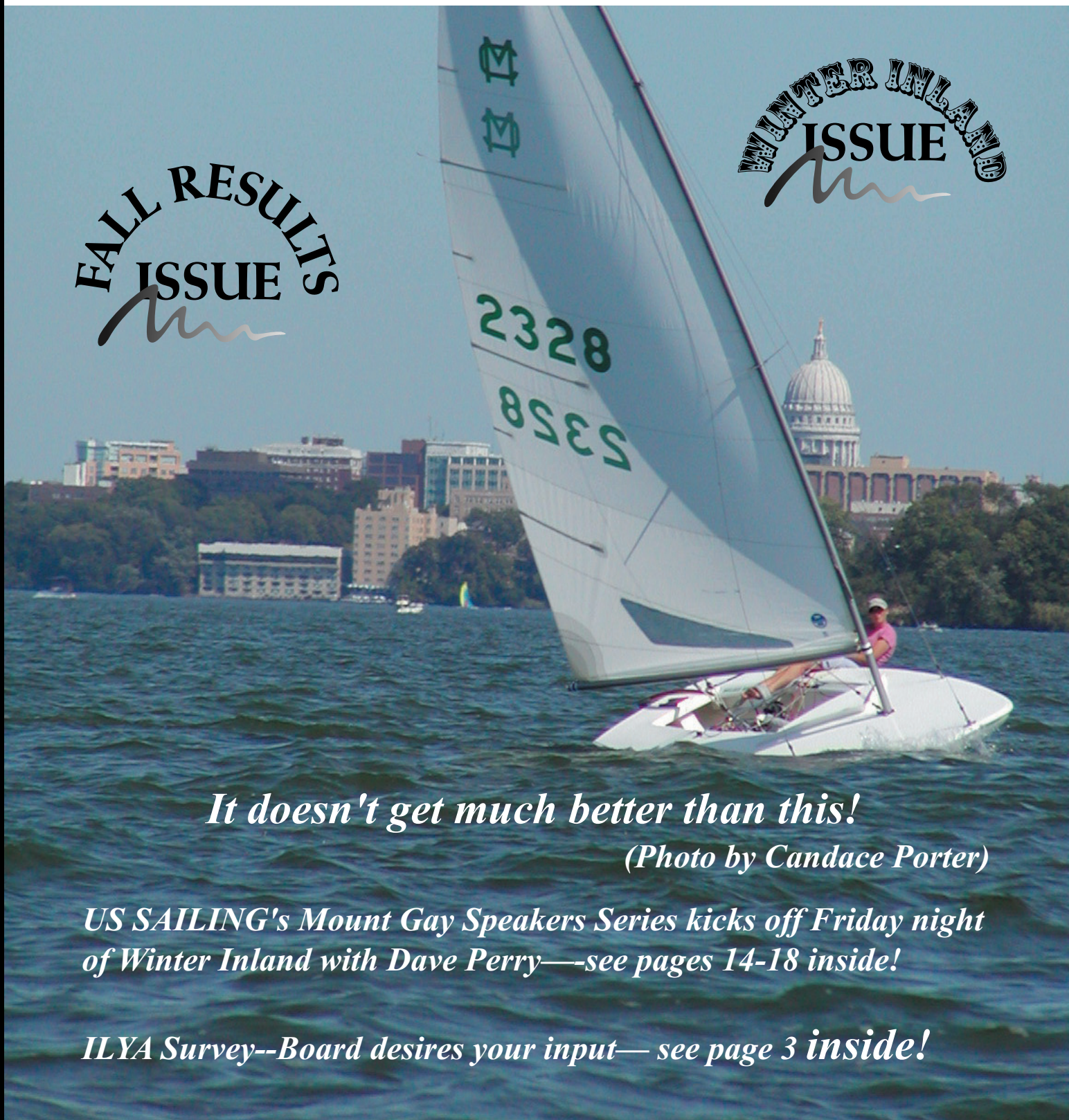


# Scow Slants

*The official publication of the Inland Lake Yachting Association.*

FALL RESULTS  
ISSUE

WINTER INLAND  
ISSUE



*It doesn't get much better than this!*

*(Photo by Candace Porter)*

*US SAILING's Mount Gay Speakers Series kicks off Friday night of Winter Inland with Dave Perry—see pages 14-18 inside!*

*ILYA Survey--Board desires your input— see page 3 inside!*





## I.L.Y.A. Board of Directors

**E-mail: [ScowSlants@aol.com](mailto:ScowSlants@aol.com)**

**Web Site: [www.ilya.org](http://www.ilya.org)**

**James A. Smith**  
**Executive Secretary**  
**P. O. Box 311**  
**Fontana, WI 53125**  
**Phone: (262) 275-6921**  
**Fax: (262) 275-3772**  
**Mobile: (262) 745-1422**

### Flag Officers:

**Tom Hodgson**  
**Commodore**  
 2287 Case Ave.  
 Maplewood, MN 55119  
 Home: (651) 739-8406  
 Office: (651) 962-5976  
[tom\\_hodgson@comcast.net](mailto:tom_hodgson@comcast.net)

**Candace Porter**  
**Vice Commodore**  
 N9322 Beulah park Drive  
 East Troy, WI 53120  
 Home: (262) 642-7893  
 Cell: (262) 441-0229  
[candaceporter@wi.rr.com](mailto:candaceporter@wi.rr.com)

**Mark Prange**  
**Secretary/Treasurer**  
 W334 N5851 Road M  
 Nashotah, WI 53058  
 Home: (262) 966-4953  
[mprange1@wi.rr.com](mailto:mprange1@wi.rr.com)

**Olaf Harken**  
**Past Commodore**  
 1251 E. Wisconsin Ave.  
 Pewaukee, WI 53072  
 Home: (262) 691-2665  
 Office: (262) 691-3320  
[olaf@harken.com](mailto:olaf@harken.com)

### Standing Committees:

**Rules Committee**  
 Peter Slocum

**Race Management and  
 Judges Committee**  
 Chip Mann

**US SAILING and National  
 Championship Events**  
 Unassigned

**Nominating Committee**  
 Olaf Harken

**Trophy Committee**  
 Leslie Barkow

**Publications Committee**  
 Suzi Reese

**Regatta Coordinating  
 Committee**  
 ILYA Vice Commodore

**Appeals Committee**  
 Martin Ford

**Legal Committee**  
 Dixon Tews

**Class X Boat Committee**  
 Karen Schmidt  
 4769 Highland Park Dr.  
 Slinger, WI 53086  
 Home: (262) 644-1732  
[scowmom@aol.com](mailto:scowmom@aol.com)

**Optimist Dinghy Committee**  
 Suzi Reese  
 25620 West Longbeach Dr.  
 Ingleside, IL 60041  
 Home: (847) 546-4430  
[suzireese@aol.com](mailto:suzireese@aol.com)

**Youth Development Cmte.**  
 Candace Porter

**Measurement Committee**  
 Sander Sundberg  
 34928 N. Augustana Ave.  
 Ingleside, IL 60041  
 Home: (847) 546-1079  
[sander713@peoplepc.com](mailto:sander713@peoplepc.com)

### Fleet Representatives:

**Blair Jenness**  
**Open A Scow**  
 2428 Lafayette Road  
 Wayzata, MN 55391  
 Home: 9(52-)471-7571  
[blairj9500@aol.com](mailto:blairj9500@aol.com)

**Rob Evans (or Todd Haines)**  
**One Design A Scow**  
 1477 North Arm Dr.  
 Orono, MN 55364  
 Home: 952-472-7545  
 Office: 612-275-6010  
[revans@masters of sail.com](mailto:revans@masters of sail.com)

**Bill Wyman**  
**E Scow**  
 1373 Waugoo  
 Oshkosh, WI 54901  
 Home: (920) 426-1116  
[wfw@new.rr.com](mailto:wfw@new.rr.com)

**Chris Andert**  
**C Scow**  
 3354 Owasso Heights Rd.  
 St. Paul, MN 55126  
 Office: (651) 456-2983  
[christopher.m.andert@lmco.com](mailto:christopher.m.andert@lmco.com)

**Geoff Catlin**  
**I-20 Scow**  
 1535 S. Park Ave.  
 Neenah, WI 54956  
 Home: (920) 725-8795  
 Office: (920) 725-8095  
[gcat@new.rr.com](mailto:gcat@new.rr.com)

**Bill Colburn**  
**MC Scow**  
 323 W. 34th St.  
 Minneapolis, MN 55408  
 Home: (612) 821-9387  
 Office: (952) 988-3760  
[bcolburn@blakeschool.com](mailto:bcolburn@blakeschool.com)

**Carly Eckert**  
**M Scow**  
 1602 Hoyt St. Apt. 3  
 Madison, WI 53726  
 Home: (608) 628-9434  
[carlene.eckert@yahoo.com](mailto:carlene.eckert@yahoo.com)

### Directors at Large:

**Leslie Barkow**  
 5124 Maple Lane  
 Nashotah, WI 53058  
 Home: (262) 367-3777  
[barkow711@sbcglobal.net](mailto:barkow711@sbcglobal.net)

**Margaret Osmundson**  
 14799 Boulder Pointe Road  
 Eden Prairie, MN 55347  
 Home: (952) 937-9170  
 Lake: (641) 357-5513  
[inremoz@aol.com](mailto:inremoz@aol.com)

**Chuck Lamphere**  
 907 N. Sheridan Road  
 Lake Forest, IL 60045  
 Home: (847) 735-0409  
 Office: (847) 634-2300  
 Summer (262) 275-8609  
[chuck@fastsailors.com](mailto:chuck@fastsailors.com)

**Chip Mann**  
 2606 W. Lake Park Ct.  
 Mequon, WI 53092  
 Home: (262) 238-1535  
 Office: (414) 357-8805  
[jmann@jansengroup.com](mailto:jmann@jansengroup.com)

**Stephen Schmidt**  
 20285 Wynfield Lane  
 Brookfield, WI 53045  
 Home: (262) 789-8136  
 Office: (262) 814-0080  
[sps@srsc.com](mailto:sps@srsc.com)

**Peter Slocum**  
 2675 Fox Street  
 Orono, MN 55391  
 Home: (952) 476-0916  
 Office: (952) 345-2029  
[pslocum@bayviewcap.com](mailto:pslocum@bayviewcap.com)

**Jack Strothman**  
 4200 IDS Center  
 Minneapolis, MN 55402  
 Home: (952) 474-7018  
 Office: (612) 371-3254  
[jstrothman@lindquist.com](mailto:jstrothman@lindquist.com)

**Rick Trester**  
 4608 Cedar Park Dr.  
 West Bend WI 53095  
 Home: (262) 644-8398  
 Office: (262) 790-0700  
[rtrester@tds.net](mailto:rtrester@tds.net)

**Beth Wyman**  
 1373 Waugoo  
 Oshkosh, WI 54901  
 Home: (920) 426-1116  
[eawyman@new.rr.com](mailto:eawyman@new.rr.com)

# A view from the foredeck

## Members asked to complete ILYA online survey



Last summer, I enjoyed the great privilege of visiting eighteen ILYA clubs and speaking with hundreds of sailors about important issues facing our clubs, our fleets, and our members. My

travels were underwritten by the ILYA Bilge Pullers, and I want to thank that generous group and assure them they got their money's worth. The process was not only interesting and informative, it was just plain fun. There are too many highlights to list them *all* here, but some examples include the Tuesday evening race and social at Nagawicka, the "heart healthy" rib fest at Pewaukee, a great Wyman-organized regatta party in Oshkosh, elegant hors d'oeuvres socials at Geneva and White Bear, and the wonderful energy of the instructor's clinic at Beulah.

These events, and some more serious (like a board meeting of the Clear Lake Yacht Club and a town hall meeting at Beulah), reinforced a belief that I have long held—that the roots of our association run deep. Member clubs have longstanding traditions, colorful histories, and immense pride in their sailing. Race management at our club level is strong. The volunteer ethic at the club level is something to behold. It's downright awe-inspiring.

Yet, our clubs face many challenges. Every club I visited struggles with how to get the younger sailors that are graduating from our outstanding sailing schools into our adult scow fleets. Almost every club is searching for ways to make it easier for their members who don't own waterfront property to get on the water and race.

But perhaps the most important outcome of my travels this summer was to remind me of the immense value of the many voices in our association, and how important it is to have those voices as a

part of our future. It also reminded me of the genius of our association's incorporating directors and the bylaws they have crafted. While there is plenty in our bylaws and rulebook that needs updating, the basic concepts of governance are sound: directors and officers elected by the delegates representing each club, and class committees (each represented on the board of directors) representing each fleet.

Over the last two years, I have called repeatedly for more active delegate participation. We have a good beginning, and I hope that participation will continue to grow. To that end, I ask each club to identify their most enthusiastic and dedicated members and send them to the Winter Inland to represent their clubs. I promise that the board of directors will be listening.

Our class committees have, for the most part, been wonderfully active. One only need look at the tremendous summer enjoyed by the C boats in their centennial year to see the results of a hard-working and successful class committee. I'd like to extend my personal thanks to Chair Chris Andert, former Chair Carl Pinahs, and current members Jeff Annis, Steve Avery, Augie Barkow, Brian Brickler, Chris Martin, and Fred Miller for setting the standard for our class committees *and* for what they did for the ILYA C-boaters this past year.

Of you, our members, I'm going to ask for one more level of involvement as we approach the Winter Inland and the February board of directors meeting. As many of you may know through *Scow Lines*, the board has placed a survey online, soliciting input from all ILYA members. Take a moment (well, actually about a half hour) to share your thoughts on a host of ILYA topics and issues. This survey was the simultaneous brainchild of Chris Andert and race management committee chair Chip Mann. Chris underwrote the survey and has made it possible for us to simply type in a URL and take the survey. I invite you, if you have not already done so, to type in the following and help us understand what

you feel is important about ILYA sailing: <http://www.surveymonkey.com/s.asp?u=837132573300>. Results will be tabulated after January 20.

My travels this summer thoroughly reinforced my belief that the ILYA is strongest when we see ourselves as an association of member clubs. Certainly, we represent sailors, fleets, and youth sailing. But our association is strong because our clubs are strong.

I ask you, as members of those clubs, to make your voices heard—as individual members, as fleets, but perhaps most important, as ILYA member clubs. Help us shape the next 108 years.

—Tom Hodgson, Commodore

## Hundreds advising Board via Survey

*"As a new regatta participant it would be nice to have more experienced sailors extend a helping hand and give 'friendly' advice." [Just one comment from survey]*

At the time of this writing, over 450 Inland sailing fans have participated in the ILYA survey. That's a phenomenal response, and shows the great interest that people have in the future of the ILYA.

The survey has questions on regattas, measuring, race committee performance, publications and communications, and future trends.

The survey takes about 20 to 30 minutes to complete. There are 52 questions, most requiring a mere check-off answer, and lots of opportunities to add thoughtful comments as well.

The ILYA Board reviewed the preliminary results (about 170 responses were available at that time), and found the results and suggestions so valuable that they asked the delegates from each club to send the link to their members as well.

If you haven't taken it yet, please type <http://www.surveymonkey.com/s.asp?u=837132573300> into your browser. Results will be tabulated after January 20.



# 2006 Annual Championship Regatta

*Action on the water...*



Downwind in the I-20s was usually a great ride...



...but not always.



Class A open included a woody.



If it's this hard now, imagine sailing at 50!



MCs enjoyed some brisk winds.



Class A One Design had a record 28 boat turnout



79 C Scows on the starting line was an awesome sight, and the wind picked up on the third day.

The M fleet was small, but the racing was tight.



It wouldn't be the Lake Geneva Yacht Club without the Flagship.



All of the fleets dry sailed using four hoists and a single ramp. The drill was get in the water hoist and go to make room for those behind you.

Class E found the light winds tricky.





## Action on land...



Just a few of the many past C Winners who came for the 100th year celebration



Lack of wind early on did not keep C Boaters from competing on shore, ultimately with weapons!

## Pictorial History

of the  
2006 ILYA

### Annual Championship Regatta

photos by Pat Dunsworth  
and Candace Porter



Jeff Annis, from Augusta, promised a Southern hospitality regatta down south with \$5 dinners.



Bilge Puller wannabe Sam Rogers feigns interest in service.



Gary Jobson was on hand, steering an A One Design Scow, and presenting the premier of *The Ultimate Ride*, the Movie to a crowd of over 500. Here he consults with Brian Porter.



Sadness amidst the fun...The flag flew at half mast midway through the event in recognition of LGYC long time volunteer and Executive Secretary, Carol Ann Lothian.

Courtesy of Buddig Meats, race winners became the targets of the fleets in subsequent races, wearing the bright, lime-green bullseye shirts.



Class A One Designs, outfitted with GPS receivers strapped to their masts, were able to watch their mistakes on Kattack after the races.







Emily Green and crew, Miles Clark, reigned as 2006 I-20 Champions.



Congratulations to all, to those who won, and to those who competed fairly.

Sam Rogers  
won the  
Centennial C  
Scow Champi-  
onship with  
crew Jamie  
Kimball. Jamie  
was the ILYA  
MC Champion.



Gordy Bowers  
thanked his crew,  
Mike Woldum, Erik  
Bowers, and Mark  
Bowers for bringing  
home his first ILYA  
Class E Scow  
Championship.



Owner and crew  
Brad Robinson  
and Kevin  
Caulfield ac-  
cepted the silver  
for skipper Tom  
Burton in the  
Class A Open  
fleet.



Paul Reinicke and Kate Tornehl took the top silver in the M-16 Scow fleet.



John Porter and crew took the gun in the final race and guaranteed a victory in Class A One Design

# BOATS, EQUIPMENT, SAILS, PERSONNEL



**ILYA**  
**P. O. Box 311**  
**Fontana, WI 53125**  
**Phone: (262) 275-6921**  
**Fax: (262) 275-3772**  
**E-mail: [ScowSlants@aol.com](mailto:ScowSlants@aol.com)**  
**Web Site: <http://www.ilya.org>**

**SCOW SLANTS** (ISSN 0195-1424, #USPS 486-580), the official publication of the Inland Lake Yachting Association Inc., is published four times per year (Early Spring, Late Spring, Fall, Winter) by **ILYA Publications, c/o James A. Smith, 149 Third Street, Unit #5, Fontana, Wis.** This is the Fall/Winter, 2006 issue.

**Postmaster: Send change of address to: ILYA SCOW SLANTS, P.O. Box 311, Fontana, WI 53125.** Second class postage paid at Fontana, Wis. and additional mailing offices.

\$20.00 of membership dues is for annual subscription. \$20.00 per crew member on each member's yacht regatta entry is for crew member annual subscription. Single copy \$5.00.

Advertising rates: Display ads, \$10.50 per column inch (\$315 per full page), cash with order. Classified ads, 20 cents per word including "For Sale," name and address. Minimum charge of \$10.00. Bold face 25 cents per word. Double charge for new boats and equipment. Cash with order. Inquiries to ILYA, P.O. Box 311, Fontana, WI 53125.

**WANTED:** Upper Minnetonka Sailing School (UMSS) is a looking for a lead instructor and head coach for our 2007 season. This position is a chance for the right person to take charge of a sailing program. A 100% volunteer board runs the school so the ability to work independently is imperative. The position is responsible to lead all on the water activity and assist with some organizational duties. The focus of our program is the advanced Opti Racing Program and Beginning Opti Race Program. We have camp type recreation classes as well. Contact Scott Colesworthy for further information. 612-237-8445 [scolesworthy@mchsi.com](mailto:scolesworthy@mchsi.com). For a complete job description see the following link: <http://www.umyc.org/assorted/leadinstructorjobdescription1.pdf>

**There are lots  
 more ads on  
 our web site at  
[www.ilya.org/  
 classifieds.html](http://www.ilya.org/classifieds.html)  
 Check it daily!**

**FOR SALE:** 2003 Melges C Scow. \$12,500. Includes 2001 North I-1, 2nd in local lake championship-low road miles. Boat and mast stored inside for winter, dry sailed, located Minneapolis. Bruce Reiter 952-926-8690 or email [reiter2@mn.rr.com](mailto:reiter2@mn.rr.com).

**FOR SALE:** 1986 14' McKee Craft and X Boat Cover. 25 HP Johnson Outboard 1995, 2 gas tanks, battery, fold-down front seats, trailer. Stored inside. \$1,200. Also, new X boat cockpit cover, \$90. Terry or Jill Nagel 612-730-2125 or email [nageljill@msn.com](mailto:nageljill@msn.com).

**FOR SALE:** 2001 MC Scow #2098 with two (2) Z-Max and one (1) Quantum L/M; full-deck cover. \$6,700. Russ Ackley (262) 691-3045 or email [V98@att.net](mailto:V98@att.net).

**FOR SALE:** 1998 Melges C Scow (E-11) \$5,500. Bob Henschel 262-782-4213 or [dentsail@aol.com](mailto:dentsail@aol.com).

**FOR SALE:** Lake Minnetonka Sailing School in Deephaven, Minn. offers the following: **Zodiac Reinforced Inflatable Boats:** Four "as is" 12' 1995 Zodiac Yacht Line 380 Zodiacs, white, \$1250/each. **Avon Reinforced Inflatable Boat:** 2003 Avon 14' SS 400, white, no motor, repairable glass damage in hull, good tubes, \$1250. **Outboard Motors:** 2005 8 HP Mercury electric start motor, immaculate, \$1700; 1999 15 HP Johnson long shafts, \$600/each; 1999 15 HP Evinrude long shafts, \$600/each; 2003 4 HP Mercury kicker, self contained tank, perfect, \$650. Also for sale: Melges X **Boat envelope cover** in perfect condition, \$325 John Reed 952-404-1645 or email [john@lmss.us](mailto:john@lmss.us).

**FOR SALE:** 1997 Melges E scow. Pewaukee, Wis. \$12,000. Proven fast boat in all conditions! Blue Chip qualifier every year. 2nd at 2006 E Invite, Race Winner at 2005 and 2006 Lake Geneva Spring Regatta, 2005 ILYA Champs and 2004 Nationals, and winner of 2 Blue Chips. Galvanized trailer with spare, full deck cover (new in '05), '05 main, jib, & runner, '03 reacher. PJ Friend, [v11@wi.rr.com](mailto:v11@wi.rr.com) or 262-691-3119.

**FOR SALE:** 1984 Johnson C Scow. In very good condition, stiff, 3 sails-L&M, dry sailed, trailer, cockpit cover. Very well maintained. \$1800. Tom 563-381-3930 or email [tpullias@qconline.com](mailto:tpullias@qconline.com).

**FOR SALE:** 1998 Melges X Boat. Two sets of sails plus brand new North jib. Full deck and envelope travel covers, 1998 Custom Melges trailer package. High performance vang, jib tack and sheets, tiller extension, traveler installed 2005. Excellent condition. Boat stored and not sailed in 2001 and 2002. Sailed lightly in 2006. \$5,995. David 952-270-7796 or email [dblarogers@earthlink.net](mailto:dblarogers@earthlink.net).

**FOR SALE:** 2001 Melges C Scow. Includes LM and Heavy Quantum sails, trailer, tie downs, and (rigged) spare mast. Minimal travel and use. \$8,750. Scott Tarmann 262-646-8729 or cell 262-853-9964.

**FOR SALE:** Aluminum Boat Lift with Canopy. 2,000 pound capacity, electric motor. Great for 14 to 18 foot outboard. (I used for 16 foot Boston Whaler) \$1,995. Bob Harring 262-751-1403 or email [IdaBen@aol.com](mailto:IdaBen@aol.com).

## 2007 ILYA

### REGATTA SCHEDULE

NA	M-16 Scow Invitational None scheduled
June 22-24	I-20 Scow Invitational Fond du Lac Sailing Club Early Entry Deadline: June 9
June 30-July 1	Youth Championship Laser, Laser Radial, Club 420 TBD Early Entry Deadline: June 9
TBD	Optimist Racing Clinic West No Guns, No Tears, No Protests Okoboji Yacht Club Early Entry Deadline: TBD
July 12-15	MC Scow Invitational Minnetonka Yacht Club Early Entry Deadline: June 29
July 12-15	E Scow Invitational White Bear Yacht Club Early Entry Deadline: June 29
July 19-22	A Scow Open Class Invitational Clear Lake Yacht Club Early Entry Deadline: July 6
July 19-22	C Scow Invitational Clear Lake Yacht Club Early Entry Deadline: July 6
July 23	Optimist Racing Clinic East No Guns, No Tears, No Protests Cedar Lake (Wis.) Yacht Club Early Entry Deadline: July 15
July 29-31	Optimist Dinghy Championship Red, Blue, White and Green Pewaukee Yacht Club Early Entry Deadline: July 15
August 1-4	X Championships Delavan Lake Yacht Club Early Entry Deadline: July 10
August 10-13	Annual Championship Classes A Open, C, I-20 Oshkosh Yacht Club Early Entry Deadline: July 25
August 13-16	Annual Championship Classes E, MC Oshkosh Yacht Club Early Entry Deadline: July 25
August 16-19	Annual Championship Class A One Design, M-16 Oshkosh Yacht Club Early Entry Deadline: July 25

(All dates include registration periods)



# BOATS, EQUIPMENT, SAILS, PERSONNEL

Scow Slants, USPS publication number 486-580, filed a Statement of Ownership, Management, and Circulation (PS Form 3526) on October 24, 2006, and is published four times per year, by the owner, which is the Inland Lake Yachting Association, Inc., PO Box 311, Fontana, WI 53125, headquartered at 149 Third Street, Unit #5, Fontana, Wis. The contact person and editor is James A. Smith who can be reached at (262) 275-6921 and at the same address. The annual subscription price is \$20. There are no known bondholders, mortgagees, or other security holders owning or holding 1% or more of the total amount of bonds, mortgages, or other securities. The tax status of the Association has not changed in the preceding 12 months.

The issue date for the circulation data presented here is June, 2006. The total number of copies printed was 1260 and the average for the preceding 12 months was 1312. The total of paid and or requested circulation in June, 2006 was 1211, as opposed to 1156 for the average during the preceding 12 months. Twelve copies of the June issue were distributed outside the mail as opposed to an average of ninety-two during the preceding 12 months. The total distribution of the June 2006 issue was 1231 with 29 printed copies not distributed which totals the press run of 1260. In the preceding 12 months the average total distribution was 1261, with an average number of 51 copies not distributed, which averages a total press run of 1312 copies. In the June 2006 issue, 98.4% of the circulation was paid or requested, as compared with 91.7% for the preceding 12 month average.

**FOR SALE:** 15' 1982 Boston Whaler Sport. Mahogany woodwork throughout with custom console drawer. Custom padded seat and anchor hatch cover. 1982 70 HP Evinrude; runs great. Whaler Bimini top, Trailer, and Full cover included. Will sacrifice for \$5,600 obo. Dan Quiram 262-370-6775 or email dquiram@wi.rr.com.

**FOR SALE:** 1992 Johnson X Boat. Fast and in great condition, comes with 2 sets of sails, 1 set used 1 month, and the other set used 1 year; a full deck cover; and a 2 year old aluminum trailer. \$2500. Call Jeff at 262-968-5689 or e-mail Jeffrey.mann@med.ge.com.

**FOR SALE:** 1994 Johnson M-16 (V-58). Excellent condition, very fast! Includes new Harken full cover, bottom cover, and sets of 2003, 2004, and 2006 Quantum sails. \$4,500. Courtney Krejci 414-828-5800 or email rejci@starkinvestments.com.

**FOR SALE:** 17' Boston Whaler. Actual age of boat unknown, but probably early 70s. Interior has been painted white, console and reversible seat rebuilt. Very nice, reliable '91 Suzuki 55DT (oil injected). Features: 2 12-gallon gas tanks with tank-top gauges. Standard Horizon VHF radio with extension speaker & 8' antenna. 2 batteries with switch and dash-mounted level meter. Eagle LCD fish finder. Prop is un-dinged. Bimini Top in good shape, full boat cover in fair shape. Tires and rims are new, bearings sound with Bearing Buddies. Shorelander trailer has some rust, but is sound. Asking \$5,500. At that price, will deliver within 250 miles of St. Paul. Tom 651-739-8406.

**FOR SALE:** Aluminum Shore Master Boat Lift. 3,600 pound capacity. Set up now for E scow, but could easily be converted back to

powerboat lift. 12 volt motor available. Excellent condition. \$1,200. or \$1,600. with motor. Bob Harring 262-751-1403 or email IdaBen@aol.com.

**FOR SALE:** 2002 Melges C Scow. Includes full cover and Tack-Tick digital compass/timer. Under full cover in summer and indoor storage in winter. Lightly used the last two years—no road travel. \$11,000. 2006 Quantum medium heavy used once, \$900. Forbes 262-593-8066 or email forbes@bimetalix.com.

**FOR SALE:** MC trailer. 1996 Melges galvanized trailer with aluminum hold-downs. Like new condition, always stored inside, summer and winter. Priced at one-half of a new one at \$950.00. Available May, 2007. Bob Harring 262-751-1403 or email IdaBen@aol.com.

**FOR SALE:** 2002 Laser # 173935. Why spend over \$6,000 for a new boat when you can have a proven winner for \$3,750? This full rig Laser was: the winner of 2002 MCSA Single-handed Championships, second in 2002, 2003 and 2004 in ILYA Youth Championships, lightly used in 2005 & 2006. Package includes: original sail (great for practice), new sail (never raced and is still in the bag), carbon tiller and extension, Seitech dolly, blade bag, car top pads, bottom cover, and Pro rigging. Tim Krech 952-240-5255 or email Tim.Krech@chrobinson.com.

## REGATTA LISTING FOR SCOW SLANTS

### Club organizers—FREE!

Please supply the following information if you would like your regatta to be listed in the appropriate issues of *Scow Slants* and on the ILYA Web Site:

CLUB: \_\_\_\_\_

NAME OF REGATTA: \_\_\_\_\_

IS ENTRY RESTRICTED IN ANY WAY?      ☐ YES      ☐ NO

(such as limited to qualifiers, certain lakes, etc.)

RACING DATES: \_\_\_\_\_ CLASS(ES) INVITED: \_\_\_\_\_

INFORMATION CONTACT (NAME): \_\_\_\_\_

CONTACT PERSON PHONE NUMBER: \_\_\_\_\_

CONTACT PERSON E-MAIL \_\_\_\_\_

REGATTA WEBSITE: \_\_\_\_\_

CLUB WEBSITE: \_\_\_\_\_

(return A.S.A.P. to ILYA, P.O. Box 311, Fontana, WI 53125)



# The ILYA's Mission and Purpose

## *The Commodore's summary of a special Board meeting*

by Tom Hodgson, Commodore

The ILYA Board of Directors met December 3, 2006, to begin the process of looking deeply into who we are (as an organization) to guide us in setting our future direction (see minutes pp. 36-37).

Answering this philosophical question is critical to the ILYA because it provides the justification, the guidance, and the rationale for all decisions that affect the future of our association. It provides the foundation for understanding why we do what we do.

At our core, we are a regatta-organizing association, dedicated to promoting sailboat racing through numerous activities. This is all based upon a respect for the culture of family-centered sailing found among our member clubs and sailing schools.

What we're learning, together—through the members' survey, the work of the fleets' Class Committees, and on an ongoing basis from the Delegates—is that we want the ILYA to be a volunteer organization that:

### 1. Hosts great regattas.

It is a complex and often challenging task to host a major event like a regatta. It requires hundreds of person-hours of volunteer help each year to provide the youth, Invitational, and Championship regattas for our members. Our member clubs are now our hosts for these often large and well-attended events, and no two clubs approach a given regatta the same way. But it is our mission to work with our clubs to help make these events a competitive experience worthy of these marvelous scows we sail.

### 2. Provides fair and high-quality racing.

High-quality race management goes a long way toward ensuring intense and fair competition, but

so does our mechanism for making all boats equal on the racecourse, to the extent that enforcing our scantlings can provide. Also, as we manage the scantlings of the A Open, C, I-20, M-16, and X Classes, we want to permit yet manage change in a way that promotes development in each class while guarding against overnight obsolescence.

### 3. Promotes sailboat racing though sharing information.

The ILYA is an enormous resource for information that, if efficiently shared, can benefit our members at all levels of

development programs at our member clubs. The ILYA offers a vast array of educational programs in conjunction with US Sailing to provide instruction for our youth sailor. We want these programs to be grounded in the family-oriented culture of local lake sailing while providing opportunities for skilled sailing and, ultimately, for active participation in the adult scow fleets.

### 5. Promotes sailboat racing through fleet development.

The scow is a wonderful racing machine and deserves to be the centerpiece of our fleet development efforts. While myriad economic forces will affect scow sailing (and always have), we must permit but manage change within our classes to ensure that our fleets are as healthy as we can make them by keeping our boats exciting and new, while preserving the best of what made these boats great sailing machines in the first place.

### 6. Promotes club development.

Club racing is the bricks and mortar of the ILYA. The complementary and dual role of camaraderie and competition should extend from the Annual Regatta down to the most casual races at the member clubs. As an association, we must nurture that dual role all through the entire scope of our governance, informational efforts, and developmental and promotional strategies.

The ILYA has not only survived but thrived for almost 110 years because under its umbrella lives the most fortuitous convergence of Midwestern values, geographical advantage, and a most incredible racing boat—the scow. For our next 110 years, our purpose and mission must reflect a commitment to responding to changing economic times while celebrating our remarkable culture and heritage.

## ARTICLES OF INCORPORATION

### ARTICLE I

The name of the corporation shall be the INLAND LAKE YACHTING ASSOCIATION, INC.

### ARTICLE II

The period of existence shall be perpetual.

### ARTICLE III

The object and purposes of the corporation shall be to encourage, develop, promote and foster amateur yachting and yacht racing on the inland lakes of the Middle West of the United States; to conduct yacht races and regattas; to establish and enforce rules and regulations for the government of races and for the construction, design and rigging of sailing yachts; to accept donations of, to hold in trust or otherwise, and to administer trophies and other types of property; and to carry on such other activities as may be necessary, proper or expedient ...

learning and racing. We have a respected news magazine, *Scow Slants*, and an impressive and still developing online presence that continue to be of great service as we reach out to all member clubs, seeking to create a bit of a global scow sailing village. There is no greater builder of enthusiasm than new knowledge, in my opinion, and no greater builder of community than shared experience. Our communication vehicles can do this.

### 4. Promotes youth sailing.

We are committed to youth

# Scows as seen from a different slant

The ILYA Championship Regatta received coverage in *Sailing World* via Gary Jobson, who skippered a Class A One Design, and via Dave Powlison, who shared the helm of a C Scow. Their perspectives on the Inland Lake Scows are reprinted below with permission of *Sailing World* and Dave Powlison.

## The Speedy A Scows

by Gary Jobson

It was one of those magic starts at the starboard end of the line. Thirty seconds later we had our A Scow some 10 lengths ahead of the other 27 boats in the Inland Championship. Nice! The wind on Lake Geneva, Wisconsin was shift. We tacked frequently. It was quite a challenge heeling the 38' boat to the precise angle to maximize speed. Just behind, two long time scow veterans John Porter and Rob Evans came charging up while battling each other for the lead in the regatta. It was a unique viewpoint for me to watch the best sailors in the



Mr. and Mrs. Gary Jobson chatted with LGYC's and US SAILING's Rules guru, Bill Bentsen. (photo by Ellen Bentsen)

Midwest work their magic in one of the fastest one-design classes in the world. Their impressive skills have been fine-tuned for decades. At the windward mark we were third just behind John and Rob. We set huge asymmetrical spinnakers and took off. Or should I say, they took off and we tried to keep up.

After many years of talking about sailing I have been frequently asked, "What is the best boat to sail?" My usual answer is to talk about the attributes of a variety of boats. But after steering an A Scow in a full regatta with light, moderate and heavy winds I have made up my mind. The A Scow is the best boat I have sailed.

The competition in this class is first rate. John Porter and his brother Brian are consistently at the top of any fleet they race in, including the Melges 24 class. Their long time friend Harry Melges was aboard for the Inlands as mainsail trimmer. But in race 5 of this 6 race regatta, they had their hands full. Lake Minnetonka, MN's Evans held a 5 point advantage. The lead in race 5 shifted back and forth between Evans and Porter. In the end Porter won and Evans finished second. We hung on for a (they tell me) respectful 9<sup>th</sup>. At this point Porter was four points back.

PRO Ken Legler started the final race in very light wind. There was no time for a match race. Porter was over at the port end and had to restart. Now well behind, he bore off and started reaching to find clear wind. Evans was in good shape.

Racing along the shoreline, Porter's A Scow looked like an optical illusion it was moving so much faster than the rest of the 27 boats. Within minutes the local Lake Geneva crew

see **Speedy A Scows**, page 35

## C is For Century

by Dave Powlison

Among the sailing communities in the Midwest states of Wisconsin, Minnesota, and Iowa, political affiliations aren't represented by red or blue colors on a map. Rather, they're defined by letters of the alphabet. MC is for Independents, who like the do-it-all nature of the singlehanded scow. Large program guys—those who might favor trickle-down economics—gravitate toward the biggest boats, with an A or an E on their sails. Then there's the C crowd—whose straightforward approach is a perfect match for the scow world's hardworking, everyday citizens.

At Lake Geneva this past August, 81 C Scows celebrated the class's 100th anniversary, sailing in the week long 2006 Inland Lake Yachting Association (ILYA) Championships on Lake Geneva, Wis., in early August. Lake Geneva, home to scow builder Melges Boatworks, is a small body of water an hour or so northwest of Chicago; three and a half laps around a one-mile course was needed to meet the class-prescribed course length of 7 miles.

Inland lake sailing in August means light air. So it wasn't surprising that as the winds slowly diminished over the course of the first race, Sam Rogers and crew Jamie Kimball's primary competition for first place wasn't another scow, but rather the clock ticking inexorably toward the time limit. "We were patient the whole race," says Rogers, 25, an ex-collegiate sailor from Hobart and William



Gary Reiter's Old Glory (C-21) was a perfect entry for the C Scow Centennial Regatta (photo by Ellen Bentsen)

Smith College and now a Melges Boatworks employee. "All of a sudden, halfway up the last beat it went totally flat. Every three minutes, I'm asking Jamie, 'How much time do we have left?' Then with about 10 minutes left, we saw this little puff off the shoreline, and that gave us enough hope, and we finally got the boat moving and beat it by about a minute and 40 seconds."

Aboard another boat in the fleet, that same puff helped cure a case of mixed emotions. Earlier in the race, as they had rounded the final windward mark, Sam's father Peter, and skipper Buddy Melges, had been staring at nearly 70 transoms. As they watched the wind speed drop, the time limit seemed the only possible way to avoid a disastrous start to the regatta.

see **C is for Century**, page 33



## 2006 X-Boat Results

### ILYA Championship

Senior Fleet  
1st Joe Kutschenreuter  
2nd Peter Studer  
4th Ryan Sacotte (partial)  
5th Alex Kay  
8th Cody Ziegler  
10th Will Haeger

### Junior Fleet

1st George Kutschenreuter  
5th Chris Colombe  
**LaBelle Tune-Up**  
1st Christopher Wean  
2nd Alex Kay  
3rd Ryan Grosch

### Oshkosh X Regatta

1st Anne Haeger  
**White Cap**  
1st George Kutschenreuter  
**QUAD Lakes**  
1st Joe Kutschenreuter  
**QUINT Regatta**  
1st Alex Kay

### Wisconsin Yachting Assn

1st Alex Kay  
3rd Joe Kutschenreuter  
**Blue Chip**  
1st Alex Kay  
2nd Joe Kutschenreuter  
3rd Becky Schmidt



# Quantum Flexes Their Muscle!

Quantum-Inland swept both the Junior and Senior Inland with their new Quantum Flex jib. New for 2006, this jib dominated all the major regattas and helped propel Joe and George Kutschenreuter to ILYA Championships. Flex your muscles with a new set of Quantum X-Boat sails for 2007.

It will not be long until we are back racing hard. Be ready for 2007 with new horsepower from Quantum Inland Sails—1st C-Scow Nationals, 1st E-Scow ILYA Invite, 1st C-Scow W.Y.A., 1st MC-Scow Masters, 2nd MC-Scow ILYA Invite, 2nd C-Scow ILYA Championship, 1st E-Scow Wauwasee and many more!

# QUANTUM™

SAIL DESIGN GROUP

*Where sailmaking is a performing art*

**Jim Gluek • Zack Clayton • Eric Wilson:** 3833 Kettle Court East, Delafield, WI 53018, **Tel: (262) 646-7610 • Fax: (262) 646-7611**

**Web:** [www.inlandsails.com](http://www.inlandsails.com) • [www.quantumsails.com](http://www.quantumsails.com) • **Email:** [inlandsails@msn.com](mailto:inlandsails@msn.com)

**Quantum Minnesota—Bill Allen** (612) 816-1961

# Paid memberships support ILYA services

by Secretary Treasurer Mark Prange

For the past 110 years, the ILYA has provided a stable and consistent presence to fulfill its mission of promoting and fostering amateur yacht racing in the Midwest. The intent of the ILYA has and always will be to provide premier Championship and regional regatta experiences for each sanctioned class as the highlights of the year. Funding for these functions comes from individual and club memberships and regatta entry fees.

There are quite a number of other services that the ILYA provides to members clubs and their members free of charge. The ILYA board supports these activities since they are supportive of the mission of fostering sailing in the Midwest. Some of these activities include:

- Organizing the annual Spring Training Week for sailing school instructors with junior clinics for X and Opti
- Staffing the Sailing Director program (now Promotion Campaign) in support of clubs and sailing schools
- Publishing and mailing *Scow Slants* to members and many non members
- Electronic publishing of *ScowLines* to anyone interested in ILYA activities
- Maintenance of the ILYA web site including
  - electronic publishing of *Scow Slants*
  - archives of past regatta results
  - capability for real time updates about regattas (starting in 2006)
  - on-line regatta registration (2005) and membership renewal (starting in 2007)
  - classified ad information updated on a near daily basis
  - lists and links for all member club regattas
- Providing the ILYA foundation to support members in national and international campaigns
- Race committee training for persons

at the local, regional or national level

- Listening to the needs of the competitive sailor through formal (surveys) and informal means
- Fully supporting the ILYA office in responding to any reasonable ad hoc request for information or other activities from member or non member alike
- Support of national class associations through publications of schedules, results, and race management equipment

This fall, the ILYA Board has decided that the hardcopy *Scow Slants* will be mailed only to ILYA members in good standing starting **January, 2008**. The primary impact to this is that crew who are listed at registration at ILYA regattas will no longer receive *Scow*

*Slants* unless they sign up as members individually. This will help assure the financial stability of the ILYA and also alert the sailing community of the value that the ILYA provides to us all, and our joint responsibility to support the ILYA.

There are many membership levels from Family (covers all children up to age 25) to Associate (includes *Scow Slants* publication). You may look ILYA.org under the "Membership" tab for more details.

Please consider supporting ILYA in its mission through membership. Remember, membership at any level assures that you will continue to receive *Scow Slants* in hardcopy, and you will help support the ILYA and the services it provides to you and your home club.

## Northshore Yachting to build MELGES 24 for Asia Pacific Rim

Sydney, Australia, October 17, 2006: It was announced today that Northshore Yachting (Sydney, Australia) have signed an exclusive license agreement with Melges Performance Sailboats (Zenda, Wis., USA) to build and distribute the Melges 24 — the world's premiere high performance, one design sportboat throughout the Asia Pacific market.

Making this class of boat more accessible to Asia Pacific sailors has been a long-held desire of Harry Melges, president of Melges Performance Sailboats. "In choosing our Asia Pacific partner, we wanted to work with a company that not only shared our commitment to quality and craftsmanship when building the Melges 24 to the strict one design formula, but also shared our passion for sailing with and developing strong fleets — locally and internationally," commented Melges. "Quite clearly we have found such a partner with the team at Northshore."

Since its introduction in 1993, the excitement generated by this America's Cup inspired boat has been phenomenal. Today,

over 650 boats are sailed around the globe, primarily in the United States and Europe. More than 120 Melges 24s recently lined up for the start at the 2006 Melges 24 World Championship in Hyeres, France.

Heath Walters, managing director of Northshore Yachting, a company best known for building the Northshore Range of yachts, believes that one of the key attractions of the Melges 24 class is its international appeal.

"The Asia Pacific sailing scene has always been keen on sportboats, but no single design has been able to gain class size beyond their own countries," said Walters. "The Melges 24 is a class that has established a strong presence within the United States and Europe, which in turn will allow sailors within our local market to enjoy such a boat, simultaneously racing them on the international circuit."

For further information, contact Heath Walters, managing director of Northshore Yachting via email at [sales@northshoreyachts.com.au](mailto:sales@northshoreyachts.com.au) or call (+612) 999-76633.



## THE MELGES 17.

INTRODUCING.

THE LATEST.

IN HIGH PERFORMANCE

ONE DESIGN RACING.



JULY (TBD) • 2007 I.L.Y.A. CHAMPIONSHIP • PEWAUKEE, WI

"The Melges 17 is such a great boat! So much more fun than any traditional class of boat I've ever sailed. Melges really does a really excellent job building the whole package. Melges is just at a higher level all the way around. It definitely is a "Melges Lifestyle" and too many people just don't know what they are missing! Melges' one design build quality tolerance is higher than anything we've seen anywhere else."

- Mike Dow, USA-170

**MELGES**  
*Performance Sailboats*

P.O. BOX 1 • ZENDA, WISCONSIN 53195 USA  
(262) 275-1110 • MELGES.COM

**REICHEL PUGH**  
YACHT DESIGN

ALSO OFFERING THE MELGES X 17 MC C E A 24 32

# There's change in the wind!

The Winter Inland is changing its location and schedule this year. We are excited to be at the newly renovated Olympia Resort in Oconomowoc, Wis., February 9-11. Its many amenities and activities make it a natural for a weekend getaway for the family.

Enjoy the O Spa, skiing, shopping, and much more. Olympia is noted for their fine spa and workout facilities. The O Spa features a wealth of services to include: Massages, Facials, Body Wraps, Manicures/Pedicures, Wax Treatments, and much, much more. You will discover 17,000 square feet of pure tranquility and indulgence. During your visit, partake in a Spa Healthy snack without ever leaving the calm. The O Spa is here to offer the royalties you truly deserve. Want more? A day pass to the O Spa provides access to the Sauna, Whirlpool, Steam Room, Eucalyptus Room, Roman Baths, and hi-tech Fitness Center.

This is the place for snow sports enthusiasts of all ages and skill levels to enjoy the winter season. The highest point between Milwaukee and Madison, the hill has a 205-foot elevation and a 2550-foot runout. The hill features two chair lifts, one rope tow, and lighted runs. Snow-making and grooming equipment provide consistent conditions throughout the season. In addition, there is a substantial discount for hotel guests.

Shopping is as convenient as can be. The Johnson Creek Outlet Mall is a short drive away. Beautiful downtown Oconomowoc boasts many cute boutique-type shops. Nearby Delafield is an antiquer's paradise.

The water park at the Country Springs in Pewaukee is an easy jaunt.

## Friday Night is Dave Perry / Mount Gay Night



We truly are excited to have been chosen to be a part of the US Sailing Mount Gay Speaker Series. We have elected to have

Dave Perry, noted sailing guru, come speak to us. Following his presentation, Mount Gay will host a reception for participants. We feel Friday night is a better fit into everyone's busy schedule. Mark your calendar and sign up on the form provided here or by contacting the ILYA office. You don't want to miss this event, and space may become an issue.

Dave Perry will again address participants briefly at lunch on Saturday and do some breakout sessions on Saturday afternoon concerning junior issues.

## Fleet meetings on Saturday morning

All the adult fleets will have meetings Saturday morning, setting the stage for the 2007 season. Class scantlings and promotion will be discussed by all. Be sure to be there to catch up on your fleet news and interests!

## Newly Vitalized Promotion Committee

The ILYA's new Promotions Committee has great ideas and improvements to unveil. We are excited to tell you what is planned and are eager to learn from you what services would best serve you and your club.

## Seminars for all Interests

We will be holding seminars on Saturday afternoon. They will include junior issues, race committee subjects and racing "how-to." At this time, they are still in a state of flux, but will be posted on the website and distributed via *ScowLines* around the first of the year. Be sure the ILYA office has your current email address so that you don't miss out.

## Special Awards

The coveted Pillsbury Trophy will be awarded to the outstanding sailor of 2006. *Member of the Year* and *Yacht Club of the Year* will also be honored. The Bilge Puller's prestigious Hall of Fame will honor new inductees.

## Special Rates

For Inland guests the rooms will be a very special \$99.00 per night for a standard room.

**Rooms are limited for this event and are available on a first-come, first-served basis.** Call (262) 369-4999 or 800-558-9573. Mention ILYA.





# Winter Inland at a Glance

## Olympia Resort & Spa Oconomowoc, Wis. February 9th - 11th

### Friday afternoon & evening, February 9th

11:00 - 11:45 A.M. - Delegates

#### 4:00 - 6:00 P.M. - Promotion Committee Meeting

##### All are Welcome!

- \* 2007 Annual Regatta Program
- \* Joint meeting of ILYA fleet Reps
- \* Fundraising
- \* 2007 Sailing Director Program
- \* What would you like to see?

#### 7:00 - 9:00 - US Sailing Mount Gay Speaker Series

- \* Dave Perry presentation
- \* Mount Gay reception

#### 9:00 P.M. - ??? - Meet in the ILYA bar

### Saturday morning, February 10th

#### 8:30 A.M. - Registration - Sign in, pick up your name tag and tickets

#### 9:00 A.M. - 3:00 P.M. - One Stop Regatta Shop & Boat Show All the latest and greatest gear & equipment

#### 9:00 - 10:15 A.M. - Fleet Meetings

- \* Class E
- \* Class C
- \* Class I-20
- \* ILYA Open Class A

#### 10:30 - 11:45 A.M. - Fleet Meetings

- \* Class MC
- \* Class M
- \* NCSSA Class C
- \* Class A One-Design

### **ATTENTION CLUBS**

Each club should make sure they are represented at the Delegate's meeting at 11:00 Saturday morning. Important Association-wide business will be conducted. Commodore Hodgson would like to involve the delegates more in our efforts. It's your chance to be heard!

# Dave Perry to speak Friday night

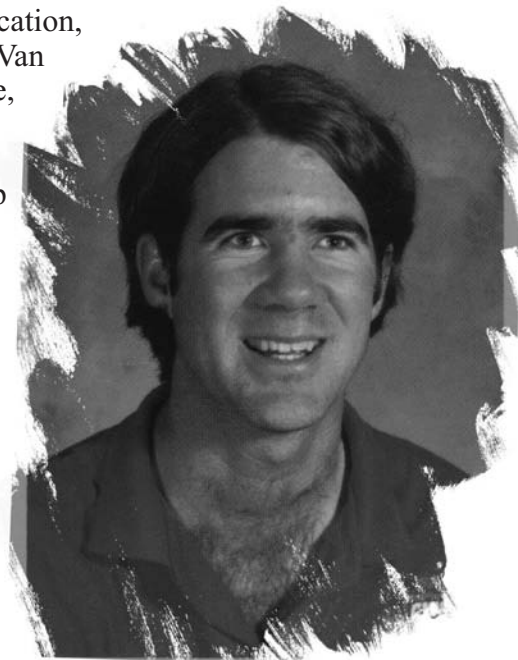
Dave Perry is a legend of sailing and considered an expert on everything from junior issues to race management to "go -fast" in any boat ranging from a dinghy to an America's Cup yacht.

Dave is best known for his comprehensive, humorous, and highly interactive presentations.

He was a 2 time All-American and Captain of Yale's national championship team. Among his other accomplishments, he has won the Prince of Wales Match Race Championship and the Congressional Cup. He was named to the Sailing World Hall of Fame. He has been awarded US SAILING's Captain Joe Prosser Award for exceptional contribution to

Sailing education, and the W. Van Alan Clarke, Jr. Trophy for sportsmanship by US SAILING.

Perry has been a member of the US SAILING Appeals Committee since 1986 and currently serves as a Senior Certified Judge. He has also authored three books on the sport, *Understanding the Racing Rules of Sailing*, *Winning in One-Designs*, and *Dave Perry's 100 Best Racing Rules Quizzes*, all updated in 2005.



Always a popular presenter, Perry has conducted hundreds of "rules talks" and seminars on the sport. He is currently the Director of Athletics at Greens Farms Academy in Westport, Connecticut, a K-12, co-ed independent school.

## WE CAN'T READ YOUR MINDS!

We want you to come to the Winter Inland. Come to party. Come to help. Come to complain. Come to learn. But come. And even if you decide to come at the last minute, let us know. Send in the reservation below, fax it in, or just call so we can plan on you—PLEASE!

Thanks, Winter Inland Committee.

Send reservation below or phone or fax (262) 275-3772  
or E-mail [ScowSlants@aol.com](mailto:ScowSlants@aol.com).  
You can use VISA or MasterCard

## I wouldn't miss it!

Please reserve \_\_\_\_\_ all-inclusive tickets @ \$30.00 each for my group. Fee includes 2 days of meetings, Sat. lunch, US Sailing Mount Gay presentation by Dave Perry and reception and Sunday lunch for those attending the Board of Directors meeting.

☐ My check for \_\_\_\_\_ payable to the ILYA is enclosed.

☐ Use my VISA or MasterCard.

(Late registrants will be charged \$35.00, if available.)

☐ I do intend to stay for the Board meeting. I will need \_\_\_\_\_ lunches on Sunday.

*We really would like to know if you're coming!*

Please send registration information to

ILYA, P.O. Box 311, Fontana, WI 53125

or fax the ILYA office at 262-275-3772

or E-mail [ScowSlants@aol.com](mailto:ScowSlants@aol.com)

Please send by February 1, 2007.

Room reservations at Olympia should be made directly by calling (262) 369-4999. Mention ILYA.

## WINTER INLAND REGISTRATION

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City, State: \_\_\_\_\_ Zip: \_\_\_\_\_

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

Yacht club affiliation: \_\_\_\_\_

VISA or MC #: \_\_\_\_\_

Expiration date: \_\_\_\_\_

Name on card: \_\_\_\_\_

Signature: \_\_\_\_\_



## ***Winter Inland will charge all-inclusive program/lunch fee***

Aware of the increasing costs of the Winter Inland, and the ever-expanding programs and speakers offered, the ILYA Board instructed the Winter Inland Committee to exact a modest all-inclusive fee to attendees of the February event. The Committee has decided that a \$30 fee would be charged to all attendees, and that fee would cover two full days of meetings, Saturday luncheon, and Sunday lunch for those who stayed to observe the Board of Directors meeting on Sunday. Those attending fleet meetings only are welcome at no charge. The registration form can be found on page 16. Please send it in at your earliest convenience.

### ***Official Notice Annual ILYA Meeting***

The Annual Meeting of the Inland Lake Yachting Association will be held at Olympia Resort, Oconomowoc, Wisconsin, AT 11:00 A.M., on Saturday, February 10, 2007 in conjunction with the Winter Inland. Official business of the ILYA will be conducted, including the election of Board of Directors.

### ***Nominating Committee seeking nominations***

The Nominating Committee of the ILYA Board of Directors respectfully requests that ILYA member club nominations for directors be submitted to the ILYA office. The Nominating Committee, chaired by Past Commodore Olaf Harken, and comprised of Jeff Baker, David Ferguson, Tom Hodgson, and Candace Porter, will be looking to fill vacancies at the February, 2007 Annual Meeting of the Delegates.

**Chairman Olaf Harken**  
1251 E. Wisconsin  
Pewaukee, WI 53072  
(262) 691-3320  
olaf@harken.com

***WHETHER IT IS  
A MORTGAGE FOR  
YOUR DREAM HOME  
OR  
FINANCING FOR A  
NEW SCOW FOR  
THE LIFT OUT FRONT***

***CALL HANS MELGES FOR  
YOUR FINANCING NEEDS***



**Starlight**  
MORTGAGE LLC

1100 S. Edwards Blvd.  
Lake Geneva, WI 53147  
262.745.3755 Tel  
262.249.9299 Fax  
hm@starlight4money.com  
www.starlight4money.com



**MELGES**  
*Marine Finance*  
A Division of Melges Boat Works, Inc.

1100 S. Edwards Blvd  
Lake Geneva, WI 53147  
262.745.3755 Tel  
262.249.9299 Fax  
hm@melgesmarinefinance.com  
www.melgesmarinefinance.com

## Make Your Room Reservations Early!

Rooms are limited for this event and are available on a first-come, first-served basis. A special room rate of \$99 per night for a standard room has been negotiated.

Reservations should be made by calling the Olympia Resort directly at 262-369-4999 or 800-558-9573. Mention I.L.Y.A.

To be guaranteed availability please make your room reservations prior to January 25, 2006.

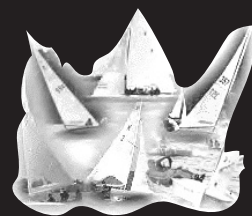
## Great Sailing stuff

The following vendors will be there with the latest and greatest. This year we have made an effort to make them more accessible to you. Their booths will be right outside the meeting rooms!

- \* Aquarius Sails
- \* Hedlund Water Sports
- \* Quantum-Inland Sails
- \* Windward Boatworks
- \* Melges Performance Sailboats
- \* North Sails
- \* Windward Mark Arts
- \* Pat Dunsworth Photography
- \* And more!

## Promotion Committee

The Promotion Committee has been charged to better serve our members, particularly at our regattas. An organization-wide group has gone to work brainstorming to make our regattas more appealing and easier to attend. All aspects of the regatta - and the ILYA - are fair game. On-line registration is working. The committee, headed by Terry Jewett, helped Okoboji put on one of the most memorable regattas in years. Racing schedules are under review.



The Sailing Director program has been rolled into this committee. How better to serve the clubs is a priority for this committee as well.

Come give us a hand! Every member's ideas are solicited. The committee will be meeting on Friday between 4:00 - 6:00 at Olympia.

A report from the committee and discussion will also be held on Saturday afternoon. Please find the time to help.

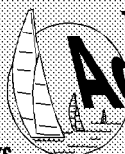
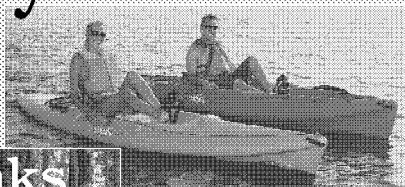
## Sanctioned Regatta Chairs

Each club that has been awarded an I.L.Y.A. Sanctioned Regatta for 2007 has been invited to send a representative (chairperson?) to coordinate his or her efforts with Jim Smith and/or Mark Prange during the day on Saturday. Please notify Jim or Mark if you plan to attend.

## Enjoy the Adventure



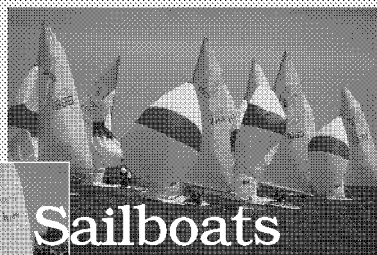
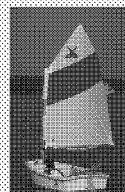
Kayaks



The Small Sailboat Experts...

**Aquarius Sail**

Sailboats • Kayaks • Accessories



Sailboats

Optimist, Laser, Hobie & Wilderness Kayaks  
Yakima Racks, Trailers, Lifts & Piers

N34 W24041 Capitol Dr. Pewaukee, WI 53072  
262 • 691 • 3794 e-mail [aquariuswi@aol.com](mailto:aquariuswi@aol.com)



# THE ULTIMATE RIDE

A Documentary Film Narrated by Gary Jobson



"Simply the best  
A scow movie ever made!"

Lake Minnetonka Navigator

**The Directors Cut**  
aka the sailors cut  
**Now Available!**

"The Ultimate Ride Indeed"

The Jobson Report  
Sailing World Magazine



[www.theultimateridethemovie.com](http://www.theultimateridethemovie.com)



**US SAILING**  
MAKES IT POSSIBLE

US SAILING has been supporting sailors for over a century. Whether you thrive on the race course, are learning the ropes, or just want to escape, US SAILING is dedicated to making your time on the water safer and more enjoyable.

- Racing Rules and Race Management
- Training Standards and Certification
- Offshore Rating Products and Safety
- U.S. National Championships
- Junior Olympic Sailing Festivals
- U.S. Olympic and Paralympic Sailing Teams

It is because of our members – sailors like you – that we can keep these critical programs going. As a member, not only will you support programs that impact you, but you will also receive great benefits including discounts on products and services, free publications and much more.

**Join Today!**

Call: **1-800-US-SAIL-1**

Or visit us on the web at:

[www.ussailing.org/join/gosailing](http://www.ussailing.org/join/gosailing)



## TAKE COMMAND

The Carbo Ratchamatic® lets you trim and ease freely in both directions like a non ratcheting block, but automatically engages the ratchet when loads increase. Lightly-loaded sheets release like greased lightning and asymmetrical spinnakers free instantly for fast jibes. With a twist of an Allen wrench, you can customize the Ratchamatic engagement to suite your own strength and sailing style.

Carbo AirBlocks® significantly outperform stainless reinforced plastic blocks: A wowing 30% lighter, with a 60% higher working load than classic blocks.

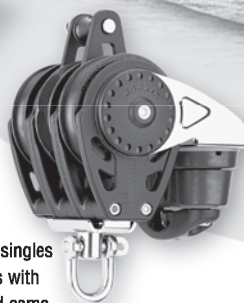
Order our 2002 catalog,  
or shop online:  
[www.harkenstore.com](http://www.harkenstore.com)

Check out our website  
[www.harken.com](http://www.harken.com)

U-Lock on  
doubles and  
triples holds  
the block in  
front or side  
position

Ratchet  
engagement  
adjusts easily  
with an allen  
wrench

Available in singles  
and triples with  
becketts and cams



C Scow, Melges Boat Works — Patrick Dunsworth Photo

1251 E. Wisconsin Ave, Pewaukee, WI 53072 • Tel: 262-691-3320 • Fax: 262-691-3008  
Email: [harken@harken.com](mailto:harken@harken.com) • Web: [www.harken.com](http://www.harken.com)

**HARKEN®**

## A Open agenda

The winter Class A Scow Open Fleet Meeting will be held in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 9:00 a.m. Each ILYA club with a registered A fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. Fleet and regatta promotion
2. Future regatta sites recommendations
3. 2007 Annual Regatta format preferences
4. Review recommendations to the RC
5. Time-based vs. mileage race length
6. Class experiments, if any
7. Number of trophies for Inv. and Champs
8. Regatta measuring/greeting procedures
9. Election of fleet committee members\*
10. Election of fleet committee chairperson\*
11. Other

\* Committee representation and chairmanship is restricted to owners or helmsmen who have sailed in the ILYA events for this fleet within the past two years.



## Class E agenda

The ILYA winter Class E Scow Fleet Meeting will be held in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 9:00 a.m. Each ILYA club with a registered E fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. National Association report
2. 2007 Annual Regatta format preferences
3. Accommodation of asymmetrical fleet
4. Fleet and regatta promotion
5. Skipper and fleet ranking program
6. Future regatta sites recommendations
7. Review recommendations to the RC
8. Time-based vs. mileage race length
9. Class experiments, if any
10. Number of trophies for Inv. and Champs
11. Regatta measuring/greeting procedures
12. Election of fleet committee members
13. Election of fleet committee chairperson

## Class C agenda

The ILYA winter Class C Scow Fleet Meeting will be held jointly with the NCSSA Meeting in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 9:00 a.m. Each ILYA club with a registered C fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. Raffle report and recommendations
2. Fleet and regatta promotion
3. New cscow.org website

4. ILYA Survey results
5. September team race regatta
6. NCSSA rankings trophies
7. Scantlings - Tolerances
8. Future regatta sites recommendations
9. Time-based vs. mileage race length
10. 2007 Annual Regatta format preferences
11. Review recommendations to the RC
12. Class experiments, if any
13. Regatta measuring/greeting procedures
14. Elect ILYA fleet committee members
15. Elect ILYA fleet committee chairperson
16. Other

## Class MC agenda

The ILYA winter Class MC Scow Fleet Meeting will be held in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 10:30 a.m. Each ILYA club with a registered MC fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. National Association report
2. Fleet and regatta promotion
3. 2007 Annual Regatta format preferences
4. Future regatta sites recommendations
5. Review recommendations to the RC
6. Time-based vs. mileage race length
7. Class experiments, if any
8. Number of trophies for Inv. and Champs
9. Regatta measuring/greeting procedures
10. Election of fleet committee members
11. Election of fleet committee chairperson
12. Other

## Class I-20 agenda

The ILYA winter Class I-20 Scow Fleet Meeting will be held in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 9:00 a.m. Each ILYA club with a registered I-20 fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. National Association report
2. Report on Chicago boat show
3. Fleet and regatta promotion
4. Future regatta sites recommendations
5. 2007 Annual Regatta format preferences
6. Review recommendations to the RC
7. Time-based vs. mileage race length
8. Class experiments, if any
9. Number of trophies for Inv. and Champs
10. Regatta measuring/greeting procedures
11. Election of fleet committee members
12. Election of fleet committee chairperson
13. Other

## A One Design agenda

The ILYA winter Class A Scow One Design Fleet Meeting will be held in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 10:30 a.m. Each ILYA club with a registered A fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. National Association report
2. Fleet and regatta promotion
3. 2007 Annual Regatta format preferences
4. Race Trophies
5. Future regatta sites recommendations
6. Review recommendations to the RC
7. Time-based vs. mileage race length
8. Class experiments, if any
9. Number of trophies for Inv. and Champs
10. Regatta measuring/greeting procedures
11. Election of fleet committee members
12. Election of fleet committee chairperson
13. Other

## Class M agenda

The winter Class M Scow Fleet Meeting will be held in conjunction with the 2007 ILYA Winter Inland, Feb. 10, at Olympia Resort & Spa in Oconomowoc, Wisconsin, at 10:30 a.m. Each ILYA club with a registered M fleet may send a voting representative to this meeting, and each owner or helmsperson is also entitled to vote on issues pertaining to the fleet, which may include, but is not limited to, the following:

1. National Association formation
2. New builder/mold
3. Scantling clarifications
4. Fleet and regatta promotion
5. Future regatta sites recommendations
6. 2007 Annual Regatta format preferences
7. Review recommendations to the RC
8. Time-based vs. mileage race length
9. Class experiments, if any
10. Number of trophies for Inv. and Champs
11. Regatta measuring/greeting procedures
12. Election of fleet committee members
13. Election of fleet committee chairperson
14. Other



## News you can use. . .

### **ScowLines gets member praise**

**Send your email address to the ILYA to get on the list!**

Nearly 800 subscribers, mostly members, receive the ILYA's newest and most popular communication medium, *ILYA ScowLines*. And many members have taken the time to respond with their great appreciation.

The concept arose from the Promotion Committee co-chaired by Candace Porter and Suzi Reese, and after a troublesome year (2005) of trying to send informative emails to members, in 2006 Porter and the ILYA hooked up with "Constant Contact," which standardized a recognizable ILYA format and simplified the production and distribution process.

Additionally, the program tracks bad addresses for removal or correction.

Porter started out with a goal of at least one issue per month in the off season, increasing to weekly issues during the summer. That led to the production of daily regatta reports during the ILYA Invitational and Championship events. As of November 12, Porter had produced 51 issues of the colorful, informative, photo-packed *ScowLines*. Eventually these may be archived on the new ILYA web site.

Currently, approximately 760 of the ILYA's members have working email addresses on file in the ILYA office and receive the publication. Most of the email address information comes from the membership application/renewal form, but some have contacted the ILYA office to add their address to the list.

Executive Secretary Smith has tracked the positive comments about the medium. "I can't count how many members have responded with high praise for Candace and the newsletter."

The new on-line membership application/renewal process should increase the number of members receiving *ScowLines*, but meanwhile, if you are missing out, contact the ILYA office with your email address. Send it to [ScowSlants@aol.com](mailto:ScowSlants@aol.com) and ask Executive Secretary Smith to add you to the *ScowLines* list.

### **On-Line membership opens in 2007**

Thanks to the determination of Rick Trester, and because of his donation along with additional financial contributions from Peter Slocum, Sharon Garber, and Tom Hodgson, the ILYA will have an excellent on-line membership application and renewal system operable soon after the first of the year.

Internet-savvy ILYA members will be able to renew their memberships, purchase limited publications, and make tax deductible donations on line, just as they used to do using the US Mail. The system will provide for immediate real-time credit card verification and deposit to the ILYA bank account.

The system will also generate an on-line membership roster which will be available to members only. The roster will display limited information such as the membership category, the member's home club, the class or classes with which the member is affiliated, and the member's email address. The email address information will insure that the members also receives the ILYA on-line newsletter, *ScowLines*.

The new on-line membership feature will also be tied in to the on-line ILYA Regatta Registration system, which was phenomenally successful in its first two years. In fact, approximately 80% of

ILYA regatta entries in 2006 were received on-line. That's a terrific show of support for this fast and easy system of entry.

And it will only get easier in 2007, as the membership system will tie in automatically to the regatta registration system. Under the new synchronized program, only current members will be able to access the regatta registration page, and when they do, all the pertinent member information (name, address, etc.) will be entered automatically for them, making completion of the rest of the form a breeze.

ILYA office personnel will benefit as well, as the on line databases for membership and regatta entry will become the main databases for the ILYA office—no more re-entry of all membership applications and regatta entry forms. Memberships and entry forms that do arrive by mail will be manually entered onto the on line database.

Additionally, the ILYA will be able to send dues reminders by email, saving substantially on its paper notices and postage.

Meanwhile, make sure the ILYA office has your current email address. If you have been getting *ScowLines*, then the office has it. If not, send your address to [Jim Smith at ScowSlants@aol.com](mailto:Jim.Smith@aol.com).

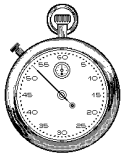
### **ILYA web site gets second makeover**

Unveiled at the 2006 Winter Inland, the ILYA web site make-over went on line in October. The fresh, crisp look of the new site is just a part of the reason for the redesign. Ultimately, when the transfer is completed, members will have a much easier time navigating to find the information they desire. Drop down menus are just one way to find what you are looking for. The site also includes a search engine. Just type in a key word or two and let the engine find the page you desire. In fact, while the ILYA Office continues to link up many of the features from the old site, this may be the best way to navigate to your destination.

The new site is based on Joomla!. Joomla! is one of the most powerful Open Source Content Management Systems (CMS) on the planet. It is used

all over the world for everything from simple websites to complex corporate applications. The CMS will allow fleet chairs, RC chairs, regatta chairs, and designated others to access and modify pages to provide timely updates for fleet news, race committee news, regatta standings and reports, etc.

The new web site will also provide opportunity for "Member Only" information. Eventually members will be able to log in for pertinent information that is not suitable for the rest of the world's browsing public. Initially, a membership roster will be available to members only. The roster will contain members' email addresses and class affiliation. This roster will be generated automatically through the on-line membership application and renewal system (see the article this issue).



# Race Management Corner

#44

November, 2006

By Chip Mann

## Join one of our Race Committee Teams!

The ILYA race committees are all made up of volunteers. We have a proud tradition of quality race management that we want to only improve on. To do this we need to learn from our most experienced members, encourage fresh blood, train our members from within and from qualified US Sailing seminars, and just plain participate. I believe that quality race management is both a science and an art. Clearly you need to understand the written rules, but it is only through practice and observation that you get the “feel” of good race management.

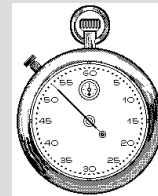
The art of race management comes when you need to decide when to “chase” a wind shift with a change of course and when to let the course stay. How do you know when the shift is going to stay and when it is going to go right back in 3 minutes? This art comes from the experience of

working with race officers like Terry Bischoff, Sandy Sundberg, Mike Sherin, Martin Ford, Tom Hodgson and the many other senior race officers of the ILYA.

I invite you to volunteer this year to work on one of the many ILYA race teams. We will try our best to get you on a boat so that you can help us and also learn. Working at the ILYA level will also greatly enhance your ability to run better races on your local lake.

The following is the list of the Principle Race Officers (PROs) that have been assigned to the ILYA events for 2007. Please contact any one of them and volunteer to help at the regatta of your choice. We will try to match your ability and your desires to one of our regatta teams.

Chip Mann  
Chair, Race Management and  
Judges Committee



**Time to get involved  
in  
ILYA Race  
Management?  
We need people  
at all levels of  
experience—including  
NONE!  
Call the ILYA;  
we'll get you started!  
(262) 275-6921 or  
ScowSlants@aol.com**

ILYA Event	Date	Host	PRO	PRO Email
I-20 Invite	June 22-24	Fond du Lac	Sue Weston	<a href="mailto:swgl@charter.net">swgl@charter.net</a>
Youth Championship	June 30-July 1	To be determined	Russ Ackley	<a href="mailto:v98@worldnet.att.net">v98@worldnet.att.net</a>
MC Invite	July 12-15	Minnetonka	Phil Peterson	<a href="mailto:philpetersen@mchsi.com">philpetersen@mchsi.com</a>
E Invite	July 12-15	White Bear	Tom Hodgson	<a href="mailto:tom_hodgson@comcast.net">tom_hodgson@comcast.net</a>
C Invite	July 19-22	Clear Lake	Jeff Butzer	<a href="mailto:jbutzer@earthlink.net">jbutzer@earthlink.net</a>
A Open Invite	July 19-22	Clear Lake	Charlie MacNider	<a href="mailto:charlie@netins.net">charlie@netins.net</a>
IOD No Tear East	July 23	Cedar - Wis.	Mike Sherin	<a href="mailto:sherin@idcnet.com">sherin@idcnet.com</a>
IOD Championship	July 29-31	Pewaukee	Mike Sherin	<a href="mailto:sherin@idcnet.com">sherin@idcnet.com</a>
X Junior Championship	Aug. 1-4	Delavan	Sandy Sundberg	<a href="mailto:sander713@peoplepc.com">sander713@peoplepc.com</a>
X Senior Championship	Aug. 1-4	Delavan	Chip Mann	<a href="mailto:jmann@jansengroup.com">jmann@jansengroup.com</a>
A Open Championship	Aug. 10-13	Oshkosh	Not yet assigned	°
C Championship	Aug. 10-13	Oshkosh	Chip Mann	<a href="mailto:jmann@jansengroup.com">jmann@jansengroup.com</a>
E Championship	Aug. 13-16	Oshkosh	Terry Bischoff	<a href="mailto:captgoldie@adelphia.net">captgoldie@adelphia.net</a>
MC Championship	Aug. 13-16	Oshkosh	Mike Sherin	<a href="mailto:sherin@idcnet.com">sherin@idcnet.com</a>
I-20 Championship	Aug. 10-13	Oshkosh	Devin Farley	<a href="mailto:grampops@wi.rr.com">grampops@wi.rr.com</a>
A One Design Champ.	Aug. 16-19	Oshkosh	Jeff Butzer	<a href="mailto:jbutzer@earthlink.net">jbutzer@earthlink.net</a>
M-16 Championship	Aug. 16-19	Oshkosh	Not yet assigned	°



# Take a walk around the lake? Maybe, maybe not

from *Racine Journal Times* Editorial Board  
<http://www.journaltimes.com/nucleus/index.php?itemid=4246>

The U.S. Supreme Court... had the good sense to leave well enough alone.

By deciding not to take up a Michigan case, the court guaranteed the rights of all citizens to enjoy the simple pleasures of a walk along a Great Lakes beach — no matter who owns the land leading up to the water.

For some that may be inconsequential, but for others who treasure the outdoors and revel in the natural beauty of Lake Michigan and its sister Great Lakes an adverse court ruling would have put a padlock on miles of pedestrian access.

That was in fact what happened in Michigan that triggered the court case in the first place six years ago. Joan Glass a retired widow living in Greenbush on Lake Huron north of Saginaw and Bay City was told she couldn't walk on the beach by neighbors who owned a cottage fronting the lake.

She sued. And lost.

According to the Detroit News, a Michigan Court of Appeals ruled two years

ago that beach walking was trespassing. That was disturbing considering that 70 percent of the 3,200 miles of land along Michigan's Great Lakes shoreline is in private hands.

So Joan Glass appealed. The Michigan Supreme Court took up the case and last summer it held that beach walking is allowed up to the ordinary high water mark.

We had hoped that would be the case. Certainly there is a history of precedents outlining the rights of citizens to have access to the lakes and to other navigable bodies of water — a history that predates statehood for both Wisconsin and Michigan. The Northwest Ordinance of 1787, which governed the United States territories northwest of the Ohio River stipulated "the navigable waters leading into the Mississippi and St. Lawrence, and the carrying places between the same, shall be common highways and forever free..."

Forever free.

All the courts had to do was determine where those waters end. The state court wisely picked the high water mark and the Supreme Court by its inaction now guarantees the rights of voyageurs of any era to beach their crafts and walkers and hikers to follow the

shoreline to their heart's content.

Glass reacted to the court victory, telling the Detroit paper, "If I were Snoopy, I'd be clicking my heels together because I'm so happy."

The court fight came at the expense of tapping into the inheritance of her four children, but it leaves a legacy for all citizens for all time.

So if you are one of those lake lovers and you happen to be walking along the shore in the days or weeks ahead listening to the lap of the waves and the cries of the gulls, you might give a nod across the water toward Saginaw Bay and thank Joan Glass for her efforts.

*[While this situation evidently applies only to the shores of the Lake Michigan, it is interesting to note the variety of ordinances among our member Inland Lakes. Geneva requires that all lakefront owners maintain a walking path for hikers. Minneapolis maintains the public circumference of Lakes Harriet and Calhoun. In other lakes in the Midwest, property owners extend their lot line fences far into the water to prohibit trespass-  
 Scow Slant Ed.]*

## Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at <b>NO UPCHARGE</b>	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



Skirted Mooring Cover above. We make 5 styles for the E. Also make covers for C Scow, MC, X Boat, Opti, Laser, 420, M-20, M-16.

Comprehensive Website [www.sailorstailor.com](http://www.sailorstailor.com)

[www.sailorstailor.com](http://www.sailorstailor.com) (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:  
 FREE How to Choose the Right Style One-Design Sailboat Cover  
 FREE Poly Army Duck and Acrylic fabric samples.  
 FREE Diagram of what correct seams and hems look like.



**The Sailors' Tailor, Inc.**

Tel. 1-800-800-6050  
 1480 W. Spring Valley-Paintersville Rd.  
 Spring Valley, Ohio 45370

# Oshkosh YC plans to make 2007 Championship another unforgettable event

The Oshkosh Yacht Club cordially invites sailors of all seven ILYA fleets to participate in the Championship Regatta on beautiful Lake Winnebago, August 10-19.

Our entire club is planning an event that you won't want to miss. As you know, Oshkosh was the site of the 1<sup>st</sup> Championship Regatta. One hundred and ten years later we're still going strong and promise to make this an event to remember. Speaking of remembering, how many of you can identify these Oshkosh Championship winners?

Watch Scow Lines for the opening of our championship website which will be linked to the Oshkosh Yacht Club website and the ILYA website. You'll find information about our event, but also some fun facts you may not know about past Oshkosh regatta experiences.

We're always thinking outside the box in Oshkosh. We

Can you identify these 1966 ILYA Champions?

hope you enjoy the new flexible and compressed schedule, the social events and the camaraderie.

Miller's Bay will serve as our regatta headquarters. There you will find five launch ramps and plenty of room to rig and launch. Dry sailing is available for all.

Book your hotel rooms early. We are expecting a large group and want everyone to be able to participate.



## Oshkosh Area Accommodations

Here are just a few of the many and varied housing options available in Oshkosh during the ILYA Championship Regatta. All of the rates listed are available to patrons who mention "ILYA."

Oshkosh Hotels and Lodging - All Reserved Under ILYA

Location	Address	Phone	Rate	Other Info
<b>Park Plaza Hotel</b>	1 North Main Street	920-231-5000	\$79 per room 2 full or 1 king	Located on the river. Close to downtown. Closest location to Regatta headquarters River side libations Motorboat slips available
<b>Hilton Garden Inn</b>	1355 W 20 <sup>th</sup> Ave	920-966-1300	\$109 per room 2 queen or 1 king	Newest facility. Nice bar Located by airport and highway 41
<b>AmericInn</b>	1495 South Park Ave	920-232-0300	\$79.90 per room 2 queens	Indoor pool and whirlpool Includes continental breakfast
<b>Hawthorn Suites</b>	3105 S Washburn	920-303-1133	5 nights or more \$99.90 2-4 nights \$109.90	Other side of Hwy 41 near Prime Outlet Mall Indoor pool and whirlpool Includes free hot breakfast buffet
<b>Baymont Inns</b>	1950 Omro Road	920-233-4190	Weekend/WeekdayRate King \$90/ \$80 Two doubles \$85/\$75 One double \$85/\$75	Located at Hwy 41 and Hwy 21 Complimentary breakfast AARP Discount
<b>Fairfield Inn</b>	1800 S Koeller Rd	920-233-8504	Two queens per room \$79.99	Indoor pool and fitness center All rooms non-smoking Complimentary breakfast Free Showtime
<b>UW-O Dorms:</b>	On campus			Close to college bars. Short drive to regatta Headquarters. Daily housekeeping is not provided. Additional linen and towel packets may be requested for \$3.00 each.
<b>Taylor Hall</b>		920-424-1106	\$40 per night 2 beds per room	Completely renovated in 2005 Game, TV room Air conditioned
<b>Gruenhagen Conference Center</b>		920-424-1106	\$24 per night 2 beds per room	STUDENT SERVICE- Make your own bed. Includes mattress pad, pillow and case, two sheets per guest. No air conditioning
<b>Gruenhagen Conference Center</b>		920-424-1106	\$34 per night 2 beds per room	FULL SERVICE – Includes the beds made, a towel set, soap and a plastic cup per guest. No air conditioning



# 2007 Annual Championship—Aug. 10-19

## *Preliminary Registration, Racing Schedule\**

### Class A Open, C, and I-20

Friday, August 10

- 4:00 p.m. - 6:00 p.m. Registration for Class A Open, C, and I-20

Saturday, August 11

- 8:00 a.m. - 9:30 a.m. Registration for Class A Open, C, and I-20
- 8:30 a.m. Class A Open Competitor Briefing
- 9:00 a.m. Class C Competitor Briefing
- 9:30 a.m. Class I-20 Competitor Briefing
- 10:00 a.m. B2B Racing for Class A Open
- 10:30 a.m. B2B Racing for Class C
- 11:00 a.m. B2B Racing for Class I-20
- 2:30 p.m. Next Race for Class I-20

Sunday, August 12

- 10:00 a.m. B2B Racing for Class C
- 10:30 a.m. B2B Racing for Class I-20
- 11:00 a.m. B2B Racing for Class A Open

Monday, August 13

- 10:00 a.m. B2B Racing for Class A Open
- 10:30 a.m. B2B Racing for Class C
- 11:00 a.m. Final Race(s) for Class I-20
- Trophy Presentation
- 3:00 p.m. - 6:00 p.m. Registration for Classes E and MC



Tuesday, August 14

- 8:00 a.m. - 9:30 a.m. Registration for Classes E and MC
- 9:00 a.m. Class MC Competitor Briefing
- 9:15 a.m. Class E Competitor Briefing
- 10:30 a.m. B2B Racing for Class MC
- 10:45 a.m. B2B Racing for Class E
- 2:30 p.m. Next Race for Class MC
- 3:00 p.m. Next Race for Class E

Wednesday, August 15

- 10:00 a.m. B2B Racing for Class E
- 11:00 a.m. B2B Racing for Class MC

Thursday, August 16

- 10:00 a.m. Final Race(s) for Class E
- 10:30 a.m. Final Race(s) for Class MC
- Trophy Presentation
- 2:00 p.m. - 5:00 p.m. Registration for Classes A One Design and M-16

Friday, August 17

- 8:00 a.m. - 9:00 a.m. Registration for Classes A One Design and M-16
- 9:00 a.m. Class A One Design Competitor Briefing
- 9:30 a.m. Class M-16 Competitor Briefing
- 10:30 a.m. B2B Racing for Class A One Design
- 11:00 a.m. B2B Racing for Class M-16
- 3:00 p.m. Next Race for Class M-16

Saturday, August 18

- 10:30 a.m. B2B Racing for Class A One Design
- 11:00 a.m. B2B Racing for Class M-16

Sunday, August 19

- 10:00 a.m. B2B Racing for Class A One Design
- 11:00 a.m. Final Race(s) for Class M-16
- Trophy Presentation

\* Racing schedule is subject to change at the discretion of the Race Management Team.

## ***Race safely in a comfortable PFD***

The ILYA is back in the PFD business. We are offering Extrasport Challengers at \$50 and the higher end Retro Avengers at \$85. These were especially well received this past summer.

Limited quantities are in stock for all sizes of both models. While we can't put an ILYA patch on the jackets, we can maintain our service of supplying quality safety equipment for our youth and adult sailors. It's easy to order these through the ILYA office. See the order form on page 46.



## Barkow's Team 7 racing toward a gold medal

As 2006 closed out, the United States' Team 7 Sailing Yngling crew led by Nashotah, Wisconsin's Sally Barkow was hard at work, training on the Spanish Mediterranean island of Palma de Mallorca, completing a memorable year for the 2008 Olympic aspirants.

The American trio flew to Palma for a training session at the invitation of British double-Gold Medalist Shirley Robertson and her crew, Annie Lush and Lucy McGregor. Barkow said: "We're looking forward to some good tuning opportunities and getting back into race mode during practice races with a lot of the other international teams who train in Palma for the winter."

At home, Team 7's support group was putting the finishing touches on their revamped and extended website <http://www.team7sailing.com> which went live early in December.

Barkow, US Sailing's 2005 Rolex Yachswoman of the Year, and her crew, Debbie Capozzi, Bayport, NY, and Carrie Howe, Grosse Pointe, Mich., spent the first two weeks of December training with the British Olympic team before breaking for the holidays. They were to pick up training again in Miami, early in the New Year, in advance of the 2007 US Sailing Rolex Olympic Classes Regatta (OCR) at the end of January.

A year ago they kicked off 2006 with a victory at the Rolex Miami OCR, defeating second-placed Hannah Swett and her crew by a 30-point margin. They followed that up by placing second to Spain's Monica Azon at the Yngling North American Championship, also in Miami.

Barkow, Capozzi, and Howe maintained their momentum, beginning their 2006 European sailing season with a major victory at the 37<sup>th</sup> Trofeo Princesa Sofia in Palma de Mallorca, afterwards receiving their Gold Medals from Queen Sofia of Spain.

They followed that up by winning again on the international scene at the 38<sup>th</sup> Semaine Olympique Française in Hyères, France, defeating the second-placed British team by just four points.

Last July, in La Rochelle, France, Team 7 Sailing won the bronze medal at

the Yngling Women's World Championship. After heading into the regatta as the defending world champions, the trio defeated 34 teams to take third place, behind teams from Spain and Germany.

Barkow's team started strongly, leading after the first day of sailing. On the second day, the British team climbed past them to take the overall lead before a thunderstorm washed out racing for the rest of the day. On the final day of racing, the Spanish team finished with equal points to their German rivals, but they broke the tie with two bullets recorded during the series. The British team was disqualified in the final race, which caused them to slip to an overall fourth place.

"It worked out in our favor. I think we had a pretty tough week," said Barkow. "We stuck together as a team to get the result we wanted in the end."

In August, Team 7 placed fifth overall in The Good Luck Beijing 2006 Qingdao International Regatta in China, the first of the pre-Olympic regattas at the 2008 venue on the tricky waters of Fusan Bay. This series was notable for the fact that none of the established favorites were able to climb to the top of the points

table. The Dutch crew skippered by Mandy Mulder sailed a very strong and consistent regatta, capping their performance with a first place in the Medal Race to win the Gold.

Some competitors came to the event, comfortable with their best boats and favorite sails, and determined to score as high as possible. Team 7 Sailing treated this one as a learning laboratory – yes, they wanted to win, but they also wanted to soak up and analyze the local winds and tides and to test and try out a myriad of concepts, techniques and equipment.

They left Qingdao confident that they have a good handle on the fitting out and preparation of the competition boat and sails they will bring back in a year's time.

Going forward, Team 7 Sailing is focused on the two regattas where they need to beat their American competition to represent the US at the Qingdao Olympics. The first is the International Sailing Federation (ISAF) Combined Olympic Class World Championship, in Cascais, Portugal, June 28 - July 13, 2007, followed by the Yngling Women's World Championship, Miami, Fla., February 9-15, 2008.



**Pine Lake's Sally Barkow**, US Sailing's 2005 Rolex Yachswoman of the Year, and her crew, Debbie Capozzi and Carrie Howe are heading up the Yngling class in a bid to represent the US in the 2008 Olympics.



## Classic A Scow racing, rivalries tested on White Bear

2006 ILYA A Scow Open Invitational  
July 20-23, 2006

compiled by Lee Alnes

Friday morning dawned with some high clouds at White Bear Lake, site of the first ever ILYA Championship Regatta. By 8 a.m. light rain and drizzle moved in. Winds were light and variable while the rain ensued and PRO Tom Hodgson held off sending the competitors out until the weather stabilized.

Once on the water, breezes freshened to the 7-10 m.p.h. range, and 12 A scows graced the starting line at White Bear. This was possibly the largest A fleet start ever on this lake where A scows were invented and the ILYA was formed back in 1897.

With a start on the south shore, the W3+ course was set "through the slot" between Manitou Island and the Peninsula. This is one of the trickier courses on White Bear. Tom Burton (M-9) and his "Victory-by-Design" team played the shifts well the first time up and got around the windward pin first to take an early lead. If they looked back it was only to enjoy the scenery of 11 spinnakers giving chase.

Dave Willette (M-11) sailing "Slingshot" held second place throughout much of the race with John Stark (V-333) on "No Ka Oi" hot on his tail. As the race continued, the winds lightened up significantly, and as M-9 approached the windward mark the third time, PRO Hodgson made the decision to shorten the course to a W 3 with a downwind finish.

The light breeze made for some tough decisions on the final downwind leg and allowed V-333 to overtake M-11 on the last half of the leg to capture second place. Lee Alnes (W-1) held off Ken Broen (W-28) to finish 4th with Broen 5th.

Winds continued to diminish as the cloud cover cleared, and any attempt at a second race would have to wait until Saturday morning. Race 2 would feature the famed "6 Knot Course" sailed at the original ILYA Championship Regatta.

Friday night saw another luxurious lawn party at the home of Ford and Catherine Nicholson at their estate on the tip of the Peninsula. This is truly one of the finest places to celebrate the history and comradeship that is ILYA sailing! Thanks to the Nicholsons for an excellent evening and to our party committee leaders Judy Alnes, Bernie Kruse, and



One of the races at the 2006 ILYA A Scow Open Invitational was the 6 Knot Course, sailed at the first ILYA Class A Championship regatta. Pat Dunsworth photo.

Janet Callahan for all their hard work coordinating a wonderful evening!

Saturday morning was windless, but by early afternoon it was "Game On" and we headed out to try the historic 6 Knot Course sailed by our forefathers. I think most would agree that this was a tough course providing some excellent competition. When was the last time you did a port-tack, downwind-start with your spinnaker up? Conditions were light and variable, but tolerable. The final leg from Wildwood to Center saw a determined tacking duel between John Stark (V-333) on "No Ka Oi" and Tom Burton (M-9) with his "Victory." This time Stark prevailed and took top honors, followed by Burton, Blair Jenness (M-6), Dave Willette (M-11), and Lee Alnes (W-1) rounding out the top five.

Race 4 was back to the typical Windward-Leeward course with a shortened W3+. Wind picked up into the 7-10 m.p.h. range at times and were light and fluky at other times, but it was a great race. This time Burton (M-9) was back in winning form, followed by Stark (V-333), Blair Jenness (M-6), Jason Brown (W-3), and Ken Broen (W-28) for the top five positions.

Saturday night's affair at the White Bear Yacht Club featured cocktails, snacks, and a jazz combo at poolside, followed by a fantastic buffet dinner as only WBYC can do. The great music continued in the club house, the food was wonderful, and the fun was flowing as we watched the sun set over the water from the dining room. Everyone had a great time—new friends were made, and old friends reminisced.

Unfortunately, Sunday was a "non-race" day as the wind just didn't material-

ize until well past our noon deadline.

Knowing the tight scores, with just one point separating first and second and just 2 points separating third and fifth places, PRO Hodgson did everything he could to hold out until the last minute before making the decision to abandon Race 5 and call it a regatta.

Boats were whisked back to the Yacht Club for a luncheon and awards ceremony prior to hauling out and saying our good-byes. Tom Burton (M-9) and the Victory team took first place, just edging out John Stark (V-333). Blair Jenness (M-6) finished third and snagged the last of the fantastic trophies donated by Brad and Suzanna Robinson.

The new White Bear - Minnetonka A Scow Challenge Trophy, rekindling a crosstown rivalry that goes back over 100 years, went to the Minnetonka team with overall finishes of 1st, 3rd, and 4th. The trophy is a beautiful silver platter originally won by Willie Crear in the 1970s and donated by Crear and the Minnetonka Yacht Club. Brad and Suzanna Robinson had the trophy refurbished.

Special Thanks to Commodore Hodgson and his team for a fine job officiating—overheard on the Yacht Club lawn: "I've sailed all over the country and you never get judging as good as in the ILYA!" Our regatta committee did a flawless job pulling everything together and we sincerely appreciate their efforts.

The WBYC would like to thank all our guests and their families for joining us this weekend and we hope to see many of you as we'll host the 2007 ILYA Class E Invitational. Take the opportunity to visit us for what promises to be another White Bear classic!

## Barkow wins 2nd 2006 Inland event

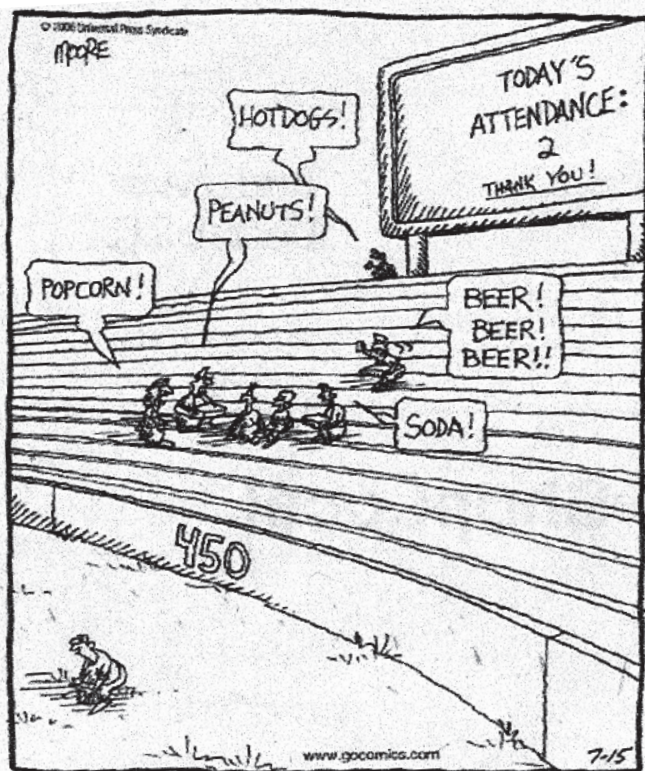
### *E Invitational excitement unphased by low attendance*

Augie Barkow's terrific C Scow season began with a win at the Class C National Championship in June. He turned to the E Scow in early July and took the ILYA Invitational. Then he went on to take the Wisconsin Yachting Assc. C Scow crown, the ILYA C Invitational honors, and C Scow Blue Chip, and the C Scow Worlds.

Along the way Augie kept in shape by campaigning the E Scow, and in July at Oshkosh took first at the ILYA E Invitational Regatta.

While point totals show a clear lead over second place, victory was uncertain until the last couple of races (see results page 50).

Co-chairs Bill and Beth Wyman kept a great sense of humor (see cartoon submitted to the editor by Beth) about the poorly attended event—a mere seventeen boats came to play—and the sailors who attended were not disappointed with the racing or social opportunities. In fact, the racing was tight, and after completing all five races, a mere four points separated positions two through five.



Augie Barkow shows winning form at ILYA E Invitational. Photo by Tammy Sawyer.



# National E Scow Report

by Fleet representative Bill Wyman

The NCESA annual board meeting was held at the Chicago Yacht Club Saturday, November 4. Many topics were discussed and minutes of the entire meeting will be available. The 4 topics of most importance for ILYA sailors are; National Regattas, Asyms, NCESA dues, and the Secretary Resignation.

## NATIONAL REGATTA

Chrisy & Pat did a fabulous job chairing the 2006 Nationals: 92 boats, great wind, fun parties, and a terrific host club. Thanks to all involved for such a good time.

The 2007 national regatta will be held in Charleston, South Carolina, June 23, 24 and 25. Having this regatta at a new site where the fleet is enthusiastic and growing, plus moving the date to June for more participation for college

students should encourage many E scow sailors to attend.

In 2008 the Nationals will be held at Lake Chautauqua, New York. This will be the 50th year of the national regatta. The first NCESA regatta was also hosted by Lake Chautauqua. There were no bids in for the national regatta for 2009 or 2010.

## ASYM

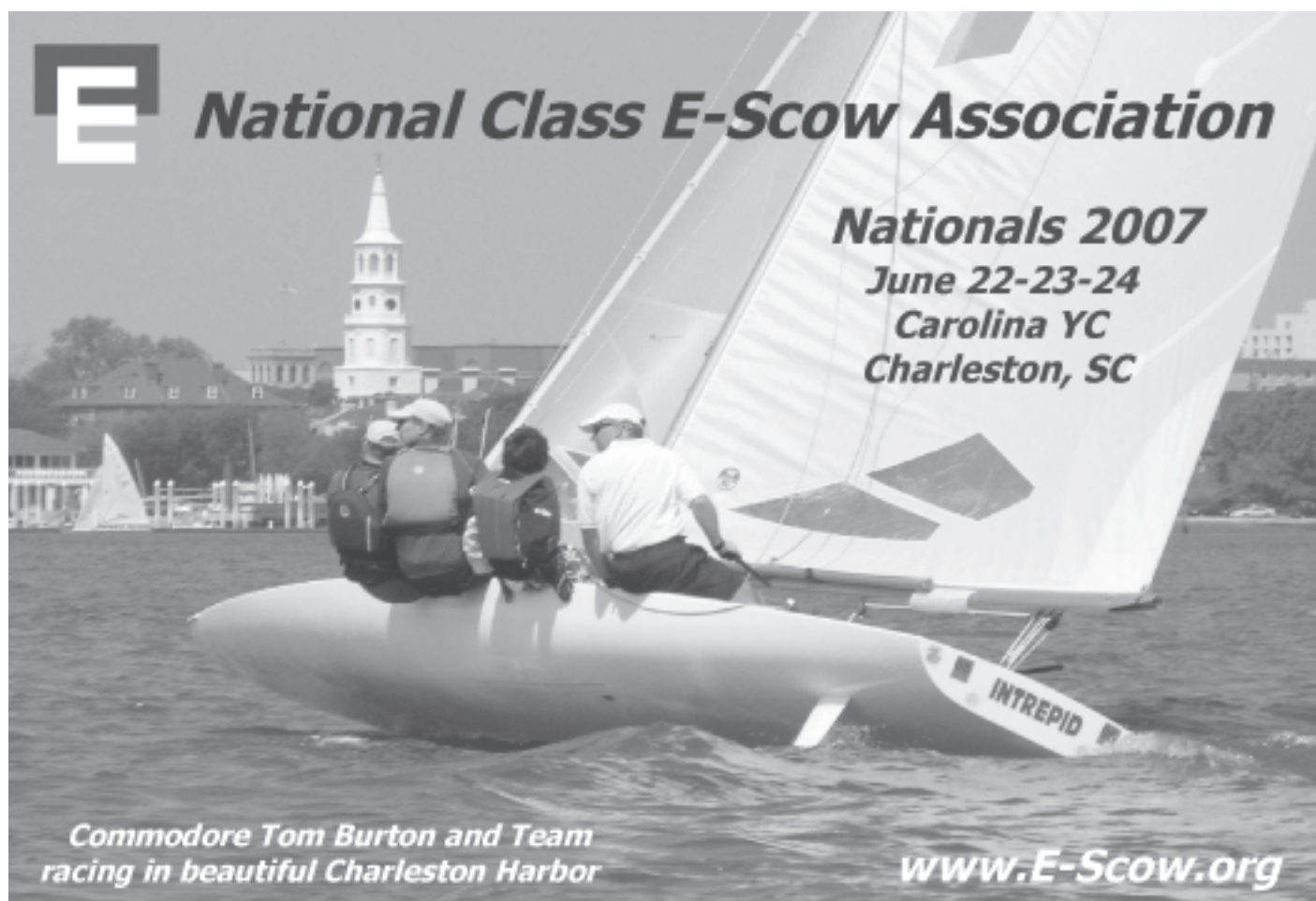
The NCESA voted to include asymmetrical rigged E scows in the annual national regatta. The races for the asymmetrical rigged boats will be set up not to interfere with the traditional rigged boats. The host club and PRO will work together to decide the best way to handle this. The ILYA E fleet will discuss how the asymmetrical rigs will be handled at the 2007 Invitational and Championship regattas at the 2007 Winter Inland. Please attend.

## NCESA Dues

The ILYA is the only regional sailing organization member of the NCESA that does not require NCESA dues when sailing in their regional sanctioned regattas. This situation skews the individual membership vs. number of E scows sailed in the regions. To have ILYA E scow sailors properly recognized in the NCESA, I encourage all ILYA E sailors to join the NCESA.

## SECRETARY RESIGNATION

After many years of dedicated service to the NCESA, Dierk Polzin is stepping down from his secretary position. Please thank him for a job well done. The NCESA has created a committee to fully understand all that Dierk has done and will be looking for a replacement.



**E** *National Class E-Scow Association*

***Nationals 2007***  
***June 22-23-24***  
***Carolina YC***  
***Charleston, SC***

*Commodore Tom Burton and Team*  
*racing in beautiful Charleston Harbor*

***www.E-Scow.org***

# I-20 fleet reflects on a banner year

by Geoff Catlin

What a great season!

This season for the Inland 20s saw many exciting things happen inside the ILYA and outside as well. With great locations and more wind than we knew what to do with, most all of our regattas went off without a hitch.

The ILYA Invitational and Championship regattas took place at Green Lake and Lake Geneva. The Invite at Green Lake was so much fun that even the A fleet showed up and decided to checkout the local waters. The Green Lake YC and Sue Weston, co-regatta chair and PRO, put on a great event which happened to coincide with a last minute decision of the A fleet to come down to Green Lake. But only as Green Lake YC could do, everything went off without a hitch. With good winds the fleet got in a bunch of races. The parties were fun, and everyone had a good time. Thanks to all that helped out by lodging people, taxiing, or supporting the regatta in other ways.

Our Championship Regatta in Lake Geneva marked a first for the I-20s. We got all our races in, we experienced Sunday chop for two races, our course was dead center right off the club, our boats came back with no dock rash, and we were the first ones through the food lines. You would think that this was all minor, however the fleet cannot adequately thank all those that helped; the I's really enjoyed the best that LGYC had to offer. This was just an exceptional regatta and many would return for this kind of treatment.

On other fronts, this year marked great strides for the three clubs that sailed up in my neck of the woods. Up in the Fox Valley we saw three different clubs with I-20s starting to grow their numbers. Fond du Lac, an original fleet, added three more boats this fall for something around 12-14 boats on the line for next season. Oshkosh saw three to four boats racing on week nights, and even crowned a new I-20 National Champion, but more on that later. Neenah is working on adding another boat and had three prospective boat owners sailing at different ILYA regattas this summer. Hopefully this builds our numbers up

from three.

The I's also saw growth down south as Wauwasee jumped in as well as Carlyle. Both clubs offer great sailing and are clubs that have a long tradition of fostering the sport. It won't be too long before they experience the growth which has occurred at other clubs like Indian Lake, Fond du Lac, and Mendota. One boat spawns another and then another.

Next season for us looks even better as we venture to Oshkosh for the Championship and Fond du Lac for the Invite. I bet you did not know that the largest one



design scow class in this area is the.....yep the I-20. So lets get out the numbers and see you on Winnebago in '07!

Big waters means big fun!!

Geoff Catlin writing from the big waters for the I-20 Fleet

## Many factors contribute to class growth

by Geoff Catlin

Promotion, a challenge and a must for every Fleet!

The old saying, 'grow or die,' is applied to boat classes like to most of everything else in life. There are more things than numbers at regattas, but it's the numbers, Stupid, that get the attention!

The non-numbers or soft-side statistics are important too—how young or old, experienced, competitive, fun to be around, helpful, or regionally based the sailors are in your fleet. The cost of entry, the cost of staying competitive, the cost of campaigning your boat, the competitive life of your boat, are more factors impacting your choice of a boat. Lastly, the support from your club, fellow sailors, racing organizations like the Inland and class organizations, and your boat's boat builder are important factors in this equation of choosing a boat.

Every fleet has its own dynamics with different starting points, different histories, and changing regional numbers, to name just a few of the differences. The classes, until recently, have looked to their builders and local clubs to promote

their numbers. Most clubs, as well as builders, have had to expand their offerings (classes or fleets) to survive in this competitive world. Gone are the days of one class builders and sailing clubs.

The I Fleet has addressed these changing times with a number of strategies for the future.

1. We maintain a list of all known boats and their owners
2. We maintain a list of target clubs for growth or introduction to the class
3. We look for key people to promote and build the class regionally and at each club
4. We provide bare boats or crewed boats for our regattas to non-boat sailors to come sail and meet us.
5. We use our regattas to promote our fleets and or Class

We all sail great boats in the Inland! The broad range of choices of class boats that are sailed in the Inland has always been a strong point to sailing in this area of the country!  
Great Sailing to All!  
Geoff Catlin  
Your 2007 I-20 Rep.



## Reflections on the I-20 National Regatta

# Confessions of a D Scow sailor

by Willie Crear

I cut my teeth sailing and racing on my father's D scow in 1957, and later took up the more financially destructive A Scow habit in 1968. By that time, the D boat had died, and the Harry Melges/Buddy Melges creation of the early 1950s, the M-20, had been the scow of choice for those in the ILYA wishing to sail a two-person spinnaker boat.

I have never sailed an M-20, but finally relented to pressure this year from John Hayashi, owner of Windward Boat Works, to climb onto an Inland 20, which is an M-20 with a bowsprit and an asymmetrical spinnaker. Hayashi found me a very nice loaner boat; all I had to do was show up on Lake Mendota and tend to that other small detail—a crew for the national event, held September 21-23, 2006.

I drafted Susie Sternkopf for crew. She grew up with the Pine Lake/Pewaukee crowd, sailing everything in sight except for M-20s and I-20s. We were both neophytes on this boat.

We practiced the day before in a 2006 hull that John had borrowed for the event—not much wind, but we did do a couple dozen jibes and tacks, and put it back on the railway with no damage.

The first race on Friday morning was a medium breeze from the south with 32 boats on the line. This was not as aggressive a group as, say, the E boats, so all the starts came off without recalls until the 6th race. We rounded the top mark about 12th, but I managed to work us back to about 20th with three uninspired downwind legs, capped off by a capsize about 75 meters from the finish: I was sitting with my leg across the cleated mainsheet, toe under the main horse, hiking out to leeward, when a header popped us over. Fortunately, Susie was more on the ball than I was, got to the leeward board posthaste. We had it back up in about a minute, but lost enough boats to finish 26th. Not a great beginning.

Susie had the front of the boat figured out (no surprise there), and I was beginning to need the services of a seeing eye dog less and less on the weather beats, so the 2nd race went better. On the third and final downwind, we decided to defend a hard-charging and lighter Jim Gluek, who picked a path through the breeze well enough to push us up to a 2nd place finish. We had one good race, and we had that pesky throwout out of the way early.

Friday had been breezy late, but it was just a harbinger of the wind to come on Saturday and Sunday. All of the races basically turned into survival contests, with the winds on Saturday peaking at 31 knots.

We sailed to a 9th in the morning, and in the delayed afternoon race (waiting for the wind to abate), we took a 5th. Andy Gratton asked me Saturday night how we had done in the afternoon, I said, "Fifth." He grinned and said, "Attrition."

There had been attrition, lots of it, mostly on the downwinds, when people got caught going too low, burying the bow, then either death-rolling out to leeward or windward. The sets and takedowns, while easier than with a conventional spinnaker, were the tricky part. Once the boat got moving under the asymmetrical chute, the sleighride to the leeward mark was a ball, swinging the boat through crash 'Mexican' jibes that got easier for Susie and me as the weekend progressed. On the last downwind on Saturday, I saw Hayashi bury his bow, the resulting cartwheel throwing him into his spar. As that was happening, I also saw someone else on my right do a slow roll out to windward. Susie was cussing out the set because we had a minor twist in the sail near the tack. I was laughing...we had just picked off two more boats, and the dizzying ride to the leeward mark was not to be missed. Once that asymmetrical is set, control of that I-20 hull shifts back from the Grim Reaper to the skipper and crew. Save for the A Scow, those are the fastest downhill rides I have ever been on.

Deserving of honorable mention in the Snatching-Defeat-From-The-Jaws-Of-Victory department goes to Geoff Catlin and son Steve, who ran most of Saturday morning's race in a comfortable 2nd, well behind Aaron Lynn, but there was no way any of the rest of us were going to catch him. No way, until they rolled the boat at the last top mark (I missed this, I was too far behind), then were defending the resulting 9th position just above the leeward finish when their bow buried, and they did a slow roll to weather. They capsized, just to windward of the Race Committee line boat. The tip of their spar drifted across the finish line, a bit after we crossed. So far, so good. Not! Then the hull came along; they cleaned off their bowsprit on the RC boat and got scored DNF.

Aaron Lynn won both races that day, followed closely in the standings by Emily Green and her genetically superior heavy-weather crew, Miles Clark, who, at six foot seven and 220 pounds, looks like a latter-day reincarnation of Brian Porter.

Sunday morning brought more heavy air, with back-to-back races scheduled. A bunch of the usual suspects that had finished in the top ten the day before paid a little too close heed to the wind forecast, a shift to the right. We were all caught flat-

footed out on the right when the wind went left on that first beat. Gluek recovered to 10th, we were 12th, and Aaron was 9th. Steve Scheck and Leigh Leonard won that race and the first race, but finished in 4th overall due to a 16th.

The shift to the right arrived for the 6th and final race, marching to the west, at a pace that put the starting line at a 10 to 15 degree starboard favor. It was always about 5 minutes ahead of the Race Committee, who had hundreds of feet of scope out when they finally went under a Black Flag, the wind direction held, and we got off the line on about the 4th or 5th try. We started above Emily Green, who opened up her main steam valve, beat the entire fleet to a left-hand oscillation, and crossed everyone on port with about 35 yards to spare, and she opened up on that. I was hanging on to a clear lane, trying to keep the boat above from rolling us, like Aaron and Geoff Catlin had done to us the day before, spitting us out behind like yesterday's newspaper tossed onto the back stoop.

We rounded somewhere about 10th, survived the set, picked off another huge puff combined with a clock farther to the west, and ran without jibing, hiked out all the way to the leeward mark, where Emily Green, Aaron Lynn, Geoff Catlin, and John Hayashi were rounding so close together in the mounting seas that they were all trying not to hit each other. We were about two boatlengths back. Catlin and Hayashi broke left in withering breeze. Aaron and Emily followed, leaving us a clear lane out to the right! We had just pigged out on the right, tacked about 100 meters out on the other boats' right hip when the Race Committee, owing to the carnage on the course (about half the boats had gone over), abandoned the race. Oops. We had to count that 26th after all, and wound up 9th overall. Aaron, in what certainly are his 15 minutes of fame, took the tie-breaker and the title from Emily Green for the Championship.

For Susie and me, it was a great ride. We were sailing in a boat that could handle virtually any condition, borne out by the information gleaned later that most racers in Minnesota and Wisconsin sat out Saturday and Sunday, due to the strong breezes. It is a great crowd of people sailing these boats...they continued to give us their opinions and input on how to make the boats go even as we began to put their lessons to work and rise in the standings. Unlike the E and A fleets, there were a lot of women around, and they weren't deck fluff, they were steering and crewing these boats. That was refreshing.

We'll be back.

# C Scow celebrates 100 years

The Centennial year of the C Scow was celebrated by 275 different C Scow skippers who entered a boat in a regatta—that's pretty impressive! Some of the season's highlights:

## Early Events

- Tom Keenan was the Midwinter Champion.
- Sam Rogers kicked off his season with a win at the Black Tie Regatta.
- Jim Gluck reintroduced himself on the regatta circuit with a win at the Icebreaker.
- Cam McNeil won the Springfield regatta and the Mother's Day regatta.
- Augie Barkow and Jeff Niedziela started their season of supremacy in 2<sup>nd</sup> place—Augie was second at the Black Tie and Icebreaker regattas.

## NCSSA National Championship

- The V-11 *Wagon* team of Augie, Jeff, and Sue Sullivan put on one of the most dominant C regattas since the heydays of Andy Burdick. Augie was elected Class President and his team clinched the National Championship in five races. Not a bad weekend.

## Summer Events

- Team Wagon V-11 stayed on their roll by winning the ILYA Invitational and the WYA Championship. And just so you didn't think they were one-dimensional, they also won ILYA E-Scow Invitational in their spare time.
- Hans and Max Zinn won the Inter-Lake Regatta.

## Centennial ILYA Championship

- The Centennial C Inland pulled out the year's biggest fleet—79 boats. Sam Rogers and Jamie Kimball won the event. Sam had many close calls, but finally came out on top. He battled Steve Schmidt to take the title. The regatta came down to the last leg of the last race—an intense tacking duel that was one of the more exciting in recent memory.



**Here's a lot of great talent** trying to squeeze into a little space at the ILYA Invitational at Nagawicka. 'Old Guys' Bob Henschel (E-11) and Kent Haeger (B-12) seem to have surrounded 'Young Guys' Tim Krech (M-20) and Augie Barkow (V-11) in this themed regatta. Barkow went on to win the event. (Photo by Candace Porter).

## Fall Events

- Team *Wagon* closed out the year by winning the Blue Chip and the C Worlds—a fitting finish for the 2006 National Points Champions.
- Chris Craig won the final regatta of the year, the Halloween Regatta in Augusta, home of the 2007 NCSSA Nationals.

## Centennial Raffle

- The C Scow fleet also celebrated their Centennial “off-the-water” at the Inland Championship regatta with a huge raffle and a dinner devoted to past Champions.
- The fleet raffled off a brand new Melges C Scow raced at the Inland by Buddy Melges. Numerous people spent many long hours to ensure the raffle was a success. Tickets were sold to scow enthusiasts all over the country. The goal was just to break even, but the fleet ended up raising \$2,800. The lucky winner was Rob Harring. Thanks to all that bought tickets!
- Six decades of Champions were honored by Commodore Hodgson at the Friday night dinner. Thirteen past

Champions, winners of 32 C Scow Inlands, were honored. They ranged from younger past Champions like Tim Krech to the fleet's afterguard Champions such as RD Ziegler, Buddy Melges, Smiles Freytag, Jan Pegel, Jerry Huse, Boober Schneider and Bob Sevey. Each in attendance shared a little something about their experience. It was a great evening for the fleet.

## Get Involved in 2007

The C-fleet enters its 101<sup>st</sup> year as the largest and 2<sup>nd</sup> oldest class in the Association. There are 41 active club fleets across the country encompassing over 450 boats. That doesn't mean that we as a fleet can rest assured that growth will always continue. Take the time in your 2007 season to try to grow the fleet: take a fellow sailor out in your boat, support your local club, travel off your lake to a regatta like the Invitational or the Inland. Do what you can to share and expand the excitement and the history of the C Scow.

See you on the water,  
Chris Andert, M-25



## C is for Century

(continued from page 10)

But while the rest of the fleet headed toward the north shore, away from the home Lake Geneva YC, Melges jibed immediately, and pointed his bow toward the club.

"I thought, what the hell," says Melges, who last sailed a C Scow in 1974, but came out of retirement for the centennial regatta. "We're so deep into this rut, why don't we jibe out and see what happens. When you're back in the tube and there's no way, with one leg to go, that's the only time in my life I would ever entertain a gamble like that. The funny thing was, it died almost immediately, and we were sitting out there, completely hung out to dry."

By the time the dark blue patch of wind reached Melges and Rodgers, the bulk of the fleet, 40 to 50 boats, were parked just yards from the leeward mark. "I was watching the south shore," says Melges, "and sure enough, there it came on, and I said, 'Well, this ain't gonna be too bad, I don't think we'll go to the yacht club after all.'" Melges swooped in with the new breeze, picking up more than 50 boats in the process to finish the race in 20th place. Not bad for a 76-year-old who first won the ILYA C Scow championship in 1949.

That's thing about this class—it is by no means the domain of the young. "There are definitely a group of guys, like myself, who are just out of college," says the younger Rogers. "Then there are older guys who have been around since the '50s and '60s, then you have the really old guard, guys like Jerry Huse, who's been doing it forever." Huse, who finished a respectable 14th in this event, sailed with eight-time Inland C champion Andy Burdick as crew and his daughter Beth as a third. A four-time winner of the C Inlands, Huse started sailing at age 9 and has now been racing for 70 years, most of them in the C scow. About his future in the class, Huse said, "I think I can go until I'm 85." His daughter Beth's reaction? A sigh, a roll of the eyes, and a quiet, "Oh, brother."

That's because these are physical boats. Trimming the main around a leeward mark requires hauling in 75 feet of mainsheet. Hiking hard upwind is the

only way to keep the 216-square-foot mainsail under control. When a gust of wind hits the huge main, the boat heels over as if to look at you and say, "You want me to do what?" Then, as if a switch has been turned, the helm neutralizes, and the boat squirts forward as if on rails. And downwind in a breeze, it can be even more challenging. Former Inland C champion Bob Sevey was on hand for this year's celebrations and recalled competing in a regatta at Wisconsin's Lake Winnebago, a lake known for waves big enough that could submerge a C Scow bow all the way back to the mast. "I watched Wally Schmidt sailing downwind with his daughter, Jean," says Sevey. "He was sitting in the very back of the boat with his daughter—they were Catholics—and Jean was hanging on to the boat with one hand and crossing herself with the other."

In light and medium winds, most sail with two people with a combined weight of around 365 pounds. But when the wind is up, a third is brought aboard, usually someone in the 100-130 pound range, to bring the total crew weight to around 475 pounds. Often it's a wife or girlfriend. So, on light-wind days, it's not unusual to see powerboats shadowing the fleet filled with women and girls ready to climb aboard between races if the wind increases. It's clear they've got a good thing going: let the boys sail in the light stuff, and when it gets fun, join them. Meanwhile, they enjoy being out on the water and the shore side activities.

Not all women, however, are happy to take on the role of thirds. There are a number of top women crews aboard these boats, and in its 100-year existence, women skippers have captured the Inland C title four times, beginning with Kay and Caroline Lilly, in 1934. "I've heard all kinds of tales about them," says Jane Pegel, who won the event in 1957 and was on the race committee at the 2006 Inlands. "One of the tales was that they'd get all the guys drunk, then they'd go out and beat them the next day." Pegel says that she didn't take that approach. "I married the sailmaker instead. That was a better way to assure success."

Whether you were a third or part of

the two-person team, one of this year's biggest attractions ashore was an impromptu wagon race, a fixture at other C regattas as well, held on the club's sloping asphalt driveway. All it takes is a postponement, which Mother Nature generously provided after the first race. It started with just some distant cheering coming from the parking lot side of the LGYC. In minutes, the lunch tables on the lake side emptied, and a large horseshoe of spectators formed around the makeshift course. With orange, plastic cones placed to create a "dual slalom" course, drivers charged downhill, with each driver precariously balancing a large plastic cup of beer in one hand and trying to steer with the other. There was no clear winner, but lots of turnovers (much cheering), a few lost wheels (unbridled laughter), plenty of spilled beer (serious booing), and a whole lot of fun for those participating, as well as those watching. As one spectator said, "Here I am, racing scows against some of the best sailors around, they're my best friends, and I'm having a great time onshore. It doesn't get any better than this."

At the centennial banquet, held after the penultimate day of racing, 13 former C Inland champions, ranging from Doug Ziegler, who won in 1947, up through the 2004 winner, Tim Krech, were recognized one at a time and spoke about their experiences racing C scows, recounting their most memorable experiences. Most had traveled to Lake Geneva just for this moment. As all 13 stood in front of the crowd, it was the scow equivalent of the hall of fame, and they received a standing ovation for their achievements. Clearly, the audience recognized that they were witnessing a once-in-a-lifetime gathering of scow talent. Then, the former class champions took turns drawing names to raffle off a new C Scow—the one Buddy Melges was sailing in this regatta. The next day, with the raffle over, Melges announced, "Today I'm going to be more aggressive at the start. The boat's paid for."

The C Scow's heyday was in the 1970s and 1980s. Then, regattas with

## Additional regatta hosts may be named at next board meeting

The ILYA Board of Directors would like to extend its thanks to the clubs hosting 2007 regattas and also to the clubs which made bids but were not awarded regattas.

The Board tries to balance the geography of the bids and the quality of the sailing along with the desires of the bidding clubs and the affected fleets, and the overall impact on the Association, including its finances.

The Regatta Coordinating Committee will accept and award additional bids at its February, 2007 meeting. The following bids will be reviewed along with any others received in writing before that meeting. To keep up to date on regatta bids between issue of Scow Slants, visit the ILYA web site at [www.ilya.org](http://www.ilya.org).

### Bids for 2007 regattas have been received/awarded as follows:

2007 ILYA Annual—awarded to Oshkosh  
 2007 MC Invitational—awarded to Minnetonka  
 2007 E Invitational—awarded to White Bear  
 2007 I-20 Invitational—awarded to Fond du Lac  
 2007 M Invitational—no regatta planned  
 2007 A Invitational—awarded to Clear  
 2007 C Invitational—awarded to Clear  
 2007 X Championships—awarded to Delavan  
 2007 No Tears West—awarded to Okoboji  
 2007 No Tears East—awarded to Cedar, Wis.  
 2007 Optimist Champs—awarded to Pewaukee  
 2007 Youth Championships—no bids received

### Bids for 2008 regattas have been received/awarded as follows:

2008 ILYA Annual—Okoboji, Tri-Lake  
 2008 MC Invitational—awarded to Nagawicka  
 2008 E Invitational—Delavan, Clear, Pewaukee, Minnetonka  
 2008 I-20 Invitational—no bids received

2008 M Invitational—Cedar, Ind.  
 2008 A Invitational—no bids received  
 2008 C Invitational—Okoboji; Upper Minnetonka; Delavan; Pewaukee; Beulah; Okauchee; Cedar, Ind.  
 2008 X Championships—awarded to Oshkosh  
 2008 No Tears West—no bids received  
 2008 No Tears East—no bids received  
 2008 Optimist Champs—no bids received  
 2008 Youth Championships—White Bear

### Bids for 2009 regattas have been received/awarded as follows:

2009 ILYA Annual—no bids received  
 2009 MC Invitational—Pewaukee; Beulah; Cedar Wis.; Cedar, Ind.  
 2009 E Invitational—Minnetonka  
 2009 I-20 Invitational—no bids received  
 2009 M Invitational—no bids received  
 2009 A Invitational—no bids received  
 2008 C Invitational—Minnetonka; Beulah; Pewaukee; Cedar, Ind.  
 2009 X Championships—Gull, Okauchee (Sr fleet)  
 2009 No Tears West—no bids received  
 2009 No Tears East—Beulah  
 2009 Optimist Champs—Beulah  
 2009 Youth Championships—no bids received

Clubs desiring to bid specifically for any of the regattas may do so by contacting Executive Secretary James A. Smith, ILYA, P.O. Box 311, Fontana, Wisconsin 53125, or email [ScowSlants@aol.com](mailto:ScowSlants@aol.com). Bids for regattas should be written on member club stationery and signed by a flag officer.

## Next Century

(continued from page 33)

more than 100 boats were common. In fact, for the Inland Championship in 1979, boats had to qualify in order to attend, and even then, there were so many boats the fleet had to be split into divisions. Today, the biggest C Scow regattas tend to attract around 50 to 60 boats. Huse suggests that the emergence of other classes, such as the MC Scow, have taken a bite out of C participation. "It's worrisome," he said. "With the MC, you can singlehand up through certain wind conditions, and you can sail with your wife. It's a miniature C boat. A C Scow takes a good solid crew in both positions, and that's hard to find."

Nonetheless, Melges Boatworks still churns out 25 to 30 new C Scows each year. And while the numbers at big

regattas may not match the design's peak 30 years ago, the boat is no longer solely a Midwest phenomenon. There are currently fleets in the Southeast, around Charleston, S.C., and as far west as Lake Arrowhead, California.

"A lot of people want to sail with two [on a C]," says Burdick, "and if it's windy, you can put on three." This flexibility helps introduce new people to the sport and the boat, opening up several avenues for class growth.

Meanwhile, back on Lake Geneva, Sam Rogers from LGYC, along with crew Jamie Kimball, who recently graduated from the College of Charleston, led the regatta from start to finish and clinched his first Inland C Scow

championship by just two points over the second-place finisher, Steve Schmidt. In doing so, he joined an elite group of scow sailors who, at some point over the past 100 years, have achieved the same goal. "The Inland has such a long history," says Rogers, "and to be part of the group that was standing up there on Saturday night—Buddy Melges, Andy Burdick, Harry Melges and all the others—that's very exciting."

[Author Dave Powlison participated in this regatta as co-skipper with Lake Geneva's Bill Barrett, who graciously offered to share the helm. This article is reprinted from the Nov./Dec. 2006 *Sailing World* with permission from the author.]



## Speedy A Scows

(continued from page 10)

was challenging for the lead right next to scow, Olympic and America's Cup legend Buddy Melges. Porter and Melges led all the way to the leeward gate and then the wind stopped, allowing the rest of us to catch up. It was a mighty big mess as the 28 scows converged. Somehow Porter snaked through using a smaller, easier to fly spinnaker than most of the fleet and went on to win the race and the regatta.

The scow design was first developed for the Seawanaka Corinthian Cup over 100 years ago. The design then migrated to Canada before being adopted in the Midwest. The shallow hull, 1850 pound boat is well suited for flat water sailing. In the early days A Scows were moved to regattas on hay wagons and even railroad cars. Rigs evolved from gaff-rig to carbon fiber mast sloops. These boats sail best when heeled over at least 20 degrees. They are easy boats to steer, although hard to sail well. My tactician and main trimmer John Dennis has sailed scows for years and kept encouraging me to heel it over more.

In a breeze, it takes a lot of courage to "heel it over more." The boat rocks up and you feel that you are about to be catapulted out of the cockpit. But a subtle tug on the tiller, a slight ease of the main and spinnaker and zingo, you are sailing at 25 knots! On the runs two boats close at 50 knots. You can't see through the spinnaker with its foot just touching the water. So you must be aware of the location of every boat. This was the largest gathering of A Scows in its 107 years of history. The experience was unique for all 200 crew. What a thrill to be part of it.

One of the reasons A Scow's popularity has taken off is the upgrading of the sail plan and use of modern technology in construction. Other older classes should consider following the example set by the Inland Lake Yachting Association.

The smaller 28' E Scow class should consider updating the spinnaker arrangement with the asymmetrical. The new A Scows are faster, easier to sail and safer. The older boats have all been upgraded with retractable bowsprits. The Melges clan, Harkens and many other Midwest sailors with innovative thinking have made this boat special. I think A Scows would perform well on many bodies of water. They are exciting to sail and watch. A Scows are not cheap. A new boat, with trailer, sails and covers costs about \$138,000. Used boats are about half that amount.

There is no crew weight limit, so depending on the strength of the wind 5 to 7 crew are piled on the rail. Sailors rotate on or off in between races. The key to performing well is good teamwork. At the prize giving John Porter pointed out that he and his brother Brian had been racing together for 28 years. In contrast, our crew of J.D., Peter, Jesse, Holly, Dave, Mike and I had an hour to figure it all out.

The scene at the host Lake Geneva Yacht Club was fascinating to watch. All 28 boats were launched with great efficiency. Buddy Melges designed the system so that two boats could be launched at once and trailers could be moved around a U shaped road. It was a quiet, businesslike atmosphere. There is great respect between sailors, although there are strong tribal rivalries between the inland lake clubs.

Each lake is represented by a letter designation on the sails. This tradition was started during the days of cotton sails. Reversible letters were used so a backwards letter would not

show through the sail. Many owners have vehicle license plates with their boat's sail numbers. Buddy Melges drives a car with "I-1" plates. Most crews wear team uniforms. And yes, winning is important. After each day's racing, dozens of crew watched Steve Palm's GPS based sail track to review the race.

The names of the boats reflected the speed of the boats. Some examples included: Adrenaline, Full Throttle, G Force, Slingshot, Catapult, Fast Forward, and Buck'n A. Our boat, owned by long time scow sailor Coleman Norris, was called Blue Ribbon in honor of a Milwaukee beer. My crew also drank a Blue Ribbon in between races. One boat had an appropriate name, Breakout-Another Thousand.

One of the most terrifying moments in an A Scow race is screaming toward the leeward mark at 20 plus knots and using a Mexican takedown. I threw the double tillers over and hoped for the best. The crew executed the tough maneuver perfectly (even after the Blue Ribbon beer). On one downwind leg we passed an anchored boat filled with cheering bikini clad sunbathers. We were at full speed. My crew later thanked me for providing the show.

During the regatta our jib trimmer, Peter Crawford premiered a film, The Ultimate Ride. He spent two years searching for material to celebrate this storied class. A crowd of over 500 showed up to see this film that featured 107 years of A scow sailing. One of my favorite parts of the movie was Hermann Nunnemacher's story of racing an A Scow in the Chicago to Macinac Race. They broke their compass and went the wrong way for the first night. A couple kids in a power boat got Hermann's boat back on track and they still ended up third boat to finish. (note: the film is available at [www.theultimateridethemovie.com](http://www.theultimateridethemovie.com))

Scow sailors are used to 1-2 mile legs. But for Race Four, Ken Legler set an unusually long 3.4 mile windward leg in 12 knots of wind. It took 28 minutes to reach the top mark and only 10 minutes to sail downwind. That is a 20.4 knot VMG for the run! Crewing on these boats can be exhausting. Only two races were scheduled per day. I wondered out loud whether we should have a third race. My crew suggested maybe I should trim the spinnaker? I got the idea.

The day after the regatta, Buddy Melges took my wife, Janice, and I for a Sunday morning tour of Melges Boat Works. Buddy jokes that Zenda, WI is not the end of the world but you can see it from there. It is a good description. The Boat Works is out in the middle of corn country. Just as our tour was ending, an old car towing an I-20 came rambling up the dusty road. Apparently a spreader bar was broken. The crew had driven down from Madison and needed help. The shop was closed, but Buddy hung around to jury-rig a fix. The moment speaks volumes about the work ethic of people in the Midwest.

The A Scow is a class that spans many generations. I bet the sailors of a century ago would appreciate the advances of these speedy designs. It makes me wonder how these boats will evolve going forward?

Aboard Blue Ribbon, we ended up 12th. I came away with an appreciation for a magnificent race boat that has stood the test of time.

# Board holds special meeting in Tomah

## BOARD OF DIRECTORS MEETING

### Minutes

December 3, 2006

Holiday Inn

Tomah, Wisconsin

Commodore Hodgson called the meeting to order at 9:30 a.m. The following directors were present: C. Porter, Prange, Jenness, Haines, W. Wyman, Andert, Catlin, Colburn, Eckert, Barkow, Lamphere, Mann, Osmundson, S. Schmidt, Slocum, Strothman, Trester, and B. Wyman. Harken was absent. Rules Committee At-Large member Baker was absent. At Large Rules member D. Porter was present. Measurement Committee Chair Sundberg was absent. Class IOD representative Reese and Class X representative K. Schmidt were present. Guests included John Hayashi and Brad and Susanna Robinson. The minutes of the October, 2006 meeting of the Board were approved (Jenness/Catlin).

Hodgson began by thanking the Bilge Pullers for underwriting his 2006 tour of the clubs, which included not only clubs, but also club affiliated sailing schools and local club sponsored sailing and social events. He reminded the Board that the basis of the ILYA as an association is that it is an association of member clubs. Member clubs have longstanding traditions, colorful histories, and immense pride in their sailing. Race management at the club level is strong. The volunteer ethic at the club level is commendable. The social aspect of sailing and racing are most important to clubs. Moving junior sailors into adult fleets is a challenge that faces all of them. There is a wide variety of relationship between clubs and ILYA, ranging from apathy to a strong connection. Some clubs have very strong connections to other clubs or groups of clubs.

Hodgson then distributed a print out of the preliminary results of the ILYA on-line survey, as well as a copy of the accompanying comments. Most respondents were long time attendees of ILYA events. Few youth had completed the survey. Hodgson highlighted a great number of the responses and thanked Andert and Mann for initiating the idea of the survey, and Andert for establishing the connection with the survey medium. The Board set a deadline of January 20 for members to complete the survey, and

Executive Secretary Smith was instructed to publicize its availability through *Scow Slants*, direct email to members and club delegates and secretaries, and *ScowLines*.

Hodgson invited discussion on the mission and purpose of the ILYA as seen by the Board with consideration of preliminary survey results. The lengthy discussion, which included comments by twenty-one different speakers, covered the following areas: relationship and services to clubs and members and fleets, the role of ILYA hosting regattas, and the role of the Sailing Director and value of publications. Consensus was verbalized as follows: The ILYA is as a regatta organizing authority, enhancing race management and race management training, as well as managing and enforcing class scantlings; the ILYA promotes sailboat racing through youth development, club and fleet development, and communications with members, fleets and clubs; and the ILYA supports family and club oriented sailing culture by supporting its member clubs through delegate involvement, instructional support, and fleet and class development.

Continued lengthy discussion involved the role of ILYA as a regatta organizing authority, and included the details of awarding regattas, regatta financing and post regatta reporting, and planning premier events.

Mann (Race Management and Judges Cmte. Chair) asked for and received approval for the following 2007 PRO assignments: I-20 Invite, Sue Weston; Youth Championship, Russ Ackley; C Invite, Jeff Butzer; A Open Invite, Charlie MacNider; MC Invite, Phil Peterson; E Invite, Tom Hodgson; IOD No Tear East, Mike Sherin; IOD Championship, Mike Sherin; X Junior Championship, Sandy Sundberg; X Senior Championship, Chip Mann; A Open Championship, Not yet assigned; M-16 Championship, Not yet assigned; C Championship, Chip Mann; E Championship, Terry Bischoff; MC Championship, Mike Sherin; I-20 Championship, Devin Farley; A One Design Championship, Jeff Butzer.

Mann asked about the viability of Class M at the Championship in 2007, Eckert requested that the M's remain on the schedule, and if they don't get fifteen participants that they will have one final championship in 2008. Discussion ensued. Ultimately the Board committed to two years of champi-

onships for the class, regardless of turnout (Trester/Jenness with Mann abstaining). A future agenda will include discussion of the number of trophies to be given in various fleets, especially Class M.

The Board discussed by-law 11.1 in reference to the meaning of "sanctioned" fleets and the relevance of the second sentence. A motion was approved to strike the second sentence from the by-law (Beth Wyman/Prange with Catlin opposed). Future agenda items are to include the discussion of adding board members to represent 420 and Laser classes, and any future sanctioned classes.

Treasurer Prange reported on an eight-year analysis of regatta finances and membership trends completed by himself, C. Porter, and Smith. Prange's summary concluded that the ILYA's financial picture is sound given the status quo. The ILYA should on average break even going forward when factoring in donations to general operating. Prange proposed the following to increase revenue in order to enhance the ILYA's ability to innovate and expand:

- 1) **Eliminate the ILYA sponsored \$1500 guarantee to host clubs running regattas. ILYA portion of entry fees will always be paid, eliminating the practice of "special deals" lately done in certain classes.** Discussion. This will increase motivation of the host to glean ideas from the promotion team and others to increase attendance. Fleet committees will need to help generate interest, and may need to commit assistance of some kind to secure bids. The net impact is to connect the parties with vested interests into a teamwork situation.
- 2) **Increase IOD championship regatta fees from \$50 to \$70 with host portion remaining at \$50, and ILYA portion increasing from \$0 to 20.** Discussion. Once ILYA overhead is considered, this regatta is currently operating at a loss. Maintaining artificially low fees to get this fleet started was desirable; it's time to treat this fleet like others in the ILYA fold.
- 3) **Increase IOD No Tears regatta fees from \$35 to \$45 with host portion remaining at \$35, and ILYA portion increasing from \$0 to 10 when at least 20**

see **Special Meeting**, page 37



## Special Meeting

(continued from page 36)

**boats are in attendance.** Discussion. Once ILYA overhead is considered, this regatta is currently operating at a loss. Maintaining artificially low fees to get this fleet started was desirable; it's time to treat this fleet like others in the ILYA fold.

- 4) **Increase X Championship fleet entry to \$100. Club portion increase to \$40, and ILYA portion increase from \$43 to \$60.** Cost sharing in this fleet was mis-aligned to other ILYA regattas with the host club revenue share far greater than the ILYA share compared to similar ILYA regattas. Perhaps the value of the ILYA supplying 60 trophies was not appropriately factored into the previous formula. This proposal aligns this event to other similar ILYA events.
- 5) **Increase the MC entry fee from \$64 to \$75 with the ILYA portion increasing from \$17 to \$28. Host club portion remains the same.** This regatta entry fee was low relative to other adult fleets. Cost sharing in this fleet was mis-aligned to other ILYA regattas with the host club revenue share far greater than the ILYA share compared to similar ILYA regattas. This proposal aligns this event to other similar ILYA events.
- 6) **Review advertising rates of *Scow Slants*.** The executive committee will be empowered to review advertising rates and adjust to keep them aligned with the current market situation.
- 7) **Starting in January 2008 distribute *Scow Slants* only to ILYA members.** This change in policy will be communicated via Scow Lines, Scow Slants, Winter Inland and indirectly via regatta registration process. Communications about this policy change will focus upon member benefits including:
  - a. Continued receipt of *Scow Slants*
  - b. *ScowLines*
  - c. Your assistance in maintaining the ILYA presence in "Scow Country" including regattas, sailing director, support of Olympic campaigns, Winter Inland, ILYA office, etc.
  - d. Also, mount a grass roots campaign throughout 2007 (spearheaded by all board members, delegates, others) to request local club members to support the ILYA thru dues at the minimum level.

- 8) **Advertising Policy for *ScowLines*.** Empower the executive committee to set advertising policy related to *ScowLines*. Research H2O Notes, other sailing newsletters to obtain pricing models.

Discussion on the motion centered on proposal #7. Ultimately a motion was approved authorizing proposals number 1-6, and 8 (Prange/Haines). A subsequent motion approved proposal number 7 and instructed the Executive Secretary to notify the membership in *Scow Slants* that only paying members (not crew members) will be receiving hard copies of *Scow Slants* (Prange/Catlin with C. Porter opposed).

Smith reviewed the 2007 Annual schedule, which included some changes. Classes A Open, C, and I-20 will participate August 10-13. Classes E and MC will participate August 13-16, and Classes A One Design and M will participate August 16-19. Mann noted that each class, other than the A classes, has three races scheduled on the first day. Andert requested that the C class schedule only two races per day each day, and that the final day cut-off time be adjusted if needed.

C. Porter reviewed the status of bids for the 2008 Annual Championship, stating that bids for other regattas in 2008 should not be awarded until the location of the annual championship is settled. Class A One Design has determined that they desire not to have their ILYA Championship at Okoboji. Catlin noted Okoboji would not provide the largest attendance from his I-20 fleet; Eckert echoed the same opinion for the M-16 fleet.

Discussion included the status of all six of our "traditional championship" lakes (Geneva, Oshkosh, Mendota, Green, Okoboji, and Minnetonka) and the increasing difficulty of hosting our event which has grown in number of days and fleets. The Tri-Lake option was also mentioned. Ultimately a motion by Barkow with second by Haines was approved instructing the Regatta Coordinating Committee to explore all options for 2008 and report to the Board in February (Strothman abstained).

Hodgson appointed the following members to comprise the Regatta Coordinating Committee, chaired per bylaw by the Vice Commodore: Treasurer, Promotion Cmte. Chair or assigned representative, immediate past annual regatta chair or designee,

chair or designee of current year annual regatta, and chair or designee for succeeding year annual regatta chair (Hodgson/Jenness).

D. Porter related that the Technical Committee was not prepared to propose measurement tolerances for Classes C and X until they had opportunity to further talk to the fleets. This report was tabled.

Trester reported progress in getting the ILYA membership application and renewal system on line. The system will be similar to the regatta registration on line system, but real time processing of credit cards will be added, and the ILYA office will use the on-line database for membership rosters, eliminating duplication of entry. Trester hopes to have a live demonstration available for membership sign-up at the Winter Inland.

Strothman, on behalf of Bill Wyman who had to depart early, asked the Board to require ILYA participants in ILYA E sanctioned events to be current members of NCESA. Strothman explained that all other Class E regions collect both regional dues and NCESA dues. After discussion the proposal was defeated (Strothman/Jenness with two in favor).

Strothman encouraged all appropriate committees to use the valuable raw data made available by the ILYA survey. Committees should study the data and produce concrete plans based on the information.

Hodgson requested that Board members interested in serving on the Finance Committee should contact Prange.

Reese described an opportunity to have Dave Perry at the Winter Inland as part of the Mount Gay speaker program, but it would occur on Friday night and add some cost to the event, if details could be worked out with Olympia. Mann was concerned that Friday night might limit participation, but others thought the central location in Oconomowoc would provide good attendance. The Executive Committee was instructed to advise Reese.

Hodgson thanked everyone for their time, energy, and effort in considering the future of the association.

There being no other new business, the meeting was adjourned at 3:50 p.m. (Hodgson/Mann, et.al.).

Respectfully submitted,  
James A. Smith, Executive Secretary

# Board of Directors meets in Hudson

## RULES COMMITTEE/BOARD OF DIRECTORS MEETING

Minutes

October 14, 2006

Best Western Hudson House Inn  
Hudson, Wisconsin

The meeting was called to order at 9:10 a.m. by Commodore Hodgson. The following directors were present: C. Porter, Prange, Harken, Jenness, Evans, W. Wyman, Catlin, Colburn, Barkow, Osmundson, S. Schmidt, Slocum, Strothman, Trester, and B. Wyman. Andert, C. Eckert, Lamphere, and Mann were absent. Rules Committee At-Large member Baker was absent. At Large Rules member D. Porter was present. F. Miller substituted for Andert and J. Gill substituted for C. Eckert in the Rules Committee. Measurement Committee Chair Sundberg was absent. Class IOD representative Reese and Class X representative K. Schmidt were absent. C. Porter would report for Class IOD and S. Schmidt would report for Class X. Guests included Brad and Susanna Robinson, Pat Dunsworth, Willie Crear, Kevin Caulfield, Sharon Garber, Woody Jewett, and Jack Zimmerscheid.

Hodgson thanked everyone for their attendance and their diligence in serving the association. Hodgson enumerated the various goals of the past year, including enhancements in regard to the web site regatta experience, continuation of the sailing director program, emphasis on fair sailing and sportsmanship, development of a sound youth philosophy, and efforts toward more long range planning for the association. Hodgson spoke to many past Commodores and through his tour of the clubs, was able to visit with sailing schools and their instructors, and many club officials and volunteers. He learned that our members clubs are proud of their affiliation with the ILYA, and while we have been very responsive to our fleets, we need to similarly consider the needs of our clubs. Hodgson will recommend an additional Board meeting before the Winter meeting to further discuss issues pertaining to the Association and its goals.

The minutes of the February 12, 2006 meeting, as published, were approved (Hodgson/Catlin). The actions of the Executive Committee were approved (Hodgson/Trester). These included the re-application for and payment for D&O Insurance, at a significantly lower fee than

the year previous, and authorization of \$1,000 for additional web work to get the new web site converted and on line.

Hodgson then turned the meeting over to Rules Committee Chairman Slocum, and Smith reviewed the voting protocol. Slocum announced that Sundberg was remaining as Chairman of the Measuring Committee and factory measurer, but that he would no longer be serving as an on site regatta measurer. Slocum proposed that the individual fleets find ways to handle measurement issues at regattas, and he distributed a proposal for the fleets to consider at their winter meetings. The issue of tolerance controls for the Class X and Class C digitized shapes remains unresolved.

Jenness reported for Class A Open. The fleet requested that the Kalous boat (L-100) be granted status as a legal registrant in spite of its bilge boards being in non-compliance with Rule 81.3.b and 81.3.d. It was understood that the owner would provide means of launching and mooring on his own when his yacht is not suited to the offerings of the host club. This was passed (Jenness/Catlin).

Jenness reported that permission for a cold-molded boat was given by the Board in 2002, and that Bill Ruttger is intending to proceed with its construction, which will be based on an older Johnson shape. No action required.

The ILYA Rules Committee approved the request from the Open A Fleet to conduct a fleet experiment as presented below including the following changes to scantling rules variances and sailing instructions for the A Open Fleet (Jenness/Catlin):

1. Experimental carbon fiber hull or hulls, weighing no less than 1200 pounds.
2. Experimental asymmetrical carbon fiber side boards.
3. During the term of the experiment, not to exceed 5 years without reauthorization, any yacht(s) sailing under either or both of these scantling exemptions shall participate and be scored as follows in ILYA sanctioned events:
  - a. The yacht(s) shall count as an official A Open Fleet participant when registered and sailed.
  - b. The yacht(s) shall not be eligible for trophies, and shall not be officially

counted in the regatta scoring, but finishing places shall be historically recorded with appropriate foot notes.

Evans reported for Class A One Design. Six new boats were built and raced in 2006 and as many as five may be built in 2007. The fleet expects continued growth and is pleased to be back in a position to support the ILYA. The ILYA Championship achieved an all-time record attendance of 28 boats, and praise for the fleet by Gary Jobson in *Sailing World* is providing much deserved positive publicity. The *Ultimate Ride* movie is being recut with more sailing footage and will be available this winter. The fleet requests Jeff Butzer for PRO in 2007. The NCASA web site is being updated and the NCASA wishes success for the projects being undertaken by the Open fleet.

Bill Wyman reported for Class E. The 2007 National Championship will be held June 22-24 in South Carolina, and the 2008 event will be held June 26-28 in New York. This breaks a long tradition of post Labor Day scheduling. The asymmetrical spinnaker experiment had majority support but did not achieve the two-thirds super majority that is required by the class. The NCESA will meet Nov. 4 and part of its agenda will consider ways to keep the asymmetrical boats involved in the class and its racing schedule. The class has concerns about the enforcement of racing rules and the running of protest hearings.

Wyman noted that the attendance of E Scow sailors at ILYA events in 2006 was well below normal, and that the national regatta had substantially higher attendance than normal. The NCESA is dropping ILYA area Board membership from five members to four because of the decreased attendance and membership of ILYA area sailors.

Fred Miller reported for Andert in Class C. Melges is planning to build a new mold for Class C. According to Rule 80.4 "the first boat out of the modified or new mold will be measured using a laser interferometer (or a like technology which has been approved by the ILYA Rules Committee Chairperson). The digital image from this measuring will be compared to the original measurement held by the ILYA Executive Secretary to insure that it meets the

see **Board**, page 39



## Board

(continued from page 38)

specifications of the class.”

The C Scantlings rules, section 82.4 states “The shape of the hull of yachts built after October 18, 2003 shall be in accordance with the digitized C scow shape held by the ILYA Executive Secretary. The allowable +/- tolerances for this digital shape shall be 10 mm. ... [Further clarification regarding tolerances in this rule is pending approval by the Executive Committee. The language will be written to prevent any dimensions to compound and increase or decrease the overall length, width, or depth by 20MM.]”

It was discussed that normal manufacturing processes will always produce some variance of shape. Further the procedure for comparing shapes, while conceptually understood, is yet to be experienced by us. Given the stated intent that this process is intended to replicate shapes to the extent practical (and using the original plug), this will provide an excellent case study to help determine the practical plus and minus variances that can be imposed without incurring extraordinary expense.

Miller reported a solid turnout for the Invitational Regatta at Nagawicka, thanks to the promotion of Co-chairs Carl and Carla Pinahs and a theme of “Old Guys vs. Young Guys” which was inadvertently initiated by some recorded comments of Zack Clayton at Okoboji in 2005. The Class will look to continued themed events. The Class tried to achieve 100 boats at the Championship, and was pleased to get 79 on the starting line, including Buddy Melges who sailed two races in the raffle boat. Many past champions attended the Centennial party and participated in the raffling off of the new boat. The fleet did not have a fleet meeting at Geneva as they were too busy selling raffle tickets. The raffle netted approximately \$2800, which will be used in some way for class promotion.

Miller emphasized that good marketing will be required to get sailors to attend the 2007 Championship at Oshkosh. C Scow sailors experienced extreme conditions in the last event, in spite of

ILYA promises that racing would not occur in such conditions. The class will need to have these considerations ‘set in stone’ in order to get skippers to attend again.

The Class has a number of geographically varied bids for the 2008 Invitational regatta, and would like to defer recommendations for the 2008 Invitational Regatta until the Championship site is determined. The Class would like to see more ILYA involvement in planning events with the host clubs, and suggest that host club bids include a business plan. The Class request that the minimum course lengths for Invitational Regattas be removed.

Miller reported that Andert is studying class statistics. Initial findings were distributed. The Class desires the ILYA to continue to oversee the scantlings until the National Organization gains the strength to take them over.

Catlin reported for Class I-20. The fleet is a price-sensitive and time-off-work sensitive fleet, and they had a good Invite at Green and Championship at Geneva. The fleet appreciated the accommodations Geneva and ILYA afforded them as to the race schedule, and had a real experience in the Geneva waves on Sunday afternoon. The fleet appreciated the consideration of Green and Delavan for the 2007 Invitational, but prefers to go to Fond du Lac in 2007 as a means of fleet building and to enhance the Championship attendance as well.

Jan Gill reported for Carly Eckert in Class M. The fleet will work to clarify the scantlings relating to the two hull shapes and rigging configurations, including the hull weight.

Eastern M sailors have not adopted some of ILYA rule changes, one example being the Mylar jib. The Barnegat Bay fleets have substantial numbers of Ms racing, but their championship often conflicts with ours. Four Eastern sailors may be interested in buying new boats, and they have found a builder that may be willing to provide shells that can then be rigged elsewhere.

The ILYA Invitational and Championship regattas had ten entries each. Three to five invitational entries were lost to the A One Design Champs at Green. Unfortunate launching circumstances at Geneva caused some fleet members to miss starting times and reduced the enjoyment factor for some. Efforts will be made to increase attendance in 2007.

Colburn reported for Class MC. The fleet wants to work on attendance. The fleet asks the RM&J Committee to define a gust. The MC Nationals is scheduled for late October in North Carolina. Eighty-six boats are registered. Trester reported that the MCSA requires an 80% super majority for scantling changes, but that the MCSA Board will propose a change to 60%. The class is working on a statement of agreement between itself and the current builder, Melges, and that would precede looking at requirements for a potential additional builder.

S. Schmidt reported for K. Schmidt in Class X. The Class Committee met in conjunction with the Youth Development Committee and recommend no change in radio use, i.e. radios are not allowed in Class X.

The committee discussed the fact that the rule prohibiting electronic compasses had been inadvertently omitted from the last two rule books. It was ultimately decided to prohibit any kind of compass in Class X.

Class X recommended approval of the Melges plan to redesign the X Boat deck for 2007. The change requires three rule

see **More Board**, page 40

## Board to consider Scow Slants content, style

In an effort to maintain the quantity and quality of *Scow Slants* content, and also provide for more informative articles, yet get control of spiraling printing costs, the ILYA Board will consider changes in the format and style of the publication.

One of the options is to print on a lower cost paper, perhaps 35 pound or 50 pound. While the paper quality may be decreased, the opportunity for adding a number of color pages is increased.

This issue was printed as an experiment. It is printed on 50 pound paper, and, of course, readers may have noticed the color cover and several inside pages.

Depending on the decision made at the February meeting of the Board, this or other options available may become the look of *Scow Slants* for the near future.

If so, most advertisers will also have an opportunity to display their ads in color.

## More Board

(continued from page 39)

modifications. First, the length of the cockpit running aft will be extended to within 4 inches of the transom. Second, the transom drain hole requirement will be eliminated. Third, cubitainers such as used in Lasers and Melges 24s will be acceptable flotation elements. Since the cockpit will be sealed, Melges will provide storage for personal items. Whisker poles will either lie on the floor or can be mounted on the boom. The sealed deck to floor structure will have the effect of removing most of the cockpit water when a boat is righted from turtle or from tipped on its side. Concern was expressed that some air holes should be provided to the sealed areas to accommodate compression and contraction due to temperature changes when launching into cold water and during storage. After discussion, the recommendations of the X Committee were approved (S. Schmidt/W. Wyman).

C. Porter reported for Class IOD for Reese. The ILYA Championship will no longer be a qualifier for the USODA Team Trials. A separate qualifier will be held in Wisconsin. Participants from Pewaukee, Geneva, Okauchee, Beulah, and Minnetonka had participated on a national level in 2006. S. Garber, C. Lamphere, and J. Hudson were appointed state reps by USODA. Garber reported that a more geographically appropriate Midwest area had been defined by USODA. State reps will consult regarding communication and safety issues.

Rules Committee business being completed, Slocum turned the meeting back to Commodore Hodgson, who asked for a motion to approve the actions of the Rules Committee, which was made and approved (Trester/Jenness). Hodgson thanked Slocum for serving as Rules Committee Chair in this his last meeting as a member of the Board, pending the scheduling of a Special Meeting of the Board.

C. Porter reviewed regatta bids and awards for 2007. Class M will forego an Invitational Regatta in 2007. After discussion, the following actions were approved for 2007 (C. Porter/B. Wyman): The Class C and A Open Invitationals, previously awarded to Clear Lake, will be held on the same weekend on separate courses July 19-22. The I-20 Invitational was awarded to Fond du Lac, June 23-24. The IOD No Tears East (Cedar, Wis.) date was set for July 23, and the ILYA Opti Champs (Pewaukee) dates were set at July 30-31. The dates for the Youth Champs (site TBD) were set at June 30-July 1.

B. Wyman reported on a planned schedule for the 2007 Annual Championship at Oshkosh. Some tight scheduling is required, and some fleets will need to schedule three races in a day, and the A One Design fleet will not be in conflict with other fleets. The schedule is for Class A Open to race Friday, Aug. 10 through Monday August 13. Classes C and M will race Saturday, August 11 through Monday August 13. Classes E and I-20 will race Monday, August 13 through Wednesday, August 15. Class A One Design will race Thursday, August 16 through Saturday, August 18. Oshkosh will schedule the Felker and Sawyer Cups, possibly for Wednesday, August 15 and Sunday, August 19, respectively.

C. Porter announced that some conversations had taken place with some of the smaller Southern Wisconsin clubs about the possibility of their jointly hosting an ILYA Championship, in a Tri Lake format to be determined. Discussion ensued on many fronts including geographical representation, financial impact of regatta sites, etc. C. Porter desired to table awards pending more study. Strothman emphasized the need for host clubs to begin planning. The concept of a special meeting of the Board which had been proposed earlier by Hodgson for other purposes was proposed as an appropriate time to decide on the 2008 awards (C. Porter/Harken).

Hodgson polled the members and determined that the special meeting of the Board would take place in Tomah, Wisconsin on Dec. 3, starting at 9:30 a.m.

Executive Secretary Smith reported that 82% of the ILYA regatta entries were done on-line in 2006. Trester offered to further modernize operations by donating the programming to put ILYA membership application and renewal on line based on our existing paper membership form. The online database would serve as the ILYA data base, eliminating duplication of entry. Members would be able to edit their information as would the Executive Secretary. The system would be integrated with the regatta registration system.

Trester encouraged additional donations to automatically publish and update an online membership directory with email addresses and other limited access information. This would cost approximately \$600. Realtime credit card processing of memberships and regatta entries would be another step to take in the future, and would

cost about \$1200. C. Porter suggested that a donor might be given a banner on the site in return for a contribution. Slocum offered \$1200 contribution in return for a banner ad on the site. Hodgson offered \$100 for future projects and encouraged others to match it. The improvements that were covered by donations were approved (Trester/Slocum).

Treasurer Prange presented the third quarter financial report which shows a balance of \$24,000 in the operating budget at the end of nine months, which compares to \$4,500 at the end of the third quarter in 2005. Since expenses continue in the fourth quarter, but little additional income is generated, a year end balance of \$10,000 is projected. Prange reviewed activities in the Sailing Director/Promotion account, the Centennial Account (Centennial Regatta and subsequent book sales), the Foundation account, and the raffle account which was kept separate. Over the ten years the Centennial book sales provided a profit of nearly \$23,000. The account will no longer be listed as there are no remaining books to sell or related expenses to pay. The Treasurer's report was approved (Prange/Slocum).

Smith reported that the ILYA office was advertising for a donation of a Macintosh G3 or G4 generation computer to replace the secondary office computer which went inoperative recently. In addition, the office will be in need of a decent copier or copier/printer/fax/scanner to replace the sixteen year old current copier for which parts are no longer available. (During a break, a Board member privately offered a donation toward these acquisitions).

Hodgson asked Smith to leave the meeting at this point and appointed Prange to record minutes of the ensuing discussion, which are as follows: *Jack Strothman moved that Jim Smith's salary should be raised by \$10,000 annually starting the next fiscal year, and a \$5,000 bonus be awarded this fiscal year. Further, that the Finance committee evaluate the job relative to the marketplace for review at this year's Winter Inland, and that an annual salary review occur annually at that time in future years. Seconded by Trester. Discussion included that Jim's salary has remained the same for 10+ years and that his workload conservatively averages 30 hours per week. He further brings experience, insight, and wisdom to the position. Jim's skills are varied, and is fully able to handle all the challenges sent his*

see **Even More Board**, page 41



## Even More Board

(continued from page 40)

way. He brings appropriate expertise, and that the ILYA has been trading on his good will for many years. Ongoing financial implications should be also evaluated by the finance committee and reported at the Winter Inland. Motion approved.

Smith returned and thanked the Board for their unexpected and much appreciated gesture of support.

C. Porter reported that the Sailing Director/Promotion Committee remains active, and that Sailing Director Matt Prange did an outstanding job in 2006, but will likely move on to other vocational opportunities in 2007. The committee will look to focus on adult needs in 2007, having accomplished a good deal with junior and instructional programs at various clubs. The committee undertook the revision of the ILYA Web Site, and owes a debt of gratitude to Fred Miller for his direction and implementation of the site. Fred continues to help the Executive Secretary with site management and improvement. The committee continued with accelerated editions of Scow Lines in 2006. The medium was used for weekly and monthly news updates and also served as our vehicle for daily regatta reports. Smith noted that 48 issues had been produced by C. Porter in 2006, for which the Board expressed its audible appreciation.

C. Porter reported that Youth Development issue this fall mostly dealt with X Boat issues, and that the question remains as to how to get our Opti and X Boat sailors into scows eventually.

A written report from Race management and Judges Committee Chair Chip Mann had been distributed. The report outlined the committee's procedure for assigning race officers for 2007, and indicated that the committee would be looking to improve the ILYA sailing instructions, that the committee would be looking for ways to reach out to help member club race management and recruit new ILYA race officers. The committee recommended that Class X join the adult fleets in the use of radios. Hodgson thanked retiring chairman Sundberg for his several years of service on the committee, and Hodgson also thanked the numerous race officers and assistants who spent considerable time, effort, and money to volunteer their service to the ILYA.

C. Porter reported for Reese that the Winter Inland would be held February 9-11 at the Olympia Resort in Oconomowoc, Wisconsin. A \$1,000 room rental fee will be discounted in accordance with the number of

sleeping room reservations made by the attendees. Reese is trying to book Dave Perry as featured speaker. Promotion meetings will be held Friday afternoon, Youth meetings will be held Friday evening, adult fleet meetings will be held Saturday morning followed by the luncheon/awards, and afternoon roundtable discussions. It had been suggested earlier in the Board meeting that one of the discussion issues could be the proper procedures for protest hearings. Another planned discussion could be input to the race committee from sailors. The Rules committee and Board meetings will be held Sunday.

Barkow reported for the Trophy Committee. She passed around a sample trophy of crystal measuring just over 3 inches tall with three dimensional sailboat etched inside along with the ILYA logo, the year, and the venue for the event. Each fleet would be able to submit appropriate photos to individualize the trophies for their fleet. Outside two dimensional etching would include the place winner and skipper and crew designation. The cost would be immediately less than current trophies, and even less in future years. Trophies would be delivered from Canada in early June. A member of the Board suggested that differentiating between skipper and crew was not only unnecessary, but ill-advised if the intent was to give due appreciation to crew. No objection to that comment was heard. The trophy proposal was approved as presented (Barkow/S. Schmidt).

Smith reported that Amanda Allen had submitted the trophy won by her grandmother in Class E in the sixties. Smith and Allen will work to finish the engraving and base so that the trophy can be awarded to the future top females in the E Class as previously approved by the Board. The previously approved trophy to be presented to the crew of the Pillsbury Cup recipient has not yet been presented to the Board for final approval. Smith will check into the progress.

Under Old Business, a suggestion to look at a two-three year dues incentive was tabled once again. Hodgson appointed a technical committee comprised of David Porter, Jan Gill, Brad Robinson, and Blair Jenness to address the tolerance issue in Class C and X.

Under New Business, a discussion about boom stickers was tabled at the request of Smith. The Board agreed by consensus to align the youth membership and youth championship eligibility rules so that both include 25 year

olds. The Board agreed to offer an article in Scow Lines for promotion of the sailor's cut of *The Ultimate Ride, the Movie*, and to offer advertising in Scow Slants at the member club discounted rate (Hodgson/Evans). Proposals for use of the raffle proceeds were tabled. Gill announced that there is a club near where he lives in southern Missouri that may be interested in accepting donated boats which would be the initial step for introducing scows to that area. Gill will investigate further. Hodgson reported that a survey of members is in the works and that results will be made available to the Board at its December meeting, if possible.

There being no other new business, the meeting was adjourned at 3:50 p.m. (Hodgson/Prange).

Respectfully submitted,  
James A. Smith,  
Executive Secretary

## Hand engravers

NEW!

Fontana Jeweler  
553 Highway 67  
Fontana, WI 53125  
(262) 275-6363

NEW!

Goldsmith Hand Engraver  
James Roettger  
15 S. 5th St.  
Minneapolis, MN 55402  
612-340-0018

Lundquist Jewelry Co.  
625 Fourth Ave. So.  
Suite 270  
Minneapolis, MN 55415  
(612) 332-7978

Meyers Jewelers  
600 Hartbrook Dr.  
Hartland, WI 53029  
(262) 367-7464

Nouveau  
W62 N594 Washington Ave.  
Cedarburg, WI 53012  
(414) 375-4568  
Brookfield Awards Co.  
17,000 West Capitol Drive  
Brookfield, WI 53005  
(414) 781-3342

Art Engravers  
29 East Madison, 13th Floor  
Chicago, IL 60602  
(312) 782-0390

V&S Jewelry & Gifts  
2206 Commerce Blvd.  
Mound, MN 55364  
(952) 472-3233





# **FAST**

...the power to perform

**NORTH SAILS ONE DESIGN ZENDA**

(262) 275-9728 F (262) 275-8012

Harry Melges [harry@melges.com](mailto:harry@melges.com)

Andy Burdick [andy@melges.com](mailto:andy@melges.com)

Gordy Bowers [gordy@melges.com](mailto:gordy@melges.com)

Sam Rogers [sam@melges.com](mailto:sam@melges.com)

Jamie Kimball [jamie@melges.com](mailto:jamie@melges.com)

*photo: Kyle Verplank winning with his North Sails ZMax.*