

The BROAD REACH

Volume 5 Number 5, October 1992

A Publication of The Lake Winnepesaukee Sailing Association

Commodore's Corner

by Dave Mackey

Protests: Bad or Good?

I hastily tugged the last turn of the dockline around the cleat dropping the end on the dock. The sails had to be flaked and the sheets hung away, but the crew would have to attend to that; I didn't have time. I was already heading down the dock, moving out with a purpose. I had a task at hand...It wasn't pleasant, but I had to try to complete it as best I could. We had done well that day on the course, however, the details seemed remote now, and the feeling of exhilaration was buried deep.

The incident had begun about two hours before, as I watched the boats in the class before ours in the final seconds before their start converge on the committee boat. First, there were the raised voices, then shouts, then the gun went off, then silence. I hadn't been able to make out what they were shouting. I didn't have to though, I knew. One minute went by, then two, then

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Fay's/Heineken Regatta a Success

by Dave Mackey

All the records were broken. Most boats—51. Largest Regatta of the year. Most participants. Most money raised at the Youth Sailing Auction. Largest Frying Pan Race. However, on Saturday night, there was an uneasy feeling of impending disaster. There were no races on the books after a day of fleet-ing thermals and abandoned races. And the Sunday forecast was for more of the same. Would this be the first regatta in memory decided with a flip of a coin? Not since Desert Storm were so many scenarios and contingency plans being put together. The original plan for a reverse start island race would have to be scrapped so as to

maximize the chances of completing as many races as possible around the buoys on Sunday.

On the positive side everyone was having a good time thanks to our gracious host Fay's Boat Yard as well as the generosity of our sponsor Heineken Beer. A delicious Steak and Chicken Barbecue was enjoyed by all as well as the traditional Auction and music 'til midnight.

The Race Committee faced Sunday morning with stark determination and a resolve to get at least one race in before the awards ceremony.

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Record Fleet Sails Patrick's "Ireland Cup"

by Brad Thompson

Thirty-three boats (17 Racing and 16 Cruising) participated in a long reverse start by PHRF island race for the 5th Annual "Ireland Cup" Regatta in August. The format changed this year from the old two-day regatta format to a more fun one-day cruise.

The Racing Class had a course of start at the South end of Welch, upwind to Belknap Point, around Rattlesnake, around Middle Ground Shoal, around Birch Island, and to finish near the Witches. The Cruising Class did not have to go around Birch—from Middle Ground they finished off at the Witches. In very heavy winds the winning boats completed the course in just over two hours.

In Cruising, *Zephyr* (Largesse) took top honors, 2nd was *Beaujalais* (McManns) and Third was *Water Dancer* (Sheas).

In Racing, *20-20* (Friedels) had a great ride—starting last and passing the complete field to cross the finish line first. Second was *Good Stuff* (Nickersons) and Third went to *Tally-Ho*.

A great post race celebration was held at Patrick's Pub. The overall Ireland Cup presentation went to *20-20* for her great race. Thanks to Walter and Mike at Patrick's for a great day!

Pearson, Beneteau, Catalina and Capris Face Light Wind and Sunshine

by Mike Largesse

The Annual Fay's Boat Yard manufacturer's race drew 22 competitors from around the Lake sailing for class honors as well as a free haul-out for first place overall.

The course started off the south side of Welch Island and called for the fleet to leave the Witches to starboard, 70's to starboard, Timber to port and Welch to starboard.

With the reverse start format and a gentle breeze it looked like a nice leisurely sail. No such luck. *Kroozen's*

early start time did not translate into a big head start. No sooner did they start then the wind machine's batteries began to run down.

As the fleet stayed closely bunched looking for wind, the RCOD was faced with the ugly choice of shortening the course while he was in second place. Not pretty, but it produced results and naturally turned the wind back on.

Thanks to all those who helped and participated. Next year we hope to see more boats! Oh yeah, next year's RCOD is Ray Lanza.

Pearson

Impetuous (1st OAL)
Zephyr
Delphite (1st P-26)
Vanilla
Boreas
Masters Revenge
Jack Rose III
Babe (1st 303)
Blue Chip II
Wing In It
The Mistress
Charisma
Red White & Blue

Catalina

Blown Away III
Night Fly
Serenade
Kroozen
Scott Free
Juelle

Capri

Swimmers

Beneteau

Dreamer
Kiwi II

Cold Duck						
Racing A reference	date&time=0/0/00:0000startdate&time10/4/9212:2430					
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
FAST COMPANY	Buley	117	3:1709	3:1207	0.75	1
POLISH PRINCESS	Benz	111	3:1624	3:1307	2.00	2
COHERENT	Sibson	129	3:2603	3:1714	3.00	3
JOY RIDE	Pratt	96	3:1827	3:1940	4.00	4
FORCE 5	Jackson	123	3:2811	3:2104	5.00	5
HOT TUB	Thomson	96	3:2319	3:2434	6.00	6
20/20	Friedel	0	2:5924	3:3201	7.00	7

Racing B reference						
date&time=0/0/00:0000startdate&time10/4/9212:2930						
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
NO LIFELINES	Knowles	177	3:0716	2:4725	0.75	1
KNOTAWURE	Leeman	169	3:0636	2:4841	2.00	2
FLYING COLORS	Curtis	225	3:2138	2:4906	3.00	3
CLASSY LADY	MacQuarrie	174	3:1106	2:5134	4.00	4
LADY KERED	Lewis	222	3:2615	2:5339	5.00	5
ARIEL	Hayward	174	3:1503	2:5506	6.00	6
FIESTA	Posnack	222	3:3152	2:5823	7.00	7
WINDSONG	Kidder	175	3:2108	3:0019	8.00	8
SHOCKWAVE	Stockman	162	3:2148	3:0413	9.00	9

Cruising A reference						
date&time=0/0/00:0000startdate&time10/4/9212:4430						
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
ZEPHYR	Largesse	171	2:2505	2:1047	0.75	1
BEAUJOLAIS	McMann	171	2:2843	2:1404	2.00	2
TOTAM	Selig	174	2:3010	2:1449	3.00	3
BLOWN AWAY III	Hamilton	162	2:2805	2:1511	4.00	4
MISCHIEF MAKER	Mackey	144	2:2439	2:1528	5.00	5
IMPETUOUS	Lanza	168	2:2951	2:1539	6.00	6
SHAMROCK	Mullen	93	2:1920	2:2051	7.00	7
SHADOW	Destrempe	153	2:3349	2:2213	8.00	8

Cruising B reference						
date&time=0/0/00:0000startdate&time10/4/9212:3430						
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
ANTICIPATION	Parsons	207	2:2532	2:0457	0.75	1
INDECISION	Nix	228	2:3022	2:0537	2.00	2
SERENITY	Richardson	282	2:4156	2:0630	3.00	3
SWIMMER	Tefft	186	2:2410	2:0719	4.00	4
WILDFLOWER	Fuller	183	2:2556	2:0924	5.00	5

More race results on P. 6

Time on Time Revisited

by Ray Lanza

"When we used 'Time on Distance' I could easily figure out how I stood compared to others in my class. With 'Time on Time' I never know how I'm doing."

After two years using Time on Time I still hear this complaint. In thinking about the differences between the two systems I came to the conclusion that it's just as easy to figure out ToT and probably just as accurate.

With Time on Distance you took the difference between your PHRF and your competitor's and multiplied it by the length of the course. As an example, the PHRF of my boat is 168 and the PHRF of ZEPHR is 171. The difference is 3 seconds per mile. On a 5 mile course I need to be ahead of ZEPHR by at least 15 seconds to win.

$$(\text{PHRF of Boat A} - \text{PHRF of Boat B}) * \text{length of course}$$

A similar computation can be done with Time on Time. With time on time each second of PHRF is equivalent to about 5 seconds per hour. Given the same example of 3 seconds (PHRF difference), I would need to be ahead by 15 seconds in a 1 hour race.

$$(\text{PHRF of Boat A} - \text{PHRF of Boat B}) * 5 * (\text{time in hours})$$

The actual ToT number to use varies a bit with the PHRF. For A Racing boats the number is closer to 6, for C Racing it's closer to 4. If you're concerned, use one of these other numbers. On the other hand, 5 seconds is easier to remember and works better with wider classes? It's also about as accurate as the ToD method where you had to guess at the length of the course. As an exercise, try to compare both methods on a race where you know the approximate time and distance of the race and you finish relative to another boat in your class!!

Youth Sailing Marks Record Enrollment

by Sandy Mackey

Our 1992 season for youth sailing has come to an end. This year we had a total of 115 students participate in our program. Many of these students were from prior years, but at least half were new to the program this year.

Our program took on a new dimension. The committee, with the help of our head instructor, Tom Manco, developed new curriculum for each of the levels. In addition, new standards were set for a student's advancement into a new level. This information,

plus recommendations for each student, will go with the students year after year so an accurate accounting of their ability can be maintained.

In addition to curriculum and text reviews, we also sent our two instructors for certification with USSA. This has enriched our program as well as added credibility to what we are doing.

This summer we also saw the kind donation of two boats to our fleet. The one boat, a Sunfish, was raffled at our auction. The other, a Bombadier, will

be used in next year's program. This generosity allows us to utilize additional boats as well as grow our program. If anyone would like to consider donating a boat for our use, please give me a call.

All and all, we had a very successful year. I would like to thank my committee and everyone who helped in any small or large way to make this a great year. We look forward to another great season in 1993!

Dear Commodore,

Two years ago the Youth Sailing Program found me a sponsor so that I could learn how to sail. At first I wasn't sure that I wanted to go because I had never sailed before. But the first day I went to class I was so excited that my Mom said I was jumping off the ground.

My first year of sailing lessons I became a Seaman Second Class. The next year I became a Seaman First Class. This year I am now a Third Mate Third Class.

I would like to thank the Sailing Association for sponsoring me again this year. I've learned a lot from the instructors and I was able to sail on a C&C 25 in the Commodore's Cup Race this summer. I also sailed on a J-22 in my sailing class. The best part of the class is when I get to sail to Ellacoya State Park.

I want to keep taking sailing lessons so that I can have more experience to sail on bigger boats, and so some day I can buy a boat and teach my Mom how to sail.

My Mom wanted me to say that she is also thankful the Association sponsored me, otherwise I might never have had the chance to learn to sail and to make friends with the other kids in sailing class.

Thank you,
Cliff Patten
and his Mom,
Patti Clifford

(Editor's note: This letter was received by the LWSA from our scholarship sailing student.)

Burlington Boathouse Regatta

by Laura Mackey

On August 22 and 23 five members of the Youth Sailing Club went to a regatta in Burlington, Vermont, at the Burlington Boathouse on Lake Champlain. There were three other juniors there (16 and under) and 31 adults.

On August 21 seven people started the road trip to Burlington: Tom Manco, Feona Saunders, Kyle Davis, Jesse Thompson, Evan Mullen, James Mackey and Laura Mackey. We checked into our hotel rooms and went to bed early knowing we would have to get up early. At eight o'clock the next morning we were already at the boathouse unloading our lasers. By ten o'clock we were on the water waiting for the start.

The wind started at about five to seven knots and slowly decreased from there. By the end of the third race we had about one knot. There were 40 people on the starting line every race and you could barely tell the juniors from the adults. By the end of the first day we were all tired and very hot, but we all felt we had sailed a good race. As soon as we got back to the hotel we jumped in their pool and had a very refreshing swim.

At the start of the twenty-third we were all again at the boathouse by eight and on the water waiting for the start to begin by nine-thirty. The winds were the same as they had been the day before, and it was just as hot, maybe hotter. That day we got in two races and again we all did very well. We loaded the lasers back on the flatbed truck and waiting for the results:

Junior Division

Jesse Thompson—third
Laura Mackey—fifth
Kyle Davis—sixth
Evan Mullen—seventh
James Mackey—eighth

Commodore's Corner (cont'd from p. 1.)

a protest flag appeared on one boat, then on a second, then a third. And then that vague lump began to form in the pit of my stomach. For I was the RCOD for the day's event. I was also an RCOD who had failed to pre-arrange for a protest committee and this protest looked like it would be a long one.

I knew what I had to do. Make straight for the beer keg and try to accomplish the seemingly impossible. Convince hot tired sailors to put off having a long cool one and spend perhaps an hour or two, sifting through conflicting versions of exactly what happened, by which time the beer would probably be gone. What's more, I had to convince at least three of these "volunteers." My pace quickened. As I tried to review the benefits I could offer, the lump in my stomach doubled in size. Only one fact shown with perfect clarity at that moment. Protests were definitely bad!

I was pretty well convinced that the three individuals I eventually recruited would also be of the same opinion. Later however, after the requisite penalties had been doled out, I made a point to visit with each one and thank them for bailing me out. I was surprised at how exuberant they seemed to be, explaining the intricacies of the event and how they were able to piece together a solid picture which could be squared with the rules.

I spotted my third committee member and walked over to thank him. Before I could say anything he shook my hand and thanked me for the opportunity to serve on the committee. Wow. When I explained that I thought I was the one who should be doing the thanking, he gently shook his head. He paused, thought for a moment, then began to relate a little about his background. He was new to our club, and I must admit I didn't know him very well, but he always seemed to be a very friendly, extremely competent and knowledgeable competitor.

He told me that he had been sailing for many years and had competed at the highest levels in several classes of boats. He explained that at such levels the average competitor has a very good knowledge of the rules. And that incidences like today's would probably not occur because competitors would avoid the situation or at least

recognize their fault and elect to take the alternate penalty. At these levels knowledge and use of the rules is essential in "playing the game." As in chess, one cannot compete without a full knowledge of each piece. Avoiding protests is much easier when everyone has a complete knowledge of the rules.

He pointed out that we face a far more complicated challenge in our fleet. On the same course we may have competitors who are new to the sport and who are still trying to figure out the complexities of sail trim, right up to those with fairly complete rules knowledge. In between are those that know less than they think, those that know only a little and simply avoid any situation which they don't understand, and those that know more than most and use their superior knowledge to intimidate those that don't. My mind raced at the thought of protests yet to come. But he calmed me down when he said that he had never been in a protest room where someone didn't learn at least something new. And he welcomed the opportunity to help others progress in their knowledge of the sport. "And that's why I thanked you," he said.

I said that many of our competitors were really casual racers and had no real desire to ever reach a full command of the rule book. "One should be free to compete at whatever level one wishes," he said. "Others should have respect for that desire. The difficulty is to compete at your desired level without infringing on someone else's. It's not easy. Yet each sailor has an obligation to the sport to seek a balance. Too often competitors will progress in their skills of sail trim, reading wind patterns, helming, and even race strategy, yet have only the rudimentary knowledge of the rules. They haven't put the same effort into improving all their sailing skills, only the one's that were the most interesting." I realized he was describing me, "How did he know," I thought to myself.

Soon we were joined by some other competitors and the conversation changed. But I resolved two things that day. First that if I was ever asked to be RCOD again I would pre-arrange my protest committee and second to go dig out that rule book and pay it more attention. Let's see, there's a new one coming out for 1993. Just in time to make a fresh start.

Classified Advertising

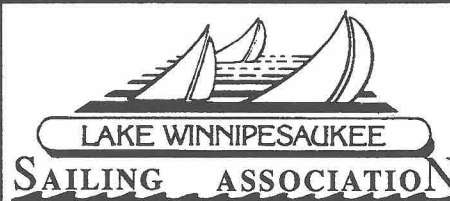
Grottos Foul Weather Gear (Jacket, Bibs and Vest), Size Medium. Red and Blue. Worn one weekend only. New \$250, yours for \$135. Dave Bunting: 603-569-3000.

Uniden P580 Marine VHF Radio, 25 Watts, 2 Years Old, \$150.
Alan Kanegsberg: 603-225-5635.

1993 Officers

Your Officers have agreed to make themselves available for nomination for the year 1993. Other nominations should be directed to Donna Delgado, Secretary. The election will be held at the Annual Banquet.

Classified ads may be placed up to one week prior to publication dates. Cost is \$.50 per word for members, \$1.00 non-members. Make checks payable to LWSA, and remit with ad to Seymour Friedel, 18 Winding Brook Road, Goffstown, NH 03045.



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Fay's/Heineken Regatta

(cont'd from p. 1.)

As luck would have it, the weather man had blown it again, and a 6-8 knot southeasterly breeze greeted the early morning wind surveying expedition. After the champagne continental breakfast the fleet was sent out as a triangle course was being set in the "Broads" under overcast skies. Your RCOD breathed a sigh of relief as the first race was finally put into the books.

Could we actually get all three races in? The weather gods said, "No!" The usually consistent southeast breeze became spotty. The non-spinnaker classes were sent on their second trip around the triangle, but the spinnaker class start was abandoned as the starting area fell into a wind

hole. As the leaders in the non-spinnaker fleet were broad reaching on port tack heading for the leeward mark, they suddenly found themselves close hauled on starboard as the wind shifted to the northwest. Meanwhile back in the starting area the spinnaker classes were edging to get going as the freshening breeze filled in.

What happened next was the best juggling act I'd seen since the last time I visited the circus. A new windward mark was set and a start line at a ninety degree angle to the existing finish line. The Race Committee timed the start of the racing fleet so as not to sail through finishers. Good heads up sailing was called for by all but two races were now completed. As the wind became shifty again, attempts were made to squeeze in a third race but were called off as the time on the

course was running out.

Twenty boats participated in the Spinnaker division with Dave Buley aboard *Fast Company*, a J-29, taking overall honors. The Award for "Short Handed" crews (3 or less) was won by Derek Lewis aboard *Lady Kered*, a San Juan 24, while the Family Crew award went to the Jackson Family on *Force 5*, a J-27. Thirty one boats participated in the Non-Spinnaker division with Casey Nickerson aboard *Good Stuff*, a J-24 taking overall honors with the Short Handed Award going to Phil and Jeanne Sullivan on *Jiggity Jig*, an S2 6.9. The Family award was won by The Mackey Family aboard *Mischief Maker*, an S2 9.1.

Complete results appear elsewhere in this issue.

J-22s Sixth Annual J Jamboree North

by Dave Bunting, Fleet 41 Captain

On September 19th and 20th Fay's hosted the sixth annual J Jamboree North. For the first time there were more J-22s (15) than there were J-24s (12). Eleven boats from off the Lake participated. Racers came from Maine (2), Massachusetts (7), Long Island (1), and Pennsylvania (1). Seven of the top 10 J-22 skippers in New England participated.

On Saturday a strong Nor'wester

Nancy Chaves for her terrific effort covering the Gilford area and Pat Hamilton for covering Meredith. It's difficult to put into words the humor and enthusiasm Brad Thompson and Tom Mullen demonstrated as our auctioneers—great job! Also, our spotters Gary Tefft and Mike Largesse who were out there taking your money and a fine job they did. Thank you Jeanne Sullivan for walking the items around the floor. As items were being auctioned, Alan Kanegsberg was busy at the table calculating and computing numbers. Also, Alan, thanks for printing up the lists. Last, but not least, my thanks to Sandy Mackey for the assistance and advice in putting all of this together. We couldn't have done it without her. It was a great event and a terrific evening—a good time was had by all. See you next year, same time, and same place!

that this final contest of the four major New England J-22 regattas was the most exciting and the most hotly contested. We expect an even better turnout next year.

The local racers gained valuable experience against their more tested (and salty) visitors. Dave Bunting was assisted by a lame, but game, Dave Mackey on Saturday as his trimmer, along with bowman Clinton Edwards

Huntgeburth were competitive and sailed good races in a very tough fleet. Class C racers beware!

FINAL RESULTS

1. Bill Saltonstall	- 13.5 pts.
2. Dave Nelson	- 17.25
3. John Hayes	- 21.00
4. Pete Wells	- 27.00
5. Mel Reid	- 37.00
6. Walt McKay	- 38.75

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----- LWSA Regatta -----

Racing A

Yacht	Skipper	R#1	R#2	Points	Place
HOT TUB	Thomson/Goodhue	3	1	3.75	1
JOY RIDE	Pratt	2	2	4.00	2
SHAMROCK	Mullen	1	4	4.75	3
POLISH PRINCESS	Benz	4	3	7.00	4
20/20	Friedel	5	5	10.00	5

Racing B

Yacht	Skipper	R#1	R#2	Points	Place
FAST COMPANY	Buley	1	1	1.50	1
TIME BANDIT	Kanegsberg	2	2	4.00	2
COHERENT	Sibson	4	2	6.00	3
SHELBY MARIE	Azzara	3	5	8.00	4
FORCE 5	Jackson	6	3	9.00	5
CACHE	Johnson	5	4	9.00	6

Racing C

Yacht	Skipper	R#1	R#2	Points	Place
IMPATIENT	Philpot	1	3	3.75	1
CLASSY LADY	MacQuarrie	3	1	3.75	2
LADY KERED	Lewis	4	2	6.00	3
FULL MOON	Carroll	2	4	6.00	4
LEADING INDICATOR	Thibeault	5	5	10.00	5
COMEBACK	McKenzie	6	6	12.00	6
BANZAI!	Bunting	8	8	16.00	7

Cruising A

Yacht	Skipper	R#1	R#2	Points	Place
MISCHIEF MAKER	Mackey	1	1	1.50	1
SHADOW	Destrempe	3	2	5.00	2
IMPETUOUS	Lanza	2	5	7.00	3
BOREAS	Hendrickson	6	3	9.00	4
ZEPHYR	Largesse	4	6	10.00	5
BLOWN AWAY III	Hamilton	7	4	11.00	6
WATER DANCER	Shea	5	7	12.00	7
CHARISMA	Sharp	8	9	17.00	8
KIWI II	Shemin	9	8	17.00	9

----- LWSA Regatta -----

Cruising B

Yacht	Skipper	R#1	R#2	Points	Place
GOOD STUFF	Nickerson	1	1	1.50	1
WIZARD	Detels	2	4	6.00	2
FMM	Marshall	5	2	7.00	3
FOR PLAY	Hammond	3	5	8.00	4
WILDFLOWER	Fuller	7	3	10.00	5
SWIMMER	Tefft	4	8	12.00	6
WINDSONG	Kidder	6	9	15.00	7
NIGHT MOVES	Simmons	10	6	16.00	8
JUELLE	Primavera	9	7	16.00	9
RHANNON	Beck	8	10	18.00	10
JOLLY MON	Lockwood	12	12	24.00	11

Cruising C

Yacht	Skipper	R#1	R#2	Points	Place
JIGGY JIG	Sullivan	2	1	2.75	1
MIRIMAR	Rutz	4	2	6.00	2
GRAPE	Dunfee	1	6	6.75	3
SCOT-FREE	Massie	3	5	8.00	4
DREAMER	Sparks	5	4	9.00	5
WINGIN IT	Haluska	7	3	10.00	6
FREE WILL	Rich	6	8	14.00	7
BLUEBERRY PIE	Garland	8	7	15.00	8
BABE	Nigel	9	11	20.00	9
NAUTICAT	Clark	14	9	23.00	10
UGLY DUCKLING	Porter	14	10	24.00	11
NANTUCKET BOUND	Moretti	14	12	26.00	12
WINDRUNNER	Vitale	14	14	28.00	13

More race results on P. 8

LWSA Annual Awards Banquet

Reservation made 10/20 w/ Fabiana Day

The 1992 Annual Awards Banquet will be held on Saturday, November 7, at the Ramada Hotel in Merrimack, Exit 11 Everett Turnpike, Merrimack, NH. (This is the same location it has been held for the past two years, but the hotel was called the Best Western Merrimack Inn.) Cocktails and hors d'oeuvres will begin at 6:30 PM, followed by dinner and the awards ceremony.

Overnight accommodations are being held at the special rate of \$50 for single or double occupancy, \$56 for 3 in the room and \$62 for 4. This rate includes the breakfast buffet on Sunday morning. Reservations should be made directly with the hotel at 800-922-3477 or 603-424-6181 by October 20th. Please mention that you are with the Lake Winnepesaukee Sailing Association group.

Please fill out the following form and mail it with your payment to LWSA, P.O. Box 7047, Gilford, NH 03246. This must be received no later than November 1, 1992.

...for the opportunity to serve on the committee. Wow. When I explained that I thought I was the one who should be doing the thanking, he gently shook his head. He paused, thought for a moment, then began to relate a little about his background. He was new to our club, and I must admit I didn't know him very well, but he always seemed to be a very friendly, extremely competent and knowledgeable competitor.

He told me that he had been sailing for many years and had competed at the highest levels in several classes of boats. He explained that at such levels the average competitor has a very good knowledge of the rules. And that incidences like today's would probably not occur because competitors would avoid the situation or at least

...naming, and even race strategy, yet have only the rudimentary knowledge of the rules. They haven't put the same effort into improving all their sailing skills, only the one's that were the most interesting." I realized he was describing me, "How did he know," I thought to myself.

Soon we were joined by some other competitors and the conversation changed. But I resolved two things that day. First that if I was ever asked to be RCOD again I would pre-arrange my protest committee and second to go dig out that rule book and pay it more attention. Let's see, there's a new one coming out for 1993. Just in time to make a fresh start.

LWSA Committees

Bob Foley, *Long Range Planning*
 Chris Rich, *By-Laws*
 Dennis McMann, *Race Committee*
 Sandy Mackey, *Youth Sailing*
 Alan Kanegsberg, *Youth Sailing Auxiliary*
 John Goodhue, *Committee Boat*
 Ed Philpot & Mike Jackson, *Crew Central*
 Rich Destrempe, *Membership*
 Gary Tefft, *Fund Raising*
 Pearl Nydam, *Handbook*
 Lynn & Seymour Friedel, *Newsletter*
 Ray Lanza, *PHRF*

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-----Frying Pan-----

reference: start date&time 9/4/92 18:0000

Racing							
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place	
LADY KERED	Lewis	222	1:1626	1:0421	0.75	1	0
COMEBACK	McKenzie	276	1:2445	1:0641	2.00	2	-140
IMPATIENT	Philpot	171	1:1455	1:0732	3.00	3	-191
ANTI-DISREGARDLESS	Weisberg	171	1:1701	1:0925	4.00	4	-304
COHERENT	Sibson	129	1:1303	1:0955	5.00	5	-334
FMM	Marshall	180	1:1834	1:0957	6.00	6	-336
CLASSY LADY	MacQuarrie	174	1:1851	1:1047	7.00	7	-386
TIME BANDIT	Kanegsberg	123	1:1402	1:1130	8.00	8	-429
SHELBY MARIE	Azzara	147	1:1722	1:1208	9.00	9	-467
FAST COMPANY	Buley	117	1:1531	1:1335	10.00	10	-554
HOT TUB	Thomson	96	1:1448	1:1515	11.00	11	-654
SHAMROCK	Mullen	84	1:1812	1:2010	12.00	12	-949

reference: start date&time 9/4/92 18:0500

Cruising							
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place	
GRAPE	Dunfee	231	1:1616	1:0328	0.75	1	0
JIGGITY JIG	Sullivan	213	1:1649	1:0526	2.00	2	-118
SCOT-FREE	Massie	228	1:1827	1:0532	3.00	3	-124
WATER DANCER	Shea	171	1:1345	1:0629	4.00	4	-181
SWIMMER	Tefft	186	1:1530	1:0640	5.00	5	-192
ZEPHYR	Largesse	171	1:1517	1:0752	6.00	6	-264
FORCE 5	Jackson	129	1:1058	1:0756	7.00	7	-268
IMPETUOUS	Lanza	168	1:1557	1:0845	8.00	8	-317
BEAUJOLAIS	McMann	171	1:1625	1:0853	9.00	9	-325
SHADOW	Destrempe	153	1:1453	1:0914	10.00	10	-346
MISCHIEF MAKER	Mackey	144	1:1507	1:1021	11.00	11	-413
20/20	Friedel	12	1:0654	1:1722	12.00	12	-834
UGLY DUCKLING	Porter	270	1:3815	1:1752	13.00	13	-864
KIWI II	Shemin	168	1:4912	1:3851	14.00	14	-2123
WINDRUNNER	Vitale	246	2:0358	1:4113	15.00	15	-2265

-----Long Distance Challenge-----

Racing start date&time 9/26/92 10:1600

Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place	
CLASSY LADY	MacQuarrie	174	3:4410	3:2115	0.75	1	0
LADY KERED	Lewis	222	3:5945	3:2151	2.00	2	-36
COHERENT	Sibson	129	3:3701	3:2744	3.00	3	-389
SHOCKWAVE	Stockman	162	4:0102	3:4002	4.00	4	-1127
20/20	Friedel	0	3:1430	3:4951	5.00	5	-1716

Cruising start date&time 9/26/92 10:1100

Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place	
MISCHIEF MAKER	Mackey	144	3:4330	3:2919	0.75	1	0
IMPETUOUS	Lanza	168	3:5522	3:3304	2.00	2	-225
FORCE 5	Jackson	129	3:4415	3:3440	3.00	3	-321
SWIMMER	Tefft	186	4:0518	3:3638	4.00	4	-439
WATER DANCER	Shea	171	4:0911	3:4438	5.00	5	-919
FREE WILL	Rich	207	4:2141	3:4441	6.00	6	-922
SHADOW	Destrempe	153	4:0340	3:4517	7.00	7	-958

MIRIMAR	Rutz	4	2	0.00	-	-
GRAPE	Dunfee	1	6	6.75	3	
SCOT-FREE	Massie	3	5	8.00	4	
DREAMER	Sparks	5	4	9.00	5	
WINGIN IT	Haluska	7	3	10.00	6	
FREE WILL	Rich	6	8	14.00	7	
BLUEBERRY PIE	Garland	8	7	15.00	8	
BABE	Nigel	9	11	20.00	9	
NAUTICAT	Clark	14	9	23.00	10	
UGLY DUCKLING	Porter	14	10	24.00	11	
NANTUCKET BOUND	Moretti	14	12	26.00	12	
WINDRUNNER	Vitale	14	14	28.00	13	

More race results on P. 8



P.O. Box 7047
Gilford, NH 03247

TO:

Postmaster: Please send address changes to the address above.

Notice: ANNUAL AWARDS BANQUET
Saturday, November 7 - Immediate Response Needed - See PAGE 6