



# NATIONAL CLASS E SCOW ASSOCIATION

December, 1977

Commodore: Sam Merrick  
Editor: Jack Brereton

## "E" SCOW REACHES

### REGATTA RESULTS: Summer/Fall 1977

The NCESA Annual Championship Regatta was held September 8, 9 and 10 at the Crystal Lake Yacht Club, Frankfort, Michigan. A complete report on the annual regatta will appear in the next REPORTER. Gordy Bowers won - followed by Willie DeCamp, Bill Allen, Will Perrigo and Cliff Campbell.

1	Gordon Bowers	M-11	5	5	1	2	23
2	Willie DeCamp	MA-9	3	3	8	11	42.4
3	Bill Allen	I-4	15	2	10	6	51.7
4	Will Perrigo	V-18	18	9	3	5	54.7
5	Cliff Campbell	T-17	16	6	4	20	67.7
6	Edmund Chute	M-51	2	15	24	10	70
7	Steve Bowers	M-14	14	18	7	7	70
8	Bud Melges	I-1	4	21	19	8	74
9	Lon Schoor	H-7	13	14	32	1	77
10	Erik Johnson	CH-18	1	27	14	30	89
11	Stuart Wells	W-67	8	4	27	28	89
12	Peter Weinreis	L-3	12	13	31	14	94
13	John Gluek	I-137	10	48**	2	19	98
14	Peter Barrett	V-111	29	31	15	4	101
15	David Ferguson	M-61	39	24	5	12	103
16	John Porter	I-49	22	20	17	22	105
17	Tom Norris	V-5	36	32	16	3	107.7
18	Mike Huck, Sr.	CR-81	7	25	12	45	113
19	Sam Merrick	MA-2	30	19	33	9	115
20	Charlie Bartholdi	W-6	11	42	6	34	116.7
21	Douglas Tormey	H-121	43	11	9	35	122
22	F. W. Haines	V-115	31	22	21	24	122
23	Byron Hill	L-13	35	8	13	43	123
24	Bill Matson	I-36	37	41	11	15	128
25	David Briggs	W-73	26	29	34	17	130
26	Jule Hannaford	W-1	21	40	28	18	131
27	Tom Sweitzer	V-9	28	33	23	23	131
28	Paul Wickland	SL-22	17	51	26	16	134

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29	Dan Crabbe	T-8	56	1	59**	13	146
30	Peter Jewett	M-77	54	28	22	21	149
31	Harry Allen	M-5	27	12	20	DNS	152
32	Jay Ecklund	M-1	6	35	53	37	154.7
33	Doug Galloway	LE-4	9	45	41	38	157
34	Dick Wight	MA-10	34	16	36	47	157
35	Larry Price	SL-13	46	23	38	26	157
36	Steve Ober	W-14	23	44	44	27	162
37	Larry Gamble	UM-2	32	26	49	32	163
38	Dick Turner	CH-5	20	10	43	70**	167
39	Ed Schindler	CR-110	51	30	29	44	178
40	Harold McClure	CR-323	41	56	37	31	189
41	Skip Johnson	W-30	63*	34	40	29	190
42	Jack Brereton	CR-7	25	52	42	50	193
43	Skip Wynkoop	CR-13	24	38	55	52	193
44	John Harkrader	MA-11	33	37	46	53	193
45	Pete Price	SL-19	57	49	45	25	200
46	Henry Bossett	HO-31	70*	36	35	36	201
47	Charles Harrett	SL-111	44	58	30	46	202
48	Robert Wynkoop	CR-21	50	55	51	33	213
49	Jay Cranmer	LE-9	40	43	48	59	214
50	Mal Morency	CR-30	45	53	39	58	219
51	Jack Lampman	LE-31	47	DNS	25	56	221
52	Craig Bradley	HO-13	58	48	50	48	228
53	Willie & Don Crear	M-131	19	58	DNS	DNS	239
54	John Christie	LE-32	63	59	54	40	240
55	Tim Cole	KU-9	53	54	47	70**	248
56	Ward Wight	MA-5	55	67*	52	51	249
57	Bill MacNeill	L-1	70**	62	57	39	252
58	John Galvin	S-10	67	60	56	49	256
59	Bob Valdes	BD-88	49	47	DNS	DNS	258
60	Ralph Burnett	M-111	38	60*	DNS	DNS	260
61	Al Butterfield	UM-1	70*	63	62	41	260
62	Mike Huck, Jr.	CR-82	48	57	DNS	DNS	267
63	Arthur Wolcott	KU-2	62	66	61	54	267
64	Dave Hagen	V-505	64	67	59	57	271
65	D. C. Ferguson	L-9	59	70	58	DNS	280
66	Steve Dix	CR-33	DNF	50	DNS	DNS	281
67	Allen Rombaugh	HO-36	66	65	60	DNF	284
68	Gerald Carisch	M-27	61	64	DNS	DNS	287
69	John Farwell	I-22	DNS	61	DNS	DNS	292

Notes: \*30% penalty position; \*\*60% penalty position; because six races were not held, all races counted.

The ILYA Annual Championship Regatta was held on Lake Winnebago. Only three races were completed and in the last race only 15 boats out of 55 finished the race. Very high waves and strong winds combined to swamp many of the boats as well as causing a considerable amount of capsizes. Here are the results for the 1977 Inland Championship Regatta:

1	John Porter	I-49	5	5	1	20
2	Tom Sweitzer	V-9	10	2	4	27
3	John Gluek	I-137	9	4	3	28.7
4	Peter Weinreis	L-3	3	8	5	29.7
5	Tom Sawyer	V-7	23	9	2	47
6	Stu Wells III	W-67	14	7	13	52
7	Bill Allen	I-4	13	13	10	54
8	Skip Johnson	W-30	11	14	11	54
9	Charles Harrett	SL-111	12	20	9	59
10	Will Perrigo, Jr.	V-18	32	12	6	67.7
11	Steve Bowers	M-14	7	3	DNF	79.7
12	Jim Smith	I-99	1	16	DNF	83
13	Ricky Lindemann	X-9	24	31	14	87
14	Paul Wickland	SL-22	8	11	DNF	92
15	Peter Barrett	V-111	4	19	DNF	94
16	Harry Allen	M-5	36P	?	DNF	97
17	Doug Mills	V-800	43	30	7	98
18	Bill Tews	A-5	21	6	DNF	99.7
19	Don Curtes	A-4	20	10	DNF	103
20	Jim Klausner	V-99	6	28	DNF	106.7
21	Mike Rodee	N-5	16	18	DNF	107
22	Bill Matson	I-36	42	35	12	107
23	Don Gamble	M-6	35	40	15	108
24	Bruce Rosenheimer	A-11	15	27	DNF	115
25	Haines-Morrissey	V-115	22	23	DNF	118
26	Ed Chute	M-51	31	19	DNF	119
27	Willie Crear	M-131	58P	47P	8	119
28	Joe Norton	L-13	29	21	DNF	123
29	Bob Guidinger, Jr.	V-12	18	33	DNF	124
30	Jeff Colman	I-8	30	22	DNF	125
31	Brian Henke	V-3	27	26	DNF	126
32	Tom Norris	V-5	37	25	DNF	135
33	Jay Ecklund	M-1	33	29	DNF	135
34	Jack Schloesser	J-12	54	32	DNF	139
35	George Hachmeister	I-25	52	17	DNF	142
36	Bob Hunt	M-10	26	43	DNF	142
37	T. R. Hesketh	I-7	28	41	DNF	142
38	Buzzell	H-16	17	DNF	DNS	145
39	Dick Ameson	UM-21	25	48	DNF	146

40	Ralph Kuller	M-111	44	34	DNF	151
41	Tormey-Henkel	H-121	36	42	DNF	151
42	J. D. Chandler	UM-2	40	39	DNF	152
43	Jim Basiliere	J-8	39	46	DNF	158
44	Bill Hanson	H-38	50	37	DNF	160
45	Erik Ebard	V-59	38	50	DNF	161
46	Jim Mann	A-16	68P	36	DNF	165
47	Bard Barkesh (?)	?	?	?	DNF	?
48	?	?	?	?	DNF	?
49	Tom Wyman	J-5	47	49	DNF	169
50	Henry Erkelenz	N-6	56P	44	DNF	173
51	Dan Ferguson	L-9	56P	45	DNF	174
52	John McAndrew	J-1	49	52	DNF	174
53	Glen Vandersee	J-11	53	54	DNF	180
54	Bob Shellenberger	UM-7	55	53	DNF	181
55	Bob Nelson	V-21	54	56P	DNF	183

The Western Michigan Yachting Association Annual Regatta was held on Spring Lake - August 10 through 13. All five races of the regatta were held on windward-leeward courses. The last with a dogleg which the windward mark was set around a point of land out of the sight of the starting line. First three races were light-to-medium air; the fourth race picked up some; and the last race was held in/about 20 knots of wind. Results of the first five places are as follows:

Paul Wickland	22	Points
Larry Price	27	"
Pete Price	33.1	"
Mike Huck	36.4	"
Chuck Harrett	49.7	"

#### SALTWATER ROUND-UP

Active "E" Scow fleets on saltwater have about doubled these past two years, so that it was no wonder that the Annual Eastern Championship event was the biggest in the history of ECESA - 42 entries. When the "Easterns" are held off Beach Haven, that contest gets bracketed by weekends on either side by the "Up Bay" and the "Down Bay" regattas, traditionally the opportunity for Barnegat Bay sailors and those from Little Egg Harbor to race against one another. This was the pattern for 1977 on the weekends of July 30-31 and August 13-14 with the major regatta on August 4-5-6. Boats from Lakes Chautauqua, Keuka and Hopatcong which are major fleets of the Eastern Association joined in this Eastern Scow jamboree.

Dick Wight of Mantoloking Yacht Club was the outstanding performer in the main event. He looked set for a major struggle with Peter Commette and Sam Merrick after the first two of the five races. In the third race he got clear of the crowd and went on to win by a huge margin while Commette and Merrick became victims of the fates. Commette got called back by mistake (along with seven others) and Merrick got snarled in spinnaker launching.

After that Wight could afford to coast but didn't. In the final two races, some baffling wind conditions found him well back at the first mark - but then persistent effort, good tactics and lots of speed gave him a pair of third positions and a point total of 17.1 - better than 23 points ahead of Sam Merrick, the 1976 winner. Erik Johnson, always in contention, broke into the Mantoloking phalanx with a regatta third. Commette, the U.S. Finn representative in the 1976 games and Blue Chip mystery guest for 1976, had a bad fourth race, but sailed spectacularly well for this early exposure to scow steering. Willie DeCamp, but for his slow start, finished the regatta with a blazing 2 - 2 - 1. He finished fifth, only 5.3 points out of second.

Runyon Colie, Jr., veteran E Scow and Penguin champion, won the Annual Up Bay Regatta at Toms River Yacht Club, Toms River, New Jersey on July 30-31. Peter Commette, U.S. Olympic representative in Finns in 1976, finished second. Third place went to Dick Wight. All three are from Mantoloking Yacht Club.

Colie, whose crew included Henry Barton, Kevin Kempton and Ann Colie, beat Commette with an apparently comfortable 25 point margin. However, the racing was considerably closer than that margin would imply. In the fourth race at the weather mark both Commette and Dan Crabbe came into the mark on the port tack lay-line. The committee found that Commette tacked too close in front of Crabbe and penalized Commette 60%. Even with this penalty and an eighth in the final race to Dick Wight's first, Commette held second over Wight by three points.

The five race series was held on Barnegat Bay's Wanamaker course at the mouth of Toms River. The wind for Saturday's three races was light and from the northwest, oscillating through about 40 degrees. By race time on Sunday, the sea breeze had finally won out over the gradient north-wester. Two races were sailed in a 10-to-15 knot southerly. Five races produced five different winners. Less than eight Olympic points separated second from sixth. The varied conditions had made a very close regatta.

The regatta was hosted by Toms River Yacht Club. Especially appreciated by all was a great Saturday night social at the club. Dave Loughran chaired the Race Committee in excellent fashion.

Statistics for the first 10 boats follow:

	1	2	3	4	5	Total
1. Runyon Colie	5.7	3	3	0	17	28.7
2. Peter Commette	8	0	5.7	26	14	53.7
3. Dick Wight	13	5.7	24**	14	0	56.7
4. Bill Wight	15	14	0	15	16	60
5. Dick Turner	17	8	14	13	8	60
6. John Engle	28	11.7	8	11.7	11.7	71.1
7. Dan Crabbe	11.7	21	21	17	5.7	76.4

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	1	2	3	4	5	Total
8. Cliff Campbell	21	13	16	16	13	79
9. Sam Merrick	14	16	34**	5.7	10	79.7
10. John Harkrader	10	10	20	17	25	82

\*30% Penalty

\*\*60% Penalty

"Down Bay", in the open spaces of Little Egg Harbor, was won by Sam Merrick in the final 25 knot blaster to break open a close tussle with Colie during the first day's racing. Cliff Campbell finished third.

ECESA Championship - LEHYC - Aug. 4-6, 1977

Final Position	Boat No.	Skipper	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Points
1.	MA-10	Dick Wight	1	3	1	3	3	17.1
2.	MA-2	Sam Merrick	2	2	10	6	4	41.7
3.	CH-18	Eric Johnson	5	8	6/5*	1	5	44
4.	MA-5	Peter Commette	3	1	15/6*	19	2	45.4
5.	MA-9	Willy De Camp	15	14	2	2	1	47
6.	MA-4	Runnie Colie	11	11	7	4	6	66.7
7.	T-17	Cliff Campbell	9	10	3	11	8	67.7
8.	CH-5	Dick Turner	4	5	21/9*	20	7	72
9.	MA-8	Peter Wright	8	4	18/9*	9	15	73
10.	LE-4	Doug Galloway	6	7	16	13	10	81.7
11.	BH-13	Bill Fortenbaugh	7	19	4	32	16	106
12.	MA-18	Cliff Lewis	21	24	12	8	17	107
13.	LE-31	Jack Lampman	DNS	12	5	10	11	109
14.	T-8	Dan Crabbe	10	17	11	29	14	111
15.	MA-3	Bob Armstrong	17	26	14	12	12	111
16.	CH-12	Chip Ulrich	18	20	9	14	28	119
17.	LE-7	Walter Smedley	16	27	13	16	18	120
18.	KU-10	Art Wilder	22	9	17	30	13	121
19.	KU-5	Irv Spear	12	6	26	31	21	125.7
20.	HO-37	Geo. Drawbaugh	14	21	31	5	26	126
21.	MA-11	John Harkrader	23**	15	25	17	9	132
22.	S-100	Roger Carlson	19	41	8	28	19	145
(St. Louis)								
23.	IH-1	John Engle	13	18	20	25	DNS	148
24.	HO-13	Craig Bradley	20	38	24	7	29	148
25.	HO-32	Tom Wiss	24	22	27	18	31	152
26.	T-7	Allan Terhune	25	13	23*	21	DNS	154

<u>Final</u> <u>Position</u>	<u>Boat</u> <u>No.</u>	<u>Skipper</u>	<u>1st</u> <u>Race</u>	<u>2nd</u> <u>Race</u>	<u>3rd</u> <u>Race</u>	<u>4th</u> <u>Race</u>	<u>5th</u> <u>Race</u>	<u>Total</u> <u>Points</u>
27.	T-26	Jeff Lines	31	23	34	40	24	158
28.	HO-31	Pete Rochelle	38	16	30	26	22	175
29.	LE-32	John Christie	36	29	22	33	25	175
30.	BD-88	Bob Valdez	29	30	28	27	32	176
31.	KU-2	Art Wolcott	35	32	19	38	23	177
32.	HO-28	Skip Shipman	30	25	29	34	33	181
33.	KU-9	Cole/Sampson	26**	31	38	24	20	182
34.	LE-8	Peter McGowan	27	37	DNS	22	27	185
35.	HO-29	Bill Hoff	33	28	33	23	DNF	189
36.	LE-9	Jay Cranmer	28	34	32	41	36	201
37.	SS-8	Jack Manning	34	39	36	15**	35	202
38.	HO-23	Candy Kadimik	37	33	37	35	37	209
39.	LE-18	Mike Sencindiver	32	36	35	39	DNS	214
40.	HO-36	Allan Rombaugh	39	40	39	36	30	214
41.	HO-40	Charlie Johnson	40	35	40	37	34	216
42.	LE-1	Bud Rose	41	DNS	41	42	DNS	238

\*Awarded average of positions in other four races.

\*\*30% Penalty = 13 places.

Wind: 1st Race	S	10 - 15 Knots
2nd Race	SSE-S	5 - 12 Knots
3rd Race	S	12 - 18 Knots
4th Race	S	5 - 15 Knots
5th Race	SW	15 - 20 Knots

#### SPLINTERS FROM THE BOARD

The NCESA Board had its fall meeting on Monday, October 31, with all but one member present. Lon Schoor was compelled to be absent by reason of an academic meeting. The Board celebrated his absence by a resolution calling upon him to pay the Crystal Lake Yacht Club for \$22 worth of line and the value of two anchors which he cut away from the line boat at the start of the fourth race at the National Regatta. The Board thought Lon had shown a creative response to having his rudders entangled, but believed his conduct which might easily have entailed a DSQ certainly demanded his bearing the cost.

Matters of major interest were:

The Columbia Sailing Club does expect to hold its Easter Regatta. Some thought is being given to holding it later than March 26, which is the 1978 date for Easter.

Ed Malone will continue to act as NCESA's Measurer.

Runnie Colie is the new Chairman of the Judicial Committee; Ken Kornoelje and Dick Turner were appointed to the terms ending in 1980.

A bid from the Lake Geneva Yacht Club to host the 1979 National Regatta was accepted.

The Barnegat Bay fleet announced it had decided to award a permanent trophy to be awarded each year to the winner of the third race of the National Regatta.

The Board discussed the problem of mast flotation. There was a consensus that the builders had made a significant contribution to the problem by increasing the amount of time between capsizes and turtling so that there would be a longer period for crew to reach the boards. The Board was not prepared to require foam at the headboard as an added amount of flotation, but wanted the sailmakers to conduct further applications of such a device.

A Treasurer's report for the fiscal year ending October 31 was not available owing to a delay in winding up accounts covering the National Regatta. Such a report will be printed in the next Scow Reaches. From initial indications, the Association appeared to be in slightly better financial condition than it was in 1976.

Kay Larkin (Chairman), Don Gunderson and Jim Klauser were appointed to study and make recommendations regarding distribution costs of the REPORTER, SCOW REACHES and YEARBOOK.

Jack Breton (clean shaven) announced the probability of a weekend regatta in May on Lake Carlyle.

Sam Merrick reported on Mike Huck's proposal of a midwinter regatta near Melbourne, Florida in mid-February. The Board felt low attendance would be likely because most boats would be snowbound at that time of year. The Board viewed such a regatta as an alternative to the South Carolina Easter Regatta.

CORRECTING THE RECORD.....by Sam Merrick

In the last REPORTER (issued July 1977) I was credited with writing a piece entitled: "Light Air Spinnaker Trim." I didn't write it.

It's actual author was Stuart Walker, and it was his regular contribution to the quarterly bulletin of the U.S. Soling Association. Somehow, it got included in material I sent to Ted Brennan, our distinguished editor of the REPORTER. Ted thought it sounded like "hot dope" and, of course, it was - so in it went. There are a few hints in it that might not exactly apply to scows like using a preventer, dropping the jib, mast pulled forward, but Ted ascribed these esoteric operations to skills unknown to mere lake sailors.

As has been our custom, Walker's articles are accompanied by "Comments" from me. My comment on this piece might help to reestablish my reputation with the sailmakers. It follows:

"Getting speed out of a sailboat is full of compromises, especially in choosing sails. Walker rightly equates spinnaker fullness with spinnaker stability. The defects of a too flat spinnaker show up readily in conditions of chop where stop-and-go surges (not scows, but Solings do this) make it extremely difficult for the spinnaker trimmer to keep the sail properly on edge:



"In light air where smooth water is a corollary, a good (totally attentive) trimmer ought not to have difficulty in preventing collapse. Hence, when Walker says 'a full sail is desirable' (in light air), the question arises how full. To which he replies (in conversation) as full a sail as you have. That is not my experience. When the air is light enough for the run to be a series of reaches (with the pole a foot or so away from the headstay), I'll choose the reacher every time and not the runner."

It will interest scow sailors to know that the "Soling spinnaker" <sup>WE</sup> they use is too flat for Soling use even though the measurements are quite close. Scow speed is several times faster than Solings which are happier with a fuller reacher.

#### RACE COMMITTEE ON THE SPOT OR WHAT WOULD YOU DO?

At the Eastern Championship Regatta at Little Egg, the Race Committee found itself with a difficult position whether to cancel the race (the third in a five race series) or award average points at the end of the regatta.

With a race mark at port end of the line instead of a stake boat, Sam Murdock, the Chairman of the Committee, instructed the patrol boat in that area to assist him by radio in identifying the early starters which he would then call from the Committee boat. The patrol boat misunderstood the instructions and called back on its own authority six boats in addition to the two officially called by the Committee boat. The basis for the misunderstanding was not clear until after the race was over. However, the Committee knew early in the race that a substantial number of boats had been called back without its authority.

A protest was filed against the Race Committee by two of the boats improperly recalled. The Protest Committee found:

1. The six boats improperly called back were prejudiced.
2. The race was a good fair race, and with the trouble at the very start, and only involving six specific boats, the other competitors would be unfairly compromised by throwing the race out.

The Committee therefore decided to award the six prejudiced boats with the position in this third race equal to the average of their positions in the other four races or their actual finish position in this third race, whichever was higher.

Against this decision, it can be argued that it favored the top contenders to the extent that any of their close competition called back would not be present on the course, thus making this race easier for them; further, that the prejudiced boats might be unfairly hampered in improving their average finish position; and therefore the only completely fair decision is to throw out the race. Moreover, since the average could not be determined until after the fifth race, tactics based upon which competitor to sail against were essentially a guessing game.

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Race management of these important regattas imposes heavy responsibility on people who many times have less "flying time" than they would prefer. Incidents such as this can provide valuable "secondhand" experience for Race Committee members, not only in making prompt equitable decisions, but just as important, in resolving awkward situations when they are beyond immediate redress.

#### SPRING - 1978

The Carlyle Sailing Association is planning a spring regatta at Lake Carlyle just 50 miles east of St. Louis on May 12, 13 and 14. Lake Carlyle, this summer, was the scene of the "One of a Kind" Regatta and prior to that, in the fall of '76 the Champion of Champions Regatta. The lake is large and usually has good winds in May.

1977 FLEET TROPHIES were awarded to fleets at the following locations:

Barnegat Bay  
Lake Hopatcong  
Little Egg Harbor  
Crystal Lake  
Spring Lake  
Torch Lake  
Lake Delavan  
Lake Geneva  
Lake Minnetonka  
White Bear Lake  
Lake Chautauqua  
Keuka Lake  
Pewaukee  
Lake Carlyle

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### Another E Blue Chip is History

"The E-scow Blue Chip Regatta provides competition as good or better than anything else in the world" -- so stated Dennis Conner, winner of the event held at Pewaukee Lake on Sept. 23-25. And Conner should know competition when he sees it! He won the 1977 Star class Worlds with a perfect score, the SORC, a Bronze medal in Tempest in the 1976 Olympics and was the tactician on our 1974 America's Cup entry.

This was the 12th running of the Blue Chip which is hosted by the Pewaukee Yacht Club. Participation is by invitation based on regatta performances in 1977. The first five finishers of the five major regattas (NCESA Championship ECESA Championship, Western Michigan Championship, ILYA Championship and ILYA Invitational) qualified as did the top three finishers in three smaller regattas (Eastern Up-Bay, Eastern Down-Bay, Western Michigan Invitational). In addition, any boat making sixth through tenth in two of the major regattas is also invited. Since some sailors qualify in several ways invitations usually go to about 24 sailors plus a "Mystery Guest" -- some well known international class sailor who is provided with a boat and top-notch crew.

This year a smorgasbord of weather made the races interesting to sailors and spectators alike. Friday had light winds of about 6 to 8 mph barely rippling the lake under heavily overcast skies. (The afternoon race ended about 15 minutes ahead of an absolute cloudburst.) Saturday started as a lovely breezy fall day but got carried away with itself as the winds kept increasing to 25 mps (or more, the sailors say) and the waves kicked up such as is seldom seen on Pewaukee. Sunday was the picture-perfect day with clear skies and moderate air swinging slowly from south to west then back to south during the race.

Including Conner, the 18 skippers came from ten different lakes. Pewaukee had the largest contingent with four boats. Lake Geneva, Wis. and Mantoloking, N.J. each had three. Green Lake, Wis., Minnetonka and White Bear, Minn., Spring Lake, Michigan, St. Louis, Mo. and Tom's River, N.J. all had entrants. For some of the boats, the Blue Chip is almost an annual pilgrimage.

Dennis Conner was given a super boat and crew -- "Teal" and the Buddy Melges family. Conner wasn't sure it was such a good deal though. As he said "if I win, they'll say 'who couldn't win with Buddy on board' and if I don't they'll say 'What? He couldn't even win with Melges' help?'" Also in that Geneva group was Bill Allen, winner of just about everything for E scows in 1976 and John Porter who had taken the ILYA Championship. His closest competition, however, was to come from the mentor of Minnetonka, sailmaker Gordy Bowers. Bowers established a new record for the regatta -- he won half the races but not the regatta!

The regatta got off to a somewhat confused start Friday morning at least as far as the lead boats were concerned. Conner thought (erroneously) that he had started prematurely so rounded to start last, but he still finished first! Tom Sweitzer followed as the 2nd boat but was

awarded a 60% penalty as he clearly fouled Paul Wickland of Spring Lake early in the race and did not raise his "I" flag until the end. Not in "a reasonable time" ruled the judges. John Glueck of Geneva crossed the line as the 3rd place boat but he had rammed a mark head on and he did not realize it slid off to starboard so when he re-rounded (so he thought), it was actually only rounding it the first time. That made his third a DNF. So on the score card John Porter was third, Bowers fourth and Allen fifth.

The Friday afternoon race had the same light air and dreary skies. The lead see-sawed between Glueck, Allen, Bowers and Conner with Pete Barrett hanging in there to keep things interesting. Bowers finally bested Glueck for the gun with Conner trailing a poor 5th.

The third race at 10:00 a.m. Saturday was a good, clean, close race in moderate but building air. Bowers, Conner and Glueck fought it out around the course, finishing in that order with Runnie Colie of Mantoloking fourth and Will Perrigo, fifth.

It was decided by chief judge Roger Herbst to hold back-to-back races after lunch to take full advantage of the good wind and to insure at least a five race regatta. The heavy air took its toll right from the start. Sweitzer and Stu Wells of White Bear were over the line and half-way down the lake before a chase boat could call them back. The first windward mark saw Colie capsize but his able crew (all E boat skippers) got the boat up before the mast had a chance to fill. He was followed by Peter Weinreis of Green Lake who turtled on the first chute run. At the leeward mark Conner made his big splash after rounding when his illustrious crew cleated the jib to let out the leech cord. Dennis and Buddy got the boat up but not before it had drifted away from Gloria Melges and they nearly repeated their performance while returning to pick her up. Pete Barrett was suffering severe back problems, so John Marshall from the Connecticut sail loft had taken Pete's place. Marshall was not familiar with offsets at the windward mark, missed them and earned a DNF for V-111 in spite of sailing a good race. Tom Sawyer departed with a broken hal-yard. When the finish finally came it was Cliff Campbell of Tom's River, N.J. in first, barely ahead of Glueck. Will Perrigo proved he knew the wind shifts and slipped in ahead of Bowers for 3rd, Larry Price of Spring Lake, 5th. Conners was 11th

The fifth race was almost a copy of the fourth with the winds and waves continuing to build. Willie DeCamp of Mantoloking was screaming along on the reach when he connected with a submerged floating log which sheared off his rudder and down he went. Paul Wickland joined him in the pond on the chute run. The boats actually attained such speed on the reach that the apparent wind shifted forward so as to make spinnakers unusable. The rides were the fastest some of the competitors had experienced. Gordy Bowers, not wishing to be upstaged by Conner's show in the fourth race, did his act of capsizing with the

chute up. The boat was righted by the nimble crew but it took some fancy sailing to get out from under the chute which was wrapped around the mast. It dropped Gordy to 12th place. To add more injury, Bowers was flying an "I" flag from an early encounter with Conner. Sweitzer suffered a breakdown and withdrew. So it was Conner, Allen, Glueck, Wells and Campbell in that order at the finish.

After the Saturday debacle, Sunday's race would seem to be anti-climactic. Bowers was ten points behind Conner but in such top-shelf competition it would have been quite possible for Conner to get a 5th or worse so Gordy went out to win. By the third leg of the O plus W course he held a commanding lead and never gave it up. The wind was shifting so as to make each leg a new problem. Conner was vacillating between 3rd and 7th as he played the east side of the course. He called the right shot and came in to the line on a shift that put him in 3rd just behind 2nd place Glueck. Tom Sweitzer ran second most of the race but that shift knocked him to fourth with Runnie Colie 5th.

Victory was especially sweet for Dennis Conner as this was his second time as the "Mystery Guest." The previous was in 1972 when he had to settle for 3rd place. He vowed he'd be back to win -- and he did!

Final Standings were:

1. Dennis Conner - Mystery Guest	35.7 pts
2. Gordy Bowers - Minnetonka	40.0
3. John Glueck - Lake Geneva	44.4
4. Bill Allen - Lake Geneva	63.7
5. Will Perrigo - Pewaukee Lake	70.7
6. John Porter - Lake Geneva	71.1
7. Cliff Campbell - Tom's River, N.J.	76.0
8. Runnie Colie - Mantoloking, N.J.	83.0
9. Tom Sweitzer - Pewaukee Lake	96.0
10. Stu Wells - Minnetonka	99.7
11. Pete Barrett - Pewaukee Lake	102.0
12. Larry Price - Spring Lake, Mich.	104.0
13. Paul Wickland - Spring Lake, Mich	108.7
14. Willie DeCamp - Mantoloking, N.J.	110.7
15. Sam Merrick - Mantoloking	111.0
16. Tom Sawyer - Pewaukee	119.7
17. Roger Carlson - St. Louis, Mo.	124.0
18. Peter Weinreis - Green Lake, Wis.	133.0

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