

A Good Sign for the Future (continued)

ship, "great competition" can best describe the three days of racing. "Great fun" can best describe the stories on shore and "Great hospitality" can best describe the Sayville Yacht Club's treatment of the penguin sailors!

Submitted by,
Doug Wefer

The results were:

1986 Penguin International Championship

Name	Boat #	Race #						Total
		1	2	3	4	5	6	
Wefer	9632	1 (29.7)	3 (27.1)	1 (29.7)	2 (28.3)	3 (27.1)	1 (29.7)	171.6
Blos	9580BL	4 (26)	6 (24)	2 (28.3)	1 (29.7)	7 (23)	2 (28.3)	159.3
Cole	9662	9 (21)	1 (29.7)	6 (24)	6 (24)	5 (25)	4 (26)	149.7
Murchison	9663	3 (27.1)	4 (26)	13 (17)	4 (26)	2 (28.3)	6 (24)	148.4
Kastel	9573	10 (20)	5 (25)	3 (27.1)	21 (9)	4 (26)	3 (27.1)	134.2
Patterson	9298	2 (28.3)	9 (21)	15 (15)	3 (27.1)	11 (19)	8 (22)	132.4
Meissner	9338	6 (24)	2 (28.3)	14 (16)	11 (19)	13 (17)	5 (25)	129.3
Litman	9666	11 (19)	17 (13)	7 (23)	5 (25)	1 (29.7)	11 (19)	128.7
Reid, M.	9667	5 (25)	13 (17)	4 (26)	8 (22)	9 (21)	DNS (11)	122.0
Shepstone	9668	12 (18)	15 (15)	8 (22)	9 (21)	10 (20)	10 (20)	116.0
Hewitt	9661	18 (12)	8 (22)	10 (20)	14 (16)	6 (24)	9 (21)	115.0
McKnight	9657	14 (16)	16 (14)	5 (25)	7 (23)	8 (22)	15 (15)	115.0
Campaniello	9577	13 (17)	14 (16)	11 (19)	16 (14)	17 (13)	7 (23)	102.0
Styx? AVE	7 (23)	12 (18)	12 (18)	12 (18)	23 (7)	16 (14)		98.0
Reid, L.	7416	19 (11)	10 (20)	9 (21)	22 (8)	14 (16)	12 (18)	94.0
Keegan	9579	16 (14)	20 (10)	17 (13)	10 (20)	18 (12)	13 (17)	86.0
Fox	9631	8 (22)	7 (23)	28 (2)	19 (11)	16 (14)	22 (9)	81.0
Bailly	9380BL	15 (15)	18 (12)	23 (7)	13 (17)	12 (18)	18 (12)	81.0
Hendry	9576	22 (8)	11 (19)	25 (5)	17 (13)	15 (15)	14 (16)	76.0
Burtis	9660	21 (9)	19 (11)	22 (8)	15 (15)	19 (11)	DNS (0)	54.0
Holmes	8692	24 (6)	25 (5)	16 (14)	25 (5)	21 (9)	20 (11)	50.0
Owen	8926	23 (7)	27 (3)	24 (6)	20 (10)	22 (8)	17 (13)	47.0
Knab	4086	28 (2)	28 (2)	20 (10)	18 (12)	20 (10)	24 (7)	43.0
Provencher	9145	25 (5)	21 (9)	19 (11)	27 (3)	25 (5)	21 (10)	43.0
Byrne	9140	17 (13)	23 (7)	26 (4)	28 (2)	24 (6)	23 (8)	40.0
Hall	9548	20 (10)	DNF (0)	18 (12)	26 (4)	DNS (0)	DNS (0)	26.0
Walkow	8802	27 (3)	24 (6)	21 (9)	24 (6)	DNS (0)	DNS (0)	24.0
Kobal	9570	29 (1)	26 (4)	27 (3)	23 (7)	26 (4)	DNF (0)	19.0
Iberger	9380	26 (4)	22 (8)	29 (1)	DNS (0)	DNS (0)	DNS (0)	13.0

Steve Shepstone's Observations

Below are some random observations from the International Championship as noted by Steve Shepstone, I.P.C.D.A. Secretary:

More than half of the boats in the regatta were fiberglass. Two thirds to three quarters of the masts were Proctor "C" section aluminum masts. Several masts had internal or no halyards with no visible effect of boat speed.

New sail developments are based on aluminum masts. You may have a wood mast

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A Good Sign for the Future

The 1986 International Championship held at Sayville Y.C. July 15-18 was an outstanding event, despite the fact that the famed heavy breezes of Long Island's south shore failed to materialize. The Sayville Y.C. put together a memorable series; running good races, feeding and housing competitors, and allowing us to use their beautiful facilities.

The regatta was more than just a series of races. Most importantly, it was another example of the constantly improving competition the Penguin class is experiencing. Of the 30 boats that participated, 16 were built by Burtis Boat Works and one by our new builder, Freedom Boat Works. This meant that the fleet was more even than it has been in many years.

The evenness of the fleet was probably most evident in the practice race held Tuesday in typical south shore breezes of 10-15 mph. Unlike the very difficult sailing conditions experienced in the real regatta, the practice race conditions and results demonstrated just how even the modern fleet is. Around the first windward mark the top ten boats were within fifteen boat lengths of each other. Steve and Melissa Shepstone and Lindsay Hewitt and Brook Hayes sailed well to lead the fleet around the triangle after which time the practice race disintegrated. Everyone was hoping this was just the beginning. Unfortunately, the weather just didn't let it happen.

Four different boats won races in this year's Internationals including 9580, sailed by Fernando Blos from Yangadeiros Yacht Club in Brazil. Brant Davison, owner of 9580, was good enough to loan his boat to this team, therefore showing good faith by providing a better than average boat for our foreign friends. The Brazilians showed us that their forte is not just heavy air and that Burtis boats can have blazing speed in light air. These Brazilians rounded the windward mark in the top three in five of the six races.

Besides the Brazilians showing excellent form in light air with their Burtis boat there were other novelties on the scene; a newly developed sail from Greg Fisher of Shore Sails in Columbia, Ohio (Shore Sails finished 1st through 5th in the regatta) and the debut of the new Freedom Boat Works wooden penguin. Freedom just began building these boats (the Meissner's boat was the first boat built). They are replicas of Burtis boats with an appeal to the wood boat lover. Ron and Connie Meissner sailed this new boat to a respectable seventh.

In the first race, Bruce and David Patterson (also sailing a chartered Burtis boat), showed their upwind savvy on the first leg of the windward-leeward course by rounding the weather mark in first. Blos rounded second, but on the light downwind leg, the boats behind had the advantage of taking the air from the leading boats. This allowed them to sail for an inside overlap. Doug Wefer and his usual crew, Kris Meyer, siphoned the wind from the leaders and cut to the inside to take the lead and the race. Patterson finished second, and Scott and Kim Murchison moved up to third. Blos finished fourth, followed closely by past International Champion Mel Reid.

The first three boats to round the windward mark in race #1 again rounded

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the top mark 1-2-3 in race #2. Patterson, Blos, & Wefer remained the top 3 for the first five legs of the olympic course with Wefer taking over the lead before beginning the final upwind leg to the finish. These three boats plus Murchison seemed to have a large enough gap between themselves and the rest of the fleet that they did not pay attention to Larry Cole and Betsy Lassanske or the Meissners who had leveraged themselves out to the right side of the course. The leaders, covering each other, sailed themselves off to the left side and as the breeze went hard right, found it hard to stay in front of the trailing fleet. Cole did come out ahead by a significant margin and went on to win while Meissner found himself ahead of Wefer by about ten boat lengths with 20% of the leg to the finish. Wefer nearly made up the distance but overstood the finish line allowing the new Freedom boat to finish second.

Race #3 featured the lightest air of the regatta, south-southeast winds at 1-5 mph. The shortened course took two and a quarter hours for the first boats to finish. Wefer and Blos finished 1-2 with Mark Kastel making his entry into the top three with his new Shore Sail and newly installed Proctor aluminum mast (Mark broke his Burtis wood mast the day of the practice race).

The 4th race of the regatta was held Thursday afternoon in only slightly more wind than there was in the morning drifter. Blos showed his blazing light air speed by leading all the way around the olympic course. Wefer and Patterson were behind him with Murchison fourth and Neal Litman fifth. This race was not only a test of light air speed and tactical ability but also a test to see who could sail around the weed patches and clean the weeds that got caught off their centerboard and rudder the best. Obviously Blos did this the best of anyone in this race.

Friday brought no more wind than the previous two days. The fleet left the beach in southeast winds at 3-5 mph. The wind did build slightly and race #5 was sailed in 5-8 mph. Neal and Kathy Litman got off to a huge lead with Scott and Kim Murchison a distance behind but always closing. The pack behind the Litmans was tight but the Murchisons managed to outdistance them easily with their unique "heal to windward" technique. At the finish the Murchisons had sailed all the way up to the Litmans but Neal and Kathy squeaked it out by sailing to the favored end of the finish line. Wefer meanwhile recovered from being over to early to finish third and Kastel sailed his way to a solid fourth. Cole showed consistency by finishing 5th.

With the schedule calling for six races the race committee chairman, Bob Shaw, forged ahead with the sixth race right after the fifth finished. Wefer and Blos just needed to finish near the top to hold their positions but Cole and Murchison were within a point of each other bringing on a "who beats who" scenario to determine who would finish third. In another race just like the others in terms of conditions, Wefer and Blos led the fleet, Kastel finished third to salvage a fifth in the regatta despite a 21st in race 4, and Cole sailed solidly to a fourth and a third in the regatta. Murchison finished a respectable sixth in the race to end up fourth in the regatta.

Despite the lack of wind in this 45th running of the International Champion-