LEWEC AND FISHER SAIL TO ZIMMERMAN VICTORY

HENRY FILTER TAKES MIDWINTER CHAMPIONSHIP

by Bob Foster

Early arrivals at the 1993 Midwinter Championship in Clearwater, Florida, were greeted with the storm of the century. March 13th found the yacht club and the rest of Clearwater shrouded in a thick fog that hung deep in water. Saturday's registration and practice race were canceled. Registration and cleanup proceeded on Sunday with no races, due to high seas in the gulf and floating debris in the bay.

A new race schedule was posted calling for three races on Monday and three on Tuesday. Thirty-seven boats registered, compared to the pre-storm expectation of 50 to 60 boats. By Monday the winds had moved to the northeast at 15 to 20 knots and the seas were down to less than 3 feet. The first race started with a crowd at the pin end and individual recalls. Craig Leweck, Jack Franco, and Hau Gilbreath failed to see the flag and sailed to PMS's. At the windward mark it was Franco and Leweck in the lead, followed by Kevin Hursh and Dave Chapin. After the first triangle Franco was still in the lead, followed by P. J. Shiffer, Leweck, Hursh, and Henry Fisher, with Chapin in sixth place. At the second windward mark Hursh had moved into first, followed by Leweck, Franco, and Chapin.

Triangles were the course of the day, and at the second leeward mark it was Leweck, Hursh, Chapin and Fisher. At the finish Chapin took the gun with Fisher second and Chris Larson moving up to third. Chapin had given notice that he had not forgotten how to sail triangles in the last two years.

The second race started immediately, with Chapin taking an early lead at the windward mark, followed by Fisher, Larson, Gonzalez Diz, and Mike Franke. During the second beat there were some big shifting shifts that caused some position changes back in the fleet, but the top seven boats played it up the middle, remaining close, with Fisher taking the lead over Larson and Chapin. At the finish it was Fisher first, Chapin second, Larson third, and Franco fourth.

The third race starting sequence was begun with more than a few groans from the tired sailors. The wind was still 15 to 20 knots and the reaches were fun, but getting upwind was work. At the first mark Peter Comette was in the lead, followed by Chapin, Charlie Bussamane, and Tom Hall. Comette and Chapin trailed the lead back and forth on the next three legs with Leweck moving up to third at the next windward mark, followed by Hall, Fisher, and Kevin Pesci. At the finish it was Chapin taking his second win, followed by Comette, Leweck, and Fisher.

On Tuesday the winds were still from the northeast, keeping the seas low, but the wind velocity was now 20 to 25 knots. At this point in time Chapin looked to be in control of the regatta with a 12.1. Fisher had a 2.1.5 and Larson a 3.3. However, on the run down to the starting area, several boats had breakdowns or capssed. Chapin's mast inverted on the bow and he was out for the day. After one general recall the race got underway, with Comette leading at the first mark over Fisher, Franco, Stephan Iggers of Norway, Charlie Bussamane, and Birger Jansen of Norway.

The reach on the all-triangular course were almost continuous planes with a wild jibe at the wing mark. Franco led at the wing mark over Fisher and Comette, with Jansen moving up to fourth. At the leeward mark Comette had taken back the lead over Fisher, Franco, Jansen, and Leweck. Franco had the lead at the second windward mark followed by Leweck, Jansen, and Rick Merriman. At the second jibe mark Leweck capssed and lost about six boats. Going into the last beat it was Franco, Jansen, Merriman, and Fisher. The other leaders started with Franco and Jansen, but at the finish line it was Jansen just crossing Franco for the win. Merriman was third, Larson fourth, Leweck fifth, and Fisher sixth.

The race committee canceled the remaining races, since only 19 of the 30-plus boats that left the dock finished the race. Breakdowns and capsses were becoming common. The wind actually seemed to pick up on the beat back into the club with several more capsses. No one had disagreed with the race committee's decisions during these unusually windy four days. The regatta was complete with four races, and Henry Fisher was Chamion by several points over Chris Larson.

This regatta has become quite an international event, with three boats from Norway and one each from Denmark, Italy, and France.
NEWMAN REPORTS ON CLEARWATER AND DON-Q
by Carol Newman

Unpredictable weather dominated the Winter Circuit this year. Led off by the Storm of '93, those that had already made it to Florida suffered through Arctic cold and strong winds. Those that were still on the road turned back (if they had any sense?) or (if they didn't) figured that Tennessee would make a good disaster.

On Saturday the parking lot of the Clearwater Yacht Club was under water and Chris Larson's boat (tied to its trailer) capsized on land. All in all, it was a good regatta for Clay Magness of Sailwiner Mats, since lots of people injured their legs on and off the water. Bill and Sherry Welch, Jerry Thompson, and local Clearwater types all pitched in to try to minimize the carnage. Bill Welch won the Sportsmanship Trophy as a result of his efforts. When it was all over the downstairs carpet in the Yacht Club was damaged beyond repair, but little other permanent damage was done to the fleet or the club.

Racing finally got underway a day late, on Monday, and even then there was a two-hour postponement as the sailors could go to buy warmer clothing. Full New England frigidating gear was the correct dress for the day, making many wonder if they had taken a wrong turn and ended up in Ontario instead of Florida. In spite of the temperatures, good beaches provided good racing for both days of the series. The fifth and sixth races were blown out, but that was no real surprise since Henry Filer had been manipulating the weather to his advantage all week.

But enough about the racing. What about the parties? Bill and Sherry Welch once again outdid themselves on Monday night, providing delicious pizza in a terrific locale (on their boat on the YC dock). It's amazing how many people can be fit onto six sailboats. Trophies were awarded for the top seven finishers (a nice round number), as well as a trophy to the top woman, the top senior, and top local fleet member. Many stumbled off to bed late, figuring the drive to Miami was just as easy with a hangover.

Steady, un Florida-like rain fell all the way south, but we all know that it never rains for very long in Miami, so once we got there it would be dry. Little did we know...! Showers greeted arriving sailors on Wednesday, and on and off again on Thursday, threatening and interrupting rigging and repair projects as the teams prepared for the Don-Q. A few people went...
out tuning on Thursday afternoon, which turned out to be a wise move as Friday's racing was blown out altogether, and it wasn't until Saturday that most of the forty-five-footed Epifanes could get out to compete with each other. (Make that forty-six! The crews were frustrated, too.)

But the frustration wasn't over. First recalls were sounded before a start was let go, and by that time the breeze had started to die by the end of the third race it was a light-air crapshoot. So much for meditation timeouts and on the course.

Three men were aboard a dyed north-carrier that rewarded the corner handlers and penalized the conservatives who played the middle. Olympic courses were set for the first two, but the dying breezes called for the Windward-Leeward course for the day's finale. Craig Leacock and Tom Fish put a secure lead for the day posting 1.5 pts results. Dave Chapman and Eric Krues were second with twelve points and Roger Hanlon and Carole Johnson were third. Five teams were close behind.

Race four and five were sailed in light and fluky northwesters. Tempers frayed when seven general recalls were needed before a start was clean, especially when it was later disclosed that none of the boats sailed ever under the omnipresent black flag that had been given the 10% cumulative penalty as called for in the SCIRA rules and sailing instructions.

At the end of the first beat it was Ed Adams and Nancy Heberland leading the way. A thirty-degree shift to the right with no course changes preceded any further windward legs, as the race turned into a parade, giving Adams and Heberland an easy bullet. Their third place finish and James Johnston's third place in the final race secured third overall for Adams/Heberland.

Leacock and Fish and Chapman and Krues sailed conservatively in the challenging conditions and posted the timelapsa they needed to maintain first and second overall. Andrew Pimental and Carol Newman had a disappointing fourth race but took a bullet in the finale to secure fifth overall.

What about the famous Don-Q parties? As we know from a long day of racing, sailing hostesses greeted us on the docks with trays of shrimp. No wonder, this regatta has such a good reputation. The party quickly degenerated as the fast boats, West Coast rivalry struggled to win the party audience as well as the racing award. I think it was a tie!
STRANGE WEATHER CONTINUES IN NASSAU

by Peter Christie, National Secretary, SCFBA Bahamas

A new record was set as teams from seven Nurse nations made the 1993 Baccari and Bussard Gamblin series the most international ever, and with Canada's National Secretary, 1d Creek, serving on Race Committee, the final total was eight.

Unfortunately, our "Regatta Weather" was the worst ever, with no wind and unseasonable conditions for the final two days of the Gamblin series. This can't happen next year without blowing our reputation for heavy air.

Without winning either series, Cong Lee and crew Tom Fisher were the heroes of the regatta with second place finishes in both series, which gave them the Charles Kelly Memorial Trophy for the combined series and clinched the 2nd Zimmerman Trophy for the entire circuit, which they had just won on by winning the Don Q regatta in Miami's Biscayne Bay.

Our reigning World Champions, Axel Rodger and Jorge Quiroga of Argentina, showed their winning form by taking the Baccarri trophy from Lee & Fisher by .25 of a point. Lee & Fisher's National Champion Jimmy Lowe in third place by .75 of a point. Jimmy got two bullets and an eighth for third overall. The top guns of the fleet were very light. The Broadwater Trophy sailed in pleasant 12-knot winds but the windward mark off the eastern shore was a "little roughy."

The Gamblin series was all light air. Race three on Friday was cancelled when the committee gave up after being unable to find a windward course for more than a few minutes (unheard of in Nassau sailing). Saturday was spent on the day attempting to get in the three remaining races. Coach sailing, wind shifts, and more were served on the course and were much appreciated. Those of us in the basic of the fleet were happy when the last race had to be cancelled following a misplaced mark in the rain, but this might have robbed Cong Lee of the Gamblin Trophy, as he was leading at the time.

Norwegian Sigurd Jensen and the loquacious Baccarri, won养护s the Circuit, won the Gamblin series with great consistency in the trying conditions, and newcomers Michael Stern and John Hopgood from Mission Bay, California, were a close third.

The 26-boats fleet this year had great depth of sailing talent as shown by the closeness of the scores. Jimmy Lowe was the only skipper to win more than one race. In the one race finished down-wind the committee did a minute job in defining the order of finish as the whole fleet appeared to cross the line in about one minute. Past Commodore Jerry Thompson and Mike Barrett took a ballot in the first race of the Gamblin.

Tara Davis of Atlanta, with Charlie Bustamante of Miami crewing, took eight.git place after placing second in the fourth race. Our other female crew of Suzanne Spangler and Anne Schrock, of the California boat-building family, showed good seamanship, particularly in the better air of the Baccarri Cup.

The two Cuban teams of Nabor Mance and Osvaldo Lorenzo and Rogelio Padron and Jose Ferras enjoyed their hospitality of the Western Hemisphere Championship last October, and like the Argentine team of Rodger and Quiroga, decided to return for this regatta.

The Royal Nassau Sailing Club, led by Commodore Colin Callandor and his lovely wife, Phyllis, was again a splendid host as was the world famous Baccarri Race Company. Our Saturday night presentation dinner with a sailboat hand and Chippy's Bake and Scrape Band made for a great party, featuring "Uncle Peter" matching Chippy on the Bongo drums.

Eddie Roberts and his race committee did a great job with a hot fleet and difficult weather.

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NASSAU Series—Baccari Cup
Royal Nassau Sailing Club
Three races, one day

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MEN'S

H/45

1. Axel Rodger/Serge Urgues—France, 1st
   2. Cong Lee/Tom Fisher—San Diego
   3. Ian Lowrey/John Prine—San Diego
   4. Tony Delleman/Eugene Hams—Miami
   5. Alex Thompson/Blake Long—Long Bay
   6. Michael Sheehan/Bob Cottrell—Long Bay, CA
   7. George Lassman/Jeremy Lowe—Nassau
   8. Karen Forbes/Nancy Forrest—Nassau

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WOMEN'S

H/46

1. George Lassman/Carol Lassman—Nassau
   2. Carl Lowery/Tom Fisher—San Diego
   3. Robert Sheehan/Bob Sheehan—Long Bay, CA
   4. George Lassman/Jeremy Lowe—Nassau
   5. Karen Forbes/Nancy Forrest—Nassau
   6. Robert Sheehan/Carol Lassman—Nassau

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Baccarri Gamblin Memorial Trophy
Royal Nassau Sailing Club
Four races, one day

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MEN'S

H/45

1. Axel Rodger/Serge Urgues—France
   2. Cong Lee/Tom Fisher—San Diego
   3. Michael Sheehan/Bob Cottrell—Long Bay, CA
   5. Mike Barrett/Jerry Thompson—Mission Bay
   6. George Lassman/Jeremy Lowe—Nassau

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WOMEN'S

H/46

1. George Lassman/Carol Lassman—Nassau
   2. Carl Lowery/Tom Fisher—San Diego
   3. Robert Sheehan/Bob Sheehan—Long Bay, CA
   4. George Lassman/Jeremy Lowe—Nassau
   5. Karen Forbes/Nancy Forrest—Nassau

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SNEE BULLETIN | MAY 1989