Japan's Nakamura and Murata defeat 24 other teams from 15 nations to win the U.S.-sponsored ... 

JUNIOR WORLDS

WEDNESDAY MORNING: The practice sailing was Monday. Yesterday the crew got in a practice run, if you want to call it a race as many of the teams dropped out after the run, choosing not to try the final run in winds that were blowing fast.

Things are even worse this morning. There is not enough wind to start a race, but the Committee is going to try anyway. A slight current is overpowering the little bit of breeze, and the boats really can't make the line even through they've been on the final approach for at least five minutes. It lifts slightly at the last moment. General Recall. Another sequence is started. The wind dies to zero or less. Postpone and head for the dock, where we'll wait until 1:00 p.m. and see what comes up.

Someone finds a tennis ball. There is an impromptu "soccer" game in the huge sail storage room of the Sailing Center, the wide doors on either end serve as the goals. Finally the wind comes. Races One and Two are rescheduled for Thursday.

THURSDAY MORNING: Another zero wind day, but now there's fog to go with it. Twenty-five Snipes are towed to the starting area. To wait, again. Crews map on dock, some swim. The fog seems to want to burn off. There is some wind, but as the fog clears, the wind quits. Finally the postponement goes up, tow lines are rigged, and it's back to the harbor. This should have been races Three and Four. Back on shore, one of the Californians asks: "Why didn't we sail on Mission Bay?" Someone bought a real soccer ball. Everyone heads to the park across the street. The Committee meets and decides to try for three back-to-back races on Friday.

FRIDAY MORNING: Oh yea! This is the day, and a perfect day for Snipes! There is a 8-12 knot breeze, it's sunny and warm and the ocean's aroma blows away all of the doubts and fears that had built up in the people who had worked so hard to make this the best Junior Worlds ever.

The first obstacle was getting 30 new or nearly new boats together. Early on, Fleet 801 held a "One Boat Show." A new Fancis Snipe was set up inside the St. Petersburg Yacht Club and interested members were invited to take advantage of a great price. Eleven were sold. The call was put out to other Snipers in Florida and District IV. What resulted was a fleet that, in most if not all cases, had boats newer than the ones that the visitors sailed at home.

In the first race it was Kenichi Nakamura and crew Shinschi Murata off to a good beginning, taking a close victory over the DeCastro brothers from Spain. The U.S. National Champions, Ron D. and Davis, take...
third, just ahead of Rodrigo Risigo and Max Kaufmann of Argentina.

Brothers Alex and Brian Carter led from the start of the second race and were chased by Luis Solbiato and crew Joaquín Molla of Argentina, who got by with a classic move on the run. Solbiato was playing the waves perfectly, with both boats on port tack. Solbiato the Argentines didn't, without losing the wave that they were barely riding. Now they were to windward and lengthened their lead to finish.

The Cames held on for second, with the Japanese team of Jiro Sugiura and Hichihiko Ichikawa taking third over their countrymen, Nakamura and Murata. Rodi dropped to ninth, never recovering from a bad first day. Ricrico of Argentina held on for fifth.

The third race was still decided in the present form. After finishing second and sixth in the first two races, the Spanish team of the DeCastro brothers was given an impressive race, but they were blown out by the international jury because of a mark rounding incident. This gave the victory to Solbiato and Molla of Argentina, who won in a row following their ninth in the first race.

The Italian team of Andrea Piazza and Alessandro DiMauro took second, with the U.S. team of the DeCastro brothers in third. Rodi and Davis of the U.S. were fourth, with Nakamura and Murata in fifth.

At this point in the series it was Nakamura, Solbiato, Sugiura, Rodi, Ricrico, and Catone making up the top six. Now the question was how many races could be sailed on the final day. Unless three were sailed, for a total of six, there would be no throw-out. The powers-that-be decided that no race would be started after 2:00 p.m. on Saturday, and this was posted on the official Bulletin Board.

SATURDAY MORNING: Saturday was even more than Friday, with stronger winds and bigger waves.

Both belonged to the DeCastro brothers as they opened a nice lead and were never challenged. Rodi and Davis were tough and took a second just ahead of the Carter brothers. The Italians, Piazza and DiMauro, were fourth.

It was trouble for the first day leaders from Japan. Their jib, sailbreak in the heavier going and they withdrew, requesting breakdown repairs. Solbiato and Molla of Argentina were fifth. The only female team, Janneke Haug and Susanne Janssen of Norway, retired after their mast lever exploded. The Columbians, Miguel Gonzalez and crew Filipe Castello, learned a severe lesson about keeping the mast stowed forward on the run, as they did a textbook inversion and were out of the action with a ruined spinnaker.

Janneke and Susanne made preparations to transfer to a spare boat after SCIBA Board Member Dean Davis surveyed the damage and declared their boat unfit to sail. The spare boat had been anchored just to leeward of the course, but there was a big problem: it was sinking! It had just been rebuilt and water was getting into the hull somewhere in the cockpit. After repeated attempts to get the girls going Janneke decided that they were holding up the action and decided that they would withdraw.

After the damage in the previous race the Committee set a two-triangle windward course, eliminating the run. Rodi and Davis got off to a great start, leading at the first mark and holding on until the second reach when DeCastro got by. The Spanish team had a commanding lead at the second windward mark... and then jibed, headed back to the leeward mark! They had missed the course change! Everyone held their breath as Rodi and Davis neared the mark. They reached off to the jibe mark and the fleet followed. Suddenly the DeCastros realized their mistake and headed up for the correct course, but by the time they recovered they were in fifth.

(Continued on page 8)
A COMPLETE SELECTION OF NAUTICA-COOKS: INTERNATIONAL MARINE PUBLISHING COMPANY, White on the water, with a red ribbon, a small note: "The book is in excellent condition."

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