Lake Vattern lies deep in the heart of Sweden. Its shores and waters are the subject of ancient lore and history. Today it remains so pure that you can drink straight from it without fear. In the July summer, the winds blow steady, not too strong, not too light, just perfect for Snipes. Here, some 200 kilometers southeast of Stockholm, is the town of Motala, on the eastern shore of the Lake which stretches some 100 kilometers from north to south and is some 20 to 30 kilometers in width. While Motala is a small town of great charm and beauty, it has long been a crossroads of sorts as it lies along the ancient route of conquering kings and their armies as they marched from Copenhagen to Stockholm, and the more recent man-made Jute Canal which crosses Sweden from east to west passes through here. It was in this setting that SCIRA Sweden and Motala Segelsällskap hosted the 1992 Junior World Championships.

The Junior Worlds may be the most difficult of all SCIRA Championships to host. The most pressing problem is in finding 25 to 30 equally matched Snipes, assembling them at the site, and assuring 25 to 30 nervous owners that their precious boats aren’t about to be turned over to a bunch of carefree juvenile delinquents hell-bent on death and destruction.

Then there’s the problem of money. It takes a lot of money to participate in an International event. At the same time, there is an unwritten but universally understood philosophy that the Junior Worlds should be for the BEST juniors, not just the sons and daughters of the wealthy. This makes it difficult to justify passing along the actual regatta expenses to the participants, forcing the organizers and Class to look for new ways to support the event. This event marked the first time that the SCIRA Advertising Policy has been used, resulting in strong support from 3M (Minnesota Mining and Manufacturing), makers of such products as Scotch Tape and Post-It notes. In return for their financial support, each competitor displayed advertising on the hull.

The practice race was dominated by the Schneider brothers from Annapolis, Maryland, USA, but that was the high point of their week as they were just too light for the heavier winds that were to follow.

When the serious racing finally got underway, it was Denmark’s Thomas Iversen and Michael Hansen who took the win on the double triangle course which the Committee had set as the winds were fresh and were expected to increase and no one had any idea just how good this fleet really was. As it turned out, the level of talent was very high, as indicated by the fact that capsizes during the week were rare and there was no serious damage to any of the borrowed boats.

After the Race Committee switched to the Olympic course, race two got started with Japan’s Ruyichi Higurashi and Kohji Hirose taking the gun, followed by Brasil’s Mauricio Santa Cruz and Gustavo De Aruda Farah. Race three saw Higurashi and Hirose making another win and edging closer to the top of the standings despite a 16th in the opener. It was in race four that a clear leader emerged as the eventual winning team, Fernando Soler and crew Francisco Fraga of Spain, posted a win to take a commanding overall lead from which they coasted into the championship with a 7-5-10 record in the final three races.

Race five was most notable for the bad fortune that struck Norway’s girls, Pauline Book and Marie Annette Gjerde. They were having a great series, having posted a consistent 5-8-9-7 score in the first four races, and were in a heated battle near the top of the fleet as they neared the finish line in race five. Somehow they managed to capsize just at the finish line and lost at least seven or eight boats before they managed to cross in 16th. This incident seemed to demoralize the girls, as their finishes in races six and seven clearly show. These girls are one great team of Snipers, and if they can stay together they will be a force to reckon with at the inaugural 1994 Women’s World Championships in Japan.

Race six belonged to the Italian team of Franco Solerio and Luca Benza with Billy Hardesty and Dan Zimbaldi of Mission Bay, California, getting a firm grip on second overall (and a shot at the title) as they crossed in second.

Race seven was a showdown between Soler and Hardesty as the Spaniard had to keep Hardesty in check to take the title. Despite the best efforts of the California team, Soler and Fraga managed to put them away deep in the fleet and sailed on to a tenth and the overall title. At the front of the fleet it was the current South American Junior Champion, Uruguay’s Ignacio Gercar, with crew Alexis Boismenu, taking the gun.

The Awards Banquet was the final event in what must be considered a most successful week. The hosts went to great lengths to ensure that this was a memorable week for the juniors and they can be very satisfied with the results. All of the juniors