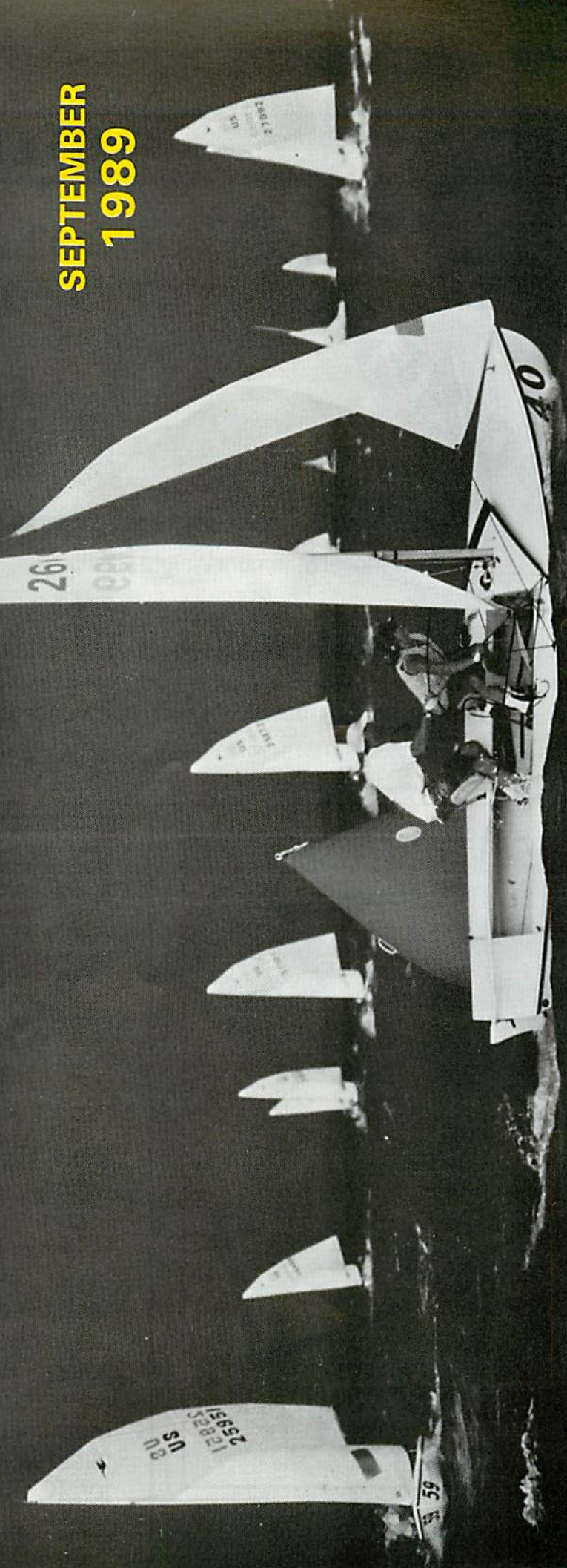




SEPTEMBER
1989



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UK's Maldon Fleet Celebrates 40 Years

The Maldon Yacht Club, Fleet 362, celebrated 40 years of existence over the June 24-25 weekend. The club held a Birthday Regatta and the turnout made a memorable reunion.

The Snipe fleet raced in strength and the weather could not have been better. The history of this club goes back to the founder days when the meeting place was the Public Bar at the local pub — Jolly Sailors.

Racing was a little disorganized in those early days and the Snipes had to be winched into the water from the public jetty. Then an ex-army hut was purchased, erected alongside Maldon quay and stood for 30 years — until developers came to update the area. The club was forced to move and purchased an old barge which was moored on the mud flats and completely gutted. Over a period of 18 months the barge was fitted out completely with all facilities, a canteen and a bar. A slipway was constructed together with a large dinghy park, car park plus camping area.

During its 40 years, Fleet 362 has contributed much to SCIRA UK. Some



Maldon Snipes celebrate 40 years of active racing.

famous Snipe sailors that spring to mind are: Reg Coates, Dougie Cat, John McKinley, and John Hope who raced a Snipe across the English Channel in 1959. Also interesting is the fact that John had tight rigging and spreaders in those days.

The two day Birthday Regatta was a clear win for Eddie Wetheral crewed by Ian Varley, with John Leeder and his son James claiming second. Then with boats stowed and with crews in dry clothing, the party celebration began. . .

LETTERS

Box Scores

The *BULLETIN* needs to put all the finishers in the box scores. I know this hasn't been done for years. I know they don't in other magazines but you are forgetting the bottom half of the fleet that holds up the top half. I think the names and scores ought to be there even if you have to cut down on length of the article, use smaller print, or chop a photo or two.

You may be having some growth at the top of the Class but in the past the growth has been at the bottom.

*Sam Chapin
Key West, Florida*

SEPTEMBER 1989

THE COVER: The sky looks bad and the results were worse. Wednesday's big storm at the U.S. Nationals looms as Adams and Haberland round the jibe mark. Frank Zagarino photo.

THE COUNT: Three numbers were issued last month, all to the U.S. **NUMBERED SNIPEs — 27627 FLEETS — 808**

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S.C.I.R.A OFFICERS

Commodore

Per-Ole Holm
OY Auto-Haro AB, PL 22PB
67101 Kokkola 10, Finland

Vice Commodore

Peter B. Fenner
600 Goodwin Dr.
Richardson, Texas 75081

Rear Commodore

R. Means Davis
5115 Northside Drive NW
Atlanta, Georgia 30327

Executive Secretary/Treasurer

Thomas Payne
4096 Chestnut Drive
Flowery Branch, Georgia 30542

RULES COMMITTEE

Chairman: Dan N. Williams
MacLellan Building
Chattanooga, TN 37402, USA

EDITOR

Thomas Payne

EDITORIAL & BUSINESS OFFICE

Address all correspondence to: 4096 Chestnut Dr., Flowery Branch, Georgia 30542 USA. Phone/Fax: (404) 287-8405.

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Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

at the masthead

THE COMMODORE SAYS

Last month I listed some of the qualities I thought a person should have to be suitable for the job of a coach or a sailing instructor. After that I got some experience of how these people work during a big regatta.

I had the opportunity to be one of the judges at the Open European Championship of the Optimist Class in Sweden at the beginning of August. There were 120 boys and 70 girls from 26 nations competing and each nation had at least two coaches plus some helpful technical personnel.

I had quite a close contact to the coaches because they acted as interpreters in the jury room where we handled 48 protests during four days. Most of the coaches were very correct, nice and capable people. We also had a meeting with them discussing how to improve and develop the sport and the race arrangements. We discussed what to expect from young people of today and how it is working with youngsters.

I also wanted to hear in what kind of boats the young sailors wanted to continue. Girls in the age of 14-15 are more social and more interested in being together. The coaches stated that the girls rather sail a boat where they can be together and that the Snipe would be a suitable boat for them. We discussed rather much the problem with the Olympic classes contra other international ones. Many of the coaches said that "people have more fun" in other classes and that there often are too much pressure on a youngster going into an Olympic class because then the aim is to become a gold medal winner.

During the regatta I talked to people from Turkey, Yugoslavia, and Switzerland asking them about the Snipe situation. I also talked to the Germans and especially to the team coming from Estonia. They represented the USSR although the Estonian Yachting Association was founded last winter in Tallin. They did not know so much about the Snipe but were "good listeners."

The Optimist Class is a huge one, with several hundred thousand boats registered.

The different countries try to keep a list of the boats which is not very easy.

The problem in a class dealing only with young people is that people vary a lot in the organization. They also have some technical trouble because people want to change the measuring rules too often. So they admired our way developing things slowly, and thought that in every class there should be periods of about three to four years when no changes should be made.

As you see I found it most interesting to see how a quite different class works and there would be much more to tell about the impressions I got.

Most of all I loved to meet these wonderful children. They sailed their races from early morning till late afternoon but they sure had energy enough to have a lot of fun and noise before going to bed at 10 in the evening.

I will end my article this month by publishing the Bill of Rights for Young Skippers which I found in the rule book of the Optimist Class. I got permission to publish them in our *BULLETIN* because they are the rights of all young sailors.

Right to participate in the sport of yachting.

Right to participate at a level commensurate with each child's maturity and ability.

Right to have qualified adult leadership.
Right to play as a child and not as an adult.

Right of children to share in the leadership and decision-making of their sailing programs.

Right to participate in safe and healthy environments.

Right to proper preparation for participation in yacht racing.

Right to an equal opportunity to strive for success.

Right to be treated with dignity.

Right to have fun in the sport of yachting.

Yours,
Per-Ole Holm

Report of the SCIRA U.S. Board Meeting at Miami, June 25, 1989

The meeting was called to order at 0915. U.S. National Secretary Phil Richmond presiding. Attending: All U.S. members were present. Phil Richmond, Pete Fenner, Means Davis, Dan Williams, Jerry Thompson, Terry Timm, Rob Gorman, Gonzalo Diaz, Ron Fox.

The minutes of the 1988 Meeting as printed in the Snipe *BULLETIN* were accepted. Dan Williams motion, Ron Fox second.

The General Membership meeting was rescheduled for 1800 hours, Tuesday, June 27, 1989.

OLD BUSINESS

SCIRA Sailing Instructions: Richmond presented the Proposed SCIRA Sailing Instructions, conformed to the new IYRU rules. There was general discussion. The new SI will be placed on the Agenda for the World Meeting in Karatsu.

NEW BUSINESS

Midwinter Championships: Rob Gorman gave a brief presentation on some of the problems of this major regatta. He cited decreasing attendance and outlined some of the questions by sailors about continuing to hold the regatta at Clearwater Yacht Club. Problems with parking and hospitality of CYC members were enumerated and discussed.

Mr. Bill Welborn of CYC presented a letter on behalf of the commodore of CYC and expressed the intent of CYC to continue to host the regatta. He admitted that there had been some problems in the past but that there was a renewed interest in small boats at CYC and noted the long-term interest in supporting Snipes. He said that they have found a solution to the parking problem. He noted that sailors have commented that they like sailing in the open waters of the Gulf.

Gonzalo Diaz noted that the CYC is making a real effort to improve the regatta and that the atmosphere had become much friendlier in the past few years.

Phil Richmond said that this is a problem that should be worked out at the district level. He noted that Snipe sailors have high expectations of the regatta.

Means Davis agreed that the overall history of the event is excellent.

Clearwater Fleet 46 Captain Ed Huntley noted that the fleet had not heard anything directly about re-siting the regatta. They have been working hard to correct the problems that they were aware of and they are continuing to work to improve the

event.

It was the general consensus of the Board that the regatta remain at CYC and the Executive Secretary should write to Commodore Harris noting and thanking them for their continued support.

Financial Report: The Financial Report was presented by Tom Payne. This was followed by questions and general discussion.

Gonzalo Diaz said that we should consider publishing this information in the Snipe *BULLETIN*.

MOTION: (by Diaz) Send U.S. Financial Report to District Governors and Fleet Captains and to announce this fact in the *BULLETIN* so that interested members can have access to it. Fox second: Passed.

There was then a general discussion of the accounting. Diaz said that we should do a balance sheet. It was also suggested that a rolling 12-month report should be initiated.

Bid for 1991 U.S. Nationals: The regatta will be hosted by District III. Terry Timm stated that on his initiative the regatta will be hosted by North Cape Yacht Club. No official bid is entered at this time.

MOTION: (by Thompson) that the bid from North Cape be accepted, subject to approval by NCYC Board. Fox second. It was noted in discussion that the dates should not conflict with the 1991 Worlds in Norway. Passed.

Timm mentioned the current \$75 entry fee and questioned whether it is too low. Richmond discussed the 1990 Nationals to be held in Annapolis and the budget planning for the event. He mentioned the Annapolis Fleet's trophy program.

Bid for the 1990 North Americans: The Rush Creek Yacht Club (Texas) bid was presented by Pete Fenner. He noted that the club has hosted major regattas in the past and is fully qualified to host the NAs.

Terry Timm presented a preliminary bid on behalf of Crescent Yacht Club (Michigan).

After discussion it was decided that in the interest of moving the event around the country that Rush Creek would be the best site.

MOTION: (by Fox) to accept the bid of Rush Creek. (Gorman second). Passed.

Jerry Thompson suggested that the 1990 U.S. Masters Championship should be hosted in conjunction with the NAs. The original bid from Rush Creek did not mention the Masters but Pete Fenner will con-

tact Greg Gust and discuss.

Nationals Representation: Ron Fox presented a committee report noting that entries are down. He discussed the historical trend downward over the past few years.

MOTION: (by Fox) to change the Fleet representation formula from one boat per five, to one boat per four. To change the qualifiers from the District Championships from three to five. (Timm second). After discussion of the motion a vote was taken. The vote was one for, six against, and 2 abstain. Motion failed.

Rules Committee: Dan Williams led a discussion of the Jib Hanks proposal by saying that it is well developed for consideration in 1992. He noted that Section 29 of the SCIRA Constitution limits rules and measurement changes to leap-years. Diaz and Thompson argued that the problem is such that it merits consideration for change at the upcoming World meeting in Japan, noting that Section 29 has a clause that allows for changes "where the Board considers them to be of extreme urgency." This item is on the agenda for the World meeting in Karatsu, Japan.

Report of the Nominating Committee for U.S. National Secretary: Vice Commodore Pete Fenner nominated the incumbent, Phil Richmond, to serve another two-year term, with the caveat that Phil may elect to step down at the end of the first year. Phil Richmond was re-elected with many remarks on the fine job that he is doing.

Formation of Standing Committees: National Secretary Phil Richmond offered a motion to create the following standing committees:

1. Long Range Planning: Chairman — Means Davis, Jr.; Members — Pete Fenner, Jerry Thompson, Dave Rogers, Jr., Gonzalo Diaz, Sr., Warren Wheaton, Larry White.

2. Promotion and Development: Chairman — Rob Gorman; Members — Terry Timm, Ron Fox, Sean Biehl, Doug DeSouza, Ralph Swanson, Buzz Levinson, Paul Gillis.

3. Finance: Chairman — Gonzalo Diaz, Jr.; Members — Paul Festersen, George Hock.

4. Appeals: Chairman — Dan Williams; Members — Phil Richmond, Larry White.

Membership is at the discretion and advice of the U.S. Board.

Each Committee will be chaired by a current member of the U.S. Board.

The Chairman of each Committee will report to the U.S. Board at the U.S. Nationals Board Meeting, held annually at the

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site of the U.S. Nationals.

The Executive Secretary and National Secretary serve on all committees but do not chair.

Phil Richmond noted that there is a need to utilize the talents of the Class members, and to develop and give direction to the Class.

It was moved by Gonzo Diaz that Phil Richmond's proposal be accepted as presented. Ron Fox seconded.

After much discussion the motion passed.

Professionalism, Advertising and Sponsorship: Vice Commodore Pete Fenner presented a proposed SCIRA U.S. Event Sponsorship Policy. This would establish guidelines for regatta sponsorship so organizers would know the limits of sponsorship. Among other limitations, soliciting support from Snipe builders, sailmakers, and suppliers would be prohibited. After much discussion the motion was made, seconded, and passed to accept the amended motion subject to final language approval by the U.S. Board no later than August 15, 1989.

Fenner then presented his Proposed Definition of a Professional for SCIRA-USA and Regulations for Maintaining Amateur Status. After a lengthy discussion of Pete's proposal the motion was made, seconded, and passed to table Pete's proposal.

Resolution on USYRU Membership: The Board unanimously passed a Resolution declaring:

1. The U.S. Snipe Class opposes any form of USYRU mandated membership in

USYRU as a requirement for participation in sanctioned Snipe regattas in the USA.

2. After the effective date of any USYRU mandatory hull sticker prescription to the USYRU Racing Rules, all SCIRA Sanctioned events sailed in the USA shall be sailed under IYRU rules without USYRU prescriptions and a USYRU hull sticker shall not be required to be scored in sanctioned SCIRA events.

3. Snipe sailors may voluntarily purchase USYRU hull stickers and affix them to their Snipes. No Snipe may be disqualified or not scored in a sanctioned Snipe regatta solely because a USYRU hull sticker is displayed on the boat.

It was also the consensus of the Board that mandatory membership in the IYRU would also be opposed by the U.S. Board.

Boatbuilder and Snipe sailor Steve Sherman presented the Board with his concerns and ideas about promotion and advertising.

Gay Lynn Proposal for Pilot Project Within Snipe Class to Promote Voluntary Membership: This would include advertising and editorial material in the Snipe *BULLETIN* to promote USYRU.

MOTION: by Pete Fenner, second means Davis: The SCIRA US Board supports this pilot project. Passed.

Junior Nationals Participation: Rob Gorman led this discussion stating that we need to do more to promote junior sailing and that one place to start would be at the National Championships. Many ideas were discussed, including allowing junior skipper to sail with any age crew. It was decided that this would detract from the all-junior aspect of the regatta. It was then suggested that these mixed, junior-senior crews would start in a second start and compete for a separate title. It was the consensus of the Board that these ideas should be tried at the local level to see how they work.

MOTION: by Rob Gorman, second Gonzo Diaz: Any Junior who competes in the Junior Nationals will automatically be allowed to enter the Crosby series. This will be on a provisional basis for 1990 and 1991. Passed.

International Agenda: Tom Payne gave a quick rundown of the items on the agenda for Karatsu.

Headstay and Jib Hanks Proposal: **MOTION:** by Jerry Thompson, Ron Fox second: That the Board declare that the matter of the Headstay and Jib Hanks is an "urgent safety measure," in conformance with the language in the SCIRA Constitution, Section 29. This would allow immediate adoption. Passed with two no votes.

Adjournment.



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LEWECK RULES NATIONALS

Five storms, including a mega-blast with 50-plus knot winds, made the U.S. Nationals at Miami a test of seamanship.

Question: What do Tom Frost, Harry Levinson, Earl Elms, Dave Chapin, and Craig Leweck have in common?

Answer: They are the only winners of back-to-back U.S. National Championships.

Craig, with Lisa Manzer crewing, keeps the title in Mission Bay after winning a series that proved to be a test of every competitor's patience and seamanship.

Only one race in the final series had been completed as the fleet left the harbor at 0800 hours on Friday. The U.S. National Secretary, Phil Richmond, had convened a special meeting of the U.S. Board on Thursday night. They voted to amend the Deed of Gift, dropping the required number of races in the Heinzerling and Wells to three.

As the fleet drifted around the committee boat on Friday morning it looked as though the whole regatta would be a bust. Finally the wind filled and the matter was settled.

While the story of the champions is the most important one in reporting the Nationals, the most memorable aspect of *this* Nationals was the weather. Miami had been suffering drought conditions but when the Snipe fleet came to town it was like a signal had been sent: "Time to get nasty!" And so it was as five storms of varying intensity raked the fleet time after time.

The first came on Monday as the first race of the Crosby series was completed. An evil-looking blackness approached from the beach and hit the fleet, but its winds never matched its ugliness. Tuesday brought two more squalls, but again the winds never got over 25 knots. So far it was "all show and little blow." Wednesday was different.

It came during the second race of the day. Some called it a "white squall," others a "microburst." Whatever it was, it was serious and in retrospect everyone agreed that we had been lucky that the damage was not more serious. It would

have been easy to drown as the winds hit and held at 50-plus knots and the waves were huge, especially from the view of those swimming with their capsized boats. These conditions and the shallow waters of Biscayne Bay meant that masts were pounding into the bottom. At least eight masts were trashed and more than one boat had holes punched in the liner.

Many had managed to get their sails down and rode it out, reaching back and forth under bare poles. Others were not so lucky and the parking lot looked like a war zone, with bent and broken masts and shredded sails littering the grounds. Many

were out of action, Kirk and Phyllis Donaldson, Ed Olson and Pat Melly, and Darryl Wascow, to name a few, packed up and headed for home. A conservative estimate of the damages to spars, boats, and sails totaled \$20,000.

Many were able to continue in the series with a little help from their fellow Snipers. Spare masts were rigged, bent masts were straightened, and back-up sails were readied as the competitors prepared for Thursday's action.

THE CROSBY

Two minutes after the start of the first
SNIPE BULLETIN / SEPTEMBER 1989 7

CHARGE OF THE SNIPE BRIGADE

By Mike Funsch (with apologies to Tennyson)

Lightning to the left of us!

Lightning to the right!

Into the Valley of Death sailed the brave Snipe fleet.

Though darkness and thunder surrounded their sails

All Skippers calmly requested that the Crews hike the rails.

Up the waves, down the waves the tiny boats bobbed.

Despite all the bruises, not one of them sobbed.

They limped into port and mended their wounds

Repaired their damaged vessels

For the next day's Monsoons.

And GALLANTLY, BRAVELY they charged back to sea,

Only to have Mother Nature rise up and make them flee.

For five long days this pattern progressed

A pleasant day's sail ended up in distress.

But when it was over, the Sailors had won,

and a National Champion, (though repeat), had been crowned.

And left in the wake were those needed most,

A tireless Race Committee and an over-gracious host.

So raise up your glasses and offer a round

to the men and women we've frequently downed.

Too many to mention, so many to thank.

(Please forgive what we said as our precious Snipes sank!)

Stand with me now as I end my oration,

And give the Committee a standing ovation!

**1989 U.S. NATIONAL CHAMPIONSHIP
Heinzerling Series**

Boat	Skipper/Crew	Fleet	Places	Points	Finish
27107	Craig Leweck/Lisa Manzer	Mission Bay	2-4-1	6.75	1
25948	Ethan Bixby/Dave Hopkins	St. Petersburg	4-2-5	11	2
25084	Peter Commette/Connie Suddath	Miami	1-9-3	12.75	3
26099	Ed Adams/Nancy Haberland	Narragansett Bay	5-1-12	17.75	4
25781	John Keane/Anne Marie Weld	Marblehead	9-5-6	20	5
20560	Jeff Lenhart/Bill Hardesty	Mission Bay	10-12-4	26	6
26307	Bryan Fishback/Lorie Stout	Annapolis	21-3-8	32	7
26108	Douglas Clark/Michael Devlin	Annapolis	16-11-7	34	8
25951	David Pritchard/Mike Funsch	Lake Lanier	6-13-15	34	9
27092	Steve Callison/Janet Gordon	Hoover	8-21-16	45	10
25172	Charlie & Michelle Bustamante	Miami	7-19-20	46	11
25992	Bart Hackworth/Paul Kerner	Mission Bay	22-26-2	50	12
27624	Bill Buckles/Tommy Gonzalez	Cleveland	18-6-26	50	13
25815	Mark & DeAnn Reynolds	Mission Bay	14-24-13	51	14
25045	Buzzy & Gail Heauster	Clearwater	27-16-9	52	15
24776	Gonzalo A. Diaz/Karl Loerky	Miami	12-30-10	52	16
26395	Gonzalo Diaz Sr/Jose Cardet	Miami	11-22-21	54	17
27591	Andrew Pimental/C. Tayna	Narragansett Bay	15-10-31	56	18
27377	John Drayton/Mary Jodice	Marblehead	17-18-22	57	19
26752	Jack Franco/Renee Vesterby	Alamitos Bay	36-14-11	61	20
25165	Peter & Mimi Lorson	Sea Cliff	19-23-19	61	21
25871	Henry Filter/Deborah Larson	Cottage Park	20-27-14	61	22
35484	Chris & Kathy Sinnett	Miami	31-7-24	62	23
27391	Charlie Hagedorn/Ron Lowery	Miami	13-28-23	64	24
24702	Jerry Thompson/Brad Thompson	Alamitos Bay	25-8-32	65	25
25065	Andy Lovell/Sid Charbonnet	New Orleans	26-25-17	68	26
26761	Steve Lippincot/C. Obenshain	St. Petersburg	29-15-27	71	27
25841	Terry Timm/Kate Heywood	Barton	24-20-28	72	28
26459	Alex Stout/Jay Cavalieri	Annapolis	28-17-31	76	29
27101	John Lally/David Lence	Medford	30-31-18	79	30
26461	Kirk & Phyllis Donaldson	Barton	23-32-32	87	31
27365	Jory Twist/Tom O'Toole	Alamitos Bay	32-dsq-25	96	32

Wells Series — Top 20 of 32 Boats

Boat	Skipper/Crew	Fleet	Places	Points	Finish
25412	Art & Jennifer Rousmaniere	Winchester	2-1-1	3.5	1
24605	Tarasa Davis/Mike Hartman	Atlanta	3-3-3	9	2
27144	Griff Hall/Sherry Eldridge	Annapolis	1-7-2	9.75	3
27569	Curtis Olson/Jeff Olson	Newport Harbor	4-2-6	12	4
24012	Ben Cesare/P. Schaffer	Cottage Park	10-6-5	21	5
26912	Rhett Turner/Don Rossi	Charleston	12-8-7	27	6
25070	Bill Lynn/Bill Lynn III	Atlanta	5-15-8	28	7
26668	Tom Payne/Mary Voitenko	Lake Lanier	8-11-12	31	8
26305	Paul Wood/Kathy Wood	Quassapaug	15-12-9	36	9
26900	George Walker/Mary Durin	Mission Bay	21-14-4	39	10
25233	Orlando Valdes/G. Zapater	Miami	17-13-10	40	11
25872	Paul Gillis/M.J. Gillis	Miami	23-5-14	42	12
24087	Sam Mollet/Sam Mollet V	Portage Lakes	6-4-32	42	13
25428	Paul Silvernail/Ed Sherman Jr	St. Petersburg	24-10-11	45	14
26995	David Williford/Tracey Terrell	Miami	11-dsq-13	45	15
26397	Bob Foster/Brett Granthum	Clearwater	20-16-15	51	16
25373	Kathy Bronaugh/Jeanne Wright	Atlanta	27-9-18	54	17
25071	Don Hackbarth/Brian Hackbarth	Atlanta	22-17-16	55	18
25376	Stephen Craig/Doug Snyder	Rush Creek	7-32-32	71	19
23623	William Spencer/	Miami	9-32-32	73	20

Crosby Series — Top 20 of 64 Boats

Boat	Skipper/Crew	Fleet	Places	Points	Finish
20560	Jeff Lenhart/Bill Hardesty	Mission Bay	1-1-2	3.5	1
24702	Jerry Thompson/Brad Thompson	Alamitos Bay	8-1-3	11.75	2
25815	Mark & DeAnn Reynolds	Mission Bay	5-2-5	12	3
27107	Craig Leweck/Lisa Manzer	Mission Bay	3-6-5	14	4
25951	Dave Pritchard/Mike Funsch	Lake Lanier	4-10-1	14.75	5
27591	Andrew Pimental/C. Tayna	Narragansett Bay	6-5-7	18	6
26307	Bryan Fishback/Lorie Stout	Annapolis	2-12-4	18	7
25992	Bart Hackworth/Paul Kerner	Mission Bay	12-4-6	22	8
25948	Ethan Bixby/Dave Hopkins	St. Petersburg	3-12-7	22	9
26099	Ed Adams/Nancy Haberland	Narragansett Bay	2-19-3	24	10
27092	Steve Callison/Janet Gordon	Hoover	1-14-10	24.75	11
25871	Henry Filter/Deborah Larson	Cottage Park	13-4-8	25	12
25165	Peter Lorson/Mimi Lorson	Sea Cliff	13-6-6	25	13
26752	Jack Franco/Renee Vesterby	Alamitos Bay	4-8-13	25	14
26108	Douglas Clark/Michael Devlin	Annapolis	8-13-4	25	15
25172	Charlie & Michelle Bustamante	Miami	10-13-2	25	16
27101	John Lally/David Lence	Medford	11-5-14	30	17
27377	John Drayton/Mary Jodice	Marblehead	7-10-16	33	18
25841	Terry Timm/Kate Heywood	Barton	16-7-10	33	19
25484	Chris Sinnett/Kathy Sinnett	Miami	17-3-14	34	20

fleet in the first race it was apparent who was going to win. The fleet was bunched up at the pin but Jeff Lenhart with Ben Hardesty crewing started at the boat. He tacked to port at the gun, sailed about 100 yards, tacked back to starboard, and was on his way to domination of the series as he posted a final tally of 1-1-2.

Another "California Master," Jerry Thompson, with son Brad crewing, took second place in the series with 8-1-3 finishes, edging out Mark and DeAnn Reynolds by one-quarter point. Leweck and Manzer took fourth with a consistent 3-6-5. Dave Pritchard and Mike "The Poet" Funsch wrapped up fifth with finishes of 4-10-1.

THE WELLS

This "consolation" series was dominated by Art and Jennifer Rousmaniere who were knocked out of the Heinzerling due to a PMS in the final race of the Crosby. They missed the Heinzerling by one point and sailed with a vengeance, posting finishes of 2-1-1 and taking a 5.5 point victory over Atlanta YC's Tarasa Davis and Mike Hartman. Third went to Griff Hall and Sherry Eldridge, another team that fell victim to a disastrous Crosby.

Hall and Eldridge took the first race of the series, but were over early in the second and had to fight their way back to seventh. A second in the finale left them three-quarters of a point behind Davis and Hartman who posted a consistent 3-3-3.

THE HEINZERLING

The Championship was decided in the third and final race of the series. Ed Adams and Nancy Haberland had 5.75 points going in, with Leweck and Ethan Bixby tied with six points.

Miami's Peter Commette and Connie Suddath took the first race of this series, with Leweck in second. Bixby, with David Hopkins crewing, took fourth and Adams was fifth.

The second race was underway when the big storm hit. Commette suffered the worst damage, as evidenced by the photo with this story. District IV Governor Paul Gillis let Peter and Connie have his boat for the remainder of the series and Commette pulled out his back-up sails for Thursday.

Thursday was another day of strange weather. The fleets sailed to the starting area but darkening skies saw all but a handful of the boats heading back to the safety of the harbor. The threat never materialized but the wind was gone for the day and with only one race in the books the Board had its meeting.

The Bay was dead as the fleet crept out of the harbor at 0800 on Friday. Finally,



Callison has room as the fleet approaches the jibe mark. (Frank Zagarino photo)

about 11:30, the sea breeze filled and the racing resumed. Adams and Haberland were in command and took first, followed by Bixby in second, and Brian Fishback and Lorie Stout of Annapolis (already on their third mast!) finally made some noise with a third. Leweck and Manzer were fourth. The stage was set for the final race.

Craig Leweck: "We started about one-third of the way down the line from the boat. We saw that Adams and Bixby were going right, so we tacked and took a few sterns to get further to the right. When we tacked back we were sailing just above Bart Hackworth so we had a good fast boat to keep pace with.

"We had gone a little further out than Bixby and when he tacked back he crossed behind us. Adams had gone pretty deep to the right, almost to the layline. We ended up almost overlapped as we neared the mark. Adams tacked away back to the right and we picked up a little shift just at the port layline. Our speed was great and we rounded in first, just ahead of Bart. I think Adams fouled someone and had to do turns because suddenly he was way back.

"The wind was building as the race progressed, but we were able to handle it which was a surprise because we were light compared to Hackworth. Just before we crossed the line I noticed that the daily squall was looking imminent, and when the race committee told us to head in, that the regatta was over, we started our celebration!"



All smiles as Craig Leweck and Lisa Manzer accept their awards as 1989 U.S. National Champions. (Russell Plunkett photo)

THE JUNIOR NATIONALS by Paul Gillis

R.D. Burley and Andy Couriel from the Lauderdale YC ran away with this year's event, finishing 8.25 points ahead of Ginny Lovell and crew White from New Orleans. Burley won both of the races that constituted the series.

After the Saturday morning skipper's meeting, RC Chairman Bob McCammon

headed out with the Juniors in tow. But rain, no wind, and/or big wind shifts prevented any racing. The kids came in late in the afternoon — cold and wet — but still enthusiastic and looking forward to a poolside junior party that evening.

Sunday morning looked like a repeat of Saturday, and that was not good! A search was made to find out how many races were needed to make a series and luckily it was

only two as that was all that the committee was able to fit in.

Awards were presented Sunday night at the combined Juniors awards banquet/welcoming party. A delicious banquet was enjoyed as was the reggae band that got us going in the end for 20 minutes of frenzied dancing. That may not sound like a long time, but try it. Nothing and nobody was safe during that time, and that's enough detail on that.

I was most impressed with the kids who sailed this event. They did not complain about the conditions but took it all in stride. It was also great to see the way it brought juniors from all over the nation together making and renewing friendships. Congratulations to all!

GENERAL COMMENTS. . .

This year the Wells was sailed on the same course as the Heinzerling but started 10 minutes later. It seemed to work well and given the time, effort, and manpower

needed for two race committees and courses it is a good option to consider.

One of the benefits this year, in starting after the Heinzerling start, came on Wednesday when the big squall hit the Wells fleet while going upwind rather than downwind. This definitely gave us more control and less crash and burn.

The week was capped by the awards dinner at the Coral Reef YC and again featured a wonderful buffet with something for everyone. In fact, the club had been preparing great food for us all week, serving a breakfast (not usually done) that was by far the best food and value in town.

Trophies were presented, including a special award for Kathy Bronaugh and Jeannie Wright for the best check-in at the start of each race. Also, Southeast Bank presented windbreakers to the bottom five boats in each fleet. Harken provided boat shoes for the U.S. team to the Worlds.

— Paul Gillis

NATIONALS TALK. . .

This was a tough series. The weather was certainly a problem but inescapable. I stayed optimistic about all the way till the next Wednesday when it did get better. We did get a deserving champion, and a great team to send to Japan for the Worlds. It had been a great experience and I am happy to have been a part of it.

Some big "thank you's" to Bob McCammon, race committee chairman, Dr. Bill Smoak, event chairman, the United States Sailing Center, the Coral Reef YC, Southeast Bank, Gato Distributors (they donated the after-race beer), Phil Richmond, Gonzalo Diaz, Carmen and Gonzalo Diaz, the Bustamantes, M.J. Gillis, the Sinnetts, Chuck Loomis, Brainard Cooper, Dan Williams, and all the members of Miami Fleet 7 and District IV. I would also like to thank Dave Pritchard, Mike Funsch, and Eddie Sherman for helping me take the 70 degree sidebend out of my mast. It works much better now!

Finally a short story about lightning protection and seamanship. One day I overheard Orlando Valdes telling the Bustamantes about lightning strikes at sea. Orlando was telling tales about how various people had survived lightning strikes, and the common factor in their survival was the fact that each had some sort of rubber insulator in their mouth when struck. He reasoned that a rubber sailing boot would work well, and advised that in case of lightning at sea you should remove one of your rubber boots and bite it, thereby creating a ground and saving your life. I asked if a rubber shower cap would work but he said no, that it would blow off your head when the lightning hits.

However, he did say that if you're sailing with your wife or significant other you can bite each other's boots and ground each other. So another seamanship tip has been learned: If you see lightning, bite your boot! Don't die with your boots on.

— Paul Gillis

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The Junior winners, R.D. Burley (right) and Andy Couriel. (Russell Plunkett photo)

The Nationals Storm . . . And The Lessons Learned

by Gonzalo Diaz, Sr.

Our Nationals in Miami: five storms in four days! By far the Wednesday storm was the worst. We were sailing the second race of the Heinzerling and the Wells. The wind had picked up gradually and it was 17-20 mph at the first weather mark. It looked like a good sea breeze!

We could see the storm brewing in the southwest but my thoughts were: "As long as the breeze stays this strong, the storm is not going to come this way." Little did I know that the storm was going to blow from the same direction of the breeze, and that the very nice wind we had was probably part of the storm system.

We had gone around the triangle planing pretty fast, then upwind, and were going downwind when my crew, Jose Cardet, called my attention to what was hitting other Snipes a quarter mile southwest of us. I looked and immediately said: "Main down!"

We were not ready. We had been concentrating very hard on the race. The day before, for the second storm, we were ready. We had unfastened the main halyard and thrown it into the water where it gets

untangled, taken out the short line that holds the mainsail tack to the mast, the cunningham and the boom vang. We left the pole launcher collar shock cord through the mainsail tack because if we had unfastened this the front end of the pole would have dropped on the deck. All we had to do Tuesday when the storm hit was to throw the bow into the wind and "firmly" jerk the main halyard to snap it off from the lock at the mast top. If your mast has this system, you must do all this, otherwise when the storm hits, you have so many things stopping your main from going up that necessary one inch that it will not unlock.

We were struggling to get the main down and hiking at the same time. Luckily the first gusts were under the 30 mph range and gave us time to do all we had to do and successfully had the main down and into the cockpit. A big mess when you think that we have a pole launcher and the pole line remains attached to the jib clew. In less than a minute, while we were busy getting the main down (we left the jib luffing, of course), the jib pulled the pole line completely out of the pole and perfectly

wrapped it up around the jib sheets! When we got ready to sail under the jib and head west back to the club, we could not trim the jib and it was furiously flagging. By now it was blowing above 50 mph. We were on starboard heading east to Key Biscayne, my crew holding the jib sheets directly in his hands.

The waves were building up to four feet. We did not want to flip on one of those waves. So, I kept coaching Jose to hike out when the wave was going to hit and come back in after the wave. (You think your crew should know, but remember, you are holding the tiller and you, the skipper, have direct feeling with your boat. You must inform your crew). Finally one big wave completely flooded us and I warned Jose, "The next wave like this will flip us." I asked him to hold on more on the jib and sailed on a broad reach to try to bail the boat before the next wave hit — and it worked. So we gained confidence in our survival abilities. We went through the sequence several times.

We worked hard for some 20 or 30 minutes. I don't know exactly; I never looked at my watch. We made it safely to

U.S. Nationals Report — Sobstad Sails. Again!

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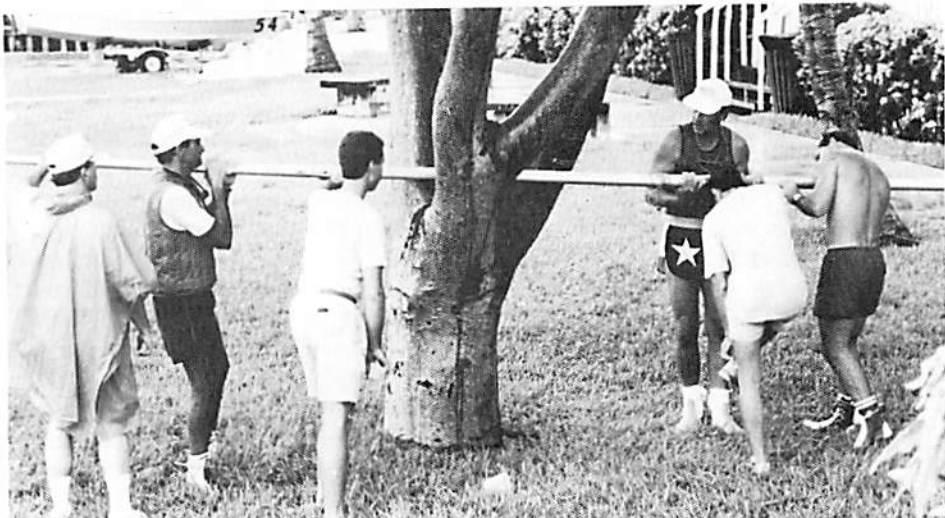
SEPTEMBER 23-24, LONG ISLAND OPEN/CALL OF FALL. Steve Shepstone, 12 The Drive, Sea Cliff, NY 11579.

SEPTEMBER 23-24, BATTLE OF ATLANTA. Martin Zonnenberg, 5404 Raintree Trace, Oakwood, GA 30566.

SEPTEMBER 30-OCTOBER 1, FRIGIT DIGIT, Fleet 532, Annapolis, MD. Alex Stout, 3451 Cohasset Ave., Annapolis, MD 21403.

OCTOBER 7-8, CALL-OF-FALL, Lake Mohawk. Rich Pierpont, 485 Eastshore Trail, Sparta, NJ 07871.

OCTOBER 28-29, HALLOWEEN REGATTA, Atlanta YC. John Muhlhausen, 3453 Winter Hill Dr., Marietta, GA 30062.



Teamwork and a tree help get the kinks out of a spar. (Russell Plunkett photo)

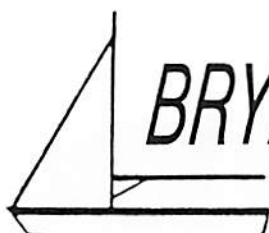


Peter Commette's mast and sail are ready to scrap after Wednesday's storm. (Frank Zagarino photo)

the Key Biscayne YC. What a relief to enter the calm club basin while the storm was still blowing hard in the Bay. Exhausted, we moored to a yacht's diving platform and immediately thought about calling the Coral Reef YC and reporting our status. A door opened on the yacht and a good friend showed up. We had come to Dick Smalley's boat! In a matter of seconds we were offered a Scotch, straight up, which Jose and I badly needed. Of all the 63 Snipes scattered on the Bay, no one received such a treat. Is that what is called "local knowledge" in sailboat racing?

When we got back to the Coral Reef YC we learned how other Snipers survived and how some lost their masts and heavily damaged their boats. Approximately 10 to 15 masts were lost when stuck in the mud of the shallow waters. Masts had come out of the mast step severely damaging the boats. One good question is whether some of these masts would have held longer if they had a mast step restriction or simply a functional forestay.

I would personally prefer that we all would sail with a good forestay (see August Snipe BULLETIN, page 5) and no



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The Junior competitors pose for a group photo.

Far left: Charlie and Michelle Bustamante accept the Carolyn Nute Trophy as top placing married couple.

Center: Lenhart (right) and Hardesty won the Crosby Series.

Below: Chairman Bob McCammon.

All photos by Russell Plunkett



jib hanks (optional) and we would have the best of two worlds. The new Cobra II mast step butt and channel, where the mast butt can effectively be pinned down to the mast step, is an excellent idea but without a good forestay to support the mast in place nothing is going to work. There is nothing that can replace the leverage with which the forestay and the shrouds hold the mast in place.

I talked to several sailors who survived in different ways and asked them to write their experiences. I hope we will soon start reading the reports in the *BULLETIN*. Some, very smartly, put their main and jib down and weathered the storm going downwind on a bare mast. I never thought of that. It was a good idea because there was plenty of room in the Bay. The storm was blowing from the south and the bridge and causeway at the north end of the Bay were a good four miles away. It would not have been a good idea if they had been a half mile away. In that case it would probably be better to stay on power with the jib or otherwise to anchor without sails.

If you had a good anchor, would you have been able to survive with four foot waves? What about the boats with transom holes going downwind? Would they get flooded? Paul Wood, Charlie Hagedorn, and my son Gonzo can probably answer those questions.

Some others flipped with the first gusts and managed to remain capsized with the mast leveled on the water and away from the Bay's bottom. We would like to hear those stories from Steve Callison and

Charlie Bustamante.

To be able to drop the mainsail with ease we recommend the new Cobra II main halyard system that was introduced a few years ago (other mast builders may have already had that, but I only know the Cobra II system) where the main halyard lock is very accessible under the gooseneck so the crew can pry on it and even use body leverage.

Also good is what Mark Reynolds has done. He has the lock at the mast top like many of us but instead of having the halyard exit at the bottom of the mast through an exit sheave, his halyard exits through a hole on the mast right under the gooseneck, also allowing the crew to use body leverage to unlock the main halyard.

For years I have successfully sailed through storms with jib alone, including the Association Island North Americans storm in 1974 where we had 50 to 70 mph winds. I also had a very good crew, Mark Williams, and sailed through many other storms with my daughter, Ana.

I was not so lucky at the 1980 Nationals at Lake Carlyle, sailing with a 90-pound crew. A similar sequence of waves, like we had at Miami, easily capsized us. A few seconds before capsizing a big puff pulled the jib sheets from my crew's hands and from the jib fairleads and I saw my jib flagging furiously and the jib sheets also flagging parallel to the water. This was the first and only time I had to abandon my Snipe in my Snipe sailing life!

On the last storm on Friday, which came after the race was over, we got ready in

plenty of time, put all the sails down and even managed to anchor. I carry a four pound Danforth (how many of us do?). I think it worked good because I was only a quarter mile from shore where the storm was blowing and I knew the waves would not build to a threatening size. This is the first time I have anchored my Snipe since 1980 at Clearwater when I broke my rudder and tried to anchor unsuccessfully in the Gulf of Mexico. Then, my folding anchor would not grab a muddy or sandy bottom.

In my opinion, the folding anchor is no good except when the bottom is rocky. The Snipe Class should either call it a four pound Danforth or call the anchor optional. If it is ever called optional, how about identifying the Snipes that want to carry an anchor with a decal and then let them weigh at 381 pounds including the anchor.

Lessons, Too . . .

by Charlie Hagedorn

We noticed a long black cloud bank stretching from Elliot Key up to the city (about 15 miles) while we were sailing the second race. Our hands were full on the reaches, however, and the upwind leg was so physically demanding that we never looked over to see what was happening to the storm. It did get darker as the race progressed.

We popped out the pole soon after rounding the weather mark. Ron leaned forward to pull up the board and we were both surprised to see the bow dig deep in-

to the wave ahead. It kept going deeper, so far that I wondered if I had gone sailing without my plug again! The bow finally emerged and we jibed to port as the wind had just shifted to the right (looking upwind). We began to move really fast on a broad reach to the mark.

I looked back and saw Andy Pimental rounding up in a way that appeared unplanned, and the bay was suddenly filled with whitecaps and very steep chop.

Having been through a few of these gales already on Monday and Tuesday, we expected heavy winds. A couple of people ahead of us had already capsized and one or two behind us, as well. The conditions were still ok for sailing but I only have one suit of sails and a brand new boat, and I think *conservatively* these days.

Ron pulled the sails down extremely quickly. I have a new Cobra mast with the halyard lock about two feet above deck level. That makes it easy to use one's weight to unlock the halyard, and to see that the halyard is unlocked, too. I had just replaced the jib halyard shackle with an S-hook, to make it easier to pull past the front of the daggerboard trunk, but another benefit of that fitting is that it is very easy to release, too. If the halyards had been more difficult to release, we probably

would have capsized. As it was, with both sails flogging while they dropped, we were planing and I was fully hiked.

After getting the sails down, we looked around and saw only two boats sailing. They had just rounded the leeward mark. One of them was Artie "Force 10" Rousmaniere, touring the fleet and taking notes for his upcoming documentary of this event. Artie seems sane but is not.

We had taped the stern with duct tape before the regatta to prevent water from slopping in and getting our food wet. This measure was also quite important in keeping us floating high during the storm, as we were drifting with the wind and the waves were coming from astern. Contact paper would probably be better for the job, as it is easier to punch a hole in it if that is necessary.

Even with the sails down and our weight low, the waves were so steep that I frequently thought we would capsize. Ron tied the daggerboard so that it would stay all the way down. That would have been convenient if we had tipped over. We also tied the painter around the jib to keep the sail from blowing overboard. Ron claimed the mainsail as a blanket, based on precedent set in earlier storms.

The other safety measure we took was

to get a compass bearing on our destination before it was obscured by clouds and rain. Then we just surfed in, moving my weight out and back on the way down and forward and to leeward as a wave overtook us.

For about 20 minutes we could not see more than two boat lengths in any direction. We would occasionally surf by someone else, also under bare poles, which confirmed my decision to buy a new boat. They're fast!

I don't know how windy it was. I do know that Ron and I had to shout to each other to be heard, although separated by only a few feet. It was rough enough that I didn't have much time to think about how rough it was.

Getting the sails down without hesitation as soon as it looked bad, tying the centerboard tight, and taping the stern were all necessary to ensure safety. In fact, we came out unscathed. We were lucky we were not so engrossed in the race that we never looked around to see what was about to hit us — we were lucky it hit other people first. I was also lucky that Ron Lowery was there, since he is very calm in these situations. Ron is, for his part, lucky that I am such a good singer, as I did a lot of that on the way in.

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uncommon sense

by Tom Payne

It has been a very busy month here in the Snipe Office. As soon as we returned from the U.S. Nationals in Miami we started seeing the first returns from our exposure in *WoodenBoat Magazine*. To date we have received over 100 inquiries from people interested in building their own Snipe! Combine these with folks who are interested in joining the Class with a 'glass Snipe and it shows how much publicity pays.

THE OFFICE IS MOVING!

We're moving from our present house/office. This means that the address and phone/fax numbers will change. Please be sure to record the new address and numbers.

ADELAIDE DISCOVERED!

Snipe #1 has been located! We had a call from a prospect in Shreveport, LA, and

asked if he knew where #1 might be. Within days we were on the phone with the owner and made a deal to acquire the boat, as he is willing to swap her for a sailable 'glass Snipe. A quick phone call to one of our "Guardian Angels" secured a loan which will enable us to buy a nice boat and make the swap. Initial plans are to restore #1 to her original condition. Watch the Snipe *BULLETIN* for more news.

I will confess that I am a "Snipe Nut," so maybe that's why I think of this first Snipe as a true milestone in yachting history. When you consider the impact that the Snipe had on sailing in the 1930s, the fact that it made sailing affordable to the "masses," and its role in international yachting competition, this first Snipe may be the single most important one-design boat ever launched!



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