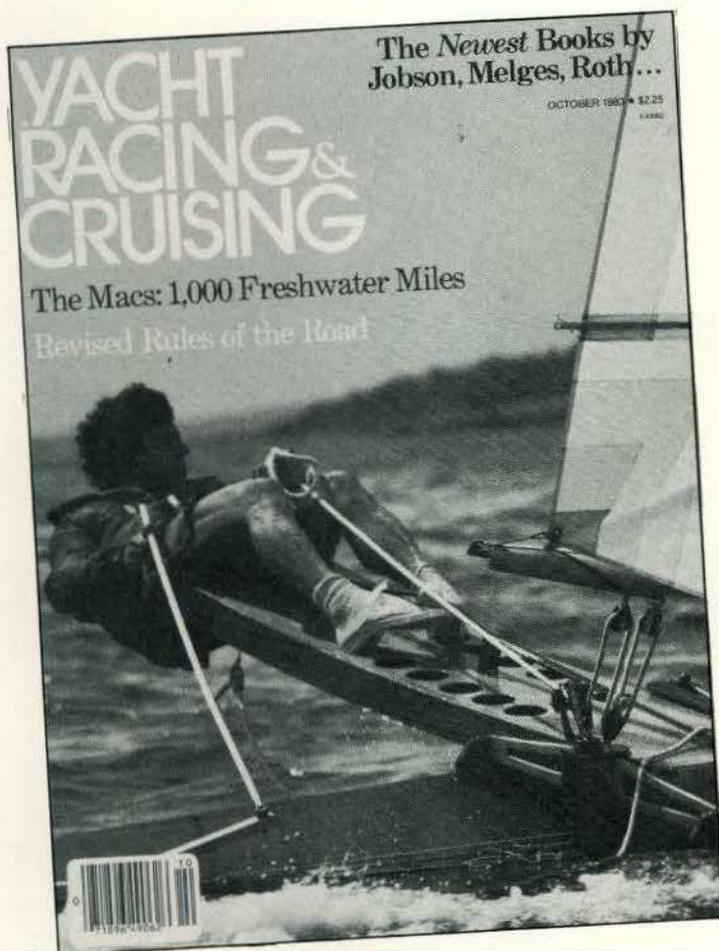
GOING!



GONE!!

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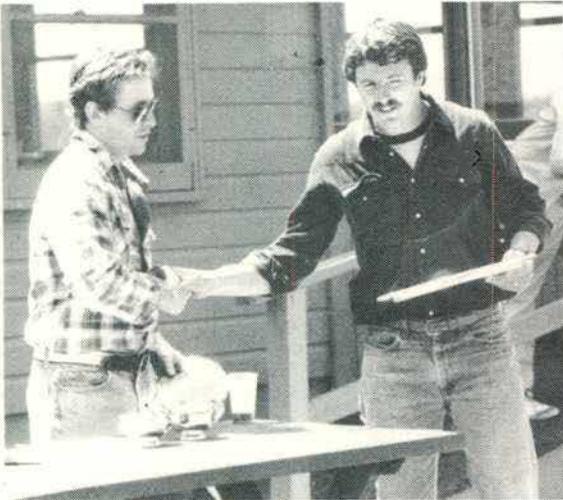
— **Buddy Melges,**

Illustration by Lauren Perlis Baird

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*Jeff Butzer awarding trophy to winner Tom Sweitzer.*



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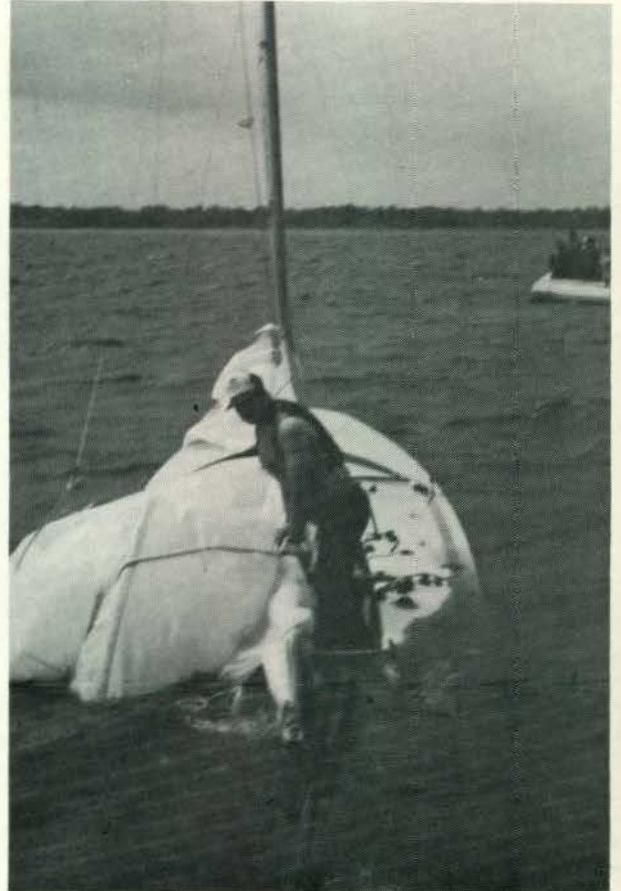
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# ISLAND BAY/MICHELOB E INVITATIONAL



Augie Wisnowsky's crew trying to right IB-100 --- water temp 59°.

Pete Gas preparing for tow to harbour.



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Nagawicka Tune Up	*1st
Pine - Pewaukee Regatta	*1st, 2nd, *3rd, 4th
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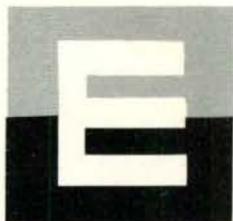
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