

**AUGUST  
1990**

# North Sails Take 1st and 3rd At Snipe Winter Circuit.



Dennis Kelly Photo

*Bart Hackworth rounding the leeward mark with a comfortable lead en route to winning the Midwinter Regatta, Clearwater, FL.*

## NORTH SNIPE RESULTS:

World Championship '89,  
 Karatsu ..... 1st

Dead of Winter Regatta,  
 St. Petersburg ..... 1st, 2nd

Midwinter Championship,  
 Alamitos Bay ..... 1st, 2nd

Midwinter Championship,  
 Clearwater ..... 1st, 3rd

Don Q Regatta, Miami ..... 1st

Bacardi Cup,  
 Nassau ..... 2nd, 3rd

Gamblin Memorial,  
 Nassau ..... 1st, 2nd

Charles Kelly Trophy,  
 Overall Nassau Series .. 1st, 2nd

Zimmerman Perpetual,  
 Overall Snipe Circuit ... 1st, 3rd

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## FROM THE COMMODORE

The last week of June I tracked down my local Fleet Captain, Dan Harkrider, at his office to get his signature on my entry form for the U.S. Nationals. Unfortunately, with two kids and my "Commodore" trips, I have not showed up much at the local dock. Dan, joking (I hope), asked if I had really sailed in the required five races. Fortunately, he could recall that I had raced in our recent Southwestern regatta, which was five sanctioned races. I also pointed out my participation in several other regattas. This naturally led to a discussion of how we could increase the participation in our local races. We have plenty of Snipes sitting in the davits at the club, but very few of them come out to sail in the weekend races. Dan felt we needed some "new blood" to revive activity. We discussed some of the obvious causes of the problem, like 100-degree heat, but could not seem to come up with a sure-fire answer.

This discussion got me thinking about the whole participation issue. Fleet sailing is the real foundation of the Snipe class. What disturbs me is that I do not have a good answer for questions like, "How do you increase activity?" I guess if there was a good, sure-fire answer, we would be doing it. Our membership would be growing, and I would not be writing this article.

At our recent District 2 Championships in Lincoln, Nebraska, our District Governor—Ken Rix—held the usual meeting. This issue of fleet building became the topic of good discussion. The discussion evolved from another topic. I related the activities of Means Davis's Long Range Planning Committee and mentioned the possibility of reworking the district boundaries in the U.S., the idea being to improving district and fleet level activity. Redistricting has been tried in the Lightning Class with some perceived success.

The discussion led to a comparison of what our district was like 20 years ago and its current Snipe population. Many of our traditional fleets have withered away, and it is not always clear why. In some cases the fleet stalwarts have gone on to other things, and interest died. The oil bust saw several "ring leaders" have to move to other parts of the country. Several new fleets have grown, but to nothing like the

old level of activity.

Those present at the District meeting did have some common stories about what successful and thriving fleets have done to stay alive. First, you have to expect 10 or 20 percent annual turn-over in active members and plan to replace them with new sailors. Finding the replacements is the trick. Since the Snipe Class does not advertise or sell through local boat dealers, we have to find new members through our current members.

This word-of-mouth promotion needs to be backed up with immediate availability of an entry-level boat. Jon Skoog built up the Houston Snipe fleet from himself and one other boat by always having a good used boat to sell to a prospect. The Ray Hubbard Snipe fleet in Dallas pursued the same tactic and has identified one of our problems: There are not enough good competitive used boats available at reasonable prices. Why? Not enough new boats are being sold to add to the used boat supply. Just look at the ads in the back of this issue; used Snipe prices are moving up noticeably.

Many of us, me included, are sailing eight-, ten-year old—or older—boats and feel they are still competitive. Our PVC foam and fiberglass construction is long-lasting, unlike the old polyurethane foam-backed fiberglass that started crumbling after a few years of hard use. This is a great selling point. However, the near-term effect is to dry up new boat sales and deplete the supply of good used boats. One local sailor suggested that if an active Snipe sailor wanted to help the class, he should sell his competitive old boat to a good prospect and buy a new one. This is certainly worth considering for those who can afford it.

The second ingredient to fleet activity is to have fun. Particularly, the new guys have to have fun and enjoy the whole activity. This really breaks down into two areas—on-the-water fun and off-the-water fun. It is particularly important for the new Snipe sailor to feel like he is learning something and is not just "dog meat" for the fleet hot-shots. The good sailors in the fleet need to make an extra effort to help the new guy. In the Lincoln fleet they appoint a "big brother" for each new mem-

ber. Certainly you need to gear the help to the person, but the flow of information needs to happen for the fleet to sustain itself. If the guys in the front of the fleet continually help those in the back, then they all get better.

Off-the-water fun is a vital adjunct to the actual sailing. You need to gear it to your membership. Greg Fish told me recently about the Thistle Mid-Winters. The organizers made sure that there was baby-sitting available at the club so the families competing did not have to worry with that problem. If your fleet has a number of sailors with small children, then maybe the fleet (or club) should consider a joint baby-sitting effort. Then mom and dad do not have to pack up and run home right after the races. They can hang around and socialize, relive the day's racing.

These after-race sessions are a very important part of the information flow from the guys up front to those that followed. I heard of one club where the winners of the day's racing were required to give a five-minute overview of what they did and why. This got the flow of information started. The guys in the back of the fleet have got to feel they are learning something and have a chance to improve to stay interested.

If you're the one struggling at the back of the fleet, then ask questions. Make an

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## AUGUST 1990

**THE COVER:** This "Special Effects" photo of Skipper Eric Broughton and Crew Simon Baker of England was used by SCIRA U.K. in their annual promotion campaign, and was sent in by John Broughton. We assume that John took the shot.

**THE COUNT:** Eight numbers were issued: Six to Norway, one to the U.S. and one to Belgium.

**NUMBERED SNIPES:** 27868  
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Volume XXXIX No. 8

**S.C.I.R.A OFFICERS**

**Commodore**

Peter R. Fenner  
600 Goodwin Dr.

Richardson, Texas 75081

**Vice Commodore**

R. Means Davis

5115 Northside Drive NW  
Atlanta, Georgia 30327

**Rear-Commodore**

Fujiya Matsumoto

38-1 Shinoharada-Cho  
Yokohama City-Kanagawa Pref.  
Japan 222

**Executive Director**

Thomas Payne

4096 Chestnut Drive  
Flowery Branch, Georgia 30542

**RULES COMMITTEE**

Chairman: Dan N. Williams

1200 MacIellan 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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effort to get the leaders to talk to you. Of-  
ten they are a little shy and would love  
to be asked for advice. Ask them to go  
out for a sail with you, or crew for you  
in a race. Crew for them in a race. Just  
remember one thing: What works for one  
person does not necessarily work for all.  
You must each develop the basic tech-  
niques into a style that works for you.  
Sometimes separating the basic technique  
from the style of the race winner is the  
most difficult part of learning from oth-  
ers. It is also part of the challenge of Snipe  
racing.

A wise man once told me, "If you're  
not part of the solution, then you are part  
of the problem." I certainly need to go  
more of this helping others in my fleet,  
or some day I will show up at my club  
to race and no one else will be there. I  
hope that all of you who love the sport  
and the Snipe class will make the effort  
to help new sailors or those struggling at  
the back of your fleet gain the knowledge  
to reach your level of enjoyment.

Until next month,

Your Commodore

## uncommon sense

### MR. WALL, MEET MY HEAD—BANG! BANG!

by Tom Payne

Boy! I sure get tired of griping and bitch-  
ing at you people! I know I've said it a  
hundred times: "I realize I'm the only one  
who gets paid to do Snipe stuff." Sure,  
but I'll tell you something: I'm getting tired  
of the way you people are treating YOUR  
Snipe Class! I'm talking specifically about  
the apathy that most of you have been ex-  
hibiting about sending in regatta reports  
for the *SNIPES BULLETIN*. Let me miss  
getting your notice into the "Sanctions"  
and I hear from you within fifteen min-  
utes after you get the *BULLETIN*, but you  
roll over and die as soon as the trophy  
presentation is over. This despite the fact  
that I mailed out a nice Bulletin Reporting  
Form to ALL of the Fleet Captains back  
in November.

I hear you whining: "One Design sail-  
ing is dying. I don't know what's wrong  
with our Fleet. I don't know this guy who  
hasn't paid his dues." What baffles me  
is that I'm constantly approached by peo-  
ple who ask; "What can I do for the Snipe  
Class?" When I suggest that they volun-  
teer for a job at the Fleet level they tell  
me that their Fleet is being run by the  
"Better sailors or the popular sailors."  
We don't need that. What we need are Of-  
ficers who are willing to devote the time  
and energy necessary to get the job done.

It doesn't matter to me if you NEVER  
sail. Will you make a few phone calls to  
delinquent members? Will you shoot a few  
photos at your regatta? Will you make sure  
that crew names are included in your re-  
port? Will you pass along your Snipe Class  
info to the new Captain and help him or  
her get started?

Most of you know that we moved the  
Snipe Office in August of 1989. Can any-  
one tell me why we're still getting mail  
addressed to the old address? I'm talking  
about mail from FLEET CAPTAINS!

You weren't elected because your fleet  
members wanted to honor you, you were  
elected to do a job! Either get on with it  
or resign and let someone who cares take  
over!!

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## AROUND THE SNIPE WORLD

### MARBLEHEAD OLYMPIC CLASSES REGATTA

Snipes and Finns will share one of the five courses at the 1990 Marblehead Olympic Classes Regatta, September 7th, 8th and 9th in Marblehead, Mass. This is your chance to meet and compete against the top sailors from around the world, as they vie for position and funding in the Olympic and Pan-Am classes. For further information please contact Mr. Rob Gorman, 80 Jersey St., Marblehead, MA 01945. Telephone 617-631-0037.

### 1991 SOUTH AMERICAN CHAMPIONSHIPS TO BRAZIL

In a meeting of the South American National Secretaries, held during the 1990 South Americans, it was decided that the 1991 Championships will be sailed at Rio Grande de Sul, in Brazil.

### JAPAN SNIPE ASSOCIATION ANNOUNCES NEW OFFICERS

The following have been elected as the 1990 Officers for the Japan Snipe Association: Chairman Emeritus—Mr. Katsumi

Hirata; Advisor—Mr. Akibumi Shinoda; Chairman—Mr. Fujiya Matsumoto; Deputy Chairmen—Mr. Tadayoshi Morioka, Mr. Hisanao Katoh and Mr. Jiro Kurita; Chief Director (National Secretary) Mr. Hiroshi Itoh; Director (Domestic Secretary) Mr. Takeaki Saitoh; Director (International Secretary) Mr. Jiro Yamamoto.

**APOLOGIES IN ORDER!** Your Editor has made a couple of mistakes in the recent issues of the *SNIPE BULLETIN*. In the June issue we neglected to give credit for the cover photo of Francis Seavy and Kevin Guido. DENNIS KELLY of St. Pete took the shot. Dennis is an amateur photographer who has been most helpful to the *BULLETIN* and also to the Class. Those of you who saw the super article in the July issue of *Sailing World* will note that several of the photos were shot by Dennis. He traveled to Nassau, at his own expense, to shoot the Gamblin and Bacardi regattas. Special thanks, Dennis! Also, thanks to the folks at SCIRA BAHAMAS and the people in Nassau for your hospitality to Dennis.

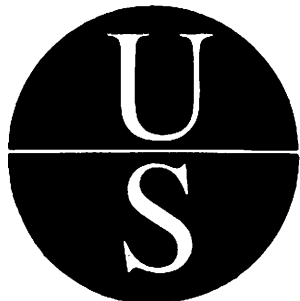
Now, let me apologize to Michele Bustamante. We've been spelling her name "Michelle". Sorry, Michele.

## LAKE LANIER'S SHAWN BURKE ON A ROLL

Shawn Burke and crew, Chad Headlee, won the 1989 Van Wesley Memorial Trophy awarded annually to the top team in District Four. Burke and Headlee won on a tie-breaker over Lake Lanier's Dave Pritchard with Burke's finish at the 1989 Southern's Championship used as the deciding factor. The competition is based on a skipper's best five Sanctioned events with the Southern's and District Four Championships mandatory. Burke also won the title in 1988; Pritchard last won in 1987.

Lake Lanier has had a lock on the trophy for the past few years, but that will change in 1990 as Charleston's Mike Pinkney has won both the 1990 Southern's and 1990 District Four Championships.

Shawn recently represented the Snipe Class at the 1990 North American Interclass Solo Championships, held May 31 through June 3 at the Barrington Yacht Club. The event features a single-handed format, with the sailors sailing a different boat on each of three days. The boats used this year were JY15s, Sunfish, and the Quickstep Scout.



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Competition for the first day was in the JY15s. After two races the jibs were dropped and stowed, as the winds had reached 35 mph. Nick Jako, a Finn sailor from Toronto, won the day, with Scott Kyle in second. Peter Truslow, a Laser sailor from New York City, took third place for the day. Competition for the second day was to have been in Lasers, but none were available. Pearson boats did have some Sunfish, so they were used. Shawn had never sailed a Sunfish, and he was up against Kyle, who is the current Sunfish World Champion. Shawn won two of the six races and posted the day's highest performance, moving into third overall behind leader Kyle with Charley Pucciarello in second.

The final day's racing featured the Quickstep Scout. Burke won the first two races and went on to post a record good enough for second overall for the regatta. Final results were Scott Kyle 37.75 points, Shawn Burke 49, Jim Johnstone 54.75, Peter Truslow 55.25, Brian Keane 57.75, Charley Pucciarello 63.15, Nick Jako 64.25, Paul Hannan 83, Ray Davies 89.75 and Kevin Mahaney 99.75.

"Most of the guys were former Collegiate sailors and none of them knew who I was," Burke told the *SNIPER BULLETIN*. "I didn't know many of them but I sure made lots of new friends and Leeds Mitchell, the Chairman of the event, did a great job. We were treated like royalty. I hope that I get an invitation to return. I'll be ready to win next time!"

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## RACES IN LOW MOTION

### as Uruguay's Carabelli and Chiapparro win 1990 South American Championships

The Yacht Club Olivos in Buenos Aires, Argentina, was host for the 1990 South American Championships. Forty-nine teams attended the event with 26 Argentinian, 12 Uruguayan, 11 Brazilian, and 2 Paraguayan. The presence of many Snipe champions created a level of competition equal to a Worlds, especially when you consider that the entries to the Worlds are limited to only two or three entries from each country, while this event is open to all.

Take a look at some of the superstars who were on hand: Ricardo Fabini and Harold Meerhoff of Uruguay, 1989 World Champions; Horacio Carabelli of Uru-

guay, 1984 and 1986 Junior World Champion; John MacCall of Argentina, 1984 Western Hemisphere and 1988 South American Champion; Carlos Wanderlay of Brazil, 1984 South American Champion; Marco Aurelio Paradedo of Brazil, 1976 Western Hemisphere Champion; Alejandro Carluccio of Uruguay, 1986 South American Junior Champion; Pedro Sisti of Argentina, 1979 South American Champion.

Following a strict measurement session which included Moment of Inertia tests and weighing of all boats, the first race was sailed under sunny skies with light breezes.

At the first reaching mark the leader was Carluccio and crew, Alexis Boismenu of Uruguay, followed by the Longarella brothers of Argentina, Eduardo Lozano and Juan Guzman of Argentina and the veteran Pedro Sisti with crew Sparvieri, also of Argentina. Lozano passed Longarella at the next mark and then Carluccio was passed by both Sisti and Lozano. Carluccio made a good move as the lead pack approached the finish line and regained the lead. He was followed across the line by Sisti, Lozano, Santiago Lange with crew Julio Saubidet, Longarella, Mac Call and Carabelli.

Moderate breezes prevailed for the second race and after a beautiful start a tight group of Gonzalo Campero with crew E. Racilla of Argentina, Lange, Parada and Molla of Argentina, Carluccio, and E. Du-

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four with crew Marias Blanco of Argentina were among those fighting for the lead. At the finish it was Lange followed by Mac Call, Campero, Carluccio, Revora, Fabini, Carabelli. The third race was sailed in similar conditions of lazy winds. After a good start, Mac Call led at the windward mark, followed by Carabelli, Lange, Campero, and Argentina's Axel Rodger with J. Quiroga crewing. This group held position for most of the race until Lange made a move to take the victory with Mac Call in second, Carabelli third, followed by Campero, Longarella, Rodger and Paradedada, in that order.

Axel Rodger led most of the fourth race and took the bullet, followed by Parada, Soubio, Campero, Lozano and Carabelli. There was trouble at the start of the fifth race, as the low winds and strong currents resulted in a dozen anxious teams going over the line early. The Race Committee called them back, but only six returned and started properly.

The wind died even more and a long line of boats arrived at the mark in slow motion, with Master Sniper Nils Ontergren and crew Jose de Agaujo of Brazil in first, followed by Carluccio, Mac Call, Carabelli and Rodger. In a few minutes the wind came down to a solid calm and the neurotic atmosphere caused some nervous systems to blow up among competitors. Finally, a light breeze entered from the south and then began a splendid show of good seamanship and strategy.

Some sailors succeeded in improving their positions, and Mac Call passed to first, Carluccio to second, and Paradedada to third, followed by Wanderley and Carabelli. On the final leg Carluccio took the lead and the win, followed by Mac Call, Carabelli, Wanderley, Paradedada, Rodger and Brazil's Felipe Echenique with crew E. Montag. The sixth race was cancelled for lack of wind.

Carlos Wanderley was the winner of the Masters trophy, followed by the always-young Bibi Juetz of Brazil with crew Noel Ferreira and the legendary "BeBe" Sanjurjo and crew Raul Alsina in third.

### SOUTH AMERICAN JUNIORS

This regatta was sailed a few days before the Senior Championship, with thirteen teams from Argentina, Uruguay, Brazil and Paraguay competing for the second running of this event. Defending Champions Alejandro Carluccio and crew Harold Meerhoff presented the Yacht Club Uruguayo trophy to the 1990 Champions, Rafael Paradedada and crew Fernando Alves of Brazil. Cristobal Saubidet and crew Andres Onia from Argentina took second.

### 1990 SOUTH AMERICAN CHAMPIONSHIPS Yacht Club Olivos Buenos Aires, Argentina

#### Top 25 of 49 Entries

Finish	Skipper	Crew	Nation	Points
1	Horacio Carabelli	Luis Chiaparro	Uruguay	49.1
2	Axel Rodger	Jorge Quiroga	Argentina	52.4
3	Alejandro Carluccio	Alexis Boismenu	Uruguay	56
4	John Mac Call	Pablo Contourie	Argentina	63.7
5	Eduardo Lozano	Juan M. Guzman	Argentina	65.7
6	Gonzalo Campero	Eduardo Racilla	Argentina	67
7	Francisco Campero	C. Saubidet	Argentina	68.7
8	Marco A. Paradedada	Henrique Bergallo	Brazil	81
9	Hector Longarella	Hugo Longarella	Argentina	85
10	Santiago Lange	Julio Saubidet	Argentina	88.8
11	Raul Revora	Martin Agnolletti	Argentina	90
12	Pedro Sisti	Juan Sparvieri	Argentina	92
13	Luis Soubie	Maria Soubie	Argentina	97.7
14	Carlos Wanderley	Bruno Schulzer	Brazil	102
15	Enrique Pittaluga	Christian Onis	Argentina	112
16	Felipe Echenique	Eduardo Montag	Brazil	118
17	Mariano Parada	Joaquin Molla	Argentina	119.8
18	Esteban Dufour	Matias Blanco	Argentina	120
19	Rodrigo Riesgo	Ivan Dumaniuk	Argentina	135
20	Ricardo Fabini	Harold Meerhoff	Uruguay	139.5
21	Christopher Schewe	Fernando Viane	Uruguay	146
22	Diego Garcia	Rafael Millot	Uruguay	150
23	Andres Wahrlich	R. Schnarndorf	Brazil	152
24	Alejandro Noe	Christian Noe	Argentina	157
25	Bibi Juetz	Noel Ferreira	Brazil	164

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**September 30-October 1**



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# RUSH CREEK GETS READY

## for the Nationals and Masters

### HISTORY:

Snipe Fleet #715 is a local offshoot from the fleet where it all began: Fleet #1, located on White Rock Lake. Historians generally attribute the birth of fleet #715 to Greg Gust being hit with one too many traffic tickets while in White Rock Park (turning right, parking on the grass, improper use of a seat belt, etc.). Somewhere along the line (perhaps the result of a statute of limitations) Greg wisely decided he should be doing his sailing within walking distance of his house and moved his Snipe to Lake Ray Hubbard.

For awhile, the only way to sail against Greg was to go out to Lake Ray Hubbard and so, one by one, a few White Rock Snipes migrated 20 miles to the East and Fleet 715 was underway. Today, Snipers have a choice between White Rock—and its history, convenient urban location, flat water and mind-boggling wind shifts—or Lake Ray Hubbard with its more open wind and water, coupled with the RCYC “yacht club” environment and rural setting.

### OFFSHORE:

Lake Ray Hubbard is a large extended lake with an excellent 2.5-mile circular section near the club that we use for our racing area. Wind and weather conditions for the two regattas are expected to be moderate. Climatological surveys indicate southerly winds, 8-15 mph, with daytime temperatures of 75-85 degrees. Evening lows could reach 60. Dallas can experience some frontal systems moving into the area during October, in which case the wind may build to a brisk 20 mph and produce a medium chop. When scheduling the regattas, we chose the cooler and steadier wind of early October over the warmer and lighter wind conditions of September.

### HOUSING:

The club is approximately 25 miles east of downtown Dallas. You have three basic housing options: You can stay in the homes of local sailors near the club, local sailors living in Dallas, or at roadside motels somewhere in between.

Some social activities will be at the club but some will be in Dallas. Most *apres-sail* nightlife will be found in Dallas. The club is 25 to 50 minutes away from such nightlife. Conversely, the club is the same



*Rush Creek offers excellent dock facilities...*

*...and extensive parking.*



distance away from sailors living in Dallas. Bear in mind that no race will start before noon. As you can see, choosing a housing option could get complicated: you might consider constructing a Venn diagram or consulting the I Ching.

#### ONSHORE:

Rush Creek Yacht Club is a non-profit organization which, according to our by-laws, "is dedicated to encouraging the sport of yachting and the science of seamanship." However there are times, usually in the clubhouse, that a great deal of sport in on display that one would be hard-pressed to describe as science.

RCYC has had a long-standing commitment to continued development of first-

class racing programs and facilities. As a result, our race management personnel and equipment, ramps, hoists, docks, large parking areas, pool and tree-covered deck area, clubhouse with bar and grill, locker rooms with showers, and a recent breakthrough in the ongoing war against fire ants, all come together to offer our members and guests perhaps the finest sailboat racing in the Southwest.

#### FOR MORE INFORMATION:

Write to Fried Elliott at 811 Knott Place, Dallas, TX 75208, or call him at (214) 941-3807 for further information concerning the regattas, housing, or those troublesome Venn diagrams.

#### TENTH FINNISH CHAMPIONSHIP TITLE FOR HAKAN BJURSTROM

Keuruu, Finland—The Finish Nationals were hosted by a new small club, Sail 88, on the sunny Lake Keuruu in the middle of Finland. 27 Snipes attended the regatta this year, and among the crowd was SCIRA Past-Commodore Per-Ole Holm, who was crewing for his former crew, Jocke Nyberg. The first two days offered strong winds which gave roaring reaches but also resulted in several capsized Snipes.

Brothers Hakan and Rikard Bjurstrom got the gun in the first two races and everything seemed to be going the same way as many times before. And so it did, as they won the third race and were second in race four behind Jouni Valli and crew, Marco Dahlberg. Several of the lighter crews elected to stay ashore this day and hoped for more moderate winds for the final day. Unfortunately their wishes were fulfilled too well! We had to wait 3½ hours for some wind and managed to sail only the fifth race, just within the time limit.

*by Roger Nylund,  
National Secretary*

*Rush Creek's clubhouse*



#### SNIPES GO OLYMPIC

Alamitos Bay, Calif.—Ever since the Pan-American Games in 1987, the Snipe Class has been included in the Olympic Classes Regatta at Alamitos Bay, California. The 1990 OCR was held on April 6-8, just in time for Circuit participants to regroup and do it again.

While the OCR is used by the U.S. Olympic Committee as a ranking event for many of their classes, the Snipes use this event as an opportunity to prove how cool the Class is. While the Olympic sailors were busy working on their boats, practicing hard and going to bed early, the Snipers were late in the mornings, spending heavily at the club bar, and the last ones to leave the yacht club at night. In fact, it is widely believed that the increased bar revenues is one reason that the Snipes were invited to participate.

This is a first-class event. Three race courses fielded the 180-plus boats, with the twenty-five-boat Snipe fleet on the prized Bravo course with the 470s, Finns and Europe classes. This course is outside the breakwater and away from traffic, offering a nice chop/swell and good winds. The Snipe sailors had the opportunity to watch the Europe, the newest of the Olympic Classes. This class has brought women back to yachting, which is a wonderful thing. The boats are a Smurf-Finn and look plenty fun.

Consistent sailing by Craig Leweck and crew, Eric Krebs, of San Diego, gave them the win. They never

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finished out of the top three, allowing them to sit out the final race of the 7 race, one throw-out event. However, the two San Francisco boats proved that they were always worth worrying about. Mark Rastello with local Long Beach gal Roby Garrison crewing, and Jim and Lynne Grubbs, won two races each, but their trouble in the breeze was usually their downfall.

The morning races were light and the afternoon races were breezy. These San Francisco boats were sailing quite light compared to heavyweights Leweck and fourth place finisher Jeff Lenhart (perennial heavyweight!) with crew Lisa Griffith, so they seemed pretty quick at times. But then again, they also seemed to heel a lot, too.

"Tree" and Claudia Dodson took the greatest fall from grace, from co-leaders after day one, to eventual fifth place overall. Returning from a three-year tour of flying Navy jets (zero sailing!) in Spain, Hal Gilreath debuted in the 1990 OCR for a sixth place overall. You might remember Hal as that nice guy from Atlanta who became a collegiate All-American at the Naval Academy, won the circuit with Leweck in 1986 and the Frigid Digit on his own, and then disappeared. Well, Hal is back, living in Washington D.C. and making plans for the U.S. Nationals in Annapolis. Tough luck, East Coasters!

by Craig Leweck

**Plan your costume now  
for the  
Halloween Regatta!**

## FINNISH NATIONALS

Keuruu, Finland

June 29-July 1, 1990

### Top 12 of 27 Boats

Finish	Sail	Skipper/Crew	Club	Places	Points
1	26645	H. Bjurstrom/R. Bjurstrom	N	1-1-1-2-1	0
2	27231	Carpelan/Wegelius	HSK	2-6-2-3-2	14.7
3	27232	Valli/Dahlberg	N	3-3-4-2-DNF	19.4
4	26921	Hallavo/Tornroos	VVP	5-9-3-5-4	33.7
5	26646	Lahti/Heljo	N	6-2-8-DNC-3	34.4
6	26650	S. Valjus/R. Valjus	OPS	4-5-6-4-6	37.7
7	27277	M. Holm/Metsa	GSF	DNF-4-9-7-9	51.0
8	5604	Karlisson/Lehto	N	11-13-7-6-DNF	60.7
9	25138	Aavisto/Vaananen	JVS	15-12-13-15-7	71.0
10	25469	Rasanen/Muikku	RIPS	17-8-12-10-21	71.0
11	19677	Kokkonen/Jarvinen	HSK	13-14-11-13-12	73.0
12	25043	Sohlman/Kapparn	N	16-15-DNF-8-11	74.0

## ALAMITOS BAY YACHT CLUB OLYMPIC CLASSES REGATTA

April 6-8, 1990

### Top 10 of 25 Boats

Finish	Skipper/Crew	Places	Points
1	Craig Leweck/Eric Krebs	2-3-3-3-1-3-DNS	23.1
2	Mark Rastello/Robin Garrison	3-11-1-1-11-2-5	35.7
3	Jim and Lynne Grubbs	1-4-6-2-8-8-1	36.7
4	Jeff Lenhart/Lisa Griffith	5-6-9-7-2-1-2	40.7
5	Keith and Claudia Dodson	4-1-4-10-3-7-6	46.4
6	Hal Gilreath/Jenny Dyer	6-12-PMS-4-6-4-4	65.4
7	Robin Gales/Nadine Franczyk	11-2-8-9-15-5-9	74.0
8	Jeff McDermaid/Doby Byers	10-7-12-5-4-13-11	82.0
9	Gregg Morton/Susan Hart	7-9-7-8-12-17-8	87.0
10	Chuck Tripp/Leslie Tripp	15-10-3-15-14-9-12	95.7

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## Sanctioned Snipe Regattas

AUGUST 4-5, 1990 LAKE ONTARIO OPENS, Newport Y.C., George Hock, 92 Wildmere Rd., Rochester, NY 14617 USA, 716-423-3359

AUGUST 4 & 5, 1990 NEW ENGLAND CHAMPIONSHIPS, Andy Pimental, 593 Wapping Rd., Portsmouth, RI 02871, USA, 401-253-6636

AUGUST 11 & 12, U.K. EAST COAST CHAMPIONSHIPS, John Broughton, SCIRA U.K, 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 11 & 12, 1990 WINCHESTER INVITATIONAL, Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890, USA, 617-729-2423

AUGUST 11 & 12, 1990 MICHIGAN STATE OPEN CHAMPIONSHIP, Jerry Lohmeyer, 1768 Roslyn Rd., Grosse Pointe Woods, MI 48236, USA, 313-881-2738

AUGUST 18 & 19, CANADIAN NATIONALS, Bronte Harbor Yacht Club, Jack Mitchell, 567 Plains Rd. West, Burlington, Ontario, L7T 1H1, Canada, 416-529-6564

AUGUST 18 & 19, 1990 MIDWESTERN CHAMPIONSHIPS, Robert Fusco, 324 N. Dellrose, Wichita, KS 67208, USA, 316-684-9690

AUGUST 22 THRU 28, EUROPEAN CHAMPIONSHIPS, SCIRA Portugal, Oporto, Portugal, Contact SCIRA Portugal for further information

AUGUST 25, 1990 DISTRICT THREE JUNIOR CHAMPIONSHIPS, Matt Heywood, 1004 Miner

St., Ann Arbor, MI 48103, USA

AUGUST 25 & 26, 1990 CARLYLE SILVER CUP, Ray Sepanski, 7781 Wooddale, St. Louis, MO 63121, USA, 314-524-1069

AUGUST 25 & 26, 1990 BOARD OF GOVERNORS REGATTA, Lou Aquavia, 61 Thorson Rd., Oxford, CT 06483, USA, 203-888-0074

AUGUST 25 & 26, 1990 ROCKY MOUNTAIN CHAMPIONSHIPS, Roy Kent, 1190 Glencoe, Denver, CO 80220, USA, 303-322-1938

SEPTEMBER 4-9, 1990 JUNIOR WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, entries limited to two per nation.

SEPTEMBER 8-9, 1990 INDIANA OPEN, Larry Lasek, 612 Conner Creek, Fishers, Ind. 46038 USA, 317-578-0038

SEPTEMBER 11-15, 1990 MASTERS WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, FAX: 34-68-21-50-44

SEPTEMBER 15-16, MYSTIC LAKE OPEN/ CALL OF FALL, Martin Fraser, 30 Ronaele Rd., Medford, Mass. 02155, 617-395-3116.

SEPTEMBER 15-16, 1990 COLUMBUS OPEN, Brad Warne, 7000 Constitution Place, Worthington, Oh. 43085 USA, 614-436-4725 or 614-221-2410

SEPT. 16 & 17, 1990 JOE RAMEL MEMORIAL REGATTA, Carl Chinnery, B-4, Lake Lotawana, MO 64063, USA, 816-578-4810

SEPT. 22-23, 1990 BATTLE OF ATLANTA, Thomas Payne, 4096 Chestnut Dr., Flowery Branch, GA 30542, USA, 404-287-8405

SEPT. 22-23, 1990 NORTHWEST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

SEPT. 22 & 23, OHIO OPEN STATE CHAMPIONSHIP, Duane H. Smith, 3455 Bancroft Rd., Akron, OH 44313, USA, 216-896-4200

SEPT. 22-23, 1990 LONG ISLAND OPEN, CALL OF FALL, Ron Hill, 4 4th St., Stamford, CT 06905, USA, 203-967-2332

SEPT. 29-30, 1990 OXFORD INCIDENT/ ACCIDENT, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238, USA, 513-451-5508

SEPT. 29-30TH, 1990 FRIGID DIGIT, Doug Heussler, 1636 Ridout Rd., Annapolis, MD 21401, USA, 301-757-5173

SEPT. 29-30, 1990 RONALD C. PRIME MEMORIAL, Sandra Czibik, 27 Poor Richards Dr., Bow, NH 03301, USA, 603-226-0231

SEPT. 30-OCT. 3RD, 1990 U.S. MASTERS CHAMPIONSHIP, Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 3-6, NORTH AMERICAN CHAMPIONSHIPS, Rush Creek Y.C., Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 6 & 7, 1990 NEW JERSEY OPEN—CALL OF FALL, John Marx, 448 W. Shore Trail, Sparta, NJ 07871, USA, 201-729-0313

OCT. 28 & 29, 1990 HALLOWEEN REGATTA, Kathy Bronaugh, 3735 Hunting Ridge Dr., Lilburn, GA 30247, USA, 404-972-4455

NOVEMBER 17-25TH, 1990 WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Buenos Aires, Argentina, FAX: 00541-313-7267

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MCLAUGHLIN 23187—Green hull, white deck and bottom, Harken blocks, Shore sails in excellent shape. Comes with trailer, top and bottom covers. \$2,100. Fred Kinkel. Home: 513-232-7445 Work: 513-762-2431 (a)

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*Juniors David and Michelle Crouch, along with 21724 John Fish and Ian Meike, both of Blue Circle, keep to the north bank out of the flooding tide at the Southeasterns.*

**1990 UK Southeastern Championship  
June 23-24, 1990**

Finish	Boat	Skipper/Crew	Club
1	26671	Peter Wolstenholm/Alan Williams	Blue Circle
2	27331	John Sewell/Ian Sinclair	Maldon
3	20557	David/Michelle Crouch	Blue Circle
4	21652	Peter Frost/Richard Hawes	Stone
5	26611	Eddie Wetheral/Ian Varley	Maldon
6	21724	John Fish/Ian Meike	Blue Circle
7	21912	John Leeder/David Chappel	Maldon

**ERITH YACHT CLUB  
REBUILDS, HOLDS OPEN**

ENGLAND—Erith Yacht Club held its first open in honor of its regaining fleet status, on June 10; it first received a Snipe charter on the June 26, 1963. Over the last ten months it has rebuilt its fleet to a strength of seven boats.

The racing took place on the River Thames off the club ship Folgefonn, a retired Norwegian car ferry. The open attracted crews from Stone, Budworth, Blue Circle and Erith.

The racing was dominated by national champion Peter Wolstenholm/Alan Williams with Peter Frost/Tony Southwood barking at his heels. Popular figure Andy Thomas pushed Peter to the limit in the first race, only losing out to Peter by half a boat length at the finish.

The afternoon race was more spread out, and was made more of an international affair by the arrival of the French navy and two large Dutch sea tugs. Friendly waves were exchanged by the helms of the vessels. Peter Wolstenholm won the second race with Peter Frost second.

Lionel George, commodore of Erith Yacht Club, took part with Brian Elliston (Sniffer) as crew. Lionel had the second Snipe at Erith in 1963 and gave up Snipe sailing in Denmark in the seventies. He has now bought another Snipe, and in his first open claimed the Danson Park Marine Trophy for highest-placed Erith boat. We all thought though that his purple wet suit made him look rather sweet.

The prizes were presented by Ann Finck, one of the senior members of the club and ex-Snipe sailor. The friendly nature of Snipe racing was reflected by the prizes given. There were prizes for oldest helm, youngest crew, first married couple, last place and first place. Everyone received Erith Yacht Club fermenting friendship cakes to make over the next ten days, which caused much amusement.

Erith thanks all those who came and supported the event and hopes to see them all next year. Erith crews are now getting ready to compete in France, Belgium, Spain, and Orkney.

*George Mees*  
Fleet Captain Fleet 563

**U.K. SOUTHEASTERN  
SNIPE CHAMPIONSHIP**

England—Over the weekend of June 23-24, the Maldon Snipe Fleet hosted the 1990 Southeastern Championships. For this event the contesting French crews meet up in Paris on Friday afternoon, and, forming a convoy, drive to the French Channel ports to be ferried across to the U.K.

This year, DISASTER! The ferry crews were on a "lightning strike". Frantically driving from the port of Calais, south to Boulogne and then Le Havre, they were in hopes of picking up a crew not on strike...but to no avail. Early Saturday morning a telephone call from the French National Secretary's wife gave the bad news: The French crews would not be over.

With this disappointment the first race got underway. In high winds that lasted throughout the two days of racing, crews were extended to their full limits, while equipment came under great pressure. The four races showed how Peter Wolstenholm has become unstoppable to date. With clear leads he took all races, as he and crew Alan Williams fought off the high winds and heavy seas. Junior, David Crouch, with his younger sister, Michelle, did very well to meet all the conditions sent, while the other junior crew, James Harding and crew, Andrew Kite equally faced the tough racing, as did the "Etherington Brothers" of the home fleet.

The Championship returned a friendly, social weekend, reflecting the image that is so renowned for the Class...a family gathering.



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### 1990 Erith Open Results

1. Peter Wolstenholm/Alan Williams, Blue Circle: 0
2. Peter Frost/Tony Southwood, Stone: 8.7
3. Andy Thomas/Michael Chapman, Dover/Erith: 11
4. Alex Lewin/Mark Lawry, Stone: 17.4
5. John Fish/Ian Meikle, Blue Circle: 18
6. Lionel George/Brian Elliston, Erith: 21.7
7. Gavin Watkins/Derek Butterfield, Stone: 27
8. George Mees/Sarah Mees, Erith: 30
9. Julie Smith/Ian Emmery, Erith: 32
10. Steve Wilson/Malcolm Duck, Blue Circle: 32
11. Mark Antonelli/Leslie McWilliams, Budworth/Erith: 32
12. Geoff Parsons/Geoff & Robert Parsons, Erith: 36
13. Tony Ferminger/Stan Paine, Erith: 36

Oldest helm: John Fish, Blue Circle  
 Youngest Crew: Geoff and Robert Parsons



Juniors James Harding and Peter Kyte did well to claim fifth overall at Broadstairs.



"Sharing the gossip of the day": Jo Broughton, wife of European Secretary John Broughton, and Sue Harding, wife of Broadstairs Snipe Fleet Captain, Keith Harding

### LOTS OF SUN AT BROADSTAIRS OPEN


ENGLAND—The Broadstairs Snipe Annual Open drew crews from the Home Club, Budworth, Blue Circle and Stone. The two-day event was raced in light winds and a smooth sea, with the sun in attendance through the regatta.

Peter Frost's old danish skipper, 21652 Scorpio, set the pace in race one with a clear lead over Peter Wolstenholm's McLaughlin, 26671, who had to settle for second place. The Saturday's two races finished with Peter Frost and Peter Wolstenholm on tie points while Tony Statham, of Budworth, was next in line, with Gavin Watkins, under the stone burgee, coming next highest.

Sunday brought close exciting racing but the final race would have to be a disaster for Peter Frost if he was to lose overall first. Though Peter Wolstenholm took first in the final race with Peter Frost getting second, it made no difference to the result; Peter Frost and Gillian Frost had won the Broadstairs Open.

#### Final Overall Placing: First Seven

1. 21652 Peter Frost — Gillian Frost Stone Fleet
2. 26671 Peter Wolstenhold — Nichlas McDonigal Blue Circle Fleet
3. 20184 Tony Statham — Alan Williams Budworth Fleet
4. 20247 Michael Fish — Emma Pearce Blue Circle Fleet
5. 27001 James Harding — Peter Kyte Broadstairs Fleet
6. 19084 Gavin Watkins — Gareth Davies Stone Fleet
7. 21724 John Fish — Ian Service Blue Circle Fleet




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# Fisher Sails 1989 Results

Snipe Nationals  
Heinzerling Series - 3, 4, 5  
5 out of Top 10 boats!  
Wells - 1, 2\*, 3, 4, 5

District 1 - 1

District

**NEWS FLASH!**  
Early 1990 Fisher Results

1st-Bacardi (Nassau)  
1, 2, 3, 4, 5-Bermuda Race Week  
1st-Chesapeake Olympic Regatta

( ) - 1, 2

Norwegian Nationals - 1

French Nationals - 1

Northeasterns - 1, 2, 3, 4

Kelly Trophy (Nassau) - 1

Gamblin Trophy  
(Nassau) - 1, 2

Bacardi (Nassau) - 3

Clearwater - 3, 4, 5  
11 out of Top 18 boats!

Don Q - 4, 5, 6  
9 out of Top 16 boats!

\* Partial Inventory



Photo by Frank Zagarino

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