

## Segerblom/Rosenberg Team For North American Victory

*Forty-six boats faced stormy weather on San Francisco Bay.*

Forty-six boats arrived to take on the stormy conditions at the 1986 North Americans as an unusual winter storm entered the area just before the championship, sponsored by the San Francisco Bay Fleet, September 24-27. Richmond Yacht Club, site of the regatta, will also play host to the 1988 Nationals.

The team of Mike Segerblom and Ron Rosenberg demonstrated good speed and comeback ability to take home the overall title. Their feat is even more impressive when you consider that they picked up a brand new boat just before the regatta and had only one practice race to get the boat tuned up.

The heat of the fleet surfaced from the start. Mark Reynolds' hiatus from the Snipe did not slow him down as he quickly found the front of the fleet to receive the event's first bullet.

1985 National Champ Steve Rosenberg was in fourth, but got wrapped up in the reach mark and allowed Craig Leweck, Mike Segerblom and a handful of others to get by him. His misfortune continued as his rudder later popped out during the race, dropping him to 11th.

The course, slightly in the lee of Angel Island, allowed some severe windshifts to roll down with significant increases in velocity. Segerblom went left to gain one of these whummy shifts to take second, with Leweck finishing third.

The course had long beats with moderately open reaches, and the Bay developed steep chop because of the winds and the extreme shallowness of the water. This meant that crews had to stay active to keep the boats up to speed through the waves upwind, and then work as hard offwind to keep the boats surfing.

The Segerblom/Rosenberg team proved that their athletic training prior to the event was worth it as they won both the second and fourth races. In the second race the boats which favored the right side after the start dominated the top spots. Extreme light spots on this weather leg brought down to many, but those who dug deepest into the right found consistent wind, and a favorable veering shift. Bill Buckles read this leg best to lead the fleet. Segerblom had done a good job getting to the right side, where he eventually ground Buckles down for the bullet, leaving Buckles second, and newcomer Bart Hockworth third.

Another note from the first day was the

danger of capsizing. The shallow depth meant damage to any mast stuck in the muck below. For those who found themselves in this situation it meant post race work in straightening masts (and misc. other things) as the remainder of the fleet polished off the kegs that were provided after each day of sailing.

Despite hopes that the passing storm would lead to milder winds, Friday was just the opposite, and competitors were giving themselves just enough time to get to the starting line.

Many of the top sailors went left at the start of the third race in search of the advantage that was there yesterday. Little was found, and Rosenberg came from the right to lead nicely at the top mark. However, it was Leweck who had the edge on the first reach to get by Steve before the wing mark, eventually going on to win the race. A nice battle developed for the next few places, but Rosenberg held off Hockworth and Keith Dodson to claim second place.

In this race Segerblom dodged a bullet when he capsized on the last downwind leg. Quick reaction kept the boat from turtling, enabling them to pop it back up to get a seventh.

With clouds building up toward the west, the fourth race was a real hummer. The "Sego/Rosey" team continued to own the afternoons by taking this shortened contest. On the second weather leg the wind backed approximately 20 degrees, shuffling positions. An increase in velocity accompanied this shift, and since the

wind was now in excess of 25 knots, the RC shortened the race at the end of the second weather leg. As the fleet heard the gun when Sego crossed the finish line, tactics changed from playing the fleet to maintaining position in the race.

After a rain storm moved through Friday evening, Saturday was clear and warm with a 10 knot westerly. The fifth race was the first with a definite tidal influence. Reynolds took the lead, but Bay area sailor Jim Grubbs noticed the tide slacken. This allowed both Grubbs and Keith Dodson to sneak out to the middle of the channel to take advantage of the backing breeze. They finished in that order with Reynolds in third.

Since Segerblom posted his worst score in that race with an eighth, the gap between his lead and the fleet tightened. In second there was a tie between Craig Leweck and Mark Reynolds. To win, one of them would have to either win the sixth race and have Segerblom finish sixth or worse, or finish second and have Segerblom get below seventh.

As it turned out, both Reynolds and Leweck were in the thirties at the weather mark. Segerblom stayed with these two through the triangle, but dropped out after it appeared that they could not improve their positions enough. Leweck could get back only to 18th, with Reynolds also dropping out after deciding he could not catch Leweck. Gregg Morton won the last race, with Hockworth in second and Grubbs taking third.

The Sego/Rosey team has won many West Coast Snipe regattas and Mike credited much of his victory to his crew. One interesting sidebar is that SCJRA Board Member Jim Grubbs, who posted a last day 1-3, was the junior sailing coach for both Segerblom and Leweck.

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*Mark-rounding action: (26176) Raab and Wohl, (20369) Thompson and Lindley, (25992) Hockworth and Purdy.*

## North Americans . . .

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Segerblom's equipment included a McLaughlin boat, Cobra 2 mast and Sobstad sails. Craig Leweck had a Phoenix hull, Cobra 2 mast and Sobstad sails while Mark Reynolds had a McLaughlin hull, Cobra 2, and Sobstads. Fourth place finisher Burt Hockworth recently purchased Jack Franco's McLaughlin, while fifth place Steve Rosenberg used the same Alax boat in which he won the '85 Nationals.

Craig Leweck  
Mission Bay Fleet 495

### Lighter Side of North Americans

## The Trials and Tribulations Of A Regatta Chairman

Before I begin this epic, let me begin by thanking Bill Denhart, Jerry Thompson, John and Cathy Johns, Jack Franco, Craig Leweck and Mike Segerblom (I think . . .) for taking me out on Saturday night after the North Americans and taking care of me. I was told I had a wonderful time. All the little problems that popped up over the previous four days seemed insignificant thanks to them. The N.A.s were history. Everyone had FUN, and that, by my definition meant a successful regatta.

Franco, while immersed in an opening night reception sponsored by the San Francisco Bay Snipe Fleet and Jack Daniels (mostly the latter), said "This is the most competitive dinghy regatta I've participated in over the last five years — maybe ever!"

Perhaps his opinion was a little cloudy at the time, but he was adamant about it when asked later in the regatta to confirm his opening day assessment. As a Regatta Chairman I knew that I wouldn't have to worry about the quality of racing on the water. Given a good race committee that would take care of itself. It did . . . even with the lousy weather during the first two-three days.

I was a nervous wreck! In fact my own fleet awarded me the "Mother of the Bride" trophy (you know, the one that worries the most). While the butterflies were flying around my stomach, everyone else seemed to be oblivious to the myriad of little problems that seem to occur no matter how one tries to anticipate them prior to their occurrence.

While everyone else seemed to be focused on the racing and thinking ahead in preparation of mark rounding or some tacti-

cal decision, I distinctly remember sailing to weather and thinking to myself, "I wonder if the keg has been tapped or the balloons have been filled?" Such thinking is not conducive to sailing well.

And then there was Black Thursday. Now, I make my living as a sales rep and as most reps will admit, they'll sneak an occasional day off here and there unbeknownst to their sales managers (AKA boss). Well, this was one of those days . . . and yes, I came to regret it.

I received a call that morning from my boss asking what my itinerary was that day and if it was possible to meet with him sometime during the day. What was I supposed to say? "I can't make it. I'm going sailing. I'm sneaking a day off. You're not supposed to know."

I decided I would rather stay employed so I told him I would meet with him in San Francisco at 10:30 that morning. This almost assuredly would mean at least one DNS for the regatta. So I already had at least 47 points before leaving the house. This wasn't looking like a good day. The aforementioned butterflies were swarming.

We had our meeting. It was a nice meeting. I was still employed. I was going to be very late for the start. That's all that seemed to matter. I didn't want a DNS. If I could sail a Snipe as fast as I drove my car over the Bay back to Richmond, I could accept that DNS with no problem.

I got back to RYC at 1:15, much too late for the 1:00 start, but hey!, my boat was in the water and the sails were up. My crew, with the help of some friends, had

launched my boat for me. Great people . . . great fleet . . . GREAT SCOTT!! They left my drainplug out! Just like Jim Grubbs at the '83 Nationals in Seattle. I had been needing him since then and I just knew he wouldn't let this one pass. He was strangely quiet when he did find out . . . but he still had that look in his eye and smirk on his face. He didn't have to say a thing.

That was number two. I knew things came in threes. My boss was getting back at me without knowing it. He still had more in store for me. I just knew it. That'll teach me for sneakin' a day off . . . but when will it happen? I was to find out very soon . . .

I began draining the boat out. This seemingly simple task was complicated by having to remove my brand-new-never-been-used-before sails and unstep the mast because the extra weight of the water inside the hull offset the balance of the boat as it was suspended from the hoist and was raising the mast directly into the hoist motor. In addition, the weight of the water was no small amount and I was envisioning hull damage as the whole operation was taking place. Luckily (my first bit of luck all day!), there was to be none.

Once the boat was drained I decided that the only way I could clear my head was to re-step the mast, hoist the sails and go sailing. By the way, by this time the second start had come and gone and frankly, I couldn't have cared less. Two DNSs. Nobody said life was fair. I thought, "Maybe that was number three." No . . .

I hoisted the jib and went to pick up my main which I laid on the dock while drain-

### NORTH AMERICAN CHAMPIONSHIP (Top 30 of 46 Boats)

Boat	Skipper/Crew	Places	Points	Finish
2668	Mike Segerblom/Don Rosenberg	2-1-1-8-dnf	18.5	1
25848	Craig Leweck/Kayann Martin	3-7-1-8-5-13	23.75	2
25815	Mark Reynolds/Diann Reynolds	1-9-3-4-3-dnf	34.75	3
24992	Burt Hockworth/Tom Hardy	10-3-1-7-20-2	25	4
25220	Steve Rosenberg/Pat Muggin	11-23-2-2-2-4	28	5
26300	Keith Davison/Carroll O'Brien	9-15-4-12-2-7	34	6
24702	Jack Frankel/Rob Lindley	8-5-6-6-10-dnf	33	7
20189	Jerry Thompson/Son Lindley	5-10-5-10-30-11	41	8
24225	Steve Travis/Maria Simoes	13-12-12-dnf-4-5	46	9
26176	Chris Raab/Charles Wahl	4-11-19-3-11-20	48	10
26300	Bill Buckley/Tom Gozzards	6-2-14-18-25-0	49	11
25416	Jim Grubbs/Lynn Grubbs	7-21-18-21-1-5	49.75	12
20560	Jeff Lenhart/Mike Barnett	16-8-16-3-7-17	52	13
25977	Allison Jolly/Mike Hilcox	23-4-23-19-6-6	58	14
23593	Packy Davis/Christine Hollitt	17-6-10-14-14-19	61	15
25719	Kun Mayon/Eve Mayot	15-13-13-16-33-14	71	16
22729	Gregg Moron/Loe Hope	25-dnf-15-13-19-1	72.25	17
23683	Ronald VanDermeer/L. Vandemeer	28-26-9-11-17-13	76	18
23994	Warren Wharton/Marylona Wharton	21-16-dnf-9-18-22	86	19
26662	Roa Fox/Karin Fox	14-24-17-17-22-24	94	20
25009	Eric Colles/Linda Fox	19-19-20-dnf-29-8	95	21
23690	Dick Schmidt/Mike Schmidt	20-24-dnf-dnf-12-10	100	22
26335	Mike Schmidt/Mary Ellen Lakes	24-32-1-1-15-27-32	103	23
25412	An Rossmann/J. Rossmann	32-14-26-26-16-25	107	24
23976	John Andron/Son Andron	dnf-dnf-21-24-13-12	116	25
24504	Alan Prussler/King White	dnf-20-dnf-20-15-16	117	26
26161	Bill Denhart/Ralph Joy	22-22-dnf-22-32-30	128	27
23969	Roy Trepper/Sara Treut	24-29-34-dnf-27-15	135	28
23844	Rosa Fox/John Weber	27-25-25-dnf-28-31	136	29
26112	And Roninias/Cathy Poppico	29-27-35-25-24-26	141	30