

PIMENTAL AND PEJNOVIC OF BRAZIL TAKE TITLE.

CHUPADOR

Consistent sailing was the key to success in the 1988 Western Hemispheres, hosted by the Spanish Point Boat Club and SCIRA Bermuda.

Seventeen teams from eight nations took part in the 20th competition for the John T. Hayward Trophy, first contested in Havana, Cuba, in 1950.

The week began with the opening ceremonies, highlighted by music and anthems by the Bermuda Regiment Band, and opening remarks by gathered officials, including SPBC Commodore Stephen Soares, and the Minister of Tourism, the Honorable Harry W. Soares, M.P. Also attending was Miss Tourism, Andrea Mullin.

The light to moderate air Sunday afternoon practice race was inconclusive as most of the teams seemed more intent on checking out the speed of the competition and the tuning of the provided boats than trying to finish first.

Monday morning dawned with heavy airs, and after a short wait, it was decided not to launch the boats. So the regatta actually started with the lay-day, with the races to be made up on Wednesday. So it was off to the mopeds for a journey to the north end of the island and a visit to the beautiful town of St. Georges.

By Tuesday morning the wind had lightened ... a bit. Conditions were marginal, on the high end of the SCIRA limits, but there was a regatta to sail, and the lay-day had already passed.

The first victim was Craig Leweck of the U.S. He sheared off his rudder in the pre-start action and crash-capsized. He was towed into the dock, madly preparing to change sails to a waiting spare boat, the radio buzzing with the commands of the sequence, and then the countdown. Then there was a hard moment as Craig and crew Chris Raab realized that the start was clean and the fleet was off without them.

Out on the course it was Cao Leme and crew Dennis Clemence of Brazil off to a strong lead as the Argentine team of

Borgstrom and Revora battled with Carrabelli and Chiapparro of Uruguay. Lots of teams were already in trouble.

Steve Callison, with crew Susan Taylor, busted a shroud on the first reach, damaging the deck but sparing the mast, and were forced to withdraw.

The jibe mark was a melee as crews struggled to stay upright and in the boat. MacCall and Contouris of Argentina flipped and were unable to right the boat. When they finally got it up, they retired.

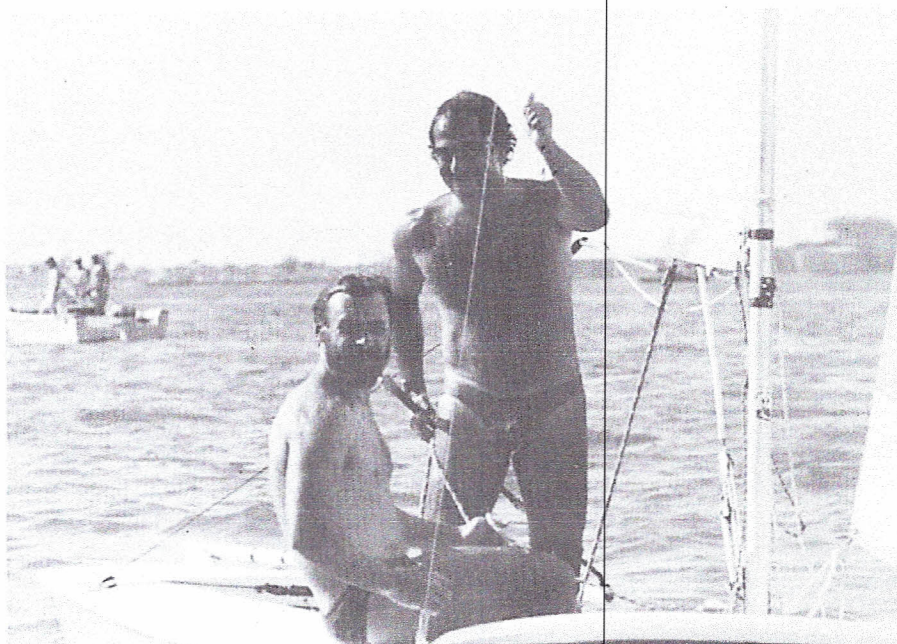
The three leaders battled up the final leg, with Leme losing some ground covering as Borgstrom and Carrabelli scrambled for the runner-up spot. The sole Cuban team, Manso and Valdez, raised a few eyebrows as they closed in for a close fourth — and this after equipment problems at the first mark had dropped them back into the pack.

As the fleet returned to the dock another major part of the story of the Westerns began to unfold as a swarm of workers descended on the boats to repair them and

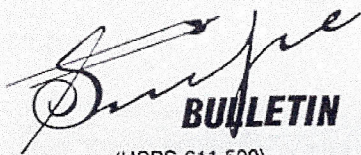
get them back on the race course. Under the direction of Bill Buckles, the "crash and burn team" included Bermuda National Secretary Kevin Blee, SCIRA officials Jerry Thompson, Pete Fenner, Means Davis, Rules Committee Chairman Dan Williams, U.S. Rules Chairman Brainard Copper, Former Commodore Wayne Soares, and the list goes on ...

The Cubans proved that they had come to sail as they blasted off the line in the second race and had a commanding lead that would increase for the first four legs. They lost a little on the run but sailed smart and fast on the final beat to take the win. Borgstrom emerged as the favorite of many with a second, and Pimental of Brazil put a third with his first race fifth. Americans Leweck and Callison were seventh and 11th, Callison and Taylor finding the going a little too heavy for their weight. Leme dropped to seventh. Bermuda's hopes were raised as Stevie Dick-

(Continued on page 4)



Pimental and Pejnovich celebrate their victory. (Tom Payne photo)



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**WESTERN
HEMISPHERE . . .**

inson and crew Gary Roman had a solid
fourth to go with a first race sixth.

Wednesday morning's race was started in
18 knots of wind, but a fast-moving storm
came in from the right and gave the fleet
a scare as abandonment seemed certain.
The crews were able to handle the plane
into the mark as the storm quickly passed.
The severe shift turned the reach into a run
and Leweck and Dickinson were the first
wipe-outs.

Dickinson had a real problem as crew
Gary Roman injured his elbow and was
finished for the series.

Leweck had problems of a different
nature as he had managed to lose his board!

Callison and MacCall were over early,
the Japanese busted a jib fairlead and
Fabini of Uruguay and Wright of Bermuda
also experienced problems that forced
them out of the race.

Carrabelli of Uruguay rebounded from
his 16th in the second race to take the vic-
tory, followed by Leme, the Cubans Man-
so and Valdez, with Pimental in fourth.
Borgstrom was fifth.

The fourth race belonged to Lange, with
Pimental second, and Leweck recovered
to take third. Borgstrom was fourth and the
Cubans took fifth. Carrabelli's hopes were
dashed as he had fouled out, as had the
Mitchell brothers of Canada.

Thursday morning's fifth race be-
longed to Fabini and Alzola of Uruguay,
who won going away. Malcolm Smith
gave the home crowd reason to cheer as
he sailed to a strong second, followed by
Leweck with another third. The inconsis-
tent Carrabelli finished fourth followed by
Leme, Pimental, and Borgstrom. The
Cubans fell to ninth.

After lunch, it was back to the course
and a moment of glory for the Japanese.
Starting at the pin, they worked the left
side and had a nice lead at the first mark.

They managed to hold on until a wild final
leg saw Carrabelli get by to take his sec-
ond victory, followed by Callison and
Taylor who finally had a good race. The
Japanese hung on for third and were
followed closely by the Bermudian team
of Brett Wright and Amanda Sponar. Then
came the Cubans. Borgstrom, and
Leweck. Craig had been near the front for
the whole race, but played the hard left side
on the final leg and lost ground. Wright
had also started at the pin, rounded the top
mark in second, and had sailed an excellent
race only to see the others get by.

Cuba's hopes for the title were dashed
when they lost a protest to Leweck, as they
had failed to give him room at a mark
rounding.

Now the stage was set for Friday's
finale. There were six teams with a chance.
Borgstrom, Pimental, Manso, Carrabelli,
Leme, and Leweck would slug it out in the
final round.

The winds were light, causing a post-
ponement. Finally they settled in and the
committee headed out of the Great Sound
into the open waters off the north shore.

It was immediately apparent that the
Cubans were out of the contest as their
sails looked terrible in the light going and
they clearly were the slowest boat.
Borgstrom went off to the left along with
Leweck, while Pimental led a pack along
the shore to the right. Halfway up it was
clear that the race would belong to "San-
ti" Lange, as he had a nice lead and was
gone. The Japanese were hanging tough
and rounded the mark in second, fol-
lowed by Pimental, Jimmy Lowe of the
Bahamas, who was finally having a good
race (he had just returned from the Sun-
fish Worlds where he finished third), Mac-
Call, and Leweck. Borgstrom was seem-
ingly out of it as he rounded deep, a vic-
tim of the left side.

Lange widened his lead. Pimental got by
the Japanese, and Fabini also moved up.

On the final leg the wind went left,
eliminating any chance that those in the

1988 WESTERN HEMISPHERE CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
27212	Pimental/Pejnovic	Brazil	5-3-4-2-6-8-3	23	1
17480	Borgstrom/Revora	Argentina	2-2-5-4-7-6-9	26	2
27107	Leweck/Raab	United States	4.8avg-7-dnf-3-3-5-6	28.8	3
25186	Fabini/Alzola	Uruguay	8-5-5avg-9-1-12-2	29.75	4
10106	Manso/Valdez	Cuba	4-1-3-5-9-dsq-12	33.75	5
26911	Leme/Clemence	Brazil	1-7-2-10-5-10-13	34.75	6
10863	Lange/Saubidet	Argentina	9-dsq-6-1-11-11-1	38.5	7
21111	Carrabelli/Chiapparro	Uruguay	3-16-1-dsq-4-1-16	40.5	8
27172	Motoharu/Tatsushi	Japan	12-9-6avg-717-3-4	41	9
25077	Smith/Roberts	Bermuda	7-10-10-12-2-7.4avg-8	44.4	10
27092	Callison/Taylor	United States	7.8avg-11-dsq-8-8-2-10	46.8	11
25995	MacCall/Contouris	Argentina	16-6-dsq-6-10-7-5	50	12
24602	Dickinson/Roman	Bermuda	6-4-dnf-13-12-13-15	63	13
24116	Nugent/MacKay	Canada	10-12-9-11-14-9-14	65	14
25235	Lowe/Bruce	Bahamas	11-15-7-14-13-15-7	67	15
24806	Mitchell/Mitchell	Canada	13.2avg-14-8-dsq-15-14-11	75.2	16
24675	Wright/Sponar	Bermuda	13-13-rf-15-16-4-17	78	17

back would be able to catch up. Pimental crossed in third to take the title, as Borgstrom was buried in ninth. Leweck managed to hold on for sixth, good enough for third overall, a finish that had seemed very remote after their lost board in the third race. Fabini's second in the final put him fourth overall.

The Cubans had been last at the final mark, but managed to pass five boats on the final leg and settled for fifth overall.

It was a popular victory for the Brazilians, who showed their joy by diving wildly into the water accompanied by the sounds of horns and shouts of *chupador*. They had sailed well all week, and though they never won a race they sailed a smart and safe series, adding this title to the Masters Worlds which they captured in Oakville, and the Brazilian Na-

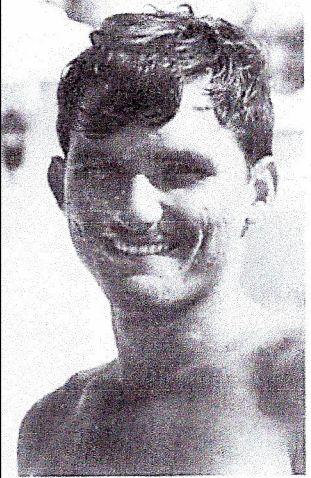
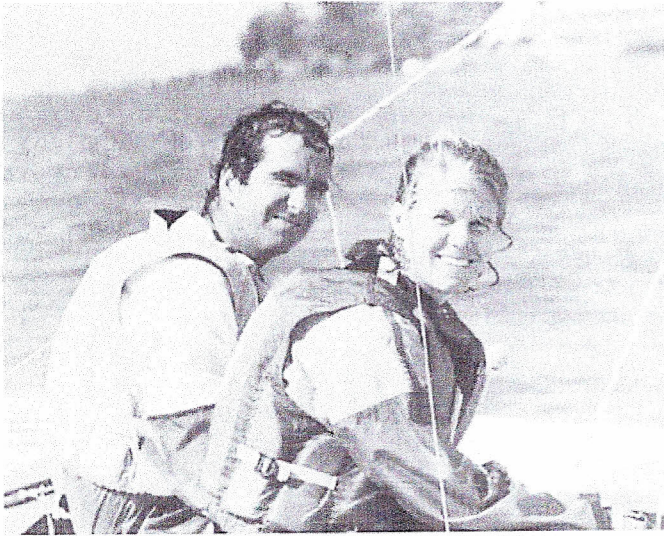
tional title. A great year in anyone's book!

The trophy ceremony was highlighted by a special presentation of the SCIRA flag, which had been signed by all of the competitors, officials, helpers and guests who made the regatta such a success. SCIRA Commodore Jerry Thompson made the presentation to Spanish Point Boat Club Commodore Stephen Soares, with remarks that the flag will hang from the rafters at SPBC as a reminder of the hard work, good sailing and new friendships that are a part of the Snipe experience.

Former Commodore Wayne Soares was the master of ceremonies as daily firsts were rewarded with beautiful watercolor paintings of Bermuda's sights. And the top three teams were awarded their trophies by Bermuda's Snipe pioneer, Honorary SCIRA Vice Commodore Reginald

Tucker.

And so another Western Hemisphere championship is in the books. There are many who deserve thanks and congratulations for their tireless efforts, including Carlos Bosch who not only helped repair the damaged boats, but also helped with the many visa problems and travel arrangements for the foreign crews. SCIRA Bermuda National Secretary Kevin Blee, who always found something to do, and Spanish Point Rear Commodore Ronnie Viera who organized the meals and entertainment. David and Maggie Barnes who headed up the race committee, Diana Plested who chaired the housing committee and many, many more fine people at Spanish Point BC who made us all feel welcome. It was a wonderful regatta! Thanks to all who worked so hard to make it possible.

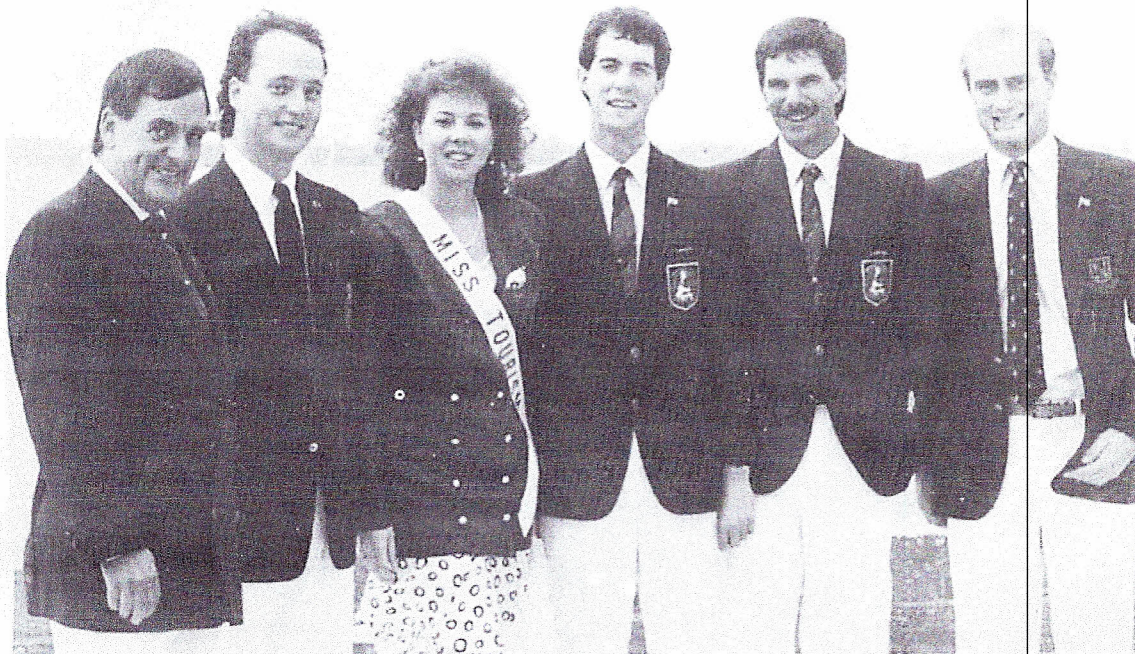


*Above left:
Callison and
Taylor
represented the
U.S.*

*Above: Crew
Otavio Lorenzo
and Skipper
Nelido Manso
represented
Cuba.*

*Team Canada
poses with
Bermuda's
Miss Tourism.*

*All photos
Tom Payne*



Continued . . .