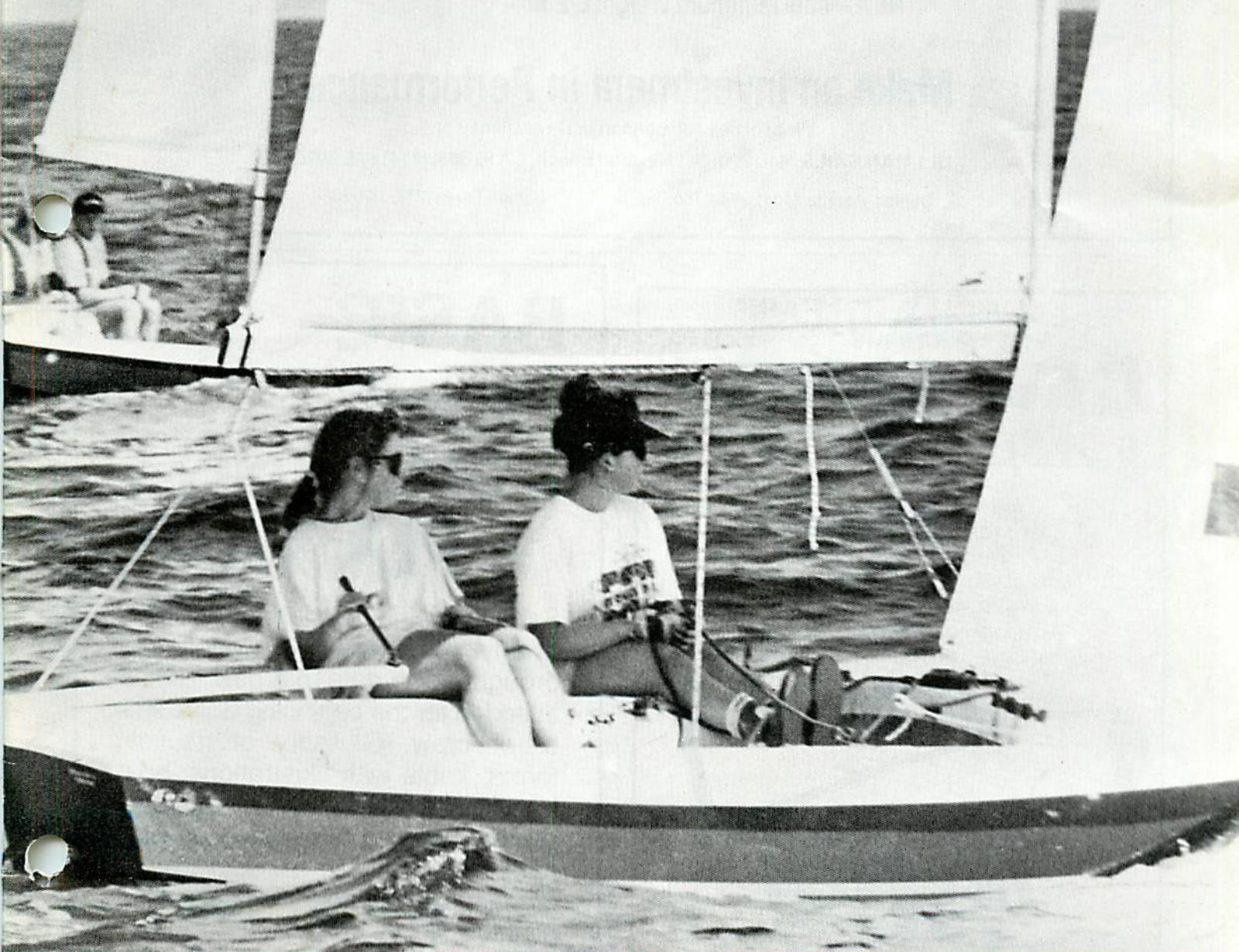




**AUGUST  
1989**



**CRAIG LEWECK INTERVIEW**





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## BASIC SNIPE SAILING MANUAL

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## SCIRA European Report, June 1989

by John R. Broughton  
European General Secretary

With the arrival of June comes the half yearly report of SCIRA Europe.

The slow, steady growth is continuing overall in Europe. Norway seems to be heading the pack with Spain beginning to move at a faster pace. SCIRA Spain has lined up strongly behind their new secretary, Fernando Velarde, whilst my 'secret agents' have related that Fernando is held very highly by the Spanish Federation, which is of great assistance to the association. Over recent months Spain has started new fleets, plus increased her junior strength. A figure of 100 juniors has been reported.

The South European countries are enjoying a progressive period. Italy held the South European Championship recently, though Giorgio was disappointed that only Belgium sent representation. As a result of this he is considering moving the regatta to San Remo and holding it during the Easter period. Certainly San Remo has always been a popular venue in past years.

I hope I am proved wrong but I view Europe not inter-competing within her countries as much during 1989. This is nothing to be concerned about, the natural evolution. There has been much traveling throughout the continent over the last three or four seasons. Now that group, within each country, has become that much older, taken on business commitments, moved up the ladder regarding employment, married, etc., resulting in less free time. So there is that lull whilst the next generation comes along to fill the present vacuum. Italy must not get too concerned over lack of visitors to the South Europeans. It is likely next year they will be flooded with new young competitors!

There has been a census carried out of the European Junior strength. It returned very encouraging results. The overall

count showed a marked increase and the combined European strength is in the region of 200+. Interesting to note the junior following in young ladies.

Though each European secretary voices the difficulties of recruiting youngsters, the numbers returned reflect each secretary coming to grips with the problem in their own national way. In fact, no country returned a report that their junior numbers were down on previous years.

England lost a great deal of face in having to back down from the hosting of the Junior Europeans '89. Unfortunately the financial backing dropped out and the bill was too much for UK to pick up. It caused much stress but to have gone ahead

would have been financial suicide and resignation of good Snipe men. It will be a lasting wound for England to bear.

The Worlds, Japan, should see every European country represented with secretaries sending their full quota of crews. Certainly there is great enthusiasm within Europe to go to Karatsu.

Providing Europe does not become complacent then I anticipate my end of season report to be equally encouraging. Who gets the medals, and why, and of course every National Secretary for managing their own internal affairs so proficiently.

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### AUGUST 1989

**THE COVER:** Skipper Jannicke Haug and crew Susane Jansen of Norway prepare for the start at the 1988 Junior Worlds in St. Petersburg, Florida. Photo by Rear Commodore Means Davis.

**THE SCORE:** Thirty-four numbers were issued: 30 to Japan and four to the U.S.

**NUMBERED SNIPES — 27624**  
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# Snipe

## BULLETIN

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#### CHANGE OF ADDRESS

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

"It is undeniable that one of the greatest incentives for, and aspirations of a Snipe sailor is the possibility of competing in a World Championship. It would represent the fulfillment of his sailing ambitions."

These were the words of Past Commodore Arturo Delgado when some years ago he wrote about participating in the Worlds.

Although highly qualified competitors from all over the world will meet in Karatsu, Japan, this month to fight for the World Champion title, we know that most of the Snipe sailors will never reach that level in their career.

Maybe your own talent is that of a coach or a sailing instructor for juniors and teenagers.

At the Junior Worlds in St. Petersburg in November 1988 we discussed what special qualities a person should have to be suitable for such a job. Let me list some of them:

- ✓ This person should not be active about his own Snipe career any more.
- ✓ He/she should be the social type with fantasy and with knowledge of education and yacht racing.
- ✓ This person must like to take care of things.
- ✓ He/she has to believe in and respect every child or teenager because everyone has different qualifications and that means you will not know at the beginning who is going to be a champion or a 'winner.'
- ✓ They will have to be both demanding and to create positive expectations.
- ✓ It is a positive thing if they, from their civil jobs, are used to youngsters and know how to behave as coaches and instructors.
- ✓ A male would be more suitable to instruct boys, a female to instruct girls.
- ✓ An important thing is to give credit if someone is successful; it is excellent to be best but it is also fine to improve and have progress.
- ✓ The sport in itself is educating but instructors should also make the youngsters listen to them.
- ✓ Don't lecture too much — show!

We don't know exactly how our sport is going to develop during the next decade to come but one thing is quite sure: We will need more coaches and instructors. We should perhaps also discuss these things with parents and teachers in order to know how to instruct suitable persons from the Snipe Class for these jobs.

Mentioning Arturo Delgado, I got a friendly letter from him. He is very busy with his job and also as the president of the Spanish Yachting Association. He is still very interested in the development and success of the Snipe Class.

I wish all the competitors and our arranging Japanese friends all the best during the World Championships in Karatsu, Japan!

Your Commodore,  
Per Ole Holm

### AROUND THE SNIPES WORLD

**FLEET CAPTAINS:** Responses to our exposure in WoodenBoat Magazine and American Sailor are flooding in! Be prepared to "sell" the Snipe Class as we always send out a list of Fleet Captains to prospective members.

**NEW FLEETS?** We have also received inquiries about starting Snipe fleets. Please get in touch with these folks if you're interested in helping.

While we're on the subject, any independent members (those without a fleet) who are interested in starting one, please let us know and we'll send the info, including brochures.

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**JUNIOR SNIPERS:** Junior Snipe sailors Alex and Brian Camet of San Diego scored first and second overall in the recent USYRU Youth Sailing Championship held at Hyannis, MA. Racing in the Laser singlehanded division against 69 other youths, Alex was a clear winner with 19.5 points in the eight-race series. Brian scored 34 points.

In the doublehanded division aboard 420s, Brad Rodi of San Diego and crew Brett Davis of La Mesa were second overall among 35 entries.

Alex Camet won the perpetual Robert L. Johnstone, III Trophy. Both Camets qualified for the U.S. Youth Sailing Team to represent the U.S. at the IYRU World Youth Sailing Championship in Montreal.

Californian Craig Leweck talks about his sailing program, the tough competition in the Snipe Class, how novice Snipers can move up.

## INTERVIEW WITH A CHAMP

by Bob Bowden

Craig Leweck has been a high-profile Sniper for many years. Few people have had more fun or success on or off the water than Craig. He put together an incredible year in 1988, winning the West Coast Mid-Winters (with four bullets), the Snipe Winter Circuit, the Snipe Nationals, Canadian/Ontario Open, and the North Americans. Craig finished the year with a third at the Championship of Champions and a third in the Snipe Western Hemispheres.

So that all SCIRA members can have a chance at meeting this unique individual, Craig answered the following questions at a recent interview in San Diego.

**Craig, you had an incredible year in 1988. How did you do it?**

Well, thanks. I was probably more focused on my personal goals last year than others. While I did not spend any more time practicing, I thought more about the events and what it would take to win them. I always felt quite confident about our chances. There are many people who have the basic ability to win championships, but they never do. By being completely confident in myself, I don't think as much about the other teams that could win. It just comes down to execution.

I don't think I am the type where one can tell if I am psyched up for an event or not. It's more internal, a more secure feeling about myself and the program that I am running.

**Any special high points of your '88 campaign?**

Each of the wins we had last year were all special high points, but I think the trip to Ontario was probably the most successful.

We had just come off the win at the Nationals, but the northeast was not very well represented at that event. We were going to be put into this event as the one to beat. While we have been in this situation

before, it seemed more intense than usual. Fortunately, our program was up for the task. Our speed was great, and my crew Brad Rodi was the best ever. I have never been with anyone who tries as hard as Brad. He was a great motivator.

Another fond memory from this week was the trophy presentation after the North Americans. This was the last time I would see many of these people prior to the Western Hemispheres, so many of them came up to me to offer their best wishes. It was a nationalistic feeling that I had not experienced before.

**Any special low points in your '88 campaign?**

Regatta wise, probably the USYRU Championship of Champions was my greatest disappointment. Since this year the boat was the Snipe, I felt our chances to

win were pretty good. So did everyone else, which I think started to get to me.

I knew there were a lot of Snipe champions that would be there (Chris Raab, Steve Rosenberg, Ed Adams), so it was by no means going to be a rout. However, I don't think I gave our program enough credit. I tried so hard to think that this was going to be a real tough event that I took away some of my own confidence. Because of this, I made some last day mistakes which cost us the event.

With a small lead on points going into this day, it was certainly not the time to take chances. However, we fouled a boat just off the start line and had to drop out. The event had no alternative penalties (720 rule) or drop races, so our chances were shot. What made matters worse was that

*(Continued on page 6)*



*Craig Leweck*



## LEWECK...

it was 10:00 a.m. and the wind chill was in the high 30s. We could have stayed in bed. Instead, we watched the race and tried to get ready for the remaining two.

We won the next one easily with many of the top guys doing poorly. We still had a chance to medal going into the last race, so we really went for a good start. The individual flag went up and we knew were close. To reclear ourselves would have been too costly, so we continued and won the race, only to find out that we were a premature starter. Our start would not have been any less effective had we been below the line, so it was another dumb risk. In retrospect, our program was superior to all others but did not realize it until too late.

### What was your sailing background before getting into the Snipe Class?

I grew up sailing out of Marina del Rey, which had a pretty good junior program. The problem, however, was that they did not have a boat to graduate to from the Sabot. I had to then race keelboats from age 16 to 20, which is when I got my Snipe. While my big boat sailing gave me a good perspective of that end of the sport, it did little to prepare me for dinghy sailing. I was able to do some college sailing before I got my boat, which helped get me back into it. However, it took me a long time before I was sailing the Snipe at the same performance level as when I was sailing Sabots as a junior.

### How did you get involved in the Snipe Class, and describe your "first time" in a Snipe?

I was living in Los Angeles at the time, and my friend Keith Dodson from Long Beach called me one Saturday morning. His team was getting ready to leave for the GFU 24 Hour Regatta held annually in San Diego and he was wondering if I would like to join them. This is an event where teams of eight or more race around an island in the bay for a full day. I said sure and raced down to meet them before they left Long Beach.

As we were nearing San Diego it became obvious that we were going to be late for

The race went on for the full 24 hours, where occasional pitcher laps were called. The people were tolerant to all kinds of crazed activities. It seemed like my kind of class. It was a few years before I got back to it, but it was certainly the memory of this weekend that did it for me.

I raced in the GFU event this past summer, which was six years after my first experience. My team won, which I felt rivaled all my other victories. The event is still an excellent draw for newcomers, although the outrageous antics have mellowed some in the interest of safety.

**You've been working with Mark Reynolds at the Sobstad/San Diego loft**

## The Snipe Class meets my need for a highly competitive class where the sailors still understand why we sail. At the big events, it's more competitive than any non-Olympic dinghy class...

the start. We pulled off at the first gas station and called the Mission Bay YC to see if they could postpone the start. They obliged, so as soon as we got there and had our boat ready at the front dock, the starting sequence began.

Each team sat at a picnic table, where at the gun they had to down the two pitchers of beer which lay in front of them. After that it was a race to the boat, which was tied up at the front dock with the sails down. Once the sails were up, we untied the boat and gave our first pair of teammates a big push toward the island.

### for many years. How is it working with Mark?

Mark is a very interesting guy, though I feel he is widely misperceived. Many see him as aloof, where in truth he is just not a very outward person. It's a shame because he is well versed on so many subjects. He owns the loft and while being capable in every area, he prefers to concentrate in the design arena and in the directing the overall business plan.

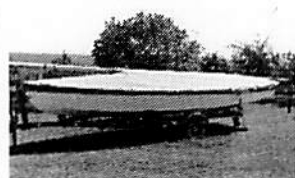
Many sailors start lofts to design and make fast sails and go sailing, but few know how to manage the business end. Mark has a keen sense of values which has allowed this business to be successful. He has preferred to keep the loft growth slow, allowing us to concentrate on the classes at hand. This has allowed me to focus the majority of my time on the Snipe Class and its members.

### How is it competing against your boss -- you're both tough cookies?

In truth we have competed against each other only a handful of times since I joined him in December 1985. The most important event we have sailed against each other since then was the '86 North Americans.

With one race remaining we were tied for second, and about five points behind eventual winner Mike Segerblom. Before the start of the last race, I sailed by Mark and jokingly commented that for the good of the company we should hit separate sides of the upwind leg and hope that one of us gets enough points on Sego to win the event. What eventually occurred was something much different.

We had gotten a good start about two-



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thirds down the line, with Mark starting somewhere about mid-line. After the first minute of the race, I noticed Mark was still up on my hip. I could not quite cross him, and the right side was starting to look good. By the time we got a small shift to get across him, it was too late. We both were well into the 20s at the windward mark. All along Segerblom was staying near us, watching this battle while keeping the risk of losing points to us at a minimum.

Mark ended up dropping out when he realized that he could not catch me and that with a drop race a third place was secure. We both are very competitive people, and once on the water our business relationship gets lost in our racing spirit.

**Are you going to Japan this year for the Worlds? Who will be the main competition? What conditions are to be expected?**

We plan on defending our Nationals title and qualifying for the Worlds. I'm sure that many of the key competitors will be those we saw at the Western Hemispheres. Currently, the strongest sailors are from the U.S., Brazil, Argentina, Uruguay, Japan, and Spain. The conditions expected are to be fairly moderate, steady winds with a slight swell.

**How about here in the U.S. Who will be rough at the '69 Nationals in Miami?**

I sense that there are more sailors this year that are committed to winning the Nationals. Since this is a Worlds year, the top four boats are going to qualify for the Worlds. I don't foresee us having the problem we had in Kansas where the top guys could not commit to the event. The last slot was filled by the guy in 10th. This year it will be necessary to pack up your boat for the Worlds container right after the regatta. I think that the top four will be prepared to go. This should be one of our strongest Worlds team ever.

**You always seem to have such a great time at regattas, even though your livelihood as a sailmaker depends to some extent on good results. How do you manage to do this despite the pressure?**

Well, before I was a sailmaker I was a sailor. My personality has always lent itself toward the fun side of life, and that has not changed just because I am now professionally involved. There is no way I could be involved in this business if it took the fun away from something I enjoy.

Fortunately, I have been able to keep both needs in balance. I understand the amount of time I have for my own personal program and try to utilize it as best as possible. That's the key. I do, however, find myself being more restrictive of my social appetite at big events. But when we get to banquet night, watch out!

**Do Snipe sailors really have more fun, and how important is this aspect of sailing?**

I have raced on a lot of levels and in a lot of different types of boats, and in my view the Snipe Class meets my need for a highly competitive class where the sailors still understand why we sail. At the big events, it's more competitive than any non-Olympic dinghy class (and maybe some Olympic). Off the water, all the good guys are hanging in there as long as anyone else. Everyone realizes that this is fun, and the races are not the only reason we go to regattas.

In 1987, the organizers of the Olympic Classes Regatta in Long Beach opened the event to Pan American Games classes. Since this was a qualifying regatta for Olympic funding it was well attended by all the top sailors in each class. There was an outdoor party planned the night after the first day of sailing. When the boats were put away, everyone drifted over toward the festivities. But by sunset, the only group that was still represented was the Snipe

Class. The others had gone home to prepare for the next day of racing. It was quite unbelievable to me that all those people would leave this great party just because they thought it would put them at a disadvantage. Well, we certainly did not need them to have fun ourselves. We raged deep into the a.m.

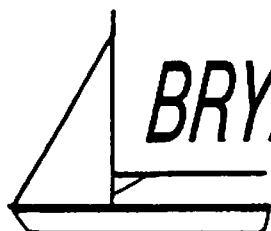
**Any tips for rookie Snipers?**

If you are a rookie Sniper, hopefully you have been well informed as to the sailing level of your local fleet. From that point, align yourself with a well-respected member of the fleet and follow his approach.

There are many approaches, but since you don't have one, you need to get one. Take his tips (double check them with others just to be sure) and execute them as best as possible. Soon you will not only understand what to do, but why you do it. Until you understand the why, the process will remain frustrating. But note your progress and let that fuel your fire.

When I am approached by a rookie, I offer them our tuning guide which includes not just tuning info, but also tips on how to sail the boat. I encourage them to update their rigging so the boat works well. Any boat will do, just so it works. Since they don't have any experience as to how things work, I offer them my boat as an example since I feel it is rigged quite simply.

While the value of new sails is not completely realized by the freshman, I might instead offer some of my own personal sails at a greatly reduced price to get the rookie going. This approach gives the maximum benefit from the invested dollar. With all of this, the rookie is in an environment where learning is possible. Without all of this, too much time is spent in overcoming the shortcomings of one's equipment.



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# THE ENDURING SNIPE — Scenes From The Past

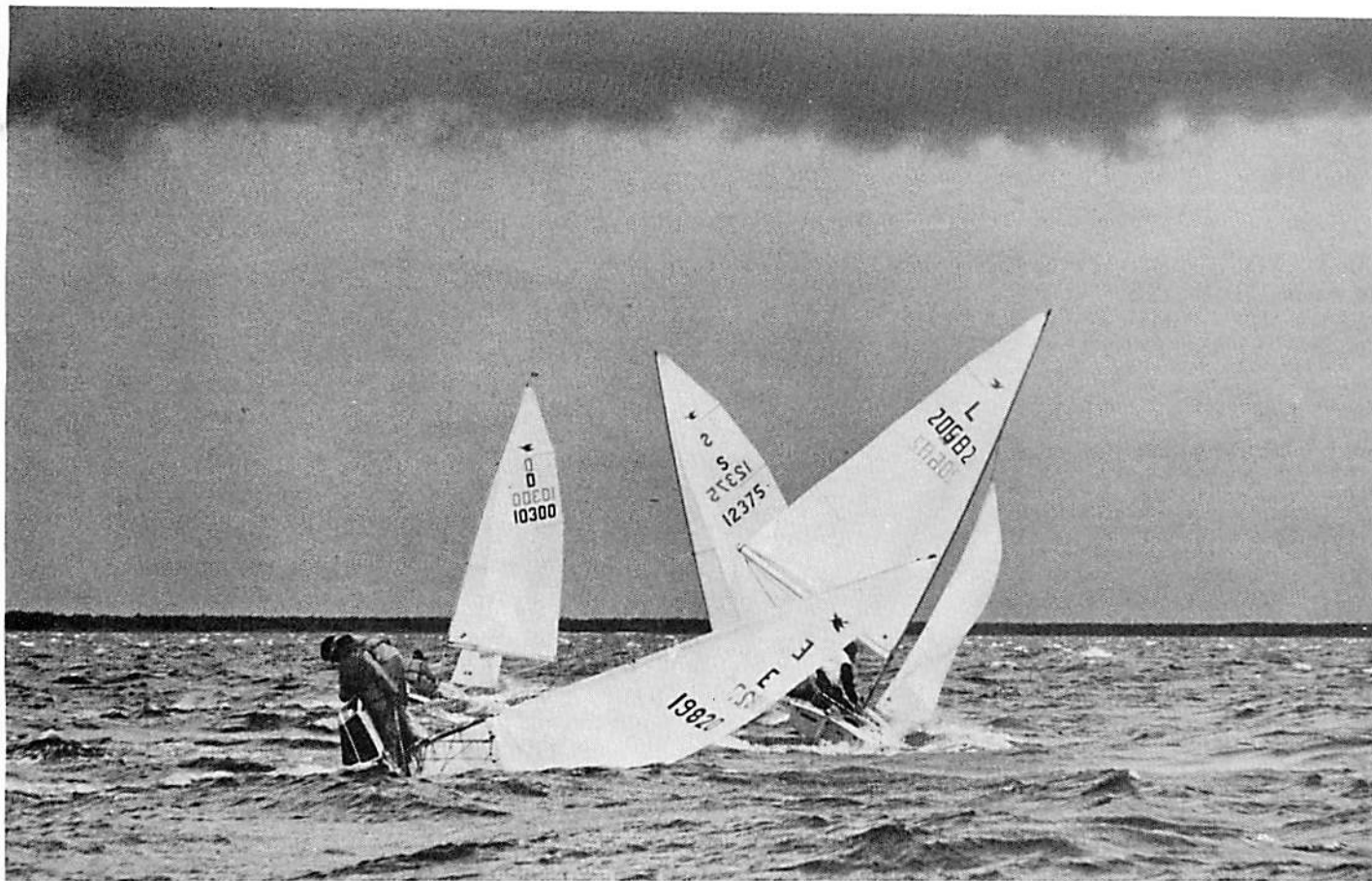


*Gossamer, sailed  
by Frank and  
Elzie Penman in  
the English  
Championship,  
1953. (Eileen  
Ramsay photo)*

*Conrad  
Brothers at Pan  
American Games,  
early 1960s. First  
use of loose  
hiking straps.*







*In this scene from the past, squall winds strike Snipes racing in a European regatta.*

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

All four U.S. sailmakers with eleven representatives attended the U.S. Nationals in Miami, with hopes of demonstrating to the country that their sails were the finest. The competition was the best ever, and only one could win. For the second year in a row, Sobstad Sails have won this important event.

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# regatta circuits

## FRTZ AND JANE GRAM TAKE D-V HONORS

Cuba Lake, NY — Fritz and Jane Gram of Cuba Lake won the District V Championships June 3-4. The Grams used their local knowledge to sail up "der slot" winning the first two races and withstanding challenges from John Johns of Ann Arbor, MI, and Jack and Ken Mitchell of Burlington, Ontario.

The Mitchells were only one-quarter point behind the Grams after Saturday's four races but plummeted to sixth in the final race on Sunday. Meanwhile, John Johns with Buffy Reynolds spelling his injured wife, Cathy, finished just one-quarter point behind by winning the race as Gram's fourth place was enough to win the title.

For Fritz Gram the victory gave him an unprecedented 10th SCIRA District Championship.

Past SCIRA Commodore Red Garfield was present at the opening ceremonies when the regatta was re-named for the late Robert A. "Bell" Johnston. The hat was passed among the Bolde Mothers at the champagne reception to purchase a perpetual trophy in his honor to be presented next year.

The Whole Hog Company's pig roast was highlighted by singing happy birthday to Linda Johnston, Ann Crook, and Dick Edwards, who celebrated his 75th birthday. The cagey veteran, sailing with grandson Ben Wisniewski, was edged out of fifth place by Doug Nugent and Jamie McKay. Eric Gresner and Pamela Hite



Fleet winners in the District V Championship at Cuba Lake.

sailed very well, finishing in fourth place.

The winds were variable but moderate and the competitors praised the ability of RC Chairman George Bradley for setting Olympic courses for all races. The annual assault on the Genesee Beer truck failed miserably. Overall and per capita consumption reached an all time low. I don't know if it is a sign of the times or whether the Bolde Mothers are slowing down.

Leo J. Murphy, Jr.

## STONE OPEN WON BY MARTIN/WILLIAMS

United Kingdom — The annual Stone International Open was competed for by representing crews of Blue Circle, Budworth, Dover, and Gunfleet club. Hosting Stone fleet, under their fleet captain Eric Broughton, made all visitors most welcome throughout the June 3-4 event.

The first race, mid-day Saturday, was a tough challenge for the race

committee owing to the wind changes, but with many fingers crossed luck held out and the race was completed. It was a win for Peter Wolstenholm, Blue Circle. The second trophy race had to be cancelled owing to the afternoon winds pointing to every degree on the compass.

On Sunday the wind had increased but not steadied one degree. The third race got underway following nearly a one hour delay waiting for the winds to decide where they were going to

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**LOOKING FOR a cheap but race-worthy suit of not too old sails.** Also 36 feet of 5/8" sail track. Also jib sheet deck blocks, spreader tangs, complete boom vang. Please write: Emmett Corley, Suite 21, 96401 Rt. 1, Key Largo, FL 33037. (A)

**SOUTHERN 22539.** Ivory hull and deck. Cobra mast, North sails, cover, excellent condition, custom aluminum trailer with bottom shield. \$2,000. (713) 478-1108 days. (A)



blow from. It was a tough race but very close, bringing a win to Simon Baker of the home fleet.

Taking the opportunity to race off the second race, cancelled from the previous day, another race got underway before lunch. It was a very 'hairy' competitive race with two great squalls bringing roaring winds which resulted in numerous capsize. First over the line was Neil Martin of Budworth. Following lunch many had second thoughts on the wind and decided that they were not going to chance any further luck with spars or equipment. In fact as the cannon went off for the fourth race only four Snipes had decided to brave the wind and rain: E. Broughton, P. Frost, N. Martin, and A. Thomas. Within a minute of the start Eric Broughton wished he'd called Race Four off as his jib muscle box disintegrated. Hove to, a hasty repair was completed and again for him the race was on. The four managed to survive with Martin leading the way over the line.

The social side was well taken care of, with a start to Saturday evening's entertainment being a cub barbecue which turned into a reunion of UK Snipe personalities.

Owing to terrible weather conditions many helms had decided to give the Stone Open a miss, but were not prepared to give the social gathering a miss. Amongst the 'chicken hearted' was our oldest active Snipe, 80 year old Les Lancaster, who could still sink a gallon of beer and T-bone steak.

Keith Harding



David Street, new Gunfleet captain, during third race, returning with a broken fitting.

Stone Fleet Captain Eric Broughton put much work into the 1989 Stone Open and supervised the regatta's marvelous barbecue.



## PERFECT WINDS FOR BLUE CIRCLE OPEN

United Kingdom — In brilliant sunshine and Force 3-5 winds, the two day Blue Circle International Open, May 13-14, was perfect. Visiting representation came from Budworth, Dover, Gunfleet, Le Havre (France), Maldon, and Stone making for a truly mixed group. The race committee set excellent courses and started all races to the second of that announced. Therefore from race one the crews were disciplined as to start times.

Racing was very close and each of the four trophies went to separate crews, which made the event extra interesting in not having one or two helms dominating results.

The fleet was closely bunched throughout the courses and at times looked tied together. Being UK's first Open for the season, crews certainly showed no rusty edges following their winter layoff, plus they all were in fine voice when negotiating marks!

Budworth fleet took the first race with the gun going to A. Statham. The second race was won for the hosting Blue Circle fleet. This was taken by Peter Wolstenholme in a much admired American McLaughlin boat. The third race was possibly the closest of the weekend. The last few yards could have gone to any of six but in the end those telling inches went to Snipe newcomer Michael Keer.

The final race had a most unfor-

(Continued on page 12)

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Blue Circle's large lake has for over 25 years been an attractive venue for UK and European crews plus, on occasion, North Americans.

tunate collision at the jibe mark. John Sewell racing his new UK Brylan Snipe was hit almost amidship causing great damage plus chaos at the mark. In the turmoil the whole fleet changed positions, capsizes were unavoidable whilst a mass of red flags were flown, showing how close the whole fleet was bunched. Fortunately the front runners were just that

little ahead of John and therefore able to retain their gain, with Gary Lewis taking the gun for the Budworth fleet.

The Saturday social gathering centered around a barbecue, fattening sweets, and true old English ale from the wood. By the stroke of midnight the bar ran dry but the local pub Prince Albert was well stocked so the young lions of the regatta, encouraged by that

Peter Pan of SCIRA UK, Budgie, went off to drink and sing into the early hours.

The French challenge, Jacque Romain, came over with his young family and enjoyed every minute of the weekend. When it was discovered that one of his children was celebrating his birthday on Sunday, a birthday cake appeared with a present. The cake was cut to the strains of the whole contingent singing Happy Birthday. It had been a glorious Snipe Open.

John R. Broughton  
UK Secretary

## JACKSON AND TWINING WIN D-II TITLES

Dallas, TX -- Bill Jackson and crew Ashlee Twining won the District II Championship held May 13-14 at Rush Creek Yacht Club located on Lake Ray Hubbard. By winning the championship, Bill received the district's William M. Kilpatrick perpetual trophy.

Twenty-one Snipe teams sailed four of the five scheduled races in light to medium winds while thunderstorms swept through the area throughout the weekend.

Jackson and Twining started the regatta with two bullets in the light going on Saturday, a lead that was to prove insurmountable. After two races, Keith and Brian Zars of San Antonio looked solid with two second place finishes followed closely by Rich and Cynthia Ashman with two thirds, and Jim and Kathy Bookhout with two fourths. Greg Gust and David Swain, 1988 D-II champs, looked comfortably

out of it in fifth place.

Saturday's third race was started in very light winds but was quickly cancelled when some spectacular lightning was seen to the north of the lake.

Sunday's racing saw Brig North and Scott Worrall out front in the opener followed by Jackson and Twining, and Gust and Swain. A major wind shift during the second beat worked against many of the early leaders who found themselves scrambling to cover the bulk of the fleet.

In the final race, with Gust and Swain leading the way, it appeared that Jackson and Twining could be in trouble when they rounded the windward mark well back in the fleet; however, they kept their boat moving in the fading breeze and finished with a seventh to win the championship. Gust and Swain moved up from fifth to finish second overall and consistent sailing by the Bookhout team edged the Zars duo for third. North and Worrall moved from 10th to fifth on the strength of their improved second day of sailing.

Class newcomers Stephen Craig and Doug Snyder looked strong in earning their sixth place overall standing and will certainly be finishing in the trophies very soon.

During the district meeting held Saturday evening, Ken Rix of Walnut Valley Sailing Club was elected 1990-91 District II Governor and Fried Elliott of Rush Creek YC was elected 1990-91 Vice Governor.

Long recognized as a center for Snipe sailing, District II is a large central region of the U.S. roughly the

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size of Argentina or Western Europe in which sailing waters are scarce. As a result, fleets are distributed far and wide making it difficult to coordinate and attend district regattas. With this in mind, Ken and Fried hope to better coordinate the district's regatta schedule and improve communication between district members.

*Fried Elliott  
Fleet 715, Rush Creek YC*

## SOUTHWESTERNS HELD AT DALLAS

Dallas, TX -- The 53rd Southwestern Championship hosted by Snipe Fleet 1 was held May 26-28 on White Rock Lake. 1983 winner Greg Gust, sailing with crew Shannon McGraef, needed a tiebreaker to beat District II champions Bill Jackson and Ashlee Twinning. Five previous Southwestern champs could be counted among the 22 starters and all five went on to finish in the top 10.

Peter De Beukelaer and Cardy Miller won the practice race Friday evening and thus earned the highly coveted, larger than life, practice race perpetual trophy. (To see is to believe...) Saturday afternoon ended with Bill and Ashlee holding a commanding lead over the rest of the fleet after earning two firsts and a second -- remarkable consistency given the fact that the day was filled with 160 degree shifts accompanied by variations in wind speed from four to 16 knots.

Sunday was a big day for Ed Olson and Pat Melly as they picked up a second and a first. With Greg and Shannon winning the fourth race, combined with a sixth by Bill and Ashlee, Greg could win overall on the tiebreaker if he beat Bill by one or more boats in the final race.

At the awards ceremony, Bill showed himself to be in fine spirits by inviting everyone to his home for a

swim and to help throw the winners into his pool.

In attendance were Roger Godwin and J.B. Sams who, along with Hub Isaacs, Bill Bracie, and Bill Sherrill, formed the Dallas Sailing Club in 1933. In addition to their many contributions to sailing in the southwest, Roger and J.B. built Snipes 6 and 8.

*Fried Elliott  
Fleet 715, Rush Creek YC*

## JUNIOR UK TITLE HELD AT BLUE CIRCLE

United Kingdom -- The Junior UK Nationals drew a smaller than normal entry. It clashed with exam studies which unfortunately took precedent. Most unfortunately the two new juniors from the Gunfleet Sailing Club were caught up in exam fever so did not compete.

Reigning UK champion David Crouch had a tough, hard fight to hang onto his title but finally this was wrested from him. The racing was of a high standard and the competition very equal.

1. William Anderson/Jack Martin, Budworth.

2. David Crouch/Carla Johnston, Blue Circle.

3. Gary Broad/Steven Lane, Blue Circle.

To organize a Junior Nationals is a task not to be lightly undertaken. So one must show appreciation to the newly elected fleet captain, Elizabeth Crouch. Only last year Elizabeth was a junior herself and represented UK at the Junior Worlds in the USA. I would like SCIRA to know of this achievement by this young lady, for not only is this rewarding to England but to the association. If our young members follow Elizabeth's example then surely Snipe will go on and on.

*Jack Wolstenholm  
Blue Circle Fleet*



*Camila Isaza of Colombia makes last-minute rig adjustments at the 1988 Junior Worlds in St. Petersburg, Florida. (Tom Payne photo)*



## Sanctioned Snipe Regattas

AUGUST 12-13, LAKE ONTARIO OPEN, Newport YC. George Hock, 92 Wildmere Rd., Rochester, NY 14617.

AUGUST 12-13, GUNFLEET REGATTA. John Broughton, SCIRA UK

AUGUST 12-13, KOKKOLA REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

AUGUST 12-13, NEW ENGLAND CHAMPIONSHIP. Lt. Peter Schmit, 710 Craven St., Portsmouth, RI 02871.

AUGUST 19-20, 2nd ANNUAL BOSTON SNIPE CHAMPIONSHIP. Henry Filter, 10 Weston Ave., Unit 117, Quincy, MA 02169.

AUGUST 19-20, MIDWESTERN CHAMPIONSHIP. James Rix, 647 Fabrique, Wichita, KS 67218.

AUGUST 21-29, SCIRA WORLD CHAMPIONSHIP. Executive Committee of the 34th Snipe Class International Regatta, c/o Saga University, 1 Honjyo, Saga City, Japan. FAX: 81-952-24-4253.

AUGUST 26-27, PINE BEACH OPEN. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

AUGUST 26-27, BOARD OF GOVERNORS REGATTA. Shawn Sullivan, 474 Spring St., Naugatuck, CT 06770.

AUGUST 26-27, CRACKER BARREL TEAM RACE, Charleston, SC. Scott Myers, 2182 Edisto Ave., Charleston, SC 29412.

SEPTEMBER 2-3, SOUTH EAST CHAMPIONSHIP. John Broughton, SCIRA UK.

SEPTEMBER 9-10, PORI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

SEPTEMBER 9-10, RONALD C. PRIME MEMORIAL. Sandra Czibik, 27 Poor Richards Dr., Bow, NH 03301.

SEPTEMBER 9-10, INDIANA OPEN, Fleet 409, Indianapolis. Cliff Browning, 5315 N. Capitol, Indianapolis, IN 46208. (317) 251-3467.

SEPTEMBER 16-17, MYSTIC LAKE OPEN/CALL OF FALL. Sarah Levinson, 74 Brainerd Rd. No. 21, Boston, MA 02134.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL REGATTA. Carl Chinnery, B-19, Lake Lotawana, MO 64063.

SEPTEMBER 16-17, COLUMBUS OPEN. Steve Callison, 330 W. Spring St., Columbus, OH 43215, (614) 221-2410.

SEPTEMBER 16-19, U.S. MASTERS CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

SEPTEMBER 20-23, NORTH AMERICAN CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

SEPTEMBER 23-24, NORTHWEST CHAMPIONSHIP. John Broughton, SCIRA UK

SEPTEMBER 23-24, OXFORD INCIDENT/ACIDENT. Bob Hill, 9 Devon Ct., Fairfield, OH 45014

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.

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# scorecard

### SOUTHWESTERN CHAMPIONSHIP White Rock Lake, Dallas, TX, May 26-28, 1989 (Top 10 of 22 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26078	Greg Gust/Shannon McGrael	RCYC	1-7-2-1-3	13.5	1
26077	Bill Jackson/Ashlee Twining	RCYC	2-1-1-6-4	13.5	2
25196	Gene Soltero/Kim Haley	WRSC	3-6-3-4-5	21	3
26666	Ed Olson/Pat Melly	OCBC	6-8-6-2-1	22.75	4
25515	Peter Fenner/Suzan Fenner	WRSC	5-10-4-5-2	26	5
26076	Jim Bookhout/Kathy Bookhout	RCYC	12-2-8-3-8	33	6
26664	Peter De Beukelaer/Kardy Miller	JYC	4-3-7-11-9	34	7
24092	Jim Slomski/Madonna Cournoyer	RCYC	8-4-11-8-6	37	8
25500	Leif Zars/Felice Zars	LCYC	10-5-5-12-7	39	9
25533	Keith Zars/Brian Zars	LCYC	9-9-9-7-12	46	10

### DISTRICT II CHAMPIONSHIP Rush Creek Yacht Club, Forney, TX, May 13-14, 1989 (Top 10 of 21 Boats)

Boat	Skipper/Crew	Club	Races	Points	Finish
26077	Bill Jackson/Ashlee Twining	RCYC	1-1-2-7	10.5	1
26078	Greg Gust/David Swain	RCYC	5-6-3-1	14.75	2
26076	Jim Bookhout/Katny Bookhout	RCYC	4-4-6-2	16	3
25533	Keith Zars/Brian Zars	LCYC	2-2-8-12	24	4
25488	Brig North/Scott Worrall	RCYC	10-10-1-4	24.75	5
25376	Stephen Craig/Doug Snyder	RCYC	8-9-5-8	30	6
24092	Jim Slomski/Ryan Glaze	RCYC	12-7-4-9	32	7
25515	Peter Fenner/Eric Twining	WRSC	9-13-9-3	34	8
25517	Martin Bebb/Marsha Wilson	SYC	6-12-11-5	34	9
26666	Ed Olson/Pat Melly	OCBC	7-8-10-11	36	10

### STONE INTERNATIONAL OPEN Stone Fleet, UK, June 3-4, 1989 (Top 10 Boats)

Boat	Skipper/Crew	Fleet	Builder	Points	Finish
27330	Neil Martin/Alan Williams	Budworth	Martin	3	1
27329	Andy Thomas/Sarah Hodges	Dover	self built	14.7	2
21652	Peter Frost/Charles Frost	Stone	Skipper	21.4	3
20264	Gary Lewis/Graham Carter	Budworth	Skipper	24	4
21452	Simon Baker/Matt Lawry	Stone	Martin	29	5
26734	Lawrence Crispin/Paul Prince	Stone	Martin	31	6
26159	Eric Broughton/Steve Barnard	Stone	Skipper	31.4	7
26671	Peter Wolstenholm/Peter Smith	Blue Circle	McLaughlin	33	8
21746	Mark Antonelli/Sue Gent	Budworth	Skipper	44	9
20184	Tony Stratham/James Stratham	Budworth	Skipper	48.7	10

### BLUE CIRCLE INTERNATIONAL OPEN Blue Circle Sailing Club, UK, May 13-14, 1989 (Top 5 of 16 Boats)

Skipper/Crew	Club	Builder	Finish
Tony Stratham/Stephen Lane	Budworth	Martin	1
Michael Keer/Gary Broad	Blue Circle	Martin	2
Peter Wolstenholm/A. Flemming	Blue Circle	McLaughlin	3
Gary Lewis/William Anderson	Blue Circle	Skipper	4
Andy Thomas/Alan Williams	RCPYC Dover	self built	5

### DISTRICT V CHAMPIONSHIP Cuba Lake Fleet 442, Cuba, NY, June 3-4, 1989 (Top 10 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26699	Fritz Gram/Jane Gram	WYC	1-1-5-4-4	14.5	1
26299	John Johns/Bufly Reynolds	BBC	6-3-3-2-1	14.75	2
24806	Jack Mitchell/Ken Mitchell	BHYC	4-2-4-1-6	16.75	3
26468	Eric Gesner/Pamela Hite	NYC	2-6-1-14-2	24.75	4
24116	Doug Nugent/Jamie McKay	RCYC	9-4-8-7-3	31	5
19795	Dick Edwards/B. Wigniewski	CLYC	5-5-7-8-9	34	6
23397	Jeff Mitchell/Andrew Shaw	BHYC	10-7-9-6-5	37	7
27106	Chris Hains/Ryan Bradshaw	OHYC	3-11-11-11-7	43	8
26742	John Korkosz/Adrienne Korkosz	GLSC	8-16-6-12-10	52	9
26469	Mike Bradshaw/Brooke Bradshaw	CLYC	11-13-12-9-11	56	10



# uncommon sense

by Tom Payne

Coming up next month, the complete story from the U.S. Nationals at Miami. Several things stand out and should be mentioned now.

The U.S. Board meeting was held and all U.S. Snipers should be proud of the fine job that this board is doing. Be sure to check the minutes of the meeting in the September issue.

The hospitality of the Coral Reef Yacht Club was outstanding. Commodore Pin-cus, Chairman Bob McCammon, and Dr. Smoak, among others are to be congratulated and thanked for such a fine job.

The friendly and efficient staff at Coral Reef deserves a big hand. The service was great and the food was out of this world.

The U.S. Sailing Center facilities were top notch. Friendly people with a great willingness to cooperate.

The measuring team headed by Dan Williams, Brainard Cooper, and Chuck

Loomis would never have made it without all of the volunteers who pitched in. Too many to name! It was fast, efficient, and friendly!

District IV Governor Paul Gillis and wife M.J. who headed up the D-IV efforts. Great job!

All the guys in Miami Fleet #7, who played a big role! They're one of the oldest fleets, and undoubtedly one of the best!

Photographers Russell Plunkett and Frank Zagarino who captured all the action! Look for photos next month.

Thanks to Ding Schoonmaker, a true friend of the Snipe Class!

You won't want to miss the action in the September issue! Here are some hints of what's to come: The worst storm that you can imagine! Two California masters dominate the Crosby. Craig Leweck repeats as National Champion. Tales of terror and survival!

Good luck in Karatsu!

The U.S. Team is now decided: Craig Leweck and Lisa Manzer, Peter Commette and Connie Suddath, John Keane and Anne-Marie Weldon, and Jeff Lenhart with Dave Pritchard crewing.

## SCIRA TALENT/RESOURCE SEARCH

We're preparing a resource guide of SCIRA members whose talents or business connections might be helpful to the Association.

If you're a writer, photographer or artist, we invite your contributions to the Bulletin. Photos should *always* be black & white. Try the new T-Max films from Kodak. Articles should be typed and double-spaced. Artists are invited to submit pen & ink drawings, or cartoons relating to Snipe sailing. Submitted material *will not be returned* unless return postage is enclosed.

Do you have business connections that would benefit the Class? We need photo and darkroom equipment, office supplies, printing services, and computer sources.

If you have expertise that you think might be helpful, let us know. We need computer experts, freight-forwarders and shipping contacts, just to name a few.

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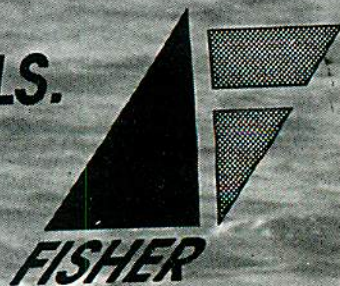
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- 1st, 2nd - Gamblin Trophy (Nassau)
- 3rd - Bacardi (Nassau)
- 3rd, 4th, 5th - Clearwater (11 of top 18)
- 4th, 5th, 6th - Don Q (9 of top 16)

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