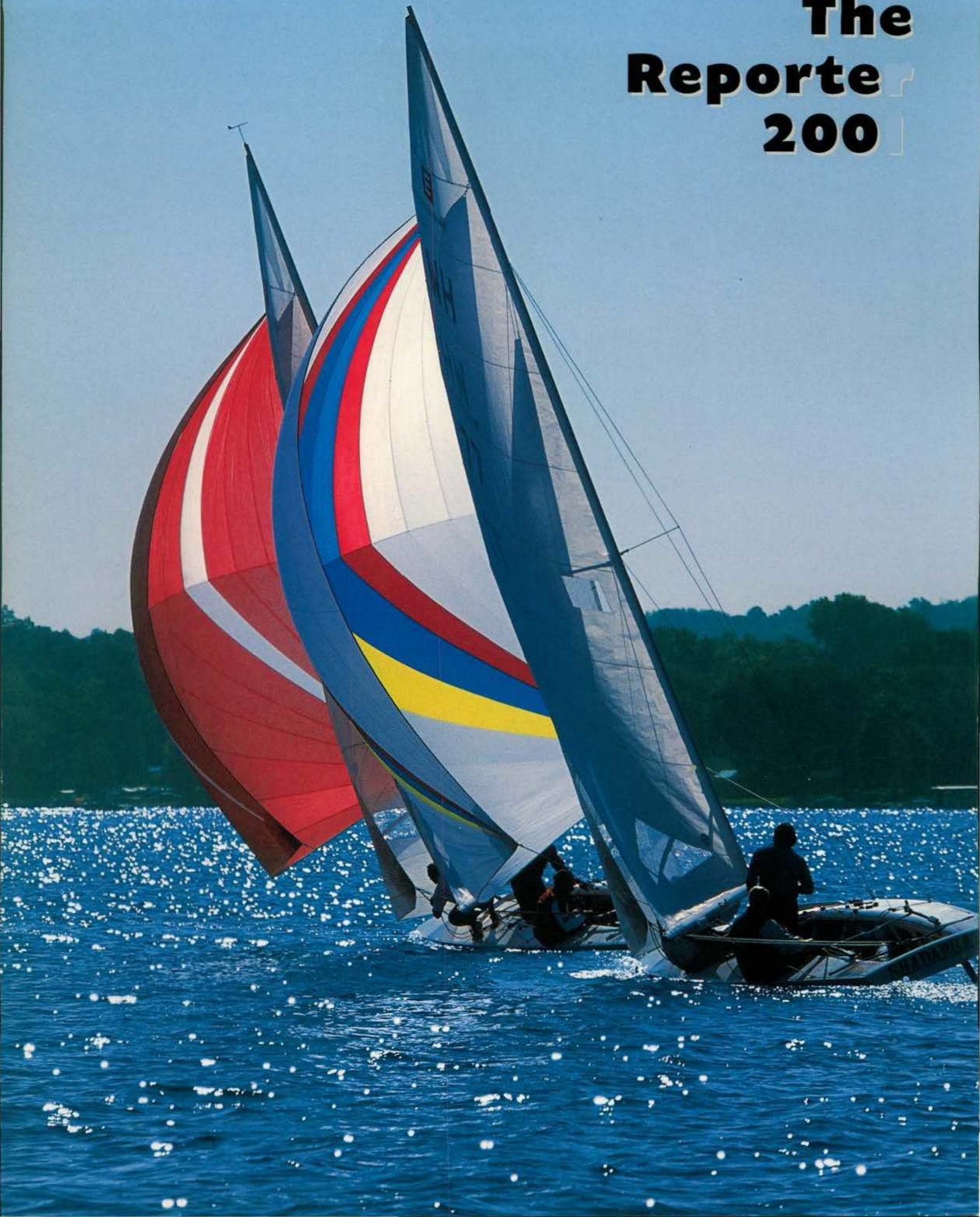


# **The Reporte 200**







**Torch Lake Nationals**  
Photo by J.H. Peterson





## National Class E Scow Association

**Sandra Zak**

*Secretary/Treasurer*

1736 S. Mississippi River Blvd.  
St. Paul, MN 55116

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*A very special thank you to the following  
members who helped us put the  
2001 Reporter together.*

Ted Beier	Gordon Maynard
Bob Biwer	Tom Munroe
Tim Browne	Bill Nolden
Casey Call	J.H. Peterson
Amy Crites	George Powell
Chuck Drawbaugh	'E-Z' Pete and Nancy
Pat Dunsworth	Price
Rob Foregrave	Jack Rillema
Jeff Hoch	Chandra Rosen
Sarah Kerner	Peter Slocum
Kevin Malone	Marc Turner
Shawn Manny	George Welch, Jr.
Joan Manny	Bob and Sandra Zak
	The Fly

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*Photo by Pat Dunsworth.*

**Back Cover Photo:** National & Blue Chip  
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**Team Mojo in action.**  
*Photo by Gordon Maynard*





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# NCESA ANNUAL DIRECTORS' MEETING

**Chicago Yacht Club, Chicago, IL**

**November 10, 2001**

The following is a summary of issues, determinations and information of interest to the membership derived from the proceedings at the annual Directors' meeting. The board consists of representatives from each region and meets each November.

## **Finances**

Treasurer's report showed current cash balance at \$53,262.43.

## **Regatta**

Lake Mendota, WI is ready to host the 2002 Nationals. The 2003 Nationals were awarded to Chautauqua Lake, NY.

## **General**

2001 NCESA membership totaled 592. This total includes Regular and Associate membership.

Buzz Reynolds developed and submitted an experimental boats request form. The board accepted the

use of this form for requesting experimental projects.

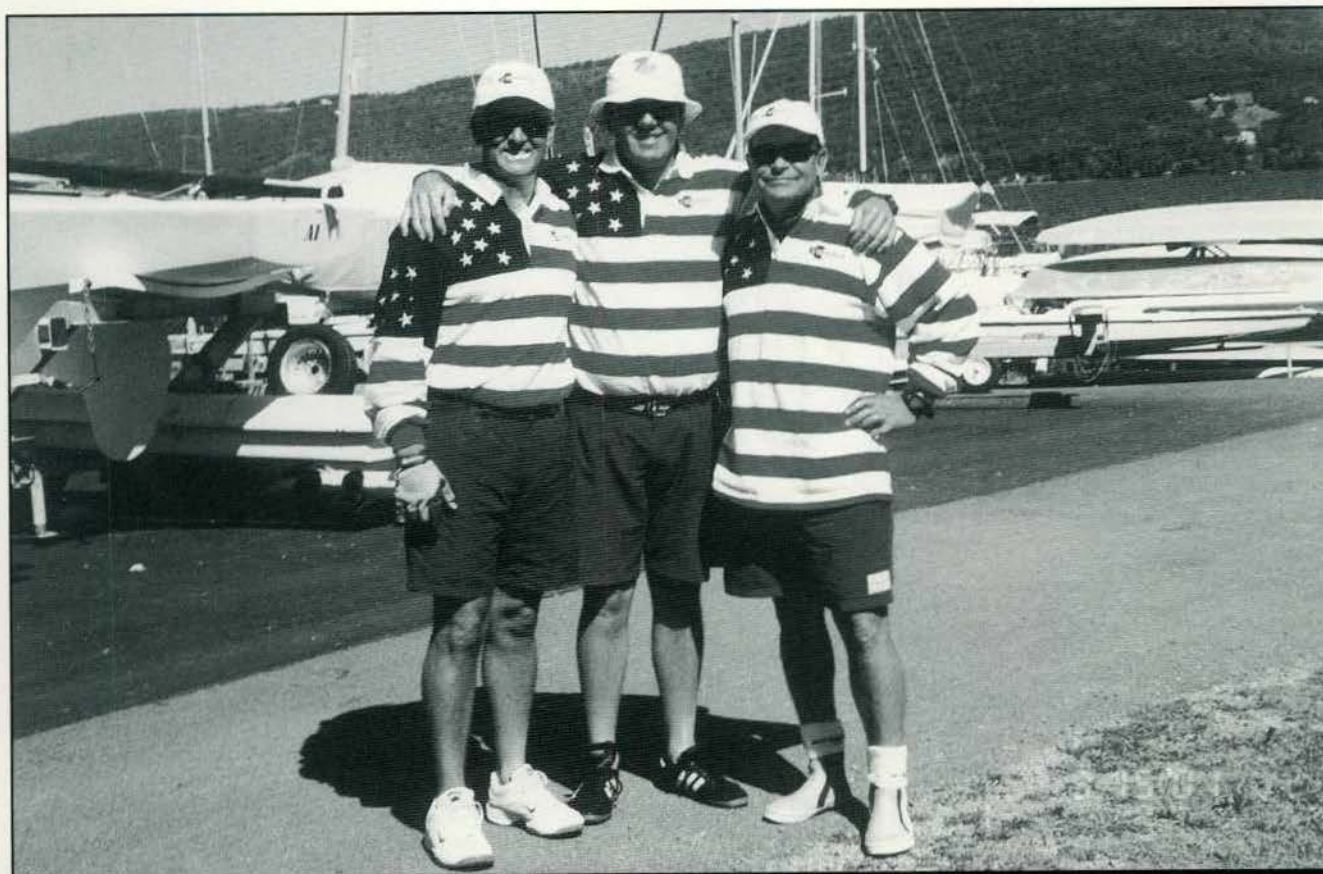
Regatta Host Requirements that either a head boat be provided or time allowance to return to shore between races will be added to the Rule/Yearbook.

DNF time Limit was changed from the current 30 minute time limit to 45 minutes. This would allow older boats a better opportunity to finish or take an average.

## **Rules**

Harry Melges presented samples of the Foil shaped rudders and costs of retrofitting existing boats. Safety and sufficient testing were the main issues of discussion. The Rules committee recommended and the motion was carried that ten applicants, with consideration given to older boats and those who finish in the middle of the fleet, should be accepted to participate in another year of testing. Sailors interested in participating should contact the Rules committee by March 1<sup>st</sup>, 2002. Race results for the ten experimental boats will count at sponsored regattas.

The Rules committee recommended and the motion was carried to terminate the Asymmetrical Spinnaker experiment. ■



**Globetrotting Scowboys from NS-1 (L-R) Bruce Heverly, Greg Skinner and Tom Wiss.**

*Photo by Elizabeth Welch*



# COMMODORE'S REPORT

by Bob Zak

**W**hat a season! I think most will agree that some extremely good things occurred and some very interesting things are about to occur. The major things include—one the most important persons in our organization resigned, one of the best National Regattas was completed, and a change to the boat is being considered.

Elizabeth Welch resigned as Secretary/Treasurer effective June 1, 2001. Elizabeth had served as Secretary/Treasurer for 8+ consecutive years. All those who know and have worked with Elizabeth will agree that she has been instrumental in the great health of the organization.

To thank Elizabeth the Board presented a special gift at the recent Director's Meeting in Chicago. Elizabeth was both surprised and grateful. She thanked the Board and all the members of the NCESA with this message—

*"I cannot express how overwhelmed I was to receive the Steuben sailing sculpture presented to me on behalf of the Association. It was so significant in terms of its beauty, value and relevancy. I know that the Association spent much more than usual to find something that would be especially meaningful to me.*

*Although the work was more than many realize, it was its own reward and afforded me the opportunity to get to know so many of our members, and especially the Association's leaders. Your cooperation, trust and camaraderie will always be remembered, and the gift you gave me will be a constant reminder of your appreciation which could not have been better expressed."*

My wife, Sandra, has volunteered to take over for Elizabeth. Sandra's primary objective is to continue Elizabeth's efforts and especially to make the job even more an e-job. Progress has been made but there is much more to do. Speaking for Sandra I would like to thank everyone for their patience during this transition period. Only Elizabeth and those before her know of all the tasks required to keep the business of the organization flowing smoothly.

The National Regatta on Torch Lake was spectacular. Our loudest applause goes to Pete Price, Charlie Turk, and Kevin Malone for organizing the very successful event. Those of you unable to attend missed a

great one. My mind is still filled with these impressions—Mackinaw Bridge, Pacific paradise, the world's best PRO and Team, long starting lines, beer, fancy hors d'oeuvres, Dick and Jane, Kite-surfing, wind, waves, and foil shaped rudders. I will never forget these things. The bar has been set high for the 2002 Mendota Regatta Team.

Bob Biwer came to the National Championship ready to win. He had both a Championship Crew and a small modification to his boat that would prove to be an advantage in big winds and waves. Bob and Team could well have won without the new rudders but in his own words –

*"Our advantage was with large seas. We were able to drive the boat hard up in the breeze, keeping the nose out of "head on" collisions with the approaching waves. We were heavy (again 740-750 lbs.), kept the rig forward (33'11"), near the top of the clue board on the jib, and would foot (not pinch) as much as possible. We also did not tack much. Downwind in the breeze and seas we sailed with the big chute, all four of us on the rail and always conscious of driving around the wave backs that were approaching."*

Bob's effort to get the rudders installed on his boat combined with the wind and wave conditions at the Nationals may be something we will all soon be thankful for. It appears that the new foiled shaped rudders offer a small gain in speed and measurable safety improvement at a reasonable cost. But we want to be sure before we allow the change.

The Rules Committee, lead by Buzz Reynolds, met a week before the Chicago Board Meeting to formulate a recommendation concerning foil shaped rudders to the Board for approval. All sides of the argument were present at the Rules Committee Meeting. There were those that felt the change should be immediate (no further testing is necessary) and there were those that represented the view that this change would seriously upset the somewhat fragile position of our fleet. It didn't take long for a compromise to appear that was approved by all. The compromise was to delay the final decision one year. This would allow more testing in all areas of country. Also a serious concern—could older boats be successfully modified at reasonable cost. Older boats are generally considered pre-1997 made by both Melges and





Johnson. The compromise suggested that 10 boats that traditionally finish in the middle of the fleet should be approved to install the rudders and that anyone interested should apply to the Rules Committee Chairman for approval before March 1<sup>st</sup>, 2002. When this recommendation was presented to the Board, the Board approved the recommendation with one change. The change states that boats with foil shaped rudders will count in the standings at all NCESA sponsored regattas in 2002.

Our web-site, [www.E-Scow.org](http://www.E-Scow.org), contains much useful information and many sailors' comments concerning foil shaped rudders. I believe from all the messages sent to me and what I have read at the web-site, that the greatest concern many have is cost.

Harry Melges has determined the cost to fit all boats with foil shaped rudders. The least expensive modification is too newer (1997-2002) Melges boats—\$369. The most expensive modification that would be required on both Melges and Johnson boats older than 1997 is \$799. This modification on older boats includes realigning the rudder tubes and new rudders. Harry Melges has agreed to share rudder

tube alignment procedure (I call this the *tube job*) with other qualified Boat Works so a large quantity of boats could be modified in a brief period of time without traveling to Zenda, Wisconsin.

I would guess that many of you have thoughts concerning asymmetrical spinnakers and bow sprits. Some of you may know that a group of sailors on Delavan Lake, Wisconsin, decided to modify their boats for asymmetrical spinnakers. The NCESA Board has made the decision to deal with this issue after the foiled shaped rudder tests have been completed. At this time there are no approved experiments concerning asymmetrical spinnakers and bow sprits in existence. We will be interested in the 2002 Delavan sailing season but the modified boats will not be allowed to use their asymmetrical spinnakers at NCESA Regattas.

I and all the other Directors are very well acquainted with the facts concerning the above issues. Please contact any of us if you have questions or comments. Our hope continues to be to encourage progress at a pace that keeps the fleet healthy and competitive. ■

Bob Zak



Preparing to surf.

Photo by J. H. Peterson



# NY STATE CHAMPIONSHIP – CHAUTAUQUA LEG

by Marc Turner

June 23-24, 2001

**T**he first leg of the Keuka-Chautauqua home and home was a success. Saturday had rain in the morning with cloudy skies for most of the afternoon accompanied by light to moderate north-northwest winds. The first race began after lunch due to the rain and 3 back-to-back races were

run. Sunday morning the wind was calm. It came up mid morning but was still very light out of the northwest. There was just enough time to get one race off. The top three positions were very competitively contested between Rick Turner, George Welch Jr. (KYC), and George Welch, Sr. (KYC). ■

# NY CHAMPIONSHIP – KEUKA LEG

by Chandra Rosen

July 28-29, 2001

**Y**ou know you are at Keuka Lake when a regatta starts out Friday night with a trip across the lake, an inspirational rendition of Neal Diamond's Cracklin' Rosie and a prize Michelob T-shirt that was never to leave the body of Mark Cook for the whole regatta. It is rumored that the shirt was actually worn every day until the end of Easterns.

Saturday began with a light wind, clear skies, and a serious game face from Rick Turner. He was 3 points ahead of George Welch Jr. and determined to keep his lead. The first race was a long slow race that was finished in a dying southerly breeze. Due to a few technical difficulties Rick Turner ended up in 7th, this put Rick 3 points behind George Jr. who won the race. Dick Turner, Curt Wright, Scott Leonard and Ken Fisher finished up the top 5. From there it was a race to the bar and hopes for wind in the afternoon.

After sitting around for a few hours a dummy breeze filled in the lake. As George Jr. (Fleet Captain) stood at the end of the dock assessing the lake, Dick Turner looked at him and said, "If this were Chautauqua we would be racing right now." With a bit of pride and a whole lot of pent up energy the decision was made and skippers and crew jumped to putting their boats in and were ready to race. Curt Wright and Steve Andersen were not convinced of the longevity of the breeze and stood on shore drinking beer. They were right, the wind died and one by one the boats came back in. The evening's festivities began.

There was the post race keg, Paul Schnipelsky's

'Oh-So-Strong' punchbowl Margaritas and Gin & Tonics, and the best BBQ in town cooked up by Jimmy and Chris. Dinner was a feast and the beverages flowed freely, it was an early night for some and a hung over morning for the others.

The next morning there was a southerly breeze and having not sailed the day before skippers and crew alike were itching to get out on the lake. The plan was to race three in a row and then it would all be said and done. In the first race the wind was in the center and those who went to the shore paid the price. It was a battle at the front with George Jr. in first and Rick Turner in second followed close behind by Curt Wright, George Sr. and Ken Fisher. The second race began and the wind started to pick up, making the starting line faster and a little interesting for some. Sailing in medium to heavy air was a relief from the excruciatingly long race the day before. The races were running under an hour and crews were starting to find their groove. As the second race for the day finished it appeared as though skippers were hungrier than interested in racing. Except for three boats left out on the water everyone else had gone in. Eventually all boats went in for lunch. As lunch wound down, the wind picked up and people started gearing up for the last race of the regatta.

Curt Wright who was in second with seven points helped widen the gap between first and third. Three points separated the third and fifth spots. Winds were heavy and shifty, the fourth race was anyone's race. The wind shifted and puffed and William Hudson and



Steve Andersen found their boats upside down with their crew in the lake. Kenny Fisher took advantage of a couple of puffs; gained three spots and took first place (with a sizable lead) going upwind to the finish line. Unfortunately the lead he had was lost as he sailed into a hole and was overtaken by Rick Turner and George Jr. at the finish line.

The Awards Ceremony was short and sweet,

George Jr. won the regatta with Curt Wright, Rick Turner, following and Kenny and George Sr. tying for 4th. The NYS Championship went to George Welch Jr. with Rick Turner right behind him. The Regatta did not end at the ceremony. There was much drinking to be had at the bar in the trophy beer mugs and then later to be shared out of the Jay Cook Memorial Trophy. ☐

### New York State Championship Series

Place	Skipper	Sail #	At CLYC Race				At KYC Race				TOTAL
			1	2	3	4	1	2	3	4	
1	George Welch, Jr.	KU-11	2	1	2	3	1	1	1	2	13
2	Rick Turner	CH-6	1	2	1	1	7	2	3	1	18
3	George Welch, Sr.	KU-1	3	3	3	2	8	4	2	4	29
4	Ken Fisher	KU-6	4	4	5	4	5	5	5	3	35
5	Dick Turner	CH-5	8	6	4	5	2	8	5*	DNS	51
6	Marcus Turner	CH-4	6	5	7	7	10	6	8	6	55
7	Curt Wright	KU-2	DNC	DNC	DNC	DNC	3	3	4	5	67
8	Irv Spear	KU-5	5	7	6	DNF	6	9	9	DNS	68
9	William Hudson	KU-12	9	DNS	9	8	11	11	7	7	75
10	Craig Seger	CH-11	7	8	8	6	DNC	DNC	DNC	DNC	81
11	Steve Andersen	KU-28	DNC	DNC	DNC	DNC	9	7	6	DNF	87
12	Scott Leonard	KU8	DNC	DNC	DNC	DNC	4	10	10	DNS	89
13	Andy Braman	KU-9	DNC	DNC	DNC	DNC	12	DNS	DNS	DNS	103



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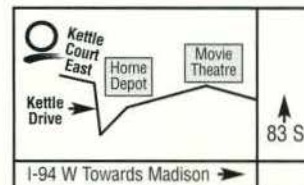
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# WESTERN MICHIGAN E INVITATIONAL

by Jeff Hoch

**L**ight and fickle winds greeted the fleet of thirty on Saturday morning for race #1 of the 2001 Western Michigan E Invitational. Jack Rillema, Doug McNeil, and Pete Price offered the fleet a demonstration of wind reading and boat handling as they showed the way from the start. A bold move to the far left side of the course by Charlie Turk and his navigator Andy Burdick on the second windward leg moved TO-2 into contention and an eventual fourth place finish. Art Brereton rounded out the top five.

Race #2 saw the wind swing NW and pick up to 10-12 mph. With Torch Lake showing its best views, the fleet enjoyed some real E racing. McNeil and long time Western Michigan stalwart Paul Wickland set the pace and ended up 1st and 2nd. Tom Monroe, WH-77 was third with Turk and Price finishing 4th and 5th.

The party Saturday night at Turk's was filled with talk of what might have been and predictions of what the winds will do in September when the Nationals arrive at Torch.

Sunday dawned with the same conditions as Saturday morning and the fleet headed south into light and shifting winds. Rob Terry, CR-66, took the lead and sailed to victory. A pronounced shift jumbled the fleet and the final standings. Turk took advantage and crossed the line second with Brian McMurry close behind in third. Bill Walter, CR-100, sailed well into fourth and Torch Lake favorite Steve Johanson thrilled the spectator fleet to finish fifth.

Turk's 2nd on Sunday moved him one point ahead of McNeil for top honors. Pete Price took the tie-breaker over McMurry for third and Art Brereton ended up in fifth overall.

Chuck Harrett and the race committee did an outstanding job in tough conditions and we'll all spend the next six weeks wondering which way the winds will blow come September. ☐

## TOMS RIVER E-SCOW CHALLENGE CUP

### Toms River, NJ – July 28-29, 2001

Place	Skipper	Sail #	Club	Race					TOTAL
				1	2	3	4	5	
1	Paul Magno	LA-88	LYC	4	1	3	6	3	17
2	Dave Magno	LA-99	LYC	2	4	2	3	6	17
3	Jack Lampman	LE-8	LEHYC	5	5	7	1	1	19
4	Bob Donat	LE-3	LEHYC	1	3	1	10	8	23
5	Clifford Campbell	T-17	TRYC	3	2	5	4	11	25
6	Peter Hurley	MA-11	MYA	8	11	8	2	4	33
7	Bobby Koar, Jr.	BH-11	BHYC	9	10	9	5	2	35
8	Kirby Slack	IH-18	IHYC	7	7	4	9	9	36
9	Philip Reynolds	IH-17	IHYC	10	8	10	7	5	40
10	Bill Warner	T-1	TRYC	11	9	11	8	10	49
11	Tim Faranetta	LA-5	LYC	6	6	6	DNS	DNS	54
12	Rich Ryan	LE-33	LEHYC	13	DNF	DNS	11	7	67
13	JB Maschal/ Doug Buchan	LE-10	LEHYC	12	14	15	13	14	68
14	Bill Nolden	LA-11	LYC	15	12	12	12	DNS	69
15	Chad Hillyer	T-15	TRYC	16	13	14	14	13	70
16	John Bubnowski	SS-26	SPYC	17	16	13	15	12	73
17	Bob Di Filippo	LE-6	LEHYC	14	15	DNF	16	15	78



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## ***Contacts:***

***Eric Hood, Harry Melges,***

***Andy Burdick, Charlie Harrett***



# EASTERN CHAMPIONSHIP REGATTA

by Chuck Drawbaugh

**T**he 62nd Easterns regatta was hosted by the Lake Hopatcong Y.C. on August 1-3, 2001. A respectable 26 boats participated in a well run event. Although many feared no breeze would limit the racing, 4 of 6 races were sailed in excellent breeze out of the S-SW.

On Tuesday Evening, July 31, a practice race was sailed with 9 boats competing in the fun race that started at the club. The line was between the Judges stand on Dock 1 and a boathouse on the west shore. Needless to say, there was plenty of room on the line and the fleet got off clean in a tight reach to a government mark at the entrance of Lee's Cove. This was great practice for the type of surprises Hopatcong delivers. After one long starboard tack to within 100 feet of the mark, many boats had to tack 3-5 times in the light and shifty air on the shore before rounding the mark. Then many of the lead boats flew the reachers over to the west shore before beating up the shore to the next government mark off Sharps Rock and back to the club for the finish. Appropriately, Hopatcong's Tom Wiss won the practice race, which was a nice reward for all of his efforts in organizing the regatta.



**Look Mom, no hands!!**

Photo by Sarah Kerner

The first day proved to be a test of patience as the breeze was late to arrive. In true Hopatcong form, the host fleet was prepared with plenty of race delay activities, which included; napping, reading, swimming, and for the more energetic, volley ball and driving golf balls at a mark out in the lake. (Thanks to Sue Johnston for the contribution of golf clubs and golf balls)

Eventually the breeze filled in enough to venture out to the course. After many changes in direction and a couple of postponements, the first race was sailed in a short shifty westerly breeze. This meant short legs across the lake between the mouth of Lee's Cove and River Styx Cove. Dick Wight from Mantoloking continues to amaze people as he shows up at the Easterns with no previous racing this summer and takes the first race of the regatta. Paul Magno was second and George Wech, Sr.



**Action at the windward mark.**

Photo by Sarah Kerner



### Lake Hopatcong – August 1-3, 2001

Skipper	Sail #	Race						TOTAL
		1	2	3	4	5	6	
George Welch, Jr.	KU-11	16	1	3	4	2	2	12
Rick Turner	CH-6	5	5	12	1	1	6	18
Jack Lampman	LE-8	10	19	4	2	3	1	20
Paul Magno	LA-88	2	13	2	8	4	4	20
Richard Wight	MA-4	1	2	9	9	7	3	22
Dave Magno	LA-99	6	12	5	3	6	7	27
Bob Donat	LE-3	4	6	1	19	10	8	29
Cliff Campbell	T-17	7	8	11	5	8	5	33
Had Brick	IH-27	15	3	14	6	5	11	39
Walter Lenhard	LE-5	11	4	7	10	12	17	44
George Welch, Sr.	KU-1	3	18	6	13	15	16	53
B. Warner/M. Smith	T-1	8	9	16	14	19	9	56
Tom Wiss	HO-32	9	17	13	7	14	14	57
Chuck Drawbaugh	LA-8	14	22	8	15	11	10	58
Ken Fisher	KU-6	19	7	15	DNF	9	12	62
Phillip Reynolds	IH-17	20	15	10	11	13	13	62
Eric Rochelle	HO-31	18	11	18	17	17	21	81
George Drawbaugh	HO-37	12	20	17	12	DNF	22	83
Elizabeth Winterbottom	BH-23	22	14	21	16	16	18	85
John Hoff, Jr.	HO-29	13	16	19	DNF	18	23	88
Dick Turner	CH-5	26	10	20	21	DSQ	15	90
Dean Lennox	HO-42	24	21	22	20	20	19	102
Tom Flinn	HO-48	17	24	24	DNF	21	26	108
Ken Rand, Jr.	HO-18	21	25	23	18	23	25	110
Craig Bradley	HO-13	25	23	DNF	OCS	DNF	20	114
Doug Johnson	HO-50	23	26	25	OCS	22	24	116

was third in his new boat. During this race, Jack Lampman claims he saw one of the funniest situations in his career as a Scow sailor. While trying to retrieve the spinnaker sheet from around the end of the boom, Dave Drawbaugh on LA-8 fell into the sail and ended up hanging from the end of the boom by one arm with legs dragging in the water. His brother and skipper, Chuck, refused to trim him in with the main sheet until he was sure he had cleared the sheet from the end of the boom. Amazingly, he did it and made it back on board without slipping off the boom into the drink. Unfortunately, he injured his arm during the cowboy stunt and was limited to the designated drinker roll for the rest of the regatta. WARNING: Although water skiing behind an E has been proven

possible, barefoot skiing IS NOT!!!

Doug Kitchen, a 12 year old from Hopatcong was quickly introduced to Scow sailing when he was called upon to fill in for Dave and run the middle of LA-8 for the rest of the regatta. He did a great job and perhaps his Thistle sailing career could be in jeopardy after proving he can handle the E's. The Kitchen family would make a fine new addition to the fleet, so be sure to let Lloyd (sailed with Dave Magno) know when you are selling your boat.

Amazingly, a second race was sailed on the first day. This course was in a SW breeze which was still light, but a glimpse of much better things to come. In this one, George Welch, Jr. recovered from a disappointing 16 in race one, with a fairly convincing victo-





**Jack Lampman in mid jibe.**

*Photo by Sarah Kerner*

ry. Dick Wight again proved to be a threat with a 2nd, followed by Had Brick in 3rd. Walt Lenhard and Rick Turner rounded out the top five.

With the late start and finish, it was a sprint to the showers and onto the shuttle boats to a fantastic cocktail party at the home of club members Dick and Betty Gantert. The racers enjoyed cocktails and hors d'oeuvres on a sprawling lawn at Chestnut Point, before returning to the club for a buffet dinner, a slide show, lots of E memorabilia, and a DJ. With Mount Gay as a sponsor, there was rum flowing and also many Chucklevich's, (a drink that was invented at LHYC).

On Thursday, we were treated to a strong S-SW breeze straight up the lake, reminiscent of past Hopatcong Easterns in 1986 and 1991. Flat water in a breeze of 8-10 is what it is all about and 3 exciting races were completed on day 2. The first few hundred yards were key as sailors picked their way into the main part of the lake after starting in Great Cove fairly close to the east shore. This also led to some boats on their

sides, as the strong puffs (up to 15) often were in the form of a big shift as well.

In race 3, Bob Donat of Little Egg led pretty much wire to wire, although he was closely pursued the entire way. Paul Magno and George Welch, Jr. battled for 2nd and 3rd, and Jack Lampman and Dave Magno finished 4 and 5. Races 4 and 5 were won by Rick Turner and his CH-6 crew. Jack Lampman was giving hot pursuit and moving up with a 2 and 3. After 2 days and 5 races, which allowed for a throw out, George Welch, Jr. led with 10

points and Rick Turner was right there with 12.

Everyone cleaned up nice for the banquet on Thursday night. The band was a hit and some cooled off in the lake after wearing down the hardwood in the LHYC ballroom. Many overindulged during a great meal and/or at the bar, so the quality of the band was key for working off any excess consumption.



**Coming up to the windward mark.**

*Photo by Sarah Kerner*



On Friday the wind direction was the same but the velocity was a little lighter than Thursday. Race 6 was hotly contested with Jack Lampman taking the gun. The bullet moved Jack up a position to finish 3rd overall for the regatta. George Welch, Jr. sealed his Easterns crown with a 2nd, and Rick Turner locked in a second overall with a 6th in the last race. Paul Magno and Richard Wight rounded out the top 5 for the regatta.

Tom Wiss and his crew did a great job of hosting the Easterns. There was more than the usual excitement at the awards ceremony. There was a prize presented for the boat that went swimming most on the breezy day 2. Unfortunately, it took 3 tries to determine the winner. Tom called for those who got wet once and there was a stampede to the front of the room. The crowd didn't shrink much when he called for the 2 timers. Finally, 3 swims took the prize. Since I owe him one, his name will not be mentioned. Things got really exciting when the raffle for some Mount Gay vests began. There was a tremendously fierce bidding war waged between The Judge—Ken Fischer and Rick Turner. In the end, Justice prevailed by out bidding Rick to take home the last vest. Other notables include:

- ~Little Phil Reynolds—Youngest crew at age 10, sailing with Big Phil. He happened to remind his dad that when he was 8, he got a trophy for 2nd place crewing for Paul Magno.
- ~Elizabeth Winterbottom—Best Rookie finish
- ~Cliff Campbell—Master's winner
- ~Dick Wight—Sam Merrick Award
- ~Teri Turner—Top Female: 2nd place on CH-6



**Eastern winner George Welch, Jr. (r) with crew Scott Cioe and Mark Cook.**

*Photo by Sarah Kerner*

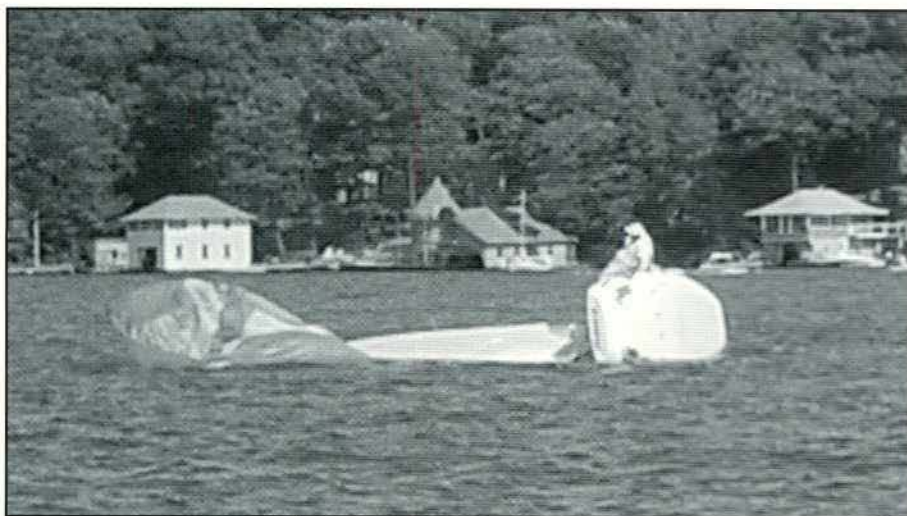
### WHAT OTHERS REMEMBER MOST

Phil Reynolds—His 10-year-old son dancing with Elizabeth Winterbottom, when the strap to her dress broke. Sorry Elizabeth.

George Welch, Jr. - Seeing Henry Colie spit his shot out the side door of the bar Wednesday night, motivated George to go light on the social scene and be in bed by 10 every night. Obviously, it was the right call. George also noted that 2 of the last 3 Easterns at Hopatcong have been borderline heavy air series with 6 of 6 races being completed. Perhaps HO should lose the label of "light and fluky".

### HISTORICAL FACTS

George Welch, Jr. (Keuka) was the first lake boat other than Professionals (Harry Melges, Bill Allen and Dan Guidenger), to win the Easterns since Dick Turner (CH) in 1965. Other than the pro's, Barnegat Bay sailors have dominated in that time. Rick Turner CH-6, another lake boat was second. The top 4 boats were potential 1st time winners. There were 5 past Eastern champs in the fleet, Dave Magno, Cliff Campbell, Dick Turner, Dick Wight, and Had Brick. ☐



**What did your Mother tell you about no hands?**

*Photo by Sarah Kerner*



# WESTERN MICHIGAN CHAMPIONSHIP REGATTA

by Jack Rillema

**T**he annual Western Michigan Championship regatta was held on beautiful White Lake under the direction of the WMYA Commodore Joan Manny, and the race management team of Chuck Harrett and Midge Verplank.

Race #1 was a morning race with a very light west-southwest wind with fog. The race was finally started after a slight delay due to these foggy conditions. The fleet was split with half the boats going left and half going right. The left side seemed to pay off better with all of the top boats playing the south shore shifts. After many lead changes Paul Wickland took the victory, with Doug McNeil in second and Pete Price in third.

Race #2 on Thursday was a mid-day race that saw a more consistent breeze from the southwest with the temperature in the mid 90's. Doug McNeil took the

lead at the first mark and never looked back—taking the victory over Tom Munroe, with Rob Terry of Crystal Lake taking third. McNeil took a fairly commanding lead after two races with only 2 points; with the remainder of the fleet trading good/bad finishes.

Thursday night saw a major party interruption as a cold front blew through from the northwest with an initial gust of 50 knots which caused the tent in the front of the club to come off the ground. The party never missed a beat as the crowd grabbed the tent lines and brought it back down to earth.

With the major heat of the week out of the air, Friday's back to back races saw a brisk northwest wind at 15-25. In the first race, Doug McNeil battled Pete Price, Rob Terry, Paul Wickland, and Spring Lake's Brien Fox. Paul finally took the lead after a miscue aboard Doug McNeil's boat on the final down-



Tom Munroe (WH-77) going past Doug McNeil and crew. 'What a View'

Photo by Shawn Manny



wind caused them to "roll it". They managed to sit on the bottom for a few moments to watch the fleet head back upwind and to realize that the whole regatta was now up for grabs again. Behind Wickland was Brian Fox in second, and Larry Price in third.

Race #4 saw Eric Hood (taking over the helm of Larry Price's SL-8) take the win after many lead changes. Tom Munroe finished a strong second, with Jack Rillema/Don Nelson in third.

The regatta was truly up for grabs going into the final race with the top five boats within 6 points of each other. Brian McMurray had no pressure coming off the starting line and banged the right side to take the race lead and pulled away to win the race handily. Tom Munroe battled back and forth with Doug McNeil and Rob Terry to decide who would take the regatta title. On the final beat Tom Munroe took command and finished second in the race to win the regatta. Doug McNeil finished third for the race to take a "rollover" second place for the regatta, third place went to Rob Terry, fourth to Paul Wickland, with Pete Price rounding out the top five.

A great time—both on and off the water was had by all. See everyone in August 2002 in Cadillac, MI. ☐



**Regatta winner Tom Munroe followed by Larry Price.**

*Photo by Shawn Manny*

### White Lake, MI – August 8-11, 2001

Place	Skipper	Sail #
1.	Tom Munroe	WH-77
2.	Doug McNeil	WH-111
3.	Rob Terry	CR-66
4.	Paul Wickland	SL-22
5.	Peter Price	TO-12
6.	Brian McMurray	WH-88
7.	Jack Rillema/Don Nelson	WH-12
8.	Larry Price	SL-8
9.	Brien Fox	SL-122
10.	Jay Dunwell	WH-8
11.	Tad Welch	SL-2
12.	Curt Miller	G-12
13.	Rich Grant	G-11
14.	Larry Brand	WH-1
15.	Herb Knapp	SL-18



# ILYA CHAMPIONSHIPS

by Peter Slocum

**R**ob Evans started out the 2001 Inland championships with a bang (literally). Cruising up and down the starting line in a 15-25 mph southerly breeze before race one, Rob spotted a white bow. Bearing away to duck the boat, his rudders cavitated and the bow made a direct hit on the opposing boat's rudders. Who should look up in disbelief but Brian Porter (I-49). As the two boats crunched and slid by one another, Brian's main sheet caught Rob's tiller handle and pulled it backwards causing the tiller bar to break. Brian's port rudder was bent in the opposite direction but could be bent back enough to race. Rob was able to mend his tiller bar with a roll of duct tape and some string. Was this a new regatta tactic for Rob taking out the competition before the first signal? Whatever the reason, getting the bad luck over with right away was good for M-1 as they would never finish worse than eighth in the six race series.

A variety of wind conditions greeted the 50 competitors of the 2001 Inland Championships. A new format was used this year that staggered the starting times between the E's and the MCs and used back to back races so both fleets would have use of the main lake. This made for bigger courses and also avoided the weeds. That was the good news. The bad news was you sometimes ate lunch at 3pm. We compensated and sent the motorboat in to retrieve the sandwiches between races. That extra mayonnaise on the main-sheet didn't seem to help us however.

After a windy first race on Wednesday which was won by Gordy Bowers (M-11), the wind had shifted right, coming more from the west-northwest. The competitors returned Thursday afternoon for races two and three. The course for race two was slightly shorter and pushed towards Brackett's Point to avoid the weed bed on diamond reef. With the high pin placement, course strategy was a little different from the typical northwest wind. There was a persistent lift going to the left side on starboard followed by a huge header which came near the layline. If you didn't go far enough, you missed the big port and ended up taking a crappy header back towards the middle where you would begin to duck transoms coming from the right side (sound familiar?). Brian Porter's new rudder was exceptional as he took the bullet for race two. Rob was a close second followed by Jim Gluek (V-751) who was now the early regatta leader.

My favorite part of race two was watching our Commodore (M-67) and his ace crew (Harry Melges III and Jeff Ecklund), perform a capsize and recovery drill on a downwind gybe. It was near the pin and the water was flat. They recovered but the event was costly. I wonder now if Harry will put capsize and recovery tips in the Melges tuning guide.

Race three followed immediately as wind conditions continued with good strength but included more puffs and larger shifts. The funky left shift at Brackett's Point was working again but only for those who went far enough. Bob Guidinger (V-102) went far enough and never looked back as he rounded the first pin with a good lead. We started right next to Bob and I remember seeing him below us in the window. We of course tacked early to consolidate and missed the big shift. Bob was very patient and kept going. He goes on to win the race, we end up around 30 and bend our spinnaker pole. Oh well, that's racing.

Races four and five were raced back to back on Friday morning beginning at 9am. The breeze had swung back to the southwest and lightened to around 5-10 mph. Most boats dropped their fourth crews. Rick Roy (V-26) won race four followed by Burton (M-9) and Evans. Race five was close right up to the end. This was one race where we finally had a good vantagepoint to see what was going on at the front. Burton was leading at the last bottom mark but six other boats were closing fast with fresher breeze. As



ILYA winner Rob Evans.

Photo by Tim Browne





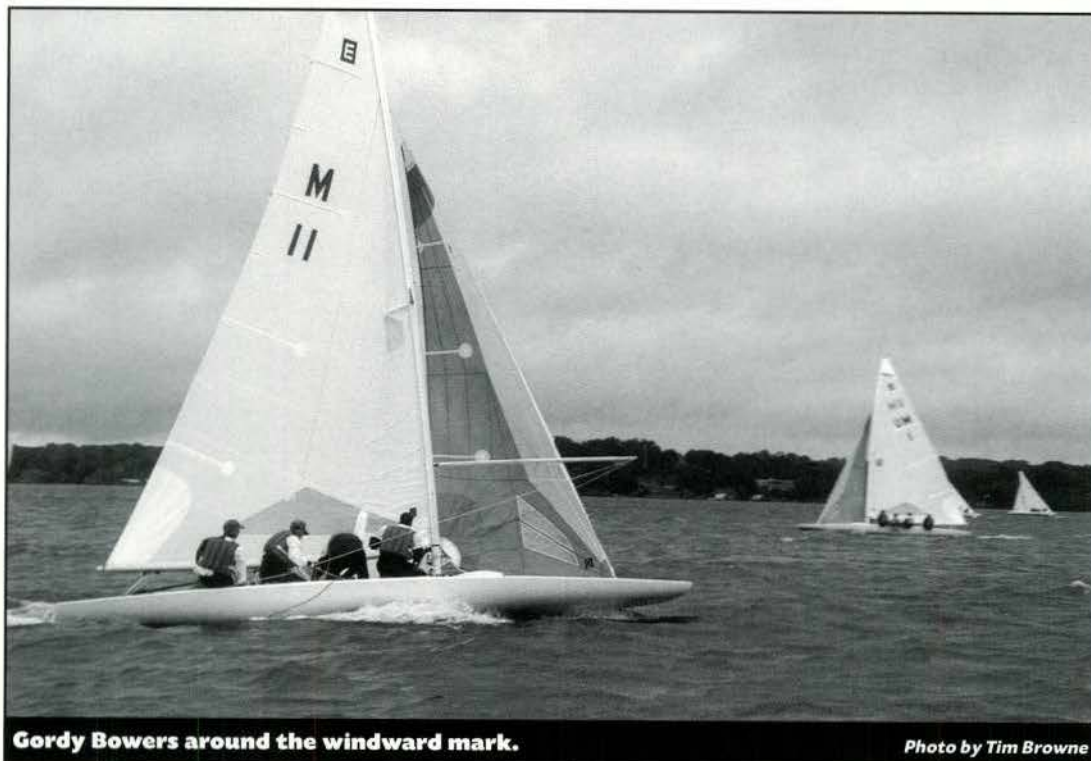
**Whoa!!!**

*Photo by Tim Browne*

the pack headed back towards the finish, most were working the right side. Kevin Jewett (M-77), in about eighth place, made the brave move and tacked to the left to split with the pack. Kevin told his crew, "Let's win won for Woody" and that's what they did. Rick Roy took second giving him a 1-2 for the day. It was

now a two boat regatta between Burton and Evans who were separated by four points heading into the final sixth race.

Saturday morning was windy, rainy and cold with a strong northwest breeze at 15 to 25 mph. About 15 E's elected not to race and the MC fleet canceled their



**Gordy Bowers around the windward mark.**

*Photo by Tim Browne*



# Lake Minnetonka, MN – August 15-18, 2001

Position	Skipper	Sail #	Race						TOTAL
			1	2	3	4	5	6	
1	R. Evans	M-1	5	2	2	3	8	3	23
2	B. Allen	M-4	11	15	5	7	5	10	53
3	R. Roy	V-26	24	4	19	1	2	5	55
4	K. Jewett	M-77	13	8	14	10	1	9	55
5	D. Ferguson	M-67	4	22	3	24	3	1	57
6	G. Bowers	M-11	1	17	13	6	16	4	57
7	J. Gluek	V-751	3	3	11	14	19	7	57
8	B. Porter	I-49	10	1	16	26	9	6	68
9	T. Burton	M-9	2	10	6	2	4	51Q	75
10	J. Hannaford	M-7	8	6	10	13	21	17	75
11	A. Brereton	TO-101	9	5	24	11	13	15	77
12	B. Guidinger	V-102	12	13	1	27	15	12	80
13	C. Jewett	UM-1	14	16	4	23	23	8	88
14	P. Slocum	M-15	17	7	31	16	7	11	89
15	D. Chute	M-8	19	18	12	18	11	16	94
16	T. Hyslop	V-5	7	11	27	8	33	13	99
17	D. Kuller	M-111	15	24	20	12	12	21	104
18	B. Biwer	V-222	6	27	9	38	24	2	106
19	J. Strothman	M-10	22	14	17	17	25	14	109
20	A. Barkow	X-11	23	26	7	4	26	24	110
21	T. Mortonson	M-223	16	19	8	28	22	18	111
22	J. Dennis	M-2	20	20	25	5	6	51D	127
23	T. Neff	M-14	27	12	22	9	17	51D	138
24	V. Johnson	W-20	51D	9	21	22	18	20	141
25	V. Driessen	GL-6	25	21	15	32	31	25	149
26	P. Kobs	UM-44	21	29	40	19	10	51D	170
27	J. Niedziela	V-92	34	23	33	34	29	26	179
28	B. Nelsen	UM-11	28	31	28	36	36	23	182
29	L. Alnes	W-25	29	30	23	41	34	27	184
30	C. Rechagyl	V-177	37	34	29	44	20	32	196
31	F. Davenport	I-333	32	25	39	25	27	51D	199
32	M. Flannigan	M-3	51D	39	18	37	28	28	201
33	J. Solum	M-12	51D	32	35	21	43	19	201
34	R. Davis	M-22	26	33	30	29	32	51D	201
35	R. Youngquist	I-13	31	36	34	20	35	51D	207
36	I. Labanauskas	I-149	51D	28	51D	15	14	51D	210
37	T. Dunphy	GL-11	33	40	26	42	46	29	216
38	C. McNulty	W-8	30	35	37	45	42	31	220
39	J. Barlow	UM-7	51D	51D	32	33	39	22	228
40	J. Child	Z-22	35	37	43	48	44	30	237
41	C. Lieber	V-111	18	51D	51D	30	37	51D	238
42	J. Zimmerschied	M-26	36	41	51D	43	41	34	246
43	J. Murphy	X-117	51D	43	36	40	45	33	248
44	S. Wozniak	V-7	51D	38	38	47	30	51D	255
45	B. Welch	M-101	51D	45	51D	31	38	51D	267
46	M. Kiefer	BC-42	51D	46	42	35	48	51D	273
47	B. Shepard	M-41	51D	42	41	46	47	51D	278
48	W. Wilson	BC-7	51D	44	51D	49	49	35	279
49	A. Allen	M-409	51D	51D	51D	39	40	51D	283
50	Erickson/MacNider	Z-15	51D	51D	51D	51D	51D	51D	306





**Off and charging!**

*Photo by Tim Browne*

race due to the harsh conditions. Redeeming himself after race two, Commodore Ferguson took an early lead by working the right side. Burton was gaining ground however and a ripped chute on M-67 allowed M-9 to get within two boat lengths at the last leeward mark. Ferguson noses Burton at the finish line by ten

feet. Evans ends up third to secure the regatta win. A mark altercation and protest end up disqualifying Burton from the race so Evans wins the regatta by a whopping 30 points over Bill Allen (M-4). Three tie breakers are needed to sort second through seventh place which are only separated by a total of four points.

All in all, a great regatta. Six races and six different race winners and a variety of wind conditions. Close final standings but a convincing win for Rob Evans and crew as they defend their IYLA Inland title.

Many thanks to Gordy Bowers, David Ferguson and Rob Evans for contributing the racing play by play for this article. We were, as they say, "out of range" for most of it. ■



**Second place trophy winner Bill Allen and crew.**

*Photo by Tim Browne*





Taking off.



A crowded weather mark.



Downwind tactics.



Chad Rechagyl with room over Vince Driessen at the mark.

# ILYA

Photos by  
Tim Browne



Another beautiful day  
on Lake Hopatcong.

**Photos by  
Sarah Kerner**



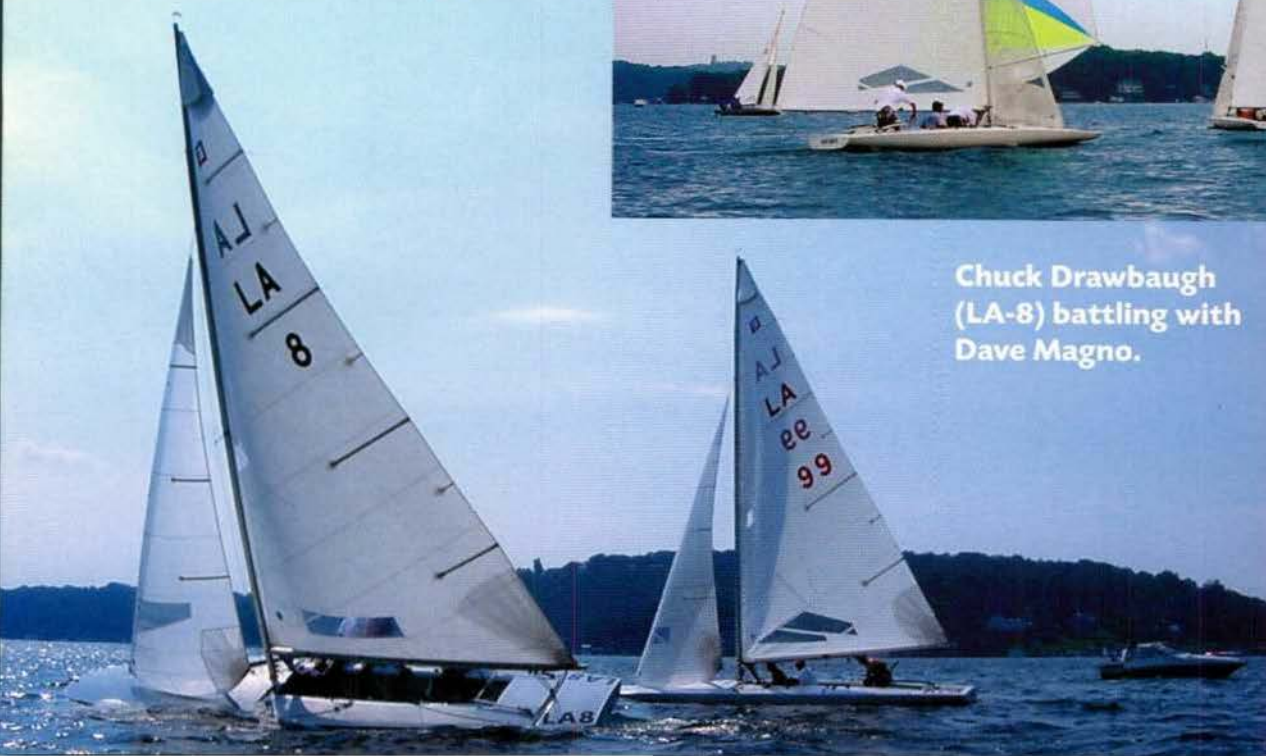
Where are those  
pesky hiking straps  
when you need them?

# Easterns

George Welch, Jr. and Dave Magno  
chasing down Bob Donat.



Chuck Drawbaugh  
(LA-8) battling with  
Dave Magno.





**Photos by  
J. H. Peterson**

**Gliding downwind.**

# **NATIONALS**

**Bob Donat and Dave Magno in hot pursuit.**



# NATIONALS





***Photo by J. H. Peterson*** ●







Don Nelson and Peter Friend off to the races

# NATIONALS

Photos by  
J. H. Peterson



Tom Burton ahead of the pack.





Photos by  
Pat Dunsworth

# BLUE CHIP

It's just another bow wave.



Bill Allen at the pin end.





Clean start.

# BLUE CHIP

**Photos by  
Pat Dunsworth**



Another perfect jibe.

Teams Munroe, Neff and Ferguson in  
hot pursuit of team Porter.





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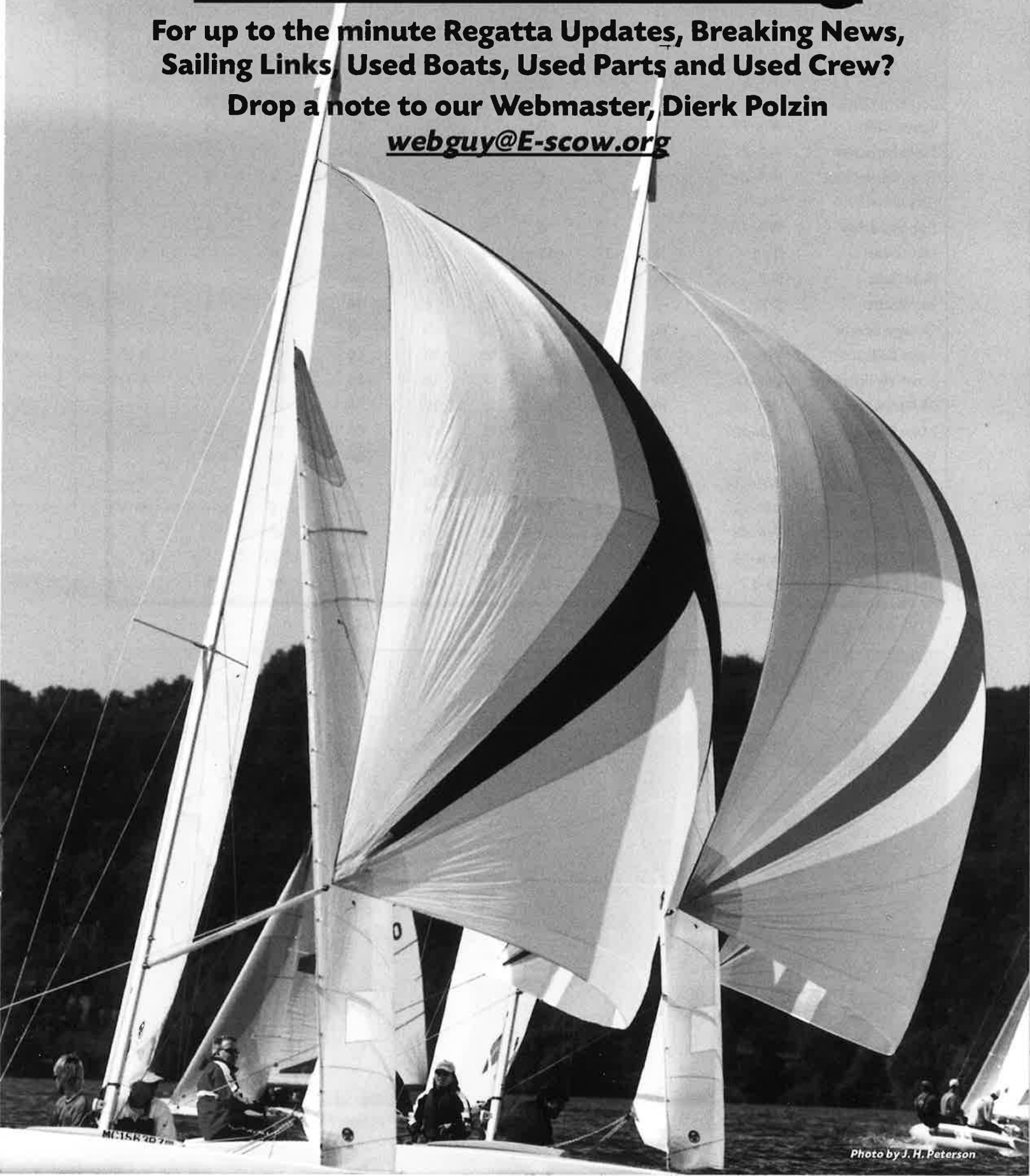


Photo by J. H. Peterson



# 2001 MESA CHAMPIONSHIPS

## Wawasee, Indiana – August 25-26, 2001

Skipper	Sail #	Race					TOTAL	Position Overall	Gold Fleet	Silver Fleet
		1	2	3	4	5				
Casey Call	WA-99	1	7	1	1	2	12	1	1	
Dave Irmscher	WA-21	7	3	2	3	1	16	2	2	
Terry Moorman	WA-24	8	2	4	2	3	39	3	3	
Chad Herdrich	WA-11	4	1	5	4	14	28	4	4	
Bob Herdrich	WA-47	6	12	6	5	4	33	5	5	
Dan Vicari	CL-1	5	17	13	8	5	38	6		1
Pete Gass	S-3	10	4	7	6	13	40	7		2
Ray Bunse	S-11	2	14	16	10	6	48	8	6	
George Snook	WA-20	11	8	10	12	8	49	9	7	
John Call	WA-90	3	10	11	16	10	50	10		3
Scott Hackleman	WA-17	14	9	14	7	12	56	11		4
JB VanMeter	WA-181	15	6	12	11	15	59	12		5
Mike Beesley	WA-49	13	11	15	15	7	61	13		6
Ted Beier	S-27	16	16	8	9	17	66	14	8	
George Simpson	WA-414	9	18	9	18	16	70	15		7
Bill Misenheimer	WA-12	12	5	17	19	19	72	16		8
John Spickelmier	WA-48	DNS	19	13	13	9	74	17		9
Kenny Bolles	WA-29	DNS	13	19	14	11	77	18		10
Tom Ewing	ID-4	17	15	18	17	18	85	19	9	



Action at the Nationals.

Photo by J. H. Peterson





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### **Reports**

Play by play action, fun and games or behind the scenes gossip. What ever you might think best describes your regatta. Be creative and have some fun. We prefer that articles be sent via e-mail or disk. If you have difficulty with computers, hand written material (even crayon) is fine. Please be sure to include author, date and location.

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Complete results are requested. Please include skipper name, boat number, race-by-race results and final scores. Again, e-mail or disks are preferred.

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*We need all of the photos that we can get.*

Though you may not have a professional photographer hired for your regatta, go ahead and hand someone a camera. We can do great things with images as long as they are in focus. The publication committee prefers *prints* and/or *slides* as we have a difficult time reproducing images sent over the internet or taken by a digital camera for e-mail use. Most internet and e-mail images don't have enough resolution (detail) for us to reproduce in print with the high quality that we all expect.

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Please be sure to include if available: skipper and crew, caption, regatta and photographer. And remember, the only way to get a picture of your boat in print is to give us a photo.

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**webguy@E-Scow.org**

*Photo by J. H. Peterson*



# NCESA NATIONALS



As I am sure many who attended the 2001 E-Scow Nationals would agree, the big winds and big waves made for a big time and many memorable experiences.

It was memorable for me and I wasn't even racing.

I should preface this story by telling you that I was asked by Kevin Malone to work with Martin Ford on his committee boat during the regatta. Since I wasn't sailing, I had told Kevin that I would be happy to, but my bad back wouldn't allow me to haul up the 250-plus feet of anchor line needed to hold the boat in place during the starts. Kevin assured me that this wouldn't be a problem due to an ingenious retrieval buoy that would make light work of it. (By the way, it worked great!)

My story begins with about 30 seconds to go before the start of the last race. As always, we (Martin Ford, his wife Hillary, and I) were stationed at the starboard end of the line. As the time was running down for the start, Martin & Hillary, binoculars in hand, were staring down the line. I, on the other hand, was transfixed by several boats that were stacking up behind us.

This is the part of my story that is best told around a table with the aid of salt and pepper shakers for marks and sugar packets for boats, but I'll try anyways.

As the race was about to start, unbeknownst to the Fords, a leeward boat took several boats up above the line. One of them had enough speed to tack and come around after the start. However, two others which had luffed up found out that, when 28 feet of fiberglass is being pounded by three-foot waves, backing the jib to come about has very little effect. Long before they began to fall off and pick up speed again it became obvious to me that this was not going to be pretty. I looked over at Martin and Hillary and realized that they had no idea of the inevitable. Both were steadfast at their posts, binoculars up, staring down the line. I remember calling to Martin and telling Hillary to move toward the bow of our committee boat when, luckily, the bow of the windward E hit our outboard motor rather than sliding up and over the transom. Again I looked to Martin and discovered that nothing was going to interrupt him from his duties. (Here was an outstanding example of British single-minded focus on priorities!)

The next thing I knew, two E Scows, looking like they were trying to make love, were reaching off on starboard, dragging our whaler, 250-plus feet of line, and two anchors down the lake.

At this point in my story I would refer to rule 10.3 of the sailing instructions: If the RC boat at the starboard end of the line attaches a buoy to the boat, the boat, the buoy, and the space between them shall be treated as a single mark.

Eventually the buoy off the back of our boat gave way, our whaler stopped reversing, the two scows separated, and Martin calmly put his binoculars down. Hardly acknowledging the event, Martin took the radio in hand and began announcing the boats that were over. It wasn't until one of the two E's that had been towing us came around to start again that I remembered that the offset mark, which was now 50 yards to leeward and sinking fast, was also our retrieval buoy. My back began to hurt just from the thought.

As it turned out, not only did we get our anchor line up, but we also pulled the windward mark before the end of the race. My back still hurts, yes, but I wouldn't have missed this regatta for the world. It was a pleasure to be with Martin and Hillary on their committee boat.

—Rob Foregrave



Flies are a lucky lot. They can be just about anywhere and see just about everything. And sometimes we're all jealous of that.

Those flies smart enough to be at TLYC for the 2001 E-Scow Nationals saw enough shenanigans and heard enough laughs to last a lifetime. No doubt stories from this regatta will live on the Northwest Michigan fly circuit for generations to come. I sail on TO-12 and



On the run at the 2001 Nationals.

Photo by J. H. Peterson



flies stick to us like glue. Some of the things they probably remember...

> The cast of characters drawn nightly to the party lights at "E-Z Pete's RV Paradise." It's like bugs to a zapper, except E-Z Pete's lights only make you happy. David Fox's gang were E-Z Pete's 'Merry Pranksters'...making the originals proud and envious. Never had an RV moved so far while parked, blocked and leveled (sort of). Nancy's (E-Z Pete's better half) nightly plots to lose the party lights only made the morning-after scenes that much funnier. Let's hope "E-Z Pete's RV Paradise" never closes!

> Day 3's Scow Sailor's Submariner Tryouts no doubt make the list. Lots of qualified applicants...most bows' time underwater far exceeded time above! At least at Torch it's not 'green water on the bow,' rather a nice deep blue. Pete's begs to shift aft and sit on his lap were freaking me out. Weirdo. Watching us trying to pretend like we knew how to sail in those conditions (with confidence anyway) undoubtedly provided onlookers good laughs.

> Darle Hoover (world's greatest Martin Ford impersonator) finally revealing the "man behind the voice" to the fleet's exceptional PRO was a quick interchange, but one that was for the ages. The jury's still out on just how funny Mr. Ford thought our friend Darle was. Witnesses were doubled over laughing, missing his expression. Did the flies catch it?

> Last but not least, and certainly no laughing matter, was the incredible organization, coordination, and volunteer spirit which TLYC demonstrated through the whole event. Let the 2001 Nationals be the organizational bar for all future clubs to strive for!! Thank you!!!



**Where did all of these boats come from?**

Photo by J. H. Peterson

So those are a few of the things witnessed by TO-12's regular swarm of flies. If you missed this regatta, you no doubt wished you had "...been a fly on the wall" for some of the goings-on you heard about! I told you flies are lucky.

**—The Fly**

**E** What a great way to spend the week after Labor Day. Surfing on Torch Lake! Those of us on TO-111 survived the rides with special thanks to the families on THE NORTH RIDGE who made our transplant such a great experience. Good sandwiches and hot soup have never tasted better.

As for racing, I know we could have used an extra 150-200 lbs., but we learned a lot about big waves and long boats, good starts versus poor starts and how much you can gain or lose depending on how focused you can remain while travelling downwind in a hurry. Of course, it also helps to stay upright which was big trouble on Saturday.

Looking back it really doesn't seem to matter where we finished, I know our boat had huge smiles just enjoying the ride.

**—George Powell**



**BFW's**

Photo by J. H. Peterson



**E** The events and image that stands out in my mind occurred in the 1st race Saturday morning. It was on the last downwind leg to the finish. We were about 1/8 of a mile from the finish line sailing in hot on port. Ahead of us were a group of boats blasting towards the finish on starboard. We couldn't help but notice TO-101 sailing very high, flying by boats and then suddenly a bow plant that stopped them dead in the water leading to a spectacular flip. More impressive though was the speed of the recovery. Within 30 seconds Harry and Hans had the boat righted and back on its way chute full boat flying. What a crash and recovery.

—Tom Munroe

**E** As a tow boat driver on a very wavy morning I managed to take a sizeable chunk of gel coat from the bow of the boat we were towing, it was a spotless boat and I knew that the skipper was biting his tongue, nothing but kind words though—I was very appreciative of everyone's patience with the trials of getting on and off the ramps.

I'd also suggest that the association hire the kiteboarding fellow for mandatory shows at all future NCESA events, great fun watching him out risking life and limb.

Despite going inverted later in the day; the great ride we had with the small chute up in the previous race, felt like ten minutes of little but the rudders in the water, a couple of near spin outs but what a ride!

—Kevin Malone

**E** Coming from a first-time E-National sailor, I cannot imagine any series more exhilarating than our NCESA's. Every downwind leg was the hairiest I've ever encountered. We were FLYING! And we were in the back of the pack! It was nothing but skill and guts that kept us all upright. I've never felt more alive (and exhausted) in my life.

—Amy Crites

**E** A member of the WA-99 team, Darle Hoover, has been doing a very respectable Martin Ford impersonation for several years. For those who have not heard him speak, Martin has a every distinguished British accent somehow unaffected by



many years in Wisconsin. Darle has done the impression for many people, but never Martin himself. During the downtime on Friday morning, another team member, Sally Gindling, approached Martin while he was enjoying his coffee and asked him if he had a sense of humor. After some explanation to the entire RC, the meeting for Martin to hear himself was arranged.

So after the racing on Friday, Martin strolled by and listened to several of Darle's best bits. One of our favorites is a fictional individual recall for the entire fleet, except for our boat. Martin was very polite during the performance and even appeared to enjoy it—or so we thought. The following race on Saturday morning had an individual recall with one boat, WA-99. We were indeed over way early, but our team got a good chuckle from the coincidence.

—Casey Call

**E** Hiding out on the north side of Yacht Club Point, listening to sailors request replacement crew for the injured crew, realizing that oh yes!, the last race is about to start, I grew pale...my legs began to shake...tears formed in my eyes, my skipper/husband looks over at me and he says "Oh, no, we have to get you off this boat!" I insisted I would be fine once the race started...Then a spectator boat



appears, like a knight in shining armor, with Brett Hatton out on the bow!! He yells "Nance, do you need me?" I handed him my life jacket, and he handed me his Bloody Mary, an excellent Bloody Mary at that! Thanks Brett!!

—Nancy Price

**E** The only word that comes to mind for me was "awesome!!!". Saturday had the windiest, waviest races I have ever been part of. Skip asked me after I got home if I wasn't scared...my reply was that I never had a chance to think about it, we were way too busy surviving. The waves during the last race were so large and strong that one time, when one broke over the bow, it knocked me off my feet and started to sweep me over the leeward side. Mark Burns grabbed me by the neck of my life preserver and hauled me back in. It was so wet and bright on the upwind legs that finding the windward mark was almost eerie. You could just make out the graveyard of hulls around you, sometimes only a glimmer of a mast sticking out of the waves. Yep, "awesome" is the only word for it. Sailors will remember that regatta for a long time!

—Joan Manny

**E** "Hurry get the camera out of the bag. I-49 is going to cross behind us. Make sure you get their sail numbers in the photo. Did you get their spinnaker too? Should we ask if they will pose? Did you get it? Make sure you got it, it may be

the only time that happens."

Sometimes it is the small victories. We now have the photos to prove it.

—Anonymous



Bill Allen approaching the windward mark.

Photo by J. H. Peterson



Brian Porter charging to the offset.

Photo by J. H. Peterson



# 2001 E-Scow Nationals, Torch Lake, Michigan

Position	Skipper	Sail #	Race						TOTAL
			1	2	3	4	5	6	
1	Bob Biwer	V-222	2	3	0	1	2	10	18
2	Gordon Bowers	M-11	3	7	2	4	3	0	19
3	Tom Burton	M-9	15	0	3	12	1	1	32
4	Dave Magno	LA-99	0	14	1	5	8	6	34
5	Brian Porter	I-49	4	2	0	13	9	9	37
6	Paul Magno	LA-88	0	5	15	3	4	12	39
7	Terry Neff	M-14	8	0	5	14	12	2	41
8	Art Brereton	TO-101	6	4	14	0	10	8	42
9	Mike Darrow	V-39	10	12	0	2	5	14	43
10	Doug McNeil	WH-111	5	11	6	15	7	0	44
11	Bill Allen	M-4	1	1	10	16	0	32	60
12	Jim Gluek	V-751	30	0	12	10	14	3	69
13	Bob Donat	LE-3	11	19	4	0	6	40	80
14	Peter Slocum	M-15	0	10	27	31	17	5	90
15	Woody Jewett	M-77	22	9	20	22	20	0	93
16	Tom Munroe	WH-77	32	29	0	20	13	4	98
17	Rob Terry	CR-66	12	13	36	9	31	0	101
18	Tom Hyslop	V-5	46	0	7	23	18	16	110
19	Brian McMurray	WH-88	27	42	16	6	0	20	111
20	Kevin Watrous	TO-181	9	30	34	11	30	0	114
21	Terry Schieber	TO-23	45	0	21	8	11	30	115
22	Rick Turner	CH-6	16	24	26	17	32	0	115
23	Jack Lampman	LE-8	43	15	28	7	29	0	122
24	Van Johnson	W-20	25	46	8	27	21	0	127
25	George Welch, Jr.	KU-11	28	6	30	45	27	0	136
26	Peter Wall	I-4	57	20	9	40	16	0	142
27	Steve Johanson	TO-33	26	26	0	33	48	13	146
28	Casey Call	WA-99	0	33	32	29	37	19	150
29	Jack Strothman	M-10	31	37	1	21	36	25	150
30	Jeff Hoch	TO-4	24	28	40	24	0	34	150
31	Had Brick	IH-27	0	35	37	19	33	27	151
32	Hans Meyer	V-77	0	18	33	37	49	15	152
33	David Fox	SL-8	14	45	60	0	23	11	153
34	Denny Malone	TO-8	20	16	24	59	34	0	153
35	Toby Sutherland	GL-29	0	44	18	41	25	26	154
36	Vincent Driessen	GL-6	41	50	13	25	28	0	157
37	Peter J. Friend	V-11	48	8	39	48	15	0	158
38	Paul Wickland	SL-22	7	25	56	0	55	23	166
39	Kenneth R. Fisher	KU-6	37	39	0	42	19	29	166
40	Pete Price	TO-12	21	23	35	44	45	0	168

# 2001 E-Scow Nationals, Torch Lake, Michigan, cont'd

Position	Skipper	Sail #	Race						TOTAL
			1	2	3	4	5	6	
41	Wendell Sherry	I-44	42	22	29	51	35	0	179
42	Robert Guidinger	V-102	59	0	48	49	24	7	187
43	Jason Sutherland	GL-31	49	62	23	28	26	0	188
44	Jon Schloesser	J-80	19	21	25	46	0	DNF	191
45	Don Nelson	WH-12	55	0	22	58	47	18	200
46	Tim Faranetta	LA-5	34	0	46	55	46	21	202
47	Robert R. Youngquist	I-13	44	40	0	43	39	37	203
48	Bill Walter	CR-100	58	0	59	34	42	22	215
49	Bob Zak	W-10	33	57	57	36	38	0	221
50	Neil Gerrity	TO-5	23	61	0	DNF	41	17	222
51	George Powell	TO-111	38	27	47	30	0	DNF	222
52	Eric Wilson	V-777	61	52	63	26	22	0	224
53	Terry Moorman	WA-24	65	0	38	38	54	31	224
54	Frank Davenport	I-333	29	56	58	53	52	0	248
55	Tom Wiss	HO-32	63	64	41	38	43	0	249
56	Craig Bradley	HO-13	73	0	52	57	44	24	250
57	Rob Evans	M-1	13	36	44	0	DNF	DNF	253
58	Scott Ripley	I-101	17	54	49	54	0	DNF	254
59	Charles Turk	TO-2	54	34	65	61	50	0	264
60	Bill Biwer	V-14	52	47	66	47	53	0	265
61	Larry Hirschberg	J-151	51	51	53	32	0	DNF	267
62	Bill Wyman	J-5	47	31	61	52	0	DNF	271
63	Robert Herdrich	WA-47	62	49	67	62	40	0	280
64	Matt Markoe	W-101	76	48	64	35	62	0	285
65	Jeff Baker	V-85	60	59	54	39	0	DNF	292
66	Glenn Hallett	TO-11	56	65	31	0	61	DNF	293
67	Jim Campbell	TO-17	36	43	55	0	DNF	DNF	294
68	Bruce Heverly	NS-1	0	68	70	60	60	36	294
69	Steve Tripp	CV-58	71	60	68	50	51	0	300
70	Scott Leonard	KU-8	69	0	69	68	63	33	302
71	Jay R. Dunwell	WH-8	50	41	62	0	DNF	DNF	313
72	Steve Schalk	I-564	66	66	42	65	0	DNF	319
73	Craig McNulty	W-8	53	53	0	DNS	56	DNF	322
74	George Lindner	CR-77	75	55	72	66	58	0	326
75	Robert Bauman	NS-10	78	0	DNF	69	65	39	331
76	Richard Beers	D-42	70	71	71	67	57	0	336
77	Steve deTar	TO-88	79	0	DNF	DNF	64	35	338
78	Dick Turner	CH-5	68	0	73	56	66	DNF	343
79	Andy Powell	TO-7	77	0	74	64	59	DNF	354



**K**euka Lake provided beautiful weather and three races for the 2001 FLACE. Eleven boats competed.

Eight hailed from the host club, while Dave Magno, Dick Turner and Tom Wiss rounded out the fleet. The FLACE is a relaxed event with many trying out new crews at new positions. It is also a nice opportunity to hit the Finger Lakes wine trails.

Tom Wiss came with Bruce Heverly and Bruce's boat, "E-Commerce." Bruce used the fall circuit to learn the middle an E-Scow. Tom took the opportunity to reacquaint himself with backstays. Dave Magno brought Bill Wright out of retirement to recruit a new team for Barnegat Bay. Rumor has it that Bill will buy a boat and hand it over to his son Luke.



**Tight racing at the 2001 FLACE.**

Photo by Gordon Maynard



**George Welch, Sr. hot at the mark.**

Photo by Gordon Maynard

Only three races were completed. Rookie Scott Leonard aboard KU-8, finished third overall with a 2, 8 and 1 series. If he hadn't been over early in race two, he likely would have won it all. Magno sailed consistently to take second. George Welch, Jr. came back from a premature start in race one to finish 3rd in the race and save the regatta. This makes three FLACE titles in a row for KU-11. You can bet only your writer is keeping track of that important statistic. ■



**Almost to the layline.**

Photo by Gordon Maynard



**Kenny Fisher and Scott Leonard trying to fight off Dave Magno.**

*Photo by Gordon Maynard*

### Keuka Lake, NY – September 15-16, 2001

Place	Skipper	Sail #	Race			TOTAL
			1	2	3	
1	George Welch, Jr.	KU-11	3	1	3	7
2	Dave Magno	LA-99	4	2	4	10
3	Scott Leonard	KU-8	2	8	1	11
4	George Welch, Sr.	KU-1	1	4	8	13
5	Ken Fisher	KU-6	7	3	5	15
6	T. Wiss / B. Heverly	NS-1	9	5	2	16
7	Irv Spear	KU-5	8	6	6	20
8	Curt Wright	KU-2	6	9	7	22
9	Dick Turner	CH-5	5	11	11	27
10	John Anderson	KU-12	11	7	10	28
11	Steve Andersen	KU-28	10	10	9	29



# BLUE CHIP REGATTA

by Bob Biwer

**T**he 2001 E Scow Blue Chip was held at Pewaukee Yacht Club over the weekend of September 21, 22, and 23. Bill and Nyla Burns have taken over the organization of the event. Their hours of preparation and organization were quite evident.

The event opened with the traditional "Commodore's Pork Chop Dinner" at PYC. The all-volunteer group, lead by PYC Commodore Rick Buckley did a great job, and a good time was had by all. And we all got a chance to meet this year's Mystery Guest.

Vince Brun was the invited "Mystery Guest" with crew Harry Melges and Jeff Eckland. Vince is out of the San Diego North loft. I could not help but think of that commercial with the guy that pads his resume. Boy does Vince have a resume and his is REAL: World Champion in numerous years, in numerous classes: the J-24, Melges 24, Etchells, Soling and Star. WOW! And he is a good guy too.

Sailing began Friday morning at 10:00, in north to northeast wind, light and shifty. Tom Burton got out early by leading the pack to the right (east) side of the



Mystery guest, Vince Brun.

Photo by Pat Dunsworth



"What hole?"

Photo by Pat Dunsworth

course. The M-9 crew had a comfortable margin to start the second beat, and headed back to the right side of the course. He was followed to the right by most of the top half of the fleet. Then the breeze started shifting left. It continued moving left, and the boats at the middle/back that had tacked to clear their breeze reaped huge rewards. Kevin Jewett and his crew (M-77) lead that group, and were first at the second weather mark, followed closely by Burton and Terry Neff (M-14).

The race committee had a new leeward mark set to adjust for the direction change. The rest of the fleet had been completely shuffled. New breeze came in from the west allowing the leaders to open up on the pack. Burton was able to get around M-77, as they both pulled away from Neff in third, who pulled away from Bob Biwer and crew (V-222) in fourth, and Mike Darrow and company (V-39) in fifth.

On the last beat of race one, again a new mark, but Burton prevailed over Jewett, and Neff held third. Biwer went left and gave Darrow a freebee.

Race two started at 2:00 Friday afternoon. The breeze had settled down a bit, north to northwest at 10 maybe.

On the first beat, a left-hand shift had the fleet going to port and those that had been left were overstood. The fleet started to spread out as the spinnakers began pulling. At the finish line it was Brian Porter (I-49), comfortable enough with his lead to take a quick dip just prior to finishing, followed by Biwer (V-222), and Vince Brun. Bill Allen and crew (M-4) were forth, and Tom Monroe and company (WH-77) were fifth.

Friday night was "Fish Fry Friday" at the PYC. Nancy Feichtmeier and her group of volunteers presented a "Milwaukee Fish Fry". It was very well done, and it provided the competitors an opportunity to rehash the day's activities and/or plan for Saturday. Oh yeah, the bar was open too.

Saturday morning dawned to some hangovers, brisk temperatures and moderate to light westerly winds. Race three started at 10:00 am.

Tom Burton and crew again led at the first mark, showing that their race two 17th was a fluke. Doug McNeil and his group in WH-111 were second. Honestly, I cannot tell you much about the next leg, as we were almost DFL (dead last) at the first mark, and my crew does not allow me to look anywhere but behind in such circumstances. I guess they figure: "If you want something to look at, pass somebody". We were fortunate enough to do just that, so I could watch the leaders finish. Burton, McNeil, Sweitzer (V-9), Darrow, Neff, Biwer, Porter, John Dennis (M-2), Allen, Rick Roy/Paul Biwer (V-26).

At lunchtime, Burton lead the regatta with a 1/17/1. Biwer was second with a 5/2/6. Terry Neff was third with a 3/8/5.



**Bob Guidinger showing his spirit.**

*Photo by Pat Dunsworth*

Race four started in a westerly breeze that ranged from 'almost nothing' to 'rather something'. John Dennis and Rick Roy were able to stay in the 'rather something' more than the rest of us. Staying in phase was hugely important, and the holes were mammoth. It was easy to spend some quality time looking at the real estate.

Starting the final leg, the first boats had gotten away from the rest of the fleet. Dennis had a substantial lead over Roy.

At the finish line, it was Dennis, then Roy, then Biwer, Bob Guidinger (V102) and Sweitzer. David Chute (M-8) was sixth, Brun seventh, then Allen eight, Wendell Sherry (I-44) ninth, and Neff tenth.

There was quite a bit of speculation after race four that the regatta was over. An impending cold front was forecast to bring rain and gale force winds. But first, Saturday night's party.

Manley Haines led the crew at the grill; dinner for one hundred twenty five. The fleet as well as a number of PYCers enjoyed a great steak dinner. All wanted to hear Vince speak of his accomplishments. And Vince did speak. He talked of his up-bringing in Brazil, his family, how he started sailing, his first boat, how he quit smoking and in the form of a true champion, never once spoke of his obvious sailing prowess. He is a gentlemen.



**Sliding downwind.**

*Photo by Pat Dunsworth*



After Vince's conversation with the dinner group, the bar was the place to be. Continuing the tradition, the participant at the back of the fleet on Saturday night was to do a "bar-walk". It was Jule Hannaford's turn. And being the good sport that he is, he was not shy about exciting the crowd. Some of the ladies produced dollar bills. I thought I saw a hotel room key. (Not to worry Betsy, he refused it.) He certainly made the St. Paul legal community proud. Not to be out done, one of Jule's crew, Rich Evans got up too. It seemed as though he had some experience at this. One question, though, where was Ratz?

Sunday dawned with a cold rain and little wind. At 10:00 the race committee, lead by Todd Haines and David Bohl pulled the plug, and the assembled masses headed out to take the boats apart for the trek home. I'm told it looked like kick-the-can. We were in my kitchen listening to the race committee on the radio. The notification was just what we wanted to hear. Check the standings.

As an E boater, I cannot say enough about the

tremendous organization and incredible effort that was so obvious to all the participants. As a PYC member, pride in our club, and huge appreciation to Bill and Nyla Burns and all their people for making the 2001 Blue Chip the new standard.

Bob Baker (the PYC manager) and staff did their usual great job.

Registration was handled by Chris Smith and Patty Seeboth.

Friday's lunch was put together by Heidi Friend.

Saturday's lunch was Jenny Boemer's job.

Sunday's lunch was arranged by Anne Frentzel.

Deonna Haines provided the center pieces for Saturday night's tables.

These people obviously had lots and lots of help.

**Highlights:** Vince Brun with crew Harry Melges, last in first race. Mr. Consistent Tom Burton wins race one, then last in race two, then wins race 3. Jule Hannaford walking the Bar. Bob Biwer, Jr, goes from last to 6th. Tom Burton winning two years ago, second last year, and third this year. (downward spiral?). ■

### Pewaukee, Wisconsin – September 21-23, 2001

Place	Skipper	Sail #	Race				TOTAL
			1	2	3	4	
1	Bob Biwer, Jr.	V-222	5	2	6	3	30.4
2	John Dennis	M-2	6	7	8	1	38.7
3	Tom Burton	M-9	1	17	1	12	41.0
4	Terry Neff	M-14	3	8	5	10	45.7
5	Bill Allen	M-4	7	4	9	8	50.0
6	Mike Darrow	V-39	4	9	4	14	51.0
7	Brian Porter	I-49	11	1	7	17	53.0
8	Tom Sweitzer	V-9	16	14	3	5	57.7
9	Doug McNeil	WH-111	12	12	2	15	60.0
10	Rick Roy	V-26	14	16	10	2	61.0
11	Kevin Jewett	M-77	2	11	11	19	62.0
12	Jim Gluek	V-751	10	6	12	11	62.7
13	Vince Brun	?	19	3	14	7	63.7
14	David Ferguson	M-67	8	13	13	13	71.0
15	Bob Guidinger	V-102	15	15	16	4	72.0
16	David Chute	M-8	17	10	18	6	74.7
17	Wendell Sherry	I-44	9	18	15	9	75.0
18	Tom Munroe	WH-77	18	5	19	18	83.0
19	Jule Hannaford	M-7	13	DNF	17	16	91.0

# F.R.E.S.H. REGATTA

by Chuck Drawbaugh

**S**ummer may be over but E-Scow racing continued on September 22 & 23, during the FRESH regatta. (Fall Regatta for E-Scows at Hopatcong) This is the 2<sup>nd</sup> leg of the Triple Crown Fall series sandwiched between the Keuka Lake F.L.A.C.E. and Annapolis Fall Sprints regattas. The weather was spectacular on both days with 3 great races sailed on Saturday and one shortened and very trying race on Sunday.

There were 6 home boats and 1 visitor competing. Racing started on Saturday after a buffet lunch. The breeze was steady from the south/southwest at 7-12 with limited powerboat chop. George Drawbaugh (HO-37) won the first race fairly easily. Tom Wiss (HO-32) took second, followed by Craig Bradley (HO-13) who sneaked by Rich Ryan (LE-33). Then the dogfight began between Drawbaugh and Tom Wiss. Wiss narrowly won race 2 after he suckered Drawbaugh into the lighter breeze on the west shore to pass on the final beat. Race 3 was equally exciting between Drawbaugh, Wiss and Ryan. Drawbaugh narrowly nabbed Wiss at the finish, with Ryan just off the pace. The first day ended with HO-37 in front by a point with 1-2-1, followed by Wiss with 2-1-2, and Ryan with a consistent 4-4-3.

Saturday night, the competitors enjoyed the traditional post-racing keg and a tremendous buffet dinner in the Grand Ballroom of LHYC. Later, many made contributions to the LHYC bar. As the club's season was ending, the sailors did their best to empty all open bottles and tapped kegs in an effort to avoid waste of good booze. Things were fairly calm, since

the young guns partied hard Friday night. Something about Strip Cups??? Here are clues: Thistle sailors, boys from LE, girls from HO, too much consumption.

Sunday brought more good weather, but the breeze was not as cooperative. After waiting for a shaky north breeze to shift to the forecasted southerly, the RC sent the sailors out to try for a final race. With the breeze still backing between N and W, the final race began in a light and spotty breeze. There were times when everyone looked good off the starting line, but Drawbaugh just got by Wiss at the weather mark and the two battled to stay in the breeze as the rest of the fleet closed in with new breeze on the run. The final beat was shortened and exciting, despite the pace of the boats. What seemed to be a comfortable lead for Wiss and Drawbaugh faded with the breeze and Rich Ryan and Pete Rochelle (out of retirement), did an end around to the west to finish 1 & 2 respectively. Despite sitting just short of the finish, Wiss still edged out Drawbaugh who was closing on a private puff from the north. Randy Rand broke into the top 5 in the last race.

The racing was tight the entire regatta. George Drawbaugh prevailed on a tiebreaker over Tom Wiss. Rich Ryan edged out Peter Rochelle by 2 points for 3<sup>rd</sup>. Rochelle was 4<sup>th</sup>, followed by Craig Bradley, Doug Johnson, and Randy Rand. The Race Committee did a great job and the Club staff took good care of us. With excellent sailing conditions at both the Easterns in August and the FRESH in September, Hopatcong is shaking the reputation of a light air venue. Make sure you make it next year. ☐

**Lake Hopatcong, NJ – September 22-23, 2001**

Skipper	Sail #	Race				TOTAL
		1	2	3	4	
George Drawbaugh	HO-37	1	2	1	4	8
Tom Wiss	HO-32	2	1	2	3	8
Rich Ryan	LE-33	4	4	3	1	12
Pete Rochelle	HO-31	5	3	4	2	14
Craig Bradley	HO-13	3	6	5	6	20
Doug Johnson	HO-50	7	5	6	7	25
Randy Rand	HO-18	6	7	dsq	5	27



# ANNAPOLIS FALL SPRINTS

by Bill Nolden

**T**his year's Fall Sprints came through with some of the best conditions, racing, and partying in the history of the event. Friday night's check-in and registration segued into a successful warm up for all at the Eastport YC bar.

Saturday morning brought clear blue skies, with blustery wind from the north, and teams searching for fleeces and fourths. After the tow to Round Bay, winds held direction, but became very puffy, to provide some exciting rides in the very flat water. Richard Ryan from Little Egg, showed everyone the way in the first race. A couple of capsizes and broachings emphasized how attentive crews needed to be in the conditions. Three races and lunch left everyone ready for the communal tow back to EYC. As usual, the beer boat did a superlative job of keeping everyone comfortable until we were back to the clubhouse.

Once back to EYC, the party atmosphere quickly became apparent. Under the skilled supervision of Judith Turner, the legendary Sprints dinner party

again came to life. Judith and Bob Turner are regatta founders and graced the festivities with their expertise this year, showing the clear benefits of experience.

Sunday morning had a few of us off to a bit of a slower start—attesting to all the fun from the night before. The winds moved a few points to the east of north and accelerated under cloudy skies. The race committee moved the course closer in to the harbor, because of larger seas further out. There were some very fast rides, with a few of the best even coming while reaching around during the prestarts.

George Welch, Jr. found his groove Sunday, proving that his Easterns championship earlier this year was not a one-trick pony. Bob Donat and the Magno brothers gave George a run for the money, with Richard Ryan rounding out the trophy call this year. Committee work and hospitality at EYC was outstanding as usual, leaving all the competitors anxious to return next year ■

## Annapolis, MD — Sept. 29-30, 2001

Place	Skipper	Sail #	Race					TOTAL
			1	2	3	4	5	
1	George Welch, Jr.	KU-11	[7]	2	1	1	1	5
2	Bob Donat	LE-3	[6]	1	3	2	2	8
3	Paul Magno	LA-99	2	[7]	2	3	4	11
4	Dave Magno	LA-88	4	3	4	[5]	3	14
5	Richard Ryan	LE-33	1	[9]	5	6	5	17
6	Tim Faranetta	LA-5	5	5	6	4	[7]	20
7	Bill Nolden	LA-11	8	4	[9]	7	6	25
8	Tom Wiss	HO-32	3	6	7	DNC	[DNC]	32
9	Dan Paquette	KU-18	[14]	12	12	8	8	40
10	Peter Hamm	SC-007	10	8	10	DNC	[DNC]	43
11	Steve Voorhis	AH-32	[13]	13	13	9	9	44
12	Dave Sliom	AH-1	9	14	11	10	[DNF]	44
13	Craig Bradley	HO-13	12	10	8	DNC	[DNC]	45
14	John Bubnowski	SS-26	11	11	14	DNF	[DNC]	51

# CARLYLE SILVER CUP REGATTA

by Ted Beier

**K**im Buttram came to the regatta for the first time in 2001, and walked away with the top prize after putting together a perfect series with five bullets. Dave Irmscher could not maintain Wawasee's lock on the Silver Cup, and had to be content with second behind the fast three gals and a guy Texas crew. Third place was the only trophy position in contention until the last race. Dave Ebel and Ray Bunse, both from Carlyle, stayed close with Bunse leading until Sunday morning, when Ebel's second to Bunse's fifth gave Ebel the nod by one point.

Perfect fall weather with highs in the 70's and north winds of 7-12 mph allowed the race committee, led by John Woodworth of the local Flying Scott fleet, to complete four races on Saturday and one race on Sunday morning. Winds that seldom shifted more

than 10 degrees made for accurate windward-leeward courses and gave the fleet plenty of excellent sailing.

Saturday night everyone feasted on the traditional "eat all you dare" chili and crayfish gumbo. This year the free feed was augmented with numerous hors d'oeuvres and plenty of Budweiser to quench the fire. After dinner Ray Bunse presented his bottomless bottle of Sambouka offering free shots to all, especially to the crews of boats leading the scoring. However, it didn't seem to work judging from Sunday morning's scores. Maybe he drank too much of it himself.

The stalwarts continued another Carlyle tradition, finishing the evening at the 'Mingo. If you don't know about the 'Mingo, come to the regatta next year and experience it. ☐

## Lake Carlyle, Illinois – September 29-30, 2001

Place	Skipper	Sail #	Race					TOTAL
			1	2	3	4	5	
1	Kim Buttram	TX-4	1	1	1	1	1	5
2	Dave Irmscher	WA-21	4	2	2	2	3	13
3	Dave Ebel	S-8	2	6	4	4	2	18
4	Ray Bunse	S-11	3	3	3	5	5	19
5	Bill Misenheimer	WA-12	5	9	5	3	10	32
6	Ted Beier	S-27	9	4	8	7	6	34
7	Scott Aljets	S-2	6	5	7	8	9	35
8	Jeff Melly	S-77	7	F/13	6	6	7	39
9	Pete Gass	S-3	6	5	7	8	4	40
10	John Sepanski	S-17	8	7	10	10	8	43
11	Dick Shindel	IB-2	11	10	11	11	11	54
12	Rick Shaeffer	GL-21	S/13	S/13	S/13	S/13	S/13	65



# REGATTA NOTICE

Be sure to visit our Spring Regattas and get tuned up for the summer.

## Sarasota One-Design Midwinters

Sarasota Sailing Squadron, Sarasota, FL

**March 22-24**

Jim Barr • [jbarr3620@aol.com](mailto:jbarr3620@aol.com) • H 941-366-1972

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## Easter Regatta

Carolina YC, 50 Bay, Charleston, SC

**March 29-30**

(Friday-Saturday, practice on Thurs.)

Crayton Walters III • [Crayton3@cs.com](mailto:Crayton3@cs.com) • H 843-849-9617 • YC 843-577-4224

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## Black Tie Regatta

Rush Creek YC, Lake Ray Hubbard, Dallas, TX

**April 19-21**

(Friday-Sunday)

John Bates • [jlsail@aol.com](mailto:jlsail@aol.com) • 972-463-5753

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## Nagawicka Pre-Season E

Lake Nagawicka, WI

**May 11-12**

Richard Acker • H 262-968-4070

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## Hopatcong Ice Breaker

Lake Hopatcong, NJ

**May 18-19**

Bob Rosevear • [eregatta@lhyc.com](mailto:eregatta@lhyc.com) • 973-410-1263

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## Spring E

Lake Geneva, WI

**May 17-19**

Frank Davenport • [fastsailor@aol.com](mailto:fastsailor@aol.com) • H 262-245-5014 • W 847-934-3170

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# National Class E Scow Association

## 2002 Annual Dues

Either classification of Membership entitles members to The Reporter, The Reaches, (when available) and the Regatta Schedule. Regular members also receive the Rulebook/Yearbook update.

## To Race

Helmsman must be a Regular member, and Crew must be an Associate or Regular member.

### ONE FORM PER MEMBERSHIP

Regular ☐ \$50.00

Associate ☐ \$15.00

Enclosed please find check for \$\_\_\_\_\_ for membership in NCESA for one year.

It is member's responsibility to keep us informed of current permanent address.

☐ Address change

\*Name (print clearly) \_\_\_\_\_

Boat Name \_\_\_\_\_

Racing No. \_\_\_\_\_

\*Address \_\_\_\_\_

Hull No. \_\_\_\_\_

\*Phone: \_\_\_\_\_

\*City \_\_\_\_\_

\*State \_\_\_\_\_

\*Zip \_\_\_\_\_

Fax: \_\_\_\_\_

Yacht Club Affiliation \_\_\_\_\_

Email: \_\_\_\_\_

\* Required

**MAIL DUES AND ONE COMPLETED FORM PER MEMBERSHIP TO:**

**Sandra Zak  
National Class E Scow Association  
a1736 S. Mississippi River Blvd.  
St. Paul, MN 55116**

*Mail early so you do not miss out on any publications.*





Photo by Gordon Maynard



**Dick Turner trying to find  
the breeze at the FLACE.**  
Photo by Gordon-Maynard





**National Class E Scow Association**  
1736 S. Mississippi River Blvd., St. Paul, MN 55116