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DECEMBER 1988



THE YACHTING MAGAZINE FOR THE PREMIER SINGLE-HANDED SAILOR

Distributed **EXCLUSIVELY** by
Huckleberry Publishing House
Wilmette, Illinois USA

solo

THE MAGAZINE FOR THE PREMIER SINGLE-HANDED SAILOR
VOL XXVI DECEMBER 1988 No. 3

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Published by
HUCKLEBERRY PUBLISHING CO.
Finn Towers
518 Park Avenue
Wilmette, Illinois, 60091, USA

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(Photos by Clarence Martin)

"THE MOMENT OF TRUTH"

1988 U.S. Finn Olympic Trials

By "Jolly Jim" Davis
Beloved President, USAFA

After four years of preparation, the U.S. Finn Olympic Trials finally got underway on July 5, 1988 at the Eastern Yacht Club, Marblehead, Massachusetts. Competitors began arriving in Marblehead two months prior to the commencement of this regatta to begin their preparations.

Many of the competitors took time out to sail the "Ice Bucket Regatta," the 1988 North Americans at Halifax, Nova Scotia in early June, where Russ Silvestri of Tiburon, Calif., walked away with a frosty ace. Many also sailed the RIISA regatta at Barrington, Rhode Island while preparing for the trials and the U.S. Nationals, May 20-22, at nearby Marion, Mass. where Brian Ledbetter was able to hold off the competition to win it for the fourth time in a row.

Extensive preparations for the event had been going on for the past year by many people, both competitors and Finn class supporters. For example, the USOYC with Norm Freeman (former USAFA President and was 2nd in 1969 U.S. Finn Championships) and the Finn Member, Buzz Reynolds, had been busy ironing out a myriad of last minute details. Eastern Yacht Club's man for all seasons, L. P. "Pem" Pleasants, who made an enormous contribution to this regatta, was also busy with a hundred important things. Finn sailors worked hard on finishing touches with their sailmakers to try to find the optimum combination for the expected tricky Marblehead light and shift conditions.

**EVERYONE WANTED
THE ISSUE ...DECIDED
ON THE WATER.**

Measurements. On June 26, 1988, measurement began with ace Class Measurer Wayne "Get on the Plane" Myers going to work with his rubber ruler at a warehouse donated for the purpose by Vanguard Racing Sailboats of Bristol, Rhode Island. Chip Johns, USAFA Secretary and Business Manager at Vanguard, saw to it that this location was provided. Measurement had been a concern among all competitors, as a comprehensive effort in this regard in the Finns had not been accomplished for some time. It was unanimously agreed that the

THE WINNER OF THE U.S. OLYMPIC FINN TRIALS



U.S. REPRESENTATIVE TO THE OLYMPICS

Lieut (Junior Grade) Brian Ledbetter, USN, Laundry and Morale Officer of the Waves Barracks, USNTPC, San Diego, Calif., won the Finn Olympic Trials and was on the stairway to the Olympics at Pusan, Korea. His famous saying is, "Soybeans and dildos are both meat substitutes!"

boats of all trials competitors had to be measured. After some hard work, this requirement was met. "Down the Drain" Wayne Myers with some personnel assistance provided by Chip Johns, worked tirelessly and because of his efforts, the day was carried. Sails were measured by Doyle Sailmakers in Marblehead with former Finn and current Etchells sailor, Jud Smith doing the honors. Despite some premature concerns that some Finn sailors were measuring in too many sails, this evolution went off without a hitch. The entire measurement effort subsequently went flawlessly and the Trials were off to a good start.

Preparations. A good start was indeed important because past trials, particularly the most recent in 1984, had not gone smoothly. Although unspoken, it was apparent that everyone concerned with this effort wanted to make sure that these trials were a success. Everyone wanted the issue of who was going to represent the United States in the Finn Class for the 1988 Olympic Games, decided on the water. We did not want the issue settled in the courts which, sadly enough, is in vogue in some sailing circles these days.

Despite the gravity of things generally, Finn sailors showed that they can, even under heavy pressure, behave like Finn sailors. Unaccountably, Bob Oder's Finn ended up in Marblehead Yacht Club's swimming pool at a dark hour three nights before the regatta. When the Oder-eater discovered this, he immediately called the Army, Navy, Coast Guard, Marines, FBI and "Sherlock" Pem Pleasants to investigate. The local constabulary was also mustered and the matter treated with classic New England outward gravity and a twinkle in the eye of all concerned. The only one who was not amused was Bob who promised untold horrors in retaliation if such a thing happened again.

Pre-racing. A skippers' meeting was held at 4 p.m. on the 4th of July at the yacht club. USOYC member (and former USAFA President) "Storming Norman" Freeman ran a brief meeting that met all the requirements. He wisely stipulated that all questions concerning procedures be submitted in writing. This tactic silenced some of the Class' more noted springbutts and severely curtailed frivolous inquiries. The reason for

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this is that many Finn sailors devote little time to reading and writing. Hence, the meeting was very brief. The configuration of the race course was to be the same as the Olympics, that is one-triangle, windward-lee-ward, and then another triangle and finish on a windward leg. The schedule called for one race per day with races to start each afternoon at 1:30 p.m. They hoped to have ten races with two throwouts. At the end of the administrative comments, Gus Miller, Senior Beaver Patrol Leader and the "Ancient Mariner" of the Finn class, stood up and eloquently spoke of the ancient Greeks and the philosophy behind the Olympic games. He

spoke not only of athletic prowess but of moral and spiritual soundness. Overcome by all of this and probably having difficulty understanding any of it, Brian Ledbetter interrupted Gus and asked him if he had been present at any of the ancient Greek Games. Gus told him no because he could not find any sneakers. On that note the meeting was ended and everyone stayed around to watch the 4th of July fireworks.

Racing.

Race 1. Tuesday, July 5th dawned clear and hot with a light breeze in the harbor. The start was delayed for about one hour awaiting wind. Fin-

ally a light wind of about 8 knots came out of the southeast. The starting sequence went flawlessly and the first race was underway. On the first beat, the left side was slightly favored and Brian Ledbetter started well enough to be in position for the first shift from the left. He capitalized on this and led at the weather mark followed by Mark Herrmann, Stu Neff and Peter Truslow. Thereafter, although light in velocity, the wind remained relatively steady ex-

(Continued on next page)

U.S. Olympic Finn Trials, Marblehead, Mass., July 5-15, 1988

Final Pos.	Skipper	Sail No.	Race No.								Final Points
			1	2	3	4	5	6	7	8	
1.	Brian Ledbetter, San Diego, Cal.	US 1080	1	#13	1	3	3	1	2	1	14.4
2.	Stewart Neff, Cambridge, Mass.	US 1020	3	1	3	7	#8	6	1	4	44.1
3.	Alec Cutler, Madison, Conn.	US 1044	8	3	#12	2	2	2	11	7	58.7
4.	Russ Silvestri, Tiburon, Calif.	US 1074	6	4	6	1	12	3	#16	3	60.8
5.	Peter Truslow, Cold Sp. Hbr., NY	US 1047	7	6	9	8	#13	4	4	5	79.7
6.	Rich Byron, Long Beach, Calif.	US 1060	5	5	7	13	4	11	3	#ret	82.7
7.	Jim Hahn, Edgewater, Md.	US 1034	12	8	2	6	6	12	#15	12	94.4
8.	Andy Pimental, Barrington, R.I.	US 1105	10	2	5	4	9	10	21	#ret	95.0
9.	Peter Shope, Branford, Conn.	US 1000	13	11	4	14	10	#19	7	9	108.0
10.	Mark Herrmann, Rumson, N.J.	US 1026	2	#dsq	14	12	1	8	6	pms	115.7
11.	Louis Verloop, Pond Ridge, N.Y.	US 1066	11	14	#33	20	14	9	13	2	120.0
12.	Chas. VanVoorhis, Mattapoisett, Mass.	US 1052	16	10	#25	9	7	20	8	8	120.0
13.	Scott MacLeod, Rowayton, Conn.	US 1070	4	16	19	5	5	5	#dsq	pms	134.0
14.	John Porter, III, Savannah, Georgia	US 996	#24	7	11	23	19	22	5	14	142.0
15.	Gus Miller, Portsmouth, R.I.	US 975	14	18	8	15	17	13	20	#pms	147.0
16.	Robert Oder, Coronado, Calif.	US 1068	9	9	#ret	18	dsq	15	10	6	151.7
17.	Mike Martin, Norfolk, Virginia	US 1087	15	17	13	11	#dsq	7	9	pms	157.0
18.	Bob Guidinger, Waukesha, Wisc.	US 1085	19	19	15	#27	11	17	17	17	157.0
19.	Chip Johns, Barrington, R.I.	US 1004	20	25	17	17	18	14	#36	11	164.0
20.	Lou Nady, Berkeley, Calif.	US 1009	17	23	16	22	#pms	25	19	10	174.0
21.	Guy De Boer, Coral Gables, Fla.	US 1011	21	#31	10	24	15	21	26	16	175.0
22.	Mike Tamulaites, Norfolk, Virginia	US 1091	18	15	18	30	#pms	16	28	13	180.0
23.	Peter McChesney, Bethesda, Maryland	US 1064	22	26	20	10	#pms	18	29	15	182.0
24.	Trevon Gleadhill, San Jose, Calif.	US 1050	26	24	28	21	21	#28	22	22	206.0
25.	Dave Wilson, Ventura, Calif.	US 1104	25	28	21	28	27	24	23	#dnc	218.0
26.	Mark Polzin, St. Louis, Missouri	US 1093	23	12	22	19	#dsq	23	35	#pms	219.0
27.	Thomas Layton, Deep River, Conn.	US 1094	31	22	31	34	#dnf	29	14	20	223.0
28.	Rick Peyran, Palo Alto, Calif.	US 1001	28	27	#36	25	16	32	33	25	228.0
29.	Kim Zetterberg, Rancho Cordova, Cal.	US 1086	36	36	29	29	29	#ret	18	18	237.0
30.	Joe Tomlinson, Marion, Mass.	US 971	34	35	#ret	16	31	27	32	23	240.0
31.	Dan Guidinger, Pewaukee, Wisc.	US 1101	32	21	38	41	26	30	12	#ret	242.0
32.	Bill Bond, Tulsa, Okla.	US 1071	30	32	30	#38	30	26	31	21	242.0
33.	Gil Greenwood, Bartlesville, Okla.	US 960	#38	29	34	32	22	35	24	29	247.0
34.	Bill Upthegrove, Somerville, Mass.	US 1007	33	#dnf	35	26	23	34	30	27	250.0
35.	Scott Griffiths, Shawnee, Kansas	US 1106	27	34	39	#40	24	31	37	19	253.0
36.	Doug Hanson, San Francisco, Calif.	US 1041	#ret	33	27	42	28	33	25	24	254.0
37.	Rick Prince, Sausalito, Calif.	US 977	39	#39	26	31	25	37	27	28	255.0
38.	Jim Davis, Annandale, Virginia	US 1081	37	38	37	#39	32	36	34	26	282.0
39.	Dave Powell, Norman, Okla.	US 1055	35	20	24	36	pms	ret	dnc	#dnc	286.0
40.	Dennis Holt, Seattle, Wash.	US 830	29	30	23	37	dnf	dnc	dnc	#dnc	290.0
41.	Eric Wilson, Lakewood, N.J.	US 1021	dns	dns	#dns	33	20	dnc	dnc	dnc	310.0
42.	Adam Asch, City Island, N.Y.	US 1063	41	37	32	35	pms	48	dnc	#dnc	311.0
43.	Patrick O'Malley, Oviedo, Fla.	US 1090	40	dnf	dns	#dns	dnc	dnc	dnc	dnc	340.0

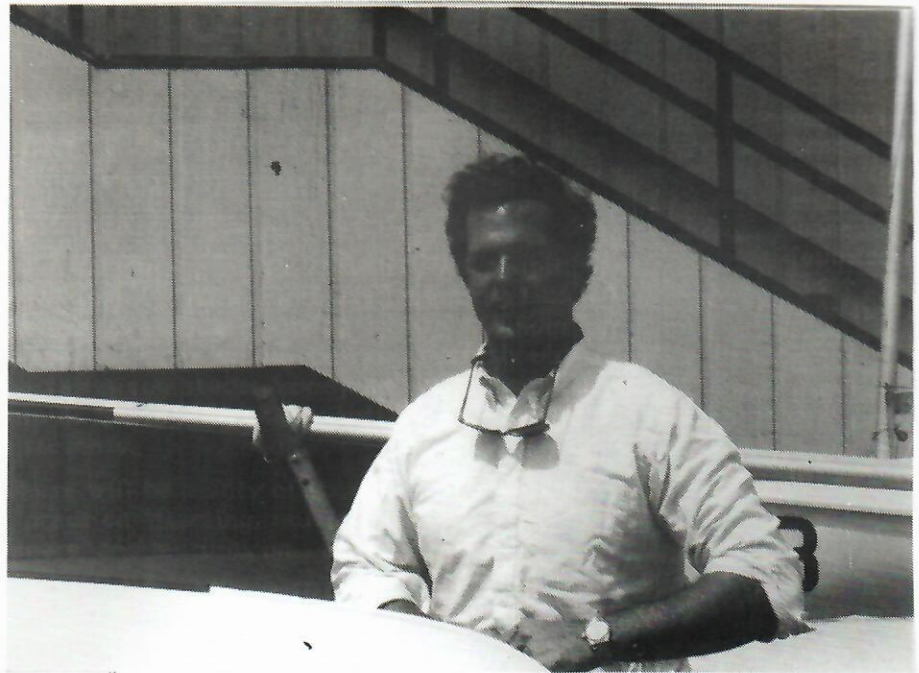
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cept for minor shifts and holes on the course that were to be avoided. Brian then proceed to lead at every mark and win the race. Markie Hormone of Rumson, N.J. was second followed by local banker Stew Neff. Scott MacLeod of Rowayton, Conn. was 4th, having to work his way up from a 9th position while Rich Byron of Long Beach, Calif. was 5th. On the first downwind reaches, Rapid Richard was fast and worked his way up to 3rd and on the second beat up to 2nd, but then proceeded to fall back. "Slippery" Silvestri was 6th. "Dugout Doug" Hansen heard them icing the beer on shore and so dropped out on the last leg of the race to make sure he got his share.

This race set a pattern for the rest of the regatta in that wind tactics became the primary consideration. If you missed a shift you lost five or six boats.

Race 2. On Wednesday, the fleet had to be towed out to the starting area and the race again got underway in a light southeasterly. The first shift came in from the right and if you were on the left side, you were already behind in a big way. Handy Andy Pimental read the conditions perfectly and was first at the weather mark, closely followed by newly-commissioned Ensign Alex Cutler. Russ Silvestri and Rocket Rich Byron were next, followed by Stew Neff. As the race progressed Andy P. held his lead while those just behind slugged it out and kept trading places. Toward the end of the race, the light wind started dying and shifts became extremely important. Stew, who had been steadily moving up from fifth, rounded the final leeward mark in second with his sights set on Pimental. Playing the shifts beautifully, he picked up a private breeze and passed Andrew near the finish line and took the bullet by about 4 boat lengths. That the fleet was "first class" was now firmly established in that it was obvious that it was very difficult, if not impossible, to move up through the fleet. Brian Ledbetter could attest to that fact as he was on the wrong end of the windshift on the first leg and rounded the first buoy in 18th place and could only work his way up to 14th. Scooter MacLeod was in 20th and got back to 17th. But they gained one place when Mark Herrmann, who had finished



THE BRIDESMAID - STEWART NEFF

Runner-up at the 1988 U.S. Olympic Finn Trials, the "local yokel", Stewart Neff. Stew was 5th in the 1979 Gold Cup and came close to making the Olympics this time. He presently works for a bank (note the white shirt) where he sits in the corner and counts pennies. He is trying to get donations for a "half way house" for teenage girls who won't go all the way. (Photo by Clarence Martin)

9th, was tossed out of the race by the Jury for excessive kinetics. His protest of innocence, his claim that he had "ants in his pants," and that Dick Rose and the Jury needed to see an eye doctor, did no good. Mark would have been in second place if he had not received the DSQ.

As the day ended, Stew Neff was in control with a two-race total of 5.7 points. Brian Ledbetter and Andy "Dimple" Pimental had 19 points and Russ Silvestri had 19.7.

That evening Professor Goose Miller of Beaver U. conducted discussions with the Pleon Yacht Club, a junior yacht club of young sailors operated with the support of Eastern Y.C. Pleon Yacht Club is composed of young sailors and supports a fantastic youth sailing program. Gus told of his experiences in Finn sailing and then brought several of the fleet "hot shots" up to speak of their experiences. All in all, it was a good evening. Hopefully, there will be some Pleon sailors in the Finn class someday.

Race 3. On Thursday, the winds were once again, you guess it, light and fluky. It paid to stay near the center on the first beat as the wind was shifting only slightly with no particular side favored. Nevertheless, it was essential to be in phase with the shifts as great gains or losses could be made, depending how one played

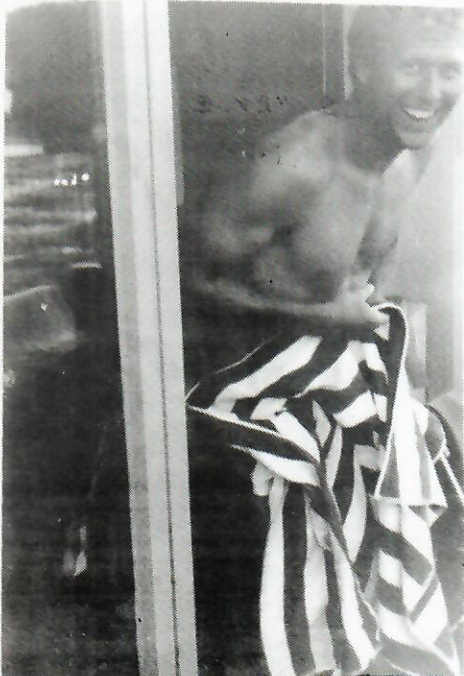
the breeze. Peter Shope sailed a beautiful leg and got the lead at the weather mark. Jim Hahn, in a rig that was consistently fast throughout the trials, was second, followed by Stew Neff and Brian Ledbetter. That tugboat skipper cum yachtsman, Russ Silvestri rounded fifth. Peter held the lead on the two reaches and on the next beat. But after rounding the second weather mark, he went one way and the fleet went the other. This inexplicable error in navigation was later discovered to be "operator error" in Peter's inertial navigation system as he had inserted the wrong waypoint for the leeward mark. Brian Ledbetter had picked off 3rd-place Neff on the reaches and Jimmy Hahn on the second beat when Jim fell to 5th place. Brian was fast downhill and took the lead on the run at the leeward mark, never to be headed again. On the third beat, Jim regained his second place and finished in that spot, just ahead of Stew Neff. Peter Shope sailed an excellent final beat and finished fourth with Handy Andy Pimental edging out Russ Silvestri for fifth. By the time the race was nearing its end, the breeze was dying.

Bob Oder retired from the race when he became involved in an altercation at the leeward mark. This was the first time that Bob had ever been

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OLYMPIC TRIALS

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PHARTIN' MARTIN STRIKES

Mike Martin ended up 17th at the Trials but had more fun than anyone. Mike kept claiming that the girls knew him as "Snowstorm" because "they don't know when he is coming, how many inches they'll get or how long he will stay."

involved in such a folderol at a mark and was so overcome with the emotion of the thing, he could not continue (besides he could get a head start on the beer). This race also was Guy DeBoer's best race with a 10th place finish. He was so happy that he went out and bought a new Finn once he saw that he could compete with the big boys. His tenth place finish was cited in the local papers. Guy had indeed arrived.

Stew Neff's two 3rds and a 1st had him still leading the pack with only 11.4 points. Brian was in sole possession of second place with 19 points while Handy Andy Pimental had 29 points and Russ Silvestri had 31.4 points.

Race 4. Friday's fourth race was another light day where wind tactics were paramount. Russ Silvestri, who likes a breeze, sailed beautifully in the light stuff to get out in front on the first beat and lead the rest of the way around. The three-time North American Champ got a fine start and then just hung on for the victory. Alex "Horatio Hornblower" Cutler immediately got in second place and held it, followed by Brian Ledbetter, Andy Pimental and Scott MacLeod. Jim Hahn was 6th while Stew Neff



had a poor first beat and was in 12th place at the end of the first beat. He was able to work his way up through the fleet and by the end of the third beat got into 7th place and held it. Stew was quoted in the Boston Globe as saying "It's a long series and anything can happen. The name of the game out there is consistency. And you can't make mistakes. One bad start and you're history. With the level of competition being what it is, you just can't claw your way back from 20th or something."

Stew Neff was barely hanging onto his lead with 24.0 points and Brain Ledbetter was only .7 points behind in second. Russ Silvestri's bullet put him in 3rd place with 31.4 points while Andy dropped to 4th place with 37.0, followed by Alex Cutler's 40.7 points and Jim Hahn's 46.7.

Lay day. Saturday, July 9, was a scheduled lay day in honor of the greatest layer of them all, Larry Lemieux. Religious services were held in several of the local pubs and motels.

Race 5. On Sunday, the fleet was towed to the start only to have to wait for an hour when a 8- to 9-knot breeze filled. "Markie" Herrmann got a great start or got away with it. Lovable Lou Nady, Mike Tamulaites and Peter McChesney got tagged with a PMS. Mark played the first shift correctly and then proceed to sail a fine race and hold the lead all the way around the course. Alex Cutler was equally adept in the light conditions and was second all the way around. Brian L., Rich Byron and Scooter MacLeod gave everyone light-air sailing lessons during the race. Brain was 11th at the first mark and ended up third while Rich was 12th and ended up 4th. Scott McL. was 19th and worked his way up to fifth. Mike Tamulaites sailed his best race, was third part of the way round, fell to 6th and then found out, he was PMS'd. The Jury was also busy and DSQ'd Robert Oder, Mike

Martin and Mark Polzin ("Ooching is dangerous to your health").

With the series half over and counting one throwout, Brian Ledbetter with 11.4 points took the lead away from Stew Neff with 24.4 points. Alex Cutler was in 3rd with 25.7, followed by Russ Silvestri with 31.4, Andrew Pimental with 36.0 and James Hahn with 40.4, Rich Byron and Mark Herrmann tied with 41 points.

Monday blues. The boats were again towed out to the starting area with the regatta still up for grabs. There was little or no wind and everyone drifted around for three hours while waiting for a breeze to show up. Wisely, the race committee bided its time and did not start the race. Twice, they were tempted and came close when the wind started to pick up, only to die again. Finally, the committee decided that the best plan was to go home and abandoned the race. By this time in the regatta, some of the contestants were getting somewhat frustrated by the light breezes. One sailor, once ashore, vented his spleen to some of the hovering newshawks and complained about the light conditions encountered at Marblehead when at Pusan, the Olympics would be sailed in heavy airs. The next day, these complaints appeared in the local paper. Nobody ever said Finn sailing was going to be easy.

Race 6. Tuesday's race saw a little more breeze than normal - around 10 knots. Alex Cutler got a good start and jumped off in the lead, being first to the windward mark, followed by Pimental, Truslow, Silvestri and Scott MacLeod. Brian Deadbeat was in 7th and started crawling up. Alex led the pack for the triangle and then the windward-leeward while Pimental faded on the second beat as it seemed like everyone passed him. He was back to sixth place by the end of the second beat. (He finally disappeared into the oblivion of a 10th place finish.)

The rest of the race was a battle between Russ Silvestri, Peter Truslow, Scott MacLeod, Stew Neff, Alex Cutler and Brian Ledbetter. Marginal hiking conditions benefited some of the heavy-air boys and the results showed. In the end, Brian was not to be denied and came from seventh at the first weather mark to overtake Alex on the fourth reaching leg to take the lead and hold on for the ace.

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Alex got his second and both Russ Silvestri and Peter Truslow passed Scooter MacLeod on the last beat to take 3rd and 4th place. Stew Neff held on to a 6th.

At the end of six races, Brian was beginning to pull away with only 11.4 points. Alex Cutler, another refugee from the Severn Yacht and Gun Club, had taken over second with 28.7 points, followed by Stew Neff with 36.1, Russ Silvestri with 37.1 and Andy Pimental with 52.0.

Brian modestly told the newspapers that "Racing is a lot like baseball. If you hit a homer in the top of the first it makes it easier but it doesn't lock up the win. And sometimes you strike out doing it." Actually, it was pure good sailing that had put him in the lead.

Brian also was quoted as saying "I know the other guys are just chomping at the bit, especially Alex (Cutler). He has nothing to lose and is hitting the first shift every time out.

Race 7. Wednesday race was a tough, shifty light-air race that tested the mettle and tempers of every Finn sailor on the course. Scooter MacLeod jumped off the start to take the lead in the the light and shifty conditions. He was overhauled downwind by a possessed Stew Neff near the leeward mark and then on the next beat by Peter Shope. Stew Neff went on to win the race in a superb demonstration of how to sail in light Marblehead conditions. Brian Ledbetter, not to be denied, was in 8th place at the end of the first leg but was able to climb up to 3rd place,

behind Scooter at the finish. (Later, Scooter got tossed out of the race with a DSQ so Brian ended up second.) Rich Bryon sailed tough all day and finished right behind Brian, followed by Peter Truslow, who finally had gotten into a groove. Alex Cutler ended up 11th and Russ Silvestri was 16th, dimming their chances to win.

Little shifts, holes and current all played a part in the day's game. Within the fleet there were great losses and gains on the various legs. On a given leg you could experience both the heights and depths depending on what was happening. This ordeal went on for the better part of three hours and at the end of the day, everyone who had competed had earned his pay.

Although Stew had won the race, the regatta was now, for the first time, in Brian's grasp. With one throwout, Brian had 14.4 points. Stew Neff had 36.1 and Alex Cutler had 45.7. Russ Silvestri was in 4th place with 55.1, followed by Rich Byron with 63.7 and Peter Truslow with 69.7.

Race 8. As Thursday dawned, there was a breeze in the harbor and the

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Jim Davis sizes up the Olympic Trials' contestants

USAFA President Jim Davis sizes up the various participants in the 1988 U.S. Olympic Finn Trials at Marblehead, Mass.:

- **Brian Ledbetter**, at the closing ceremony of the 1988 U.S. Olympic Trials at Marblehead, Mass., said that now he had to start from zero in his pursuit of a gold medal at Pusan. He has campaigned hard, has proven himself to be an outstanding sailor and everyone wished him the very best of success.
- Second-place **Stewart Neff** was commended, quite rightfully, by Andy Kostanecki for his sterling effort after an eight-year absence from sailing the Finn. He is truly a world-class sailor and formidable competitor.
- Third-place **Alex Cutler**, after a brilliant collegiate career, showed that he can sail with the best of them.
- **Russ Silvestri**, despite conditions not well suited to his style, had completed a valiant campaign, ending up fourth. He was later named as an alternate on the U.S. Olympic Sailing team, a most deserved honor.
- **Peter Truslow**, despite some severe back problems, had overcome that and had beat many fine sailors with his fifth-place finish.
- **Rich Byron**, at 42 years, had a hard-luck regatta but was as fast as anybody. Although he was one of the smallest sailors, he just might be the toughest, and besides, he had Mona to drive back to the West Coast with him.
- **Jimmie Hahn**, also in his early forties, had put together a very fast sail/mast combination and sailed a great regatta to a 7th place finish.
- **Andrew Pimental**, always very skillful, sailed a fine regatta after an abbreviated training schedule.
- **Peter Shope**, hurt back and all, is a great sailor and was always "in the hunt" in a great fleet.
- **Mark Herrmann**, in getting a 10th place finish, showed flashes of brilliance and, had he not been tossed out of a race, would have finished higher. He is a superb sailor with a bright future.
- **Lou Verloop** would love to sail a Finn in a southern ocean in 30 ft. waves and 40 knots of wind. He knows what he has to do in the next campaign.
- **Charlie Van Voorhis**, now a working man, is a great athlete who can sail as well. We hope he sticks around.
- **Scott MacLeod** is a world class Finn sailor who has won many trophies. He can sail the crates they come in. He had a tough regatta, finishing 13th. This will sometimes happen.

(Continued on next page)





OLYMPIC FINN TRIALS

(Continued from previous page)

"Hippy-Dippy" weatherman was calling for 15 to 20 knots offshore. The sail out to the starting area was in a good 10-knot wind and as the 1:30 p.m. start approached, the wind started piping up. At last, the heavy air Finn sailors would have the big breeze they had hope for and the weather was more like the expected weather at Pusan. It was the kind of day where you pull the inhaul in and outhaul out, put the cunningham on, hike hard and steer hard as 5-ft. waves accompanied the strong breeze. Brian Ledbetter and his closest competition, Stew Neff, started in the middle of the line. At the gun, a small lift came in from the right and Brian L. was there to take advantage of it. He jumped into a commanding lead almost immediately. Heavy-air expert and resident strongman, Louis Verloop, for the first time, was in his element and was off to the races as the wind continued to build. Brian was leading at the first weather mark with Looie, Mike Martin, Rich Byron, and Stew Neff right behind. Going downwind, Rich Byron moved up to second place, but broke his boom on the second beat and had to retire. Brian held the lead



Eastern Yacht Club

all the way around the course and won the race convincingly by over a minute. Lou was second, Russ third and the ever tenacious Neff was fourth. Peter Truslow finished 5th, putting together a fine final three races. The race was a great release for everyone who was tired of light air and most fortuitous for the regatta.

After Brian finished, spectator boats sounded their horns in celebration. He richly deserved this salute. He had clinched the Finn berth on the U.S. team in a great demonstration of sailing. The sail into the harbor was in a tremendous-a booming broad reach as the wind continued to build from the southwest, a fitting end to a great day. Ashore, a celebratory beer or two were consumed to honor the victor of this competitive affair.

Thank God it's Friday. Friday's schedule race was attempted after a long slow sail out. The Race Com-

mittee waited for a while to see if there was any chance to get the race off as standings in the regatta could still be changed, although Brian had cinched the Olympic berth. The day was as calm as the previous day was breezy. After about an hour, the committee decided to call it quits. Everyone was towed back to the harbor. Except for the party, the 1988 U.S. Olympic Finn Trials had ended.

Eastern and Pleon Y.C.s hosted a first-class awards ceremony on Friday evening. The Race Committee was thanked for its fine effort as were Dick Rose and his judges who did a beautiful job of keeping kinetics under control. Pem Pleasants was presented with a plaque commending his vast contribution to the Trials. Norm Freeman also was recognized for his contributions and organizational skill.

If you weren't there, you missed a great show. Thanks to all who participated afloat and ashore.

Olympic Trials' contestants

(Continued from previous page)



- **John Porter** just started in the Finn and is a fine sailor. He had some good finishes and should be a contender for the 1992 Olympics.
- **Gus Miller**, at age 53, is a legend in the Finn class. He finished a superb 15th and is selfless in his willingness to help others in this boat.
- **Bob Oder** finished a long hard campaign. He can and does make the boat go very fast. We'll try for more air in the future, Bob.
- **Mike Martin** has a bright future in Finns. He has been a winner in several regattas, and is a strong contender for 1992.
- **Bob Guidinger** is an accomplished sailor who is always tough. Despite a job and family, he made a fine campaign and will be a contender for 1992.
- **Chip Johns** sailed well, especially when it hooted. Vanguard executive and class officer, he can make the boat go. By now, he is married to Colleen and should be even faster.
- **Lou Nady**, a great Finn sailor with a long and distinguished career in the boat that spans many titles and two decades, brought his family back to the East Coast for this regatta. He led an excellent group of West Coast Finn sailors who took time off from important jobs to sail this event.
- **Guy DeBoer**, one of the most improved players, had some good races and liked it so much that he finally bought a boat.
- **Mike Tamulaites**, also vastly improved, gets better with age. He is still very young so he ought to great by the time he calls it a day.
- **Peter McChesney** showed flashes of speed on the race course and is a fine sailor. We hope that he is around for 1992. He has a lot of potential.
- **Trevor Gleadhill** is a young West Coast sailor with a load of talent who is a definite contender for 1992.
- **Dave Wilson** is a crusty old California Finn sailor who has made significant contributions to the class. He can also make the boat go fast. We are glad you are aboard, Dave.
- **Mark Polzin**, an aeronautical engineer who understands Finn hydrodynamics, is one of the most improved sailors on the circuit. He will be a threat in 1992.

(Continued on page 31)

ANNAPOLIS ALL TIED UP

The Florida Flash, Lou Verloop, and the Boston Banker, Stew Neff, tied for 1st at the abbreviated Navy Finn Invitational at Annapolis, Maryland, April 23-24, 1988 against a fleet of 18 boats. This was the start of the east coast circuit which would lead to the U.S. Trials.

Winds on Saturday were 15 to 28 knots and Looie was in his element with two 1sts, a second and a third in the four-race series. Stew Neff also had the same finishes. An inmate of a local trade school, Alex Cutler, was a distant third in the series.

On Sunday, the races were cancelled because the winds were well over 30 knots.

USAFA Prexy has moved!

USAFA President Jim Davis has moved from Annandale, Virginia. His new address is:

Jim Davis, USAFA
314 Alexander St.
Kingsville, Texas 78363
Tel: [512] 595-4546

The President of the Annandale Chamber of Commerce was quoted as saying, "Virginia's gain is Texas's loss." The Washington Times ran an article saying that "The new Bush Administration will have a better chance of reducing the budget deficit with Jim Davis in Texas." And the Kingsville Chronicle said "...and we have not even recovered from the depressed oil economy yet."

1991 Gold Cup at Kingston, Ontario

The 1991 Finn Gold is scheduled for the first week in September at Kingston, Ontario. The last time the Gold Cup was sailed in North America was 1974 at Long Beach, Calif. when the only time a North American, in this case, "Super Henry" Sprague won it. It was sailed at Toronto, Ontario in 1971 when the late great Finn sailor, Joreg Bruder of Brazil won and the late Carl Van Dyne of USA was second.

CFA President Lawrence Lemieux stated that the Kingston Y.C. facilities, which were built for the 1976 Olympics, will be used. Larry went on to say, "Hell, I won't have to do much. Nick Jako will take care of it all! All I have to do is show the visiting sailors where the Manor Hotel is."

The 1989 Gold Cup is at Alassio, Italy, April 6-16, 1989. The 1990 Gold Cup will be in Phaleron Bay, Greece, July 5-15, 1990. The 1992 Gold Cup will be at Cadiz, Spain in May, just ahead of the 1992 Olympics at Barcelona.

1988 Navy Invitational, Annapolis, Md., April 23-24, 1988

Final Pos.	Skipper	Sail No.	Race No.				Final Points
			1	2	3	4	
1.	Lou Verloop, Pond Ridge, N.Y.	US 1066	1	3	2	1	8.7
2.	Stewart Neff, Cambridge, Mass.	US 1020	3	1	1	2	8.7
3.	Alec Cutler, Madison, Conn.	US 1044	7	2	3	5	30.4
4.	Mike Martin, Norfolk, Virginia	US 1047	5	4	5	3	33.7
5.	Peter Truslow, Cold Spg. Hbr., N.Y.	US 1047	4	5	4	4	34.0
6.	Chuck Pucciariello, Annapolis, Md.	US 1098	10	8	4	4	52.7
7.	Gus Miller, Portsmouth, R.I.	US 975	9	6	8	7	53.7
8.	Mark Polzin, St. Louis, Missouri	US 1093	12	7	7	6	55.7
9.	Jim Hahn, Edgewater, Maryland	US 1034	7	dnf	9	9	68.0
10.	Tom Layton, Deep River, Conn.	US 1094	14	9	10	11	68.0
11.	Chip Johns, Barrington, R.I.	US 1107	13	11	11	dns	78.0
12.	Derek Mess, Cambridge, Mass.	KC 115	2	dnf	dns	dns	78.0
13.	Tomas Pechanec, Elizabeth, N.J.	US 1073	dnf	12	12	12	79.0
14.	Guy DeBoer, Coral Gables, Fla.	US 1011	8	dnf	dnf	10	80.0
15.	Peter McChesney, St. Marys City, Md.	US 1064	11	10	dnf	dnc	83.0
16.	Dennis Holt, Seattle, Wash.	US 830	17	13	13	dnf	86.0
17.	Jim Davis, Annandale, Virginia	US 1081	15	dnf	dnf	dns	96.0
18.	Eric Wilson, Lakewood, N.J.	US 1021	16	dnf	dnf	dns	97.0



ERIC WILSON ADVERTISES

The little old cross-eyed seamstress who can't mend straight, is smiling as he tries to advertise standing next to the crane. A recently-married friend told him "I never slept with my wife before I married her. Did you?" Eric replied, "I don't know. What was her maiden name?" (Photo by Clarence Martin)

SORRY ABOUT THE DELAY

This is the first issue of SOLO since April 1988 and the largest issue ever. Sorry about the delay (it is being mailed mid-January 1989) but the editor is a volunteer and has to work to buy food. Also, the reports were slow coming in because of the busy summer. We hope to do better during the coming year, especially if reports are more timely.

One FINNFARE is being mailed to regular members with this issue. The IFA distribution is mixed up and we hope to straighten this out shortly.

The Finn Tower does not have any more FINNLOGS. The publication was published privately by Peter Mohilla and persons wishing copies should send 300 Austrian Shillings (about \$24 U.S.) to:

Peter Mohilla
A-1090 Wien, Widerhofergasse 8
AUSTRIA



THE MILLER REPORT

Olympics '88

THE OPENING CEREMONY OF THE OLYMPICS

Seoul, South Korea,
September 1988



THE LIGHTING OF THE OLYMPIC TORCH Pusan, South Korea



THE MASCOT OF THE 1988 OLYMPICS

IFA COACH AND STUDENTS

(L to R) Takayoshi Takasawa, Japan; Haluk Babacan, Turkey; Nick Bryan, Hong Kong; Arif Gurdenli, Turkey; Gus Miller, IFA Coach; with backs turned looking for beavers Gus just told them about, are Harry Clamm and Willie Get-laid.

(Photos courtesy Gus Miller)



The COMPLETE OLYMPIC REPORT

by GUS MILLER

Relive the 1988 Olympic Finn Regatta with Dr. Miller, the IFA and IOC Finn Solidarity Coach. Dr. Miller is President of Beaver University and is well known for his flat tail.

I arrived in Pusan, Korea on Sept. 8, 1988, to be the International Finn Assn./International Olympic Committee Solidarity Coach for the Finn class and, if practical, some of the 470 class. At first, I stayed in the Hyatt Pusan where the U.S. team was quartered but soon moved to the Olympic Village's Glory Hotel because those I was to work with were staying in the Village. For a coaching boat, the Koreans, on learning I had previously been in Korea as an American Marine, gave me a black Korean Marine Corps commando boat with two Marines to drive it. Each day, the guards at the entrance would give the little black boat a salute as it went through the passage. I could talk privately with all the competitors and coaches with the understanding that anything they told me in confidence would not go any further. I could also report candidly to each what I was observing on the water. The result was that I was privy to a lot and got a unique, deep view of the regatta and its preamble.

Preparations. The two weeks of practice on Suyong Bay were spent debugging the Korean-built Finns which were issued to the contestants. During this period, rigs were tested and sailing techniques were practiced, while the contestants tried to learn the shifts, waves and currents in the course area. The newcomers spent most of their time learning the boat handling skills necessary to get around the course safely and to be in a genuine race. The boats had problem with bailer gaskets, misaligned rudders and centerboards, air tanks that leak, fittings with bad leads. Everyone had "yard periods" with the Korean boat maintenance people correction problems. Some of the days were light air while others were with good wind.

At first, there were big differences in speed as competitors tried different rig combinations and learned how to sail the Hyundai Finns. A number of competitors were constantly cutting



THE AUTHOR

Dr. Gus Miller, seen here after "a call of nature," greased his zipper before going to a cockfight. He thinks that "Preparation H" is a type of Greek lip-stick.



and rebuilding their sails overnight as they tweaked them to fit the Hyundai's sailing characteristics better. Both Doreste (E) and Childerley (K) had broken their favorite mast in the month before they arrive in Pusan and had to try out many different new combinations to find one for the games. Both succeeded very well.

The Hyundai Finn was built by the Korean automaker with assistance from Taylor of Great Britain. It was subtly unlike any other Finn I have ever sailed. It seemed stiffer and heavier so that the steering was slightly less responsive which meant the fine edge in waves would be a little lower and the traveler would be carried slightly lower. It also seemed to mean that the difference in rig set up on each tack was accentuated when the wind and wave directions were different from each other.

As practice progressed, the speed differences got smaller. I remember one session in 18 knots watching three Gold Cup winners plus four others really go after each other, the gain for each from such training was obvious. Because of meal pressure, a number of countries broke up old training partnerships or did not participate in the hard practice dueling on the water; in retrospect, this was a mistake because when the racing began, they were slightly off the pace both in speed and knowing the course conditions. By the time they caught up, the regatta was more than half over.

To measure the currents and winds, a number of techniques were used, some very sophisticated, including the use of lasers and high resolution IR satellite images. The U.S. had a boat equipped with a Loran C with special filters to enhance the signal-to-noise ratio and other sensors hooked to an onboard computer which spent a good part of each day gathering data that was later analyzed with the help of another computer in the U.S. quarters. In the end, it was the individual sailor's experience with reading winds, currents and eddies that made a big difference on the course. During the races, I saw Peter Holmberg (VI) reading the currents with a greater intensity than the others. Some thought he was taking chances without realizing what he was seeing or doing.

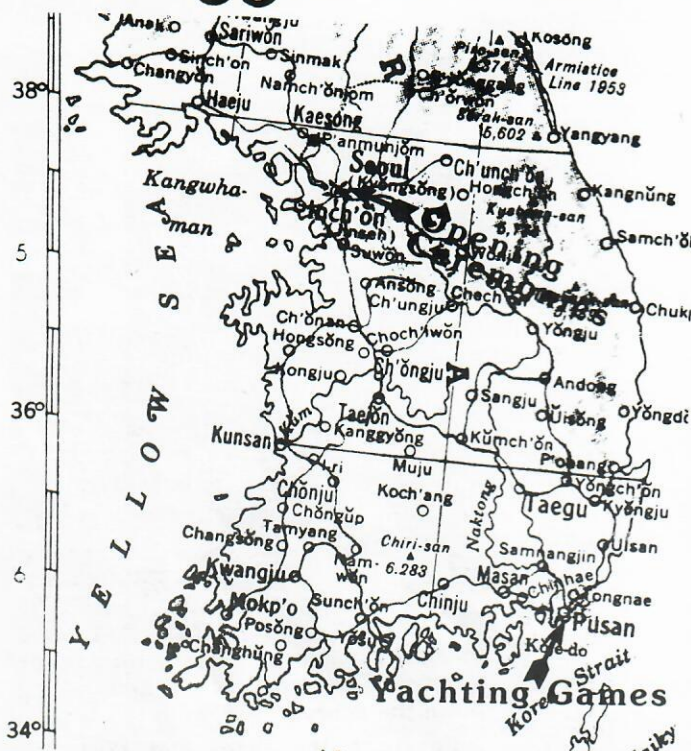
I watched practice race #1 with Georg Tallberg, the Finnish Coach, and practice race #2 with Pat Healy, the Canadian Coach. I sailed practice race #3 in Gordie Anderson's (Canadian alternate) Hyundai to get a better feel of what the boat, course and race committee were like. I used my best US975 Shore sail which I had brought in the Canadian container for comparison purposes and put it on Gordy's good mast. The beach dolly was not bad to take the boat across the boat park. The ramp had rubber strips to help with footing. It was about 200 yards along the breakwater to the sailors' entrance and as I went out, I got

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Olympics '88

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THE AUTHOR AND U.S. REPRESENTATIVE

Pictured above is Dr. Miller, the author, and Lieut. Junior Grade Brian Ledbetter, USN, the U.S. Finn Representative for the 1988 Korean Olympic Games. Dr. Miller is telling Brian how he won the title of "Skivie Honcho" during the Korean War. Brian did note several young Amerasian girls in Pusan asking, "Hi, sailor! You like to see beaver?" Brian was on assignment from his duties as Laundry and Morale Officer of the Waves Barracks at the Naval Training Center in San Diego.

another salute from the guards. Near the entrance, there was some sewage but the Koreans have been putting human waste on their rice fields for so many centuries that they can tolerate it better. There was a long sail out in an offshore breeze with many holes but I had the company of Lynne Jewell and Allison Jolly in their 470, at least until Bill Shore and Dave Ullman came by to tow them the rest of the way out. Again, I must say the best thing to happen to the Finn class was to have the women's 470 put on the same course. I stopped to measure the current at the wing mark and again at the pin. These measurements showed slightly less adverse current to the left at the time of the start. There also continued to be good port tack lifts from the dying offshore breeze. Speed seemed okay in a few speed tests but not having hiking pants would be a problem because of a sharp joint where the deck and hull met.

Everyone sheeted in about 20 seconds before the start of the race and are fairly even. I hung back and was close to the pin at the gun. I went mid-left, playing the shifts. There was a hole I was in when a group about 50 yards to the right got a nice right hand shift so ended up about 6th or 7th at

the first mark. I was able to close in on the first reach when the leaders sailed into a hole at the jibe mark, but lost on the second reach when I went low and the wind headed. The right paid big on the second beat when the wind started filling in solidly and big port tack lifts on the left cannot compensate for the holes between shifts.

At this point, I dropped back to join up with the skippers from Guam, Hong Kong and Philippines to work with them on boathandling and speed. A couple of hours later we had a fast reach back to the harbor. At the ramp there was a large, well-organized crew waiting with the proper dolly to haul the Finn out. After hosing off the boat and my gear, I headed for the sauna and got ready for the trip up to Seoul and the opening ceremony.

Opening Ceremony. The Opening Ceremony in Seoul, the Korean capital, was a spectacular pageant, as colorful as the 1984 Opening Ceremony in Los Angeles. However, it was much more interesting because it was based on traditional themes for the 5,000-year-old Korean culture. Memories of it include: great swirls of people quickly coming on and off the field; a seemingly endless stream of sky di-

vers; a thousand twa-kwan-do masters making great shouts and lots of kindling wood; hundreds of drums vibrating the stadium; hundreds of small boys and girls (called "Little Sprouts") with hoops and children's games. The only discordant note was the embarrassing entrance of the United States Team which straggled in as an "undisciplined" mob; it was discourteous to the Koreans and their show. It made the United States look like a bunch of spoiled children.

Korea. The Koreans did a superb job of hosting the Olympics. Their yachting harbor at Pusan is one of the best in the world for any regatta. They were well organized and whenever there was a problem there were many who were eager to help. The security was strict but gentle: not much different in most respects from Kingston (1976 Olympics) and Long Beach (1984 Olympics) except that there was more freedom within the venue proper. Competitors were housed in two hotels and officials in a third. There was frequent bus service between the venue and the hotels. Meals had a great variety and there were usually some traditional Korean dishes. On the day

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of Korea's Thanksgiving there was a very large spread of traditional Korean dishes which were quite good. (Some were a little hot but then I have trouble with Mexican food.) The best meal I had came when I was invited to visit the ancient Pomosa Temple. It was traditional vegetarian temple food and tasted so good that one savored each bite the way one savors good French cooking. After the meal I stayed to listen to the evening chants.

The Seoul Olympic Village was very interesting visually, the result of an international competition for the design. The glass-walled central building had two floors of open dining areas and were open 24 hours per day. It was fascinating to strike up conversations with people from all over the world, to learn what events they were in and how they trained for them, what their competitive hopes and prospects were and in general, compare notes on the human condition.

My last visit to Korea was at the end of the ideological war between North and South Korea and what I saw this time was vastly different from what I remembered. Where there were mine fields and rubble, there were now farms and modern buildings. Their population has gone from 4 million to 42 million in one generation. This makes it more densely populated than Japan. Seoul is more like Los Angeles than other oriental cities because it has grown from a city you could cross in 20 minutes in a jeep to one that takes an hour on an expressway. My impressions were of a well-educated, disciplined, highly motivated and energetic people. They have accomplished a great deal with limited resources. They have high hopes to be reunited with their brothers and sisters to the north but are realistic in that it will be a long process. They hope that their hosting the rest of the world in an Olympics will help.

The Korean stores were loaded with inexpensive merchandise and everyone made more than one extensive shopping trip. I even saw one sign in Russian warning Soviets about the limitations of certain electronic equipment because of differences in electricity.

Final preparations. I watched practice race No. 4 from the black Korean Marine Corps' commando boat and observed each competitor from close

range, comparing sailing styles and rig setup. Then, we gathered the group of newcomers for a final set of boat-handling drills and speed work.

The next day was the opening ceremony in Pusan. It also was a spectacular pageant, as colorful as that in Seoul. Memories of it include: marching in with Team Fiji; great swirls of people quickly coming on and off the field; hundreds of drums vibrating the stands; hundreds of Pusan's boys and girls having a joyous time; realizing, as the flame was lit, the immense amount of human energy and concentration that had been focused on this event for the last four years.

At an IYRU Congress after the opening ceremony, some complained that the Finn was archaic like a Bulgatti of yachting, the series of Finn Clinics received high praise. During the regatta, at least 25 nations came up to say how much they liked the Finn clinics and expressed the desire to be part of them in the future.

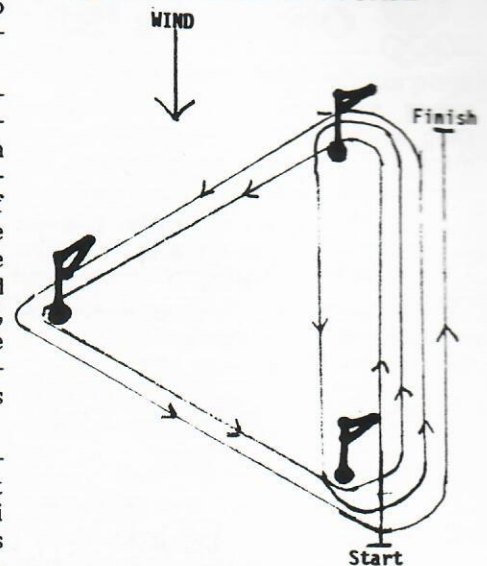
After the practice sessions, it was obvious that the Finn Fleet was really deep. It had the most talent of all the Olympic classes. Of the 33 entries, the first 26+ were really tough, well-prepared sailors and only seven entries could be expected to be fighting each other in the back. As we were soon to find out who was who and what was what, I made a pre-regatta "pecking order" based upon past performance and what I had seen during the practice sessions and practice races. I broke them into five classes as follows:

1. Potential Gold Medal Winners. *It would not be a surprise if they won the Gold Medal.*
2. Potential Silver Medal Winners. *It would not be a surprise if they won the Silver Medal.*
3. Potential Bronze Medal Winners. *It would not be a surprise if they won the Bronze Medal.*
4. Possible in the Top Ten. *If they got hot and loose, they would occasionally be up front.*
5. Still learning. *Those who would learn the most and have their own group duels, defeats and triumphs.*

My ratings are on the next page. Because of the intense psychological pressures, I also expected that much of this "pecking order" would be overturned throughout the racing.

Course. The course being used was a triangle, then a windward/leeward, a

OLYMPIC RACING COURSE



triangle, and then a 4th beat to finish.

Race No. 1. We went out to watch the first race on Patrol Boat #909. Conditions were perfect for Finn racing: winds were from northeast, about 050 to 060°, 14 knots at the start and building to 20 knots; waves were choppy; the current was slight and coming down the course.

For both the Finns and 470s, the Committee boat end was favored. The fleet split across a broad front. Ledbetter (US), Hjortnaes (D), Cutler (KZ) and Holmberg (VI) were in a group going left as the wind direction seemed to favor the starboard tack. Shortly after the start Hjortnaes tacked under Holmberg. Instead of tacking away, Holmberg hung on and eventually sailed over the top of Hjortnaes, forcing him to tack onto port. About 500 to 600 yards later, Holmberg had a group of five on his hip when a left-hand shift came in. The group on Holmberg's hip all tacked but Peter kept going left. When they eventually got back together, Holmberg had lost all of them. This one little shift later turned out to be the difference between the Silver and the Gold Medal.

Those who went left on the first beat got hammered. Those who went mid-right playing the shifts did best. At the first mark, it is Bill O'Hara (IR), Szekely (M), Childerley (K), Mergethaler (MX), Caap (S), Rechart (L), and Babacan (TK). Larry Lemieux (KC) was in 15th place but misjudged the current. Larry hit the mark and when he rounded it, he was in 20th place. Brian Ledbetter (US) went the

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wrong way and was in 18th place. Oleg Khoperski (SR) could not lay the mark, tacked over to port and was immediately hit by two starboard tackers. It was a bad mental mistake and quite surprising for a Soviet sailor as Soviets are usually very disciplined mentally.

Antal Szekely (M) passed Bill O'Hara (IR) on the first reach and took the

lead. Nestor Soriano (PH), who had never sailed a Finn until a few days before the racing began, capsized at the jibing mark and drifted a mile before he was able to release the board and right the boat. He retired from the race.

Hans Spitzauer (OE) moved up several boats on the second reach. Ledbetter (US) stayed on both reaches but Larry Lemieux (KC) was passed by Cutler (NZ).

On the second beat, O'Hara regained the lead. Cutler (KZ) and Peter Holmberg (VI) moved up five boats

while Blaszkza (PZ) dropped from third to eighth. Meanwhile Ledbetter (US) and Lemieux (KC) had their hands full with Chris Pratt (KA) and Park Kil-Chul (RK). At the second weather mark, the order was O'Hara (IR), Szekely (M), Childerley (K), Spitzauer (OE), Hjortnaes (D), Schmid (G), Caap (S), Blaszkza (PZ), Rechartd (L) and Mergenthaler (MX).

On the run, there were many small position changes as the sailors played shafts in the wind. Schmid passed

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1988 OLYMPIC FINN REPRESENTATIVES Pre-Olympic "Gus Miller Ratings"

Sail	Country	Skipper	Age	Height	Weight	Regattas and Remarks#
POTENTIAL GOLD MEDAL WINNERS						
D	Denmark	Lasse Hjortnaes	28	6' 4"	225 lbs.	OG:1984-12, GC:1984-1st,1985-1st; won tough trials.
E	Spain	Jose Luis Doreste	32	6' 2"	191 lbs.	GC:1977-2, 1986-2nd,1987-1st; ER:1988-1st.
G	W. Germany	Thomas Schmid	29	6' 1"	205 lbs.	GC:1988-1st; ER:1987-5th.
H	Holland	Roy Heiner	27	6' 3"	192 lbs.	GC:1984-4th,1988-2nd; ER:1988-10th.
K	Great Britain	Stuart Childerley	22	6' 1"	209 lbs.	GC:1988-6th; PO:1987-1st; ER:1987-1st.
OE	Austria	Hans Spitzauer	23	5' 11"	194 lbs.	ER:1987-16th,1988-3rd; has great respect
VI	Virgin Islands	Peter Holmberg	29	6' 1"	194 lbs.	OG:1984-11th; PO:1987-8th.
POTENTIAL SILVER MEDAL WINNERS						
KA	Australia	Chris Pratt	29	5' 11"	192 lbs.	OG:1984-5th; ER:1988-5th; Trained by Mike Fletcher.
KC	Canada	Larry Lemieux	32	5' 10"	187 lbs.	GC:1984-4th,1986-6th,1987-47th,1988-9th; PO:1987-13th.
KZ	New Zealand	John Cutler	26	6' 1"	196 lbs.	GC:1985-9th; ER:1988-7th; won tough trials.
MX	Mexico	Eric Mergenthaler	24	6' 4"	187 lbs.	OG:1984-18th; ER:1988-2nd; Trained with Doreste.
SR	Russia	Oleg Khoperski	29	6' 0"	207 lbs.	GC:1985-2nd; ER:1986-1st; PO:1987-19th.
US	United States	Brian Ledbetter	25	6' 2"	203 lbs.	GC:186-2nd,1987-3rd;1988-10th; PO:1988-4th.
POTENTIAL BRONZE MEDAL WINNERS						
IR	Ireland	Bill O'Hara	30	5' 9"	187 lbs.	OG:1984-13th; ER:1988-25th; great preparation.
L	Finland	Lauri Rechartd	23	6' 2"	192 lbs.	GC:1988-7th; ER:1988-13th. Brother won 1984 Olympics.
PZ	Poland	Henryk Blaszkza	30	5' 11"	187 lbs.	ER:1985-5th,1987-7,1988-16th. Trained by Andy Zawieja.
RK	South Korea	Kil-Chul Park	25	6' 0"	182 lbs.	Asian Games-1st; prepared at Pusan since Jan. 1987.
POSSIBLE TOP TEN						
A	Argentina	Gonzalo Campero	25	6' 1"	183 lbs.	trained at IFA/IOC Clinics.
BL	Brazil	Jorge Zarif	28	6' 4"	196 lbs.	OG:1984-8th; GC:1988-24th; ER:1988-30th;tough trials.
F	France	Luc Choley	29	6' 1"	187 lbs.	OG:1980,184-17th; GC:1988-16th; ER:1988-6th.
GR	Greece	Armando Ortolano	23	5' 11"	203 lbs.	ER:1987-43rd,1988-15th PO:1987-21st.
I	Italy	Paolo Semeraro	26	5' 11"	192 lbs.	GC:1987-95th,1988-17th PO:1987-6th; ER:1988-34th
J	Japan	Takayoshi Takasawa	32	5' 11"	190 lbs.	GC:1987-115th, ER:1987-31st, 1988-48th; PO:1987-24.
M	Hungary	Antal Szekely	29	5' 8"	192 lbs.	GC:1987-62nd, Looked good during practice.
S	Sweden	Mats Caap	31	6' 4"	190 lbs.	ER: 1988-35th; Won tough trials.
TK	Turkey	Halit Babacan	22	6' 0"	198 lbs.	ER:1987-42nd, Prepared by Pat Healy, IFA/IOC Clinics.
STILL LEARNING						
GM	Guam	Gary Griffith	35	6' 1"	185 lbs.	New to Finn; IFA/IOC Clinics.
KBA	Barbados	Shane Atwell	20	5' 11"	190 lbs.	New to Finn; IFA/IOC Clinics.
KF	Fiji Islands	Colin Philip	24	6' 0"	176 lbs.	New to Finn; IFA/IOC Clinics.
KH	Hong Kong	Nicholas Bryan	33	5' 10"	159 lbs.	PO:1987-30th; IFA/IOC Clinics.
MO	Monaco	Philippe Battaglia	30	5' 10"	150 lbs.	Good sailor but in fast league.
PH	Philippines	Nestor Soriano	35	5' 9"	168 lbs.	Brand new to Finns.
RI	Indonesia	Eddy Suprpto	27	5' 7"	185 lbs.	Excellent in Asian Games.

#GC=Gold Cup; ER=European Championships; OG=Olympic Games; PO=PreOlympic Regatta, Pusan, 1987

Average age 27.6 years. Oldest 35 years, youngest 22 years.

Average weight 190 lbs., Heaviest 225 lbs., lightest 150 lbs.

Average height 6 ft. 0 in. Tallest 6 ft. 4 in., Shortest 5 ft. 7 in.



Olympics '88

(Continued from previous page)

Hjortnaes and then Spitzauer. Rechardt passed Blaszk and Caap. Both Holmberg and Ledbetter passed Semeraro (I). Lemieux stayed mired in 22nd. Philip (KF) had boat problems and so retired.

Schmid (G) took the lead on the third beat while Hjortnaes (D) moved up to 3rd place with some smart sailing on shifts mid right. Ledbetter also moved into 14th place by passing Ortolano (GR) and John Cutler (KZ). At the end of the 3rd beat, Spitzauer (OE) got tagged out at the weather mark by Childerley (K). Spitzauer had understood the mark (which was smart be-

cause of the current). On tacking to port for the short hitch to the mark, Spitzauer (OE) had Childerley (K) but lost his main sheet and stopped dead in the water. Childerley had overstood and was coming in well behind on Hjortnaes' (D) hip. Spitzauer (OE) waited for Childerley and tried to bear off with his sail still luffing. When we got in, it was very surprising to learn the Spitzauer (OE) had hit Childerley (K) on the pussy pad. Most thought others would have avoided the collision in the same circumstances. The order of roundings at the mark was Schmid (G), O'Hara (IR), Hjortnaes (D), Child-

erley (K), Spitzauer (OE), Mergenthaler (MX), Szekely (M), Heiner (H), Dorreste (E), and Rechardt (L). The two reaches were pretty much a parade except that Childerley (K) moved into 3rd place by passing Hjortnaes (D) and John Cutler (KZ) took Brian Ledbetter (US).

On the last beat, most of the boats go mid-right. Lasse Hjortnaes tacked off on a small right hand shift and moved from third to first when it came back left. Hjortnaes (D) held on to win the race, followed by Schmid

(Continued on page 17)

OLYMPIAD XXIV, Finn Class, Pusan, Korea, SEPT. 15-30, 1988

Final Pos.	Skipper & Country	Sail No.	Race No.							Total Points	Final Points
			1	2	3	4	5	6	7		
1.	Jose Luis Doreste, Spain	E	7	3	1 #dsq	3	4	3	78.1	38.1	
2.	Peter Holmberg, Virgin Islands	VI	17	2	3 #pms	1	3	2	80.4	40.4	
3.	John Cutler, New Zealand	KZ	9 #10	4	4	8	1	1	61.0	45.0	
4.	Stuart Childerley, Great Britain	K	4 #14	5	2	2	9	6	70.7	50.7	
5.	Lasse Hjortnaes, Denmark	D	1 #ret	2	5	5	12	5	91.0	51.0	
6.	Thomas Schmid, West Germany	G	2	9	13	6	6	#ret	112.1	72.1	
7.	Roy Heiner, Holland	H	6	6	9	11	7	#ret	118.4	78.4	
8.	Oleg Khoperski, USSR	SR	#dsq	11	dsq	1	4	2	121.0	81.0	
9.	Lauri Rechardt, Finland	L	8	1	#ret	7	14	21 [Ⓞ] ymp	128.8	88.8	
10.	Brian Ledbetter, USA	US	16	12	8	10	#19	7	116.0	91.0	
11.	Lawrence Lemieux, Canada	KC	13	5	20	12 *ymp	13	#21	122.0	95.0	
12.	Christopher Pratt, Australia	KA	14	4	14	9	15 #pms	9	139.0	99.0	
13.	Eric Mergenthaler, Mexico	MX	5	8	11	18	9	22 #dnc	148.0	108.0	
14.	Armando Ortolano, Greece	GR	11	15	17	15	#dnf	15	159.0	119.0	
15.	Hans Spitzauer, Austria	OE	#dsq	13	dsq	3	12	symp	14	159.7	119.7
16.	Mats Caap, Sweden	S	10	#24	12	22	11	14	17	152.0	122.0
17.	Gonzalo Jose Campero, Argentina	A	20	23	7	#ret	13	8	16	163.0	123.0
18.	Antal Szekely, Hungary	M	12	#20	15	13	18	18	11	149.0	123.0
19.	Jorge Zarif, Brazil	BL	#19	17	18	16	μymp	11	13	151.0	126.0
20.	Henryk Blazka, Poland	PZ	18	19	10	#23	16	20	8	156.0	127.0
21.	William O'Hara, Ireland	IR	3	16	21	8	17	#dsq	ret	171.7	131.7
22.	Paolo Semeraro, Italy	I	23	7	6	17	#dsq	10	ret	172.7	132.7
23.	Luc Choley, France	F	24	22	19	14	10	19	#ret	184.0	144.0
24.	Halif Haluk Babacan, Turkey	TK	15	21	#22	20	21	17	15	173.0	145.0
25.	Park Kil-Chul, South Korea	RK	22	18	23	21	22	#dsq	12	194.0	154.0
26.	Takayoshi Takasawa, Japan	J	21	25	16	19	#ret	23	ret	214.0	174.0
27.	Nicholas Bryan, Hong Kong	KH	26	26	25	#27	23	24	18	211.0	178.0
28.	Shane Atwell, Barbados	KBA	27	28	27	28	#ret	26	19	231.0	191.0
29.	Colin Philp, Fiji Island	KF	#ret	30	26	24	24	dsq	20	234.0	194.0
30.	Philippe Battaglia, Monaco	MO	28	29	24	25	#ret	pms	22	238.0	198.0
31.	Eddys S. Suprpto, Indonesia	RI	25	27	29	26	#dnf	25	ret	242.0	202.0
32.	Gary Griffin, Guam	GM	29	31	28	29	#dnf	27	23	243.0	203.0
33.	Nestor Soriano, Philippines	PH	#ret	ret	30	30	dnc	pms	dnc	272.0	232.0

- # Indicates throwout race.
- * Awarded YMP points for 2nd place finish.
- μ Awarded YMP points for 13th place finish.
- Ⓞ Awarded YMP points for 10th place finish.
- § Awarded YMP points for 9th place finish.

GOLD MEDAL WINNER
Jose Luis Doreste, Spain



1988 Olympics - Finn Class
SELECTED BUOY ROUNDINGS



SILVER MEDAL WINNER
Peter Holmberg, Virgin Islands

	W1	J1	L1	W2	L2	W3	J2	L3	Finish
Race 1									
Doreste (Spain)	17	17	16	12	12	9	7	7	8
Holmberg (Virgin Islands)	24	22	23	18	16	13	12	12	19
Cutler (New Zealand)	23	20	20	15	15	15	15	13	11
Ledbetter (US)	18	18	18	19	17	14	14	14	18
Lemieux (Canada)	20	21	21	21	21	18	18	18	15
Mergenthaler (Mexico)	5	6	7	10	10	6	6	6	6
Race 2									
Doreste (Spain)	4	4	3	7	7	5	7	3	3
Holmberg (Virgin Islands)	3	3	6	4	3	2	3	2	2
Cutler (New Zealand)	14	13	11	11	11	12	11	12	9
Ledbetter (US)	7	7	5	13	13	14	13	14	12
Lemieux (Canada)	2	2	2	2	2	3	2	4	5
Mergenthaler (Mexico)	13	11	12	12	12	11	12	11	8
Race 3									
Doreste (Spain)	2	2	2	2	1	1	1	1	1
Holmberg (Virgin Islands)	4	5	5	6	7	4	4	4	4
Cutler (New Zealand)	10	8	8	7	5	6	5	5	5
Ledbetter (US)	20	18	18	18	17	12	13	11	10
Lemieux (Canada)	27	26	25	25	25	24	23	24	22
Mergenthaler (Mexico)	13	13	14	15	15	11	11	13	13
Race 4									
Doreste (Spain)	5	6	6	3	2	2	2	2	2
Holmberg (Virgin Islands)	8	3	3	4	4	4	4	4	3
Cutler (New Zealand)	14	8	11	8	7	9	9	8	6
Ledbetter (US)	12	13	14	11	10	12	13	12	12
Lemieux (Canada)	21	19	19	19	18	16	15	15	14
Mergenthaler (Mexico)	13	14	15	17	16	19	19	19	20
Race 5									
Doreste (Spain)	3	1	1	1	1	1	3	4	3
Holmberg (Virgin Islands)	4	4	4	5	3	4	1	1	1
Cutler (New Zealand)	17	9	9	8	5	5	6	7	8
Ledbetter (US)	5	27	22	22	22	21	21	20	20
Lemieux (Canada)	1	2	2	23	23	22	22	21	21
Mergenthaler (Mexico)	14	11	13	11	8	9	8	9	9
Race 6									
Doreste (Spain)	4	5	5	4	4	4	4	4	4
Holmberg (Virgin Islands)	5	4	3	3	3	3	3	3	3
Cutler (New Zealand)	3	2	1	1	1	1	1	1	1
Ledbetter (US)	12	11	9	8	6	7	7	7	7
Lemieux (Canada)	22	14	13	14	12	13	15	13	13
Mergenthaler (Mexico)	33	32	26	28	26	25	25	25	25
Race 7									
Doreste (Spain)	8	6	4	4	3	2	2	4	3
Holmberg (Virgin Islands)	7	8	7	8	5	5	3	2	2
Cutler (New Zealand)	3	1	1	1	1	1	1	1	1
Ledbetter (US)	12	13	14	13	12	10	7	3	4
Lemieux (Canada)	16	15	13	10	9	9	18	22	23
Mergenthaler (Mexico)	DNC								

W= weather mark, J= jibe mark, L= leeward mark



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(G) and O'Hara (IR). Childerley (K) was 4th while Spitzauer (OE) finished in 5th place only to be DQ'd later. Mergenthaler (MX) finished right behind Spitzauer, followed by Heiner (H), Doreste (E), Khoperski (SR), Rechartd (L) and Cutler (KZ).

Mergenthaler (MX) had problems at the end of the run but looked very tough upwind and put a big gap between him and Heiner on the last beat. Brian Ledbetter (US) had a very unpleasant day with a so-so start, went the wrong way, got mired in the pack and could not move up. Both Doreste (E) and Holmberg (VI) had troubles and wanted more clarity; Doreste was not really sure of the wind and consistently did not go far enough on the shifts; Holmberg was thinking of the adverse current and was not able to figure out what the wind was doing. In retrospect, Hjortnaes (D), O'Hara (IR), Childerley (K), Spitzauer (OE) and Mergenthaler (MX) looked very tough and impressive in the first race while all the others were having their problems.

Race No. 2. We went out to watch Race No. 2 on Patrol Boat 909 again. Conditions were similar to Race No. 1; perfect for Finn racing. Wind was again from the northeast (050 to 060°), 14 knots at the start building to 18 knots; waves were choppy; the current was slight and coming down the course. The starting line was pin end favored and it appeared there was more wind and perhaps less current to the right. One start had to be recalled. Doreste (E) and Peter Holmberg (VI) port tacked the fleet from the pin but it was Lauri Rechartd (L) who pulled the most fantastic start of the Olympic by port tacking the fleet from middle of the line. Oleg Khoperski (SR) and Brian Ledbetter (US) crossed behind these three. Lawrence of Alberta (KC) went right early and most of the other skippers went right at their first opportunity. The ones who started in the middle, had to go left to clear their wind. It turned out that any distance left is distance behind. At the end of the first beat, Rechartd (L) was leading, followed by Lemieux (KC), Holmberg (VI), Doreste (E), Ortolano (GR), Pratt (KA), Ledbetter (US), Heiner (H), Spitzauer (OE) and Hjortnaes (D). In this race, our boys were in the hunt.

At the end of the first reach, one of

the boats was going very slow which, given the conditions, was surprising. But then it was clear that he had lost his mast over the side. When Lasse Hjortnaes (D) did not appear at the wing mark, everyone realized it was him. (Hjortnaes also had mechanical problems at the 1984 Olympics.) So the winner of the first race had to retire and had his throwout.

On the second reach, Holmberg (VI) was overtaken by Doreste (E), Chris Pratt (KA) and Brian Ledbetter (US) who was really moving downwind. The 470s were on their run and caused problems for many of the Finns trying to round the leeward mark. The leader, Lauri Rechartd (L), was able to break free at the mark as he did not have to contend with any of the 470s.

"Remember in the days of wooden masts, they were always fastest just before they broke."

Paul Elvstrom at 1988 Olympics

But they did cause problems for those behind him.

On the second beat, the wind had increased to 16 knots and most boats went deep right. The 470s created a real problem on the beat because they do not point as high as a Finn and so have to get to a higher layline. This created a one-way street. Many of the Finns lost when they stayed on their layline in the disturbed air below the 470s while others lost by overstanding when they went above the 470s to get clear air. Doreste (E) dropped from 3rd to 7th while Brian Ledbetter (US) dropped from 5th to 13th. (None of the 470s dared to come near Larry the Legend.) At the second windward mark, the order was Rechartd (L) still leading, followed by Lemieux (KC), Pratt (KA), Holmberg (VI), Semeraro (I), Heiner (H), Ortolano (GR), Spitzauer (OE), Khoperski (SR), and Cutler (KZ).

There were not many changes on the run except that Holmberg (VI) was able to get past Chris Pratt (KA). At the top mark, Soriano (PH) again capsized. This time, he was able to get the boat back up after drifting only about 20 yards, a great improvement from the day before.

On the third beat, the wind dropped to about 12 knots and most of the boats went right again and only played the big shifts. At the mark Rechartd (L) was still leading, followed by Holmberg (VI), Lawrence Lemieux (KC), Chris Pratt (KA), Doreste (E), Roy Heiner (H), Semeraro (I), Ortolano (GR) and Khoperski (SR). John Cutler

(KZ) was ahead of Khoperski but overstood the mark and let the Russian in.

Doreste (E) did not do so well and dropped from 5th to 7th on the 3rd reach when Semeraro (I) and Heiner (H) passed him. Lawrence of Alberta (KC) moved into second place by taking Peter Holmberg (VI).

On the fourth reach, Doreste (E) moved back up into third place. Larry Lemieux (KC) was taken by Peter Holmberg (VI) and dropped to third place. Then, at the leeward mark, Lemieux had to give room at the mark to a 470. When the 470 could not get their spinnaker down, Larry had to bear off and Sneaky Doreste (E) stuck his nose in there and took third place.

Going up the final beat, Thomas

Schmid (G) moved up six places by tacking short of the mark and not overstanding as many others did. At the finish, Rechartd (L) was 1st, closely followed by Holmberg (VI), Doreste (E), Pratt (KA), and Lemieux (KC) in 5th place. There was a gap before Heiner (H) finished in 6th place, crossing just ahead of Semeraro (I) and Mergenthaler (MX). Following were Cutler (KZ), Schmid (G), Khoperski (SR), Ledbetter (US) Spitzauer (OE) and Stuart Childerley (K) took 14th.

When the fleet got ashore, they saw Lasse Hjortnaes (D) working on his mast. It looked like it had an old crack on the compression side at the deck collar where the mast broke. Lassie said it was okay when he checked it last year. Paul Elvstrom, fellow Dane and 4-time winner of the Olympic monotype (3 times in Finns), was there racing a Tornado with his daughter. He checked the mast for Lasse and observed, "Remember in the days of wooden masts, they were always fastest just before they broke." This scared Peter Holmberg (VI) as his mast had a pair of small cracks on the compression side of the deck collar. From then on, he would take his mast out of the boat after each race to monitor the cracks. He also checked every fitting and various parts of the boat to reduce the possibility of any mechanical breakdown.

After two races, Lauri Rechartd (L) was leading with an 8th and a 1st. Thomas Schmid (G) was second with a 2nd and 9th; and Doreste 3rd with

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7th and 3rd. Then came Heiner (H), Mergenthaler (MX), O'Hara (IR), Peter Holmberg (VI) with a 17th and a 2nd, and Childerley (K). Lawrence of Alberta (KC) was 11th with a 13th and 5th. Cutler (KZ) was 13th while Brian Ledbetter (US) had a 16th and a 12th and was 15th in the standings. The big question was how would Lasse Hjortnaes (D) do after breaking his mast.

During his evening celebrations of his lead, Lauri Rechart (L) met an attractive Korean girl who said she was glad to meet Lauri and that her father was named King Kong and her mother was named King Kee. Larry Lemieux tried to show a lovely Korean girl why he is known as the greatest Canadian Royal Mountie.

Race No. 3. We went out to watch Race No. 3 on Patrol Boat #909 again. Conditions were again perfect for Finn racing. Wind was northeast from about 050 to 060° at 12 knots when the race started. It built up a couple more knots during the race. The waves were choppy and the current was slight, pushing up the course.

The start was a mess up at the Race Committee Boat. Chris Pratt (KA) protested Lawrence of Alberta (KC), but the protest was disallowed. Lawrence meantime protested Khoperski (SR) and Spitzauer (OE) and they were both tossed out. The series leader, Lauri Rechart (L) was over early at the start. He tacked to port to clear the line and was tagged out by Thomas Schmid (G) and had to retire.

Hjortnaes (D) motored off the line after the start with really good speed from his replacement mast. A small pack went left but this does not pay as the first shift was 15 degrees from the right. Middle right paid for those who played the 10° shifts. There were some big holes as the wind dropped down a bit. Hjortnaes (D) was first to the weather mark. Doreste (E) went left shy of the lay line and gained enough to round second. Childerley (K) is 3rd followed by Peter Holmberg (VI), who speed is okay but he was spending considerable amount of time looking around. Next were Blaszk (PZ), Semeraro (I), Heiner (H), Caap (S), Spitzauer (OE), Cutler (KZ), and Gonzalo Campero (A). Ledbetter (US) was 20th and Larry Lemieux (KC) was even worse off in 27th.

The first reach was broad with all going 1:1 with big holes and gusts.

Semeraro (I) and Cutler (KZ) each moved up a place. The second reach was tight and most went 2:1 with few changes in position.

On the second beat, the wind was 10 to 20 knots and going right. Most boats went right. It did not pay to go left unless you were getting a really big shift. Spitzauer (OE) gained three places on the beat. The order at the windward mark was: Hjortnaes (D), Doreste (E), Childerley (K), Spitzauer (OE), Heiner (H), Holmberg (VI), Cutler (KZ), Blaszk (PZ), Semeraro (I), Rechart (L), Khoperski (SR) and Schmid (G).

The run was 1:1 on the starboard quarter and some of the sailors even sailed by the lee and gained. It paid to go toward the shore where there was a more favorable current and steering clear of holes in the wind did not hurt. The 190-lb. Doreste (E) passed the 225-lb. Hjortnaes (D) on the downwind leg. John Cutler (KZ) passed Heiner (H) and Holmberg (VI) while Brian Ledbetter (US) moved up to 17th place. Larry Lemieux (KC), after a hard night, moved into 25th place. Lauri Rechart (L), who was in 10th place, retired from the race at the end of the run, foul or boat trouble, no doubt.

The third beat was similar to the second one. The cumulus clouds burned off and the wind softened. Some boats, including Childerley (K), Cutler (KZ) and Blaszk (PZ), went left and lost out. Hans Spitzauer (OE) went far right and Peter Holmberg (VI), who was in 7th place, went even farther hard right and gained considerably. At the windward mark, Doreste (E) still led with Hjortnaes (D) in second. Spitzauer's (OE) far right put him in 3rd place followed by Peter Holmberg (VI) in 4th. Right behind was Childerley (K), Cutler (KZ), Semeraro (I), Heiner (H), Campero (A), Blaszk (PZ), Mergenthaler (MX), Ledbetter (US) in 12th place, and Khoperski (SR) right behind.

The third and 4th reaches were tough because the wind was down and there was not enough power in the wind to break through the waves. The jury stayed close so there was no opportunity to pump. Cutler (KZ), Khoperski (SR) and Ledbetter (US) were able to move up a place or two.

The last beat was in 10 knots of wind. Doreste (E), Hjortnaes (D) and Spitzauer (OE) got into a big fight to the left. Peter Holmberg (VI) went right again and the wind clocked right so Cutler (KZ) and Childerley (K) fell



OVERHEARD IN PUSAN

"Russ Silvestri said we could use this to play 'Cherry-Kari' until he got back."

in behind. At the finish the order was Doreste (E), Hjortnaes (D) and Spitzauer (OE). In 4th place was Peter Holmberg (VI), followed by Cutler (KZ), Childerley (K), Semeraro (I), Campero (A), and Khoperski (SR). Ledbetter (US) finished 10th followed by Heiner (H), Blaszk (PZ) and Mergenthaler (MX). Lawrence of Alberta (KC) was 22nd across the line.

Hjortnaes (D) displayed a good recovery from a broken mast and had good speed and tactics. Soriano (PH) completed the race in last place but he completed it, a cause for celebration of his improvement.

"Medal pressure" had so many Finn sailors in the jury rooms that a suggestion was made to move the jury room down to Finn Park to save time and considerable walking back and forth. After all of the protest hearings were completed, Spitzauer (OE) and Khoperski (SR) were tossed out of the race. This moved Brian Ledbetter up to 8th, his best finish thus far.

Using the throwout, Hjortnaes (D) was leading with 3 points followed by Doreste (E) with 5.7 points but Hjortnaes had a dropout for his throwout while Doreste's throwout was a 7th.

Race No. 4. Bill Shore and Dave Ullman joined me a Patrol Boat #911 to watch the 4th race. The wind was again from the northeast with a little more velocity and a little further left. Before the start we saw the edge of the current on the left and more wind on the right. It looked as if it would pay to go right into the rougher water upwind. The Finn Class had two general recalls and then had to wait until the women's 470s were well around the

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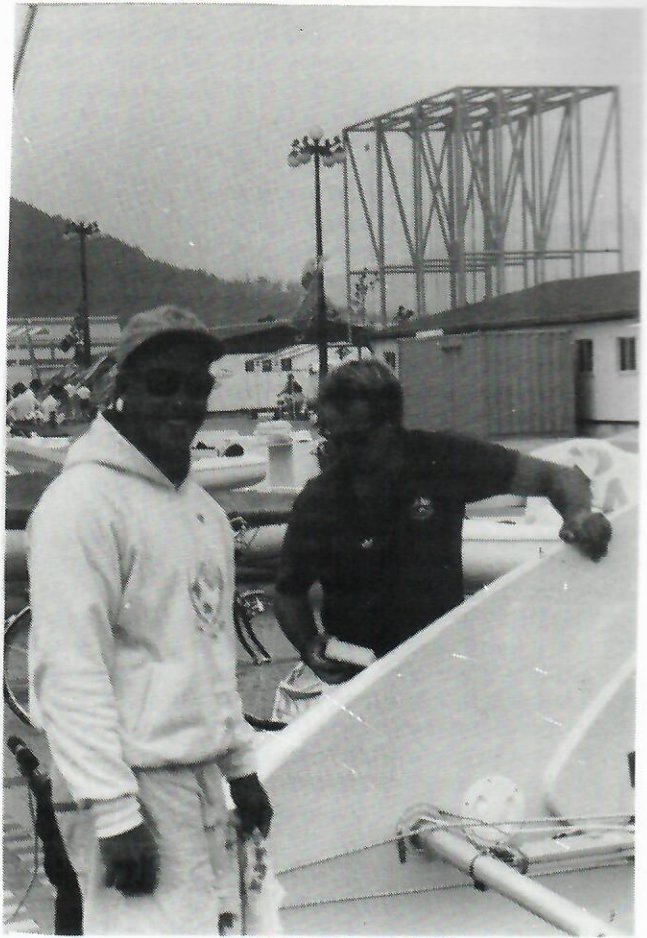
Olympics '88

(Photos courtesy of Gus Miller)



COACH AND ASSISTANT COACH

IFA Coach Gus Miller with his assistant. Gus was the IFA/Solidarity Coach for the Olympics. Gus recommends that deaf and mute girls should wear tight pants so that people can read their lips.



LAUREL AND HARDY

The one to the left is Brian "Deadmeat" Ledbetter, the U.S.A. representative who ended up 10th in the Olympics. The one working is the Alternate, "Slippery Russ" Silvestri, the only person to go in a French restaurant and order "French Fries." Russ says the only way to get a Polish girl pregnant is to come in her shoes and the flies will do the rest.



TECHNICAL COMMITTEE CHAIRMAN

IFA Technical Committee Chairman Andrzej Ostrowski was on hand to check the boats. Andy says that Poles make poor lovers because they wait for the swelling to subside.



HENRYK BLASZKA, POLAND

The 30-year old Polish Finn representative who ended up 20th in the regatta. Henryk says that the three most difficult years for Poles is the Third Grade.



LITTLE OLD BOATBUILDER

The U.S. team's boatwright, Carl Eichenlaub, builder of many fine Star boats, as he goes to work to patch up Brian's indiscretions. (Photos courtesy Gus Miller)



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course. On one of the recalled starts, Luc Choley (F) on starboard tack hit Ledbetter's (US) rudder while on the port tack. The collision broke a big hole on the rudder's back, but because of the port and starboard tack, Ledbetter could not get any redress.

The start and first part of the beat saw a myriad of protests. Holmberg (VI) and Doreste (E) started on port tack at the pin with Doreste on Holmberg's quarter shielding him from the Race Committee's view. Both of them crossed Hjortnaes (D) on the port tack and Hjortnaes entered a protest on the grounds that he had to bear off.

With their port-tack start, Holmberg and Doreste could not clear all of the starboard-tack boats and Holmberg (VI) hailed Doreste (E) for room to tack. As Doreste was slow in responding, Holmberg held his tack head to wind to allow Doreste to complete his tack. In the maneuver, they touched and both flew protest flags. After a quick discussion, they both decided not to file as the touch was "minor."

The "Mad Russian" was really mad. After two DSQs, Khoperski (SR) exploded out of the start and was gone. Threats of "Siberia" must have gotten his attention and he sailed an outstanding race.

The wind was up and down with no holes on 10- to 15-degree shifts. Waves were smoother in the middle and rougher on the right. Pratt (KA) started 3/4th of the way down the line and tacked on the first knock with Doreste and Hjortnaes on his hip. He tacked back for the weather mark about 100 yards below the lay line. Holmberg (VI) also went deep right and tacked about 100 yards below the lay line. But he had to take two hitches to make the mark. The order at the first windward mark was Khoperski (SR), followed by Childerley (K) and O'Hara (IR). Pratt (KA) was in 4th place followed by Doreste (E), Hjortnaes (D), Spitzauer (OE), Holmberg (VI), Schmid (G), Rechart (L) with Ortolano (GR) sneaking up behind him in 11th place. Ledbetter (US) was in 12th place followed by Mergenthaler (MX), Cutler (KZ), and Takasawa (J). Lawrence of Alberta (KC) was in 21st place. Our hero, Soriano (PH), was 31st, improving and ahead of two other boats.

The first and second reaches were even. Some skippers rocked to break

waves. The few who had gone low to get more room, were able to break more waves and move up. Holmberg (VI) knew how to rock and moved from 8th to 3rd on the first reach. Spitzauer (OE) went from 9th to 4th on the second reach. Ledbetter (US) dropped back two places to 14th while Lawrence Lemieux (KC) moved up to 19th.

The wind was down for the second beat. Most went deep right to about

100 yards short of the lay line. Any tack left was wasted as those who tried it, just fell back on those ahead. Doreste (E) broke his sheet and then power-sailed to move up from 6th to 3rd. Brian Ledbetter (US) climbed back into 11th place. Order at the second windward mark was Khoperski (SR), Childerley (K), with Jose Doreste (E) in 3rd place. Following was Peter Holmberg (VI), Hjortnaes (D), Pratt

(Continued on next page)



"...AND THANK YOU FOR YOUR SUPPORT."



During the past four years, the U.S. Olympic Yachting Committee has provided excellent support for the various Olympic classes. Funds have been furnished each year for members of the class to sail important regattas in Europe so to get experience in international competition. During this period, several Finn clinics were sponsored and were open to all interested. The new USYRU Training Center in Miami, Florida, has been used by the Finn class as the site for regattas and training, a welcome addition to the opportunities for sailors to perfect their abilities.

The efforts of USYRU's Olympic Yachting Committee has been under the Chairmanship of Ex-Finnster Andy Kostanecki. A former USAFA President, Norm Freeman (a onetime excellent Finn and Flying Dutchman sailor), a member of the Committee, devoted considerable time and energy to administer the 1988 U.S. Olympic Finn Trials at Marblehead. And Buzz Reynolds, a Finn great, has served both as the Finn representative and as one of the executive board members. Their support of the Finn Class has been outstanding.

The efforts were continued through the Olympic Games. Brian Ledbetter and the U.S. Olympic representatives in the other classes were given two weeks of intensive training at Long Beach, California prior to departure for the Olympic Games. Another two weeks training was provided at the site of the Olympics, Suyong Bay, Pusan, Korea.

To assist in preparing the U.S. Finn representative, USYRU purchased a Korean-built Hyundai Finn, the same type as being furnished at the Olympics, and brought it to Long Beach for the two-week training period. This was to help the U.S. Finn representative get familiar with the type of boat which would be used. Russ Silvestri, Louie Verloop and Alex Cutler were also brought out to Long Beach to assist Brian in his preparations and to sail against for tuning purposes.

Ex-Finnster and sailmaker Gordie Bowers and Robert Hopkins worked with the various class Olympic representatives to improve their speed and tactics. After the training period in Long Beach, the entire Olympic team and support staff was flown to Pusan almost three weeks in advance of the start of the Olympics. This permitted the sailors to get familiar with the course and the weather conditions well in advance of the regattas.

The U.S. team was headed by Andy Kostanecki with USOYC Executive Director Jonathan Harley assisting. The support team included meteorologist Rob "Your guess is as good as mine" Mairs; an expert on currents, Peter "Ebb-tide" McCarthy; rules expert Dick "No ooch" Rose; and several medical personnel as well as coaches, Gordy "Teddy Bear" Bowers, Bill "Off" Shore, "Ding-Dong" Dave Ullman, Jonathan "Apple seed" McKee and Scott "Stainless" Steele.

Because of his versatility and having in experience in several Olympic classes, Slippery Russ Silvestri went to the Olympics as one of the alternates and as a good will ambassador for the teenage girls of Pusan.

A great deal of time and effort was put forth by the members of the U.S. Olympic Yachting Committee to aid the Finn class and the other classes prepare for the Olympics. Many more long hours and hard work went into the Olympic effort than most of us will ever realize. However, the Class does wish to express its appreciation to the USYRU and the Olympic Committee members for the dedication and devotion. Thank you very much from all of us.

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(Continued from previous page)

(KA), Spitzauer (OE), Cutler (KZ), Schmid (G), O'Hara (IR), and Ledbetter (US) in 11th place.

On the run, it paid to go to sea where there was more pressure. Khoperski (SR) went straight while Childerley (K) and Doreste (E) went out to sea. Childerley (K) went toward the land and Doreste (E) got him.

The third beat was just like the second. Pressures and shifts were to the right and it only paid to play the big shifts. A few changed position; O'Hara (IR) picked up three places and Bryan Ledbetter (US), who had gained a position on the run, dropped back one position. At the windward mark, Khoperski (SR) was still leading with Doreste (E) pushing him. Following were Stew Childerley (K), Holmberg (VI), Spitzauer (OE), Hjortnaes (D), Schmid (G), O'Hara (IR), Cutler (KZ), Recharadt (L) and Pratt (KA).

Nothing much happened on the two reaches as the wind was down and the "Watchy-Bird," the Jury, was close by so pumping was minimal. However, Cutler (KZ) passed O'Hara (IR) and Ledbetter (US) passed Pratt (KA).

Starting the final beat, Khoperski (SR) was still leading, followed by Doreste (E), Childerley (K) and Holmberg (VI). Spitzauer (OE) was in 5th place, followed by Hjortnaes (D), Schmid (G), Cutler (KZ), O'Hara (IR) and Recharadt. Brian Ledbetter (US) was in 12th place while Larry Lemieux (KC) had moved up to 15th.

On the last beat, the pressure was from the right with 10- to 15-degree shifts. Second-place Doreste (E) and third-place Childerley (K) had a good lead on Holmberg (VI) while Spitzauer (OE) was well behind them. Holmberg (VI) proceeded to lay off and drive through them. When Peter tacked across, Childerley (K) tacked in his face. Holmberg pinched up; Doreste (E) tacked on Childerley. Holmberg (VI) continued high, hiked hard and went over the top of Childerley (K). Cutler (KZ) banged the right corner and tacked about 10 yards below the lay line to move past Hjortnaes and Schmid (G). Khoperski (SR) cruised across the finish line to win the race. Doreste (E) finished second and Peter Holmberg (VI) was third, followed by Childerley (K), Hans Spitzauer (OE) and Cutler (KZ). Hjortnaes finished 7th followed by Schmid (G), Recharadt (L), O'Hara (IR), Pratt (KA) and

Ledbetter (US) in 12th place. Lemieux (KC) was two places behind Brian.

After the finish, Doreste (E) worried that given the proven litigious attitude of some of the skippers and Hjortnaes' pending protest against Holmberg (VI) and himself, they both could be thrown out by a third party for their touching at the start and so they filed protests.

Hjortnaes' protested that he had to give way to Doreste and Holmberg right after the start. It was disallowed when the video showed that Hjortnaes was incorrect on the facts as Holmberg (VI) and Doreste (E) had crossed him with plenty of room to spare. The "instant replay" video also showed that the facts were as Holmberg and Doreste stated, but Doreste (E) was DSQ'd for hitting Holmberg. Also, Holmberg had been called "PMS" by the Race Committee. While the video showed that it was close and Holmberg (VI) was probably behind the line when the flag started to drop, but it was not conclusive enough to overrule the Committee's call.

The fourth race day was a great day for the Soviets as, besides winning the Finn race, they had won both the men's and the women's 470 races. When everyone was ashore, Andy Kostanecki, the U.S. team chief went up to Andrei Kisloff, the Russian team chief to congratulate him and ask him how they did it. Andrei told Andy that they held a team meeting and told the team that if they did not have a good performance the next day, they would be sent back to Moscow on the following day. Andy told Andrei that it was a great idea and he would have a meeting of the U.S. team and tell them that if they did not have a good performance the next day, they also would be sent to Moscow or possible, Bayonne.

So far the regatta had been lucky and had the minimum 4 races completed in really good dinghy racing conditions. Many commented that the fleet at Pusan has much more depth than

"...the fleet at Pusan had much more depth than the fleet at the 1984 Olympics..."

the fleet at the 1984 Olympics at Long Beach and that race was at a much higher level and more intense.

The mid-regatta standings. Using the throwout, Lasse Hjortnaes (D) was leading with 13.0 points not counting the second race where he had to retire. Second was Doreste (E) with 18.7 points throwing out the 4th race DSQ.

Childerley (K) was third with 21.0 points with a 14th second race not counting. Recharadt (L) was 4th with 27.0 points followed by Thomas Schmid with 29.7 points. John Cutler (KZ) had 31.0 points. In 7th place was Peter Holmberg with 31.7 points, then Roy Heiner (H) with 38.4 points. Mergenthaler (MX) was 9th place with 41.0 points, 10th was O'Hara (IR) with 41.7 points, while 11th was Chris Pratt with 43.0 points. Larry Lemieux (KC) was 12th with 47.0 points, 13th was Paolo Semeraro (I) with 47.7 and Brian Ledbetter (US) was in 14th place with 48 points.

If Counting total points, Childerley (K) had kept his nose cleaner and was leading, followed by John Cutler (KZ), Schmid (G), Hjortnaes (D), and Heiner (H). The surprises were Khoperski (SR) was in 20th place and Spitzauer (OE) in 24th place, both of them having two DSQs. The effect of "medal expectations" was visibly evident on many of the sailors. The next races and the final outcome of the Olympics would depend in a large measure on how the concentration of each was affected by the internal pressures.

Race No. 5. Again, I was assigned to Boat #911. The fifth race was the hard one and among the toughest Finn races I have ever seen. The wind was 25 to 30 knots again from the northeast which was no big deal. The hard part was huge breaking waves which were a combination of 8- to 12-foot seas with a rough surface chop against a 1½-knot current strong enough to hold the bow of the race committee boat downwind with a bow wave. Our hero, Soriano (PH) made a wise decision and sailed in before the start.

The starting line was pin-end favored and all the skippers had to hang back because of the current. There was one general recall. Lawrence of Alberta (KC) barged on the start, had to duck some of the other boats and was the first person to go right. He cut off O'Hara (IR), who was on the starboard tack and had to throw off his sheets in order to stop and prevent a collision. Larry was lucky O'Hara never filed a protest. Holmberg (VI) got a very "laid-back" start in the third row at the pin rather than risk getting another PMS.

On the first beat, the port tack was smoother and starboard was more head on, so most skippers used two different rig setups and steering styles. The current made the beat short and Larry

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GORDIE ANDERSON, CANADIAN ALTERNATE

Gordie Anderson, the "Halifax flasher," lost out to Lemieux in the last leg of the Canadian Trials. While in Pusan, he almost got into a fight when he told Henryk Blaszkza that the reason "Polish" and "polish" are spelled the same is because Webster didn't know the difference between shit and Shinola. (Photos courtesy Gus Miller)



OUR HERO

Lawrence of Alberta, the Canadian Finn entry, ended up 11th in the series but first in the hearts of Pusan's pretties. During the heavy-weather 5th race, the part-time Edmonton homebuilder and full-time home wrecker pulled Joseph Chan from the water. Charlie's aunt was a crew of the Singapore 470 entry and had a injured back when his boat capsized. Larry's boat had to be fumigated after a 470 sailor had been aboard. (Photo courtesy Gus Miller)



LAURI RECHARDT, FINLAND

Rechardt won the 2nd race and then got tagged out in the 3rd. He ended up 9th in the series after getting a YMP in the last race when his bailer failed. Here he is saying "Play it again, Sam."



BRONZE MEDAL WINNER

John Cutler, New Zealand, won the last two races to take the Bronze Medal. He says that in New Zealand, they get virgin wool from ugly sheep.



BILL O'HARA AND FRIEND

Ireland's O'Hara was 21st in the series. Conrad Simpson is standing next to him and saying that an Irishman's idea of fore-play is saying "Brace yourself, Bridget!"

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Lemieux (KC) was the first to tack from the right. He came out about 4 lengths short at the mark. Childerley (K) was going really well. Holmberg (VI) with good speed went mid-right and came across shy of the lay line. Doreste (E) and Ledbetter (US) were also doing well. Cutler (KZ) started about one-third down the line and went right; when he came across, Khoperski (SR) tacked under him so Cutler wound up overstanding. Doreste was very fast but far behind as he started at the Committee boat end of the line. The order at the first windward mark was Lemieux (KC), Doreste (E), Childerley (K), Holmberg (VI), Ledbetter (US), Ortolano (GR), Schmid (G), Khoperski (SR), O'Hara (IR), Spitzauer (OE), Choley (F), Rechartt (L). Cutler (KZ) was 17th and Doreste (E) was 22nd, behind Campero (A), Suprpto (RI), Takasawa (J) and Park (RK).

The first reach was very broad, almost a run because of the current. Many skippers were more comfortable going high in "survival" conditions. Doreste (E) went low and passed Lemieux (KC). Holmberg (VI) tried but could not get past Childerley (K). Cutler (KZ) exploded and passed 8 boats. Some of the tail-enders, Takasawa (J), Atwell (KBA) and Battaglia (MO) capsized and had to retire.

The wing mark was a real contest of guts. Several boats "chickened out" and "came about" instead of gybing. Ledbetter (US) was going to show how tough he was and jibed only to do a "death roll" when a breaking wave shoved him into the cockpit. Rechartt (L) and Spitzauer (OE) almost tangled up while jibing. Chris Pratt (KA) rounded up and dumped after the jibe mark. He hung out on the centerboard quickly but by the time he got back upright, the current had carried him upwind past the mark and he had to tack to get around. Park (RK) dumped for his first time. (He dumped four times during this race. His basic problem was, than during the practices, he had been very reluctant to practice heavy-weather jibes.) Suprpto (RI) who had been doing well to this point also dumped and had to retire. Bryan (KH) broke his inhaul, dumped and turtled. The current pushed his sail to windward while the wind pushed the hull to leeward. He filled four times as the waves broke over him or the boat submarined. But he completed the race.

The second reach was closer than the first reach but still broad because of the current. Ortolano (GR) passed Khoperski (SR) while Choley (F) passed Schmid (G). Zarif (BL) dumped and had to retire when the gasket on his bailer slipped down over the flap door so that the boat would not drain. He was given a YMP of 13th place for this problem since the boat had been furnished. On the reaches, Campero (A) moved from 18th to 12th, showing that he liked the big winds.

**LAWRENCE PRACTICING RESCUES**

Larry Lemieux, Famed Canadian Finn Olympic Representative, won a Olympic Medal of Valor for his rescue of a 470 crew during the 5th race. (There are some cynics who think that nobody should win an award for saving any 470 sailors unless they are female.) Larry "The Legend" is noted for his lifesaving tactics as is demonstrated in this photograph above. Through the years, Larry has saved many young damsels from being raped when he convinced them to submit to his manly charms during the foreplay. Lawrence ended up 11th in the Olympics, but when they declared the day following the 5th race as a "Lay Day," he took them literally.

"Our Hero." On the second beat, after rounding in second place behind Doreste (E) and followed by Childerley (K), Lawrence of Alberta (KC) made the daring rescue that made him even more world famous than he already is. Half way up the beat, Larry saw a long-haired figure swimming and went over to pick up this "mermaid in distress," just as we would all expect him to do. It turned out that the "young damsel" was, in reality, the crew from the Singapore men's 470 who had gotten separated from his boat when it capsized. The helmsman had dumped about 12 times trying to get back up and there was considerable distance between the two. The rescue boats had not seen the problem. Not really needing the extra weight and when the boy said he did not have a sister, Larry took the guy over to one of the rescue boats. He then resumed the race right

behind Brian Ledbetter (US), who was in 23rd place.

The jury gave Larry (KC) a second-place YMP for his heroic act. The rescue made international headlines and Larry was interviewed on NBC-TV. The International Olympic Committee awarded him an Olympic Medal of Valor. Fortunately, the press did not read his biography on the computer data link. It listed his occupation as a "Knee and Thigh Specialist." Larry also received the "Massingale Douche" Award for his clean sailing.

Olympic racing is just a game and Larry followed the "Tradition of the Sea" in helping another in trouble. Unfortunately, there are some who would have not stopped and, given the conditions, a tragedy could have resulted. Larry deserves credit for heroic act.

On the second beat, besides the "Legend's Lament," most of the other boats overstood the windward mark because of the current. Khoperski (SR) had real good boat speed, played to the left of Holmberg (VI) and passed him just before the mark. Ortolano (GR) liked the high winds and also passed Holmberg (VI) and moved into third place, right behind Childerley (K). The order at the second windward mark was Doreste (E), Childerley (K), Ortolano (GR), Khoperski (SR), Holmberg (VI) in 4th, Choley (F), Schmid (G), Cutler (KZ) in 8th, Rechartt (L), Spitzauer (OE) with Mergenthaler (MX) in 11th place. Ledbetter (US) was back in 22nd and Lemieux (KC) had rejoined the race after the rescue and was 23rd.

The run was straight downwind. It paid to start on starboard tack, at an opportune moment jibe to port and work low. Holmberg (VI) passed up Khoperski (SR) and Childerley (K) to take over 2nd place. Cutler (KZ) continued to move up and was 5th at the leeward mark. Ortolano (GR) crashed and had to retire. Campero (A) tried two reaches on the run for more speed on the huge waves and lost four boats with that tactic. Campero evidently liked the high winds because at lower velocities others are faster while in high winds, the boats ahead were capsizing. However, at both jibe marks, Campero (A) almost capsized and had to hang way over the side to survive.

On the third beat, most boats went hard right. Khoperski was in high gear and got past Holmberg (VI) again and took over second place. Hjortnaes (D), at 225 lbs., the heaviest sailor there,

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continued to gain and was up to 7th place at the windward mark. Ledbetter (US) and Lemieux (US), the "L & L boys," were still in company in 21st and 22nd places. Gary Griffith (GM) filled his boat and had to be towed in after the weather mark as his air tanks filled up and he could not sail the water out.

Going into the third reach, Doreste (E) was still leading which Childerley (K) and Khoperski (SR) right behind. They were followed by Holmberg (VI) in 4th, Cutler (KZ), Schmid (G), Hjortnaes (D) in 7th, Recharadt (L), Mergenthaler (MX) in 9th, Heiner (H), Choley, and Spitzauer (OE) in 13th. Many boats are forced high on the third reach; those that kept low gained. Doreste (E) was conservative with his sheets in and his vang off to protect his position. Holmberg (VI) went all out and attacked the waves; he was high and just before the turn mark, he got two huge waves. On the first one, he jibed onto port and on the top of the second wave, he shot passed Doreste (E), Childerley (K) and Khoperski (SR) to take over first place. It was hairy and scary as Peter continued to scream all the way down the last reach.

"Long John" Cutler (KZ) was in 5th place when he capsized on the third

reach going for it hard. He saw a huge wave and moved forward to break it better. The boat got going so fast that it slammed into the wave ahead and stopped as the bow buried into it. John fell over the controls as the boat spinned and then dumped. He was thrown clear and had to swim to catch the boat.

On the fourth reach, all the skippers were scared that they would crash and burn. Lauri Recharadt (L) did capsize and lost 5 places. At the leeward mark, Holmberg (VI) led, followed by Childerley (K), Khoperski (SR) with Doreste (E) back to 4th place. Schmid (G) was in 5th place followed by Hjortnaes (D), Cutler (KZ), Heiner (H), Mergenthaler (MX), Choley in 10th place, and Spitzauer (OE). Big separations developed between the boats as the current would sweep the boats around the leeward mark.

On the last beat, the first four boats started right. Holmberg (VI) had a three-length lead over Childerley (K). Khoperski (SR) got out of the fight and tacked left. Holmberg (VI) went over to cover him. Childerley (K) continued to cover Doreste (E) as they continued right. They double-tacked on the right and gained some. Holmberg (VI) had his choice of either the wind or the current and decided to let Khoperski (SR) go and cover the other two. He was lucky to cross just ahead of Childerley (K) and Doreste (E).

From there, it was a hard hike to the

finish and the glow of the horn. All the way, Holmberg (VI) was worrying if his mast would stay up. Doreste (E) was able to pass in front of Khoperski (SR) to move into 3rd. All of the boats understood the mark. Holmberg (VI) tacked first just under the port layline. Childerley (K), Doreste (E) and Khoperski (SR) followed on Holmberg's quarter. As each passed the pin end of the finish line, they tacked and were swept across the line by the current.

Lasse Hjortnaes (D) passed Schmid (G), Heiner (H) got Cutler (KZ) and Caap (S) moved up enough to take Spitzauer (OE). The order of finish was Peter Holmberg (VI), Childerley (K), Doreste (E), Oleg Khoperski (SR), Hjortnaes (D), Schmid (G), Heiner (H), Cutler (KZ), with Mergenthaler (MX) in 9th, Choley (F), Caap (S) in 11th, Spitzauer (OE), and Campero (A) in 13th. Ledbetter (US) and Lemieux (KC) finished 20th and 21st in close company, just like in the training all those years off Long Beach and many other places.

The competitors were upbeat from the high-winds and the most eventful race. When the next day was made a lay day, they were happy to get a chance to rest and regroup.

The "medal" picture started to clear up after the five races. Lasse Hjortnaes (D), using the best 4 of the 5 races, was in first place with 23.0

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1992 Olympic Classes

At the Nov. 1988, meeting, the International Yacht Racing Union designated the sailboat classes which would be used for the 1992 Olympic Games in Barcelona, Spain.

There will be ten yachting events at the 1992 Olympics. All of the events at the 1988 Olympics will be carried over and two new events for women will be added. Besides the Women's 470 regatta, there will be a women's sailboard and a women's single-handed event in Europe Dinghies.

The Europe Dinghy is popular in Europe. It is about 11 feet long, weights about 100 lbs. (compared to the Finn 319 lbs.) and carries about 75 sq.ft. of sail (compared to Finn 115 sq.ft.). Carbon-fibre masts are permitted. It is presumed that the Finn was not chosen for the Women's event because it "takes a man to sail one." However, longtime Finn sailors will remember some gals which used to sail Finns very well in the 1960s and 70s. The European Dinghy was chosen over the Laser by a secret ballot. Despite its popularity, the Laser does not lend itself to an Olympic class since it is a builder's class with no published rules or specifications.

The Division II Lechner A 390 sailboard used in the 1988 games will be used for women and men events in 1992.

Because of the necessity to give YMP points in the 1988

Finn Olympic event due to failures in the hulls furnished by the host country, hulls for the 1992 games will be chartered at nominal fees. It will be the sailor's responsibility to make sure that the hull is in proper shape. This will be true for the Finn, Woman's Europe Dinghy, and the two sailboard events.

The Finn is the oldest continuous Olympic Class, having been in the Olympics since 1952. The Star is the oldest Olympic Class, since 1932, but was not used in the 1976 games at Kingston, Ontario.

The 10 events for the 1992 Olympic Games at Barcelona, Spain are as follows:

Men

1. Finn: One-man centerboard
2. Star: Two-man keel
3. Flying Dutchman: 2-man centerboard
4. Tornado: 2-man catamaran
5. 470 (men): 2-man centerboard
6. Soling: 3-man keel
7. Sailboard: 1-man board

Women

8. 470: 2-women centerboard
9. Europe: 1-woman centerboard
10. Sailboard: 1-women board



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points but had a breakdown as his throwout and could not afford any mediocre races if he was going to get the gold. Stuart Childerley (K) was right behind with 24.0 points and had a 14th for his throwout. Doreste (E) with a DSQ for a throwout was right behind with 24.4 points. In 4th place was Thomas Schmid (G) with 29.7 points with a 13th for a throwout followed by Peter Holmberg (VI) in 5th with 31.7 points and a PMS. John Cutler (KZ) was in 6th place with 45.0 points using a 10th for a throwout. Khoperski (SR) had two good back-to-back races with 1st and a 4th, but he could not overcome his two DSQs. Rechartd (L), Lemieux (KC) Heiner (H), Mergenthaler (MX), Pratt (KA) and O'Hara (IR) had all looked very good at times. Ledbetter (US), who seemed to have been improving, had dropped back because of his 19th in the 5th race and was out of the medal competition. Lawrence of Alberta (KC) had only one good race, a 5th in the second, and was pretty well out of it so he could concentrate on his evening endeavors.

Race No. 6. After the lay day, the winds were down but a two-ft. swell remained and there was a 2½ knot current pushing up across the starting line. Each of the buoys had a bow wave and a wake trailing upwind. We mark. Peter Holmberg (VI) spotted a went out on Boat #960 which followed current line and tacked back right the Finn fleet all the way around be-

cause there was nothing but Finn partisans on board.

The winds were so light that the start had to be postponed until the wind finally filled in at about 12 knots and the boats could have enough speed to overcome the swell and current. At the start Lemieux (KC) was at the pin end on port and immediately tacked to starboard. Right after the start, Doreste (E) crossed in front on Schmid (G) and Schmid protested claiming that he had to bear off. Khoperski (SR) and Cutler (KZ) saw the incident but only Cutler, who was fighting Doreste for a medal, was willing to be a witness. He stated that Schmid (G) had headed up and was sculling so the protest was disallowed. Doreste (E) passed off the incident by saying "A medal makes everyone nervous." Earlier, Schmid (G) on port tack had hit Rechartd's (L) rudder and broke off a big piece. Rechartd applied for YMP points but did not get them. Mergenthaler (MX) got pushed over the line by the current and went back. Pratt (KA), Battaglia (M) and Soriano (PH) were also over but did not go back and subsequently got YMSs.

Holmberg (VI) pulled a port-tack start by waiting until he found a hole in the starboard tackers to go through. On the first beat, many of the boats went mid-right. Khoperski (SR), Pratt (KA) and Cutler (KZ) were moving well and took the lead at the windward mark. Peter Holmberg (VI) spotted a went out on Boat #960 which followed current line and tacked back right the Finn fleet all the way around be-

dle of the fleet into 4th place, ahead of Doreste. Doreste (E) regained the position and rounded the windward mark fourth, just ahead of Holmberg (VI). Behind them were Hjortnaes (D), Schmid (G), Childerley (K) in 8th, Campero (A), Heiner (H), Spitzauer (OE), Brian Ledbetter (US) in 12th, and Blaszkza (PK).

The group of newcomers showed that they had been improving to the point where they were having a tight battle with each other and had moved up into the back of the bulk of the fleet. Their order was Battaglia (M), Atwell (KBA), Philip (KF), Bryan (KH), Griffith (GM), Soriano (PH) and Suprpto (RI). They were ahead of Ortolano (GR) and Mergenthaler (MX) while Lemieux (KC), O'Hara (IR) and Takasawa (J) were right among them.

The first reach was broad and Cutler (KZ) passed Pratt (KA) to take second place while Holmberg (VI) passed Doreste to take 4th place. Spitzauer (OE) moved from 11th to 7th place while Hjortnaes (D) dropped 6 places. Larry Lemieux (KC) went to work and moved from 22nd to 14th place.

The second reach was tricky because the current was head on and not from leeward. Cutler (KZ) was able to pass Khoperski (SR) and take over the lead. Holmberg (VI) started low with Doreste (E) and Schmid (G) on his quarter and gaining on him. Holmberg (VI) came back up to pass Pratt (KA) and catch Khoperski (SR). Ledbetter (US)

(Continued on next page)

1990 GOODWILL GAMES AT SEATTLE



The 2nd Goodwill Games are scheduled for July 24-Aug. 5, 1990 at Seattle, Washington, USA. The Pepsi-Cola Company will be one of the sponsors of the Games.

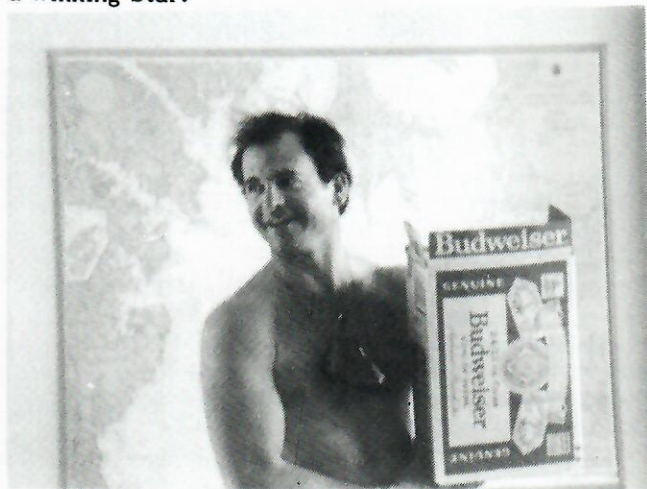
This event features the various Olympic events and gives the countries an idea as to their capabilities in international competition midway between Olympic games.

The Goodwill games were established with the support of Ted Turner to foster competition between the USSR and USA (and provide a major event on his cable TV network). The first Goodwill yachting events were held at Tallinn, Estonia, USSR on the Gulf of Finland July 12-19, 1986.

Buzz Reynolds was selected as the U.S. representative to the Finn Class. There were twelve countries entered and Oleg Khoperski of Russia took 5 aces out of 6 races and was very impressive in his win. Buzz Reynolds was 3rd in the series, right behind Dirk Pittelkov of East Germany. The Gold Cup overlapped and only Australia, Sweden and Finland sent representatives. Most of the participants in 1986 were from Eastern Bloc countries who did not participate in the Gold Cup.

Gus Miller also attended and gave a 5-day seminar on how

beavers build dams to the sailors present. Ex-Finn great "Super Henry" Sprague showed up as a crew on a winning Star.



BUZZ REYNOLDS AND HIS FAVORITE TROPHY

Buzz Reynolds, the U.S. Representative at the first Goodwill Games Finn yachting event at Tallinn, Russia. Buzz did an outstanding job representing the Finn class on the USOYC during the past four years. Buzz thinks that a wet dream is a snorgasm.



Olympics '88

(Continued from previous page)

passed Childerley (K) and move into 9th place. Pratt (KA) had some problems at the leeward mark and dropped back to 8th place while Spitzauer (OE) dropped to 12th place. Ledbetter (US) passed Childerley (K) to move into 9th place.

On the second beat, it paid to go mid-right and play the shifts. You had to protect the right but take care not to overstand because of the current. Zarif (BL) and Hjortnaes (D) both played it just right and gained six places. The front boats at the windward mark were Cutler (KZ), Khoperski (SR), Holmberg (VI), Doreste (E) Schmid (G), Campero (A), Heiner (H), Ledbetter (US) in 8th place, followed by Lasse Hjortnaes (D), Semeraro (I), Pratt (KA) and Childerley (K) in 12th. Zarif (BL) was in 13th while Lemieux (KC) was 14th.

The run had current eddies that caused more position changes than the wind shafts. Those who were used to playing currents gained. Childerley (K) made a nice gain from 12th to 8th while Campero (A) went toward shore and lost Ledbetter (US), Heiner (H) and Childerley (K). Lemieux (KC) was able to get back Zarif (BL).

The third beat was like the second and it paid to protect your right. Heiner (H) passed Ledbetter (US), Hjortnaes (D) passed Campero (A),

"A MEDAL MAKES EVERYONE NERVOUS."

Jose Luis Doreste

Zarif (BL) got Lemieux (KC) back, Caap (S) passed Ortolano (GR), Pratt (KA), Spitzauer (OE), and Park (RK). At the windward mark, the order was Cutler (KZ), Khoperski (SR), Holmberg (VI) with Doreste (E) right behind. Schmid (G) was in 5th place followed by Heiner (H), Ledbetter (US) in 7th place, Childerley (K), Hjortnaes (D), Campero (A), Semeraro (I) and Zarif (BL) in 12th place.

On the third reach, Holmberg opened up on Jose Doreste (E) and had some breathing room. Heiner (H) passed Schmid (G), Campero (A) repassed Hjortnaes (D), while Park (RK) and Caap (S) both pass Lemieux (KC).

The fourth reach was still a problem with the current and those who attempted to go down the waves tended to lose. Hjortnaes (D) lost Semeraro (I) and Zarif (BL) while Larry Lemieux (KC) got back Park (RK) and Caap (S).

The last beat started with big gaps between boats as the current slowed the boats approaching the mark and accelerated those who had rounded. Cutler (KZ) had a good lead all the way up and won the race, followed by Khoperski (SR) in second place. Because it was a short beat, Holmberg (VI) figured he could not catch Khoperski and so was content to cover Doreste (E) and they took 3rd and 4th places. They were followed by Heiner (H), Schmid (G) and Ledbetter (US) in 7th place. Campero (A) passed Childerley (K) to finish 8th; an impressive finish considering he only began to sail a Finn at the March 1988 IOC/IFA Finn Clinic in Miami.

10th place went to Semeraro (I) followed by Zarif (BL), Hjortnaes (D) and Lemieux (KC) in 13th.

Spitzauer (OE) dropped nine places and was unusually slow, finishing 16th. It turned out that a keel band had come loose and he applied for a YMP. Rechartd (L) was also unusually slow and dropped 10 places to 21st because of the piece Schmid (G) had taken out of his rudder at the start. He requested a YMP but it was denied.

With one race to go, who would win the medals was still in doubt with about six contestants still having a shot. Leading was Doreste (E) with 32.4 points. Only 5 points behind him was Peter Holmberg (VI) with 37.4 points. Both had one "Alphabet" finish so a bad race or a DSQ would drop them way down. In 3rd place was Childerley (K) with 39.0 points. Lasse Hjortnaes (D) was 4th with 41.0 points and a breakdown. Cutler (KZ) had 45.0 points and Schmid (G) with 53.1 points.

Doreste (E) was in the "driver's seat" with a 5-point lead on Holmberg (VI), 6.4 points on Childerley (K) and 8.4 points on Hjortnaes (D). For the Gold, it looked like it was between Doreste and Holmberg with Holmberg having beaten him in the last two races. In order for Holmberg to win it, he would have to get first or second in the last race and get one boat between him and Doreste or get at least five boats between them if they are way down in the finishes.

Childerley (K) would get the bronze if he stayed put and had the silver if he beat Holmberg (VI) and gain a couple of points on him. He could take the gold medal if he could win the race with Doreste (E) taking a 4th or worse.

Hjortnaes (D) was just two points behind Childerley (K) and had a shot at the silver or bronze medals. If he could win the race, he might have a chance for the Gold.

John Cutler (KZ) had a good chance for the silver or bronze as he needed 8 points on Holmberg (VI). Just win the race and hope.

As Peter Holmberg said to Doreste while they were eating and drinking after the sixth race, "Fate will take its course. I don't care what color it is."

Race No. 7. We watched the race from Boat #960 which again followed the Finn fleet all the way because there were nothing but Finn partisans aboard.

The weather conditions were tough with a 6- to 9-ft. ground swell. Wind had backed to the left of previous days and it was blowing at 20 to 25 knots and building through the race and against a 2½- to 3-knot current. Soriano (PH) made a good decision and sailed in before the start because he felt the conditions were too dangerous for him.

Before the start, Mergenthaler (MX) broke his mast at the joint when the sleeve failed. He had to be towed in. It was a very bad break for him as he had raced well, was well prepared for the Olympics and had a good chance to finish in the top ten.

"Fate will take its course. I don't care what color it is!"

Jose Luis Doreste

The start looked fairly even and the group split. Ortolano (GR) got a nice port tack start at the pin. Peter Holmberg (VI) had a conservative "hang back" start. He got clear air with a short port tack and then tacked back on starboard on the hip of the group going left. The first shift was out of the left and most boats tacked. Schmid (G) was evidently looking for an even bigger left shift and rode the header further. Ledbetter (US), Childerley (K), Heiner (H), O'Hara (IR) and Lemieux (KC) worked their way right. Khoperski (SR) was impressive for the fourth race in a row and worked into an early lead. Because of the current, the beats were short and it was easy to overstand.

Khopperski (SR) rounded the weather mark in the lead, followed by Pratt (KA), Cutler (KZ), Hjortnaes (D), Choley (F), and Schmid (G). Holmberg (VI) was in 7th place followed by Doreste (E), Spitzauer (OE) Rechartd (L), and Szekely (M). Behind them was the group that went right.

The first reach was almost a run because of the current. It was hard to

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stay low but it was the tactic that paid. Cutler (KZ) blasted ahead of both Pratt (KA) and then Khoperski (SR) to take the lead. Doreste (E) got past Holmberg (VI) dimming his chances for the Gold and then passed Choley (F), and Schmid (G). Semeraro (I) was flying and moved from 11th to 5th. Lemieux (KC) past Spitzauer (OE), Childerley (K) and Choley (F). Spitzauer (OE) lost four places on that reach.

The second reach was tighter and Doreste (E) moved further up by passing Semeraro (I) and Hjortnaes (D). Both Holmberg (VI) and Spitzauer (OE) got by Schmid (G) while Lemieux (KC) caught and passed Ledbetter (US).

Starting the second beat, the current really opened up gaps as the boats rounded the mark. Those who went high of the leeward mark and had to

come down on the mark really lost. Because of the gaps, there were many loose covers and the fleet was spread out. Many boats overstood the mark. Schmid (G) got past Holmberg (VI). Lemieux (KC) moved past Spitzauer (OE), Childerley (K) and Choley (F). Spitzauer (OE) lost 4 places.

The order was Cutler (KZ) leading, Khoperski (SR), Pratt (KA), Doreste (E), Semeraro (I), Hjortnaes (D), and Schmid (G). Holmberg (VI) was in 8th place followed by Heiner (H) and Lemieux (KC).

On the run the wind and seas had built to 22+ knots against a 3-knot current. Doreste (E) moved into third place by passing Pratt (KA) while Holmberg (VI) moved into 6th place by passing Schmid (G) and Semeraro (I). Schmid (G) in 7th place and Takasawa (J) in 26th place capsized, filled their boats and had to retire. O'Hara (IR), in 19th place, capsized and lost his rudder. He had to retire. Several boats hit the leeward mark and had a tough time trying to reround because

of the 3-knot current sweeping windward.

By the third beat, the wind was a solid 25+ knots and the waves continued to get rougher. As in the second beat, the current opened up big gaps between the boats as they rounded the mark. Heiner (H) sailed a good beat and took Hjortnaes (D), Semeraro (I), Pratt (KA) and Holmberg (VI) to move into 4th place. Spitzauer (OE) took Lemieux (KC) and Hjortnaes (D) to round right behind Pratt (KA). Rechardt (L) and Childerley (K) had been dueling for the past few legs and Childerley (K) rounded just ahead of him. Ledbetter (US) rounded right behind Lemieux (KC) and was working hard to get ahead of him. The order at the windward mark was Cutler (KZ) still in the lead, followed by Doreste (E), Khoperski (SR), Heiner (H), Holmberg (VI) in 5th, Pratt (KA), Spitzauer (OE), Hjortnaes (D), Lemieux (KC) in 9th, Ledbetter (US) in 10th and Choley (F) who was having one of his better races.

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Peter Holmberg?

If only Brian Ledbetter could have held Jose Doreste on the last beat of the 1988 Olympic Regatta at Pusan, Peter Holmberg would have won the Gold Medal. As it was, he was able to bring the Silver Medal home which was quite a feat. Who is Peter Holmberg?

When not sailing his Finn, Peter is a realtor in St. Thomas, U. S. Virgin Islands. He first started sailing when he was 4 years old. His father had sailed in the 1972 Olympics at Keil. He was sailing a Laser and got interested in going to the Olympics. The U. S. Virgin Islands is considered to be a separate country from the United States and can send their own representatives to the Olympics. If you think you had trouble financing your own Olympic campaign, pity poor Peter. He had to finance his own way to the Olympic Games as there is little financial support for the Virgin Islands Olympians.

Holmberg started sailing the Finn in 1983 in preparation for the 1984 Olympics in Long Beach, Calif. He took a year off from work at his family's real estate business to prepare for the 1984 Olympics. He sailed the 1983 North Americans at San Diego and got 33rd out of 51 boats and then the Pre-Olympics at Long Beach and got 41st out of 47th. Eric Mergenthaler of Mexico was last at the Pre-Olympics that year. Peter also sailed the 1983 Gold Cup at Milwaukee and got 61st out of 94 boats.

These mediocre finishes did not discourage them. Peter continued to practice at home and got a 15th out of 48 boats at the 1984 North Americans at Gulfport, Miss. (Eric Mergenthaler was 44th at this regatta.) At the U.S. Nationals, Peter was 16th out of 53 boats while Eric Mergenthaler was 34th.

At the ripe old age of 24, Holmberg sailed the 1984 Olympics and ended up 11th out of 28 entries while Eric Mergenthaler of Mexico at the age of 20 was 18th.

The bug had bit them so Peter and Eric decided to try again in 1988. Peter got 19th out of 34 boats at the 1986



Peter Holmberg selling real estate in Virgin Islands

North Americans at Marblehead. Peter paid his own way to the 1987 Pusan Pre-Olympics and was 8th out of 30 boats. Eric Mergenthaler toured Europe and took 89 out of 122 in the 1987 Gold Cup at Kiel.

After selling several million dollar estates to unsuspecting tourists, Peter had enough money to take off and practice continually for a couple of months in the fall of 1987. Looie Verloop, Mark Herrmann and Peter Truslow joined him in the Virgins for the practice.

Hard work and intense training resulted in Peter Holmberg winning the Silver Medal at the 1988 Olympic Games. And Eric Mergenthaler ended up 13th but would have done better had he been able to sail the last race. It is proof that one can improve their sailing abilities by working hard and concentrating.

Congratulations from USAFA to Peter Holmberg for a job well done. And also to Eric Mergenthaler of Mexico, who made an excellent showing at the Olympics. It shows what can be done by hard work.



THE MILLER REPORT

Olympics '88

MEXICO'S ERIC MERGENTHALER

(Photo to right) Eric was 13th overall in the series. He sailed better than the score would indicate. He broke his mast just before the last race and could not sail. He says Mexicans don't have barbecues because the beans fall through the grill. (Photos courtesy Gus Miller)



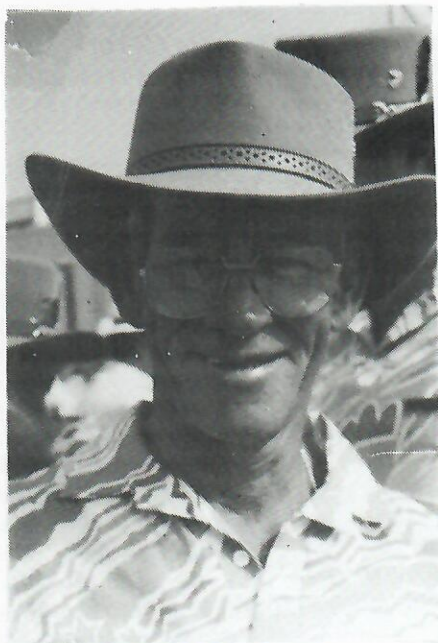
'YOU GOT JAPANESE CAMERA?'

Takayoshi "Taka" Takesawa, Japanese Finn sailor ended up 26th in the regatta. Gus Miller tried to convince him that "decaffeinated" refers to a cow that has been spayed.



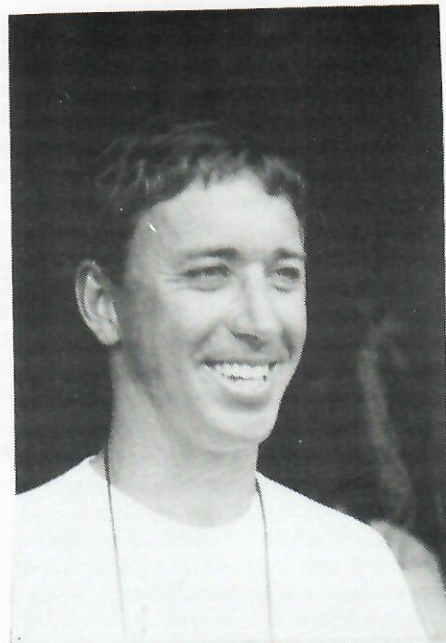
GONZALO CAMPERO

The Argentine Finn sailor was 17th in the series. He graduated from Beaver U. last spring and was 9th in the 1988 East Coast Midwinters. Fortunately, he did not pick up all of Gus Miller's bad habits.



AUSTRALIAN COACH

Mike Fletcher was the sailing coach for Australia and claimed he was like a kangaroo. After a few drinks, he would offer to show his pouch to the ladies in the bar.



CHRIS PRATT

Australia's Chris Pratt finished 12th in the Olympics. He was 6th in the 1984 Games at Long Beach. Chris claimed that in Korea, he saw girls whose crabs have bags under their eyes because they sleep in snatches.

**Olympics '88**

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The third reach caused many of the contestants big troubles. Heiner (H) was in 4th place when he capsized, filled the boat with water and had to retire. Semeraro (I) in 12th place and Suprpto (RI) in 22nd also dumped and had to retire. Hjortnaes (D), Childerley (K) and Lemieux (KC) also had problems. Hjortnaes (D) and Childerley (K) are forced way wide of the mark. Lemieux (KC) stuck his bow in and swamped the boat, dropping from 9th to 18th. Many other boats had troubles staying low enough and the current swept them 200 to 400 yards outside the wing mark. Cutler (KZ), Doreste (E), Khoperski (SR), Holmberg (VI), Pratt (KA) and Ledbetter (US) did some good boat handling, stayed low and rounded the jibe mark with good jibes. Holmberg (VI) got past Khoperski (SR) who was not as sharp in that type of conditions. This put Holmberg (VI) right behind Doreste (E). Ledbetter (US) passed the swamped Larry L. (KC) and Hjortnaes (D) and rounded the wing mark in 7th place. Many other skippers "grannied out" and tacked around. Ortolano (GR) did a beautiful jog of staying low, sailed past the mark, tacked around in less time than most take to jibe and moved from 22nd to 14th place.

The fourth reach was tight and challenging. Cutler (KZ), Holmberg (VI), Ledbetter (US), Hjortnaes (D), and Blaszk (PZ) went low and upright. Choley (F) in 6th place, and Rechart (L) in 10th place capsized, filled with water and had to retire. Rechart's (L) reason for retiring was because the gasket on his bailer slipped down over the flap door and would not drain. Since this was the boat's fault, he was subsequently awarded YMP points in the same way that Zarif (BL) got YMP points in the 5th race for the same problem although they were not shown on the preliminary results.

Doreste's near-disaster. Doreste (E) was cruising down the fourth reach with the Gold Medal in his pocket as he had Holmberg (VI) the only competitor who could catch him now, behind him. Then, the wind suddenly caught him and he had to round up and capsized about 100 yards beyond the jibe mark. He was carried upwind by the current, losing Holmberg (VI) and Ledbetter (US) before he could right his boat. Khoperski (SR) also had to round up and lost Ledbetter (US), Hjortnaes

Big changes in racing rules

The IYRU has approved racing rule changes for 1989-1992 rule book which will soon be available from USYRU. The changes will effect competition in the next few years and sailors will have to become familiar with them.

Anti-ooching. Controversial Rule 54, Anti-ooching, sculling, pumping rule, has been a real headache for most Finn sailors. Enforcement has been spasmodic and sailors would have to find out at regattas the Jury's level of enforcement, (as Mark Herrmann misjudged at the U.S. Trials).

This rule has been a constant headache for both the sailors and the race management teams, especially in light airs. The USYRU is supposed to produce an educational video on the new rule in the near future and it is hoped that it will help out.

The rule has been rewritten and hoped that the new wording will be clearer and enforcement will be more uniform. Some changes include that when roll tacking, the mast can only move away once from the vertical. You can only pump your sails once. However, there is an out. The class may amend the rule if they so desire. What action the International Finn Association will take, if any, is not known. Sailing instructions for regattas can also amend the rule as the sponsoring activity sees fit. You can be sure you will hear a lot more about this.

Buoy-hitting. The new rules will replace the penalty for hitting a mark from having to reround the mark to having the offending yacht make a 720-degree turn after he clears the mark. This will prevent the jam-ups caused by the rerounding penalty.

(D), and Childerley (K). Pratt (KA) also had to round up and lost Ledbetter (US), Hjortnaes (K) and Blaszk (PZ). Lemieux (KC), still plagued with the water in his boat, dropped to 22nd.

The Olympic Medals were to be decided on this last beat of the event.

The finale. The order rounding the leeward mark and going onto the last leg on the Olympics was Cutler (KZ), Holmberg (VI), Ledbetter (US), Doreste (E), Hjortnaes (D), Childerley (K), Khoperski (SR), Blaszk (PZ), Pratt (KA), Ortolano (GR) and Szekely (M). The Olympic medals were to be decided on this last beat of the event.

With Holmberg (VI) in second and Doreste in 4th with Ledbetter (US) between them, Holmberg could pick up the 5 points needed and would tie him. The tie breaker would go to Holmberg because he had beat Doreste 4 times and Doreste had only beat him twice. Holmberg would win the Gold Medal if the order remained the same.

Cutler (KZ) had the Bronze medal so long as he did not capsize or break down. Hjortnaes (D) and Childerley took a flyer and blew the beat. However, Holmberg (VI) had to watch as Doreste (E) methodically crept up on Ledbetter (US). Despite everything Ledbetter could do, He could not hold Doreste who finally passed him on a

shift to finish 3rd behind Cutler (KZ) and Holmberg (VI). This gave Doreste (E) the Gold Medal and Holmberg (VI) had to settle for the Silver Medal.

As Hjortnaes said when he got ashore and at the Australian Party, "I'm glad it ended this way instead of in light air with someone coming out of a corner." It was a very challenging contest; a tough physical, intellectual and emotional test; and a fitting end to the long campaign.

Prologue. In retrospect, Cutler (KZ) probably missed the silver medal and had to settle for the Bronze Medal because he testified for Doreste (E) against Schmid (G) in the sixth race protest. Doreste (E) and Holmberg (VI) were clearly the class of the regatta with Peter Holmberg (VI) beating Doreste (E) in four of the six races that counted and both of them overcoming a "letter finish." Cutler (KZ) hung in there until he exploded and won the last two races. Childerley (K) was the most consistent sailor and was always smart and tough. Hjortnaes (D), Schmid (G), and Heiner (H) were also consistently tough and had excellent chances. Khoperski (SR) really came on in the last races after a disastrous start and the threat of an early trip back to Moscow. Rechart (L) had some bad luck but deserved a top-ten finish. Ledbetter (US) and Lemieux

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(KC) were back together after breaking up their great training combinations and finished about where they did at the 1988 Gold Cup in Brazil. Pratt (KA) and Mergenthaler (MX) were both beautifully prepared but were have to constantly fight back from inconsistency.

When Doreste (E), Holmberg (VI) and Cutler (KZ) got back into the harbor, there was a huge crowd to greet them. Holmberg (VI) was hauled over to the measurement dock and successfully of passed the measurement check.

The Aussies put on a party by their boat containers with a big beer keg and plenty of hard stuff. The entire Finn contingent showed up and soon the party was out of control. They had been on their good behavior in the sailing village dining rooms and there had not even been a food fight.

What impressed people the most was the depth of talent, skill and preparation in the Finn fleet. It is certain that the fleet was far stronger and deeper than at the previous Olympic

Games in Kingston, Tallinn and Long Beach. The average age was 27.6 years with the youngest being Shane Atwell (KBA) of Barbados (20 years old) and the oldest being Soriano (PH) of the Philippines and Gary Griffith (GM) of Guam, both 35. The medalists were 32, 29 and 26 with many years of racing the boat.

Of the next 23 competitors, none achieved their expectations for the regatta and many were bitterly disappointed. But all of them achieved a high degree of racing excellence. For each boat that was there, there were many more who, though they did not win their country's trials, were equally well prepared and talented. In human terms, that represents an achievement that all should be proud of.

Childerley (K), Rechartd (L), Ledbetter (US), Mergenthaler (MX), Ortolan (GR), Spitzauer (OE), Semeraro (I), Babacan (TK), Park (RK) and Philip (KF) are all young enough to have two more Finn Olympics before they reach the age of the current Gold Medalist. They should remember that Doreste (E) was thrown out for pumping in the Tallinn races eight years ago.

Closing ceremony. The closing ceremony started at twilight. I again marched in with Team Fiji which was fitting because Fiji's Dave Ashby had

come to the 1984 IFA/IOC Finn Clinic in Canada, raced the Finn in the 1984 Olympics at Los Angeles, was here racing a Soling and had been instrumental in bringing five island nations to the 1988 IFA/IOC Clinic in Brisbane, Australia, to the IYRU and to these games.

The medal presentation under spotlights in the dark was moving. IFA President Gerardo Seeliger was there to give out the medals and each Finn Medalist got a huge cheer. Then everyone crowded around to give congratulations to Jose Luis Doreste, Peter Holmberg and John Cutler for their achievement in winning Olympic medals in a group that made racing as tough and intense as anyone could think of. They can be proud because the Finn Class was the deepest and toughest challenge of all the Yachting events. We can be proud of them and their character. The Finn class can also take pride in other Finn sailors who won medals in other classes.

Finally, there was more drums and dances, more music and the song "hand in Hand" was played. Then there was fireworks and the Olympic flame was out until the racing sailors meet in 1992 on the sea off Barcelona, Spain.

August Miller
IFA/IOC Solidarity Coach, 1984, 1988

'88 Olympics at a glance

The United States has a perfect record in Olympic women yachting events, having won all the Gold Medals! (Of course, there has only been the one 470 event at the 1988 Pusan Olympics.) Gus Miller has said, adding the Woman's 470 event has improved the scenery for the Finn class at Olympic yachting events. (We are waiting for his quotation when he finds there are two more "Beaver Patrol" events for the 1992 Olympics.)

The United States won 5 medals in the 8 events at the 1988 Olympics, two less than were won at the 1984 Olympics. New Zealand won 3 medals while Russia, France, Denmark and Brazil each won two. Canada only won one medal in the Flying Dutchman.

How did "Kostanecki's Kids" do? Here is the lineup:

Finn-33 boats

Gold: Jose Luis Doreste, Spain; Silver: Peter Holmberg, Virgin Islands; Bronze: John Cutler, New Zealand. Brian Ledbetter, USA, 10th: Lawrence Lemieux, Canada, 11th: Eric Mergenthaler, Mexico, 13.

Brian Ledbetter had problems with boat speed the first few races and the fleet was so competitive that once you got behind, you could not catch up. He was starting to get better speed when he got rammed before the start of the 4th race and his rudder was broken. The fifth race was the "blaster" and Brian had trouble righting himself after he went over. He finally got going in the last two races but it was too late.



"HE ALSO SERVES WHO SITS AND WAITS"
"Slippery" Russ Silvestri of Tiburon, Calif., was one of the four alternates who got to go to Pusan. Russ was chosen as he is one of the best heavy-weather Finn sailors and has sailed on other Olympic classes. Russ named his dog "Herpes" because it would not heel. He thought that a Korean high on drugs was called a "mello-yellow."

Larry Lemieux started out reasonable well but soon drifted to oblivion. However, in the 5th race, his well-publicized rescue of a 470 crew vaulted him to fame and glory.

Peter Holmberg proved that all that hard work at the Virgin Islands paid off as after a 17th in the first race, he was never lower than 3rd place except for a PMS and ended up with the Silver. Eric Mergenthaler of Mexico would have done better than his 13th if he had not had to retire from the last race.

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1988 OLYMPICS AT A GLANCE

(Continued from previous page)

LESS IMPORTANT CLASSES

470 (Men)- 29 boats

Gold: Thierry Peponnet/Luc Pilot, France; Silver: Tynou Tyniste/Toomas Tyniste, USSR; Bronze: John Shadden/Charlie McKee, USA. Nigel Cochrane/Gordon McLiquham, Canada-8th.

The French team won \$30,000 for getting the Gold. The Americans had to make a comeback from way behind in the last race to get the Bronze.

470 (Women)-21 boats

Gold: Allison Jolly/Lynne Jewell, USA; Silver: Marit Soderstrom/Birgitta Bengtsson, Sweden; Bronze: Larissa Moskalenko/Irina Tchoukhovskai, USSR. Karen Johnson/Gail Johnson, Canada-11th.

The U.S. team had the boatspeed. They won two races and had two 2nds and had a 3rd in the blow, only to get a DSQ for tacking too close.

Flying Dutchman-22 boats

Gold: Jorgen Bojsen-Moller/Christian Gronborg, Denmark, Silver: Olepetter Pollen/Erik Bjorkum, Norway, Bronze: Frank McLaughlin/John Millen, Canada. Paul Foerster/Andrew Goldman, USA, 11th.

The Danes won the first race but the 4th place Israeli crew won two races but did not sail on Yom Kippur. The Canadians won 2 races and were very consistent.

Sailboards-45 boards

Gold: Bruce Kendall, New Zealand, Silver: Jan Boersma, Holland, Bronze: Michael Gebhardt, USA. Richard Myerscough, Canada, 12th.

Boards were rotated each day but they could keep their daggerboards. New Zealand won two races and never finished lower than 9th. USA got a YMP for one race when the daggerboard would not go all the way down.

Soling-20 boats

Gold: Jochen Schumann/Thomas Flach, Bernd Joekel, East Germany, Silver: John Kostecki/Will Baylis, Bob Billingham, USA, Bronze: Jesper Bank/Jan Mathiasen, Steen Secher, Denmark. Canada was 12th.

Schumann, ex-Finn sailor who won the 1976 Finn Olympics at Kingston, Ontario, skipped his boat to 3 wins and the Gold. USA won three races including the last but "The Shoeman" was able to come from way behind to 2nd place in that race and just nose out Kostecki for the Gold.

Star-21 boats

Gold: Mike McIntyre/Phillip Bryne Vaile, Great Britain, Silver: Mark Reynolds/Hal Haenel, USA, Bronze: Torben Grael/Nelson Falcao, Brazil. David MacDonald/Donald MacDonald, Canada, 6th. Durwood Knowles/Steven Kelly, Bahamas, 19th. John Foster/John Foster, Jr., Virgin Islands, 20th.

British Finn sailor Mike McIntyre won the Gold, beating many ex-Finn sailors. "Old Finn sailors never die; they just sail Stars in their declining years." The Star Class was full of ex-Finn sailors. USA would have won the Gold if they had not broken their mast in the last race. Ex-Finnsters sailing included Herb Raudaschl, Austria and Helias Hadipavlis of Greece. (Remember Larry Lemieux got 11th in the Star Class 1984 Olympics.)

Tornado-23 boats

Gold: Jean-Yves LeDeroff/Nicolas Henard, France, Silver: Christopher Timms/Rex Sellers, New Zealand, Bronze:

U.S. Olympic Trials contestants

(Continued from page 8)



NEW KID ON THE BLOCK

Alex Cutler, newly commissioned Ensign from the Annapolis Agriculture College, took 3rd place in the Trials and proved he could sail with the big boys. He should be around for the next Olympics. Alex would make a great astronaut because he just took up space in school. (Photo by Clarence Martin)

- **Tom Layton** is a fine Finn sailor who has radically improved his speed recently. When he is not working or raising a family, he is sailing his Finn very well.
- **Rich Peyran**, USAFA Treasurer and west coast Finn sailor par excellence, has made a notable contribution to the class.
- **Kim Zetterberg**, an aviator who can also sail a Finn very well, knows a lot about physical conditioning. Hopefully, he will help the class in the area in the future.
- **Joe Tomlinson**, brand new to the class, will be a contender for 1992 if he so chooses.

(Continued on next page)

Lars Grael/Clinio Freitas, Brazil. Peter Melvin/Pat Mugliz, USA, 14th.

A breakdown and a DSQ sealed the fate of the USA team. The French were awesome, getting three 1sts and two 2nds.

Statistics. 52 nations participated in the 1988 Olympic yachting events. There were 370 sailors on 194 boats. There were also many others who were there as alternates or as part of a support team. In the 1984 Olympics at Long Beach, 170 boats with 296 sailors participated. Part of the increase was due to the fact that this was the first Olympics where both the U.S. and Russia participated since the 1976 Olympics at Kingston, Ontario.

Where were they? Meanwhile, 1984 Olympic Finn Gold Medal winner, Russell Coutts of New Zealand, and Bronze Medal winner, Terry Neilson of Canada were sailing in the One-Ton World Championships at San Francisco. The Silver Medal Winner, John Bertrand of USA, has joined a monastery and is growing grapes in Napa Valley as he tries to propagate the race.

Jim Davis observes Trials contestants (Continued from previous page)

Dan Guidinger, the other half of the famed "G" brothers from Wisconsin, is a fine sailor in his own right and has the talent to be right up at the top of the fleet.

Bill Bond was trail boss of a rough and ready Oklahoma contingent who all sailed the boat well. They added considerable to the regatta and we were glad they showed up. Bill is even tougher when it pipes up.

Bill Greenwood, another Oklahoman who is tough in light stuff. When he is not sailing Finns, he is drilling oil wells.

Bill Uptegrove has considerable sailing experience and showed up while taking a break from college. Hope he stays with the class.

Scott Griffiths from Kansas - always improving will be a fine Finn sailor and will stay with the class. He conducted an energetic campaign and got a lot out of it.

Doug Hansen, a San Francisco sailor who prefers "the City," can sail a Finn very well and, no matter what the situation, never loses his sense of humor.

Rick Prince, past class president who has made material contributions to this class and is a fine Finn sailor—gets piqued with the current president when the wind pipes up.

Jim Davis, in awe of the boat and the people who sail it, gets piqued with his predecessor when the wind goes light.

Dave Powell, another Oklahoman, who can flat make it go in light conditions, regretfully had to depart the regatta early.

Dennis Holt started the regatta off well, showing rapid improvement after recently getting into the boat. He had to leave early. He is fun to sail with and we hope to see him again soon.

Eric Wilson, sailmaker extraordinaire and Finn sailor par excellence, sailed a very abbreviated regatta—never loses his sense of humanity or humor—plans to go to work in the employer/employee relations as he has had so much experience lately in this field.

Adam Ash, noted New York physician, is a pleasure to sail with. We anticipate him staying with the boat despite a busy schedule.

Patrick O'Malley, the "mad Mick," left too early and sold his boat to Guy De-Boer.

The class can be rightly proud of all the participants in the 1988 U.S. Finn Olympic Trials.



PETER TRUSLOW—ALWAYS IN THE HUNT

"Pistol Pete" Truslow of Cold Spring Harbor, New York, took a 5th at the U.S. Trials and was always up there despite his back. The above photo may reveal the cause of his back problems. Pete was quoted as saying the problem with oral sex is the view. (Photo by Clarence Martin)



PETER McCHESNEY—BETHESDA'S BOMBARDIER

The Maryland Marauder ended up 23rd in the trials. Pete was quoted as saying "Women should be obscene and not heard!" (Photo by Clarence Martin)



"And when the girl pleaded with him to 'Kiss me where it smells,' he drove to New Jersey!"

OLYMPIC CORNER

by Chip Johns
U.S. Olympic Yachting Committee



The newly-appointed Olympic Yachting Committee held its first meeting at the USYRU annual general meeting in Cleveland during the month of October, 1988. This was an informal meeting and mostly just rehashed the strengths and weaknesses of the past four years. The first formal meeting of the OYC will be held on the first weekend of January. A few interesting points did come up at this meeting which will effect our class:

Open or Closed Olympics? (Professional or Amateur) The USYRU and the USOYC both voted to support the closed (amateur) Olympics. In addition to that, the USYRU voted not to allow sailors to win prize money in excess of \$300 and funnel that money into the sailor's Olympic Development Trust Fund. If an amateur sailor won prize money in excess of \$300 on or after Jan. 1, 1989, that money would go to USYRU.

Rule 54. Both USYRU and IYRU have been working on a new version of rule 54 which will restrict pumping, ooching, rocking, and roll tacking more than the current rule does. The Changes to Rule 54 were adopted at the November, 1988 meeting of IYRU. As soon as it is available, we will publish it.

Sail buttons. USYRU is considering the use of a nationally-registered sail royalty system similar to the ones used by the Germans and Dutch. The system would require each sail made after a certain date to have a USYRU sail button on it. These buttons would cost the sailmaker \$5 each. The OYC supports this plan and would require each of the Olympic classes to fully participate. Any sailor who did not participate would not be scored in ranking system regattas. The USYRU will vote on implementation of this plan at its spring meeting. (Note the International Finn Assn. currently has

such a requirement so there would have to be two royalties, IFA of 5 Swiss francs, about \$3.50 U.S.; and the \$5 USYRU fee.)

Finn Class Ranking System. The Olympic Yachting Committee supports the current Finn Class Ranking system. However, because of the lack of regattas after the Trials this year and the likely infusion of several new sailors this year, funding for 1989 will be recommended by the following system:

Top two American finishes at the East Coast and West Coast Midwinters, 1989.

Two discretionary spots to be chosen by the OYC.

The committee will reserve the right to modify this plan. The level of funding and to which regattas will be sent is uncertain at this point.

Clinics. The OYC will be partially funding a development clinic at the East Coast Midwinter Regatta Feb. 6-9, 1989 at the USYRU Training Center, Miami, Florida just before the Midwinters. This should be a very valuable way to re-hone all of those skills which you left in Marblehead or to get up to speed for the regatta.

Norfolk nodule

(Continued from previous page)

At the end of the day Mike Martin had two 1sts and was leading in the regatta. That evening at the club, there was an accident when one of the waiters got his hand caught in the dishwasher and the manager fired both of them.

The second day. Much stronger breezes prevailed on Sunday although they still were quite shifty. Stew Neff started off with a bullet showing, once again, that he can race in both light and heavy conditions. Mike Martin took a second and the Silas Mariner of Finnlore, Gus Miller, took third. Neff and Martin continued their dominance in the next race with Peter Truslow, despite his heavy workout the previous evening, recovering enough to take a 3rd.

Stew Neff virtually put the regatta away in the 6th race with another first in a good breeze. Mike Martin again finished 2nd with Peter Truslow 3rd. Peter then won the final race because he had been out on the water long enough to get his mind thinking of sailing and thus sealed up the third place in the regatta. Derek Mess was 2nd and Stew Neff 3rd.

Epilogue. The regatta was an important one on the road to Marblehead.

The conditions were varied and the course challenging. Stew Neff conclusively established himself as a force to be reckoned with at the Trials. Mike Martin, sailing in home waters, had a fine regatta, proving that he is very fast and can sail with the best. Peter Truslow is always a threat and

is capable of winning any regatta.

The class hopes that Norfolk Yacht and Country Club can continue hosting the ACC's in the future. They do a fine job and we believe that this regatta assists their sailing program as well. And a special thanks to Riley Johnson for all his work.



PETER AND HIS "BOAT BOY"

Peter Truslow (L), hauling out his yacht and getting it ready to have it thoroughly washed by his cleaning lady, Andrea Arcade. In the meantime, Mark Polzin (C) is looking for fish. (Photo by Clarence Martin)

Ledbetter wins Nationals



The 1988 U. S. National Championships were sailed at Beverly Yacht Club, Marion, Mass. on May 20-22, 1988 to start a circuit which would lead up to the U.S. Olympic Trials. The North Americans were scheduled a couple of weeks later at Halifax and that would be the final leg on the Canadian Olympic Trials. Most of the serious sailors were using the U.S. Nationals as a warm-up for the big events coming up.

The 1988 regatta was the 27th annual U.S. Finn Championships and Brian Ledbetter of San Diego, Calif. was able to capture it for the fourth consecutive time, a feat never before accomplished. The last time it was sailed on Buzzard's Bay at Marion was in 1963 when "Super Henry" Sprague won it.

The first day was a drifter and the "Mad Scientist," Derek Mess, drifted over the finish line in the first race just ahead of the Deadmeat. There were four PMSs and Russ Silvestri managed to get himself DSQ'd.

The other two days had moderate winds up to 20 knots. Mikie Martin, the "Virginia Ham," won the last two races, even though the last race was very tricky. In the 3rd race, Jim "Tang" Davis got a 14th and was insufferable.

Peter Truslow took second place in the championship without ever getting higher than a 3rd-place finish. Larry Lemieux finished right behind him with only .3 of a point separating them. Larry got a PMS in the last race or he would have beat him. However Larry still got the third as he prepared himself for the North Americans and the final leg of the Canadian Olympic Trials. Gordie Anderson was leading in the Trials but ended up 8th in the U.S. Nationals. This showed Andy that Lawrence of Alberta was going to make a fight for the Olympic berth.

Since the Nationals, Beverly Yacht Club has been rebuilt, all of the empty beer cans have been picked up and members were able to use the facilities by midsummer. The Race Committee Chairman is resting well at the nursing home but still wonders around saying, "Finns belong on fishes..."

1988 U.S. Nationals. Marion, Mass. May 20-22, 1988

Final Pos.	Skipper	Sail No.	Race No.					Final Points
			1	2	3	4	5	
1.	Brian Ledbetter, San Diego, Cal.	US 1080	2	1	4	#15	11	28.0
2.	Peter Truslow, Cold Sp.Hbr., NY	US 1047	7	#14	3	13	3	43.4
3.	Larry Lemieux, Edmonton, Alberta	KC 201	3	9	7	5	#pms	43.7
4.	Russ Silvestri, Tiburon, Calif.	US 1074	#dsq	3	2	20	6	46.4
5.	Derek Mess, Cambridge, Mass.	KC 115	1	19	1	16	#29	47.0
6.	Mike Martin, Norfolk, Va.	US 1087	#pms	6	30	1	1	47.7
7.	Fred Kennedy, Dartmouth, Nova Scotia	KC 221	5	#16	10	2	13	48.0
8.	Gordie Anderson, Halifax, Nova Scotia	KC 171	16	5	#ret	10	10	64.0
9.	Craig Monk, New Zealand	KZ 237	21	2	9	17	#24	68.0
10.	Peter Shope, Branford, Conn.	US 1000	20	12	8	#29	5	68.0
11.	Peter Holmberg, St. Thomas, V.I.	VI 1	9	8	21	#24	7	69.0
12.	James Hahn, Edgewater, Maryland	US 1034	6	22	12	6	#23	69.4
13.	Chip Johns, Barrington, R.I.	US 638	15	#18	6	8	17	69.7
14.	John Porter, Savannah, Georgia	US 996	22	#23	16	4	8	72.0
15.	Stewart Neff, Cambridge, Mass.	US 1020	#pms	4	11	3	pms	75.7
16.	Peter McChesney, Bethesda, Maryland	US 1064	10	#pms	32	9	4	77.0
17.	Mike Tamulaites, Norfolk, Va.	US 1091	12	13	13	#23	18	80.0
18.	Scott MacLeod, Rowayton, Conn.	US 1070	8	15	18	21	#pms	86.0
19.	Lou Verloop, Pond Ridge, New York	US 1066	17	7	23	18	#26	89.0
20.	Tom Pechanec, Elizabeth, N.J.	US 1073	18	#32	26	25	2	90.0
21.	Dan Guidinger, Pewaukee, Wisc.	US 1101	23	29	#33	7	9	92.0
22.	Joe Tomlinson, Marion, Mass.	US 971	14	#ret	22	22	12	94.0
23.	Robert Guidinger, Waukesha, Wisc.	US 1085	11	25	19	30	16	95.0
24.	Robert Oder, Long Beach, Calif.	US 1068	19	10	17	27	#ret	97.0
25.	Richard Byron, Long Beach, Calif.	US 1060	#ret	11	34	14	14	97.0
26.	Chas. VanVoorhis, Mattapoisett, NY	US 1052	#pms	17	20	11	25	97.0
27.	Gus Miller, Portsmouth, R.I.	US 975	13	#pms	24	12	30	103.0
28.	Eric Wilson, Lakewood, N.J.	US 1078	26	#28	5	26	28	108.0
29.	Jim Davis, Annandale, Virginia	US 1081	27	#30	14	31	22	117.0
30.	Mark Polzin, St. Louis, Missouri	US 1093	28	21	29	#dsq	15	117.0
31.	Mike Schreiber, Birmingham, Mich.	US 466	4	#ret	15	dns	dns	119.0
32.	Guy DeBoer, Coral Gables, Fla.	US 1011	#pms	20	ret	19	20	122.0
33.	Dennis Holt, Seattle, Wash.	US 830	25	27	27	#35	19	122.0
34.	Scott Griffiths, Shawnee, Kansas	US 1106	30	24	25	28	#31	131.0
35.	David Crowley, Mattapoisett, Mass.	US 971	29	31	28	#33	21	133.0
36.	Tom Layton, Deep River, Conn.	US 1094	24	26	31	32	#dns	137.0
37.	Dave Wilson, Ventura, Calif.	US 1104	#dns	dns	35	34	7	159.0
38.	Mike Milner, Ottawa, Ontario	KC 4	#dns	dns	dns	dns	dns	180.0

NEW OLYMPIC COMMITTEE



USYRU has named the new Olympic Yachting Committee which will steer the U.S. Olympic effort for the 1992 Olympics.

Members appointed at the November, 1988, meeting of USYRU are as follows:

- Mike Schoettle
Rolling Hills, Calif. Chairman.
- Bob Billingham
Menlo Park, Calif.
- Cory Fischer Sertl
Rochester, N.Y.
- Robbie Haines
Newport Beach, Calif.
- Terry Harper
San Diego, Calif.
- Bob Hobbs,
Vernon, Conn.
- Robert Hopkins
Boston, Mass.
- Gary Knapp
Port Washington, N.Y.

Andrew Menkart
Pennsauken, N.J.

John Shadden
Long Beach, Calif.

Each Olympic class will have a member. In the Finn's case, it will be Chip Johns, USAFA Secretary. (Note that there are no members from the Midwest or south.)

Mike Schoettle and Andy Menkart are hold overs from the 1985-88 committee and both are ex-Finn sailors. Hobbs was also on the last committee. Andy Kostanecki, former OYC Chairman, was elected a vice-president of USYRU. Buzz Reynolds, former Finn representative on the committee, is now retired and is a fund-raiser for the Millard Fillmore Library Fund.

**Have you paid
your 1989
Finn Dues?**

Silvestri freezes North American Victory

Lemieux ices Olympic berth

by Derek Mess and Gus Miller
Miss A. Period also contributed

The 31st annual Finn North American Championships were held near Halifax, Nova Scotia, from May 30 to June 4, 1988, with 28 skippers participating. The third leg of the Canadian Soling Olympic Trials was also being conducted at the same time. (Unfortunately only 4 Solings showed up.)

This was the first time that the boys got to sail in almost the easternmost yachting center in North America since 1972 when the Canadian Nationals were held in Halifax and again in 1982 when the series was never recorded. The long drive through woody Maine and New Brunswick seemed to take one back in time, and the "wildlife" encountered was not the usual kind. The sailors gained a measure of respect for the extra travel distance that Gordie Anderson, Fred Kennedy and the other sailors from this seeming remote part of North America have to endure every time they set off even for a "local" northeast regatta. After sampling the air and water temperatures on picturesque St. Margaret's Bay, the sailors know how Gordie A. can sail in shorts when it is in the 50's and the Floridians are turning blue in the lips.

This regatta probably ranks as one of the coldest Finn affairs ever. However, at the end of each day, the kind souls of the Nova Scotia Yacht Squadron and the Hammond Bay Yacht Club had a huge pot of hot soup waiting for the contestants.

Canadian Olympic Trials. "Lover" Lemieux grew up in the mid-1970s and started sailing Finns after a successful stint with the kiddie's boat, the Laser. He made a serious run for the 1980 berth but was beat out by Rob Wood-berth. To get even, Larry provoked



Russia into invading Afganistan by passing out pamphlets to the Russian soldiers telling them that the Afgan women know the real meaning of "wet and wild." He then convinced the Prime Minister to have Canada withdraw from the Moscow games.

In 1984, Lemieux fought it out with Terry "The Toad" Neilson for the berth at Los Angeles. When Terry beat him out, Larry became the Star entry and went anyhow. He got 11th in the Star Class Olympics and was first in minds of the Los Angeles County Sheriff's Police during the Olympics.

This 1988 regatta was to be the third and final leg in the quest to be the Canadian Finn Olympic representative at Pusan, Korea. The trials were virtually tied between the local boy, Gordie Anderson and the farm boy from Alberta, Larry. Gordie had a slight lead but also had the "home field" advantage. Derek Mess still had an outside chance and it looked like the "Legend" might be thwarted again.

The series was also the last major regatta before the U.S. Olympic Trials at Marblehead, Mass. and this created interest in how the U.S. sailors would do in the final warmup.

Preparation. During the daytimes, the sailors practiced, got their boats measured and kept warm. In the evenings, the Halifax bars were sampled and found to be amply stocked with all of the important commodities. Many a sore sailing muscle was massaged back to sailing form by the liberal application of Moosehead and Al-

pine beers. Larry's particular high point was when his beloved Edmonton Oilers captured the Stanley Cup. On to the races!

Race 1. On Tuesday, an onshore southerly wind at about 12 knots was blowing at the start but it was dying and later dropped to about 8 knots at times during the race. After a general recall caused by a short starting line, the fleet got off with most going right. Larry was chasing Gordie who fouled Russ Silvestri and had to retire. Brian Todd, who has sailed at St. Margaret's Bay all his life, lead a small group left into oblivion when the wind went right. "Bawdy" Oder timed his tack to starboard just right and led the rest of the fleet. Stewed "What Boat Shall I Use" Neff finished 2nd ahead of Larry L., Scooter MacLeod and Russ Silvestri.

A controversy developed when the fleet approached the mark at the end of the second beat. The Race Committee had signaled a "shortened Course" to finish the Solings which had started earlier. Several thought it also was the finish of the Finn race. The race was actually finished at the other end of the run on leg 5. Guy DeBoer and Mike Martin assumed it was the finish and applied for redress. After the mark-rounding sequence was reconstructed, they received points according to their rounding position. Derelict Mess had stood by a capsized

(Continued on next page)

CANADIAN OLYMPIC TRIAL STANDINGS

Skipper	CORK -87			MIDWINTERS		NORTH AMS.		TOTAL POINTS
	Points	Count	1/2	Points	Count	Points	Count	
1. Lawrence Lemieux, Edmonton, Alberta	35.4	35.40	17.70	73.0	73.00	46.7	46.70	137.40
2. Gordie Anderson, Halifax, Nova Scotia	51.7	25.85	25.85	62.4	62.40	86.0	86.00	174.25
3. Derek Mess, Delta, Ontario	73.7	73.70	36.85	89.0	88.00	58.7	58.70	183.55
4. Fred Kennedy, Dartmouth, Nova Scotia	91.0	91.00	45.50	133.0	127.00	78.0	78.00	250.50
5. Mike Milner, Ottawa, Ontario	72.0	72.00	36.00	124.0	123.00	107.0	98.00	257.00
6. Nick Jako, Toronto, Ontario	118.0	118.00	59.00	130.0	128.00	86.0	84.00	271.00



**Finn
NORTH AMERICAN
CHAMPIONSHIPS**

(Continued from previous page)

an 8th and 11th respectively. And everyone was tired after a day of two heavy-air races.

After the three races, Derelict Mess had cut Lawrence of Alberta's lead in the Canadian Olympic Trials sweepstakes in half, having a YMP and a 3rd and 4th. (The Canadian trials consisted of three different regattas and the North Americans was the final one and was being scored as half of the Trials.) Scooter MacLoaded, Rocket Richard Byron and "Bawdy" Oder were all close. The evening, the host of the regatta, Royal Nova Scotia Yacht Squadron, had all the boys into town for a barbecue and a chance to socialize with the hospitable locals. Mark Polzin proved to the natives that all Finn sailors are not as lecherous as Larry and Gordie.

Thursday. On the next day, the fleet saw a large dog get blown off the large chain, sea gulls flew backwards and the brass balls on statue of Benedict Arnold turned blue. It was a good thing the water surface was churned up so much by strong north winds or it might have frozen solid and the series would have to be continued in ice boats. Halifax is noted as the place where almost all cold fronts go to live and on this day they proved it. The Finnsters remembered Gus Miller's famous directive, "Be an Iceman," and marvelled at the universality of this advice. The sailors had scarcely left the harbour when the Race Committee took pity on the sailors bundled up in their Parkas and cancelled everything for the day.

Race 4. Two races were planned for Friday. The winds were still from the north but the velocity was down to a manageable 8- to 15-knot range. Charlie "Boom Boom" Van Voorhis mastered the large wind shifts and played them well enough to take the lead halfway up the first beat and go on to win the race. Nick "Icepick" Jako of Toronto finished second and Russ Silvestri was third. Lawrence of Alberta was in a good position to challenge for the lead but preferred to keep an eye on Gordie Anderson

1988 North Americans, Halifax, Nova Scotia, May 30-June 4

Final Pos.	Skipper	Sail No.	Race No.						Final Points
			1	2	3	4	5	6	
1.	Russ Silvestri, Tiburon, Calif.	US 1074	5 #pms	5	3	2	3		34.4
2.	Scott MacLeod, Rowayton, Conn.	US 1070	4	1	7	9	5 #18		46.0
3.	Lawrence Lemieux, Edmonton, Alb.	KC 201	3	7	9	7	1 #10		46.7
4.	Rich Byron, Long Beach, Calif.	US 1060	8	6	1	4	12 #19		51.7
5.	Peter Holmberg, St. Thomas, V.I.	VI 1	7	2	3	8	#20	12	53.7
6.	Stew Neff, Cambridge, Mass.	US 1020	2	10	8	#15	14	2	56.0
7.	Derek Mess, Delta, Ontario	KC 115	*ymp	3	4	14	4	11	58.7
8.	Robert Oder, Long Beach, Calif.	US 1068	1	16	2	17	#22	14	68.0
9.	Chas. VanVoorhis, Mattapoisett, Mass.	US 1052	18	14	18	1	3	#21	73.7
10.	Lou Verloop, Pound Ridge, N.Y.	US 1066	6	9	11	13	9	#13	77.7
11.	Fred Kennedy, Dartmouth, Nova Scotia	KC 221	#dnf	13	14	11	8	4	78.0
12.	Hank Lammens, Brockville, Ontario	KC 219	13	11	10	#23	10	8	82.0
13.	Peter Shope, Branford, Conn.	US 1000	#23	19	6	5	15	9	82.7
14.	Nick Jako, Toronto, Ontario	KC 213	22	12	12	2	13	#dnf	86.0
15.	Gordie Anderson, Halifax, Nova Scotia	KC 171	#dnf	8	15	18	11	5	86.0
16.	Brian Ledbetter, San Diego, Calif.	US 1080	9	5	#dnf	21	7	17	88.0
17.	Gus Miller, Portsmouth, Rhode Isl.	US 975	19 #dnc	16	6	16	6		92.4
18.	Jim Hahn, Edgewater, Maryland	US 1034	#dnf	17	dnc	10	6	7	98.7
19.	Mike Martin, Norfolk, Virginia	US 1087	*ymp	#dsq	dnc	12	24	1	107.0
20.	Mike Milner, Ottawa, Ontario	KC 204	10	4	#dnf	20	dnf	16	107.0
21.	Peter Truslow, Cold Sp.Hbr., N.Y.	US 1047	15	15	13	19	19	#20	111.0
22.	Mark Polzin, St. Louis, Missouri	US 1093	11	#dsq	20	dnf	21	15	126.0
23.	Scott Griffiths, Shawnee, Kansas	US 1106	14	22	19	24	18	#26	127.0
24.	Guy de Boer, Coral Gables, Fla.	US 1011	*ymp	18	17	#dnf	17	dsq	128.0
25.	Mike Tamulaites, Norfolk, Virginia	US 1091	12	23	dnc	16	23	#25	129.0
26.	Brian Todd, Halifax, Nova Scotia	KC 117	17	#dnf	dnc	22	25	23	146.0
27.	Jenzen	US 1067	16	#dnf	dnf	dnf	dnf	dnf	162.0
28.	Dennis Holt, Seattle, Washington	US 830	#dnc	dnc	dnc	dnc	dnc	24	170.0

*YMPs in 1st race: KC 115 awarded points for 15th place after having gone to aid of capsized boat. US1011 and US1087 awarded points for 17th and 18th places because of confusion about the signal display of shortening course.



"THE TIBURON TIGER"

Russ Silvestri (US1074), winner of the 1988 North American Championships, had previously won the North Americans in 1985 and 1987. Henry Sprague (1963, 1972, and 1977) is the only Finn sailor to win the North Americans three times. Russ was noted for his now famous saying "He who pumps handle does not always draw water!"

instead. In doing so, he ended up 7th 3rd followed by Derek Mess, who again while the Gord was 18th and pretty lost ground on Lawrence. Gordie Anderson was having a miserable series, this time ending up 11th after getting well out of it. His other challenger a 18th in the morning. Meanwhile, Brian Ledbetter was also having a bad day, managing to climb up to 14th for the finish. The Oder-eater (17th) and Bry-Bry Ledbetter (21st) put them off the pace. Russ's 3rd and Rich Byron's 4th put them in pretty good stead.

Race 5. Similar sailing conditions prevailed that afternoon. This time, Lawrence of Alberta was through fooling around and popped the bullet in front of Russ Silvestri. Charlie VV again played the shifts well and ended up

At this point, there were six sailors who could possibly take the regatta. Using one throwout, "Slippery" Silvestri was leading with 25.7 points, followed by "Wait for the Midnight Sun" Holmberg with 30.0. "Scooter" MacLeod had 31.0 points with Lawrence having 31.7, Derek Mess with 32.5 with a mobile YMP. Rich Byron had 33.7,

(Continued on next page)

(Continued from previous page)

Fred Kennedy (his entire stock of beer had rolled to one side of the boat) and was given redress by receiving the average points of the remaining races to count.

Race 2. On Wednesday, the wind was off the land and was really blowing a good 20-25 knots. The plan was to get two races in on that day. The pin end of the starting line was really favored and the boats could barely cross the line on the starboard tack. Russ Silvestri led the parade down to the pin but got forced over the line with a second to go. He ended up getting a PMS. Scooter MacLeod played a shift well at the beginning of the second beat to pass the dueling pair of Brian Bedwetter and Looie Verloop. He took the bullet comfortably with the Finn Virgin expert, Peter Holmberg, second. The third finisher was "Slippery" Silvestri but he was scored "Premature" and the third went to Derek Mess followed by Mike Milner and Brian Ledbetter. Larry the Legend was 7th. Peter Holmberg showed that he could really move in a breeze even if it was cold. Dennis Holt of Seattle went over and went in.

Race 3. The wind was up to about 30 knots for the afternoon race. The course was lengthened out with 2-mile weather legs, both hairy and scary. California surfer Rich Byron weighs only 176 lbs. but proved he was one of the toughest out there in a blow. Rocket Richard is not suppose to go well when its windy and shifty. Ha!. His performance was outstanding as he took the lead and won the race going away. Another Californian, Bob Oder, who has become a "Legend in his own mind," took a second in the blow while Peter-Beater Holmberg was third. Maybe the boys from the warmer climate did so well was because they wanted to get in quickly and get warmed up. Equipment broke everywhere. Brian Bedwetter's mast step broke but it was not as bad as Mikie Milner's two-piece mast. Stew Neff and Looie Verloop took a nice bath during the race but still salvaged

(Continued on next page)

Hooray for Canadian Olympic Trial winner!



Larry and the Olympic Trials

In 1980, the boycott of the Moscow Olympics took most of the fun out of the Canadian and U.S. Olympic Trials. In 1984, Terry Neilson jumped out to a humungous lead in the first of the three Canadian Olympic Trials regattas (the 1983 Gold Cup at Milwaukee), built on it at the second regatta (the 1984 U.S. Nationals), which meant that the third regatta at Toronto in mid-June was just a formality. The interesting feature was that Larry Lemieux "jumped ship" into the Star class, won the Trials after 5 days of practice, and became an Olympian anyway. Derek Mess and Mark Lammens raced for the dubious honor of being the official runner-up.

This time around, a more interested situation developed. Gordie Anderson got as tough as nails during the summer of 1987 and was the top Canuck in the Canadian Nationals, sailed a week before CORK. A broken mast and a 2nd place-turned DSQ kept Gordie from winning CORK 1987, despite easily outspeeding everyone in the heavy air. Larry won that one with Mike Milner and Derek Mess only a point apart in 5th and 6th. Fred Kennedy was right behind them and since CORK only counted for 20% of the total trials, it was still wide open.

When Gordie Anderson popped a 3rd at the Gold Cup in Brazil and Fred Kennedy ended up with a 12th while Larry was 9th, it was clear that a dog fight was coming up. With the pressure on, none of the "Maple Leafs" sailed brilliantly in Florida at the 1988 Midwinters. But Gordie's fourth place finish gave him a 2.45 point lead over Larry with a 6th place finish while Derek Mess' 10th-place finish had him 36 points off the pace. Mikie Milner (16th), "Softstick" Jako (22nd) and Fred Kennedy (23rd) were all but mathematically eliminated.

There was tension in the air in Halifax as the sailors prepared for the North Americans, the final leg in the Canadian Olympic Trials. While training the week before, every rabbit, every speed test, every wave caught, took on an added significance. Would Larry repeat his pattern of 1980 and 1984, cracking under pressure? Would Gordie have his hyperspace button on? Would the Derelict make up all that ground while the favorites self-destructed? No, no, and no. Gordie Anderson was the one that buckled under the pressure, saving his best performance until the last race when it was too late. Larry sailed conservatively but forced Gordie back. Derek Mess started well but succumbed to losses to Larry in the 4th and 5th race, after which Larry had it wrapped up.

The "Legend" showed everyone a valuable lesson in persistence. For 12 seasons, he has been a premier Finn sailor that has bridged the gap between the "free-spirited" Laser generation in the 1970s and the Finn "yuppies" of the late 1980s. All of us in North America owe a lot to the "Legend" for blazing a trail of excellence and longevity in our demanding class. We should take a page out of his book, hang on to our Finn-dinghies, and give it another shot in 1992!!

Good Luck, Larry and thanks!



Finn NORTH AMERICAN CHAMPIONSHIPS

(Continued from previous page)

For standing by Fred Kennedy in the first race, Derelict Mess had been awarded points for the average of his remaining finishes. Derek was too close in the Olympic Trial scoring, so Lawrence gave up his evening of frolic to wine and dine the Jury. He finally got them to re-open Derek's YMP hearing and got the YMP award changed to the same as the other YMP in the race, the position when rounding the Soling finish line. So Derek ended up with points for a 15th place and this virtually assured that the sheepman would win the Canadian Olympic berth.

Race 6. On Saturday, it was colder than ever. By this time most of the sailors were wearing ski masks, gloves, and either heavy wet suits or dry suits with many skivies on underneath. When anyone had to relieve himself, it would take an hour to find it and lead it out through the layers of clothing.

Super calm water caused a delay in the start of the race. Finally a light southerly filled in over the calm and things could get started. Even after several hours of 5-8 knots, there were no ripples on the water which lent a surrealistic atmosphere to the sailing. Evidently, there was a stable layer of dense cold air close to the water and the breeze filled in on top of this. Late in the race, the folks who realized early on that the air flow at the upper telltale was dramatically backed from that at the lower level, made big gains.

The Halifax humper, Gordie Anderson, knew the area and walked off with a huge lead, but lost it in the persistent lefty on the last beat. Mikie Martin, Stewed Neff, Russ Silvestri and Fred Kennedy were in the right place and reached across the finish line within seconds ahead of the Gourd. The Senior Citizens' Club, Gus Miller and Jim Hahn, followed him to the finish. Brian Ledbetter was back in 17th place.

It was too late to sail another race and so the series was finished. Russ Silvestri easily finished first, followed



SOME OF THE NORTH AMERICAN PARTICIPANTS

Mike Milner (L) was 20th in the 1988 North Americans. Scooter MacLeod was 2nd. Gordie Anderson was never able to get started and finished 15th while Larry "The Legend" Lemieux ended up 3rd and won the right to represent Canada in the 1988 Olympics. In this photo, Mike is congratulating Larry for trading a girl for an outhouse because it had a smaller hole and the smell was better. Gordie is claiming that sex is like the game of bridge because you don't need a partner if you have a good hand.

by Scooter MacLeod and Larry Lemieux. Also Larry had qualified for the Canadian Olympic berth, holding off the challenges of Derek Mess and Gordie Anderson.

Aftermath. There was scarcely any heavy partying that night, starting at Lawrence of Oregon's and ending at the Misty Moon and in various vans and on various beds. It has to be stated here that Brian Ledbetter and the boys were angels all night and never crossed paths with the bouncer. Large volumes of beer were not sprayed and consumed all over the place. People did not down fistfuls of shots and proceed to smash the glasses on the floor. Wildness was nowhere to be seen, and whistles filled with beer did not discharge their contents in a fine mist when blown into. No one flipped beer caps into the crowd, raised their voices, chugged, whooped and tore the place down. This peaceful evening will hardly rank at all with the great Finn parties of the past. And if you believe this, you had a half-a-dozen too many and cannot remember - the truth is, everybody was PMS'd (Pretty much sloshed).

Feelings. Russ Silvestri knew he had arrived and felt "on" for the coming events. Scott had returned to his consistent self after the "Marion disaster" where he had been unable to buy a shift. Larry felt months of tension slid off him as he bagged the "Big Ticket." Stew, Peter Holmberg, "Bawdy" Oder, and "Rocket Rich" Byron all had their moments and had things worked out slightly different, could have been

in the top three. Derek Mess put up a good fight, Gordie was naturally disappointed, and Brian will come back hungrier.

Notes. The regatta was held concurrently with the third leg of the "Slowling" Trials. Only 4 boats showed up. The Halifax team of Paul Thompson, Phil Gow and Stu Flynn won over the Abbots. Hans Fogh must have known about the cold weather as he did not even show up.

In 1980, Larry Lemieux was 3rd in the Gold Cup; in 1984, he was 4th, and missed out on the Trials both years. In 1988, Gordie Anderson was 3rd at the Gold Cup but could not win the Trials. Lesson: Do not be 3rd or 4th at the 1992 Gold Cup.

Koo-doo. Hats off to the Royal Nova Scotia Yacht Squadron and the Hubbards Yacht club for an extremely well run regatta. The courses were good, the sailing was fair and the competition excellent. There was a variety of conditions, none of which was the pure boatspeed type.

The series produced some really interesting racing with everyone having good races and bad. The depth of the fleet showed when some "hot producers" could not work their way very far up the fleet when they got behind.



Sign up for USYRU/IFA Clinic

FEBRUARY 6-9, 1989
USYRU SAILING CENTER
MIAMI, FLORIDA



Dr. Miller and some Beaver U. students returning to campus after a biology field trip.

Take advantage of the USYRU/IFA Clinic this winter at Miami, Florida. Professors Gus Miller and Pat Healy will be on hand to help you sharpen your sailing skills. There should be a fair-sized student body on hand for the clinic as South American countries are sending students.

There will be plenty of short races, chances to practice starting, tuning against other skippers, and lectures on shape (sail, that is).

The tourist season will be in full swing. This means that there will be plenty to do but that housing might be tight.

Matriculate now! What would be a better way than to spend a week in Florida in February. This time of year, the weather is excellent for sailing. The sun is warm. Plenty of swimming and nightlife.

And right afterwards, the Eastern Midwinters will be held at the same place. There will be funding for the top two U.S. sailors in the Midwinters to go to Europe this spring.

Beavers give a damn.

DON'T MISS THE FUN IN THE SUN!

Mail to:

Professor Gus Miller
Beaver University
600 Ferry Bristol Rd.
Portsmouth, RI 02871
Tel: [401] 683-4157

USYRU/IFA Clinic Application

USYRU Training Center
Miami (Coconut Grove), Florida
Feb. 6-9, 1989



Name: _____ Boat No. _____

Address: _____ City _____

State/Province _____ ZIP/Postal Code _____

Telephone: Home [] _____ Work [] _____

- I have paid 1989 U.S. or Canadian Finn National dues.
- I plan on being at Miami from _____ to _____.
- I want to participate in Finn Clinic February 6-9, 1989.
- I would like a place where I can stay in my van.
- I plan on entering the Eastern Finn Midwinters Regatta on Feb. 10-12, 1989.



Signature

CLASSIFIED ADS

FOR SALE: US1078. 1984 Vanguard. Excellent condition. 9 new North sails. 2 masts w/covers, custom trailer, top & bottom boat covers, 2 rudders, recent bottom job and much more. Tons of extras. Asking \$5,300. Contact Joby Easton, 321 NW Royal Blvd., Portland, OR 97210. Tel: (503) 97210.

FOR SALE: US1035. 1979 Vanguard. Excellent condition. Lindsay Rudder, watertight double bottom, 8-lb. corrector weights, 2 masts, 2 North sails, complete covers, trailer with formed bumper and spare tire, many extras. Ready to race. \$2,500 or best offer. Contact Ben du Pont, 500 Rockland Rd., Rockland, DE 19732. Tel: (H) (302) 656-1486; (W) (302) 733-9354

FOR SALE: US830. "Trout Fishing In America." Custom Chubasco hull, Needlespar, spare 3M mast. Shore sail with 30 days on it. "A piece of work." Asking \$800. Contact Dennis Holt, Box 3219, Aspen, CO 81612.

WANTED: Used Finn. Contact Michael J. Whitford, 535 Orange Ave., Milford, CT. Tel: (203) 878-7751.

WANTED: Used Finn in mint condition. Contact Csongor Juhasz, PO Box 39143, Phoenix, AZ 85069

WANTED: Buy or charter Finn. Contact Ted Lockwood, Bay Race Academy, 12677 Marina Village Dr., Traverse City, MI 49684. Tel: (616) 946-6463.

FOR SALE. US1020-1979 Vanguard. Mint condition. 3 masts, 2 booms, 2 centerboards, 6 new sails, 10 practice sails, 1 Lindsay rudder, Lindsay Nomex double bottom, sail comp compass. Includes trailer w/box. Weight jacket and everything must go. 2nd in 1988 U.S. Olympic Trials. This is a full Olympic program. Best offer accepted. Contact Stewart P. Neff, 7 Garden Ct., #3, Cambridge, MA 02138. Tel: (W) (617) 434-7618. (H) (508) 744-4973.

FOR SALE. US1072-1983 Vanguard Finn. Mint condition, race-ready. Includes trailer. Asking \$3,500. Contact Kevin O'Brien, 118 Creekside Dr., Macedon, NY 14502. Tel: (H) (315) 986-3247. (W) (716) 722-6118.

WANTED. Wooden Finn. Finn enthusiast is looking for a wooden Finn as a restoration project. Contact Dr. Lee Trachtenberg, 23 High Ave., Glen Cove, NY 11542. Tel: (516) 676-4752.

FOR SALE. US885. Teel hull. Complete with Herken blocks and cover. No trailer. Asking \$1,500. Extra rudders, light wt. \$100 ea.; extra sails, \$25 ea.; extra masts, \$50 ea. Contact Frank Ticknor, W-332 Delafield Rd., Oconomowoc, WI 53066. Tel: (414) 567-3203

FOR SALE: US-785. Virginia Newport. 3M Needlespar mast. Misc. sails. Trailer. Asking \$1,250. Contact Howard Blanding, 1 Gaines Ave., Greenlawn, NY 11740. Tel: (H) (516) 261-0085; (W) (201) 712-5144.

FOR SALE: US-977. 1979 Vanguard. Like new condition. Custom double bottom. 2 Silva deck-mounted compasses, 3 sails, trailer with top & bottom covers. Asking \$3,950. Contact Rick Prince, 77 Toyon Ln., Sausalito, CA 94965. Tel (W) (415) 955-3274.

IYRU takes actions effecting Finns



Besides the rule changes as outlined on page 29, the International Yacht Racing Union took several other actions concerning the Olympic games which are of interest to Finn sailors.

The redraft of the Finn class measurement rules was approved.

The host country will provide the Finn hulls but the competitors may be required either to buy or charter the boats to prevent YMPs for breakdowns.

Many of the national Olympic committees have been setting performance standards which have to be met before they will send a representative to the yachting events. This results in decreased participation. It was suggested that (1) the Olympic classes hold two world championships prior to the Olympic regatta; (2) a major regatta should be designated as a world cup; (3) class ranking systems should be established; and (4) IYRU should promote regional games.

With the addition of the "Mini-Finn" (the Europe Dinghy) as a women's event, the two 470 events will be run on a separate course from the single-handers. It is hoped to eliminate some of the past problems.

IYRU suggested that Finn class explore alternative ways of racing, i.e. team races and match racing.

The IYRU established a medical commission which is being chaired by the former Belgian Finn sailor, Dr. Jacques Rogge.

Ex-Canadian Finn sailor Paul Henderson (who is an active Star-class racer) is chairman of a committee to study the Olympic events and class program and to make recommendations for the 1996 Olympic Games. The preliminary recommendations will be made in 1989.

The format of the successful Finn classes Olympic Solidarity Program was praised as a big success and the IYRU is interested in expanding it to other Olympic classes with the aim to involve new nations and promote sailing in general. A committee has been assigned to make recommendations to the International Olympic Committee for the expansion to both 470 classes and the new women's single-handed event. IYRU President (and ex-Finn sailor) Peter Tallberg, Andrei Kisloff and Gerardo Seeliger (IFA President) are approaching the IOC and the IYRU will match any grants from the IOC for establishing the clinics.

At the Canadian Finn Clinic prior to the 1984 Olympics, 15 nations were funded and attended the clinic and 10 nations were helped at the 1984 Games. Pat Healy and Gus Miller spearheaded the staff for the 1984 Solidarity Program.

In 1988, three Finn clinics were held. Nine nations were funded and attended the Miami Clinic operated by Gus Miller and Pat Healy. Three countries took advantage of the funding for the Spanish Clinic while four countries were funded to the Australian Clinic.

The Solidarity Program helped ten nations at the 1984 Games and 15 nations at the 1988 Games. Mexico's Eric Mergenthaler, Bill O'Hara from Ireland, and Peter Holmberg of the Virgin Islands (who won the Silver Medal) were helped by this program.

It is anticipated that some South American countries will attend the USYRU Clinic at Miami, Florida, this spring.

U.S. SAILORS! JOIN THE U.S. YACHT RACING UNION

Support sailing by joining the USYRU. If you are between 21 and 25 years of age, you can become an Associate Member for only \$25 per year. If you are under 21, you can join for just \$10 per year. Otherwise it is \$50. Membership includes a monthly magazine, "American Sailor," and a copy of the new IYRU/USYRU Rulebook for 1989-1992.

Send your dues to:

USYRU
Box 209
Newport, Rhode Island 02840



Register for Midwinters now!

"Finns are mighty fine in 1989!" Start out the year right by attending one of the Midwinter Finn regattas. Register now by filling out the pre-registration forms below.

The Eastern Finn Midwinters will be held at the USYRU Sailing Center, Miami, Florida. It is located next to Coconut Grove Yacht Club on the south side of Miami near University of Miami. The dates are Feb. 10-12, 1989, right after the Solidarity Clinic and it is anticipated that some of the South American Finn sailors will sail the Midwinters. The racing will be on Biscayne Bay and the weather should be great that time of the year. As it is the height of the

tourist season, hotel and motel rooms are at a premium. Oh well, there is always the gutter or you might be able to stay in someone's van.

The Western Finn Midwinters will be held the weekend of Feb. 18-19, 1989 at the Alamitos Bay Yacht Club, Long Beach, Calif. ABYC is used to Finns so you can have a great time there with plenty of good racing on Alamitos Bay.

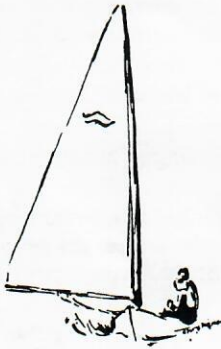
Funding. The top two U.S. finishers at both Midwinters will be eligible for funding to go to Europe this summer.

Mail to:

Guy deBoer, USAFA
1237 Ferdinand
Coral Gables, Florida 33134
Tel: (H) [305] 445-5319
(W) [305] 663-7316

Eastern Midwinters

USYRU TRAINING CENTER
Miami (Coconut Grove), Florida
February 10-12, 1989



Name: _____ Boat No. _____

Address: _____ City _____

State/Province _____ ZIP/Postal Code _____

Telephone: Home [] _____ Work [] _____

- I plan on entering the Eastern Finn Midwinters Regatta.
- I have paid 1989 U.S. or Canadian Finn National dues.
- I plan on arriving at Miami on _____.
- I would like a place where I can stay in my van.

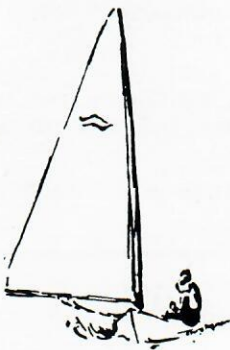
Signature

Mail to:

Dave Wilson, USAFA
P.O. Box 6876
Ventura, Calif. 93006
Tel: [805] 644-6423

Western Midwinters

Alamitos Bay Yacht Club
7201 E. Ocean Blvd.
Long Beach, California 90803
February 18-19, 1989



Name: _____ Boat No. _____

Address: _____ City _____

State/Province _____ ZIP/Postal Code _____

Telephone: Home [] _____ Work [] _____

- I plan on entering the Western Finn Midwinters Regatta.
- I have paid 1989 U.S. or Canadian Finn National dues.
- I plan on arriving at Long Beach on _____.
- I would like a place where I can stay in my van.
- I would like to stay in a private home.

Signature

Dane takes CORK



CORK XVIII was sailed at Kingston, Ontario August 21-26, 1988 and three Olympic sailors used it to warm up for the Pusan Olympics the following month. Generally, winds were very high and the 9th race had to be cancelled because of the weather.

The 3-time Gold Cup winner and the Danish Olympic Finn sailor, Lasse Hjortnaes won three of the 8 races and with two seconds, was able to win the regatta. Larry Lemieux of Edmonton, Alberta, the Canadian Finn entry, won two races and had three 2nds to take second place. His finishes

were inverse to the luck he had in the evenings. Mikie Milner of Ottawa, Ontario was a distant third.

Two races were sailed on Sunday, Monday and Tuesday while there was only one on Wednesday and Thursday. Friday was blown out.

The little Irish Leprechaun, Bill O'Hara, used CORK for preparing for the Olympics and ended up 6th, just behind Mike Martin of Norfolk, Virginia in 5th place, the highest U.S. finisher.

CORK is the premier Olympic regatta in North America and is sailed each year at the site of the 1976 Olympics at Kingston, Ontario. The regatta has been expanded each year and now includes several other classes and offshore racing.

1988 CORK, Kingston, Ontario, August 21-28, 1988

Final Posit.	Skipper	Sail No.	Race No.								Total Points	Final Points
			1	2	3	4	5	6	7	8		
1.	Lasse Hjortnaes, Denmark	D 143	1	2	3	2	5	#6	1	1	33.4	21.7
2.	Lawrence Lemieux, Edmonton, Alb.	KC 201	2	#10	1	1	3	9	2	2	45.7	29.7
3.	Mike Milner, Ottawa, Ontario	KC 204	3	6	2	#10	10	7	3	3	76.8	60.8
4.	Hank Lammens, Brockville, Ont.	KC 219	6	7	7	#9	2	3	6	4	81.1	66.1
5.	Mike Martin, Norfolk, Virginia	US 1087	14	4	4	6	2	5	#pms	9	99.7	72.7
6.	Bill O'Hara, Ireland	IR 1	5	1	13	4	#15	4	8	10	96.0	75.0
7.	Fred Kennedy, Dartmouth, Nova Scotia	KC 221	#13	5	8	11	9	1	10	8	105.0	86.0
8.	Gordie Anderson, Halifax, Nova Scotia	KC 171	7	3	5	3	11	#dns	5	dns	115.4	88.4
9.	Craig Monk, New Zealand	KZ 237	4	#11	11	5	6	11	9	5	105.7	88.7
10.	Robert Oder, Long Beach, Calif.	US 1068	12	8	12	14	4	2	4	#14	109.0	89.0
11.	Nick Jako, Toronto, Ontario	KC 213	9	9	#9	7	8	8	7	6	110.7	95.7
12.	David Wells, Mississauga, Ontario	KC 217	8	#13	10	13	7	12	11	7	129.0	110.0
13.	Scott Griffiths, Shawnee, Kansas	US 1106	#16	14	14	8	12	14	12	12	150.0	128.0
14.	Eric Wilson, Lakewood, New Jersey	US 1026	11	#dnf	15	18	17	10	13	13	166.0	139.0
15.	Scott Town, London, Ontario	KC 191	15	#17	16	15	16	13	16	11	167.0	144.0
16.	Alex Cutler, Madison, Conn.	US 1044	10	12	6	12	#dns	dns	dns	dns	171.7	144.7
18.	Chris Hale, Massapequa, New York	US 978	18	16	18	17	14	16	14	dns	182.0	155.0
19.	Jim Davis, Brighton, Michigan	US 1061	19	18	#dns	dns	18	17	17	dns	200.0	173.0
20.	R. E. Bradshaw-Crombie	KC 82	20	19	19	19	19	#dns	dns	dns	207.0	180.0



THE GREAT DANE WORKS ON BOTTOM

Lasse Hjortnaes of Denmark, used CORK as a warmup for the 1988 Olympics at Pusan Korea. He was able to take Lawrence of Alberta on the race course but could not keep close to him at the Pelican Bar in Kingston. Lasse believes that if you mix holy water with milk of magnesia, you get a religious movement. He said that while in France, he learned to eat a frog by putting one leg over each ear. The 28-year old Dane was 12th in the 1984 Olympics but has won the Finn Gold cup three times. He ended up 5th in the 1988 Olympics.



MARTIN TAKES THE FIFTH

Mike Martin of Norfolk, Virginia (US1087), was 5th at CORK this year. Mike claims the best way to make a bull sweat is to give him a tight jersey.

1989 Tentative Regatta Schedule

The following is the tentative 1989 Schedule. Watch for possible changes or additional regatta announcements:

- FEB 6-9 USYRU Finn Clinic
U.S. Sailing Center, Miami, Florida
- FEB 10-12 East Coast Midwinters,
U.S. Sailing Center, Miami, Florida
- FEB 18-19 West Coast Midwinters,
Alamitos Bay Y.C., Long Beach, Calif.
- APR 15-16 Atlantic Coast Championships,
Norfolk Yacht & CC, Norfolk, Virginia
- Late May KDV Regatta (Tentative)
Rowayton, Conn.
- JUN 16-17 Rhode Island Invitational,
Barrington Y.C., Barrington, R.I.
- JUL 8-10 U.S. National Championships
Balboa Y.C., Newport Beach, Calif.

- AUG 12-13 Toilet Bowl,
Cazenovia Y.C., Cazenovia, N.Y.
- AUG 20-26 CORK (Canadian Olympic Regatta)
Kingston, Ontario
- SEP 15-17 North American Championships,
Eastern Y.C., Marblehead, Mass.

International:

- APR 6-16 Finn Gold Cup,
Alassio, Italy

Future:

- 1990 Gold Cup, Phaleron Bay or Port
o Carras, Greece, July 5-15, 1990
- 1991 Gold Cup, Kingston, Ontario,
Canada. September 1991
- 1992 Gold Cup, Cadiz, Spain
early May, 1992



"They won't start the race until our dues are paid!"

We need your



1989 Finn dues now!

1989 Finn Membership Application

Name _____ Boat No. _____

Address _____ City _____

State/Province _____ ZIP/Postal Code _____

I hereby apply for the 1989 Finn National Membership as follows:

- Regular Membership: \$25 U.S. or Canadian
- Associate Membership: \$12.50 U.S. or Canadian
- Associate Membership (other than North America): \$15.00

in the U.S.A. Finn Association Canadian Finn Association

My check for \$ _____ U.S. or Canadian made payable to
"U.S.A. Finn Association" or "Canadian Finn Association" is enclosed



Mail to:

Dave Leach, USAFA
Finn Towers
518 Park Ave.
Wilmette, Ill. 60091 USA

or

Nick Jako, CFA
211 Brooke Ave.
Toronto, Ontario M5M 2K7

(signature)

Regular Membership includes membership in the International Finn Association