

# **SUPER SHORE SHOWS THE WAY AT SHEBOYGAN TO HIS 2ND NORTH AMERICAN CHAMPIONSHIP TITLE**

by Ed Roseberry, Jr.

The Bicentennial North American Championship gave the 99 eager contestants everything possible in terms of wind, weather, and current on Lake Michigan's West shore at Sheboygan, Wisconsin.

The Sheboygan Yacht Club Committee, headed by General Chairman Ken Hanson, gave us a superbly organized Regatta. The measuring was efficient, meals well planned, and hospitality wonderful. The committee's Headquarter Van even broadcast weather information throughout the Regatta. Many thanks to all the fine people at Sheboygan for a great week of sailing.

## **Qualifying Series**

The first qualifying race was a real Lake Michigan Northerly with winds up to 25 mph and giant seas rolling down from Mackinaw. Approximately 25 boats were disabled, including 2 boats which turtled and drifted onto shore so badly damaged they had to be withdrawn from the Regatta. The next day there was a 3 - 4 mph North to South current left over. It was obvious current would be an important factor in the Regatta. The other 3 qualifying races were in moderate air, with enough chop to keep you guessing whether to set a flatter, pointing sail shape or a fuller driving shape.

Jim Dressel, assisted by wife Nancy and Greg Fisher was low qualifier with 4 points, followed by Bill Shore's 5 points with wife Bonnie and Bill Hartnett. Jay Lutz, who had just finished Runner-Up at the Junior North Americans, was third qualifier with 5 points, with crew Tom Schon and Dave LaPier.

Current World Champion Mario Buckup, from San Palo, Brazil, was a welcome addition to the Regatta, assisted by Ralph Christian and Joaquim Feneberg. Another South American, Javier Pascuchi, made the Championship Flight. Both used borrowed boats.

Defending Champion Bruce Goldsmith, who had won the last 3 North American Championships did not, as usual, have to enter the qualifiers. The Great Goldsmith, and his crew Pam and Paul Adam were favorites - but strong challenges were expected from Mario Buckup, Bill Shore, and Jim Dressel.

## **1st Race, Tuesday, August 17th, A.M.**

The high had clocked the wind to the East at 3 - 5 knots, with flat seas and the left end slightly favored. A group who started in the middle of the line including Shore, Jackie Mueller, Goldsmith and Allen played the center of the course for the first third of the beat. This group then worked to the right which began to get better as the wind shifted and filled in from the Southeast. Jim Neville, on the last port tack lift of

the morning, crossed a pack of boats on the starboard lay line for first at the weather mark. Mueller, Shore, Goldsmith, Roseberry and Allen crossed on the same shift and rounded in that order. Positions remained unchanged on the broad reach except for Fisk Hayden moving up to 6th. Due to the 45° Southeast windshift the 2nd reach was very tight followed by a short port tack and then starboard tack parade to the finish, as the Race Committee had shortened course. Jim Neville, with sister Candy and Doug Bargar were the winners, followed by Mueller, Shore, Goldsmith, Roseberry, Hayden and Allen. Heavies Mario Buckup and Jim Dressel, finishing 22nd and 23rd respectively, were casualties of the shortened course.

## **2nd Race, Tuesday, P.M.**

The wind had settled in the South at 10 - 12 knots and seas were choppy. Many skippers planned to work to the right side of the course since it was best in the morning race. Jack Elfman started at the pin end and carried a long starboard out the left of the course, tacked onto a port tack lift in heavier air, and had a huge lead at the weather mark. Jim Carson worked to the right center for 2nd at the weather mark followed by Gordon Ettie, Jim Neville and Stu Nickerson. Shore was 9th with Mueller, Goldsmith and Allen in the 20's. Positions didn't change much throughout the rest of the race except for Shore working up to 6th. Elfman and his crew George Gaynor and Joan Frazee continued their horizon job, followed by Carson, Ettie, Hayden and Nickerson. Shore now looked unbeatable with 9 points, followed by Hayden with 10 and Neville with 11. Buckup, Dressel, Goldsmith and Allen were in trouble with 30, 32, 32, and 33 points.

A pattern was developing in the 2nd race's moderate air. Everyone's upwind boat speed was fairly equal. It was imperative to pick the correct side and play the subtle shifts perfectly on the first beat - or you were doomed to the "tank". Who can remember when Champions Goldsmith and Allen finished 28th and 26th in the same race, with good winds? Or, are the amateurs getting better?

## **3rd Race, Wednesday, A.M.**

Winds were 10 - 12 knots from the South with lumpy seas. Bill Shore worked his way up the left center of the course, tacked on some small shifts, and consolidated on the fleet beautifully. He was first at the weather mark, opened up on the tight reaches, and cruised to his first bullet. Jay Lutz was 2nd, Elfman 3rd, Hayden 4th and Jim Dressel 5th at the weather mark. Dressel moved up on the reaches and played the shifts on the left on the 2nd beat to work up to 3rd place. Lutz glued on Dressel on the last weather leg for his 2nd with Elfman holding his 4th and Hayden 5th. One thing became apparent to the author on the tight first reaches, as the wind



Lots of action after the start in the N.A.'s.

Photo credit: Jake Jacobson

picked up and the current swept you towards the gybe mark - the Dymac Spinnakers are much better on a tight reach! The author was Dynac-less.

The top 4 now were: Shore - 10 pts.; Hayden - 15; Bob Hutchinson - 34; Jim Dressel - 35.

Now the big question - Who is "Fisk" Hayden? Can he hold up? Well - "Fisk" is a quiet family man of 35 years who is Director of Food Services at a Syracuse, New York hospital. Fisk has been sailing Lightnings since his teenage days, and has been Dick Hallagan's main challenger for supremacy in the Central New York District. Fisk has sailed in many North Americans, but never like this. Maybe it's his crew - Bill Dodge and Linda Penfield. Linda is the daughter of Dr. Jeff and Kathy Penfield, the other "heavies" in Central New York.

#### 4th Race, Wednesday, P.M.

Winds had increased to 22 knots with 5 foot seas. Halfway up the first beat Stu Nickerson, Bill Shore and Ed Roseberry were well ahead and rounded in that order, followed by Bob Hutchinson and Bruce Goldsmith. Hayden was 30th. The first 5 positions remained unchanged on the freed-up planning reaches. Shore worked into 1st at the 2nd weather mark, followed by Nickerson, Roseberry, Fisher and Goldsmith.

## 1976 NORTH AMERICAN CHAMPIONSHIP

Final Position	Boat #	Skipper and Crew	1	2	3	4	5	Points
1	10909	William Shore, Bonnie L. Shore, William Hartnett	3	6	1	1	7	18
2	12466	Fisk Hayden, Bill Dodge, Linda Penfield	6	4	5	13	17	45
3	12276	Stu Nickerson, Amy Nickerson, Sean Campbell	26	5	7	3	6	47
4	12405	Jay Lutz, Tom Schon, David LaPier	14	24	2	6	3	49
5	12896	Jim Dressel, Nancy Dressel, Greg Fisher	23	9	3	11	5	51
6	11739	Jack Elfman, George Gaynor, Joan Frazer	32	1	4	14	2	53
7	13014	Bruce Goldsmith, Pam Goldsmith, Paul Adam	4	28	10	7	4	53
8	12499	Bob Hutchinson, Eric Olving, Bob Heick	9	12	13	5	14	53
9	12830	Jack Mueller, Nancy Mueller, Tom Rocks	2	18	16	22	1	59
10	12414	Mario Buckup, Ralph Christian, Joaquim Feneberg	22	8	6	12	12	60
11	12860	John McIntosh, Olin McIntosh, II, T.E. Stanley, II	8	16	25	8	8	65
12	10956	Matt Fisher, Mary Lou Ford, Steve Roshon	17	14	21	2	22	76
13	9373	Mark Bryant, Joe Downing, Jim Bergantz	21	7	8	23	20	79
14	12729	Edwin Roseberry, Doug Heussler, John Donovan	5	25	17	4	29	80
15	12752	Jim Crane, Pete Buckley, Todd Cameron	12	11	20	19	21	83
16	10922	Jim Neville, Candy Neville, Doug Bargar	1	10	35	33	13	92
17	12863	Dr. Don Delorme, Wanda Delorme, Robert Anderson	25	17	22	20	9	93
18	12262	Larry MacDonald, Larry MacDonald, Steve McMenemy	28	21	12	10	24	95
19	11784	Jim Carson, Michael Schon, Paul Gelenitis	35	2	27	21	15	100
20	12355	R. W. Hallagan, Jed Dodge, Jean Hallagan	15	23	15	24	23	100
21	12911	Thomas Allen, Brenda Allen, Tom Allen	7	26	11	26	30	100
22	11908	Bob Adams, Tay Adams, Doug Peale	27	13	19	15	27	101
23	12880	Bill Buckles, Sherry Powless, Dave Wilber	20	31	14	28	10	103
24	12945	Don Brush, Ann Brush, Kurt Kling	10	32	23	31	11	107
25	12457	Gordon Ettie, Linda Ettie, Ken Wallace	18	3	34	27	28	110
26	12877	Cal Schmiede, Don Evert, Bob Starck	16	29	31	17	18	111
27	12124	Alan Ruiter, Donald Schon, James Schon	30	19	9	30	25	113
28	11085	Robert Wardwell, Tom Altmeyer, Dave Northrop	29	15	26	18	26	114
29	8411	Javier Pascuchi, Maria C. Pascuchi, Luis Buglioni	24	20	18	25	36	123
30	12280	Tryg Jacobson, Mike Elmergreen, Mike Dooley	31	35	29	16	19	130
31	12424	John Gall, Randy Dilliot, Mary Gall	13	22	32	29	36	132
32	11933	David Ruiter, Gary Swangler, Richard D. Thomas	34	33	24	9	36	136
33	12797	Bernie Malcolm, Veet Malcolm, Dick Maras	11	27	30	32	36	136
34	11740	Djoerd Hoekstra, Phil Dennis, Mark Schneider	33	34	28	34	16	145
35	12412	Thomas Bierman, Suzanne Maxwell, Sharon Bierman	19	30	33	36	36	154

35 Boats 36 DNF/DNS 37 DSQ

Hayden passed 6 boats on the reaches and 6 on the beat to move up to 18th. Shore opened up a good lead on the 2nd broad reach followed by Roseberry, Nickerson, Goldsmith and Fisher. Shore moved out for his 2nd first place finish, ahead of Nickerson, Fisher, Roseberry and Hutchinson. Fisher and Hutchinson made good gains on the left side of the last beat, where the wind was heavier than the right shore side. Hayden continued his remarkable comeback, passing a few boats on the reaches and a few upwind for a 13th place finish.

After 4 races the points were: Shore - 11; Hayden - 28; Hutchinson - 39; Nickerson - 41; Lutz - 46; Dressel - 46.

#### 5th Race, Thursday, A.M.

Southerly winds at 10 - 15 knots, lumpy seas, and a strong south to north current after the heavy south wind Wednesday. Bruce Goldsmith and Jack Mueller finished first and second. Shore was sixth and Hayden tenth. Unfortunately, the finish mark started to drift away as the leaders finished and the Race Committee abandoned the race. The winds had increased throughout the race, with a tight first reach, and the weary warriors went back to leeward for the 2nd race of the day. The 2nd race made it particularly tough for Hayden, who had a light crew, and would have to hold off the "heavies" for another race. Elfman, Mueller, and John McIntosh started this one at the unfavored committee boat end and tacked to port

immediately. They continued almost to the layline on port tack, toward the shore where the current was less than the left sea side. They rounded in that order followed by Lutz and Goldsmith, who also took long port tacks immediately. Hayden and Shore, who were bucking the swifter current in the center, were 16th and 18th at the weather mark. The angle was off on the first reach making it super tight. Some skippers went high first and popped their chutes, some went low with chutes and reached up with jibs, and others slugged it out all the way with spinnakers up. Mueller got by Elfman on the 3rd leg, a broad reach and earned his bullet, assisted by wife Nancy and Tom Rocks. Since no one dared to go out in the Lake, the other 2 beats were somewhat of a port tack parade to the layline, making it easy for the leaders to cover. Elfman, Lutz, Goldsmith and Dressel rounded out the top 5. Shore was not to be denied with a great comeback for a 7th place in this race. He gained the most boats by going super fast on the reaches, as always. Hayden finished 17th.

The dedicated Bill Shore, sailing with unbelievable consistency in the tough fleet, won the N.A. crown with 18 points, the greatest margin in years. Fisk Hayden was runner-up with 45 points. Stu Nickerson, with sister Amy and Sean Campbell was 3rd, Jay Lutz 4th and Jim Dressel 5th. It was great to see 3 new faces in the top five. Will it happen again at the Worlds in Switzerland this July, or at the North American's in Buffalo?



*snug,  
sound,* **LIGHTNING covers**  
*made by sailors for sailors*

Cockpit covers in choice of deluxe, lightweight, "breathing" Dacron® or preshrunk duck. Vivatex-treated to repel water and resist mildew. Other covers in duck only. All are expertly sewn with strong, mildew-resistant Dacron thread and feature rustproof grommets. Same day shipment direct from manufacturer.

**DACRON COCKPIT COVER** \$38.50  
Double-stitched seams, double and reinforced hems. Heavy duty nylon zipper. Adjustable mast collar.

**DUCK COCKPIT COVER** \$25.00  
Reinforced with sewn patches. Heavy duty nickel silver zipper. Fitted mast collar.

**COMBINATION DECK/COCKPIT COVER** \$75.00  
Covers entire deck. Includes adjustable Velcro closures for stays, nylon zipper, bow and stern vents, synthetic draw rope, stretch-fit mast collar.

**TRAILING/STORAGE COVERS**

With brass zipper \$110.00  
With nylon zipper \$125.00

Zip-away top for easy installation and access to cockpit. Vinyl reinforcing patches at critical stress points and protruding deck fittings. Tie straps and D-rings strategically placed for final securing. Centerboard area has reinforced drain holes.

**MAST COVER** \$15.00  
Protects all fittings and halyards. Dot fasteners and full-length zipper for fast, easy closing. Red trailing flag included.

**RUDDER COVER** \$10.00  
Lined with shock-absorbent polyurethane foam. Lightweight and easy to store. Quick closing dot fasteners.

**FREE Dacron or Duck repair kit** (List price \$2.50) with any order of \$25.00 or more. Domestic shipping charges prepaid. Add local sales tax on New York shipments. Send check or money order and address to:



**SERVICE CANVAS CO., INC.** 131 Swan Street, Buffalo, N.Y. 14203 • over a quarter century of experience



# PRESIDENTS' CUP

By Georges Peter

Dave Peters, current ILCA Chief Measurer, with crew Dave Sprague and Jane Allen won the 1976 Presidents' Cup by two points over Fred ("Bud") Hamblet of Keene, New Hampshire. Dave, who is a successful architect, and a rabid Michigan alumnus from Ann Arbor and Fleet #374 is no stranger to the winner's circle in major Lightning events. Crewing for Bruce Goldsmith, Dave has helped Snoopy win the 1973 World Championship and the 1976 Southern Circuit title.

This keenly-contested Presidents' Cup was not decided until Peters crossed the line in the final race ahead of Hamblet by several boat lengths. In the fifth race the veteran Hamblet, who was consistently among the leaders at the first weather mark in each race, led Peters until late on the second leg when good spinnaker work enabled Peters & Co. to drive over him. Hamblet and his crew of son Flip and daughter-in-law Jeanna fell back to seventh, but this trio refused to quit and charged back in the final upwind buck in a comeback bid that barely fell short of a dramatic win.

The first race, the only one sailed in moderate-to-light air, was won by Tom McDermott and his crew of Barry Wilson and Trip Buckles (a Mueller factory team). After one recall (that a red New England boat probably caused by being over the line at the Committee boat with five to ten seconds to go and blocking their view), the early leaders were those that went far right and gained the expected southerly slant to the prevailing morning easterly of Lake Michigan. Jon Schwartz lost an early lead when the 20 degree shift caused him to overstand the weather mark. McDermott rounded first, followed by Eric Larson, Hamblet, Dr. Chuck Maltbie, and Al Mast. The breeze continued to haul to the right, turning the first reach into a run. Maltbie, Dr. John Esser, and Andres Lisocki moved up on this leg while Hamblet fell back. On the third leg, which had become a very tight reach, most boats doused their chutes early and wisely stayed high. No major position changes among the leaders occurred. With this wind shift, the windward mark on the fourth leg could be barely fetched in one tack, and the Race Committee fired the guns to shorten the race to four legs.

After lunch the breeze characteristically had filled in from the southeast at 10-15 mph, with a moderate chop. Mike Huffman took the favored leeward end at the start, immediately tacked and crossed the fleet on a long port tack to the right corner. Georges Peter followed suit but stayed just inside of him. Halfway up the first leg, however, the left side appeared favored and produced the leaders at the first mark, Steve Thomas, Hamblet, and Glen Carlin. Peter, Mast, and Dave White followed. On the two reaches Schwartz, with excellent crew work from "The Brain" and Carlos Lecaro, moved from ninth to third. On the second beat Carlin found the gold in the right corner that Huffman hoped for earlier and moved into a commanding lead that he and his crew of Cameron Carlin and Dave Sinko never relinquished. Schwartz picked up Thomas on the same leg and held second the rest of the way. For the rest of the pack, upwind gains came much harder and required judicious tacking on the 10-15 degree

headers. In a very close finish Hamblet (3) edged John Schneider (4), Thomas (5), and Peter (6).

Thursday's breeze filled in early with a 12-15 mph southeasterly and a moderate chop for the morning race. Hamblet led at every mark after gaining an early lead by holding the lifted port tack the longest. At the first mark he was followed by Huffman, Peters, Carlin, Nick Smith, McDermott, Schwartz, Peter, and Dave White from Portland, Maine, who showed flashes of brilliance throughout the series. Peter picked up a boat each leg and two on the final one (and nearly a third at the finish line) to finish third behind Hamblet and Carlin.

For the fourth race, the breeze had picked up to 20 mph with considerable sea, gently reminiscent of the rough first qualifying race five days earlier. Andres Lisocki with his crew of wife Beatriz and Craig Farquharson took the lead early from the again favored left side of the course and led at every mark. The other leaders at the windward mark included Bryant, McDermott, Russell, Peters, Leigh Hopkins, ILCA President Bob Smither, and Penfield. Peters and the latter two moved up on the second weather leg to challenge Lisocki and Bryant. Smither had trouble rounding the second jibe mark and dropped out of contention. Peters closed on the final leg and almost hit Bryant when in bearing off on port tack to go below him, he lost his hiking strap and tiller and inadvertently tacked. Dame Fortune kept teasing Dave all week, but never let him get into irreparable trouble! The Columbian Lisocki, who represented his country in the 1975 Worlds and in the recent Olympics (470's) won the race, followed by Bryant (2), Peters (3), and Penfield (4). John Schneider (5) worked from tenth at the first mark to catch McDermott (6) and Russell (7) on the final beat. McKinley (8) did likewise after rounding the first mark 15th, Maltbie (10) caught five on the final beat, but the comeback award went to Huffman, who was 25th at the first mark and finished ninth. Schwartz finished 11th. Hamblet dropped from 11th to 16th on the final beat when the gruelling sea and breeze took its toll on his blood sugar metabolism. Peter (19) and Carlin (21) never recovered from their poor positions of 26th and 22nd respectively at the first mark. A protest between Lisocki and Bryant on a port-starboard incident was disallowed, and after four races

1. Bryant - 30
- 2-3. Lisocki - 33
- Peters - 33

The final day produced conditions similar to those of the third race, but this time the right corner proved highly favored, which McDermott and his crew diagnosed perfectly. They started at the RC boat, immediately took a long port tack and established an insurmountable lead by the first mark. Smither, Esser, Maltbie, Russell, Huffman, Lisocki, Hamblet, Smith, and Peter followed. On the final beat, with the other contenders tanked and Andres Lisocki seemingly the series winner, the RC fired three guns to cancel all flights. Twelve boats headed ashore to pack up, and the rest, wondering what had happened, sailed back to the restart. The race had been



We believe we have built some of the finest and fastest boats, sails, spars, and equipment available. We stand behind and service what we manufacture. We are full time in the business. We never advertise in such a way to mislead a buyer. May we serve you?

Our boats and spars have won many World, North American, District, and Fleet championships.

Our sails have won the Worlds, many North American District and Fleet Championships.

Our boats are current holders of the World, North American and South American Championships.

Our newest sails have just won the fall series (combination of Annapolis and Quantico).

We design, build, and rig the boats completely or supply in kit form.

We own our spar dies and casting forms, and sell spars bare or rigged as you wish.

We design, make, and repair sails in our lofts. Because we operate with a minimum of overhead, we can discount for fleet orders. Check our low prices.

We also sell Topsiders, foulweather gear (Peter Storm, Canor Plarex), gloves, life jackets, Lasers, 420's, Albacores, line, many fittings and equipment.

We swage wire to 3/8 inch. We handle used boats and sails.

May we serve you?

Tom Allen  
Audrey Hanks  
Peter Bone  
Jim Sprole

655 Fuhrman Boulevard  
Buffalo, New York 14203  
(716) 842-0800  
or  
(716) 885-4050

Crystal Beach  
Ontario  
(416) 894-1212

called after the finish line had drifted significantly during the finish of the Championship division.

In the resail the entire fleet went right after short starboard hitches to get clear air. Hamblet was followed by Peters, Larson, Peter, Hopkins, McKinley, Schneider, Schwartz, and Lisocki at the first mark. Hopkins initially held high to take advantage of the increasing breeze and by the end of the two reaching legs was first, followed now by Peters, Peter, Hamblet, and Schneider. Peter took the lead at the next weather mark from Dave Peters, who tacked too close at this mark and had to do a rapid 720 to remain ahead of Hamblet. Schneider and his crew of Karen Huntsman and Henry O'Hern overtook Peter on the tight reach by getting high early (akin to what Hopkins had done the first time around), lost Peter on the next reach but repassed him upwind when Peter's jib halyard got jammed. Peter, after getting his jib fully up, went left to clear his air. Schneider let him go in order to cover the rest of the fleet, and when they crossed again Peter had regained the lead by several boat lengths. However, this one was not over yet as Schneider drove way below Peter to take the favored end of the finish line (which may have drifted again) and nip Peter in a photo finish. Further back, Peters held off Hamblet in another close finish to win the series by two points over Hamblet and Bryant. The latter who was eighth in the final race lost the tie breaker, and he and his crew

of Jack Quigley and Carol Penfield had to settle for third overall. Schneider, a scant four points out of the first, finished fourth; and Jon Schwartz with a fifth in the finale took the fifth place silverware, one point ahead of Peter and Penfield. Lisocki dropped out of the running when he broke his second rudder of the week midway through the resailed race.

This year's winner, Dave Peters, adds his name to the roll of former winners that includes Karl Smither, Tom Allen, Hank Cawthra, Carl Eichenlaub, and Jack Mueller. Beginning the week without this regular crew, who had suffered a serious ankle injury, Dave was fortunate to find the experienced Dave Sprague, a skipper with both North American and World's experience to team with Jane Allen. She becomes the first of the third Smither/Allen generation to win silverware at the North Americans. Fred Hamblet, who also was runner-up in the 1971 Presidents' Cup in New Orleans and served the ILCA as a Vice-President and an Assistant Measurer from 1972-1974, sailed an excellent series, especially upwind. The other prize winners, Matt Bryant, John Schneider, and Jon Schwartz, and at least seven other skippers and crews were in strong contention throughout the series but could not match Dave Peters' overall performance. Congratulations to Dave and his crew as well as to Shrub Peters. She and Dave became the proud parents of a 6 lb. 2 oz. boy one month later. Nineteen seventy-six proved to be quite a year for the Peters.

## 1976 PRESIDENTS' CUP

Final Position	Boat #	Skipper & Crew	Race Finishes					Points
			1	2	3	4	5	
1	12754	Dave Peters, Jane Allen, Dave Sprague	10	15	5	3	3	36
2	11346	Fred Hamblet, Philip M. Hamblet, Jeanne C. Hamblet	14	3	1	16	4	38
3	10006	Matthew J. Bryant, Jack Quigley, Carol Penfield	9	7	12	2	8	38
4	13003	John Schneider, Karen Huntsman, Henry O'Hern	20	4	10	5	1	40
5	12800	Jon Schwartz, Arnold Schwartz, Carlos Lecaro	23	2	4	11	5	45
6	12886	Georges Peter, Carolyn M. Peter, C. H. Ritt	16	6	3	19	2	46
7	12587	Jeff Penfield, Kathy Penfield, David Penfield	6	14	10	4	12	46
8	10944	Glen Carlin, Cameron Carlin, Dave Sinko	19	1	2	22	7	51
9	12898	Chuck Maltbie, Marilyn Maras, Richard Brown	2	18	14	10	9	53
10	12971	Thomas McDermott, Barry Wilson, Trip Buckles	1	26	9	6	14	56
11	11450	Michael Huffman, Bill Huffman, Pete Huston	21	9	6	9	13	58
12	13000	Andres Lisocki, Beatriz de Lisocki, Craig Farquharson	3	21	8	1	34	67
13	12710	Al Mast, Lynne Mast, Douglas Hopkins	7	13	13	15	19	67
14	12775	Eric Larson, Clark Spielvogel, Jim Beninghaus	5	23	17	21	11	77
15	12890	Bill McKinley, Ed Stack, Hank Callahan	15	24	25	8	10	82
16	12709	H. Russell, Pam Russell, John Gastright	8	25	16	7	34	90
17	11200	Leigh Hopkins, Kirk Williams, Tom Hopkins	31	22	27	12	6	98
18	12823	Bill McShane, David E. Pendergast, Margaret S. McShane	27	20	15	18	20	100
19	10350	Dr. John Esser, Philip Schemel, John Morley	4	28	35	20	16	103
20	9286	Stephen Thomas, Sue Thomas, Rick Peters	18	5	23	23	34	103
21	12739	Denis Farley, Jack Huntsman, Frank Mergenthaler	25	10	24	13	34	106
22	10196	David White, Peter Schwartz, Cathy Bowman	29	11	18	17	34	109
23	11930	Dick Pugh, Bill Pugh, Bob Pugh	11	19	21	29	34	114
24	9921	Bill Babel, Tom Babel, Jeff Jones	32	8	19	24	34	117
25	12188	Robert Knop, Scott Tily, Blair Tily	12	16	28	27	34	117
26	12725	Bill Neal, John Humphrey, Mark Humphrey	17	12	26	30	34	119
27	12620	Rob Ruhlman, Mark Caldwell, Nancy Swope	22	17	20	34	34	127
28	12777	George Sipel, James Sayre, Jeff Hinkle	28	31	22	14	34	129
29	12837	Stephen Craig, Jeff Grinnan, Cindy Craig	24	32	30	26	17	129
30	12133	Nicholas Smith, Kevin Hegebarth, Gail P. Norstrom	33	27	7	31	34	132
31	10930	Bob Smither, Wendy Babb (O'Donnell), Bob Acker	26	30	29	34	15	134
32	11800	Mark Forhecz, Teddy Forhecz, Jim Gelenitus	30	29	31	28	18	136
33	12420	Randall Ruhlman, Peter Milani, Kate Caldwell	13	34	32	25	34	138

33 Boats 34 DNS/DNF 35 DSQ

# **LIPPINCOTT BOAT WORKS**

*Announcing*

*Our New Model*

## **— LIGHTNING —**

**New Hull Shape. . . . .**

**New Roomier Interior . . .**

**New Flotation System . . .**

**—**

**Latest Fittings !**

**Want to hear more???**

**Call or Write**

**Lippincott Boat Works, Inc.**

**Canal Avenue**

**Riverton, New Jersey 08077**

**USA**

**(609) 829-2024**



# GOVERNORS' CUP — S. Y. C.

by Ralph Messersmith

*Editor's Note: Reprinted from Flashes*

We arrived at S.Y.C. on Wednesday, and the lake looked like Paradise after nearly 1,000 miles of corn, silos, and farms. We completed the measuring and weighing in record time, and were ready to practice. Little did we know how much practice we would get. High winds and heavy seas reduced the two practice races to four legs (thankfully). But, the same conditions in the qualifying series reduced some boats to bits and pieces.

We missed the green fleet by 3 points, so we were ready to do battle with our yellow banner. My crew thought it necessary to tear it to ribbons in order to cut down the wind resistance.

## Tuesday, AM, 1st Race

The light south easterly wind favored the weather end. We started close to the committee boat and tacked to port as soon as we cleared the starting line. After five minutes, the fleet was evenly split and we continued almost to the starboard tack lay line. We flopped to starboard and looked to be in the top five when the air started its move to the south. With a 20° shift, boats from the middle climbed up to the pin, with John Cuccio first followed closely by John Morse, Chris Hamblet, David Parker and Richard Guinan. The second and third legs found the lead boats holding their positions.

The race had now become a follow-the-leader. With no weather leg, the R.C. called it after the 4th leg. John Cuccio held on to win, followed by Dave Parker (who picked off two boats), Morse, Hamblet, and Guinan.

## Tuesday, PM, 2nd Race

After a hearty lunch of Brat and Beer, we headed out for the second race. The light air continued a pattern similar to the first race. The leeward end was slightly favored and we got away about 4:15 PM. (not yet time for cocktails, but close). George Buckingham found the right combination and won the race, going away followed by Hamblet, Greg Florian, Hank Hodgson, and Joe Friebele. The sun was well past the Yardarm when we got to the dock at 7:30. Let's hope this trend doesn't continue the rest of the week. We noticed that the U.S.C.G., next to the club, would fly the small craft warning at various times. These warnings didn't exactly bring the high winds, but with 525 lbs. on board, we were always looking for the red flag and hoping for a blow. Tuesday night has Hamblet in front by 6 points over Greg Florian, followed by Joe Friebele, David Parker, and Bill Wynn.

## Wednesday, AM, 3rd Race

Wednesday morning was bright with a good southerly breeze stirring up the chop. The R.C. was right on time for this one. Both the blue and green fleets went to the right toward the shore, so with an even starting line, the yellow fleet followed suit. We held the long port tack and felt sure we'd



*John Cuccio chases Kip Hamblet in the Governors' Cup*

Photo credit: Jake Jacobson

round in the top three. But, Rich Stevens with Bill Cox's old *Zig-Zagger*, rounded in front followed by Friebele, Bob Klug, Bill Wynn, and Ralph Messersmith. We managed to stay high and caught some super surfers, and rounded the jibe mark in front. From then on, it was hike and hope that the boat stayed together. I missed the hiking strap on the next screamer, and went over the side. Luckily, Jim Schwartz yanked me back in the boat and Randy Dickerson grabbed the tiller and got us up on the next wave. We won it with Joe Friebele, catching John Cuccio on the last leg to get 2nd, Cuccio 3rd, Jack Burwell 4th after picking up 6 boats, and Hamblet 5th. Hamblet had 11 pts., Friebele 15 pts., Florian 19 pts., Wynn 20 pts., and Cuccio 21 pts.

## Wednesday, PM, 4th Race

The southerly wind was here to stay and it was building from 180°. The seas were going to give us all a workout. It's only natural for the yellow fleet to get a twenty-minute lunch hour, so with an extra brat, we were off. The leeward was slightly favored and the fleet quickly split after the start. The right side paid off for Jack Burwell who was first followed by John G'Sell, Chris Wurster, Ralph Messersmith, and John Cuccio. (Chris Hamblet was 6th). The tight spinnaker reach was made for our beef, and we moved up to 2nd with Hamblet, Cuccio, and Wurster close behind. Jack Burwell sailed a perfect race and won it with Cuccio 2nd, Messersmith 3rd, G'Sell 4th and Hamblet 5th. Chris survived a protest on the finish line and had a solid 7 point lead with 16 points. John Cuccio (23 points) was charging fast, and it was a toss up for the other three sports. (Friebele 32 points, Messersmith 33 points, and Florian 34 points).

## Thursday, AM, 5th Race

The southerly held a steady 180° and the line was even. George Buckingham and Marshall Walker went all the way right and did a horizon job on the fleet. But, 500 yards from



the finish, they were crushed to find that the race had been abandoned due to the finish marker drifting. So, back to starting line for another start. The 29 boat fleet was reduced to 16 boats. The leeward end was slightly favored and we managed to port tack the fleet. The long port tack to the lay line was the way to go. Hamblet rounded first with Blair, Messersmith, Florian, and Cuccio close behind. (Chris had it locked up at this point). The wind had shifted slightly to the east, which made the spinnaker reach a real knock down type. We passed Blair and Hamblet before our pole broke. Chris spun out coming into the jibe mark and hit it. Joe Friebele stayed clear and all but tucked the race away on the next leg. At the take down mark, Cuccio was 3rd, and Hamblet had dropped all the way back to 14th. All John had to do was keep 7 boats between them, and he was in. Joe Friebele won it going away followed by Blair, Cuccio, Florian, and Graf. John Cuccio with crew Giselle Wagner and David Crawford won it by 2 points, and with the exception of the 2nd race, they sailed a terrific series. Hamblet was 2nd (28 points), Friebele 3rd (33 points), Florian 4th (38 points), and Messersmith 5th (39 points).

We wound up the week with the awards banquet at the Grand Executive Inn. After dinner, John Cuccio and his crew graciously accepted the winner's trophy and then proceeded to show us his secret weapon. Out of his rudder bag came a go-fast rudder with a built-in propeller!

Our thanks to the S.Y.C. and all its members for giving us a week to remember.

## Lightnings

Saybrook built—Allens  
Sails by—Shore  
Custom Trailers, Galvanized—Cockpit & Dry Sail Covers  
Stearns Floating Jackets—Peter Storm Raingear  
Dacron Intrepid & Yacht Braid line  
Aluminum & Wood Masts, Rudders & Tillers  
Topsider-Sneaks, Moccasins & Shoes  
Schaefer, Seaboard, Nicro-Fico Hardware  
Cams & Clam Cleats, Compasses, Battens, Wind Vanes  
S.S. Wire-Swaging-Halyards, Sheets-Turnbuckles, Shrouds & Stays  
Yachts: Ericson 23' thru 46'  
Catalina 22', 25', 27', 30'  
S-2 Yachts 23', 26', 30'  
Alcott Sunfish & Force 5

### A Complete Sailboat Shop

Open 6 days All Year Round, Indoor Showroom  
10 year Bank Financing—Master Charge—Bank Americard

## Olsen Marine Co., Inc.

76 Ferry Blvd.  
Stratford, Conn. 06497  
Phone 203-375-5841

President, Bud Olsen, Skipper 1976 New Lightning #12868

A proud Life member I.L.C.A. See you on the Circuit

# 1976 GOVERNORS' CUP

Final Position	Boat #	Skipper and Crew	Race Finishes					Points
			1	2	3	4	5	
1	12852	John Cuccio, Giselle Wagner, David Crawford	1	17	3	2	3	26
2	8480	Christopher Hamblet, Robin Greenleaf, Ed Wall	4	2	5	5	12	28
3	12470	Joseph Friebele, Elaine S. Friebele, Eugene Willingham	8	5	2	17	1	33
4	12974	Greg Florian, Todd Grohne, Robin Irish	9	3	7	15	4	38
5	12808	Ralph Messersmith, Randy Dickerson, Jim Schwartz	21	8	1	3	6	39
6	12220	William Wynn, Jackson Wynn, Thomas Wynn	7	7	6	20	9	49
7	12834	Duncan Porter, John Skilas, Mark Mechler	13	13	12	7	7	52
8	11361	Jack Burwell, Jerry Baker, Chris Wight	17	18	4	1	13	53
9	11815	John G'Sell, Lindsay Dibler, Ron Brunnert	19	20	17	4	10	70
10	12835	Richard Guinan, Bob Thomas, Kirt Schuler	5	23	14	19	11	72
11	10707	David Parker, Sam Wardwell, David Hallagan	2	11	22	8	30	73
12	12025	Ron Blair, David Blair, Bill Wis	31	15	13	12	2	73
13	11188	Eric Graf, Mark Hilpertshauser, Tom Schroeder	10	16	30	14	5	75
14	12379	Robert Klug, Frederic Klug, Mark Sterges	11	14	10	30	14	79
15	11442	Dean Cady, Dana Cady, Bill Crow	22	19	21	11	8	81
16	12846	Hank Hodgson, Karen Hodgson, Jack Tibbs	20	4	11	21	30	86
17	12463	George Buckingham, Georgeann Buckingham, Keith Swihart	16	1	30	10	30	87
18	12068	Christopher Wurster, Toby Welles, Eugene Wurster	12	25	18	6	30	91
19	12029	Harry Hintz, Dottie Hintz, Leslie Hintz	18	6	16	22	30	92
20	11016	Carl Engels, Tim Vandermeulen, Jim Engels	26	10	8	18	30	92
21	13007	Sandy Huntsman, Les Hathaway, Dotty Meade	27	9	19	9	30	94
22	12699	Marshall Walker, Frances Hughes, Buddy Wainwright	6	28	9	30	30	103
23	11330	Robert Novak, Steve Sickler, Ted Duncan	15	27	24	16	30	112
24	12506	John Folwell, Carole Folwell, Charles Spann	23	24	25	25	15	112
25	12861	John Morse, Bill Draheim, Jim Draheim	3	21	30	30	30	114
26	12408	Bruce Baiden, Julie Baiden, Charles Medlock	24	12	26	23	30	115
27	12734	David Furey, Myrna Furey, George Nichols	25	29	20	13	30	117
28	5841	R. B. Stevens, Geoff Smith, Michael Fellows	28	22	15	24	30	119
29	12701	David Pfefferkorn, Carla M. Efird, Peggy H. Efird	14	26	23	30	30	123

Note: 10100 Bob Ohlsen, 11217 Matthew Burridge and 12707 James McCoy were qualified and registered for the championships but did not sail after the first qualifying race due to storm damage to their boats.

29 Boats. DNS/DNF 30 DSQ 31