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## PIMENTAL AND PEJNOVIC OF BRAZIL TAKE TITLE.

# GHUPADOR

Consistent sailing was the key to success in the 1988 Western Hemispheres, hosted by the Spanish Point Boat Club and SCIRA Bermuda.

Seventeen teams from eight nations took part in the 20th competition for the John T. Hayward Trophy, first contested in Havana, Cuba, in 1950.

The week began with the opening ceremonies, highlighted by music and anthems by the Bermuda Regiment Band, and opening remarks by gathered officials, including SPBC Commodore Stephen Soares, and the Minister of Tourism, the Honorable Harry W. Soares, M.P. Also attending was Miss Tourism, Andrea Mullin.

The light to moderate air Sunday afternoon practice race was inconclusive as most of the teams seemed more intent on checking out the speed of the competition and the tuning of the provided boats than trying to finish first.

Monday morning dawned with heavy airs, and after a short wait, it was decided not to launch the boats. So the regatta actually started with the lay-day, with the races to be made up on Wednesday. So it was off to the mopeds for a journey to the north end of the island and a visit to the beautiful town of St. Georges.

By Tuesday morning the wind had lightened ... a bit. Conditions were marginal, on the high end of the SCIRA limits, but there was a regatta to sail, and the lay-day had already passed.

The first victim was Craig Leweck of the U.S. He sheared off his rudder in the prestart action and crash-capsized. He was towed into the dock, madly preparing to change sails to a waiting spare boat, the radio buzzing with the commands of the sequence, and then the countdown. Then there was a hard moment as Craig and crew Chris Raab realized that the start was clean and the fleet was off without them.

Out on the course it was Cao Leme and crew Dennis Clemence of Brazil off to a strong lead as the Argentine team of Borgstrom and Revora battled with Carrabelli and Chiapparro of Uruguay. Lots of teams were already in trouble.

Steve Callison, with crew Susan Taylor, busted a shroud on the first reach, damaging the deck but sparing the mast, and were forced to withdraw.

The jibe mark was a melee as crews struggled to stay upright and in the boat. MacCall and Contouris of Argentina flipped and were unable to right the boat. When they finally got it up, they retired.

The three leaders battled up the final leg, with Leme losing some ground covering as Borgstrom and Carrabelli scrambled for the runner-up spot. The sole Cuban team, Manso and Valdez, raised a few eyebrows as they closed in for a close fourth — and this after equipment problems at the first mark had dropped them back into the pack.

As the fleet returned to the dock another major part of the story of the Westerns began to unfold as a swarm of workers descended on the boats to repair them and get them back on the race course. Under the direction of Bill Buckles, the "crash and burn team" included Bermuda National Secretary Kevin Blee, SCIRA officials Jerry Thompson, Pete Fenner, Means Davis, Rules Committee Chairman Dan Williams, U.S. Rules Chairman Brainard Cooper, Former Commodore Wayne Soares, and the list goes on ...

The Cubans proved that they had come to sail as they blasted off the line in the second race and had a commanding lead that would increase for the first four legs. They lost a little on the run but sailed smart and fast on the final beat to take the win. Borgstrom emerged as the favorite of many with a second, and Pimental of Brazil put a third with his first race fifth. Americans Leweck and Callison were seventh and 11th, Callison and Taylor finding the going a little too heavy for their weight. Leme dropped to seventh. Bermuda's hopes were raised as Stevie Dick-

(Continued on page 4)



Pimental and Pejnovich celebrate their victory. (Tom Payne photo)



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## WESTERN HEMISPHERE . .

inson and crew Gary Roman had a solid fourth to go with a first race sixth.

Wedneday morning's race was started in 18 knots of wind, but a fast-moving storm came in from the right and gave the fleet a scare as abandonment seemed certain. The crews were able to handle the plane into the mark as the storm quickly passed. The severe shift turned the reach into a run and Leweck and Dickinson were the first wipe-outs.

Dickinson had a real problem as crew Gary Roman injured his elbow and was finished for the series.

Leweck had problems of a different nature as he had managed to lose his board!

Callison and MacCall were over early, the Japanese busted a jib fairlead and Fabini of Uruguay and Wright of Bermuda also experienced problems that forced them out of the race.

Carrabelli of Uruguay rebounded from his 16th in the second race to take the victory, followed by Leme, the Cubans Manso and Valdez, with Pimental in fourth. Borgstrom was fifth.

The fourth race belonged to Lange, with Pimental second, and Leweck recovered to take third. Borgstrom was fourth and the Cubans took fifth. Carrabelli's hopes were dashed as he had fouled out, as had the Mitchell brothers of Canada.

Thursday morning's fifth race belonged to Fabini and Alzola of Uruguay, who won going away. Malcolm Smith gave the home crowd reason to cheer as he sailed to a strong second, followed by Leweck with another third. The inconsistent Carrabelli finished fourth followed by Leme, Pimental, and Borgstrom. The Cubans fell to ninth.

After lunch, it was back to the course and a moment of glory for the Japanese. Starting at the pin, they worked the left side and had a nice lead at the first mark.

They managed to hold on until a wild final leg saw Carrabelli get by to take his second victory, followed by Callison and Taylor who finally had a good race. The Japanese hung on for third and were followed closely by the Bermudian team of Brett Wright and Amanda Sponar. Then came the Cubans, Borgstrom, and Leweck. Craig had been near the front for the whole race, but played the hard left side on the final leg and lost ground. Wright had also started at the pin, rounded the top mark in second, and had sailed an excellent race only to see the others get by.

Cuba's hopes for the title were dashed when they lost a protest to Leweck, as they had failed to give him room at a mark rounding.

Now the stage was set for Friday's finale. There were six teams with a chance. Borgstrom, Pimental, Manso, Carrabelli, Leme, and Leweck would slug it out in the final round.

The winds were light, causing a postponement. Finally they settled in and the committee headed out of the Great Sound into the open waters off the north shore.

It was immediately apparent that the Cubans were out of the contest as their sails looked terrible in the light going and they clearly were the slowest boat. Borgstrom went off to the left along with Leweck, while Pimental led a pack along the shore to the right. Halfway up it was clear that the race would belong to "Santi" Lange, as he had a nice lead and was gone. The Japanese were hanging tough and rounded the mark in second, followed by Pimental, Jimmy Lowe of the Bahamas, who was finally having a good race (he had just returned from the Sunfish Worlds where he finished third), Mac-Call, and Leweck. Borgstrom was seemingly out of it as he rounded deep, a victim of the left side.

Lange widened his lead, Pimental got by the Japanese, and Fabini also moved up.

On the final leg the wind went left, eliminating any chance that those in the

#### 1988 WESTERN HEMISPHERE CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
27212	Pimental/Pejnovic	Brazil	5-3-4-2-6-8-3	23	1
17480	Borgstrom/Revora	Argentina	2-2-5-4-7-6-9	26	2
27107	Leweck/Raab	United States	4.8avg-7-dnf-3-3-5-6	28.8	3
25186	Fabini/Alzola	Uruguay	8-5-5avg-9-1-12-2	29.75	4
10106	Manso/Valdez	Cuba	4-1-3-5-9-dsq-12	33.75	5
26911	Leme/Clemence	Brazil	1-7-2-10-5-10-13	34.75	6
10863	Lange/Saubidet	Argentina	9-dsq-6-1-11-11-1	38.5	7
21111	Carrabelli/Chiapparro	Uruguay	3-16-1-dsq-4-1-16	40.5	8
27172	Motoharu/Tatsushi	Japan	12-9-6avg-717-3-4	41	9
25077	Smith/Roberts	Bermuda	7-10-10-12-2-7.4avg-8	44.4	10
27092	Callison/Taylor	United States	7.8avg-11-dsq-8-8-2-10	46.8	11
25995	MacCall/Contouris	Argentina	16-6-dsq-6-10-7-5	50	12
24602	Dickinson/Roman	Bermuda	6-4-dnf-13-12-13-15	63	13
24116	Nugent/MacKay	Canada	10-12-9-11-14-9-14	65	14
25235	Lowe/Bruce	Bahamas	11-15-7-14-13-15-7	67	15
24806	Mitchell/Mitchell	Canada	13.2avg-14-8-dsq-15-14-11	75.2	16
24675	Wright/Sponar	Bermuda	13-13-nf-15-16-4-17	78	17

back would be able to catch up. Pimental crossed in third to take the title, as Borgstrom was buried in ninth. Leweck managed to hold on for sixth, good enough for third overall, a finish that had seemed very remote after their lost board in the third race. Fabini's second in the final put him fourth overall.

The Cubans had been last at the final mark, but managed to pass five boats on the final leg and settled for fifth overall.

It was a popular victory for the Brazilians, who showed their joy by diving wildly into the water accompanied by the sounds of horns and shouts of chupador. They had sailed well all week, and though they never won a race they sailed a smart and safe series, adding this title to the Masters Worlds which they captured in Oakville, and the Brazilian National title. A great year in anyone's book!

The trophy ceremony was highlighted by a special presentation of the SCIRA flag, which had been signed by all of the competitors, officials, helpers and guests who made the regatta such a success. SCIRA Commodore Jerry Thompson made the presentation to Spanish Point Boat Club Commodore Stephen Soares, with remarks that the flag will hang from the rafters at SPBC as a reminder of the hard work, good sailing and new friendships that are a part of the Snipe experience.

Former Commodore Wayne Soares was the master of ceremonies as daily firsts were rewarded with beautiful watercolor paintings of Bermuda's sights. And the top three teams were awarded their trophies by Bermuda's Snipe pioneer, Honorary SCIRA Vice Commodore Reginald Tucker.

And so another Western Hemisphere championship is in the books. There are many who deserve thanks and congratulations for their tireless efforts, including Carlos Bosch who not only helped repair the damaged boats, but also helped with the many visa problems and travel arrangements for the foreign crews. SCIRA Bermuda National Secretary Kevin Blee, who always found something to do, and Spanish Point Rear Commodore Ronnie Viera who organized the meals and entertainment. David and Maggie Barnes who headed up the race committee, Diana Plested who chaired the housing committee and many, many more fine people at Spanish Point BC who made us all feel welcome. It was a wonderful regatta! Thanks to all who worked so hard to make it possible.







Above left: Callison and Taylor represented the U.S.

Above: Crew Otavio Lorenzo and Skipper Nelido Manso represented Cuba.

Team Canada poses with Bermuda's Miss Tourism.

All photos Tom Payne

Continued.



Clockwise from above: Bill Buckles directing repairs. His 'Crash and Burn' team kept the regatta on schedule. Argentina's Torkel Borgstrom after poor final race left him second overall. Bermuda's Gary Roman was out of action after injuring his elbow. Bermuda's Miss Tourism, Andrea Mullin, welcomes Commodore Thompson. (Tom Payne photos)







## **EUROPEAN OFFICERS, SECRETARIES MEET**

Meeting at Juelsminde YC, Juelsminde, Denmark, August 18, 1988

Attendance: Vice European Secretary, South European Secretary.

National Secretaries: Belgium, Denmark, England, Finland, France, Netherlands, Italy, Norway, Portugal, Spain, Sweden. European Measuring Committee.

Observers: SCIRA Commodore, SCIRA Vice Commodore.

- 1. Minutes of 1987 Meeting accepted; no business arising.
- 2. With the absence of the European Secretary, Vice Secretary J. Broughton gave the overall report on Europe 1987-1988. Reflecting a steady growth and an encouraging attitude. Inter country travel had continued, making for closer relations and understanding. SCIRA Europe looked now set for a good future.
- 3. National Secretaries' reports all reflected the signs of a climbing interest, the only country with a slight problem was France. Though with the election of a fresh secretary the probability was of regaining ground. Belgium had made great strides in coming back and all her past worries seemed well and truly over. Eighteen months of work by secretary A. Callott had brought his country to the fore. Europe would be well represented at the 1988 Junior Worlds.
- 4. The problem of not getting a 1988 European Race Calendar out was discussed and concluded that this must not happen again. Denmark will take responsibility for the 1989 Calendar.
- 5. Bids were made for 1990 onwards and accepted.

1990 — Europeans, Portugal; Junior Worlds, Spain.

1991 - Worlds, Norway.

1992 — Europeans, Finland.

6. The European Rules Committee outlined its last two year's work. At present a general guide booklet was being put together as a reference document for future measuring of the Snipe throughout Europe. This should simplify and create a uniform procedure. Countries were advised to look at their existing equipment for measuring Snipe with a view to update. As a onedesign boat it was necessary to adopt a serious approach on measuring.

7. Electon of Euro Officers: John Broughton, General European Secretary; Birger Jansen, Vice European Secretary; Antonio Roquette, South European Secretary; Holger Hansen will hold the office of North Euro Secretary until the outcome of final voting.

European Measuring Committee, present members to continue for 1989-1990.

8. Any Other Business.

Norway made the point that Secretaries for the Hemispheres stand for two years, then come up for re-election. Would it not be advisable for a Commodore to do a maximum of two years so that the office covered both Hemisphere and World championships.

In general discussion, countries saw merit in the suggestion and instructed the European Secretary to place forward for Board consideration.

Norway reflected on the damage done to equipment during the first race of this championship. Would it not be advisable to return between the races to allow a period for repairs, instead of back-to-back racing on days of two races. Agreed. National Secretaries take note and advise future championship organisers.

In concluding the meeting both the Commodore and Vice Commodore were invited to address the European class officers.

Both spoke of the building strength of SCIRA, warning that it can only be maintained by work and dedication. Reflecting on the discussion and concern shown by officers at this meeting, they were confident of the goodwill and determination by those responsible for SCIRA Europe's future.



JANUARY 7-8, DEAD OF WINTER REGATTA, Fleet 801, St. Petersburg, FL. Contact: Bill Welch, 2001 Illinois Ave. N.E., St. Petersburg, FL 33703

MARCH 12-14, SCIRA MIDWINTER CHAM-PIONSHIP, Clearwater, FL.

MARCH 17-19, DON-Q RUM KEG REGATTA, Miami, FL.

MARCH 22-25, BACARDI AND GAMBLIN MEMORIAL SERIES, Nassau, Bahamas.

JUNE 23-30, U.S. NATIONAL CHAMPION-SHIPS, Miami, FL.

AUGUST 21-29, SCIRA WORLD CHAMPION-SHIP, Karatsu, Japan.

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# regatta circuits

### KEANE TAKES SHIFTY ATLANTIC COAST

Newport, R.I. - The 1988 Atlantic Coast Championship, July 30-31, was held north of the Newport bridge, site of many previous Atlantic Coast championships. But this year, the normally healthy seabreeze suffered from several weeks of hot, humid weather. On top of the flukey wind, a moon tide caused a one-knot current.

Under these conditions the locals should have shined. But as often happens, the locals were a bit too sure about which side of the course would pay. Instead of John Keane's more conservative approach, sailors like Ed Adams and Brad Read found themselves digging into the corners a little too hard on the long second beats. Adams and Read managed to lose an average 5-10 boats every second beat, more than enough to put them down in the standings.

The first day saw Doug Clark tearing up the course in a weak, 5-10 knot southerly seabreeze. He was closely followed in the first two races by Jim Bowers, an up-and-coming collegiate sailor at Harvard and a veteran of the Snipe junior circuit.

Clark got too aggressive with Bowers, denying him room at a leeward mark. Instead of fighting for room, Bowers simply protested and Clark was disqualified.

This effectively put Clark out of contention and he followed with a lackluster second day showing. It also left Art and Jennifer Rousmaniere in first place after the first day, but the second day's racing proved too weird, even for the Mystic Lake whiz kids.

It should be noted that both Rousmaniere and John Keane of Marblehead were All-American sailors at Harvard, where they spent four years honing their skills on the flukey Charles River.

If Day One left the locals shaking their heads, Day Two sent them reeling. The race committee set up just south of Gould Island and waited for the expected seabreeze. Instead, rain clouds rolled in from the north, bringng a shifty 0-15 knot northerly.

For some unexplained reason, the RC refused to move their starting boat, giving the 43-boats a first beat into Gould Island that was shorter than the starting line.

The foul tide split around the island. which left a current eddy that drifted back and fourth across the course. Boats on one side of the eddy were going almost twice as fast as those on the other side. But there were times that the eddy drifted so far to the left that if you chased it (and the locals did) you'd never get to the mark.

The last race saw a 90-degree windshift on the last beat, again dropping Adams and Read, who were leading, well back in the fleet. Bowers headed for shore to get out of the current and found himself beam reaching for the finish to win by several minutes.

Blair Largay, a Brown University

sailor, convinced her coach, Brad Dellenbaugh, that it would be fun to try a Snipe regatta in her father's boat. They finished second overall - pretty good for their first try at Snipe

Regatta Chairman Jens Hookenson couldn't sail in the regatta but he wanted his boat to sail and didn't want it's reputation tarnished. So he got J-24 hotshot and former URI star Geoff Moore to sail it, with veteran Snipe crew Chris Myer. They were fourth overall. Fifth was Chris Friend, who attributed his commendable performance to the tactical help of crew Alan Beckwith, a successful 470 sailor.

## DONALDSONS WIN GULL LAKE OPEN

Richland, MI - Gull Lake Fleet 190 held its second annual Snipe Open on Aug. 13-14. Once again the weather

Although the results were similar to last year's regatta, no one was bored during the races.

Kirk and Phyllis Donaldson again battled Terry and Connie Timm for top honors, with the Donaldsons the victors. Bill and Nancy Willmarth took third, proving that senior Snipe sailors

never quit, they just get faster. Fourth was held by the author but only barely as Ken Woodworth and crew Joy Spahn were kind enough to be happy with fifth place.

The best part of the weekend was meeting new sailors from the newly reformed Wolf Lake fleet. The going was tough for the new kids but their enthusiasm will eventually pay off.

Thanks to all who came (Note to Harry and Cheryl: there is always room for more) and let's do it again next year.

John Crookston, Fleet 190

## CANADIANS TOP BRIODY CUP

Rochester, NY - Once again Newport YC, on beautiful Irondequoit Bay, the powerboat capital of the U.S., hosted the '88 Briody Regatta, won handily by Canadian aces Doug Nugent and Jamie McKay from the Royal Canadian YC. The regatta was held August 13-14.

The "Nooge" was unbeatable in Saturday's light breezes, and only slightly less so in Sunday's more typical zero to 25 with occasional Scarab and Cigarette chop.

Saturday's morning races, sailed south of the infamous Bay Bridge, were both won by Doug and Jamie. Second in the first race was the team of Jeff Mitchell and Mike Paulssen, and grabbing second in Race Two were Jack and Ken Mitchell - both teams from Oakville Harbor Yacht Squadron.

As the fleet arrived back at the docks for lunch, one happy visitor remarked that the wind was great for an August morning on the Bay. A darn good thing, because the afternoon racing was cancelled in a big hurry by pesky lightning strikes. Not many powerboats, though.

Back at the clubhouse, the Saturday night bash began with Newport's Hock Knockout Punch, hors d'oeuvres, and lots of Vaughan Special Marinade Kebobs. Then, as usual, it was on to Sea Breeze Park to ride the Jack Rabbit, one of America's last great wooden coasters. And it's only a half mile from NYC.

Sunday's 10:30 start was also the start of Chris and Don Hains's great comeback, as they took Race Three. Meanwhile, the light SW wind built steadily yet variably. The capsizing began and got even more popular in Races Four and Five. Jack and Ken Mitchell managed to solve the one big problem - zero wind at the weather mark - and took Race Four, but Nugent and McKay grabbed the last

Fritz and Jane Gram sailed a steady regatta to lock up third place, just ahead of Rochester's Eric Gesnew and Pam Hite.

For Fleet 103 and Newport, thanks to all who sailed for a great time. John Dentinger, Fleet 103

## RETZHAUPT TROPHY TO FRITZ GRAM

New York State - Fritz Gram of Cuba Lake won the 1988 Retzhaupt Trophy emblematic of the overall high point champion for District V. The trophy is based on participation in three regattas: the NY State Championship held June 18-19 at Cuba Lake; the District V Championship, sailed July 9-10 at Chatauqua Lake, and the Briody Trophy, held Aug. 13-14 at Rochester.

Gram scored 5.75 points to defeat



Alejandro Carluccio and Harold Meerhoff of Uruguay hold First South American Junior Championship trophy in regatta held February 1988 at Montevideo, Uruguay.

Jack Mitchell (11 pts), Doug Nugent (14.75), Eric Gesner (18), and Chris Hains (21).

The placings of Retzhaupt qualifiers in the three regattas are as follows:

NY State: 2. Fritz Gram; 7. Jack Mitchell; 8. Chris Hains; 9. John Korkosz; 10. Eric Gesner; 11. Doug Nugent; 13. George Hock; 14. Jeff Mitchell.

District V: 1. Gram; 2. Jack Mitchell; 3. Nugent; 4. Gesner; 5. Korkosz; 8. Hains; 10. Jeff Mitchell; 12. Hock.

Briody Trophy: 1. Nugent; 2. Jack Mitchell; 3. Gram; 4. Gesner; 5. Hains; 7. Korkosz.

## FISHBACK IS SOUTH MOON UNDER CHAMP

Ocean City, MD — Even though Mother Nature was not on our side, all Snipe sailors were ready for action at the South Moon Under Cup, Aug. 20-21 in the Assawoman Bay behind Ocean City. Twelve Snipes braved the rain on Saturday long enough to squeeze in one race before a steady downpour forced us to call the race.

Once on shore, the dedicated sailors found that they had lots of unused energy. First stop was to a pizza parlor for a late afternoon snack. Then back to the yacht club for a twilight cruise across the bay to a bar. Our cruise was briefly interrupted by the marine police checking for personal floatation devices. You can imagine the look on their faces when all 18 of us held up our own PFD. Only dinghy sailors would be that prepared!

After the cruise, back to the yacht club for a Hawaiian luau complete with steel band and a pig for a centerpiece. Somehow the pig ended up on a Snipe ready to sail. As it turned out, the pig was a good luck charm for Ken and Gregg Campbell. They took fourth place in the second race on Sunday.

Sunday started overcast and then cleared, but the wind was very flukey. Snipes were joined by PHRF and catamaran fleets. Two triangle courses were set, one inside the other — Snipes sailed the inner course and PHRF and catamarans sailed the outer course.

The race committee had to log starting and finishing boats at the same time. At one point, just as the cats were starting and PHRF were finishing, the wind died. The breeze finally freshened and the Snipes and cats sailed three races, PHRF two.

Next year the SMU Cup should draw more boats, since the weather detered some from coming this year.

Interested sailors may contact South Moon Under at (301) 524-4567 or 8019 Coastal Highway, Ocean City, MD 21842, for information for 1989. Ocean City is a great place to sail—just ask anyne who has come to one of our regattas. Usually the wind abounds and you couldn't ask for a nicer group of sailors.

Nancy Kline Ocean City Fleet 799

### GUST WINS TEXAS CHAMPIONSHIP

Dallas, TX - The third annual Texas



Is that Spuds? No! It's "Luau Louie," everyone's favorite party animal, especially at mealtime! Louie was the hit of South Moon Under Regatta dinner. Here he hams it up for the camera. No crew trophy for you. Louie!

Snipe Championship was held July 16-17 at Lake Ray Hubbard by the Rush Creek Yacht Club, the new home of Snipe Fleet 751.

Eighteen Snipes registered for the regatta anticipating light to drifty conditions. But they were greeted with strong southerly winds of 15-20 mph on Saturday, and medium southerly winds of 8-14 mph on Sunday. These great conditions were matched by the excellent race committee work of John Sellon.

The first race of two laps and a leg was led by Jackson, then Gust, with Bookhout close in there, and then won by Salih who went right on the last leg to pick off three boats.

The second race was led by Fenner who was overtaken by Gust on the last weather leg, followed by Jackson, Bookhout, and Olson.

The last Saturday race was an Olympic course. Gust led the whole race and finished with a large margin.

(Continued on page 10)

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## regatta circuits

(Continued from page 9)

Following were Ed Olson, Jackson, Fenner, and Bookhout. A very tired fleet returned to the docks after these three back-to-back races in planing conditions.

Sunday dawned with lighter winds. Mark Salih led at every mark in the first race with Gust close behind, Bookhout third, followed by Olson and Jackson. The final race was a close one all the way with Fenner and Gust trading out the lead. But at the finish it was Gust, Fenner, and Bookhout followed by Salih and Jackson.

As in every regatta there were several character-building sagas. For example, Pete Fenner spotted the fleet about 1,000 meters by arriving late for the fourth race because of car trouble (trouble getting to the car). And then Mark Salih had breakdowns in the second and third races but still finished fairly well. And Gene Soltero managed yet again to sail his craft to the dock before it sank to a murky grave. And finally, David Bass devised a foul sequence requiring not just two, but three 720s - surely a tribute to innocence.

Regatta finishes for trophies were: Gust/Swaim an easy first, Jackson/Donahue second by a tie-breaker, Jimbo and Kathy Bookhout third, Olson/Melly fourth, and Salih/Gwillim fifth.

Bill Jackson

### STEVE CALLISON IS DISTRICT III VICTOR

Grosse Pointe Farms, MI - The District III Junior and Senior Championships were held July 8-10 at Crescent Sail YC on the waters of normally placid Lake St. Clair. This site is adjacent to the Detroit metro area and part of the Great Lakes waterway.

The Junior Championship was held on Friday. The three boat fleet completed three races under fair skies and light winds of about 5 knots. The winning combination of Robby Frechette and Sam Mollet V won every race. They also gave a great demonstration of how to use a pole launcher to wing out the jib until the bow of their Snipe was even with the leeward mark!

The second and third place boats were raced by CSYC junior sailors with minimal Snipe racing time. The racing between these two boats was close with Sarah Deeds and Colt Weatherston II edging Guenter Lie and Bill Wundram.

Following the races, the juniors were treated to a hamburger dinner courtesy of Snipe Fleet 5.

The Senior title was held Saturday and Sunday with a good turnout of 30 boats. Three races were held Saturday under tricky and sometimes exasperating conditions. The wind velocity was 3-10 knots with up to 20 degree oscillations out of the southwest.

Also challenging was the 90+ degree temperatures and a confused powerboat chop. Race Committee Chairman John Harper and his team did a great job of setting the starting line and moving the weather mark numerous times.

Crescent's Leigh Savage with crew

Art Kubert won the first race, edging Kirk Donaldson and Dick Mitchell, respectively.

1987 National Champ Steve Callison with crew Rob Frechette paced the fleet in the second race as the air died on the third leg and compacted the rest of the fleet except for Callison — who had his own private shaft of air.

John Walton and Mitchell figured out where the fast lane was for second and third positions.

A temporary lull delayed the start of the third race until late afternoon. A brisk new breeze along with some aggressive Snipe skippers led to two general recalls. The third race repeated the first two with many position changes on each leg due to the fickle wind. Fred Rozelle and crew Linda Schulte fought their way through the fleet to score the last bullet of the day. Callison captured second with Sam Mollet III and V snagging third.

The day concluded with welcomed liquid refreshment on the CSYC grounds followed by a delicious steak and chicken barbecue.

Two races were planned for Sunday morning. The first started in a brisk 15-knot breeze and grey skies. The breeze accelerated as the boats rounded the weather mark and headed for the jibe mark on a broad reach. Suddenly an awesome 30+ knot gust ripped the fleet and caused at least 10 boats to capsize. Other casualties included Bob Hill with a broken side stay and Kirk Donaldson who found it hard to steer with half a rudder.

After several more boats capsized on the next weather leg, Race Chairman John Harper prudently abandoned the race and mounted the rescue

CSYC members on shore quickly organized and sent three boats to the course to assist the three RC boats already there. Pleasure boats in the vicinity also offered help and stood by until boats were righed or towed to the

Eleven boats completed the course and were rewarded with flying reaches and tough weather legs. The winds continued to gust to 25-knots and pushed three foot waves.

There were several acts of personal courage that deserve recognition. Callison, observing the difficulty Sam Mollet would have righting his boat with his lightweight 11-year-old crew Sam V, loaned Sam his crew Robby Frechette while a powerboat brought in Sam V. Callison then sailed the last two miles to CSYC by himself! It got tense when his shoelace got tangled in the main sheet block and he almost capsized while getting it untangled.

Credit goes to the two Sams; they were only about 100 yards from completing the course when a puff of wind

finally got them.

Colt Weatherston also had the right stuff. Colt, after recovering from a capsize himself with his crew, Colt Jr., and sailing back to the protected CSYC harbor, returned to the course aboard a powerboat and helped recover Jim Conlin's abandoned Snipe. An exhausted Conlin had been plucked from the water with the help of CSYC Rear Commodore Mike



Trophy winners in the Texas Snipe Championship, from left: Mark Salih, Trent Donohue, Bill Jackson, Dave Swaim, Greg Gust, Jim Bookhout, Kathy Bookhout, Pat Melly, Ed Olson.



At the Midwestern Regatta, left to right: Lou and Sonja Joline, Ken and James Rix, Martin Bebb and Amy Person, MaryAnn Rix and Jayne Pierce, Kirk Smith and James Krance.

Williams. Weatherston asisted Maynard Rupp in righting the turtled boat, which had a hull full of water and a pretzeled mast. Weatherston then rode the boat back to the CSYC under a slow tow, battered all the way by wave

Five boats needed a tow but the only human injuries were bruises, blisters, and tired muscles. Most of the boats self-recovered. Quick action by the race committee and CSYC members helped assure that this incident provided us only with good 'war stories' for the next regatta.

The experience points out the need for established rescue procedures and competence by all sailors in the fundamentals of righting a capsized boat. Of course, the most important rules are: 1. Wear an adequate life jacket; Stay with the boat until help arrives; Tie in the centerboard.

Since we all had enough excitement for one weekend, the regatta was scored on the Saturday races. Steve Callison and Robby Frechette won the Chalmers Burns series with Buzz Levinson and Gwen Marshall first in the Dunphy series. Or, as Buzz said, "Old sailors never die, they just win the Dunphy Trophy.'

Jerry Lohmeyer Regatta Chairman

## MIDWESTERN RESUMES AT NEW LAKE

Wichita, KS — On Aug. 20-21 the Walnut Valley Sailing Club (formerly the Wichita Sailing Club) held its second Snipe regatta since moving from Santa Fe Lake to our muchimproved facilities at Eldorado Lake.

Our harbor cove area is approximately the same size as Santa Fe Lake, and only a 15-minute longer drive. We can now sail a full Olympic course instead of three triangles and a beat.

Boats from four states participated in the Midwestern Regatta which dates back to 1938.

Saturday the wind dropped to practically zero as the race started, but Joline, Bebb, and Ken Rix showed us how to move under these conditions.

At the finish of the first race, many of us took a cooling dip and then stormed the refreshment barge. For-

(Continued on page 12)

## LET THE FISHER SNIPE TEAM HELP MAKE YOU

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the Frigid Digit, the New Englands, and the Don Q. Greg's Snipe sail designs have dominated a number of major Snipe regattas the past four years.



Ed Adams, the 1988 Rolex Yachtsman of the Year, has won the Nationals, North Americans, Midwinters, and the Don Q (to name a few!). Ed began

working with Fisher Sails eight years ago and has played a major role in the continued development of the present Fisher Snipe sails.

Steve Callison, loft manager for Fisher Sails, grew up racing Snipes. Few Snipe sailors will ever match his record of 1st in the '87 Nationals, 2nd in '88, and



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SECOND ANNUAL

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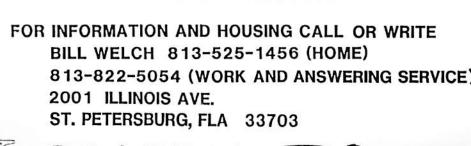


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## regatta circuits . . .

(Continued from page 10)

tunately the race committee postponed the second race until Sunday.

Saturday evening was topped off with a beef brisket dinner under our lakefront shelter. A lovely sunset and moonrise were observed by contestants who were hosted on club member's cruising boats.

Sunday morning we had much better wind and two good races were held with the same three skippers showing us how to compete in strong winds. The value of a good chase boat was demonstrated with two capsized boats being assisted.

Everyone enjoyed a successful regatta and it will be bigger and even better next year.

James Rix Walnut Valley Fleet 93

## COTTAGE PARK HOSTS BOSTON REGATTA

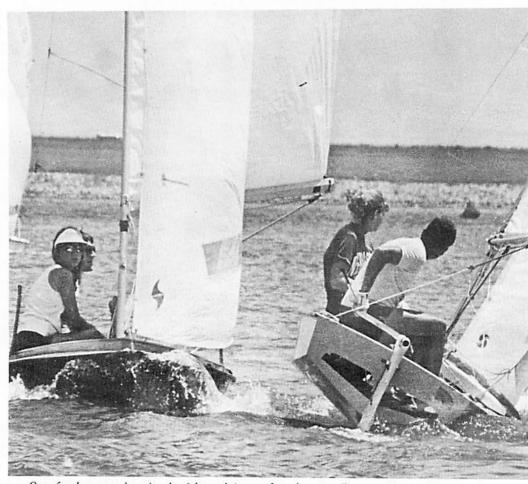
Boston, MA — The 1st annual Boston Snipe Championship was held Aug. 13-14 at Cottage Park Yacht Club. This was the first Snipe activity the club had seen in some time, and sailors were excited that 21 boats participated.

The first race began under sunny skies and a 5-8 knot breeze. Ben Cesare (a new face to the Snipe Class) went left to take a commanding lead and was never headed. John Keane was second, Harry Levinson third, and John Drayton fourth.

The next race began with an incredibly flukey first beat in which at one point the breeze completely died and some sailors found themselves in insta-tacks due to the airplanes flying overhead and landing at Logan Airport. One sailor commented that "one should tack on the headers from the DC-10s, but hold out for the lifts from the 747s." When the breeze filled in, Sue Lodico earned the win followed by Henry Filter, Jim Bowers, and Art Rousmaniere.

The third race of the day had a 10-12 knot breeze. The boats that worked the right side of the course made out handsomely, while sailors who went left got crushed. Jim Bowers and Rousmaniere were one-two, respectively.

A steak and lobster dinner, fol-



One of us has got to be going the right way! A scene from the recent Firewater Regatta, Lincoln, Nebraska.

lowed by games of pool, highlighted the evening hours.

On Sunday three more races were held with Jim Bowers finishing 1-3 in the first two events and thus locking up first place overall. The real battle took place for second through fourth slots. Going into the last race Filter had 23 points, Levinson had 23.75, and Keane had 24.

Both Levinson and Filter had troubled first beats, each rounding the weather mark with only a couple of boats behind while Keane was in the top five. On the second beat, Filter and Levinson took advantage of a persistent shift on the right side and were able to close the gap. On the downwind leg, Filter jibed to stay inside and Levinson maintained his course to stay high. The breeze stalled but then filled in and Ron Sandstrom was the first to see it. Sandstrom won the race with Keane second and Levinson third (to finish second and third overall. Jim Bowers finished ninth and Filter 10th, dropping him to fourth overall.

Thanks to everyone who participated and all those who helped to make this regatta possible. For those who we did not see this year, we look forward to your visit next year.

Henry Filter, Fleet 244

## COMMETTE WINS RACE FOR SPACE

Melbourne, FL - Peter Commette

and crew Karla Fredirch bested a 12-boat fleet with three firsts and two seconds to take honors in the first annual Race for Space. The regatta was sailed in the Indian River out of the Melbourne YC and marked the longoverdue return of Snipes in this area.

Five races were sailed in 5-10 knot winds. (We told them the wind always blows in Melbourne, even in July!) Saturday night featured a cookout at

the Gillis's and videos of the day's racing.

All who attended vowed to return as the sailing was great and no Floridian was more than three hours away. M.J. and I would like to thank all those who did come and invite everyone to attend the 1989 Race for Space!

Paul Gillis

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LOST JIB at 1988 Don-Q! Somebody talked to me about this! Please write with information and jib specs to Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155.

## **DECEMBER 1988**

THE COVER: Cuban skipper Nelido Manso and crew Otavio Lorenzo lead the fleet at the 1988 Western Hemisphere. They finished fifth overall. (Tom Payne photo)

THE COUNT: Seven numbers were issued last month: Five to Norway and two to the U.S.

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# scorecard

## DISTRICT III CHAMPIONSHIP Crescent Sail YC, Lake St. Clair, Grosse Pointe Farms, MI, July 8-10, 1988 Chalmers Burns 'A' Fleet (Top 10 of 15 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
27092	Steve Callison/Rob Frechette	Hoover	5-1-2	7.75	1
25676	Dick Mitchell/Maureen Hays	Hoover	3-3-6	12	2
25419	John Walton/Susanne Scoville	CSYC	7-2-5	14	3
26461	Kirk Donaldson/Phyliss Donaldson	Barton	2-7-11	20	2 3 4 5 6 7 8 9
25489	Fred Rozelle/Linda Schulte	CSYC	10-10-1	20.75	5
26287	John Dohan/Sunny Swarthout	CSYC	6-4-13	23	6
26661	John Leverenz/Alex Martin	CSYC	11-6-8	25	7
24087	Sam Mollett/Sam Mollett V	Turkeyfoot	4-20-3	27	8
24682	Jeff Evans/Troy Tolan	Springfield	14-9-4	27	9
25990	Leigh Savage/Art Kubert	ĊSYČ	1-11-16	27.75	10
	Dunphy Series,	'B' Fleet (Top 10	of 15 Boats)		
26335	Buzz Levinson/Gwen Marshall	Indianapolis	15-17-14	46	1
26735	Bill Willmarth/Nancy Willmarth	CSYC '	19-15-18	52	1 2 3 4 5 6 7 8
26672	Jerry Lohmeyer/Sarah Deeds	CSYC	22-14-17	53	3
26336	Jeff Clark/Mark Spears	Hoover	27-12-20	59	4
25678	Tom Fleming/Jerry Hendler	CSYC	25-23-12	60	5
26290	Colt Weatherston/C Weatherston, Jr.		20-22-23	65	6
25727	William Worster/April Worster	Ohio	21-21-24	66	7
24332	Tom Van Egmond/Jim Rushack	CSYC	28-19-22	69	8
24678	Bob Hill/Paul Deeds	Ohio	18-24-27	69	9
26614	John Alexander/Carolyn King	Barton	16-29-25	70	10
	District II	I Junior Champio	nship		
25735	Robby Frechette/Sam Mollett V	Turkeyfoot	1-1-1	2.25	1
26672	Sarah Deeds/Colt Weatherston Jr.	CSYC	3-2-2	7	
26290	Gunther Lie/Bill Wundram	CSYC	2-3-3	8	2

#### TEXAS SNIPE CHAMPIONSHIP Rush Creek YC, Fleet 751, Dallas, TX, July 16-17, 1988 (Top 10 of 17 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26078	Greg Gust/David Swaim	RCYC	2-1-1-2-1	6.25	1
26077	Bill Jackson/Trent Donahue	RCYC	3-3-3-5-5	19	2
26076	Jim Bookhout/Kathy Bookhout	RCYC	4-4-5-3-3	19	3
25376	Ed Olson/Pat Melly	Oklahoma City BC	5-5-2-4-7	23	4
24638	Mark Salih/Mark Gwillim	RCYC	1-7-12-1-4	24.5	5
25515	Peter Fenner/Shannon McGrael	WRSC	7-2-4-13-2	- 28	6
26975	Bill Felder/Katherine Felder	WRSC	9-8-6-7-8	38	7
25060	Rich Ashman/Cynthia Ashman	RCYC	11-9-7-6-12	45	8
25486	Jon Skoog/Ashley Twinning	Lakewood YC	6-12-10-8-10	46	. 9
24092	Jim Slomski/Michaela Coleman	WRSC	17-11-8-9-6	51	10

## ATLANTIC COAST CHAMPIONSHIP Newport, RI, July 30-31, 1988 (Top 25 of 43 Boats)

Boat	Skipper/Crew	Fleet	Places	Points 1	Finish
25781	John Keane/Paul O'Conner	Marblehead	7-2-6-3-6	24	1
25991	Brad Dellenbaugh/Blaire Largay	Quassapaug	13-4-4-2-11	34	2
25412	Art Rousmaniere/J. Rousmaniere	Winchester	9-3-1-9-15	36.75	3
26289	Geoff Moore/Chris Myer	Narragansett Bay	5-8-10-8-9	40	4
25430	Chris Friend/Alan Beckwith	Narragansett Bay	6-11-8-6-10	41	5
25164	Rob Brodsky/Amy Wardell	Marblehead	11-5-20-1-7	43.75	6
25710	Jim Bowers Jr./Jim Bowers Sr.	Winchester	2-1-31-10-1	44.5	7
26099	Ed Adams/Pat Raymond	Narragansett Bay	3-14-7-13-8	45	8
26754	Bill Page/Paul Brierre	Marblehead	17-12-16-5-2	52	9
25165	Pedro Larson/Miki Larson	Sea Cliff	4-23-11-7-16	61	10
25489	Fred Rozelle/Linda Schulte	Crescent Sail	8-18-26-11-3	66	11
27099	Ron Sandstrom/Nancy Green	Winchester	20-10-15-4-dns	73	12
27011	Brad Read/Will Jeffers	Narragansett Bay	16-15-14-15-14	74	13
24369	Phil Garland/Trish Walcott	Narragansett Bay	dsq-6-12-12-4	76	14
26894	Harry Levinson/Sarah Levinson	Medford	24-13-2-20-dns	83	15
24012	Ben Cesare/Deborah Lawson	Cottage Park	31-9-3-18-dns	85	16
26108	Doug Clark/Jamie Fontanella	SSA	1-dsq-5-14-dns	88.75	17
25167	Phil Kinder/Charlie Allen	Narragansett Bay	12-16-33-24-5	90	18
20011	Pete Renehan/Stephanie Friedman	TRA	14-20-18-26-dnf	101	19
25090	John Drayton/Mary Jodice	Marblehead	21-26-29-19-2	107	20
26449	Molly Starkweather/Kathy Brinsfield	Marblehead	19-24-19-28-20	110	21
24999	M. Fisher		18-28-23-25-17	111	22
24116	Doug Nugent/Nancy Hammond	Oakville	10-30-13-dns-dns	116	23
27242	Ted Dickson/Mesissa Blointe	Crescent Sail	28-22-28-16-dnf	117	24
24572	Mike Ingham/Jane Coyne	Quassapaug	22-36-21-17-21	117	25

#### RACE FOR SPACE Melbourne YC, Melbourne, FL, July 30-31, 1988 (Top 7 of 12 Boats)

Skipper/Crew	Points Finish	
Peter Commette/Karla Fredrich	6.25	1
Buzzy Heausler/Gail Heausler	14	ż
Charlie Bustmante/M. Bustamante	17.75	3
Steve Suddath/Connie Suddath	23	4
Ron Payne/Win Payne	24.75	Š
Marc Duvoisin/Angela Duvoisin	26	6
Bill Welch/Sherry Welch	40	7

## 1st ANNUAL BOSTON SNIPE CHAMPIONSHIP Cottage Park YC, Boston, MA, August 13-14, 1988 (Top 15 of 21 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
25710	Jim Bowers/James Bowers	77	6-3-1-1-3-9	22.5	1
25781	John Keane/Brian Keane	797	2-9-3-6-4-2	26	÷
26894	Harry Levinson/Sarah Levinson	777	3-7-11-3-1-3	27.75	3
25871	Henry Filter/Lynn Fitzpatrick	244	5-2-8-2-6-10	33	ă
25412	Art Rousmaniere/Stephanie Keefe	77	13-4-2-10-2-5	36	Š
25090	John Drayton/Mary Jodice	797	4-6-5-7-7-8	37	6
25003	Sue Lodico/Jan Tabor	77	11-1-10-5-9-7	42.75	7
25480	Jim Barnes/Kyle Curtain	Quassapaug	7-11-14-13-5-6	56	8
27099	Ron Sandstrom/Nancy Green	77	16-8-18-4-11-1	67.75	ğ
25736	Kurt Spalding/Patrice Spalding	Newport	15-14-6-9-8-12	64	10
26174	Dave Lence/Barbara Evens	77	10-12-7-11-13-11	64	ĪĬ
25659	Ray Schmidt/Teresa Alexander	17	9-10-15-16-14-4	68	12
24012	Ben Cesare/Deborah Lawson	244	1-5-9-8-23-23	68.75	13
27101	John Lally/Donna Volk	244	14-15-4-12-16-13	74	14
26131	Michael Bowers/Kevn O'Grady	77	8-13-12-14-10-22	79	15

#### 2nd ANNUAL GULL LAKE OPEN Fleet 190, Richland, MI, August 13-14, 1988 (Top 10 of 19 Boats)

Skipper/Crew	Piaces	Points :	Finish
Kirk Donaldson/Phyllis	3-1-1-1-2	7,25	1
Terry Timm/Connie	1-3-2-2-1	8.5	2
Bill Willmarth/Nancy	2-6-4-4-3	19	3
John Crookston/Geri	7-2-5-6-5	25	4
Ken Woodworth/Joy	6-5-3-5-8	27	5
Ray Croasdale	4-10-8-3-7	32	6
Jeff Lawrence/Chris	5-4-6-8-9	32	7
Rich Grant/Carla	10-14-7-7-4	42	8
Mike Otto/Pat	8-9-12-10-10	49	9
Dwight Patten/Chris	11-15 <del>-9-</del> 11-6	52	10

#### 1988 BRIODY CUP Fleet 103, Newport YC, Rochester, NY, August 13-14, 1988 (Top 10 of 20 Boats)

Skipper/Crew	ipper/Crew Fleet		Points Finish	
Doug Nugent/Jamie McKay	RCYC	1-1-2-2-1	6.25	1
	OHYS	4-2-4-1-4		2
Fritz Gram/Jane Gram	Cuba Lake	3-7-5-3-3		3
Eric Gesner/Pam Hite		5-5-6-5-8		4
Chris Hains/Don Hains	OHYS	10-11-1-7-2		5
Phil Korkosz/Ryan Bradshaw	Galway Lake	6-9-7-4-5	= = = = =	6
Jeff Mitchell/Mike Paulssen	OHYS	2-4-3-18-6		ž
John Korkosz/Adrienne Korkosz	Galway Lake	7-6-8-6-7		ġ.
Kevin Haller/Matt Gaesser	Newport YC	8-3-15-8-10		š
Gweneth Crook/Michele	онуѕ	9-12-11-9-ns	62	1Ó
	Doug Nugent/Jamie McKay Jack Mitchell/Ken Mitchell Fritz Gram/Jane Gram Eric Gesner/Pam Hite Chris Hains/Don Hains Phil Korkosz/Ryan Bradshaw Jeff Mitchell/Mike Paulssen John Korkosz/Adrienne Korkosz Kevin Haller/Matt Gaesser	Doug Nugent/Jamie McKay Jack Mitchell/Ken Mitchell Fritz Gram/Jane Gram Cuba Lake Eric Gesner/Pam Hite Chris Hains/Don Hains Phil Korkosz/Ryan Bradshaw Jeff Mitchell/Mike Paulssen John Korkosz/Adrienne Korkosz Kevin Haller/Matt Gaesser Newport YC	Doug Nugent/Jamie McKay RCYC 1-1-2-2-1 Jack Mitchell/Ken Mitchell OHYS 4-2-4-1-4 Fritz Gram/Jane Gram Cuba Lake 3-7-5-3-3 Eric Gesner/Pam Hite 5-5-6-5-8 Chris Hains/Don Hains OHYS 10-11-1-7-2 Phil Korkosz/Ryan Bradshaw Galway Lake 6-9-7-4-5 Jeff Mitchell/Mike Paulssen OHYS 2-4-3-18-6 John Korkosz/Adrienne Korkosz Kevin Haller/Matt Gaesser Newport YC 8-3-15-8-10	Doug Nugent/Jamie McKay   RCYC   1-1-2-2-1   6.25     Jack Mitchell/Ken Mitchell   OHYS   4-2-4-1-4   15     Fritz Gram/Jane Gram   Cuba Lake   3-7-5-3-3   21     Eric Gesner/Pam Hite   5-5-6-5-8   29     Chris Hains/Don Hains   OHYS   10-11-1-7-2   30.75     Phil Korkosz/Ryan Bradshaw   Galway Lake   6-9-7-4-5   31     Jeff Mitchell/Mike Paulssen   OHYS   2-4-3-18-6   33     John Korkosz/Adrienne Korkosz   Galway Lake   7-6-8-6-7   34     Kevin Haller/Matt Gaesser   Newport YC   8-3-15-8-10   44

## SOUTH MOON UNDER CUP Assawoman Bay, Ocean City, MD, August 20-21, 1988 (Top 7 of 12 Boats)

Boat	Skipper/Crew	Places	Points Finish	
26307	Bryan Fishback/David Krebs	2-1-8-1	11.5	1
25784	Bill Pagels/Joe Doherty	4-2-5-3	14	2
27144	Griff Hall/Sherry Eldridge	1-7-6-2	15.75	3
26489	Phil Richmond/Mary Brigdon	6-3-3-5	17	4
26458	Rob Emmet/Lisa Emmet	5-6-9-4	24	5
26280	Art Libby/Lim Libby	7-5-7-6	25	6
25522	Doug Heussler/Barbara Heussler	3-8-1-14	25.75	7

## **MIDWESTERN REGATTA** Walnut Valley Sailing Club, Wichita, KS, August 20-21, 1988 (Top 7 of 11 Boats)

Boat	Skipper/Crew	Fleet	Places	Points I	inish
25517	Martin Bebb/Arny Person	Muskogee	2-1-2	4.75	1
25285	Ken Rix/James Rix	WVSC	3-2-1	5.75	2
24111	Lou Joline/Sonja Joline	Lotawana	1-6-3	9.75	3
22324	Kirk Smith/James Krance	Omaha	4-8-4	16	4
25785	MaryAnn Rix/Jayne Pierce	WVSC	9-3-5	17	5
19832	Dick Kersey/Harry Livingston	WVSC	7-5-6	18	6
26616	Larry McElwaine/Jerry Thompson	Tulsa	6-7-7	20	7

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We're preparing a resource guide of SCIRA members whose talents or business connections might be helpful to the Association.

If you're a writer, photographer or artist, we invite your contributions to the Bulletin. Photos should always be black & white. Try the new T-Max films from Kodak, Articles should be typed and double-spaced. Artists are invited to submit pen & ink drawings, or cartoons relating to Snipe sailing. Submitted material will not be returned unless return postage is enclosed.

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If you have expertise that you think might be helpful, let us know. We need computer experts, freight-forwarders and shipping contacts, just to name a few.

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## Fisher Scoreboard '88

• 1,4,5	Midwinters
• 1,3,4,5	Don Q
• 1,2,3	Bermuda Race Week
• 1	Gamblin Memorial (Nassau)
• 1	Mae Snipen
• 1,3,4	Southwesterns
• 1	Riff Raff
• 1,3,5	Colonial Cup
• 1,2	Wolverine/Barton Ocean Open
• 1345	Bolde Mothers



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