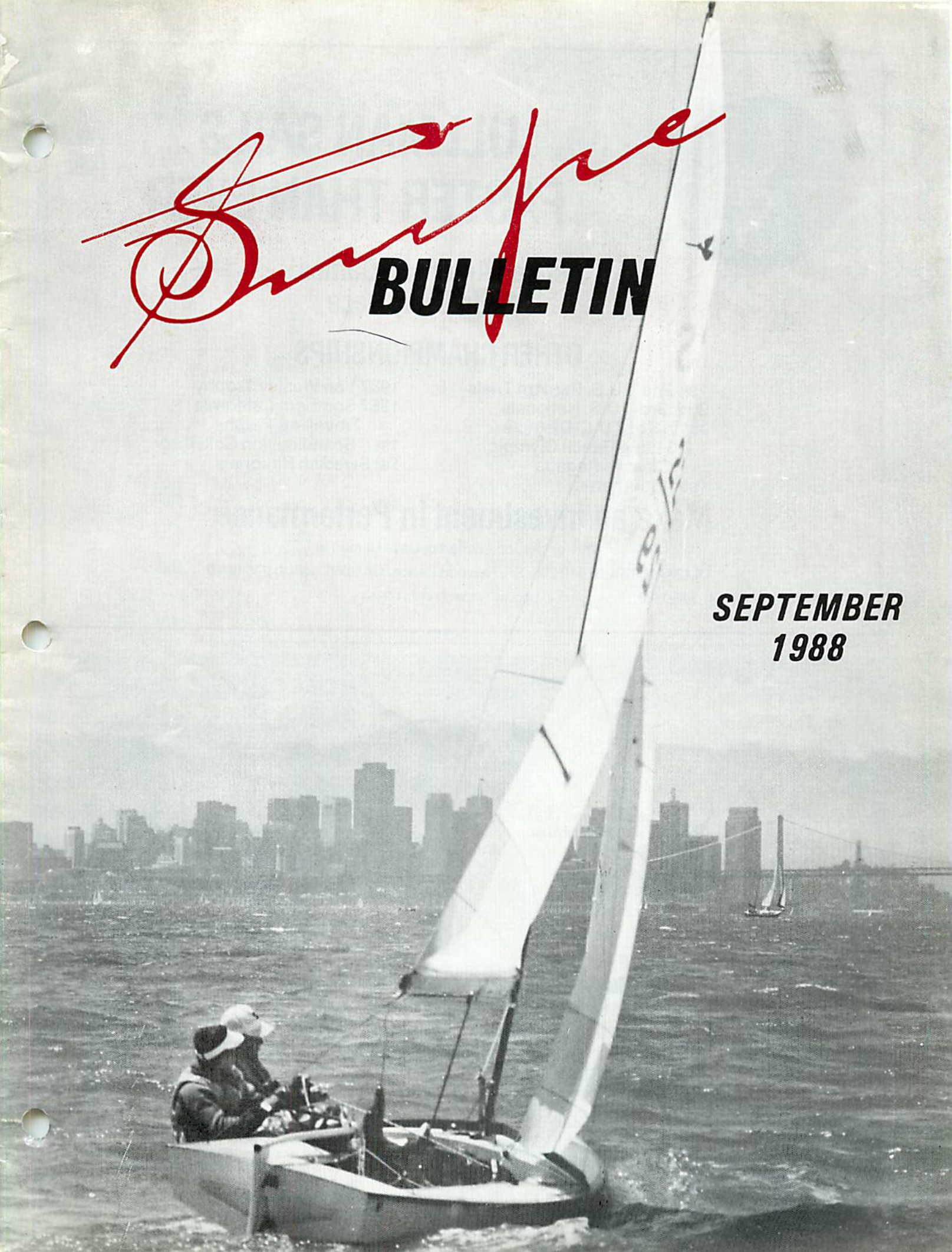


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uncommon sense

by Tom Payne

About This Column...

Someone recently commented that the editorial functions of the *BULLETIN* should be performed by the COMMODORE, that the space that this column takes up would be better service to the membership if it weren't a personal journal of the Executive Secretary. I agree!!

I do feel that someone should try to give the membership a sense of what is happening at the top of the Association and I would hope that the membership would agree. The day to day details of what goes on here would bore you to death but there are certain items that I feel can be best reported in a column of this nature.

Let me assure you that I do not regard this space as a place to exercise my ego or my talent, what little I have. Nor do I think, "Oh I've got this wonderful idea, and I'll push it down the memberships' throat."

It's not easy to sit here and grind this stuff out, and I'm not at all comfortable with the idea that you would feel obligated to read it, but I have believed, right or wrong, that most of the things that I have discussed in this space in the past months are of general interest to the membership. Do you agree?

This Is Your Bulletin...

Most of the comments that we've received are very favorable. We've tried to put some fun and personality into the pages. We've redesigned the cover, and added some new features within. Parts of it are working, and some are not, but that's the way it goes with any creative venture.

The *BULLETIN* is a small part of this job, and sometimes must take a low spot on my list of priorities. So we've been counting on you to help us out. The Regatta Reports are coming in on time now ... Crew names are listed on all of them, and the reporting has improved. Many of these changes have been critiqued by the editor of a major sailing magazine, who shall remain nameless ...

Our goal is to make each issue better than the one before. We invite your help!

Your Submissions...

...are needed. Do you have a better design for the cover logo? Photos, articles, cartoons, regatta reports, and letters are invited. Tuning tips, sailing hints, and other

technical articles are *needed!* Also, news and photos from around the world. Someone commented that all of the photos on the cover are U.S. boats ... I wonder why? No one sends in cover shots of foreign boats!

It's Your Class...

and I just work here. You pay my salary. I have no vote on the board. I'm a member, just like you, but because the business of the Class is now my life, I feel compelled to share some of what goes on here. I know that a lot of you were concerned about who would take over and "What will he do to foul things up?" This space has been my way of letting you know about the changes that I'm making and to give you some ideas of my perspective on things. So please let me know what you think.

Peter Commette...

...is one of the best Snipe sailors in the world. He is a former Laser world champion, and represented the U.S. in the Finn Class in the Olympics. I'm telling you this because I realized that the photo of Peter in the July *BULLETIN* might lead you to believe that he's new to this game. Quite the opposite! He's a tested champion who

just happened to be in the wrong place at the wrong time, and unfortunately for him, my camera recorded it all!

He knows that sometimes you have to be aggressive if you *really* want to win. He was trying to nail the pin end in the heavy air at the Midwinters. Too bad for Peter that Dave Chapin and Dave Pritchard had the same idea.

I was on the roof of the pin-end boat, and watched the whole thing develop, and then grabbed the shots of the ensuing action. Of course he was upset! Had he made the start he would have had an early lead ... instead he was faced with sailing behind the line doing a 720, and then restarting in last place.

The cover of the May issue will give you some idea of his disposition as he recrossed the line, in deep last place, determined to chase down the fleet. He didn't finish first, but he did catch a lot of boats ... Peter never gives up. That's why he's a winner.

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INTERNATIONAL RACING
ASSOCIATION

SEPTEMBER
Volume XXXVII

1988
No. 9

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at the masthead

AROUND THE SNIPER WORLD

When the blue flag drops at the 1988 Summer Olympics there will be a lot of present and former Snipe sailors testing the bizarre conditions of the Korean waters.

U.S. Snipers were successful in their efforts in the recently completed Trials: **Mark Reynolds** will be a favorite in the Star Class, as will **Allison Jolly**, with crew **Lynn Jewell**, in the Women's 470. **John Shadden** will sail in the Men's 470. Former Snipe World Champion crew, **Pat Muglia**, will be on the wire for Tornado skipper **Pete Melvin**.

From Argentina, **Santiago Lange** will sail the Soling, and **Julio Labandiera** will crew in the Star. **Gonzalo Campero** will sail his Finn, and **Alejandro Irigoyen** with crew **Gilermo Parada** will compete in the Men's 470.

Perennial Champion **Torben Grael** will represent Brazil in the Solings.

Our best wishes to all of our Snipe friends from around the Snipe World!

How Dry It Is ...

India's **C.S. Reddy** reports: Due to some strange ecological behavior our lake has gone dry for the past six years. It was completely dry for 5½ years, but in the past six months there has been some rain raising the water level to 5 to 7 feet and allowing some Windsurfing. Due to this drought many people have resigned from the Bangalore Sailing Club. However, we hope rains will soon come.

LETTERS

We received this letter from Mr. Bob Hill of Cincinnati, Ohio, in response to our Mystery Juniors photo in the July BULLETIN. It proves that a picture is worth a thousand words:

Dear Tom,

Just received my Snipe BULLETIN of July, 1988. I like some of the new ideas you are using on our BULLETIN. Keep up the good work!

MYSTERY JUNIORS — The boat is Jonah, #4340, Dunphy-built, pivot board.

I took out the steel board and put in aluminum. I always had to carry a small stick, batten-size, to push the board all the way down. Because it was so fast, the board would jam halfway down.

Notice the dark patch board on the top of the boom. The bolt rope slot split and this was my fix. When it split out later that season a friend/fellow sailor, John Ertel, helped me repair it by cutting off the whole slot and replacing it with a slotted aluminum tube. It was nailed and epoxied in place. I sold the boat a year or two later to Mike Zalzal who is still racing at neighboring Cowan Lake and always does well. Sails are Levinson Sails which were made in Clearwater.

Jonah's centerboard was two to four inches short and would not go to windward as well as the other boats. I had to heel the boat a little to get the chine to "bite" and go upwind better. I "know" the new boats go better flat, but whenever I'm pressured I slip back into my old heeling habit which tends to hurt even more.

In order to improve the bottom of Jonah I fiberglassed it — what a mess it was! I finally worked it out; it was smooth but the one factor I did not account for was the extra weight that the glass would add. I know that I never had to add lead, even at 425 lbs.

Also, notice the head knocker main sheet jam on the boom. The mast was wood, of course, and deck-stepped. How handy! Just undo the forestay, roll the side stays and forestay around the mast, and tie it down. Jonah was the champion of Fleet 515 in 1967, I believe.

My guess is that the photo was taken in

SEPTEMBER 1988

THE COVER: Skipper Brad Rodi and crew Brett Davis on their way to winning the 1988 U.S. Snipe Junior National Championship on San Francisco Bay. (Tom Payne photo)

THE COUNT: Thirty-four numbers were issued this month: two to the U.S., two to England, and 30 to Japan.

**NUMBERED SNIPES — 27362
FLEETS — 801**

THEY SAID IT!

"Thomas Paine wrote Common Sense, and Thomas Payne writes Uncommon Sense. Instead of following suit and calling my column Nonsense I have decided to call it Cline's Corner."

Scott Cline, editor
D-4 Newsletter Four'ard

about 1969 on Acton Lake in Ohio. The photographer may have been Bruce Peters who has two or more photos on the Snipe *BULLETIN* cover. The skipper is Lee Griffith (*that's correct!*), son of Edgar and Martha Griffith, who were sailing J-24s in Memphis, Tennessee, the last I heard. The crew is Rob Hill (*right again!*), owner of Tigger, Eichenlaub/Mueller built #21120. Rob has not been as active the last year or two as he had been. He is still a member of Acton Fleet 515.

I believe that this photo was taken during one of our fleet races and that I am on race committee. That is why the helm was open. I thought Rob was going to skipper and Lee would crew, but the boys assured me that they had worked it out; i.e., that Lee would skipper.

I bought a Lempke Snipe #18120 about

1970, all fiberglass and I think it had an aluminum mast and boom.

Regarding your "Uncommon Sense" for wood boat revival — count me out! The spring I pulled 18120, Hills Bills, and just housed it off and left for the lake to go sailing convinced me that I would *never* own a wood boat again.

Thanks for the chance to recal a few old memories. And thanks for showing Jonah, #4340, a much enjoyed Snipe. With a few exceptions, not many of the fast wooden boats can cut the mustard with the fiberglass boats of today. As you said, time and water take their toll. If all I had to sail was a wood boat I would be through sailing tomorrow...well, maybe next month! Who knows?

Happy Sailing
Bob Hill

P.S. Rob Hill is my son.

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Brad Rodi and Brett Davis from Alamitos Bay Fleet 495 met the challenge from 16 other teams in a competitive . . .

'88 JUNIOR NATIONALS

It must have been the lure of a possible spot in the fleet for the 1988 Junior Worlds that heated up the competition both on and off the water as 17 teams from around the U.S. gathered for battle on San Francisco Bay, July 30-31.

When the fog cleared and the score was totaled, Brad Rodi and Brett Davis of Alamitos Bay Fleet 495 were the winners with a slim margin of $1\frac{1}{4}$ points over fellow Alamitos Bay skipper Alex Camet with brother Brian crewing.

After a long tow through the scenic Estuary the fleet waited patiently on glassy waters for something to stir the dead 11 a.m. air. Could this be the infamous San Francisco Bay? It wouldn't be long before the sailors would find out, but for the moment they were occupied with last minute equipment checks and bag lunches.

Soon there was a hint of a breeze from the northwest. Race Committee Director Matt Jones and his precision team from St. Francis Yacht Club soon had the marks set

and the fleet was off in a manageable eight knot breeze.

Rodi seemed to have the lead from the start and worked the middle right. Camet was close behind, again working the middle. Those who tried the left were doomed, as the current was on their bow, with definite effect. Some boats tried the right as they approached the final third of the 1.3 mile leg, but there was no catching Rodi and Camet.

Robby Frechette with Sam Mollet V as crew rounded in third with Steve Lippincott and Ken Hardy from St. Petersburg Fleet 801 close behind in fourth. Rodi and Camet seemed to stretch their lead, as the fleet began to string out on the first reach.

Frechette and Mollet managed to sneak past Camet on the next leg and held on for second, with Rodi and Davis holding on for the win. Camet slipped to fourth as Lippincott took a third.

By the start of Race Two the winds had

freshened a bit to 12 knots. The pin end was slightly favored so the fleet worked to the left side. It was about this time that the wind decided to shift left (as expected) and strengthen (also expected). The boats that had worked out to the left suddenly found themselves overstanding. Russell Fox played it perfectly and was leading at the first mark, but after the two reaches, Rodi was leading, with Fox, and Andy Lovell and crew Morgan Larson close behind.

By now the wind was up in the 18-20 range and this sorted out the fleet as the nasty chop and wind overpowered the lighter crews. Bill Schoenberg and crew Henry Jackubiak were up to the challenge and took the win, with Lovell moving up to second. Capsizes were numerous and the press Whaler soon found itself standing by downed crews as the four crash boats assisted others.

After moving up the coast in hopes of finding some calm conditions, the race committee wisely abandoned the scheduled third race.

Sunday morning the winds and seas were light as the action resumed. Lippincott and Hardy were leading at the first mark, followed by David Fagan and Christian Obenshain in second and Rodi in third. Schoenberg was fourth with Camet in fifth. Lippincott held his lead through the reaches and the second windward leg. Camet managed to work up to second with Fagan third and Rodi in fourth. At the line it was Schoenberg first, Camet in second and Lippincott in third.

The start of the fourth race was marred by a collision that would affect the final results, as Schoenberg was later DSQd after a late night session by the protest committee. He had ended up tangled in the anchor line of the RC boat, and had applied for redress, but this became a moot point as he had fouled and was thrown out.



Mike Hackbarth of Atlanta Fleet 330 planes over San Francisco Bay.



Bill Schoenberg and Henry Jackubiak of St. Petersburg Fleet 801.

Jason Fain with crew Forrest Fennell took the victory with Camet in second and Rodi in third.

Going into the fifth and final race it was only a question of whether it would be Camet, with 11 points, or Rodi, with 12½, taking the overall title, as Lovell had 21 points and Schoenberg had fallen to 10th in the fourth race after the tangle at the start.

Lovell and Larson, from New Orleans, led at all of the marks and at the line. Camet was in second at the first mark, with Rodi back in fifth. By the leeward mark Schoenberg had worked up to second, and Rodi had moved to third with Camet in fourth. Rodi was in gear and had moved up to second after the next windward leg with Camet dropping to fifth.

At the finish it was Lovell, Rodi, Schoenberg, Fox and Camet. Rodi and crew Davis had clinched the title, and the Camets had dropped to second. Lovell and Larson were third overall. Schoenberg's DSQ dropped him to fifth in the final standings.

So, the U.S. representatives at the Worlds will be Rodi and Camet, which must be a disappointment to the strong contingent from St. Petersburg Fleet 801 which will host the event. Their five boat team had done well, with Schoenberg clearly the most competitive making his DSQ all the more disappointing. The fact that the St. Petersburg YC had sponsored three of their entrants, who had been determined after a hard-fought elimination series, is indicative of the efforts that they are going to insure that the Worlds in November will be a first class event.

It was gratifying to see the quality of the Juniors as they faced some very difficult conditions. The seamanship and boathandling skills were apparent as there were numerous capsize, but few who did not right their boats and continue the racing.

1988 U.S. JUNIOR NATIONAL CHAMPIONSHIP
Encinal YC and St. Francis YC, San Francisco, CA, July 30-31, 1988

Boat	Skipper/Crew	Places	Points	Finish
22729	Brad Rodi/Brett Davis	1-5-4-3-2	14.75	1
25221	Alex Camet/Brian Camet	4-3-2-2-5	16	2
25065	Andy Lovell/Morgan Larson	5-2-10-4-1	21.75	3
25428	Bill Schoenberg/Henry Jackubiak	10-1-1-dsq-3	30.50	4
26761	Steve Lippincott/Ken Hardy	3-12-3-6-7	31	5
26383	Jason Fain/Forrest Fennell	11-8-6-1-6	31.75	6
27133	Russel Fox/Jonathan Greening	8-4-8-8-4	32	7
27271	Chad Shakespeare/Mitchell Rogers	6-7-9-11-8	41	8
24020	David Fagen/Christian Obenshain	13-10-5-9-9	46	9
25735	Robby Frechette/Sam Mollet V	2-dnf-11-10-11	50	10
24607	Kevin Quan/Pat Conerty	9-11-12-7-12	51	11
25084	John Smoak/	dnf-dns-7-5-10	56	12
26131	Stephanie Keefe/Mike Bowers	7-9-13-dns-dns	63	13
26300	Edward Sherman/Caj Flynn	14-dnf-15-12-dns	66	14
20204	Jennifer Fisher/T. Fisher	12-6-dnf-dns-dns	69	15
24142	Mike Hackbarth/	15-13-14-13-dns	72	16
22479	Bret Voitenko/Roddy Hibbard	16-dnf-16-dnf-dnf	76	17

Photographs by Tom Payne



Crews round the leeward mark during Junior Nationals.

Observations on what it takes to excel in Snipe competition by a veteran Snipe who was once a member of the 'Freshman Class.'

TIPS FOR THE FRESHMAN

This article was originally published several years ago in the Bulletin. Author Craig Leweck reflected on his experiences as a newcomer to Snipe competition, and told how others can profit from his research and on-course observation.

Leweck was not a typical 'freshman.' He had won the Sabot Nationals three times and won the 1980 MORC Internationals. In 1983 he triumphed in the Pacific Coast Snipe Championship, and finished sixth place in the Heinzerlings at his first U.S. Snipe Nationals.

All of you freshmen (sophomores, juniors and seniors are invited to audit the class) should identify with Craig's first year in Snipes.

by Craig Leweck

While competitive sailing at its best can be one of the most satisfying endeavors for anyone, it seems like it can also be one of the most frustrating and endless of causes. Nowhere do these low moments occur more frequently than during one's rookie season in a one-design class.

Since great amounts of sailing time in a dinghy are required to achieve any degree of success on the race course, a first-year player not only lacks this precious "time in the boat," he must also overcome the problems and dilemmas any new boat presents. The Snipe is no exception. As the wind pipes up on the course, do you drop the traveler to keep the boat on its feet, or do you vang, or both? To eliminate jib luff sag, should you tighten the jib halyard or the shrouds? And what about the mast ram? Answering these questions while at the same time trying to keep your brain in the race can make a couch and a television set seem like a viable alternative for a weekend activity. Fortunately for most of us, we live through this education. Hopefully with a few shortcuts from a former rookie, the learning curve for new class members may get a touch steeper.

The decision to enter the Snipe class was a strong one. As it is one of the oldest and most competitive one-design classes, this signifies one thing: top-flight racing, year-in and year-out. Throughout most of its history, the Snipe has attracted world-class

sailors across the board. What does this mean for you? It means that it's time to get to work, for at this moment, you not only can't see the light at the end of the tunnel, you can't see the tunnel.

As with any class, to be competitive on the race course, one has to have total confidence in his equipment. The only way to determine what's up is to attend a few regattas and crew on one of the boats. Growing up as I did on the West Coast, where the Snipe Class may be the strongest, I was fortunate enough to have a broad base to analyze. Finally, after crewing in the North Americans at Mission Bay, I had a pretty good idea of what was currently working in the class. I talked to all the heavies, pumping them for hidden secrets while later taking notes on their boats as they entertained at the bar. One must go from A to Z, finding out what hull, mast and sails to use while absorbing rigging ideas. A camera is helpful for the latter, since bar-napkin drawings usually will poorly reinforce the memory. Then there are the things you didn't think of, like spreader length and angle, the amount of fairing on the daggerboard, and the method of preventing mast breakage. What you once saw as a nice dinghy designed a half-century ago has suddenly turned full circle. You are now on a quest to overcome this new nemesis.

Now that you've bought your ticket and had it stamped, come aboard, for the ride has just begun. The first point of interest on our journey will be the rigging on your boat. Working forward, I have found success in placing only three controls (in addition to the mainsheet) in front of me on the deck. As I physically maneuver the boat through a race, I find it both a pleasure and a must to be able to grab the string I want. The result of this is that you must divide the sailing adjustments between your crew and yourself.

A popular and unpractical area to position cleats is the aft, underside vicinity of the deck. Unfortunately, to avoid having to double up all the controls so as to have them on the sides, a few do have to go in the middle of the boat. The problem here is to consider which controls come into

play where crew weight is not vital. My final list was a short one. I presently have the forepuller, which is used for either light air beating or downwind sailing, and the barberhaulers, that find their application while the crew is usually in a transition through the center of the boat.

The strings that are pertinent for going to weather must be reachable from where the crew is likely to be found — on the rail. However, one perplexing control that can't be doubled to the sides yet must be available for fine tuning is the jib halyard. The short distance from the halyard exits to the crew, combined with the need for plenty of purchase, has led many to similar solutions. The result I found most efficient was to direct the halyard back to a long Harken magic box along the port side of the centerboard well, with a cleat just behind it. The line passes through the cleat to a turning block, which then can allow the jib halyard control line to be adjusted from any point in the boat. Since I don't play with it much upwind, I find this to be a satisfactory compromise.

A couple of other tricks to focus on include the daggerboard and the mainsheet system. The class permits only an inch of sharpening along the fore and aft edges of the board, and this is what you should aim for. It's quite common for the trailing edge of a quality board to cause most razor blades to appear dull in comparison. Lately, though, this knife-like finish is finding itself more often on the leading edge. Theoretically in contrast to the parabolic shape, the finer entry will keep any stalling at a minimum. I would definitely start relatively sharp forward and go from there.

As for your mainsheet system, the method of splicing the traveler tails within the core of the mainsheet is a must. This allows for both dead-center sheeting in light air and full-powered cranking in a blow. My personal tendency toward constant mainsheet trim has led to the elimination of its cleats and the addition of a second ratchet block, this one placed on the boom, just above the one in the cockpit. This added ratchet block allows me to continue working the main as the wind speed rises. I may have to re-establish my friendship

with my hands at the end of a tiring day, but I feel that the control of always having it in my palm is worth it.

Even with a total weight of nearly four hundred pounds for a fifteen-footer, it's crucial that the hull be kept at the minimum. Following the passage of those enjoyable moments of sanding and fairing our hull, the focus should next be aimed toward achieving a well-sealed boat. When either your mother or wife is not looking, commandeer the vacuum cleaner and pull it up to the stern of your Snipe. Reverse the air flow system so it is emitting and tape the hose to your drain plug. With a bucket of soapy water, slowly go over every possible leak with a sponge. Be careful to apply only a small amount of suds or else it will be tough to detect any air leakage. Newly discovered openings must be quickly sealed for your Snipe to anticipate a reasonably competitive life.

With the boat now faired and sealed, all we have left is to weigh her with the permissible equipment, eliminating or adding the extra baggage to level off at the three hundred eighty-one pound limit. In my book, for all the time we direct toward squeezing that last ounce of speed out of our rigs, to not have a platform at the minimum weight seems incredible.

Ascertaining that our hull is up to par leaves us to only look up — to the mast, that is. My first accomplishments in breezy conditions were preceeded by intense levels of frustration, having been rolled so often that the dirty air which remained would cause oxygen masks to fall from the boom to permit proper breathing. I decided that since the pain from hiking was as great for winners as it was for losers, I had better take a closer look at the rig's reactions to situations before I could take advantage of its characteristics. The first thing I noticed was that as the wind increased, the middle of my mast was forced to leeward. I later discovered that the spreaders I had were about an inch longer

than the norm. Without lower shrouds to support the mast's mid-section, spreaders longer than around sixteen and a half inches will in effect drive that portion of the rig to leeward as the shrouds lead up, thus closing the slot and any hope of speed.

The trend in design has removed the mast's lower stiffening, resulting in a very bendy rig. I knew that, before I was to become a threat on the course, I was going to have to be able to control the mast's fore and aft bend and jib luff sag. Because of the flexible nature of the spars, a great deal of luff curve must be drawn into the mains for the sail to match the mast's maximum bend. Considering this, to properly alter the depth of the main to match the varying conditions, we must see what can effectively bend the mast. Simple mainsheet tension transmits into a compression force to help our effort, but to avoid over-tightening the leech, we turn next to the boom vang, the Snipe's most efficient tool for modifying mast bend.

Since the spreaders are unfixed to the mast, tightening the vang will thrust the boom forward, freely inducing bend. However, what the vang does not realize is that excessive bend will turn the mast right past the designed luff curve, producing those hideous "overbend wrinkles" which extend from the clew toward the luff. To avoid exceeding this bend limitation, we must limit the swing of the spreaders to prevent the spar from passing this point of no return. Once the spreaders are blocked out at the correct spot, they will discourage further bend while allowing the lever-effect of the mast to handle our other concern, the luff sag of the jib. The compression force of mainsheet tension is now reduced, enabling it to pull the tip aft and thus lessen jib sag. The need for a powerful jib is diminished as we enter these upper ranges, so the elimination of luff sag will allow us to sail to weather more efficiently.

(Continued on page 10)

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge \$3.00. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

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TIPS FOR THE FRESHMAN

(Continued from page 9)

Using the Snipe rig to maintain the desired sail shape is critical, but so is keeping it in the vertical mode. In the face of a premature end to a regatta, the significance of taking the necessary measures to preserve one's mast is obvious. Considering that there is little preventing the mast from inverting while off the wind, it's essential that your spreader tips can't swing forward of ninety degrees to the boat. As this restricts the mid-section of the mast from fading aft, at the same time we can use our forepuller to attain our goal. It's also vital to realize that as we sail upwind with a tight vang, the moment we drive off and ease out the main, that forward force of the boom will now be directed at an

angle to the boat. This in turn will throw the mast out of column and possibly snap it, so a timely ease of the vang at the weather mark will let your mast live to see another day. As I discovered during the 1983 Halloween Regatta, a 1-1-dnf is a frustrating way to conclude a series. With that in mind, we must prepare a mental checklist for those breezy conditions so as to prevent any problems. At least your insurance company may be more apt to smile in the face of adverse conditions.

A decision as weighty as any you'll cross is the choice of which sailmaker to go with. The level of racing that the class presents should direct your interests at those who are actively involved in Snipe racing, for it is only in this fashion that possible design shapes can evolve. As for regatta results, they are definitely an asset, but be aware of sailmakers sporting win lists that could double for personal resumes. In the long run, it is the continuous accumulation of satisfied customers that carry a loft, not the few wins by one of the loft jockeys. Beyond the sails, the loft should also provide you with a complete tuning guide that allows you to reproduce the identical sailing environment (ie., shroud tension, spreader angle, mast rake, etc.) for which the sails were designed. And possibly above all is that your final choice should be there to answer the phone when you call with a question. Their ability to stand next to their product is what's needed for you to be able to attain your goals and expectations.

That leads me to my final point — that of one's goals and expectations. As we enter this humbling period with our egos tenderly resting in our back pockets, it's important to place many levels ahead of what we ultimately dare to attain. The pressure we place on ourselves to swiftly achieve our lofty ambitions will only erode the spirit which dreams of such acclaim. One must enter this new arena with only thoughts of leaning, not of living up to past achievements or of the monetary investment and sacrifices that have provided this opportunity. Mentally pacing one's natural desires to succeed is never simple, but neither is standing erect to repeated failures. Fortunately, the format of class racing supplies one the competition in the local arena to learn the lessons at a less painful level. Then if the desire exists, the road to the top stretches out just beyond the sign.

Regardless of where your sights fall or your horizons extend, the grandest part of your Snipe experience will be the people you encounter, for they are among the finest. So, from the toe I stubbed to the one you're possibly about to, I wish you the very best.

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regatta circuits

CALLISON DEFENDS BOLDE MOTHERS

Cuba Lake, NY — Steve Callison with Brook Bradshaw as crew defended his Bolde Mother's crown by edging Fritz and Jane Gram for the combined New York States/Bolde Mother's Intergalactic Championships at Cuba Lake, Earth, June 18-19.

Thirty-one entries from two countries and five states competed. Zero to drifting conditions in Saturday's race was easily won by the Grams with Chris Hains and Steve Callison quite a distance behind.

A light southwesterly breeze greeted the sailors on Sunday and Callison won the first race with Kirk and Phyllis Donaldson second followed by Dick Mitchell and Maureen Hays.

The expected Gram-Callison duel never materialized as Gram was buried at the start and Callison had clear air. The race was won by Eric Gresner and Pam Hite with the Donaldsons again second followed by Callison. Sam Møllet and Jean Pressler in fourth, with the Grams back in ninth and the breeze gently dying.

The Bolde Mothers celebrated with the Genesee Beer Truck all weekend. Champagne and Cuba Cheese preceded the pig roast on Saturday evening

which was served by the Whole Hog Company under the supervision of Bob Johnston and Id Crook. However, the coveted party trophy was not awarded as the committee felt nobody deserved it.

Mike Bradshaw and Steve Buczkowski placed 19th in tuning for the District V Junior Championships which they won July 1 at Cuba Lake over three other competitors with three first place finishes. (Results, pgs 14-15)

Leo Murphy

GREAT SAILING FOR MICHIGAN STATE TITLE

Grand Rapids, MI — The turnout was light, the winds were moderate to heavy, and the sailing was great for the 1988 Michigan State Championship. This was held June 25-26 on Reeds Lake at the Grand Rapids YC.

On Saturday the first race began at 1:30 with winds steady at 19 mph out of the southwest. The race was fast with three boats going over as the wind increased and gusts to 23 mph. Terry and Connie Timm, from the North Cape YC, sailed a great race with John Crookston, from Gull Lake, and Steve and Rich Grant, separate boats from the Grand Rapids YC, close behind.

There was an exciting finish for the Conway and Wachter boats as they were neck and neck (or bow and bow) at a 45 degree heel at the finish with Conway overtaking Wachter for a spectacular photo finish.

Prior to the second race on Sunday the wind appeared to have subsided. Because of the gusting we felt it important to have a vote on the second race. We did and decided to sail.

Less than 10 seconds from the starting line a big puff came up (28-30 mph) and knocked down at least three boats. (I couldn't be sure as I was under my boat). During this race all but one boat went over.

After a great meal and evening entertainment we were all exhausted and retired to get ready for Sunday.

What a change Sunday brought in weather conditions. At 9:15 a.m. it was a brisk 58 degrees, compared to 80 degrees the day before. The winds were out of the northwest at 9-11 mph.

Because of the previous day's conditions we decided to have back to back races with the first gun at 10:15. At the start the clouds parted and a beautifully sunny day emerged.

The two races went well as the wind again increased to 11-15 mph. We had a great Sunday lunch and concluded the weekend with the trophy present-

tations and a fond farewell to our Snipe friends until next year. We missed all our other Snipe friends as they passed up one terrific weekend. (Results, pgs 14-15)

Jerry Wachter

WOLSTENHOLM WINS BROADSTAIRS OPEN

United Kingdom — The annual Broadstairs Open was held the weekend of June 25-26. The turnout was disappointing as it did not reach 20, but the friendly and happy atmosphere of the hosting club made up for the lack of competitors. Added to the Broadstairs fleet entry was representation from the Snipe fleet at Blue Circle, Dover and Stone.

With a strong northeasterly blowing, crews launched into the big rollers for the first race. Under these tough conditions safety had to be kept in mind so the course was set inshore and length of legs reduced.

For the first race the sailing was very exciting, but costly — two masts and a rudder. Peter Wolstenholm and Stephen Roberts dominated the race in their American McLaughlin, but great credit went to juniors Iain and James Harding in controlling their rudderless

(Continued on page 12)

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regatta circuits

(Continued from page 11)

boat in such conditions.

The second race did not bring any difference in the seas and wind. To get around the course for a second time that day was one of courage and determination.

Sunday saw the wind down to a steady Force 3 with the sea also reduced. As competitors arrived in the boat compound, there were sighs of relief at the more civilized sailing conditions. The morning race brought a win for Wolstenholm with a second placing for Andy Thomas. After lunch and studying the score it was clear whom would get overall first but it depended on the last race for Andy or 'Budgie' Jones to claim second.

The final race was exciting in there being four Snipes challenging the lead position. Certainly it was not a case of these four out front and the remainder coming along in the rear. The whole fleet was closely bunched and snapping at each others transom. It was a terrific ending to a terrific regatta.

The competitors, dried out but lubricated inside (from the club bar), went into the prize giving in a noisy, happy mood. (Results, pgs 14-15)
Eric Broughton

BURKE MASTERS CHICKAMAUGA AIRS

Hixson, TN — The Southern Snipe Championship was held on Chickamauga Lake the weekend of May 7-8. Thirty-eight boats competed. Saturday's racing saw very little wind with some very flukey conditions (right Dave?). While most finishes for the first two races were inconsistent, Shawn Burke mastered the conditions with finishes of second and first.

Sunday dawned with little to no wind. As the time approached to cancel for the day, a little breeze (the Hixson Nurse) spread across the lake. The wind continued to build during the course of several recalls. By the time a race was started the wind had built

considerably. Equipment failures and capsize were numerous and really shook up the standings. Shawn survived with a sixth to win the regatta. Linda Zonnenburg crewed for Shawn.

Julie Sneed Muller won the ladies race. Mike and Brian Hackbarth edged Bruce Carscaddon and Scott Adams to win the Junior race.

Thanks to Patricia and Rob Fowler for organizing the regatta and to Spike Carscaddon for heading the race committee. (Results, pgs 14-15)

NEWCOMER IRVINE WINS REDNECK

Jackson, MS — Fourteen Snipes came to Jackson the weekend of April 16-17 for the Redneck Regatta. John Irvine, a newcomer to the district, won the five-race light air regatta. As usual, the local fleet hosted a great regatta. More details will follow in the Snipe BULLETIN.

BOWERS CAPTURE NEW ENGLAND TITLE

Marblehead, MA — Jim and Jim Bowers (with James the younger at the helm), of Winchester, MA, topped a 33-boat fleet to win the 1988 New England Championship. The Bowers sailed by far the most consistent series, never finishing below seventh in a variety of conditions. Jim was also the 1986 Snipe Junior National Champion. The regatta was hosted by the Eastern YC, July 23-24.

On the first day, a different family team dominated the racing. Marblehead's Rob Gorman, with three-year old son Robbie crewing, picked the correct side of the course each time and led the fleet to the finish of both of Saturday's races. Rumor has it that Robbie found the light air races a bit slow, and preferred to nap in the bilge for the better part of the afternoon.

On Sunday the Snipers awoke to a torrential downpour, which eventually gave way to some fine sailing conditions. A 10-15 knot nor'easter, with oscillating shifts and menacing lulls,



Michigan State winners, back row (skippers) from left: Terry Timm, Bill Kremer, Steve Grant, Rich Grant, Mike Otto. Crews: Connie Timm, Diane Kremer, Peggy Murphy, Carla Grant, Pat Otto.

provided some very tactical racing for the die-hards who stuck it out for three more races.

Doug Clark and Jamie Fontanella of Annapolis posted finishes of first, third, and a throwaway 10th to climb into second place overall, just 1.75 points behind the Bowers. Steve Callison and Lisa Faulk of Columbus, OH, also scored three top-10 finishes Sunday to win them third overall. (Results, pages 14-15)

Martha Altreuter

DODSON IN SHAPE FOR D-VI CHAMPIONSHIP

Cabrillo Beach, CA — Following a disappointing Winter Circuit and then a short break from the Southern California regatta circuit, Keith Dodson and crew Claudia O'Brien sailed a dominating series to win the District VI Championship.

Held at Cabrillo Beach YC on June 4-5, the 25-boat fleet experienced a complete range of weather. Saturday started with an unstable light southwester that developed to a steady 15 knot seabreeze for the three race schedule. Sunday was more peculiar, with an unusual easterly offering a gentle breeze for Race Four and a shifty southerly holding for the fifth race.

All races were on Olympic courses. Because of the shifty winds and many general recalls, the RC was unable to

get off the sixth race on Sunday, leaving the series a five race, no throw-out event.

After a number of general recalls due to the light wind and an opposing tide, the fleet finally got off to a port tack drag race from the favored pin end. However, it was those who went deeper left that came out the sweetest. Leading that contingent was Dodson, who never looked back. In his trail was Steve Bloemeke/Kurt Mayol and Jerry Thompson/Terri Clapp. With few shifts, the finishing order held the same throughout Race One.

The breeze built between races to 12-14 knots, and after the Race Two start the fleet bolted right to the anticipated favored side. The leaders indeed came off the right, with the breeze clocking further just before they rounded the first mark. This opened the door for Dodson and Tom Nute/Nadine Franczeck, who were just short of layline but were able to round in first and second, respectively. Craig Leweck/Chris Raab rounded the second weather mark just behind Dodson, but lost the whisker pole and after retrieving it were in third again behind Nute, where the top three finished in that order.

Race Three was going to be a "breeze on" affair, with a steady 15 knots rolling down the course. Leweck burst off the committee boat end of the start line, went right and rounded the top mark in the lead with Jack Fran-



Keith Harding, Broadstairs Snipe Captain and open meeting organizer. He lost mast in first race.



Peter Wolstenholm (left) and crew Stephen Roberts, outright winners of the Broadstairs Open.

co/Rob Lindley in tow. The two were close at the leeward mark, but Leweck immediately powered away from Franco after the mark when Franco had a brief jib halyard problem. Leweck went on to win, with Franco in second and Nute in third.

Back at the yacht club it was a barbecue-your-own steak and fish spread, and then into the bar where a freebie jukebox dished up some oldies-but-goodies that brought both youth and experience onto the playing field for some raucous times.

Coming into Sunday, Dodson was looking good with 5½ points. Franco had 11 pts. and Leweck was in third with 12¼ pts.

The fourth race saw Dodson come off the left and Franco come off the right, meeting in the middle only to see a big left shift bring a haul of other boats to keep the fleet close throughout the first triangle. Dodson and Franco traded the lead several times, with Dodson taking the bullet. Leweck, who had badly missed the first leg left wind shift, made a strong comeback to get third.

The dependable seabreeze had yet to arrive, with a funky southerly instead for the fifth race. Jeff Lenhart/Nikki DeReile immediately went right after the start to take advantage of a small shift and then crossed the fleet in the lead. Mike Bartell/Gary Davidson were close behind Lenhart with Leweck next in third. The top three order held throughout the first triangle, but Bartell made his move on the second weather leg. Mike and Gary made tremendous gains on Lenhart in this very subtle yet shifty breeze, crossing him just before the weather mark to officially take the lead.

Dodson and Franco, both buried after the start, were doing their best to get back in the race. Franco would eventually have to settle for eighth, but by the end of the second weather leg Dodson had worked his way to fourth, just behind Leweck. That would be as close as he would get, losing two boats on the downwind leg to end up fifth in the race. Bartell, who lost his lead on the downwind leg to Lenhart, ended up getting disqualified for a premature start. In the end Leweck got second while George Walker/Lisa Manzer took third.

That turned out to be the last race in the series, with Dodson as the obvious champion. Leweck's steady sailing after his first race ninth brought

him up to second overall with Franco in third. Trophies were mast bags courtesy of Sobstad Sailmakers, with the crews receiving shot glasses. By way of their placings, these three sailors will automatically qualify for the Nationals in San Francisco.

FIREWATER A TEST OF BRAUN AND BRAIN

Omaha, NE — A test of brawn and brain . . . that's what Nebraska's 28th Annual Firewater Regatta held on June 18-19 turned out to be. The first day of the weekend event, the prairie winds whipped across Branched Oak Lake at 25 to 30 knots — muscle enough for a land mainly known for bulky football teams.

Indeed, the rescue boat was kept busy this day. Ten boats capsized and 11 boats suffered casualties, including a severed mast. A scheduled third race was cancelled.

The rescue boat, which doubles as a committee boat, was scurrying around the 1¼-mile course so much it missed the finish of the first race.

The head boat, skippered by perennial champion Henry Davis, finished on the wrong side of the mark. He said later, he thought the committee boat had set a starboard finish line on the port-around course. Actually, the committee boat was rescuing a fallen Snipe at the time. Davis, in gentleman style, conceded the first place finish without protest, leaving local favorite John Briggs to claim the race. Davis would have his revenge on the course, however, taking the next two bullets and winning the regatta.

The second day promised to be grittier than the first; forecasted were even stronger winds. At 9:00 a.m., six junior skippers raced in the morning breeze. But, as the A and B fleets took the course, the winds lessened . . . then died. Could this be? A gut-tightening, clinch-fisted day followed by . . . a drifter?

Yes, skippers had plenty of time to calculate their strategy, plenty of time to reflect on the rambunctious Flame Party the night before. Boats floated a little lower in the water after that, indeed . . . bellies were full of char-broiled steaks and roasted corn.

Nebraska's weather lived up to its reputation; if you don't like the conditions, just wait a few hours! (Results, pgs 14-15)

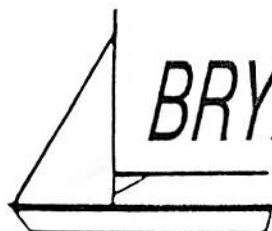
Andrew Ozaki



Firewater Seniors, back row (skippers) from left: Ed Weitz, Larry Briggs, Jack Wagener, John Briggs. Crews: Libby Raus, Pat Keane, Patty Miller, Jon Christensen. Not pictured: Henry Davis and Tom Connors.



Firewater Juniors, back row (skippers) from left: Brian Layman, Ben Chinnery, Phillip Hood. Crews: Jim Russell, Doug Goppert, Maren Hood.



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SEPTEMBER 10-11, PINE BEACH CALL OF FALL, Lee Griffith, 16 Orchard Way, Yardley, PA 19067. Pine Beach YC Fleet 256.

SEPTEMBER 10-11, INDIANA OPEN. Fleet 409, Randy Fridlund, 509 N. Ritter Ave., Indianapolis, IN 46219.

SEPTEMBER 10-11, RONALD C. PRIME MEMORIAL. Sandra Czibik, 136 North Shore Rd., Derry, NH 03038.

SEPTEMBER 17-18, JOE RAMEL MEMORIAL, Lake Lotawana Fleet 49, Carl Chinnery, B-4, Lake Lotawana, MO 64063.

SEPTEMBER 17-18, COLUMBUS OPEN, Fleet 760, Brad Warne, 7000 Constitution Pl., Columbus, OH 43235.

SEPTEMBER 17-18, MYSTIC LAKE OPEN CALL OF FALL, Martin Fraser, 120 Eldridge St., Tauton, MA 02780, (617) 824-9162.

SEPTEMBER 17-18, BIRDBATH REGATTA, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 24-25, LONG ISLAND OPEN CALL OF FALL, Doug Wefer, 45 Glen Head Rd., Glen Head, NY 11545.

SEPTEMBER 24-25, BRITISH NORTHWEST CHAMPIONSHIP, Budworth SC, Cheshire, John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

SEPTEMBER 24-25, OXFORD INCIDENT & ACCIDENT, Acton Lake Fleet 575, Robert Hill, 9 Devon Ct., Fairfield, OH 45014.

SEPTEMBER 24-25, BATTLE OF ATLANTA, Lake Lanier Fleet 781. Brent McKenzie, 3925 Cranbrook St., Lilburn, GA 30247.

OCTOBER 1-2, FRIGID DIGIT. Timothy Cusak, 15 Copley Ct., Annapolis, MD 21403.

OCTOBER 8-9, CALL OF FALL, Lake Mohawk YC Fleet 10, Rich Pierpoint, 485 E. Shore Trail, Sparta, NJ 07871.

OCTOBER 8-9, CRACKER BARREL TEAM RACE, Lib Clark, Rt. 1, Box 79, Hamilton, GA 31811

OCTOBER 29-30, HALLOWEEN, Jesse Coburn, 2142 Lamplight Dr., Marietta, GA 30062.

OCT. 29-NOV. 5, WESTERN HEMISPHERE CHAMPIONSHIP, Kevin Blee, P.O. Box H.M. 1327, Hamilton HM FX, Bermuda.

NOVEMBER 14-19, JUNIOR WORLD CHAMPIONSHIP at St. Petersburg, FL USA. SCIRA, Rt. 16, Box 694, Gainesville, GA 30506.

NOVEMBER 24-25, SECOND ANNUAL PILGRIMAGE TO MECCA. Charleston Fleet 52. Scott Myers, (803) 723-2801.

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scorecard

DISTRICT VI CHAMPIONSHIP Cabrillo Beach YC, June 4-5, 1988 (Top 10 of 25 Boats)

Skipper/Crew	Fleet	Places	Points	Finish
Keith Dodson/Claudia O'Brien	Alamitos Bay	1-1-4-1-5	11.25	1
Craig Leweck/Chris Raab	Mission Bay	9-3-1-3-2	17.75	2
Jack Franco/Rob Lindley	Balboa	4-5-2-2-8	21	3
Jeff Lenhart/Nikki DeReile	Mission Bay	6-6-10-8-1	30.75	4
Steve Bloemke/Kurt Mayol	Alamitos Bay	2-7-12-6-6	33	5
Tom Nute/Nadine Franczeck	Mission Bay	10-2-3-12-7	34	6
Jerry Thompson/Terri Clapp	Alamitos Bay	3-13-7-4-13	40	7
Joni Palmer/Steve Ross	Mission Bay	8-14-15-11-4	52	8
Jeff McDermitt/Doby Byers	Alamitos Bay	5-4-5-15-pms	54	9
Mike Bartell/Gary Davidson	Alamitos Bay	13-8-9-7-pms	62	10

28th ANNUAL FIREWATER REGATTA Branched Oak Lake, Lincoln, NE, June 17-18, 1988 (Top 5 of 10 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24101	Henry Davis/Tom Connors	INSA	2-1-1	3.5	1
24095	Ed Weitz/Libby Raus	INSA	3-2-6	11	2
24099	Larry Briggs/Pat Keane	Lincoln	6-3-3	12	3
24242	Jack Wagener/Patty Miller	Lincoln	4-dnf-2	17	4
20936	John Briggs/John Christensen	Lincoln	1-dnf-5	17	5

B-FLEET (Top 3 of 6 Boats)

24104	Dave Burden/John Layman	Lincoln	1-1-2	3.5	1
22324	Kirk Smith/Dave Schiller	INSA	3-2-3	8	2
21914	Alex Haecker/Jim Krance	INSA	4-3-4	11	3

JUNIORS (Top 3 of 6 Boats)

27111	Ben Chinnery/Doug Goppert	Lotawana	1	.75	1
24321	Brian Layman/Jim Russell	Lincoln	2	2	2
24685	Phillip Hood/Marion Hood	Lincoln	3	3	3

1988 NEW YORK STATES/BOLDE MOTHER'S INTERGALACTICS Cuba Lake, NY, June 18-19, 1988 (Top 15 of 31 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
27092	Steve Callison/Brook Bradshaw	Hoover	3-1-3	6.75	1
26699	Fritz Gram/Jane Gram	CLYC	1-4-9	13.75	2
26461	Kirk Donaldson/Phyllis Donaldson	Barton	11-2-2	15	3
25676	Dick Mitchell/Maureen Hays	Hoover	8-3-5	16	4
24087	Sam Mollet/Jean Pressler	PLYC	10-9-4	23	5
24118	Ian Brown/Doug Maybank	Pier 4 SC	6-11-7	24	6
25433	Peter Baille/Sandy Belford	MUYC	9-6-21	27	7
24806	Jack Mitchell/Ken Mitchell	OHYC	12-10-6	28	8
27106	Chris Hains/Ann Quattrowe	OHYC	2-17-13	32	9
25642	John Korkosz/Adrienne Korkosz	GLSC	7-9-22	34	10
26468	Eric Gresner/Sam Hite		23-12-1	35.75	11
24116	Doug Nugent/Michelle Gendron	RCYC	14-7-17	38	12
26160	George Hock/Andrea Hock	NYC	5-25-11	40	13
23397	Jeff Mitchell/Mike Paulsen	OYS	20-14-9	43	14
25843	Gweneth Crook/Id Crook	OHYC	5-13-26	44	15

1988 MICHIGAN STATE CHAMPIONSHIP Reeds Lake, Grand Rapids YC, June 25-26, 1988

Boat	Skipper/Crew	Fleet	Places	Finish
26384	Terry Timm/Connie Timm	North Cape	1-6-1	1
20303	Steve Grant/Peggy Murphy	Grand Rapids	4-2-2	2
19618	Rich Grant/Carla Grant	Grand Rapids	3-3-3	3
22422	Mike Otto/Pat Otto	Gull Lake	dnf-1-2	4
19711	Bill Kremer/Diane Kremer	Eagle Lake	4-3-4	5
First Junior				
21798	Dwight Patten/Chris Norman	Gull Lake	5-5-6	

ANNUAL BROADSTAIRS OPEN Broadstairs Fleet, U.K., June 25-26, 1988

Boat	Skipper/Crew	Fleet	Builder	Finish
27001	Peter Wolstenholme/Stephen Roberts	Blue Circle	McLaughlin	1
27345	Andy Thomas/Chris Osborn	Royal Cinque Ports	Home Built ply	2
20456	David Jones/Mike Frown	Blue Circle	Martin Marine	3
26114	Charles Frost/Peter Frost	Stone	Danish Skipper	4
20557	David Crouch/Michael Williams	Blue Circle	Danish Skipper	5

SOUTHERN SNIPE CHAMPIONSHIP
Privateer YC, Chickamauga Lake, Hixson, TN, May 7-8, 1988
(Top 10 of 38 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26309	Shawn Burke/Linda Zonnenburg	LLSC	2-1-6	8.75	1
27092	Steve Callison/Rob Frechette	Columbus	1-7-7	14.75	2
27011	Brad Read/Karen Neri	Newport	17-5-1	22.75	3
25231	Bill Simons/Sherry	Privateer	3-10-10	23	4
26107	James Howard/Anne	LLSC	6-3-17	26	5
25871	Henry Filter/Deborah Lawson	Quincy	7-19-3	29	6
19091	Peter Duvoisin/Jean	Privateer	19-6-4	29	7
25951	Dave Pritchard/Mike Lenkite	LLSC	5-31-2	38	8
26668	Tom Payne/Tom Schroder	LLSC	9-21-8	38	9
24742	Ken Simons/Bo Cline	Privateer	11-15-12	38	10

1988 NEW ENGLAND CHAMPIONSHIP
Eastern YC, Marblehead, MA, July 23-24, 1988
(Top 20 of 33 Boats)

Boat	Skipper/Crew	Town	Places	Points	Finish
25710	James Bowers/James Bowers	Winchester	2-4-4-2-7-1	12	1
26108	Doug Clark/Jamie Fontanella	Annapolis	8-2-1-10-3-2	13.75	2
27092	Steve Callison/Lisa Faulk	Columbus	4-5-10-3-5-3	17	3
26307	Bryan Fishback/David Krebs	Annapolis	7-14-5-6-4-4	22	4
25733	Martin Keane/Barb Evans	No. Andover	5-3-17-5-9-5	22	5
25781	John Keane/Paul O'Connor	Boston	15-12-3-7-2-6	24	6
26754	Bill Page/Paul Brierre	Marblehead	31-8-8-1-12-7	28.75	7
25871	Henry Filter/Lynn Fitzpatrick	Quincy	25-15-2-12-1-8	29.75	8
27099	Ron Sandstrom/Nancy Green	Arlington	10-10-9-4-13-9	33	9
25412	Jennifer/Art Rousmaniere	Tewksbury	12-19-7-11-10-10	40	10
24116	Doug Nugent/Nancy Hammond	Toronto	6-6-16-19-14-11	42	11
27101	John Lally/Donna Voke	Revere	9-7-11-18-17-12	44	12
25164	Rob Brodsky/Steve Brodsky	Marblehead	17-13-6-9-wd-13	45	13
26174	David Lence/Bill Aliberti	Peabody	3-24-19-16-11-14	49	14
26449	BJ Jones/Molly Starkweather	Marblehead	14-28-12-8-18-15	52	15
26448	Willie Crear/Carolyn Brodsky	Marblehead	13-32-18-15-6-16	52	16
26810	Rob Gorman/Robbie Gorman	Marblehead	1-1-27-24-ns-17	52.5	17
26451	Charlie Pendleton/Hugh Hallawell	Marblehead	18-11-13-14-wd-18	56	18
26453	Sam Altreuter/Martha Altreuter	Marblehead	23-22-14-13-8-19	57	19
26894	S. Levinson/H. Levinson	Allston	29-9-22-17-16-20	62	20

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Kemah, TX; Helsinki, Finland; Aichigun, Aichi, Japan.

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
- 1,3,4,5 Bolde Mothers



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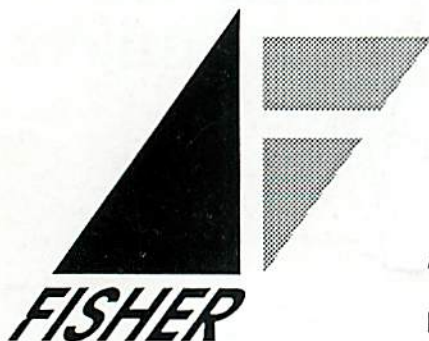
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