



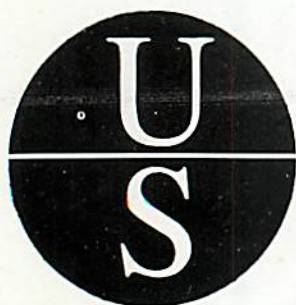
# SNIPE

## BULLETIN



DECEMBER 1985





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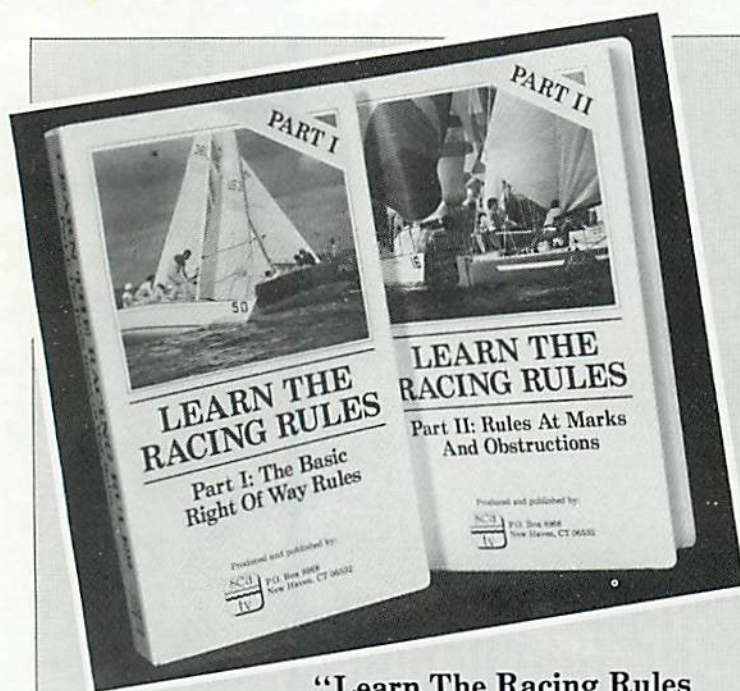
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## Fleet Building — How To Win At Musical Chairs

"A weekly 'musical chairs' game on the school playground without the candles and cake could get dull real fast. It happens in one-design racing as well," said Bob Johnstone, the marketing genius behind the phenomenally successful J-Boats, illustrating the importance of a social program in the success of any fleet. Johnstone's seminar on sailboats and market share was delivered at the USYRU meeting at Lake Lanier in October. He outlined his own fleet's program of rebuilding from a half-dozen boats in 1980 to almost 30 in the current season. Here are some of his suggestions which he first presented in the April issue of the J-24 Magazine. They have been somewhat modified to suit Snipes.

**I. THE FLEET CHAMPIONSHIP:** Nine potluck suppers preceded by two short summer weekday evening races. Before the season starts the dinner schedule is distributed so that everyone knows who is the host, and what is to be brought. This social commitment is as important as showing up on the starting line.

An important educational feature of dinner can be the "winner's roast," whereby each race winner must answer questions and describe the tactics and sail trim used.

**II. SPECIAL EVENTS:** (A list which can be modified to suit every fleet)

**FULL MOON WINE & CHEESE:** A monthly occasion from June through September, with a course designed to enhance the view of the moonlight reflections.

**FLEET CRUISE:** Overnight to a distant harbor, camping, racing both ways, with a shore party at the destination. (This might require shore support; modified to a tail-gate picnic).

**CHAMPIONSHIP OF CHAMPIONS:** Lend boats and crews to other fleet champions. This could be a promotional event for the local fleet.

**PLANNED MONTHLY OFF-SEASON GET TOGETHERS:** Can be varied; planning meetings, bowling nights, sailing movies, potlucks, etc. The key is a preannounced plan with an events chairman assigned to each.

### III. NEW MEMBER ASSISTANCE PROGRAMS:

List of names, addresses, phones, sail numbers of each fleet member.

Fleet Annual Plan of get togethers.

Fleet and District racing schedule.

Regatta entry information.

Big Brother/Sister Assignment of a cur-

rent fleet member to a new fleet member for introductions and advice.

**IV. FLEET SUPPORT OF DISTRICT OR REGIONAL ACTIVITIES:** The first priority goes to the fleet. The next level of competition and activity may be of interest to fewer owners.

**DISTRICT/CIRCUIT/and OTHER CHAMPIONSHIPS:** Make sure your schedule is not in conflict with major championships which fleet members will want to attend.

**SEASON OPENING SEMINAR "ON THE WATER":** Designed as a learning session in addition to being the first area race. Someone in a launch gives tail-enders instruction during the race. On-land seminars and open protest meetings further the process. Refreshments are available at a nominal fee.

**V. COMMUNICATIONS:** A simple fleet newsletter announcing forthcoming events, or reminding people of events previously announced in the fleet annual plan. May be typewritten and xeroxed. Once per month is sufficient.

**SEND INFORMATION TO DISTRICT GOVERNOR:** Send regatta information for the District Newsletter.

**SEND STORES, PICTURES, AND FLEET REPORT TO THE OFFICE:** Members like to see their regatta reported in the magazine. It builds fleet pride to see their activities covered.

**SEND OR CALL RESULTS AND EVENT NOTICES TO LOCAL AND AREA PRESS REPORTERS:** Invite them to cover local events and major regattas.

## BASIC SNIPE SAILING MANUAL

Sam Chapin's handbook, written twenty years ago — revised and brought up to date in a new format. Intended for the beginning Snipe sailor or crew. Glossary of nautical terms; knots with illustrations; boat handling; tacking; running; reaching; jibing; heave-to; capsize; racing rules; thumbnail tactics; Snipe measurements. Invaluable — still not complicated. \$3.00 per copy — \$20.00 for 10. From SCIRA only.

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# SNIPES BULLETIN

(USPS 611-500)

SNIPES CLASS  
INTERNATIONAL RACING  
ASSOCIATION

DECEMBER 1985

Volume XXXIV No. 12

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Contract rates furnished upon application.

**SUBSCRIPTION**  
\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIPES BULLETIN.

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

## Gayet Named National Secretary for Paraguay

Bertrand Gayet was elected National Secretary for SCIRA/Paraguay in August. Bertrand, who replaces Juan Scarpetta, has served as National Secretary, Hemisphere Secretary, and chairman for many international events held in Paraguay in recent years. He reports:

"We are doing better, since 2 or 3 months we have in our club (Yacht Club Ypacaray) 3 or 4 Snipe sailing every weekend. Listen: they are all juniors from 13 to 16 years old! To me it is a very important progress, I am sure you agree with me.

"I dedicated myself to get boats which were not sailing to be bought by new people; it is not easy, but it is working... By the end of the summer we should be around 18 to 20 Snipes sailing in Paraguay."

Our thanks to Johnny Scarpetta who was National Secretary during the 1984 Western Hemisphere Championship. We welcome Bertrand, whose enthusiasm for Snipe sailing continues to be the force behind the class in Paraguay.

Bertrand's address is: Algodonera Guarani S.A., Casilla de Correo 787, Asuncion.

## Chile Changes National Secretary

Jaime Monsalve Espinosa has resigned as Chilean National Secretary due to personal responsibilities. His replacement is Roberto Vega Blanco, Perrin y Cia Limitada, Linecoyan 533, Concepcion, Chile. Roberto hopes to reorganize and revitalize the Class, and have representatives at the World Championship in Argentina.

## New Officers Elected For Europe

Antonio Roquette has been elected to serve as Vice-Secretary for Europe until the next European Championships in 1986. He replaces Erling Olsen who, as a boat builder, is prohibited from serving as a voting member of the Board. Erling will continue to serve SCIRA as Technical Secretary for Europe. Fco Gines Perez Lopez of Spain was elected to complete Roquette's term as South European Secretary.

This special election was held at a meeting at the Junior European Championship at Club Vela Atlantico, Porto, Portugal.

## Mystery Winners — 1984

To give credit where it is due we need to know the identity of some trophy winners from last year. All these championships and dates are from 1984.

If you were the winner, or just a regatta chairman whose publicity department failed to get the information to the office please let us know who won:

**NORTHEASTERN INVITATIONAL** — June 9-10, at Lorain, OH.

**OHIO OPEN** — July 30-31, Lorain, OH, both Ohio State and Acton Trophies.

**DISTRICT III JUNIORS** — August 11-12, Gull Lake, MI.

**CRANE BOWL** — Date not known, New Jersey State Championship.

**CALL-OF-FALL** — Cumulative trophy for District I Fall series.

**SOUTHERN CALIFORNIA TRAVEL TROPHY** — Cumulative trophy for Southern California series.

## Bragging Rights

We are always proud when Snipe sailors show their excellence on other courses, and are happy to share the news: As we go to press, we have just learned that U.S. Snipe Champion Steve Rosenberg is the winner of the U.S.Y.R.U. Championship of Champions, sailed at Lake Norman, NC, in Highlanders. Details next month.

Congratulations to Cory Fisher of the Annapolis fleet, the 1985 United States Womens Champion. Cory won the Adams Cup finals in August.

Pacific Coast champion Mike Segerblom of Alamitos Bay, sailed a Snipe to its best-ever finish in *Yachting's* One-Of-A-Kind regatta, with a tie score for first place. Mike lost the tie breaker, and had to settle for second to the Taser crew, in the handicap scoring.

## THE COVER

Merry Christmas and a Happy New Year to the Snipe Class! Buzz Lamb photo shows a Snipe sailing toward the horizon on a silvery Lake St. Clair, site of the 1985 U.S. National Championship.

## THE SCORE

Sixty-seven numbers were issued last month with Japan taking 50, U.S.A. got 10 and 5 went to Brazil. Paraguay and Portugal each got 1. No new fleets were chartered.

**Numbered SNIPES — 26447**  
**Chartered Fleets — 795**



## A Hole In Our Pocket

A regatta report arrives in the daily mail; beautiful weather, fast boats, good organization, lots of fun, big turn-out, SCIRA is alive and well! Just a quibble; of the 40 boats registered, five haven't paid their dues. That's in excess of 10 percent of those sailing.

This isn't just one regatta, or one district, or one country. And it isn't just Snipes either, other classes have the same problem.

The solution: Ask for the money. If they can afford a tank of gas to get to the regatta they can afford dues. We are all friends, and friends shouldn't free-load on each other.

## National Secretaries Meeting, Portugal

National Secretaries Meeting, Jr. European Championship, Club Vela Atlantico, Porto, Portugal, August 29, 1985.

**PRESENT:** Louis-Paul Lamarque, General Secretary; Antonio Roquette, Secretary South Europe; Domingos Borralho, Portugal; Gerard Brossard, France; Fco. Gines Perez Lopez, Spain; Niels Kampmann, Denmark.

**REPORTS:** a) Lamarque reported lack of communication from many national secretaries. He attended both the European Cup at Rosignano Solvay, Italy and this Junior European's at Porto, Portugal, and was disappointed at the number of countries in attendance. Reasons given of conflicting dates and travel distance were not convincing. He feels that a secretary's meeting every two years is not enough, thus this extra meeting.

b) For South Europe Roquette reported that Angola should be back in SCIRA, especially to attend the European Juniors. Portugal reported that Mozambique should be interested also.

c) Spain reported the class in good health. Their only problem is in the exchange rate of the dollar in paying for decals.

d) Portugal reports an increase, with 25 new boats in 1985. Their relationship with Spain is good. They have economic problems in buying boats.

e) France reports fifty boats sailing. They are working hard on their junior program with some clubs sponsoring sailing schools. Some clubs, especially in the South-West, are working hard. The second-hand market helps. The federal policy is not a help because of their em-

phasis on windsurfing, keel-boats, and Olympic classes.

f) Fifty to seventy boats are sailing in Denmark, which is static for the last five years. In federal statistics Snipe is number five in the country. Next year they expect some sponsoring to permit more travel. Olsen is producing a new hull.

**ELECTION:** Erling Olsen, who as a builder could not vote as Vice-Secretary for Europe, has been elected Technical European Secretary. Although there was not a quorum present North and South Europe were present at the meeting. Louis-Paul Lamarque proposed Antonio Roquette as Vice-Secretary for Europe. His management of this Junior European Championship was so good that Lamarque said it should entitle him to this election.

Roquette accepted, but only until the Senior European Championship in 1986.

Roquette's election left vacant his position as Secretary for South Europe. The southern countries agreed to elect Fco Gines Perez Lopez of Spain to that position until the 1986 European Championship.

**CHAMPIONSHIP DATES:** a) European Championship — 1986: Santiago de la Ribeira, in the south of Spain (Mar Menor)

(Continued on page 6)

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## National Secretaries . . .

(Continued from page 5)

the first 15 days of September.

European Championship — 1988: It is Norway's turn. If Norway does not bid, a bid from Denmark will be accepted.

b) JR. EUROPEANS — 1987: Bid accepted from England. 1989 — Spain moved: to reduce travel fees, and promote our class in countries with few Snipes, and to have a maximum of countries present the championship should be organized in countries as: France, Netherlands, Belgium and Switzerland. Lamarque will have to contact them. Financing to be discussed.

SNIPER WORLDS: a) Senior Championship: 1985 Buenos Aires, Argentina. November 23-30. 1987 — France, Societe des Regates Rochelaises.

b) Jr. Championship: 1986 — Spain is interested in holding the championship at Real Club Nautico de Valencia. A firm bid is expected.

EUROPEAN CUP: In order to have more participation the national secretaries present proposed to organize this championship in the middle of Europe: France, Netherlands, Belgium, Switzerland. Lamarque will contact Belgium to try to organize the 1987 European Cup. It was also voted that the winner of the European Cup will qualify for the European Championship.

**REPORT FROM U.K. SECRETARY:**  
John Broughton's letter of August 5, 1985 about SCIRA South Africa was discussed.

Although there is a possibility of regaining participation by Angola and Mozambique, South Africa is considered a different case, not by SCIRA, but by some national Federations. John Broughton should push forward his contacts with the South-African sailor, and those present are not against a renewal of contacts with South Africa. This should be discussed by the Board of Governors in Argentina.

**MISCELLANEOUS:** Spain asked that a letter of protest be sent to countries not participating in the Junior European Championship, and that congratulations for organizing this championship be sent to SCIRA Portugal and club Vela Atlantico.

Spain suggested that it should be included in the Junior European rules that: if a country does not attend the Junior Europeans it would not be allowed to attend the Senior European Championship. This motion was asked in order to push every country to work hard in junior policy. Some countries could be angered but the survival of the class is in our juniors.

Denmark would like to have the age limit the same for the European Juniors as for the World Juniors.

The next meeting could be held in Argentina during the worlds.

Meeting adjourned.

## LETTERS

**Snipes in Japan . . .**

Dear Buzz:

Enjoyed talking to you last week after a gap of so many years.

I will report your suggestions about Japan's bid for the 1989 Worlds to Fujiya Matsumoto. Enclosed is a brochure describing the region where the Worlds would be held if Japan is selected. The Sea of Genaki looks like an ideal location for such an important event. A brand new shore facility will be finished in 1988.

In the meantime, Matsumoto-san is busy organizing the Western Hemispheres for next year, 1986. The sailing conditions near Enoshima are quite good for Snipes. The racing should be a good test of understanding wind patterns as a sea breeze approaches land and of boat handling.

Enclosed also is a letter to the *Snipe Bulletin* about the Japan Masters Regatta.

Anne and I look forward to seeing you next year during the Western Hemispheres.

Stovy Brown  
Tokyo, Japan

*Note: Stovy Brown, veteran U.S. Snipe sailor; he won the U.S. Juniors in 1957; now lives in Japan. See his report on the All Japan Masters Championship in this issue.*

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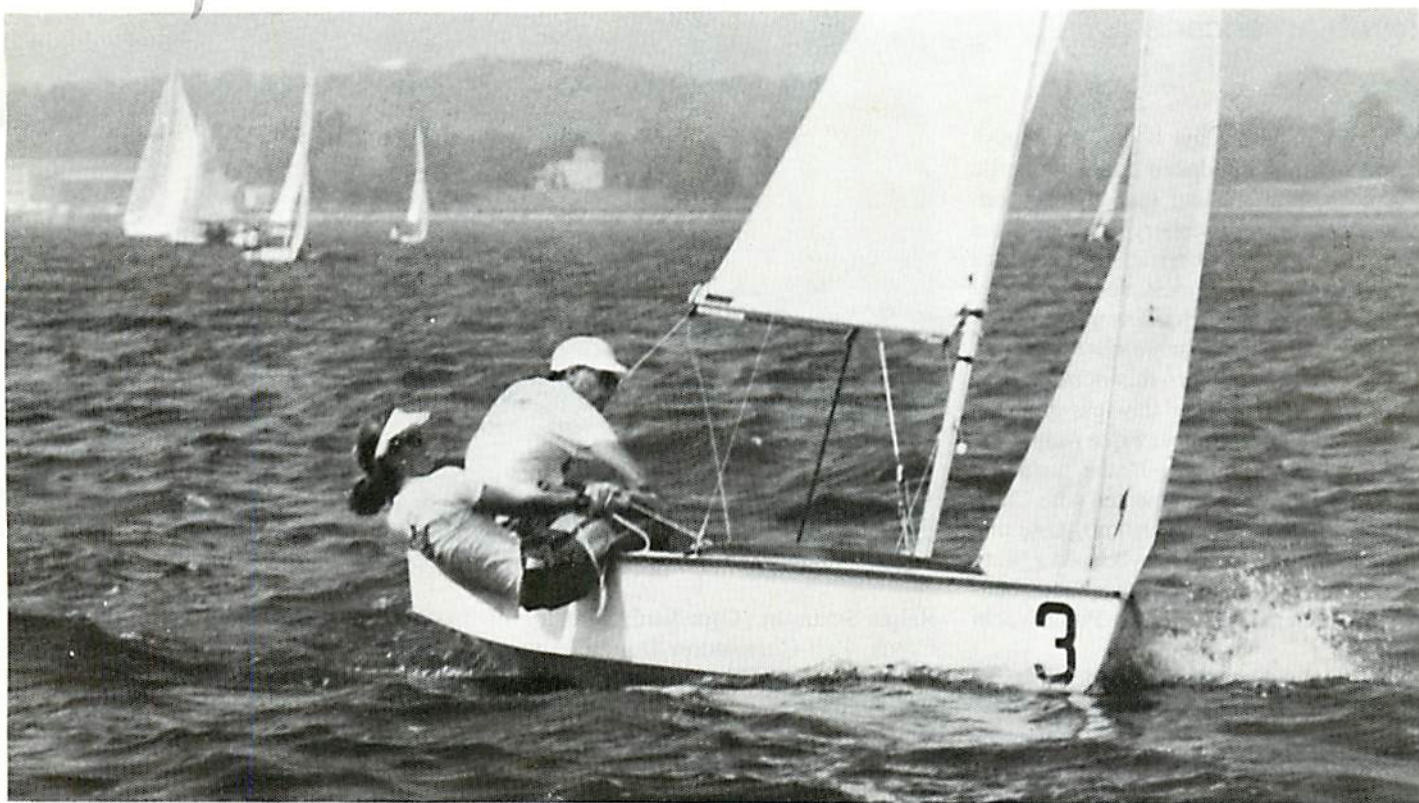
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I certify that the statements made by me above are correct and complete.  
(signed) Lowry Lamb





*The winners: Ed and Meredith Adams*

## THE NORTH AMERICANS One To Remember

*Ed and Meredith Adams repeat '81 and '83 victories.*

The Annapolis Snipe Fleet and Severn Sailing Association hosted the 1985 North American Championship on Sept. 19-21. Donated thirteen years ago by the Portage Lakes Yacht Club, the trophy is commemorative of SCIRA's second Executive Secretary, the late Birney Mills. In attendance this year were entries from Canada, Bermuda, Tennessee, Ohio, Rhode Island, New York, Michigan and California.

This year's championship was convincingly won by Ed and Meredith Adams. In replicating their earlier victories in '81 and '83 Ed and Meredith completed their "hat trick" with a consistent performance that included finishes of two firsts, a second, a third and a fourth for a total of 10½ points. As the six race series allowed a drop race they were forced to discard a ninth. With 67 high spirited entries slugging it out on the water the act of discarding a ninth was accepted with the usual Corinthian level of sportsmanship we have come to expect at good Snipe events. Fred Thurston immediately went to work on Ed's and Meredith's car tires, Id Crook

torched their sails while mumbling satanic incantations; and in the end a collection was taken up to send the talented winning duo on to the Beirut Opens later this year.

In the light to moderate winds that prevailed, Mark Reynolds sailed solidly. In a tight duel with Steve Callison, Mark overcame a PMS in the fourth race to finish 9½ points behind the Adams Family and a scant ¾ points ahead of Steve. Steve handled his television interview well. In answering an inquiry about his consistently high finishes in major regattas of late he serenely attributed his success to the combination of a high fiber diet and "Twisted Sister" recordings. The Reverend Jerry Thompson won all around honors by first sailing a borrowed boat to fourth place (narrowly edging out local Jonathan Bartlett), hearing confessions and selling indulgences at the beer truck, and rendering last rites to John Johns and Terry Timm who are soon to experience marital bliss. Impressive performance by a relative newcomer had to be Jens Hookinson who could not overcome some frustrating disasters

but won three races. Top woman honors went to local Cori Fischer, our current Adams Cup Champion. Doug Nugent was the first Canadian and Stephen Soares was the standard bearer for Bermuda.

John Bonds' good race management was evidenced by the occurrence of only one general recall and seven mark changes. Utilizing a mid-line boat on the starting line enabled the race committee to call the line accurately, avoiding a mid line sag (or bulge) and serial recalls that initiate the "one minute rule" peril that often results in congested line ends.

Competitors were treated to a welcome party on Thursday night that included catered munchies, a steel band from Trinidad, and a rum party courtesy of Pussers. In addition, LaBatts decided to introduce draft beer to the U.S. via this event and supplied a five tap beer truck for the entire event. Those who survived that holocaust were greeted by three good races on Friday, the last of which was sailed in the strongest air of the series (12-13 kts). The

*(Continued on page 8)*



## North Americans . . .

(Continued from page 7)

proximity of the top five boats on the finish leg of that race produced a tacking battle that seemed less a war than a synchronized ballet. First Rosenberg would flip and before his jib was sheeted Reynolds was over followed in quick succession by Fischer, Bartlett and Hookinson. With less than one and a half boat lengths separating each of the competitors this domino drill was repeated with near flawless precision more than a dozen times. Friday night the good times continued with the unending flow of cold beer complimented with Chesapeake Bay oysters and shrimp. Late that night Team Bermuda overwhelmed a fiery Team Canada to liberate the LaBatts banner for their bar at Spanish Point Yacht Club.

Only one race was sailed on Saturday as the fleet was forced to wait for the southerly to fill in and the 250 boats starting the Oxford race to clear out down the bay.

Many SCIRA illuminaries were in attendance including U.S. National Secretary



Start of fifth race in 1985 North Americans. Note the middle-of-the-line flag boat.

Ralph Swanson, Canadian Secretary Id Crook, Past-Commodore Doug DeSouza, Governors Jerry Thompson, Sam Mollet and Larry White. In a pleasant surprise Vice-Commodore Wayne Soares had flown in Friday with Carlos Bosch. "Boschy" had come primarily to demonstrate a new high tech device designed for

communication enhancement. Since being "networked" with this machine from Mars all telephone reception at the club resembles Cyndi Lauper gargling in pain.

After a chicken and rib dinner Saturday, Wayne presided at the trophy awards in his inimitable style that all those fortunate enough to experience Bermuda Race Week would remember and appreciate.

The evening dance was a blow out. No attempt to describe the mayhem would do it justice. You really just had to be there. Beyond the vision of sixty people all on their backs on the dance floor waving their arms and legs at the ceiling, Eric Purdon's unique "break dancing" style and Jerry Thompson's incredible body english to "Shout" was the scene I most remember. After the paddy wagons arrived I was attempting to mollify a nervous police sergeant and turned around and cringed to see that Craig Leweck had organized a long Can-Can line on the club balcony for the constable's benefit. I remember thinking then that one thing we had not done for this regatta was to put a bail bondsman on retainer.

I suppose a lot of things help make a good regatta. Planning, good personnel, and a lot of luck help. But this time there seemed to be some nameless intangible extra that sparked this event and made it special and memorable for all the participants.

For all those who have traveled here, and in some cases traveled a great distance — many of them regularly — the Annapolis Snipe Fleet sincerely thanks you. It is your continuing participation and encouragement that has made it important for us that you get the best we can offer. Come back and make it happen again!

Phil Richmond  
Annapolis Fleet 532

### NORTH AMERICAN CHAMPIONSHIP (Top 45 of 68 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26099	Ed Adams/Meredith Adams	Fort Adams SA	2-1-1-4-9-3	10.50	1
25815	Mark Reynolds/Scott Lindley	San Diego YC	6-2-6-dns-4-2	20.00	2
24608	Steve Callison/Jane Faust	Newport YC	5-3-2-1-11-15	21.75	3
20269	Jerry Thompson/Todd St. John	Alamitos Bay	16-9-12-2-13-4	40.00	4
25761	Jonathan Bartlett/Alex Stout	Severn Sailing	7-14-14-8-2-10	41.00	5
26289	Jens Hookanson/Jonathan Pope	Narragansett	1-dns-22-19-1-1	43.25	6
25220	Steve Rosenberg/Pat Muglia	Alamitos Bay YC	25-11-27-5-5	51.00	7
25460	Fred Abel/Dan Coughlin	Pine Beach YC	13-10-28-12-10-8	53.00	8
26109	Greg Fisher/Dick Mitchell	Hoover YC	23-5-11-14-3-28	56.00	9
25762	Cori Fischer/Michael Udell	Severn Sailing	18-4-48-10-8-17	57.00	10
25781	Eric Eifert/Lynn Eifert	Newport YC	19-20-41-3-7-14	63.00	11
25888	James Evans/Amy DeGozzaldi	Hoover YC	17-dns-29-7-6-6	65.00	12
25735	Doug De Souza/Mike McLaughlin	San Diego	3-31-4-31-15-18	71.00	13
25949	Christopher Snow/Cheryl Beck	Severn Sailing	22-7-20-15-dns-7	71.00	14
25977	Rick Merriman/Carol McBride	St. Pete YC	8-23-21-9-22-11	71.00	15
25731	Terry Timm/Kati Heywood	Barton Boat Club	26-17-9-13-19-13	71.00	16
25848	Craig Leweck/Beth Poort	Hoover YC	21-12-18-24-21-9	81.00	17
23624	Sam Mollet/Neil Gerren	Portage Lakes	9-8-15-27-36-26	85.00	18
23664	John Fry/Karin Fry	Severn Sailing	11-6-30-22-24-25	88.00	19
23749	Griff Hall/Mary Park	Severn Sailing	29-13-10-23-17-30	92.00	20
24116	Doug Nugent/Ken Mitchell	Oakville YC	15-32-16-16-dnf-16	95.00	21
26108	Paul Cannon/Larke Wade	Severn Sailing	27-22-7-11-45-19	96.00	22
24708	Joe Petrucci/Robin Greenberg		28-38-13-6-16-dns	101.00	23
26110	Rick Wood/Ned Goodman	Portage Lakes	10-dsq-5-41-26-21	103.00	24
25782	Dina Horwitz/Ted Hardenberg	Severn Sailing	4-25-37-30-14-32	105.00	25
26165	Eric Purdon/Linda Dull	Severn Sailing	46-28-8-29-12-34	111.00	26
25810	Rob Gorman/Wayne Huntley	NCYC	39-15-51-21-25-12	112.00	27
25764	Susan Dierdorff/Scott Taylor	Severn Sailing	20-37-17-17-28-dns	119.00	28
23182	Bob Blomquist/Marty White	Severn Sailing	34-21-3-33-34-33	124.00	29
26004	Lee Griffith/Karla Griffith	Pine Beach YC	45-33-23-18-18-39	131.00	30
19091	Peter Duvoisin/Jane Duvoisin	Privateer YC	35-16-43-32-47-20	146.00	31
26300	Bill Buckles/Tom Gonzales	Cleveland YC	dns-27-35-20-29-36	147.00	32
24633	Shawn Sullivan/Fran Pizzuto	Quassapaug YC	14-46-38-dns-32-22	152.00	33
23600	John Bonds Jr./Margaret Richardson	Naval Academy	30-36-34-35-40-23	158.00	34
26337	Nancy Luthy/Ken Campbell	Mt. Vernon YC	12-29-25-47-46-dns	159.00	35
26106	Chris Hains/Don Hains	Oakville Harbor	41-24-44-42-35-19	161.00	36
26779	Lorie Jones/Russ Snyder	Severn Sailing	dns-dns-26-26-20-27	167.00	37
23332	Rob Frechette/John Frechette	Portage Lakes	24-50-24-54-37-38	173.00	38
23622	Carl Cheney/Pat Cheney	Severn Sailing	40-26-54-40-23-45	174.00	39
24599	Joan Watts/David Krebs	West River SC	36-51-19-38-42-44	179.00	40
25777	Fred Thurston/Colin Marshall	Severn Sailing	37-18-31-50-44-50	180.00	41
23394	Bob Tan/Trey Peterson	Severn Sailing	44-30-45-46-33-31	183.00	42
23967	Jack Willy/Kip Willy	Lake Mohawk YC	31-43-47-28-39-dns	188.00	43
25989	Michael Coleman/Carsten Hansen		48-dns-40-34-27-41	190.00	44
23188	Hal Whitacre/Alison Whitacre	Severn Sailing	43-49-49-25-31-53	197.00	45



*"Poopsie" Blomquist enjoys a rib Saturday night.*



*Skippers meeting with Phil Richmond and John Bonds.*



*Terry Timm, Mike McLaughlin and Eric Purdon at the beer truck.*



*Right center: Preparing for the Masters, Rev. Thompson hears confessions for Fred Thurston, Eric Purdon, Hugh Donald and Bob Smith.*

*Id Crook, Canadian National Secretary, and past Commodore Doug DeSouza.*



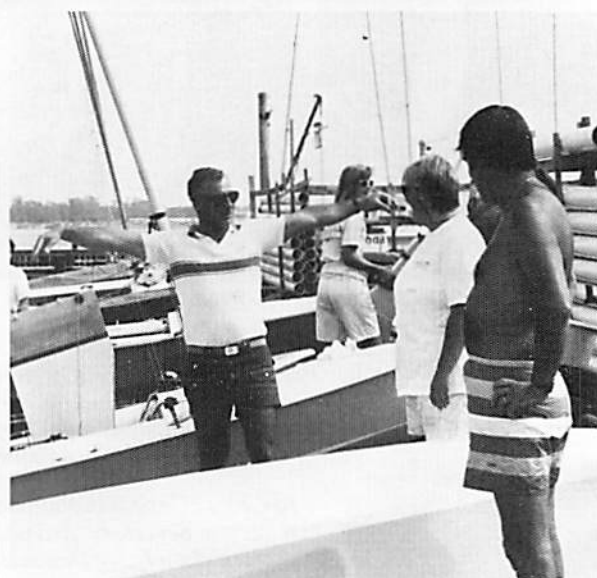
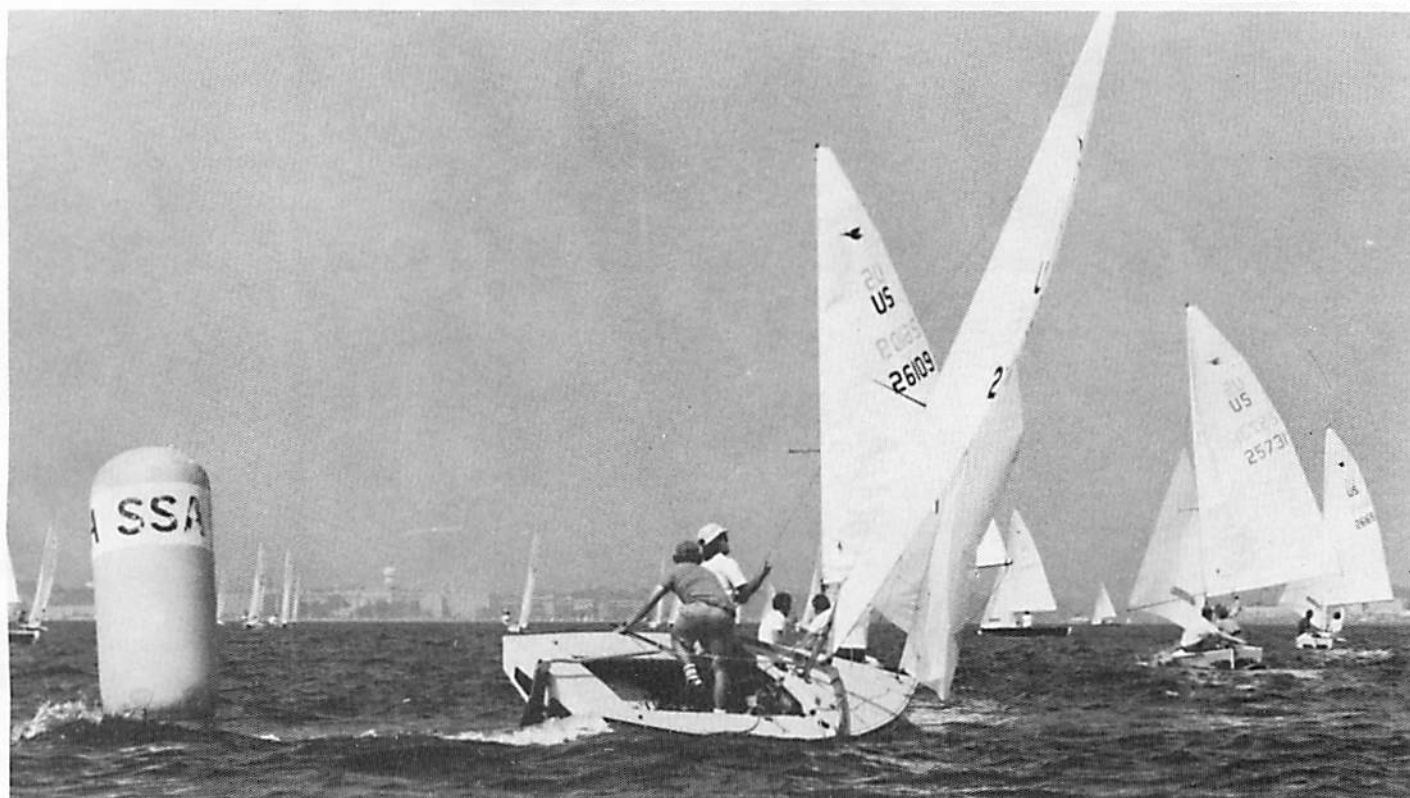
*Please turn the page for more photos from the North Americans.*



# The North Americans . . .

*Photo finish: Jerry Thompson,  
Joe Petrucci.*

*J. Bartlett and Alex Stout.*



*Swami Greg Fisher finds his thumb creating much excitement among the faithful.*

*Bill Buckles does his famous buzzard impression for the Canadians Id and Anne Crook.*



## Submerged Rules

### Of Portals and Things

by Gary Boswell  
Dallas Fleet 1

A singular approach to starting, known as the gate start, can be used for large fleets or in the absence of a power yacht. It is an inspired technique, which at times has merit. However Rule 6 reads, "the starting and finishing lines shall be either:

(a) a line between a *mark* and a mast or staff on the *committee boat* or station clearly identified in the sailing instructions; or

(b) a line between two *marks*; or

(c) the extensions of a line through two stationary *posts*, with or without a mark at or near its outer limit, ..."

This Rule requires the starting line to contain a mark or post. Does this rule eliminate the gate start? Is it only a starting method that may be used for informal races? This is the very question asked by Penguin #5393 in Appeal #86. The answer is no. It is a perfectly legal method of starting. Frigatoon full and by! How can this be? In the Decision of the Appeals Committee the following sentence occurs: "...

it is within the authority of the Race Committee to establish a special starting line and procedure, such as the gate start."

Avast, you promptly cry. That answer explains nothing. Again, what of that ever so explicit Rule 6. The resolution is contained in Rule 3.1 which reads "These rules shall be supplemented by written sailing instructions which shall rank as rules and may alter a rule by specific reference to it, but, except in accordance with Rule 3.2 (b) (xxxviii), they shall not alter Parts I and IV of these rules, or ..." Rule 6 is in Part II, not Part I or Part IV and thus may be altered if one follows proper procedure. In the cited Appeal these procedures were followed and so Penguin #5393's appeal was dismissed.

Yet the previous mumbo-jumbo creates a stirring in my weird mind. Rule 3.1 is also in Part II. Does that not imply that it too may be changed ... even the part which prohibits changes to Parts I and IV. Thus by an indirect and devious process is it not possible to alter any rule? I have not found an appeal that supports such a rash procedure so it cannot be made into a Submerged Rule yet still ...

For now we must be satisfied with one Submerged Rule to wit, the gate start may be used by so specifying in the sailing instructions in accordance with Rule 3.2.



## Sanctioned Snipe Regattas

DECEMBER 14, COPA DI LUCIA, Stockholm, Tomas Franzen, Skrinvagen 17, 122 44 Enskede, Sweden.

MARCH 9-11, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet #46, Francis Seavy, 1840 Stevenson Ave., Clearwater, FL 33515.

MARCH 14-16, DON Q RUM KEG REGATTA, Miami Fleet #7, Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 19-22, BACARDI, AND GAMBLIN MEMORIAL, Nassau Fleet 391, Godfrey K. Kelly, P.O. Box N 1113, Nassau, Bahamas.



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## Weather Confounds Broadstairs Open

With the Broadstairs club celebrating their 50th Anniversary, the annual Snipe Open in turn looked for a big celebration regatta. But, alas the continuing bad summer enticed a miserable ten entries over weekend August 3-4.

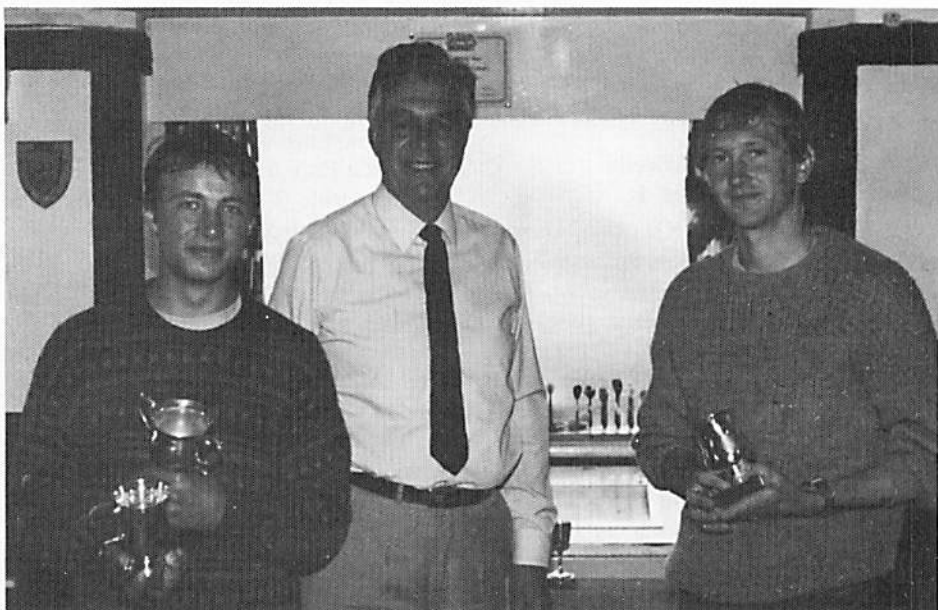
In wet, cold blustery weather competitors reflected their discomfort in the lethargic attitude in rigging, whilst their sailing apparel was more suited to winter sailing.

For this three race open the first race started in a Force 4. At the weather mark John Leeder #21912 capsized and returned with a badly bent mast. The 'mast surgeons' later tackled his problem getting John back racing. First race went to Nat. Champ P. Wolstenholm.

The Saturday evening frolics did much to revive competitors dampened spirits. They dined and wined in true Snipe tradition, singing Spanish and Italian songs to do wonders with the imagination — whilst the rain came down in sheets outside.

Sunday the impossible happened. The weather actually got worse. But the race committee was not to be put off; with a fifteen minute postponement race two started. Fighting every inch of the course the sailing was exciting, with the gun going to P. Wolstenholm, 2nd D. Spooner, 3rd J. Sewell.

Following lunch the third and final race looked set for excitement. The rain had set



Overall winners in the Broadstairs Snipe Regatta, from left: crew Stephen Roberts, club commodore George Richardson, skipper Peter Wolstenholm. (John Bean photo)

into a steady 'monsoon' whilst the wind increased by the minute. Capsizes came fast and furious but they were all righted and no forced retirements. By the last beat the crews were just about finished and, local helm Doug Spooner had put up a terrific performance, well deserving the winning

gun for the third and final race.

Prizes and trophies were presented by club commodore George Richardson, who thanked all competitors for their perseverance.

*Keith Harding, SCIRA U.K.  
Publicity Officer*

### BROADSTAIRS OPEN (Top 5 of 10 Boats)

Skipper/Crew	Club	Builder	Finish
P. Wolstenholm/S. Roberts	Blue Circle	Martin Marine	1
D. Spooner/D. Ellis	Broadstairs	Brylan	2
D. Jones/I. Michael	Blue Circle	Brylan	3
A. Williams/S. Pollan	Budworth	Skipper	4
J. Sewell/I. Sinclair	Maldon	Brylan	5

### FLORIDA STATE JUNIOR CHAMPIONSHIP

Boat	Skipper	Places	Points	Finish
24776	Pam Pennell	2-1-3-1-1	8.25	1
25482	Joe Logan	7-2-1-2-3	14.75	2
20688	Jim Weber, Jr.	1-4-4-4-2	14.75	3
25374	Willy Bonilla	5-3-2-5-4	19	4
24950	Christian Labbee	3-5-6-3-5	22	5
24995	Aaron Haller	4-7-5-6-7	29	6
23711	Kevin Downey	6-6-7-7-6	32	7

## Pam Pennell Takes Florida State Juniors

Pam Pennell won the 1985 Florida State Snipe Juniors sailed on August 24-25 out of the Coconut Grove Sailing Club. Both Saturday and Sunday had perfect Biscayne Bay weather with the Trade Winds (southeasterly) 10 to 15 mph in full effect.

The first three races on Saturday saw no junior in full control of the series with Pam Pennell, Joe Logan and Jimmy Weber each winning a race, but on Sunday it was clear that Pam was in full control since the beginning. Joe Logan and Jim Weber tied for second place with Joe winning the tie breaking.

Our hearty thanks to Coconut Grove Sailing Club race committee chairman John Martin for an excellent series. He was ably assisted by: Helen Webb, Dugan Patchett, Pam Bennett, Margie Ozner, Carol Dawson, Irene Tucker, Derrita Downey, Bob Downey, Fred Hutchinson, Lenny Middleton, John Ewing and David Ozner.

Note: Pam Pennell is the first girl to win the Florida State Snipe Junior Championship.

*Gonzalo E. Diaz  
Miami, Florida*

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## All Japan Masters Captures Essence of Yachting

What a pleasure to return to Snipe sailing after 13 years. And what delightful circumstances: The 1985 All Japan Masters.

Having campaigned Snipes for 25 years, as well as several boats in varying sizes for the last 10, who would have dreamed that one could find close to the ideal regatta as the only alien in a completely different culture? The Japan Masters captured the essence of the human side of yachting: friendly competition among lifelong friends with warm feelings, cooperation, fantastic parties, and a unanimous vote to do it again.

I am a newcomer and a temporary resident of Japan — on assignment by my company since October, 1984. I wrote a letter of introduction to the Snipe National Secretary, Fujiya Matsumoto, shortly after my arrival. He has included me in several sailing outings, and on one of these, started approaching me as a possible crew for him in the upcoming Masters. He had to ask my age, a difficult moment, for the sum of the ages of skipper and crew had to exceed 90. Since he is over 45, that qualification was already met. I accepted and we immediately started praying for heavy air.

The trip to Gamagori, a beautiful peninsula near Nagoya, the third largest metropolitan area of Japan, started with a Friday evening ride from Tokyo Station on the famous "bullet train." We checked into our ryokan (Japanese style inn) at 9 p.m. and were immediately ushered into dinner — a lovely spread of Japanese delicacies. On Saturday morning we were introduced to several of the competitors in the Japan Junior National Championship that was in its second day on the same course the Masters were to use. Then the boats: all even, all with the same equipment and sails — two fleets of them: 40 for the Juniors and 30 for the Masters. Surely this must be one-design sailing at its best.

Matsumoto-san and I rigged our boat, helped carry several boats into the water (no hoist required when everyone helps), and sailed two delightful races. Saturday night featured a short combined party with the Juniors followed by a feast for the Masters at the ryokan. The evening ended with everyone arm-in-arm in a great circle singing traditional songs and a final rhythmic clapping ceremony for good luck.

After the single race on Sunday, many prizes were awarded. The featured trophies (donated merchandise) were for 11th, 12th, 13th, 20th, 22nd, and 23rd

places. Special prizes went for the best poker hands based on finishing positions (aces low), most number of sevens in finish positions (from 7th, 17th, or 27th places), heavyweight, and for the highest sum of weight (kilograms) plus ages of skipper and crew (years) plus final finish position.

As the only non-Japanese attending, Anne and I were fabulously lucky to have been a part of Snipe tradition at its finest.

*Stovy Brown*



### Snipe Building Plans

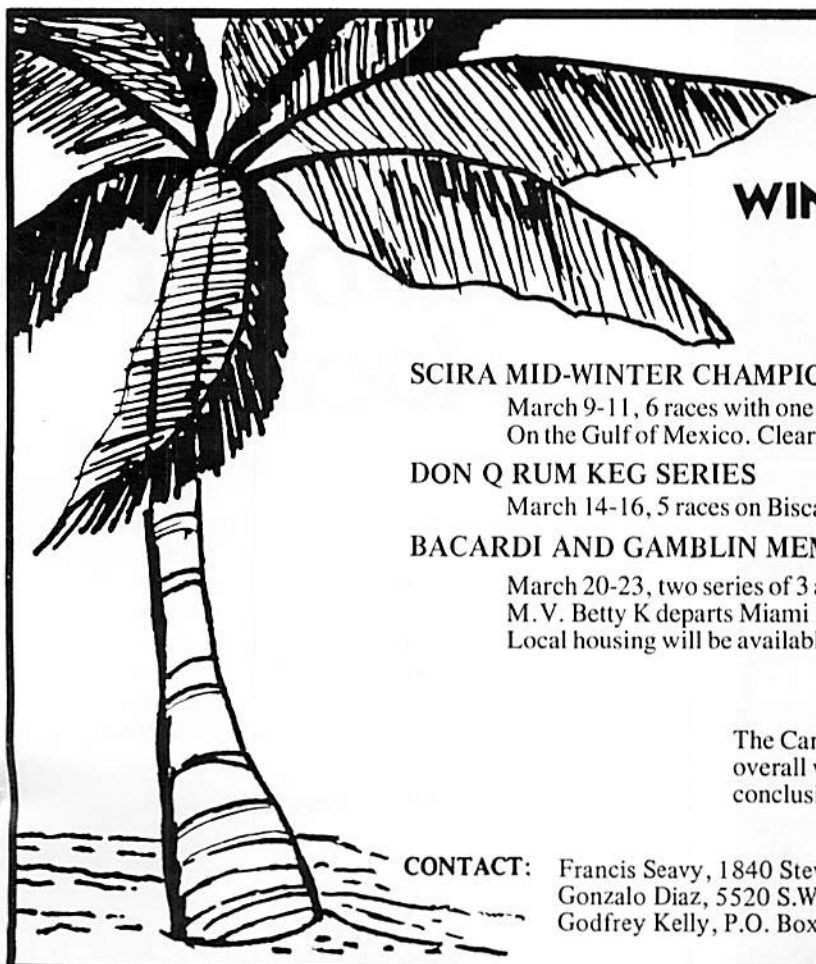
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Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.



## WINTER RACING CIRCUIT

### SCIRA MID-WINTER CHAMPIONSHIP

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### DON Q RUM KEG SERIES

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### BACARDI AND GAMBLIN MEMORIAL SERIES

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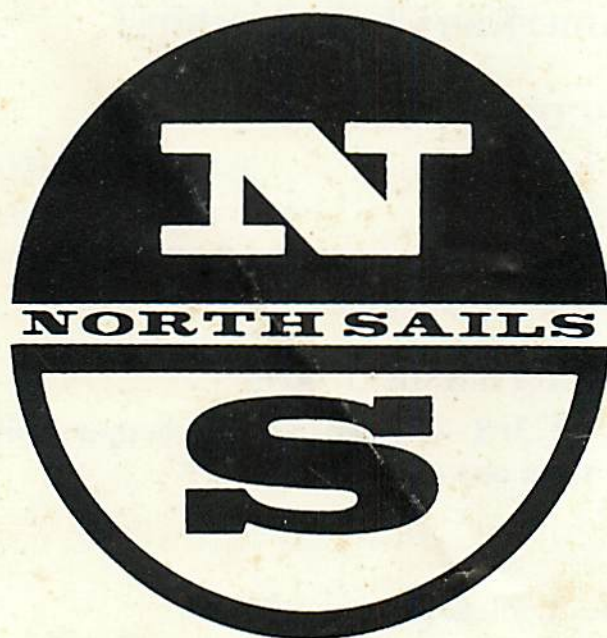
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