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The Official Publication of the MC Sailing Association

Spring 2016





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# Commodore's Corner



As the weather warms and our sailing season gets under way across the country it is a good time to reflect upon our friends, family, and fellow competitors that we are blessed to be able to spend time with.

The sudden loss of our good friend John Houck at this years MC Midwinters hit us all very hard – John exemplified the spirit of our organization and puts in perspective why we love doing what we do.

May the memory of good times spent with John continue to be an inspiration to all of us – I look ever more forward to seeing all of you on the water soon.

David Helmick  
Commodore

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## Editor's Note

In this year's first issue we cover the wintertime MC sailing events from Florida and California with score sheets, regatta reports and photos as well as an interview of the new Zenda U champion. We were able to include last minute recaps of the spring Rebel Rouser and Cow Town competitions thanks to some timely local reporting. There's a Spring MC checklist from Andy Burdick and some other helpful things in the Ditty Drawer section. I think you'll enjoy the Father's Day article and the piece on maintaining your boat's paperwork. Amateur Sylvia Muccillo is a welcomed addition to the usual group sending us great photographs for the expanded center section. Please remember to take photos of your event!

Bob Wynkoop  
Editor

## Photo Credits

Midwinters photos by John Cole and Mari Johnson, Trainwreck photos Mari Johnson, Rebel Rouser photos by Sylvia Muccillo and Cowtown photos by Lisa Kreischer



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# Meet the Board of Governors



**David Helmick** is a MC sailor since 2009, and a longtime Florida one design and off shore sailor. He's the current Commodore of Lake Eustis Sailing Club and often accompanied by his lovely wife Nancy.



**Richard Blake** is married to Tracy, and is a father to three girls. Richard lives in Galloway, Ohio, a suburb of Columbus, Ohio. Richard currently sails out of the Hoover Sailing Club. Richard first started sailing the MC in 2007. His first MC was #2149 and he currently sails MC #2161. Richard enjoys racing and travelling to regattas. Richard has been the MC Fleet Champion at Hoover Sailing Club for the past five years, has won numerous regional regattas, and is the 2010 Masters Champion.



**Bob Cole** is from Corning, NY and sails at Lake Keuka in the Finger Lakes Region where his parents sailed comets and E scows and gave him his first crew job in the 60's aboard a wooden E. He started doing his own scow racing in the 70's. He's also sailed Snipes, Lightnings, and J24s. Bob now races the E and MC fleet but his most important role is crewing for his wife Marie aboard her Ideal 18. He is an attorney and works for the New York State Office of Court Administration.



**Amy Walsack Larkin** is originally from Barnegat Bay, NJ and a family of huge boating enthusiasts, Amy was introduced to the sport of sailing at a young age but didn't start competing until her late teens in one-design boats and, offshore racing. She moved to the Atlanta area shortly after college where she continued the sport she loves at Lake Lanier Sailing Club in Flowery Branch, GA. Starting up with the MC in 1995, Amy was a bit of a minority, being under 30 and a woman, though she quickly fell in love with the boat and the class. Amy lives with her husband Bob and her four furry children in Duluth, GA.



**Joe Friction** is married to Jenny, and has two boys, Lucas and Charlie. Joe lives in Minneapolis, Minnesota, and sails on Lake Harriet, He is currently working on growing team racing in the MC fleet. Joe learned to race at the University of Iowa, and is now teaching his love of sailing to his boys. Off the lake, Joe is an attorney representing dental practices and other small health care businesses.

**Ron Baerwitz** – I grew up in Los Angeles. I started sailing at age 13 when my father bought his first sailboat. I was introduced to sailboat racing through the Sea Explorers, a division of the



Boy Scouts where I later won their national sailing title 4 years in a row. WHOOT! Big time. In my teens I also raced catamarans and various keel boats. I was part of team "Dragonsong" who won the 1984 Olson 30 Nationals. In 1984 my partner and I bought our first Flying Dutchman with our eye on the 1988 Olympics in Korea. We were on the US Team 1985-88 and had the privilege of racing against world class athletes from around the world. We were ranked as high as 11th in the world in 1988. Afterwards I was part of the national champion crew of "Outlier," a Shock 35 owned by the late, great Dick Schmidt. I also did a lot of sailing on J105's and Melges 24s. My career started my moving around the country and kids came along so sailing took a back seat. When I landed in Orlando in late 2007 I initially bought a Flying Scot but decided to jump into the MC Scow a few years later. And, I love the boat and the class.



**Chris Craig** sails with Fleet 06, from Lake Fenton SC, MI. Chris is a long-time scow sailor.



**Chris Brooks** is an emergency room MD and faculty member at Washington University, St. Louis, MO and sails both at Carlyle SA and Lake Eustis SC. He has an extensive sailing background including being part of the Naval Academy's sailing team. He is married to his wife Meg.



**Pete Comfort** grew up sailing the Butterfly on Beautiful Torch Lake Michigan and crewing on my dad's E-Scow. In addition to the MC I have also raced the Butterfly, Laser, C-Scow, M-20 and E-Scows. I have been sailing the MC for almost 25 years and love the family feeling the class provides. I have been all over the country sailing and there is something about MC sailors that are just so welcoming and friendly. My wife Julie is an avid runner and also a great crew for the windy days. I have two daughters 2 and 4 years old that love to watch me sail and jump in the boat whenever they get the chance.



**Justin Annis** started sailing in 2007 at the Rebel Rouser. He won that event in 2012 making him part of the first father/son combination to each win the prestigious perpetual trophy. He's married to Elise and they have two children, Chandler and Justin. He loves traveling the country sailing with some of the best friends a sailor could have.



## Interview with Christopher Moore

This year marks a continuous twenty years since Andy Burdick and Eric Hood first came up with the idea for an intense two day seminar focused on racing the MC scow. It's called Zenda University or ZU for short. Of course, Zenda refers to the hometown of world famous Melges Performance Sailboats in Wisconsin. The appeal of scheduling such a program in the month of March in tropical Florida which greatly adds to the ubiquitous get-better-get-away. Training twenty students at a time, from all levels of sailing ability, the very successful racing indoctrination has trained a total of over 500 participants over the past two decades.

What ZU does is to immerse students in classroom chalk talk, a bow to stern detailed MC scow familiarization walk through, dozens of racing starts and mini races where three or four highly experienced instructors guide everyone to improvement through careful critique of boat handling and race management skills. It soon becomes evident the instructors are keeping score, not just for who is finishing where but also who is applying the lessons learned. A day and a half of that plus a nice dinner out with the whole gang is more than worth the price of admission.

This year's Zenda University began at 8am sharp the Tuesday before the MCSA Midwinter Championship Regatta at Lake Eustis Florida. It was a made to order day with a southwest breeze that had the group sailing the whole day off of the business district's waterfront. Several in the class were returning graduates from 2015, including Geoff Moehl, the 2015 ZU champion but there were a majority of new faces from all around the country.

When all the sailing was done it was one such newcomer, Christopher Moore, who traveled down from Connecticut that took home the medal as this year's Zenda U Champion. We spent a little time to get

his perspective on the ZU experience and the MC scow.

**ToC:** Chris, tell us a little about your background and how you got started with the MC scow.

**CM:** Why the MC scow? I had a 420, a Laser and a Blue Jay which I used to sail a lot at different times in the past but in the last few years adult sailing had almost disappeared at my club.

Then a couple of new guys brought in these big flat boats (MCs) and showed a lot of enthusiasm and energy for racing them. They looked really weird but they said just try it. The big sail, ability to take a crew and speed of the boats caught on right away and it wasn't long before we had 8 in the fleet. Two years later, I'm the fleet captain and we just added our fifteenth MC, I think. It's really the perfect boat for where we sail. But honestly, I think the real eye opener for me was when I was invited to go to a big regatta in Wisconsin. It was then that I realized how great the MC class is. I think everyone has to go to a big regatta to discover the class, the depth of competition, the tactics and the complexity of lake racing. That was great.

**ToC:** You race at a different sort of venue. These boats obviously came out of the Midwest and are known as lake boats. Tell us about your club and the conditions there.

**CM:** So, ours is a club that is known for its sailing school where we teach 120 kids to sail each summer and also for its adult sailing. By tradition we've always had



small boats adapted for the river. We have a small sailing area with current, tides, sand bars, big boat traffic and light winds for much of the summer. We are known for developing very good light wind sailors. The truth is I was looking for something with more excitement.

**ToC:** You seem to have jumped in with both feet. What caused you to invest in Zenda U?

**CM:** I grew up sailing in France with my father. We sailed 420's and then got into big boat sailing later, so even though I'm a sailor there's a lot to know about the MC. You can learn on your own by watching others but it's not really enough. I have a number of weaknesses and I thought that Zenda U would be the answer to fast track and fill in those voids.

**ToC:** You brought your boat down for the Triple Crown series at Eustis which means you sailed two regattas before Zenda U. That gives you a good perspective on what difference Zenda U made

for you heading into Midwinters. Can you share that?

**CM:** My first feeling was not fear but anxiety going in to boot camp. I was, kind of, not knowing what I would find. But it was a very easy approach coming from the three professionals leading the class, providing the essentials and it was apparent they knew the questions that were coming.

**ToC:** The first part of Zenda U is chalk board talk. How did you find that?

**CM:** For me I found 50% of it was very useful and interesting. I was looking more for the tactical and racing aspects. Speed vs. pointing, angle of heel and sail trim are the three things you must learn about the characteristic of the boat. Plus working with side boards as opposed to center boards is something new for me.

**ToC:** The biggest part of ZU is training on the race course. Conditions this year were absolutely perfect. What was that experience like?

**CM:** You have the big outlines in the class. Right away you apply those on the water. The sailing and starts on the water are immediately putting the outlines into context. It's really very efficient, I tell you. So, my first impression on the water was overwhelming because there's a lot of information coming all the time. They're immediately putting on the pressure for the maneuvers, the tactics, the posture, trimming the sail. You immediately see the differences.

**ToC:** What was your primary objective at that point?

**CM:** For me it was the fine routines, the procedural things – going around marks, letting off the outhaul, knowing every line and learning the routines and the purpose of the lines so that it goes the same way every time. I needed to learn the rhythm, the routine for the starts especially,

**I think it's not about medals, it's about participation in Zenda U - it's about doing it. You have to do it no matter how you position yourself as a sailor or how good you think you are.**

because I was constantly getting buried at the starts at the big regattas.

**ToC:** What was your biggest take away from ZU?

**CM:** For me it was the starts – the timing and distance before the starts. We had so many starts at ZU that you had to get it right. You would be lost otherwise. The second thing was maybe learning the timing and maneuvering around the marks. I did not have but any issue with that – well maybe just one. All the boats are so close that it makes you really think about how you will handle that situation ahead.

**ToC:** It was pretty tight racing at ZU?

**CM:** It was fierce. It's 20 boats and they are all wanting to do well and go fast. The Melges guys change the course all the time; moving the marks, change the line. It makes it very challenging and you have to pay attention.

**ToC:** It wound up a contest between you and last year's ZU winner. How did that play out?

**CM:** Yea, the pressure was on. For me it was very good pressure knowing he was after me. It gave me a reference point that I could match. I could see how I was doing against someone who knows the boat very well. He's well versed on the MC and has been to ZU before. I think it was very close in the end but everyone was a winner, really.

**ToC:** The Midwinters Regatta started the day after ZU. Do you feel it better prepared you for that?

**CM:** Yeah, it prepared me with a better base for starting and handling the close racing. What I didn't get was the tactics so that's something to work on but Eustis is very shifty lake racing and that's new for me. Why don't I see things? That's what's still wrong for me but I learned a lot watching where the other boats were going. It would be really helpful if we could have had a debriefing for Zenda U students during the regatta because I was seeking feedback.

**ToC:** Is here anything else you would like to add?

**CM:** I think it's not about medals, it's about participation in Zenda U – it's about doing it. You have to do it no matter how you position yourself as a sailor or how good you think you are. When I was talking to the Midwinter regatta sailors, they all said they did Zenda U at some point. So even though now, after all these years, you might think they would say, "Oh you don't need it," but they don't say that. They all say, "It was good for me at the time that I decided to do it."

I think if there's one recommendation that I would bring back to my club it would be that the members should all go do Zenda U. They don't want to do the Midwinters, I understand; it's too far or they don't have the time, but the exposure and the density of what you learn and what you're exposed to at ZU is so valuable. The continuous starts every three minutes, where they call you back for another one, and another one, and another one gives you confidence and builds your self esteem to be a better sailor. It's really what our other sailors should do. They're afraid to do the big races right now with 20- 30 boats so they hang back. I really want everyone to experience Zenda U.

**ToC:** Thank you for your time and congratulations.



# Spring Checklist

Spring is here - time for sailing!

by Andy Burdick

Before you go and sail your MC for the first time this Spring please review our "Melges MC Checklist" that we provide to our customers.

Melges can supply you with the necessary parts and equipment needed to sail fast. Please review melges.com or email andy@melges.com or jim@melges.com. We are here to help!

**1. Make It Slippery!** Be sure to teflon the bottom of your MC so that it is slick and fast. Teflon or McLube Hullkote will work. (melges.com). Important: Be sure to keep your boat tied down until it goes into the water. This will make your boat so slippery that it can easily slide off the trailer.

**2. Important Checks!** You never want to miss a race or weekend of sailing. Be sure to check your sidestay wires. Review the end fittings, the pins and condition of the stays. These should be replaced at least every 5 years. Especially the connection pins! Also, check your wire main halyard. The connection at the shackle will breakdown and eventually pull apart. Review this carefully.

**3. Prevent Water!** If your boat is older than 5 years it may be time for new bailer gaskets and or rubber board washers (where the board pin is). These items will dry out, crack and eventually cause water to get into your cockpit. I like to open my bailers while on the trailer and coat the side walls of the bailer with Vaseline. This prevents slow leaks as well.

**4. Spectra Line!** Review the spectra line that exits the deck near the mast step. This line needs to be replaced every 2-3 years dependent upon use. Review all of your rigging. Keep it fresh as it helps you sail fast.

**5. Tiller Extension!** Check your tiller extension and all its parts. Especially if you have a rubber universal joint connection at the base. These dry out and crack too. When this breaks you have no steering! Be sure to look at this closely. Replacement extensions or universal joints can be found on melges.com

**6. Outhaul Wire!** Review the shackle connection on the outboard end of your outhaul. Also, please look at the inboard end and the connection point that comes out of the front of the

boom near the mast. Be sure this wire is in good condition.

**7. Keep Your Mast Up!** It is very important to have the proper forestay shackle at the connection point / bow plate. Be sure you have a Melges Forestay Shackle. They are strong and when taped up almost impossible to have fail. The typical 1/4" D shackle with a screw pin will spin loose and your mast will come down. Be sure you have the proper gear!

**8. Telltales, VHF Radio, Lifejacket, Throwable Device, Sponge, Sunblock** - important equipment to have with you while sailing your MC. Be sure these items are on your "pre-flight" check list.

**9. Clean Your Mast and Boom!** Wipe your mast and boom with a rag full of Acetone. This will really clean up the aluminum spars. Be sure to keep away from the measurement bands though - Acetone will make the stickers bleed.

**10. Fill It Up!** Put air in your trailer tires. Get gas in your car! Fill up the cooler and come to an MC Regatta! Enjoy your MC!

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## Jack Kern's 80th Birthday



Duncan McBride reports that The Dogwood Regatta (TSA-LA-GI YC, OK) had to be cancelled because of the lake being flooded. However, they are rescheduling a new regatta for MC scows exclusively. It is going to be the Cupcake Regatta and it will be August 6th and 7th. It is an MC scow one design event. mark it on your calendar

## Elongated vang bale bolt hole in mast?

Last year Melges changed the vang bale bolt they had been using, figure 1, in order to prevent the stainless steel vang bolt threads from cutting away at the softer aluminum mast hole.

The new bolt now extends the bolt shank beyond the aluminum mast hole, figure 2.

To make this change yourself, this same 1/4-20x coarse thread Hillman 3 1/2" stainless steel bolt is available at TrueValue hardware for \$1.19. Before, or after installation, cut off 1/2" of thread and file the bolt end smooth.

Repair of an elongated vang bale bolt hole, figure 3.

When I asked others about this problem, which causes the vang bail to "rock," some had elected not to reuse the elongated hole, and instead drilled new holes below the existing holes. Not excited about doing that I opted to remove the mast end casting, fill the hole and build up the area of repair from inside the mast with fiberglass mat and resin. I then redrilled the bolt holes (I did both bolt holes) using a 5/16 drill. I then used bronze sleeve bearings (1/4" I.D. 5/16" O.D. 3/4" length) as both a bearing to fill the hole and as spacers along the bolt shank to hold the "hole bearings" in place, figures 4 and 5.

When replacing the mast end casting my recommendation is to drill and tap the casting and then reinstall using stainless steel Pan Head-Phillips machine screws.

Mike Keenan

**Check your bulkhead.** Scott Harestad had a speed problem with a borrowed boat at Midwinter's. He discovered it was holding gallons of water behind the forward bulkhead because of missing weep holes.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

**The MCSA has purchased a new electronic scale for weighing in boats at sanctioned regatta events. This solves the problem of leaving it up to individual clubs to provide this important item.**





# Father's Day

## A Story of Life, Love, Family and Scows

By Bob Wynkoop

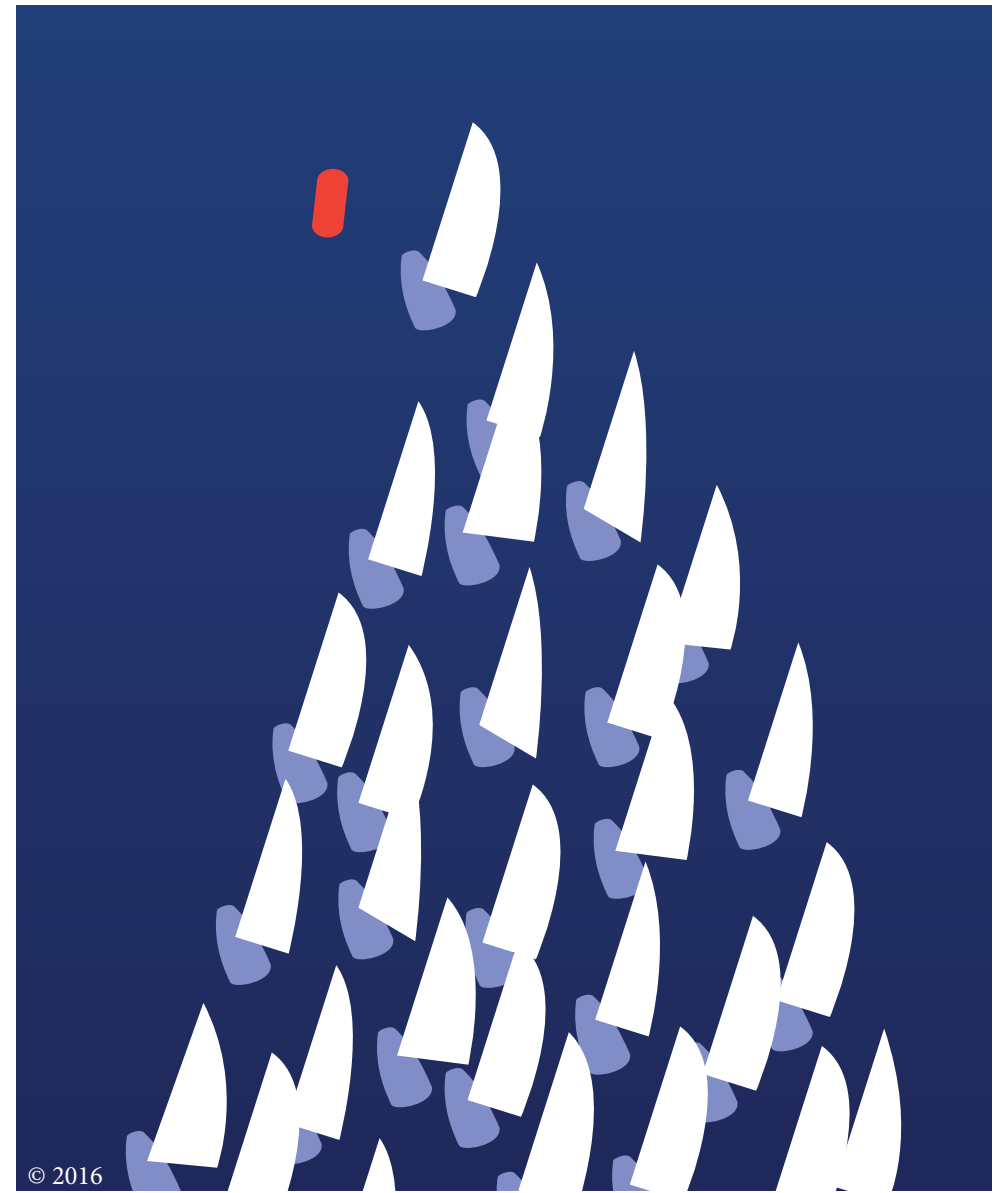
Eighty three year old Ed Schindler is a quiet man who's lived his life dedicated to one woman, their children, God and scow sailing. He and his wife Anne raised five girls and three boys, mostly in the western Michigan town of Evart where Ed rose through the ranks to become the plant manager at what was then an American Motors plastics factory. He started sailing in 1957 and joined Crystal Lake Yacht Club two years later. There he soon became the guy to beat as he traded C-scow season championships with his perennial rival Skip Wynkoop. His dedication to the Catholic Church often kept him away from the Sunday races or he most certainly would have dominated the summers more often. Years later the introduction of Friday Mass greatly expanded his sailing opportunities. In 1968 Ed switched to the growing E-scow fleet, winning the season trophy the very next year. Ed recounted one of his proudest moments sailing was when he beat Buddy Melges to win the Davenport Spring Frostbite Regatta. "Going into the final race we were tied," said Ed. "I got up on him a little that last beat. I knew I could control him then."

With such a big family Ed never lacked for crew. His kids were always on the boat, the youngsters rotating through as the older ones went off to college and jobs. After he retired and the children had scattered, the E-scow became too much to manage. Ed stopped sailing for a few years until his boys got together in 2008 to buy him a used MC 1672. He was 75 years old at the time.

Last August Ed's eldest son Jeff was back at the lake for some R and R when he learned CLYC would be hosting the MC National Championship the following summer. That got him thinking about getting another MC and how great it would be for both of them to sail at Nationals. Buying an older MC was an option, but what he really wanted

was a brand new boat; not for himself, but a gift for his Dad. As CPO of the giant electronics firm Vizio, Jeff is an extremely busy guy. Living in southern California and traveling abroad for work, he asked his wife Helen to manage the new boat project. She looked at the calendar and immediately contacted Melges Performance Sailboats asking, "can you deliver a new boat in just three weeks?" She knew that would be the only time frame in which Jeff would be able to return to Michigan and surprise his Dad in person. Melges scrambled like crazy to make it happen, delivering MC 2651 to Crystal Lake last September.

Jeff, Helen, Ed and other family were there for the boat's first launch on a beautiful autumn day. Helen made sure the boat's name was done in black and gold in recognition of Ed's alma mater, Purdue University. It was a very special tribute from a son to his father. Ed sailed it every day for a week. He talked about all the great moments in a lifetime of sailing with his children, recalling that Jeff started sailing with him when he was just 8 years old. They talked about next summer and what it would be like to sail against one another at Nationals – MC1672 vs. MC2651. That was the plan, but sometimes life gets in the way. Jeff reports Helen is pregnant and due at the end of August, about the same time as the Championship event. So while Jeff awaits the birth of their child at home, his Dad will be sailing the azure waters of Crystal Lake, the bond between them reflecting in his shiny new scow named "MR. ED." Life, love, family and scows.



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# 2016 MC SCOW NATIONALS

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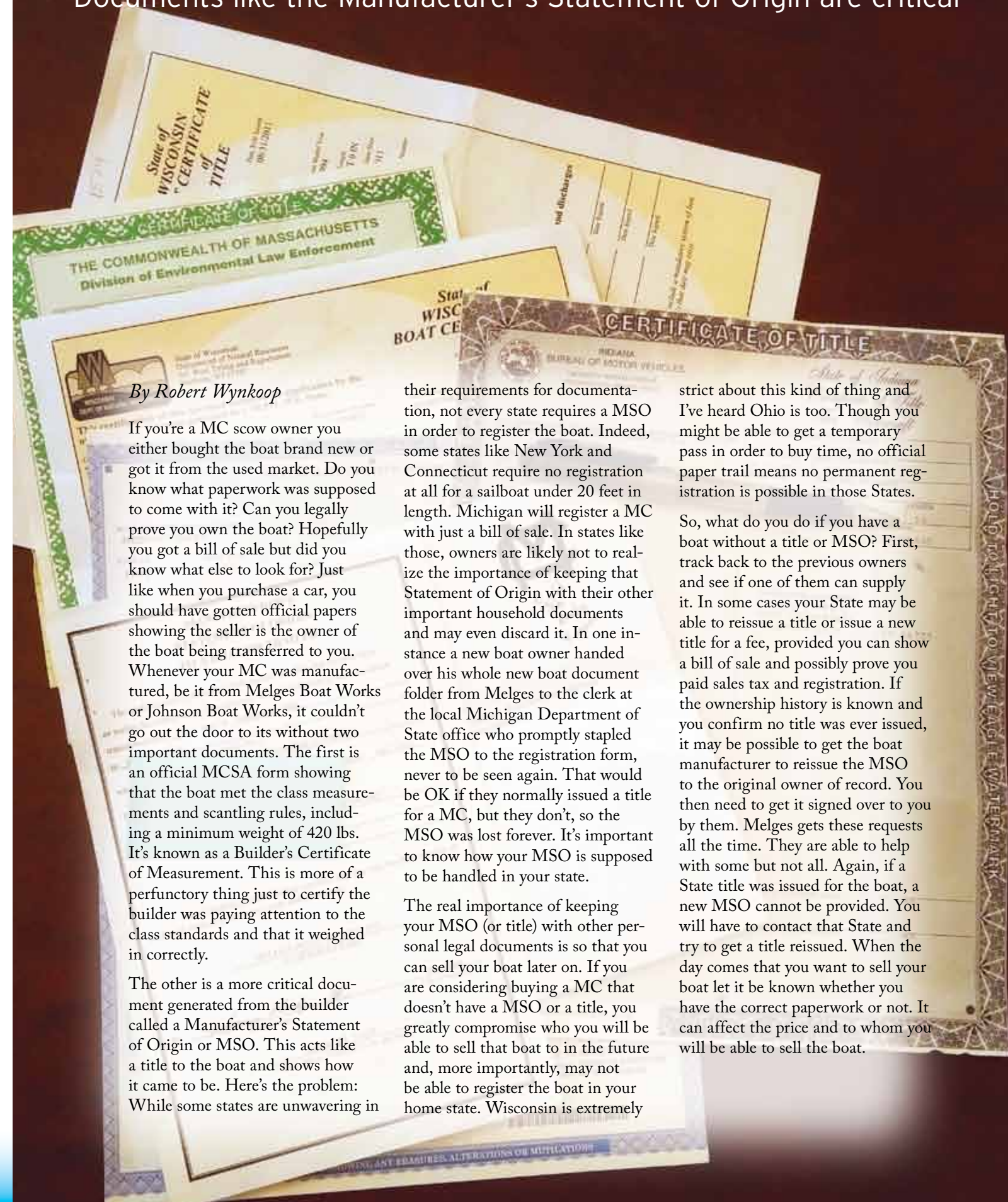


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## The Important Paper Trail

Documents like the Manufacturer's Statement of Origin are critical



By Robert Wynkoop

If you're a MC scow owner you either bought the boat brand new or got it from the used market. Do you know what paperwork was supposed to come with it? Can you legally prove you own the boat? Hopefully you got a bill of sale but did you know what else to look for? Just like when you purchase a car, you should have gotten official papers showing the seller is the owner of the boat being transferred to you. Whenever your MC was manufactured, be it from Melges Boat Works or Johnson Boat Works, it couldn't go out the door to its without two important documents. The first is an official MCSA form showing that the boat met the class measurements and scantling rules, including a minimum weight of 420 lbs. It's known as a Builder's Certificate of Measurement. This is more of a perfunctory thing just to certify the builder was paying attention to the class standards and that it weighed in correctly.

The other is a more critical document generated from the builder called a Manufacturer's Statement of Origin or MSO. This acts like a title to the boat and shows how it came to be. Here's the problem: While some states are unwavering in

their requirements for documentation, not every state requires a MSO in order to register the boat. Indeed, some states like New York and Connecticut require no registration at all for a sailboat under 20 feet in length. Michigan will register a MC with just a bill of sale. In states like those, owners are likely not to realize the importance of keeping that Statement of Origin with their other important household documents and may even discard it. In one instance a new boat owner handed over his whole new boat document folder from Melges to the clerk at the local Michigan Department of State office who promptly stapled the MSO to the registration form, never to be seen again. That would be OK if they normally issued a title for a MC, but they don't, so the MSO was lost forever. It's important to know how your MSO is supposed to be handled in your state.

The real importance of keeping your MSO (or title) with other personal legal documents is so that you can sell your boat later on. If you are considering buying a MC that doesn't have a MSO or a title, you greatly compromise who you will be able to sell that boat to in the future and, more importantly, may not be able to register the boat in your home state. Wisconsin is extremely

strict about this kind of thing and I've heard Ohio is too. Though you might be able to get a temporary pass in order to buy time, no official paper trail means no permanent registration is possible in those States.

So, what do you do if you have a boat without a title or MSO? First, track back to the previous owners and see if one of them can supply it. In some cases your State may be able to reissue a title or issue a new title for a fee, provided you can show a bill of sale and possibly prove you paid sales tax and registration. If the ownership history is known and you confirm no title was ever issued, it may be possible to get the boat manufacturer to reissue the MSO to the original owner of record. You then need to get it signed over to you by them. Melges gets these requests all the time. They are able to help with some but not all. Again, if a State title was issued for the boat, a new MSO cannot be provided. You will have to contact that State and try to get a title reissued. When the day comes that you want to sell your boat let it be known whether you have the correct paperwork or not. It can affect the price and to whom you will be able to sell the boat.

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An avid MC Scow sailor, June also enjoys sailing a Tartan 37 in the San Juan Islands, WA.

**kw**  
KELLER WILLIAMS



# Regatta Results

## Trainwreck Regatta

Fleet 04 - Lake Eustis SC, FL, January 29-31, 2016

By John Porter

For anybody who is looking for some sailing time during the winter, the Triple Crown Series at Lake Eustis Sailing Club is not to be missed. LESC always provides great hospitality, beautiful water, a fun atmosphere, and epic sunsets. If you haven't attended the Southeast Regional, Train Wreck, or Midwinters festival, add this to your annual bucket list.

Two years ago, the Train Wreck was cursed with very little wind, causing a single race event spent entirely on the low side. The wise organizers at LESC bumped the event to three days with afternoon sailing on Friday. As 42 boats trickled in from near and far, they were met with a cold, rainy day of setup on Thursday. Camaraderie was high as we were all anticipating a gorgeous Friday. Friday arrived to great wind, sun, and a group of sailors itching to hit the water. PRO Bob Armes got us out on the water promptly at 1 for a day that was originally intended to be 3 races.

In race 1, we saw a big left shift right before the start, pushing the fleet over and causing a postponement while the line was dragged back about 10 degrees. With about a minute and a half to go, a big right hand shift rolled into the starting area. Most of the fleet was caught on the left side of the course during a 35 degree wind from the right. Mark Grinder, Dave Johnson, John Porter, Chris Kubicek, Monte Stamper, Ted Keller, Zack Clayton, and Matt Fisher all hedged to the right with Dave Johnson leading at the first mark. On the run, Mark Grinder nailed the gybe into a changing breeze to jump himself into the lead. The second beat saw a big left shift

and a build in pressure which suited Mark Grinder as he extended his lead. On the final run toward the finish, a puff from behind compressed Dave Johnson and John Porter into a photo finish with Mark winning, John second, and Dave third. Monte Stamper and Chris Kubicek had their best finishes of the regatta posting 8th and 5th respectively.

Race 2 saw Rob Seidelmann break to the right after the start leading a big pack of boats through a long, patient, left shift. Patience paid off as the wind shifted hard right at the top propelling Rob to an untouchable lead. The run saw a big right hand shift propelling John Porter, Scott Tillema, and Zack Clayton out of the 20s and into the top 10. The second beat was quite square with a big right at the top giving John Porter, Dave Helmick, and Zack Clayton a planning reach into the windward mark. The race finished with Rob Seidelmann in a big lead, followed by John Porter, Matt Fisher, Zack Clayton, and Al Haeger. Dr. Chris Brooks had his best finish of the event, posting a 6th.

Race 3 showed a building breeze and a big pressure line on the left of the course. Most of the fleet started on the second half of the line grinding all the way to the left layline. Those who were patient and dug into the shift benefited the most. The race was tight with hard competition in the top 10. Rob Seidelmann again schooled the fleet followed by Dave Helmick, Matt Fisher, Scott Tillema, and John Porter. Bob Cole Jr. showed his best performance of the weekend with a 7th place finish.

After looking at a dismal forecast for the duration of the weekend, PRO Bob Armes elected for a 4th race on Friday afternoon in a building breeze. The

final race showed a big split in the wind. This was clearly a race where you had to commit all the way to a layline and hope your edge prevailed. John Porter and Jeremy Pape lead the charge to the left with JP Bordes giving chase. Rob Seidelmann, Matt Fisher, and Zack Clayton lead the charge right. The left prevailed as the breeze continued to build into truly windy conditions. The remainder of the race was spent grinding for position and enjoying big breeze and big waves. In the end, John Porter won the race followed by Jeremy Pape, Mark Schneider, JP Bordes, and Craig Eaton. Mark, JP, and Craig really showed awesome speed and technique to the pack behind them.

Unfortunately, the dismal forecast was correct and no further racing was attempted during the weekend. Fortunately, the group at these events is second to none and everyone had a blast waiting for wind. Monte Stamper smoked some amazing brisket for Saturday dinner and MARGARITAS! were flowing generously. In the end, John Porter won the Train Wreck followed by Rob Seidelmann, Matt Fisher, Dave Helmick, and Zack Clayton. Matt Fisher was Master Champion. Dave Helmick was the top Grand Master. John Houck was top Mega Master. Certainly not least, our top Old Salt was Ronald Reeves. Dave Moring showed a marked improvement over last year's Train Wreck with a 15th place finish this year earning him the Most Improved award.

Thank you to LESC and all of your volunteers for an awesome event. We can't wait to come back for another weekend of your terrific facility, lake, and hospitality.

Trainwreck Results

Pl	Last Name	First Name	Div	Club/St	Sail #	R1	R2	R3	R4	Total
1	Porter	John	U50	LBYC/WI	2538	2	2	5	1	10
2	Seidelmann	Robert	U50	None/ -	2078	13	1	1	6	21
3	Fisher	Matt	M	HSC/OH-	2437	6	3	3	14	26
4	Helmick	David	GM	LESC/FL	2543	11	4	2	11	28
5	Clayton	Zack	U50	LESC/FL	2585	4	9	9	13	35
6	McDonald	Andy	U50	ISC/IN-	2001	12	10	6	8	36
7	Tillema	Scott	U50	MYC/MO-	222	10	7	4	16	37
8	Pape	Jeremy	M	LLSC/GA	2568	17	12	10	2	41
9	Keller	Ted	U50	TLYC/Mi	2653	7	8	12	18	45
10	Johnson	Dave	U50	LESC/FL	2100	3	22	8	17	50
11	Cole, Jr.	Robert	GM	LESC/FL	1977	16	14	7	15	52
12	Bordes	Jean-Pierre	U50	LESC/FL	1699	25	16	11	4	56
13	Schneider	Mark	M	None/ -	2166	31	13	13	3	60
14	Haeger	Allan	GM	LBYC/WI	2015	24	5	25	7	61
15	Moring	David	U50	LESC/FL	2188	15	11	16	19	61
16	Grinder	Mark	GM	CYC/NY-	2596	1	17	28	23	69
17	Eaton	Craig	U50	LESC/FL	2331	27	19	18	5	69
18	Stamper	Monte	M	LESC/FL	2076	8	25	30	10	73
19	Andert	Chris	U50	LESC/FL	2299	14	18	22	21	75
20	Kubicek	Chris	M	LBYC/WI	2484	5	23	23	29	80
21	Sayler	Lee	GM	LESC/FL	2201	19	20	19	24	82
22	Wynkoop	Robert	M	PYC/CT-	1751	26	24	14	22	86
23	Hendershot	William	GM	VDM/QC-	1712	18	26	15	30	89
24	Briggs	Keven	M	LESC/FL	2393	36	15	32	12	95
25	Brooks	Chris	M	LESC/FL	2557	9	6	DNF	DNS	99
26	Martin	Thomas	GM	CYC/NC-	1721	39	35	29	9	112
27	Houck	John	MM	LESC/FL	2097	23	36	20	35	114
28	Moore	Christopher	M	PYC/CT-	2074	21	32	36	25	114
29	Vink	Joshua	U50	LESC/FL	1708	28	21	34	31	114
30	Moehl, Sr.	Geoffrey	GM	LESC/FL	2412	34	31	26	26	117
31	Few	Jonathan	U50	LNYS/NC	1767	29	29	OCS	20	120
32	Cole	Robert	GM	LESC/FL	1372	22	38	24	DNF	126
33	Wasserman	Burke	M	PYC/CT-	1016	30	27	35	34	126
34	Kuhl Jr	John	MM	KYC/NY-	2639	OCS	40	17	28	127
35	Rotier	Steve	GM	LBYC/WI	2522	37	28	31	32	128
36	Jenkins	Spencer	M	KSC/SC-	2335	38	34	21	36	129
37	Boho	Steve	M	LGYC/WI	2614	DSQ	33	33	27	135
38	Fancher	Donald	MM	LESC/FL	2440	35	30	37	33	135
39	Ecklund	Philip	MM	LESC/FL	2384	20	37	DNF	DNS	141
40	Reeves	Ronald	OS	LESC/FL	1949	32	41	27	DNF	142
41	Niedospial	Bryant	M	SSS/FL-	1764	33	39	DNF	DNS	156



# Regatta Results

## Pacific Coast Regatta

### Fleet 98 - Mission Bay YC, CA, February 13-14, 2016

Rank	SailNo	HelmName	R1	R2	R3	R4	R5	R6	Total	Nett
1st	1235	Howard Macken	1	1	-2	2	1	1	8	6
2nd	1970	Keith Sternal	2	2	-4	1	2	2	13	9
3rd	46	Brian Anderson	3	3	-5	5	3	3	22	17
4th	907	Kevin Olenick	-4	4	3	3	4	4	22	18
5th	1696	Nils Andersson	5	5	1	4	(6 DNC)	6 DNC	27	21

## Mardi Gras Regatta

### Fleet 101 - New Orleans YC, LA, February, 2016

Place	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points
1	1502	Cal Herman	1	1	2	3	2	1	1	11
2	2600	Scott Baker	2	2	1	1	1	2	3	12
3	1370	Anna Lee Mayo	7 DNC	4	3	4	3	3	2	26
4	13701	Morgan Mayberry	3	3	4	2	4	7 DNF	7 DNC	30
5	502	Guy Echols	4	5	7 DNC	7 DNC	7 DNC	7 DNC	7 DNC	44
6	502	David Weber	7 DNC	7 DNC	7 DNC	7 DNC	7 DNC	4	7 DNC	46

## Sarasota Regatta

### Fleet 97 - Sarasota Sailing Squadron, FL, March 5-6, 2016

Pos	Sail	Skipper	Yacht Club	1	2	3	4	Total	Pos
1	2568	Jeremy Pape	LLSC	1	3	1	1	6	1
2	2223	Waldemar Kwasniewski	SSS	2	4	4	2	12	2
3	2369	Stefan Schulze	Lake Lanier Sailing Club	5	1	2	5	13	3
4	2483	Richard Elisishans	Sarasota Sailing Squadron	18/DNS	2	3	3	26T	4
5	1764	christopher moore	PYC CT	7	9	6	4	26T	5
6	1456	Robert Cole	SSS	9	6	5	6	26T	6
7	2610	Andrew Hodgson	SSS	8	5	7	7	27	7
8	2412	Geoffrey Moehi	Lake Eustis Sailing Club	3	7	12	10	32	8
9	2315	Randy Scott	Sarasota Sailing Squadron	6	11	8	11	36	9
10	70	John Tarrant	Sarasota Sailing Squadron	10	8	10	9	37	10
11	2440	Donald Fancher	sarasota Sailing Squadron	18/DNF	10	9	8	45	11
12	2576	david atkinson	clyc	4	14	16	14	48	12
13	1016	burke wasserman	pettipaug	11	12	13	13	49	13
14	2581	Ted Weihe	SSS	12	19/DNF	11	12	54	14
15	258	Bruce Hilton	SSS	14	13	15	19/DNS	61	15
16	1702	Stephen Austin	Sarasota Sailing Squadron	13	16	17	16	62T	16
17	2308	Lynn Scott	Sarasota Sailing Squadron	18/DNF	15	14	15	62T	17

## Midwinters Regatta

### Fleet 04 - Lake Eustis SC, FL, March, 2016

By Eric Hood

The Regatta – Our traditional first major regatta of the season at Lake Eustis Sailing Club in Eustis , Florida gave us a little bit of everything this year. For sure and certainly related to the three-day length of the regatta we saw all wind conditions. Probably 50% heavy, 30% medium and 20% light/medium. The regatta gave all lots of fun moments and certainly some heartbreaks with the loss of one of our sailors John Houck during racing. From a weather perspective it was outstanding and certainly lived up to all we would want from a FloridaMidwinter Championship. Low 80s, great breeze and championship sailing.

The Setting and Conditions - S.E. was the dominant wind direction but we had a few right rotations to the south and slightly S.W. during the three days. Race 1 which was abandoned while in progress on leg 2/3 was a barn burner. Starting in nice 17-19 mph

winds it morphed quickly into upper 20s. PRO Bob Arms did a great job ending the race before it really got out of control with N over H abandon flags. Water was not warm but certainly was swimmable for those who chose to get aggressive in the big breeze downwind moments. Full range of wind speed during the three days plus practice day was 6-26mph. It was FUN!!!!!!

Here are some highlights:  
Race Winners – Brian McMurray (White Lake, MI), Scott Tillema (Missouri Yacht Club, Lotawana- MO), Jeremy Pape (Lake Lanier Sailing Club, Georgia),

Robert Seidelmann (New Jersey), Brian McMurray (White Lake, MI).

Top Ten at A Glance- (60 teams sailing)  
Jeremy Pape (Lake Lanier, GA)28pts,  
Robert Seidelmann (New Jersey) 45pts,  
Thomas Harken (Charleston, SC) 45pts,  
David Moring (Lake Eustis, FL) 45pts,  
Brian McMurray (White Lake, MI) 53pts, Scott Tillema (Lake Lotawana, MO), David Helmick (Lake Eustis, FL) 78 pts, Eric Hood (Lake Eustis, FL) 78pts, Dan Fink (Mukwonago, WI) 80 pts, Kevin Neal (Lake Geneva, WI) 82 pts.

Pl	Last Name	First Name	Bo	Club	Fleet#	Sail #	R1	Pl	Pl	R2	Pl	R3	Pl	R4	Pl	R5	Pl	R6	Pl	R7	Total	Points
1	Pape	Jeremy	M	LLSCGA	2568			4	4	3	2	1	1	1	5	5	8	8	7	28	2568	1
2	Seidelmann	Robert	USA	Name/-	2078			8	8	10	10	2	2	1	1	1	1	1	23	45	2078	2
3	Harken	Thomas	GM	CYCSC	1861			12	12	2	2	5	3	10	10	11	11	5	45	1861	3	
4	Moring	David	USA	LESCFL	2188			11	11	5	5	3	3	8	8	10	10	8	45	2188	4	
5	McMurray	Brian	M	WLYCMI	1888			1	1	6	6	23	23	7	7	15	15	1	53	1888	5	
6	Tillema	Scott	USA	MYGARO	22			5	5	1	1	7	7	12	12	29	29	15	69	22	6	
7	Helmick	David	GM	LESCFL	2543			7	7	22	22	19	19	2	2	2	2	24	78	2543	7	
8	Hood	Eric	GM	LESCFL	2653			3	3	8	8	4	4	23	23	19	19	21	78	2653	8	
9	Fink	Dan	M	LMYCW	2444			15	15	18	18	22	22	3	3	9	9	13	80	2444	9	
10	Neal	Kevin	USA	Name/-	2528			20	20	4	4	18	18	6	6	25	25	9	82	2528	10	
11	Eaton	Craig	USA	LESCFL	2331			18	18	11	11	14	14	18	18	22	22	2	85	2331	11	
12	Clayton	Zachary	USA	LESCFL	1943			14	14	13	13	31	31	13	13	21	21	3	95	1943	12	
13	McDonald	Andy	M	DSJIN	2001			10	10	26	26	8	8	9	9	20	20	39	103	2001	13	
14	Fisher	Matt	M	HSCOH	2437			2	2	9	9	9	9	9	20	20	4	DNF	105	2437	14	
15	Schulze	Stefan	USA	LLSCGA	2369			38	38	14	14	33	33	4	4	6	6	12	107	2369	15	
16	Burke	Jean-Pierre	USA	LESCFL	1699			22	22	20	20	10	10	15	15	27	27	24	118	1699	16	
17	Comblin	Mike	M	Name/-	2805			39	39	30	30	11	11	22	22	13	13	6	121	2805	17	
18	Griffiths	Scott	M	MYGARO	2420			6	6	21	21	13	13	12	12	25	25	27	122	2420	18	
19	Norman	Chris	M	Name/-	1836			34	34	29	29	25	25	31	31	3	3	11	133	1836	19	
20	Wade	Clark	M	HSCOH	2219			21	21	42	42	15	15	11	11	16	16	28	133	2219	20	
21	Saylor	Lee	GM	LESCFL	2201			9	9	17	17	32	32	44	44	14	14	19	135	2201	21	
22	Wykoop	Robert	M	PYCCT	1751			28	28	14	14	20	20	20	21	39	39	38	146	1751	22	
23	Kubick	Chris	M	LBVCWI	2484			17	17	28	28	30	30	16	16	41	41	16	148	2484	23	
24	Keenan	Tom	GM	LFYCMI	88			24	24	12	12	17	17	28	28	44	44	32	157	88	24	
25	Cole, Jr.	Robert	GM	LESCFL	1977			DNF	DNF	DNF	61	6	6	27	27	5	5	4	164	1977	25	
26	Brooks	Chris	M	LESCFL	2557			23	23	24	24	39	39	17	17	33	33	36	172	2557	26	
27	Harestad	Scott	M	SLVCMI	2392			26	26	37	37	16	16	29	29	47	47	18	173	2392	27	
28	Haege	Allan	GM	LBVCWI	2015			32	32	38	38	34	34	26	26	30	39	14	174	2015	28	
29	Hanson	Eric	M	Name/-	2660			35	35	36	36	27	27	40	40	28	28	10	176	2660	29	
30	Few	Jonathan	USA	UNYONG	1767			16	16	7	7	35	35	53	53	3	7	DNF	179	1767	30	
31	Crump	Jonathan	M	WSCOK	2230			19	19	23	23	48	48	39	39	34	34	29	192	2230	31	
32	Moore	Lucien	USA	PYCCT	1764			47	47	46	46	28	28	14	14	18	18	41	194	1764	32	
33	Blake	Richard	M	HSCOH	2161			33	33	19	19	DNF	DNF	62	62	32	32	22	200	2161	33	
34	Lopatin	Ivan	USA	LMSCSC	2523			29	29	31	31	42	42	24	24	43	43	33	202	2523	34	
35	Hendershot	William	GM	YDMAQC	1712			DNF	DNF	DNF	61	24	24	30	30	12	12	17	205	1712	35	
36	Belgis	Kevin	M	LESCFL	2393			37	37	33	33	11	12	38	38	39	39	46	205	2393	36	
37	Stanger	Monte	M	LESCFL	2076			25	25	40	40	45	45	19	19	17	17	DNF	207	2076	37	
38	Tooker	John	GM	KLYCNY	2597			13	13	15	15	36	36	34	34	51	51	DNF	210	2597	38	
39	Moore	Christopher	M	PYCCT	2074			36	36	39	39	21	21	32	32	48	48	37	213	2074	39	
40	Boho	Steven	M	LGVCWI	2614			40	40	32	32	44	44	49	49	26	26	25	216	2614	40	
41	Keenan	Mike	GM	HSCOH	2010			27	27	27	27	37	37	51	51	40	40	34	216	2010	41	
42	Fancher	Donald	MM	LESCFL	2036			30	30	25	25	26	26	45	45	49	49	45	220	2036	42	
43	Morgan	Brian	M	RCYCTX	2592			41	41	35	35	41	41	35	35	45	45	40	237	2592	43	
44	Reller	Steve	GM	LBVCWI	2522			45	45	43	43	40	40	48	48	31	31	31	238	2522	44	
45	Mohl, Sr.	Geoffrey	GM	LESCFL	2412			DNF	DNF	DNF	61	29	29	37	37	24	24	27	239	2412	45	
46	Vink	Joshua	USA	LESCFL	1768			42	42	44	44	47	47	41	41	38	38	39	251	1768	46	
47	Ganton	Christopher	M	LGVCWI	2622			44	44	41	41	38	38	42	42	53	53	42	240	2622	47	
48	Cole	Robert	GM	LESCFL	1372			43	43	34	34	53	53	46	46	42	42	43	261	1372	48	
49	Ecklund	Philip	MM	LESCFL	2384			31	31	50	50	51	51	32	36	35	52	52	49	234	2384	49
50	Reeves	Ronald	OS	LESCFL	1949			48	48	47	47	54	54	47	47	50	50	47	293	1949	50	
51	Kaska	Charles	GM	LBVCWI	2538			49	49	45	45	52	52	54	54	55	55	50	305	2538	51	
52	Wutzke	Bryan	USA	WSCOK	2363			DNF	DNF	49	49	49	49	52	52	46	46	48	305	2363	52	
53	Wasserman	Burke	M	PYCCT	7764			DSQ	DNF	48	48	46	46	46	55	55	57	44	311	7764	53	
54	Farley	W. Devin	MM	LGVCWI	2222			DNF	DNF	DNF	61	DNF	61	DNF	61	36	36	35	315	2222	54	
55	Butterfield	Charles	GM	DSACO	393			DNF	DNF	DNF	61	43	43	43	43	56	56	DNF	325	393	55	
56	Kohl Jr	John	MM	KLYCNY	2639			DNF	DNF	DNF	61	50	50	50	54	54	DNF	337	2639	56		
57	Kern	Jack	MM	RCYCTX	2248			DNF	DNF	DNF	61	DNF	61	DNF	61	35	35	DNF	340	2248	57	
58	Hosack	John	MM	LESCFL	2097			46	46	DNF	61	DNF	61	DNF	61	DNF	61	DNF	351	2097	58	
59	Browder	Craig	GM	OYCHA	2664			DNF	DNF	DNF	61	DNF	61	DNF	61	DNF	61	DNF	366	2664	59	
60	Johnson, Jr	Dave	USA	LESCFL	2100			DNF	DNF	DNF	61	DNF	61	DNF	61	DNF	61	DNF	366	2100	60	



# Regatta Results

## Rebel Rouser Regatta

Fleet 03 - Lake Lanier SC, GA, April 23-24, 2016

Eighteen boats participated in the 2016 Rebel Rouser Regatta hosted by the Lake Lanier Sailing Club in Flowery Branch, Georgia. Although most of the competitors were regulars from the Southeast circuit, Ron Baerwitz and Mike Considine traveled all the way from upstate New York and Illinois to get a taste of the warm Georgia spring weather. On Saturday, the first race was scheduled to be a short one lapper to ensure that at least one race would be completed in the light and variable winds. While the gusts were up to as high as 8 knots there many holes on the course and navigating them was one of the keys to success. Several boats were caught in a big wind hole near the windward mark but a major shift allowed some of the tail-end boats to catch up on the downwind leg.

Scoring was a challenge as 19 boats seemingly crossed the line en mass. The race committee did a great job of sorting out the boats with Ron Baerwitz coming out on top followed by Kurt Stadele and Chris Cyrul. A more consistent breeze built for race 2, and a full 4-leg race was announced by the race committee. As in race 1, the boats with early leads saw their leads diminish on the downwind legs. Mike Considine gained some separation from the rest of the fleet with Ron Baerwitz and Steve North rounding out the top three. Unfortunately, the dying breeze coupled with motor boat wakes forced the race committee to end racing for the day.

Dark and Stormy rum drinks and Spotted Cow imports from Wisconsin highlighted the cocktail hour and Amy Larkin provided a delicious home-made Lasagna. Great conversations and white lies continued through the evening. The Lake Lanier Sailing Club's camping areas allowed for all of the sailors to crash close to the club.

Racing on the second day was typical LLSC morning wind – east wind out of the cove which makes the upwind mark lighter as it is approached. Ron Baerwitz



and Jeremy Pape fought hard out in front with occasional people passing them, but those that passed never held onto the lead. Racing was tight with most of the boats in distinct packs – it was very hard to find clear air downwind but if one watched the puffs and got in-front of the right one, it lasted long enough to clear some lanes to pass boats deep. Jeremy was able to string together two firsts to move quickly back up the rankings after a challenging Saturday.



Overall Ron Baerwitz was unstoppable and finished consistently high enough to end the 5 race regatta with a convincing 11 point lead. The race for 2nd through 4th was considerably tighter with only 2 points separating Jeremy, Kurt, and Mike. Nice wind, good food and good sailing. What more can be asked for – next year we will be looking to increase the number of competitors and potentially get some practice races in on Friday. Poker night with good Georgia beer – not spotted cows but rainbow trouts (Sweetwater 420) may be in store for 2017!

## Rebel Rouser Results

First Name	Middle Initial	Last Name	Sail Number	Trophy Class	Place	Race 1
Ronald		Baerwitz	2220	Master (50-59)	1	1
Jeremy		Pape	2568	Master (50-59)	2	7
Kurt		Stadele	2067	Master (50-59)	3	2
Mike		Constindine	2538	Master (50-59)	4	5
Fred		Herr	1860	Grand Master (60-69)	5	8
Christopher	E	Cyrul	2084	Master (50-59)	6	3
Steven	H	North	1922	Master (50-59)	7	14
Joshua	C	Landers	2046	Open (under 50)	8	4
Chris		Brooks	2557	Master (50-59)	9	10
JP		Borde	1699	Open (under 50)	10	6
Ivan		Lopatin	1509	Master (50-59)	11	9
Lee		Estes	2092	Grand Master (60-69)	12	13
Amy	W	Larkin	1996	Open (under 50)	13	17
Stefan	R	Schulze	2369	Open (under 50)	14	16
Jonathan	F	Few	1767	Open (under 50)	15	11
Ryan		Gaskin	2523	Mega Master (70-79)	16	18
Sonny	T	Weaver, Jr.	1851	Grand Master (60-69)	17	12
Travis		Meyer	2369 Blue	Open (under 50)	18	15



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# Regatta Results

## Cow Town Classic

Fleet 54 - Hoover SC, OH, April 30 - May 1, 2016

2016 marked the 20th edition of the Cow Town Classic, taking place at Hoover Sailing Club in Westerville, OH on April 30th and May 1st.

This has been a popular spring regatta and a great way to start off the MC season in the midwest. Hoover is a reservoir on the northeast corner of Columbus, OH. The sailing club is active with multiple one design fleets, and MC Fleet 54.

The weather forecast definitely turned a few away this year, calling for cool temperatures, light air and plenty of rain. Those who were not to be dissuaded made it to Hoover from Indianapolis and even Wisconsin, and a fleet of 18 sailors lined up to vie for the Cow Town title.

Things started with an informal on-the-water coaching opportunity for the Hoover MC fleet and visiting sailors. A group of 8 lined up for a bunch of practice starts and short course races with some boat handling tips provided by Matt Fisher, Richard Blake and Ted Keller.

Saturday saw cloudy skies with a threat of rain starting after noon. Winds were East at 4 to 5 mph, maybe 7 and the top end. East is a challenging direction on Hoover as it is the skinnier width of the lake, with the breeze dropping down over tall trees along the shoreline. It has a tendency to change direction from NE to SE and back again, pulsing in increments. So for a few minutes the right side would pay big (glorious minutes if you were on the right!) and then dry up as the wind would switch to the left. It was a balancing act as the boat or boats who were leveraged hard when their side came in saw dramatic gains that often led to race wins, but if you were leveraged hard when the wind switched to the other side you were quickly midfleet or worse. Staying conservative and patient was the key, finding the pressure on one side and maximizing it, while almost immediately looking to the other side of the course for signs that the switch was coming. With all the traffic and tight

fleet racing, it was so tempting to ‘send it’ to the side you were on and hope the wind would cooperate. But in the end, finding the pressure and pointing the bow closer to the mark ruled the day.

The Race Committee, led by PRO Steve Lavender, showed some impressive patience of their own. As the rain started to fall and dampen down the breeze things were looking bleak and there was talk of calling it a day. The RC decided to wait and see if the afternoon improved and as a result were able to get two more races in in steadier and a bit stronger breeze. That sound decision making allowed us to complete all six races by the end of the weekend.

The weather may be cold or damp, the breeze may not be consistent, but the one thing that can be counted on each year at this regatta is the prime rib dinner Saturday night. Hoover’s Ted Thomas and team delivered again and the sailors enjoyed great food, drink and comradery, sharing stories of the day.

Race winners day 1:

Mark White Hoover  
Steve Callison Hoover  
Ted Keller Torch / Hoove  
Andy McDonald Indianapolis

Sunday proved to be a little better than forecasted. It was warmer, with some glimpses of the sun and 5-8 mph breeze out of the SW. This direction allows more use of the length of the lake and a longer course allowed the fleet to stretch its legs. There were still plenty of shifts to be found, but they were visible and had a bit more rhythm to them compared to the on/off switch of Saturday. By the last race of the series, the breeze had begun to drop



and the last half of the race turned into a light air affair.

Upwind the fleet was still tight together and it was really noticeable how much further a boat’s bad air extends behind it in the light stuff. You really had to work to find a clear lane and avoid any wind shadow effect, then find whatever pressure you could.

Matt Fisher from Hoover won the day with a 1,1 on Sunday. Mega Master Steve Sun from Hoover had his best race of the regatta finishing strong with a 6th place.

Thanks to Steve Lavender, Mark Andrew and their Race Committee team, to Doug Kiser “fleet captain for life” and all the Hoover volunteers for making this great event happen.

Final results after 6 races:

- 1.) Ted Keller, Torch/Hoover
  - 2.) Richard Blake Hoover
  - 3.) Matt Fisher, Hoover
  - 4.) Andy McDonald, Indianapolis
  - 5.) Mark White, Hoover
  - 6.) Steve Callison, Hoover
- Top Master: Richard Blake  
Top Grand Master: Mark White  
Top Mega Master: Steve Sun

With an active and energized local fleet and a great group of visiting sailors making the trip, Hoover Sailing Club really puts on a not-to-be-missed regatta. Mark your calendars for the first weekend of May 2017 for the Cowtown Classic.



Place	Sail	Skipper	Fleet	Total	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1	2598	Keller III, Ted	54	15	3	3	1	2	2	4
2	2161	Blake, Richard	54	22	4	4	2	7	3	2
3	2437	Fisher, Matt	54	24	2	9	5	6	1	1
4	2001	McDonald, Andy	103	27	5	5	7	1	4	5
5	1292	White, Mark	54	28	1	10	3	5	6	3
6	1365	Callison, Steve	54	39	12	1	4	4	7	11
7	2199	Kiser, Doug	54	49	9	2	8	10	8	12
8	1238	Sun, Steve	54	49	10	6	9	8	10	6
9	1646	Vanderhorst, Surge	54	50	8	7	11	3	13	8
10	2444	Fink, Dan	58	55	6	12	13	9	5	10
11	1934	Wilson, Don	103	61	11	13	6	13	11	7
12	2010	Keenen, Mike	54	64	13	8	14	11	9	9
13	1080	Vasulka, Charley	54	80	16	14	10	14	12	14
14	1695	Rendina, Steve	54	85	14	17	12	15	14	13
15	1592	Wolf, Mark	54	90	17	15	15	12	16	15
16	2219	Clark, Wade	54	94	7	11	19 DNC	19 DNC	19 DNC	19 DNC
17	2065	Fogle, Chris	54	100	15	16	19 DNC	19 DNC	15	16
18	1541	Thomas, Ted	54	106	18	18	16	16	19 DNC	19 DNC





**REGATTA GIRL**  
PHOTOGRAPHY

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Mari Johnson, Regatta Girl Photography



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Regatta Results

2015 SE Regionals 1st

2016 Trainwreck 1st

2016 Rebel Rouser 1st

2016 Sarasota Bay Cup 1st

2016 Midwinters 1st,

1st Master, 1st Grand Master

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John Porter: [jp@uksailmakers.com](mailto:jp@uksailmakers.com)

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*Midwinters Regatta, photo by Mari Johnson*





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Rebel Rouser photo by Sylvia Muccillo





*Trainwreck Regatta, photo by Mari Johnson*





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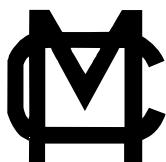


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