

Chapin and Lindley romp through Florida winning the Midwinter and Don Q portions of the 1996 Winter Circuit. Hart/Duffy sweep Nassau. Filter and Newman take overall Zimmerman

Dave Chapin Wins His 4th Midwinter Championship in Wild Conditions

With a break in the traditional dates of the Midwinters, 27 Snipers showed up at Clearwater Yacht Club to sail the 58th Midwinter Championships. It was "Surfin' Safari" on the last (and only) day of racing. Dave Chapin and seven-time Midwinter champion crew Rob Lindley muscled past the 1993 champions Henry Filter and Carol Newman in the last race to win the abbreviated regatta by 3 points.

After two days of being blown out by 25-40 knot winds, it looked like the breeze had finally abated to give the race committee a shot at getting in the three races needed to make a series.

The RC and support boats had to tow the fleet out to the race area in the Gulf of Mexico because the wind wasn't strong enough to battle the funneled incoming current at Clearwater Pass. The mambo sea left over from two days of strong onshore breezes made for bumpy going as the first race got under way in 12-15 knots.

A relatively small but mighty fleet - 20 of the 27 registered - remained to sail as the others opted to head home after the second day of postponement flags. Mastering the shifty conditions as the unsteady breeze filled in, Chapin and Lindley took the first gun of the day, followed by Filter with Scott Nixon and Samantha Rosemont in 3rd. Defending champion Jack Franco with crew Mike Bartell finished 4th with Norwegians Birger Jansen and Carine Juliussen in 5th place.

The seas and wind continued to build for the second race. After one general recall, Franco beat out the consistent Filter with two-time national champion Doug Hart and veteran crew Watt Duffy beating out Chapin for 3rd. There was a 3-way tie for 1st - Chapin having a 1-4; Filter a 2-2; and Franco a 4-1.

By the start of the 3rd race, the wind had stepped up quickly to 25 knots. The reaches were a blur with the big breeze and six-foot breakers, but the RC wisely changed the course to a double triangle at the top of the second weather leg. By the second reach of the second triangle, the wind took another step up to 30 knots, causing the fun to turn a bit frantic.

Boats started to fall, and only ten boats made it up the last beat to finish. There were



photo: Dennis Kelly

numerous capsizes, a few broken masts, and a few who elected to go in early. Chapin muscled out a first over Filter by ½ point, while Hart finished 3rd; Hal Gilreath and Will Glenn 4th and Franco 5th.

Even for those who finished, the ride in through the surf to the inlet proved to be treacherous. Most racers opted to drop the main and sail in on jib alone. Almost all reported their windows blowing completely out of their jibs. Filter bent his mast before he could get the sail down. Franco's mast bent to windward when a large wave broke from behind, with the mast ram literally ripping through the 3/16 inch aluminum webbing on the mast. Some sailors opted to beach their

boats, some causing considerable damage. Birger Jansen's boat had to be left in the Gulf, only to find it a day later on the beach. There were many other crash and burn stories that will be told at the bar for years to come, with luckily, no injuries reported.

The Levinson Sportsmanship Trophy was awarded to Carine Juliussen with the Blair Masters Trophy presented to Jerry Thompson and Dee Schilling. Carol Newman was the recipient of the Naomi Scavy Award for the highest placing woman.

—report a compilation from articles by Alex Pline, Bob Foster and numerous other contributors.

Results

Skipper/Crew	Boat	Fleet	Finishes	Total
1. Dave Chapin/Rob Lindley	25175	St. Petersburg	1-4-1	5.5
2. Henry Filter/Carol Newman	28094	Annapolis	2-2-2	6
3. Jack Franco/Mike Bartell	28702	Alamitos Bay	4-1-3	9.75
4. Doug Hart/Watt Duffy	28687	Mission Bay	12-3-3	18
5. Hal Gilreath/Will Glenn	28655	Lake Lanier	7-10-4	21
6. Stu Robertson/Nancy Grubbs	27100	Alamitos Bay	8-6-9	23
7. John/Maggie Manderson	28065	Barnegat Bay	11-8-7	26
8. Don Bedford/Steve Stewart	29013	Mission Bay	13-12-6	31
9. Birger Jansen/Carine Juliussen	28810	Norway	5-7-dnf	32
10. Scott Nixon/Sam Rosemont	28214	Annapolis	3-11-dnf	34
11. Jerry Thompson/Dee Schilling	24702	Alamitos Bay	9-17-8	34
12. Willie Graves/Lisa Griffith	27568	Mission Bay	dnf-5-10	35
13. Alex/Lisa Pline	26926	Annapolis	6-9-dnf	35
14. Steve Lippincott/Scott Norman	26761	St. Petersburg	10-14-dnf	44
15. Charlie/Michele Bustamante	27872	unaffiliated	15-13-dnf	48
16. Bob Oberg/Kari Warren	26459	Annapolis	16-15-dnf	51
17. Don Blackhurst/Priscilla Duffy	28571	Atlanta	17-16-dnf	53
18. John MacRae/Ken Delpoppa	27225	Winchester	14-20-dnf	54
19. Bill/Sherry Welch	27772	St. Petersburg	18-18-dnf	56
20. Gordon Hackstaff/A. Franklin	25712	St. Petersburg	19-19-dnf	58

Don Q and Rums of Puerto Rico Snipe Regatta

With a 2nd place finish in the final race, Dave Chapin and Rob Lindley rallied to win the XXX Annual Don Q Snipe Regatta. Hal Gilbreath and Will Glenn from Lake Lanier, Atlanta, slipped to 2nd with a 10th in the final race, just staying ahead of Henry Filter and Carol Newman from Annapolis who finished 1st in the last race, but 3rd overall.

Participants from Norway, Belgium, Denmark, Bahamas and all over the United States gathered to sail in Biscayne Bay. Excellent weather for the regatta provided contestants with 10-15 knot Westerly winds on Friday, 15-18 North Easterly winds on Saturday, and 20 knots from the East on Sunday.

Again, the top sailors were close with only 2 points separating 2nd-4th place.

Coconut Grove Sailing Club ran another superb regatta with help from RC Chairman Dick Reinke, SCIRA Representative Art Auwaerter and the many club members who volunteered their time.

As tradition dictates, sailors were greeted Saturday at the dock with Don Q Rum daquiris leading right into the Don Q Party. Thanks to the Rums of Puerto Rico for sponsoring this regatta, which remains without registration fees!

—Gonzalo Diaz, Sr.
007 Fleet Captain

Results - top 35 of 51

Skipper/Crew	Finisher	Total
1. Chapin/Lindley	1-4-5 p20-2	23.5
2. Gilbreath/Glass	4-3-6-4-10	27
3. Flitman/Newman	5-17-2-5-1	37.75
4. Nixon/Resemann	2-2-8-9-8	29
5. Franco/Bartell	15-10-5-2-6	36
6. Thompson/Schilling	6-5-10-9-20-12	50
7. Hart/Duffy	28-1-7-p00-5	61.75
8. Beauford/Stewart	13-23-12-5-13	66
9. Spence/Paulson	3-19-9-36-3	70
10. Lauer/McKinney	12-31-4-p20-7	77
11. Graves/Griffith	9-11-11 pm-4	78.75
12. Diaz/Su/Noguera	11-24-18-p20-14	92
13. Redler/Baker	24-p20-15-7-21	92
14. Mandarous	32-16-14-24-9	95
15. Lewis/Bremner	21-22-17-19-19	98
16. Griffith/Demaria	17-14-11-35-23	100
17. Persson/Persson	75-ent-13-17-11	103
18. MacRae/Delpapa	27-9-20-25-22	103
19. Robertson/Grubbs	7-34-32-13-18	104
20. Buxton/Shupe	10-7-pms-21-15	108
21. Pines/Pines	16-25-27-16-28	117
22. Compton/Coxonius	20-6-16-20-dnc	118
23. Downey/Staud	18-26-21-21-26	118
24. Bunker/Gilbreath	19-12-24-18-dnc	122
25. Diaz/Bridger	30-p20-19-11-27	127
26. Gueriguet/Milen	14-18-dnf 8-dnf	129
27. O'Han/Walcole	43-30-29-15-17	135
28. Lizana/Claudia	44-28-26-25-16	140
29. Voss/Voss	47-21-39-22-50	159
30. Davis/Zimmer	8-35-31-34-dnc	159
31. Rodriguez	29-37-34-30-dnf	169
32. Norwood/Ayers	40-38-35-28-29	170
33. Yanez/Antonia	46-23-25-29-dnc	171
34. Hockland/Duffy	33-43-33-10-25	174
35. Hagman/Nylamy	31-36-30-37-dnc	175

A Learning Lesson

With strong winds hitting major regattas such as 1989 US Nationals, 1995 San Remo, Italy, 1990 Brazilian Nationals and the 1995 US Malvernster, SCIRA has adopted several rules recommended by sailors for the safety of themselves and their boats.

Jib-less Jibs: Rule 22: "The use of jib hanks is optional." Gonzalo Diaz, after the 1989 US Nationals, heartily supported "no hanks" to help drop the jib faster. **Mast Restraint:** Rule 33: "The butt of the mast shall be positively retained in the step by means of a collar, cables or other suitable means." This rule ensures that if the mast butt comes out of the step, during the boat being inverted or the mast buried in the mud, it will not cause damage to the hull and inner liner. (see November 1989 *Sniper*)

Foresail diameter: Rule 49: "The jib stay must be all metal 3/32" (2.4mm)." To support the mast in the event of a jib halyard failure.

Centerboard Retention: Rule 26: "A safety line must be used on the centerboard while racing. Any type of retaining system may be used, provided such system allows the crew to extend the board completely when capsized without swimming under the boat." As Steve Collison explained in the October 1989 *Sniper*, "The cause of the heavy weed conditions in Biscayne Bay we had tied our board in too loose so that it could be pulled all the way out of the water to de-weed. When we untied the hank stretched the line slightly, fell out of the well completely and was caught by the retaining line. We should have been more careful to tie it so that it could not come out of the well." And from Antonio Bari regarding the San Remo regatta, "Many retaining systems require you to swim under the boat to completely extract the board when capsized. If the wind is too strong, you will remain sitting on the bottom of the boat hanging on to the board waiting for help. You may not have the time or are willing to do that. More, if you stay one or two hours waiting, you may not be able to hold onto the heavy board. Maybe a lighter one is better."

Tow Lines: Rule 58: "A towline of 33' (10 meters) minimum length, and 1/8" (6mm) minimum diameter must be carried." Antonio Bari again, "the tow line must stay close to your hands ...and should be longer, at least 50 feet."

Other suggestions from Snipe survivors:

Cockpit length: Antonio Bari, "A builder, when designing a boat, should think about sailing the boat in a storm, and the need to lower the man and sit on the jib only. A good idea is to make the double bottom long enough to store the boom inside, allowing the crew to still the boat more easily. If a small cockpit is still necessary, then the rudder should be designed higher to allow the tiller to freely move over the boom, toward deck."

Tow Point: Towing a Snipe in confused seas, during or following a storm is difficult at best. Many tie the tow line around the mast. Bari, "And what if your mast is broken? You could use your haking straps, but maybe we could have a strong point in the boat to be used for that." Sailors and Board members at the recent North Americans (following the Midwinters) discussed tow points, and suggest it be a personal issue, but that a strong tow point be available, whether it be a piece of kevlar drilled through the bow lip or a heavy shackle in the forestay fitting (with a strong under backing). All suggested Snipes tow better from the bow rather than the mid-point.

Halyard exit position: The faster you can drop your sail (and use the crew weight as leverage against the halyard) the better off you will be. Many of the mast manufacturers have gone back to halyard exits above deck.



trophy winners at the Don Q

Hints from Sailors

when sailing in heavy seas

Wear a life jacket, preferably in all times. Make it a new commitment to yourself and your crew.

Wear proper clothing. In cold water, wear suit or drysuit. The lace-up type haking boots are not good and are difficult to remove.

Have your paddle, tow line and a knife close at hand. If you have transom holes taped, patch them out in extreme condidtions.

If you capsize, in addition to making sure your mainsheet and jib sheets are free, make sure your wing is loose and your pole launcher line is slack before you try to right your boat.

Drop your man first if the conditions warrant. Check-in with the Race Committee when you reach land.

Know your own personal sailing limitations.

Dinner Jackets, Cricket Paddles, and Painters who paint nudes on walls...

The third AND fourth stop on this year's marathon Snipe Circuit was Nassau for a compressed Bacardi Cup, Dudley Gamblin Trophy, and then the main event, the North American Championship. The Bacardi Cup was compressed into three races on March 27th. Weather conditions provided a nice 12 to 15 knots to introduce rookies to Bahamian length courses. The evening's entertainment consisted of the "Coat and Tie Required" Bacardi Party, which was stellar as usual.

The Dudley Gamblin followed the next day with 3 more races and the final race on the following morning in a little lighter conditions. The Royal Nassau Sailing Club Commodore hosted the fleet and club members for the evenings "conch and cocktails" party, and the "Coat and Tie Required" helped distinguish the Snipes from party crashing Star sailors looking for a little sanity. The fourth race of the Dudley Gamblin was held Friday morning in the 10 to 12 knot region.

Measurement for the North Americans was accomplished Friday afternoon and the first two races followed Saturday morning. The NAs settled into the more familiar Nassau schedule of a morning race with enough time to recover before the afternoon race. Circuit travelers appreciated the lunch break after the wicked 9:30 AM start 3 race days of the previous regattas. Saturday followed the medium air trend with shifty conditions and some big gains on the right side. Sailors were met at the dock by a Steel Drum band and the Coconut Water and Sapphire Bombay Gin party kicked into gear. Sailors were seen dancing up a storm to the most creative (and maybe longest lasting) version of Happy Birthday done in honor of 6 year old Ian Johns.

Sunday's conditions began to show a little more of the traditional Montague Bay breeze hitting 15-18 knots. The wind was off the land creating very shifty conditions at the top mark. Almost all the crews came in discussing "auto-tacks."

The Girls from Brazil provided the evening's entertainment with a fashion show. Billy Holowesko's music provided the vibes and the result was an outdoor dance with some of the models giving dance lessons to Snipes. After dancing up a storm, some of sailors, supposedly led by the Californians, decided to take a midnight swim to cool off.

Monday kicked in with wind conditions that most people have come to expect in Nassau. Estimates of 20 to 23 knots at the start were agreed upon by worn out sailors.

Nassau - 1996
Bacardi, Gamblin and
North American Championships

Bacardi Cup -- top 10 of 42

Skipper/Crew	Finishes	Total
1. Doug Hart/Walt Duffy	1-1-1	2.25
2. Scott Nixon/Samantha Rosemont	6-2-2	10.
3. Henry Filter/Carol Newman	5-3-5	13
4. Jimmie Lowe/Gavin McKinney	4-4-7	15
5. Don Bedford/Steve Stewart	7-9-4	20
6. Birger Jansen/Carine Julussen	3-6-12	21
7. Argyle Campbell/Rob Lindley	2-5-18	25
8. Jack Franco/Lisa Griffith	10-14-3	27
9. Robert Dunkley/Eric Krebs	9-8-16	33
10. Stu Robertson/Nancy Grubbs	16-7-13	36

Dudley Gamblin Memorial -- top 10 of 42

1. Doug Hart/Walt Duffy	2-1-3-1-6	12.5
2. Jimmie Lowe/Gavin McKinney	1-4-10-6-2	22.75
3. Henry Filter/Carol Newman	5-3-2-11-3	24
4. Scott Nixon/Samantha Rosemont	6-10-1-8-1	25.5
5. Robert Dunkley/Eric Krebs	8-5-7-7-14	41
6. Birger Jansen/Carine Julussen	10-7-5-5-15	42
7. Don Bedford/Steve Stewart	3-9-6-13-13	44
8. Robin Gales/Jeff Baker	15-6-12-3-9	45
9. John/Maggie Manderson	16-8-8-9-7	48
10. Argyle Campbell/Rob Lindley	9-2-4-17-p20	49

North American Championship -- top 10 of 41

1. Doug Hart/Walt Duffy	1 (S) 4-4-2-3	13.75
2. Scott Nixon/Samantha Rosemont	10-1-1-2-9-8	20.5
3. Henry Filter/Carol Newman	(17)-13-3-1-3-2	21.75
4. Jack Franco/Jon Rogers	7-(12)-7-5-4-1	23.75
5. Willie Graves/Lisa Griffith	6-(19)-6-3-5-6	26
6. Jimmie Lowe/Gavin McKinney	4-7-(17)-6-7-5	29
7. Birger Jansen/Carine Julussen	5-6-8-7-6-(dnf)	32
8. Peter/Connie Commette	8-8-(14)-14-1-10	40.75
9. Jerry Thompson/Dick Schilling	2-10-12-9-(13)-9	42
10. Argyle Campbell/Rob Lindley	15-1-(19)-8-8-7	42

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For those that didn't get their boats wet on this day, the enjoyment from the chase boats watching the great planing reaches was entertainment enough!

Trophies are nice, but a goal to any true Snipe is to have one's name painted on the trophy list at the Royal Nassau Sailing Club. A repeat name on the above list, Earl "God, these boats are small!" Elms and long time crew Little John Wegand, reappeared in Nassau and gave the younger guys a run for their money at times (and even gave some verbal sailing lessons on the course).

With nearly ideal conditions and the world renown Bahamian hospitality the regattas came off without a hitch. Regatta results came around for Doug Hart and crew Watt Duffy in beautiful Montagu Bay. Doug and Watt hit their groove and put on a seminar sweeping the series, impressing the entire fleet. Scott Nixon and Samantha Rosemont finished overall in Nassau with an impressive 2-4-2 in the Bacardi, Gamblin and North American races. Henry Filter and Carol Newman captured the overall Zimmerman trophy with a consistent 3-3-3 in the Nassau series. Local sailor and Past Commodore Jimmie Lowe and Gavin McKinney scored 4-2-6 making them the highest ranking Bahamians. Don Bedford, former crew for Earl Elms at the 1973 Worlds (at age 13) with Steve Stewart in the front, captured a 5-7-11, but won overall party points.

And what does all this have to do with the title? Upon being asked to perform safety checks consisting of life jackets, paddles and tow lines, throwing in a little Bahamian wit and humor, George Kelly's voice came across the radio exclaiming, "OK, the Race Committee's looking for...."

Zimmerman Results

Filter/Newman	70.75
Hart/Duffy	94.5
Nixon/Rosemont	98.5
Bedford/Stewart	161
Mandersons	210
Franco	225.75
Robertson/Grubbs	237
Graves	278.75
Thompson/Schilling	279
Hackbarth/Duffy	460

SOME 1995 RESULTS WITH PERSSON-SNIPE

- World Championship '95
Place: 1-2-3-4-5-7-8-9-10-11
- U.S. Nationals '95
Place: 1-2-3-4-5
- North American '95
Place: 1-2-5-6
- Scandinavian Championship '95
Place: 1-2-3

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