



Snipe

BULLETIN

**DECEMBER
1989**



U.S. Masters & North Americans



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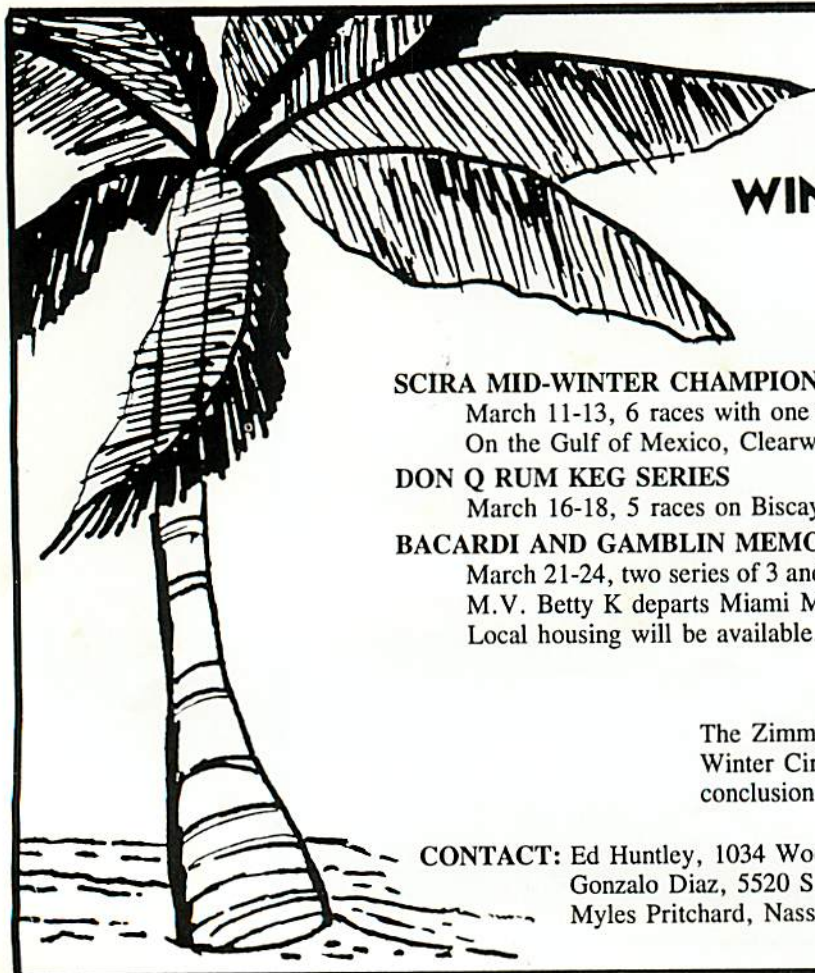
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The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the circuit in Nassau.

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uncommon sense

by Tom Payne

SNIPER BULLETIN: BIG PROBLEMS—BIG CHANGES

After 19 years of typesetting and layout of the *BULLETIN*, John Weber has decided he's had enough! Actually we're a victim of John's success. He has a new job with *SMALL BOAT JOURNAL* here in Atlanta, and his responsibilities there have resulted in little or no time for the *BULLETIN*.

Your Editor made two promises to himself when he took the job. The first was that we would not miss an issue, and the second was that we would continue the tradition of excellence that was started by our founder, Bill Crosby.

Today is the 28th of November. The November issue, with the coverage of the Worlds, is still not even printed, much less in the mail. It will be very late.

This issue should have been finished and to the printers by the 21st of November. At this point we still aren't sure how or who will do the typesetting and layout, although we feel that we have a good lead. As you see, this issue is late.

Assuming that we are able to find typeset and layout service at competitive pricing, then we should be back on schedule by the February issue. We're busy looking at ways to install Desktop Publishing. It will take a new computer system, complete with a Laser Printer, and sophisticated softwares that will allow us to produce a quality *BULLETIN*, and deliver it to you on time! Please be patient as we work to find new solutions.

NEW SOFTWARE PACKAGE

If you have submissions for the *BULLETIN* you may wish to submit them on disk. We are now using Microsoft Word ver. 5 so check out your compatibility, then copy your files onto a 5-1/4 floppy and mail them in!

SECOND YEAR OVER!

Well, we made it through our second year, due in large part to the fact that so many of you are willing to be productive members of the Snipe Class. Here's a special thanks to all of you who helped make 1989 another great year for the Class. It's time to roll up our sleeves and get to work on 1990!

By the way, the decals for the new year are here in the office. That means that it's time to pay your 1990 dues!

DECEMBER 1989

THE COVER: It was a great year for Craig Leweck and Lisa Manzer. They won the U.S. Nationals and the North Americans. Here they're shown sailing on the Pacific Ocean, off their hometown, San Diego, California. Terri Loverro Photo.

THE COUNT: Seventeen numbers were issued: Fifteen to Portugal, one to the U.S. and one to Uruguay.
NUMBERED SNIPES—27689
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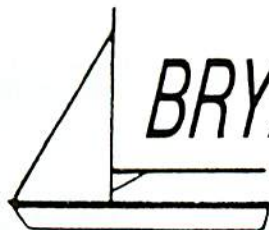
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at the masthead

THE COMMODORE SAYS

This is the twelfth time I have the favor of writing to you as your Commodore. I will use this opportunity to thank all of you for your active and inspiring cooperation.

Tempus Fugit—time flies—is an old proverb and even more: It is a fact. This year has certainly flown away at an enormous speed and will now take me to the end of my period.

After my election I was full of ideas how to proceed and what to do. At the same time I was a bit dubious because I knew that in this organization there are very different types of people, each with their own opinions. I did not know what you expected of me but I wanted to be frank with you and open to your thoughts and ideas. I hoped that maybe my experience of administration, economy and international affairs would help me to give my contribution to the Class. However as soon as the year started I found myself in the center of the different activities of the sport and in the continuing development of the Class.

I have felt a great responsibility, not only for the active sailors and our organization, but also for the very important position

of the Snipe Class in the world of yacht racing. During the year I realized that the most important task for a Commodore was to link these two things together.

The history of the Snipe consists of both easier and somewhat more difficult periods. In general it has been in line with the development of the sport of yacht racing. But at the same time I think that the Snipe has contributed more to yacht racing than many other classes because of its strong organization and its position worldwide.

We must not withdraw from the responsibility that we have for the sport in general.

Our primary aim is the success is the Snipe Class and we will achieve that goal only by working together.

I sincerely want to thank you all for the past year. It has enriched my life and I will remember these months as a very pleasant and wonderful time. I also wish my successors, and all of you, working for the best of the Snipe Class, continuous success in future years.

A Merry Christmas and all the best to you and your families.

Your Commodore,
Per-Ole Holm

SCIRA U.S. Perpetual Fund Report

Looking for a last-minute tax deduction? If so, don't forget the U.S. Perpetual Fund! Started in 1988, the purposes of the fund are to promote the Class in the U.S., hopefully through advertisements in the sailing media, and to provide travel funds to insure that the best U.S. teams attend International events.

Only the interest earned on the Fund will be spent, and we have a long way to go before we start earning enough to get a strong ad campaign going. The need to advertise the Snipe grows more critical as builder-controlled classes continue to come on the market, backed by big money for promotion. We've worked hard to get free space in the media, with features, photos and regatta reports, and this has been successful. We've mailed hundreds of packages to prospective Snipers in 1989. We will continue to concentrate on this free promotion, and since we expect continued success, we are working on a new promotional brochure. Some of the funds for

printing this will come from the Perpetual Fund.

Many of you have suggested that the Class should produce a promotional video. We are investigating, but we will need money. When the day comes that we have enough money to help with travel to International events then the first priority will be Juniors. That is written into the rules of the Fund, for obvious reasons. The 1990 Junior Worlds will be in Spain, so we are already faced with the challenge of getting our best two teams there. We already know that funds from USYRU will be little or nothing. Your contribution to the Fund can help insure that our very best young sailors can make these trips, regardless of the size of Dad's bank account.

As you can see from the figures below, we have a long way to go. Please take the time to send a check and take that last-minute deduction! The current balance in the Fund is \$14,636.33. Interest earned this year, as of 9/30/89, is \$449.48.

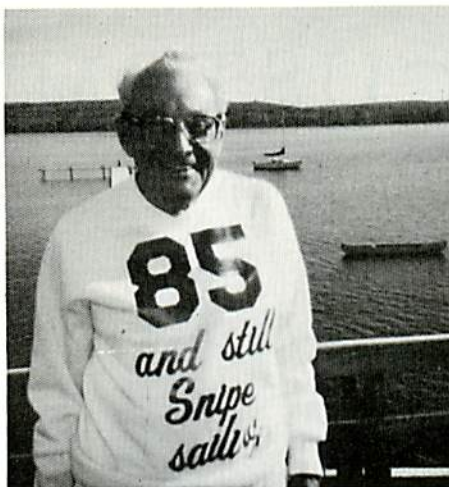
AROUND THE SNIPE WORLD

KARATSU, JAPAN—Carlos Bosch of Bermuda and Erling Olsen of Denmark have been named Honorary Vice-Commodores by the Board of Governors, in recognition of their tireless efforts to promote the Snipe Class.

Look for complete stories on these two great Snipers in the January issue of the *SNIPE BULLETIN*.

NEW YORK, USA—Past Commodore HAROLD GRIFFIN (1949) continues to send us great letters pointing out some highlights of Snipe Class history. Griff and Past Commodore Red Garfield (1960) are Co-owners of Snipe -8570, TELL-TALE III, and longtime members of Chautauqua Fleet 124. He recently celebrated his 85th birthday with 350 of his friends at Chautauqua Lake Yacht Club, and Fleet 124 presented him with a shirt that few, if any, have ever worn.

MONTEVIDEO, URUGUAY—National Secretary LUIS CARLUCCIO, just re-elected for another two-year term, sends word of a new Snipe: "After much work I convinced local Astilleros Rosendo to



Griff on deck at Chautauqua Lake Yacht Club after celebration of his 85th birthday with 350 friends. CLYC Snipe Fleet 124 gave him the shirt for his enthusiasm and sailing with the fleet.

build the first Uruguayan Snipe. It is now in the hands of Fabini, Rosendo's technical adviser. It is really very competitive. Please send me a number." As luck would have it, the number for the new boat is -27689, fitting as Fabini and Meerhoff brought Uruguay their first Worlds title in 1989.

Senor Carluccio also reminds us that the SOUTH AMERICANS are scheduled for April 8 through 14, 1990, at Club Nautico San Isidro, Buenos Aires, Argentina. Juniors and Seniors will be raced separately, with Juniors first, so they can then sail in the Seniors.

HAMILTON, BERMUDA—From long-time Snipe CARLOS BOSCH: "Bermuda Snipe sailor GUY ELDRIDGE took second overall in the 1989 Beefeater Round the Island Race, a handicap, all-class regatta. High winds and rain forced a two-hour delay for the 51 boat fleet, and then caused a major course shortening. A tandem Sailboard was the winner, Snipe second, Laser II third, and MALCOLM SMITH was fourth in his Snipe."

ST. PETERSBURG, FLORIDA—Fleet Captain Bill Welch reports: FLEET 801 had a red-hot summer, not only in Snipes, but some other classes as well. ETHAN BIXBY, second in the Miami Nationals, took first place in the 505 North Americans. MARK MENDELBLATT won the One Design 14 N.A.s and the Laser II N.A.s. DAVID FAGAN was second in the Laser II N.A.s, and STEVE LIPPINCOTT won the Snipe Florida State Junior Championships.

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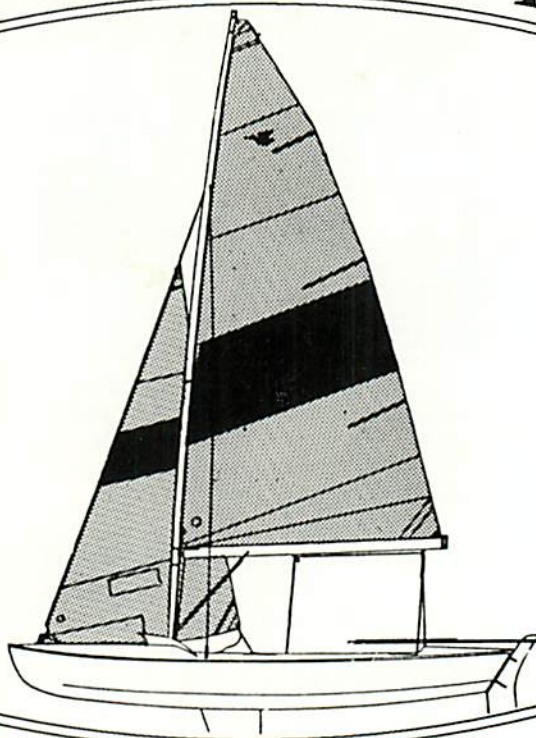
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U.S. Masters and North American Championship sailors all benefited from Mission Bay's great regatta...

EVERYONE A WINNER!

Fleet Captain Bob Bowden, new District 6 Governor Sean Biehl, Craig Leweck and photographer Terri Loverro contributed to this report.

As a huge crowd of Snipers converged on Mission Bay Yacht Club in San Diego, CA, September 16-23 for the 1989 Snipe U.S. Masters and North American Championships the organizing committee rolled out the welcome mat to insure that there would be no losers.

Anyone who attended the 1988 International Snipe Week events in Oakville, Ontario, which featured the Canadian Nationals, World Masters and Snipe North Americans, knew in advance that early arrivals would be treated to a great opening event, the U.S. Masters. This regatta was run the four days previous to the N.A.s, with some cagey "Snipe Legends" demonstrating their considerable talents. Sailed on Mission Bay, the races took place in full view of the main clubhouse. The close proximity also allowed a lunch/cocktail break between races. Competitors, fans and spectators were able to rub elbows and mix in a festive atmosphere. Holding these two regattas back to back is a wonderful idea that should be continued and encouraged. Twenty-two of the twenty-nine Masters teams travelled in from Florida, New York, Atlanta, Texas, Tennessee, Ohio, Brazil, and Mission Bay's favorite adopted fleet, Nassau, so there was plenty of interest and enthusiasm! Friendships and loyalties made over the years in different parts of the country and world were renewed, and a whole other side of Snipe sailing was presented. It gave the newcomers and younger generation a rare insight into the depth of talent and rich and colorful past of the Snipe Class, bringing a lot of people together and setting the tone and atmosphere for the North Americans to follow.

On the course the Masters were greeted with the hot, humid overcast influence of a Mexican chubasco (more familiarly known as a tropical hurricane) which sent competitors scrambling through wind shifts while learning to heed local sailors' advice to study the course chart during the practice race. The following two days

brought the only "normal" day of California sunshine that the 29 teams had come for. The next day a small cold front from the north greeted the sailors with clouds, wind, rain, and finally some sunshine. The final day brought a shifty drifter which left both RC Chairman Don Bedford and his competitor dad, Lew, with the same quote: "In all my years of sailing here, I've never seen anything like today." This same day left Snipe Guru Earl Elms speechless and shaking his head, and "El Jefe" Jeff Lenhart delighted over a last-beat shift that sealed his victory.

As Past Commodore Fred Schenck (1958) says: "These Masters have P---d more water than you've sailed over!", so

they didn't let the weird weather interfere with the spirit of the Deed of Gift which states that the regatta is "...an annual competition in the Fall with emphasis toward social activities."

For openers there was the Mexican buffet at Robin Gale's "Fleet 495 Official Party House," with fleet members tending bar, and at the end, a trophy dinner at the San Diego Yacht Club on the very evening that a New York State Appellate Court issued the ruling returning the America's Cup to SDYC. But the BIG event on the calendar was the Legend's Night.

Past Commodore Doug "Arsenio" DeSouza (1983) led the party down memory



Jeff and Peggy Lenhart show the way on Mission Bay.



No Masters regatta would be complete without a bunch of Past Commodores. Here they are joined by Commodore Holm of Finland. Terri Loverro photo.

lane, beginning with the most experienced Snipers present. Each sailor was introduced and asked to describe how they got involved with Snipes and to relate their favorite Snipe tales. As the evening progressed the stories got better and the laughter louder. Personal favorites included our SCIRA Commodore Per-Ole Holm's recollections and description of Snipe Class growth world-wide. (If you ever have the chance to meet this big-hearted Sniper, take the time to sit down and enjoy his company. Like all of our Commodores, he's a great guy!).

Another highlight was Earl Elms' explanation of "these boats that were just terrible" and the evolution of Cobra Masts and Chubasco Boats into the Snipes that we sail today.

For those of you who have never had the chance to be involved with the Masters Regatta, we highly recommend it! There are three age brackets: The Grand Masters, where the Skipper must be over 65 years young, The Masters, with a bottom limit of 55 years, and for the kids there's the Apprentice Masters with a minimum age of 45. It is appropriate to note that throughout the age divisions there is a minimum combined age for the skipper and crew. As one of the Grand Masters pointed out, this is the only regatta where the rules demand that the older you get, the younger your crew MUST be.

With the Masters trophies handed out it was time for the North Americans. Sixty

teams of 120 Snipers prepared for a series that would go down to the wire before the Champion was decided. The very nature of competitive sports dictates that there be only one winner at the end of competition. With 10% of the sixty skippers having won World, North American of National Snipe titles for a combined 2 worlds, 10 North Americans, and 8 National CHAMPIONSHIPS, there was no lack of

competition. An Olympic-class Race Committee was on hand to run the show on the water, but the biggest part of hosting a championship regatta of this kind is keeping everyone happy for four days on land.

Dawn broke on the North Americans with a sparkling Southern California fall morning. A lay day for some, a practice race for others, and a mandatory measurement for all was the order of the day.



Mission Bay made for some exciting action for the Masters.

There was some concern among the regatta management that the Pacific Ocean race course might not be a big draw for out-of-town Snipers, but the lake and bay Snipers had little to worry about as the ocean swell was very light for the duration of the regatta. This occurred despite the best efforts of a group of surfing Snipers who organized a surf session, bon-fire and surf sacrifice the night before the regatta began.

The practice race was sailed in a stiff breeze while late arrivals continued to measure in. Around 80 sets of sails were measured with only one errant jib among to lot, and it was a full 1/4" too long on the foot. WOW! Guess one design is one-design, so back it went to the sailmaker. Kind of made eight hours of sail measuring worthwhile! Boats were weighed with an electronic scale that was spot-on (there were no arguments) and safety equipment was checked. Finally it was time for the racing to begin.

Since the local racing is held in the lake-like setting on Mission Bay, the ocean course was one where few had much knowledge. What had been discovered thus far was a choppy sea with much kelp and odd current patterns and a thermal sea-breeze that was capable of frequent and unpredictable breeze oscillations. The challenge would be in keeping the boat up to speed through the chop in the light to moderate breeze, having the crew sight the path around the kelp patches, perfecting the kelp-clear while all the time staying in touch with the big wind shifts.

For the last two years Mission Bay's own Craig Leweck had prevailed at the Nationals (1988 and 1989 Champ) and the North Americans (1988 champ), but he was coming into this one without a full head of steam. He was entering this event just back from a disappointing Worlds trip and without his favorite boat which had not yet returned from Japan. He was having to use a recently rigged Snipe that had never been raced, but his preparation must have been enough as he came out of the first two races on Thursday as the temporary leader of the event. A surprise second after the first day was Steve Travis from Seattle, who is a relative unknown on the national scene, however Travis grew up in Brazil with the Snipe and frequently competes against those in Rio, so he was certainly capable. Others that were pressing after two were Californians Dave Chapin, Jack Franco and Mark Reynolds. One other surprise was Mike Funsch of St. Petersburg, Fla., who had stepped out of his previous role of superstar Snipe crew to charter a local boat and demonstrate to the fleet that he could be a contender.

It was a long day, but it could not end yet. Thursday night was the Mexican

Fiesta night. A Mariachi band met the fleet at the hoist to help them shift gears, while trays of free beer completed the transition. Dinner was a buffet of an assortment of Spanish specialties. The results were posted on five pages with some race participants saying later how excited they were to be page one of two rather than three, four or five. It was not long before "The Reactions" started up and a night of revelry was underway!

Day two of the racing began with thick fog, keeping the fleet on shore until it began to clear. It never completely lifted from the ocean course, staying cool with little wind for the most of the day. Seeing the clear sky inland was to bring more frustration to this difficult day. 1984 North American Champ Keith Dodson emerged from this day as the new event leader, but it was Jay Golison who stunned the fleet with a 2-1 to enter the contender ranks.

1989 NORTH AMERICAN CHAMPIONSHIP REGATTA Mission Bay Yacht Club, San Diego, Calif.

Top 20 of 60 Boats

Boat	Skipper/Crew	Fleet	Places	Points	Finish
27107	Craig Leweck/Lisa Manzer	Mission Bay Y.C.	6-.75-16-3-4-4	17.75	1
24702	Dave Chapin/Kathy Chapin	Hunting Harbor Y.C.	8-2-8-4-.75-16	22.75	2
25951	Mike Funsch/Kevin Funsch	St. Petersburg Y.C.	4-13-7-11-2-3	27	3
26752	Jack Franco/Renee Verterby	Balboa Y.C.	5-6-11-2-5-10	28	4
25815	Mark Reynolds/Scott Quan	San Diego Y.C.	3-9-19-8-8-2	30	5
26175	Keith Dodson/Claudia Dodson	Alamitos Bay Y.C.	9-5-3-5-23-11	33	6
24606	Jay Golison/Jackie Golison	Alamitos Bay Y.C.	10-28-2-.75-17-7	36.75	7
20560	Jeff Lenhart/Tina Scooros	Mission Bay Y.C.	12-10-5-15-14-19	56	8
26995	Mark Rastello/Mary Durnin	St. Francis Y.C.	2-16-10-13-15-24	56	9
24060	Chuck Sinks/Sue Hones	Mission Bay Y.C.	14-23-.75-7-20-37	64.75	10
25992	Bart Hackworth/John Rogers	St. Francis Y.C.	18-3-30-16-29-.75	66.75	11
25223	Robin Gales/Nadine Franczyk	Mission Bay Y.C.	15-24-17-12-9-14	67	12
27271	John Jennings/Samantha Jennings	St. Petersburg Y.C.	13-15-18-10-12-DNF	68	13
26460	Mary Brigden/Chris Snow	Severn Sailing Assoc.	33-11-15-21-22-5	74	14
25871	Henry Filter/Deborah Lawson	Cottage Park (Mass.)	11-4-13-22-25-DNF	75	15
25800	Mark Golison/Ruth Paulling	Alamitos Bay Y.C.	16-31-4-32-19-8	78	16
27395	Michael H. Segerblom/Kurt Mayol	Alamitos Bay Y.C.	7-7-14-24-37-30	82	17
25422	Steve Travis/Cathy Lake	Corinthian Y.C.	.75-8-6-9-DND-6	86.75	18
27255	Andy Barnes/Marcia Rohan	Mission Bay Y.C.	39-25-23-17-11-13	89	19
23108	Chris Raab/Kenyan Martin	Huntington Harbor	21-18-12-31-10-28	92	20

1989 U.S. Master's Championships Top 15 of 29 Boats

20560	Jeff Lenhart/Peggy Lenhart	Mission Bay Y.C.	.75-.75-.75-.75	3	1
27271	John Jennings/Samantha Jennings	St. Petersburg Y.C.	2-4-3-2-11	11	2
25223	Robin Gales/Mary Lynn Wheaton	Mission Bay Y.C.	3-3-6-3	15	3
26699	Fritz Gram/Jane Gram	Cuba Lake (N.Y.)	6-2-5-7	20	4
24702	Jerry Thompson/Ginny Barnes	Alamitos Bay Y.C.	4-12-4-6	26	5
19091	Peter Duvoisin/Jane Duvoisin	Privateer (Tenn.)	5-15-12-4	36	6
22	Earl Elms/Beth Hart	Mission Bay Y.C.	15-13-2-8	38	7
27207	Bibi Juetz/Noel Ferreira	Rio de Janeiro Y.C.	16-6-7-9	38	8
20561	Lew Bedford/Kelly Cote	Mission Bay Y.C.	9-5-10-15	39	9
26100	Woody Norwood/Vickie Nyshay	Atlanta Y.C.	10-17-11-5	43	10
18321	Doug Desouza/Jennifer Desouza	Mission Bay Y.C.	7-10-8-20	45	11
24087	Sam Mollet/Marge Mollet	Portage Lakes (Ohio)	11-7-21-12	51	12
25515	Peter R. Fenner/Suzan Fenner	White Rock S.C. (Tx.)	13-20-9-10	52	13
26335	Buzz Levinson/Frank Levinson	Indianapolis Y.C.	14-18-13-11	56	14
22734	Basil T. Kelly/Eric Krebs	Nassau Y.C.	18-11-14-18	61	15

1989 Apprentice Master's Championships (Age 45-54) Top 3 of 16 Boats

20560	Jeff Lenhart/Peggy Lenhart	Mission Bay Y.C.	.75-.75-.75-.75	3	1
27271	John Jennings/Samantha Jennings	St. Petersburg Y.C.	2-4-3-2	11	2
25224	Robin Gales/Mary Lynn Wheaton	Mission Bay Y.C.	3-3-6-3	15	3

1989 Master's Championships (age 55-64) Top 3 of 7 Boats

19091	Peter Duvoisin/Jane Duvoisin	Privateer (Tenn.)	5-15-12-4	36	1
27207	Bibi Juetz/Noel Ferreira	Rio de Janeiro Y.C.	16-6-7-9	38	2
20561	Lew Bedford/Kelly Cote	Mission Bay Y.C.	9-5-10-15	39	3

1989 Grand Master's Championships (Age 65 & over) Top 3 of 6 Boats

23396	Clyde Castle/Tom Castle	Bow Mar (Colorado)	17-19-18-24	78	1
23777	Jim English/Gordon Palmer	Alamitos Bay Y.C.	22-16-22-21	81	2
25084	Fred Schenck/Mary Williams Voitenko	Newport Harbor	23-26-23-14	86	3



Grand Masters Jim English and Gordon Palmer, Mary Williams Voitenko and Fred Schenck and Tom and Clyde Castle. Terri Loverro photos.



Masters Lew Bedford, Kelly Cote, Jane and Pete Duvoisin and Brazil's Bibi Juetz with crew Noel Feffeira.



Apprentice Masters John and Samantha Jennings, Jeff and Peggy Lenhart and Robin Gales and M. L. Wheaton.

There would be no rest as the group moved to San Diego Yacht Club after the second day of racing. A number of Mission Bay Snipers call this club home, so it was natural to have a barbecue and pool party in the pavilion area, with a d-j on hand for more partying into the late hours.

Friday morning was more of the same, with light air, overcast sky, and a flood tide making the sail out to the course a pretty slow crawl. Postponed for a while, it soon cleared with a seven-knot seabreeze showing promise. Chapin was not relying on the others to falter as he took the lead of the first race. Pressed hard by Funsch, he eked out the victory to stake his claim in this one. However, it was far from over. Dodson and Golison had bad races, but there was still Leweck and Franco with a good chance to take the title. Leweck's third race 16th had to be considered as he was the only one of the three who had a legitimate throw-out, but by dropping that he had a slim one point edge on Chapin and 4.25 points on Franco. It would come down to the last race to decide this one.

After some minor battling between Leweck and Chapin just before the start, Leweck and Franco got off clean with Chapin bailing out to the right in search of a lane with clean air. Leweck immediately followed with a loose cover, with Franco looking strong back on Leweck's hip. A shift to the right caught Chapin our near the starboard layline, but Leweck was able to lee bow him and ultimately force him back into a crowded lineup. Franco tacked well below these two, but missed too much to be close. Leweck got well ahead of both boats on a shift just before the mark, giving him a comfortable margin that was never threatened. Chapin's sixteenth in this race would be his drop, but enough for him to hold on to second overall. Funsch's second in this race put him in third overall, as Franco's tenth was more than he could afford and dropped him to fourth in the final standings.

The final results of the racing actually had little bearing on the overall success of the regatta. The Mission Bay Fleet made sure of this with a party itinerary which would make everyone feel like winners. Each night after the races, a different sail-maker sponsored a keg for the competitors, (thanks to Sobstad, North, Ullman and Fisher). While some of the parties proved to be too much for some Snipers who found the long hours on the ocean taking their toll, the majority will stop at nothing, and so they raged on until the bitter end.

A new party animal would be discovered in SCIRA Commodore Per-Ole Holm. (He taught Spuds McKenzie everything he knows!) Per-Ole was in from his

native Finland as the SCIRA representative, and was quick to fit in with the revelling Snipers. We'll have him back anytime, as he's a fun and classy guy.

The best was saved for last...the trophy presentation, with 2 1/2 kegs, some incredible appetizers, popular winners, and 120 happy SNIPE sailors. Craig Leweck, with crew Lisa Manzer, successfully defended his North American title and now, with the regatta over, he could no longer contain a big secret that he had been holding. As guest attendee SCIRA Commodore Per-Ole Holm handed out the Birney Mills Memorial trophy, the new North American Champion announced to the crowd that he and Lisa are officially engaged. It was a great moment which the crowd did not let go of. They quickly threw Craig into the Bay, and then dragged the two into the bar to reenact the vows. Then they caravanned off to a party at his house. Leweck had become the unified champions, winning the east coast Nationals and the west coast North Americans, and now he will soon be unified in life!

It made for a rousing and emotional end to a great event. Each of the top 10 teams was cheered wildly. This was really a fabulous and unexpected ending to an already

successful week. The Snipe spirit is alive and well!

In our little corner of the world we have only a few fleets, with Mission Bay and Long Beach as the strongest. We're quite isolated from the main body of the Snipe World. We greatly appreciate all the travelling Snipe sailors who went to great efforts to attend this year's U.S. Masters and North Americans. It's a grand event which is able to focus as much on socializing as championship racing. The Southern California group looks forward to the 1990 edition at Rush Creek (Dallas, Texas), a mere 21-hour drive for California Snipers! Mission Bay Fleet has already promised Regatta Chairman Fried Elliott that we will sponsor a keg for the regatta to keep the Snipe spirit flowing. See you there in September 1990!

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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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Our Fall Discount is from Sept. 1 to November 30, so this is your best opportunity to prepare for the Masters, North Americans, Halloween, etc. The sails that won the Nationals will win for you. Again and again. Call Craig Leweck or Mark Reynolds today!

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regatta circuits

HOSPITALITY AT LA HAVRE

Kent, England—The La Havre Snipe Open was held over the weekend of 9-10th September. British Snipes were represented by Peter Wolstenholme with his crew Mick Jarman and father Jack as tactician from Blue Circle, George Mees and Lionel George from Erith Yacht Club, (Lionel disappeared after leaving the ferry and only reappeared again at the prize-giving, complaining about the over-zealousness of the French hospitality).

Saturday the wind was rather fresh; only three Snipes made the start out of the twelve that set out. Peter and Mick were there flying the flag and had a good lead until they broadened while surging down a wave and went for a swim. The French rescue boat was on them in no time, and even Mick telling them in his best French not to help them could not stop the diver jumping in and climbing all over them. They reported they were more than happy to retire. I had some minor problems with the loaned boat and the loaned crew. The slack rig could not be de-powered enough and the crew spoke very good English, but insisted on a full explanation on the new Anglo-Saxon words that I was muttering.

Saturday we had a wonderful evening at Jacques and Mimi's four-hundred-year-old farm house. We ate "fruits from the sea". It is no wonder Peter is the national champion, he has absolutely no fear—He will eat anything put in front of him no matter how big its claws or how ugly it is. I was tucking in merrily until informed that half the food I was eating was un-cooked.

We were put up with the members of the club. Jack and I stayed with the club president, Christian Voisin, who is part of the syndicate building the 614-ft. five-masted Club Med One. We saw it in the docks nearing completion and were impressed.

The wind on Sunday was nil; we all paddled towards the distant start line in the chop left from the day before. By the time we reached the start the wind

had filled in and kept on building. Peter was well placed in the first race (it looked like it from where I was). I crewed for Christian Voisin; he is a very safe sailor but very competitive. How many club presidents of our top exclusive clubs would you catch out in a dinghy with the wind blowing? By the start of the second race the wind was really blowing and the tide had turned to produce wind over tide. Most of the time I could not see a thing, and would have been drier if I had gone swimming. Peter inspected his centre plate at the gybe mark and I was feeling smug until I had a look at ours five minutes later.

Peter and Mick claimed a third overall. I'm not sure where we came, but I've a couple of bottles of wine to prove I took part. We all said we would return next year; why not make a mental note to join us.

News flash—We have now three Snipes at Erith Yacht Club; the latest is a Len Miller boat bought by our club commodore.

George Mees

ROUGH CONDITIONS IN KANSAS

Wichita, Kansas—The Midwestern Championship Regatta, sponsored by the Walnut Valley Sailing Club, was held on August 19 & 20. Boats from up to 500 miles away, Colorado, Iowa, & Texas met at the El Dorado Reservoir (close to Wichita, Kansas) to test their skills. The 80,000 acre lake, although not big if you live next to the Great Lakes or the Pacific Ocean, is still humongous in Kansas.

The first race was started in about a 10 knot breeze, but deteriorated to "light & variable." Gene Soltero was first around the first triangle of the olympic course but on the second beat lost out to James Rix who led for the next two marks. James found a hole and died protecting the philosophy of heading for the finish rather than heading for the wind. The finish saw Soltero, Elliott, Olson, Rix and Bedford, in that order.

Right after the start of the second race in five knot

winds, the flukey conditions returned. After much blood, sweat, and tears (but mostly sweat), the finish again had Soltero first, followed by his fellow Texan, Elliott, then Olson, Smith and Bedford. James Rix in 7th finished just half a second in front of his mother, Mary Ann.

Then came the fun part, a Hawaiian Luau sponsored by the Walnut Valley Sailing Club. Colorful clothing was enhanced by lei's given to everyone and lots of flowers for decoration. The roast wild boar (I think it was just a big pig) had been cooking all day and tasted as good as it smelled. Hula dancers and Don Ho impersonations provided the entertainment.

Early Sunday morning it was lightning and raining, and at 9:00 a.m. was still threatening, so a postponement was declared. At 10:00 the skies cleared and it was decided to have the last race (why drive 500 miles to stand around and talk?). The winds were a beautiful 10-15 knots with only moderate 30 degree shifts.

Again Soltero, Elliott, Olson and Rix battled but some battled harder than others. Soltero won, making it three in a row. Olson was second, James Rix third, again edging out his mother by half a second. Unfortunately Elliott had tried to get inside a boat at the leeward mark and only got 95% of his boat through. His 720 moved him back to 5th place.

Trophies for the first five skippers and crews were made by Ashley Jones. They were beautiful framed calligraphic drawings of a racing Snipe transom, just like I had been seeing all weekend.

Ken Rix, Regatta Chairman.

SPALDINGS MAKE SUPER EFFORT

Long Island, NY—Curt and Patrice Spalding traveled to Long Island for the 1989 Long Island Open knowing that the remnants of Hurricane Hugo had just gone by. Little did they know they would be the only ones to "brave the storm." Curt and Patrice, thank you for making the effort.

Despite predictions for extremely heavy winds and rain the 1989 Long Island Open/Call-of-Fall Regatta, hosted by Sea Cliff Y.C., September 23-24, 1989, came off without a hitch. Unfortunately, all traveling Snipers except Curt and Patrice from Narragansett Bay figured the conditions would be too rough. Little did anyone know that there would be 6 awesome races and plenty of great stories. Expert Race Committee persons George and Peg Christman, Burty and Lois Burtis, and Mary Ellen Wefer ran the races with Gold Cup courses perfect for the conditions. Bill Burtis and Dana and Scott Schnipper moved marks as conditions warranted.

Saturday morning brought puffy west-southwest winds at 10-25 mph and much pessimism. Only 5 Snipers ventured out to check out the conditions. Racing was extremely tight and shifting gears was the trick. Doug Wefer and hiking machine Ronnie Hill took Race 1 with Pedro and Mimi Lorton right behind and Steve and Melissa Shepstone third. Race 2 was much different. Fred and Vicki Abels fought it out with the Lortons for the first 4 legs until the cold front pushed through. All of a sudden the temperature dropped 10 degrees and the breeze shifted 100+ degrees and piped up to 20-30 mph. The Abels dropped out while the rest of the boats labored to the finish. The Lortons took the race followed by Wefer/Hill, Shepstones, and Spaldings. The ride in made for some real excitement with the waves build-



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Hurricane Hugo's survivors at Sea Cliff's Call-of-Fall.

ing almost instantly to 2-4 ft.

With only the Spaldings to entertain, Sea Cliff Snipe Fleet #4 moved the night's festivities to the Shepstons' home. A lively group enjoyed exchanging stories of the day's sailing and all those that didn't sail hoped for more favorable conditions on Sunday.

Sunday brought much cooler air and more solid wind. Winds ranged from 15-25 mph but it abated over the course of the morning. The fleet sailed 4 Gold Cup course races (3/4 mile legs) that averaged only 17 minutes long. Locals Jack Williams and Ben Howe made their regatta debut while other 'B' fleet sailors stayed ashore.

Steve and Melissa Shepstone started the day off well by picking up a nice wind shift off the starting line and lead the whole race. The Lorsems were a solid second followed by Wefer & Hill. This was shaping up to be a very tight series between Lorsems, Wefer, and Stepstone (known locally as "Stone"). In the second race of the day the Lorsems grabbed the lead and never gave it up. They had excellent speed both upwind and downwind in the rough north-westerly winds. Wefer/Hill tied the series by taking Race 5 with the "Stones" second and Lorsems third. To start off the sixth race Lorsems and Wefer/Hill match raced and then fought it out up the first leg. Pedro and Mimi led around the first mark and Wefer/Hill could never close the gap. The Lorsems took the regatta followed by Wefer/Hill, Shepstons, Spaldings, and Abels'. For the 'B' fleet it was a matter of perseverance as much as anything. Jack Williams and Fred Abels (having left his boat on shore for Sunday) survived to take 'B' honors.

U.K. NORTHWEST CHAMPIONSHIP

England—The Northwest championship attracted 26 boats to the last of the season's open meeting in the U.K., Sept. 23 and 24.

Two races were held on Saturday in light winds which called for delicate touch and clear starts. Neil Martin, 1988 U.K. national champion, won the first race; Peter Wolstenholme, this year's national champion, won the second. The AGM was held after racing on Saturday, followed by an evening meal at the hosting Budworth club and a visit to down-town Manchester by the younger element.

The Saturday evening festivities did nothing to affect the early-morning turnout on Sunday. Three races were held, with no better wind conditions than on Saturday: Gary Lewis won two, Neil Martin the

other. (Gary had declined the invitation to the Manchester night spots; there's a moral in that somewhere).

The over-all winner was Neil Martin, fresh from The Worlds in Japan. This means the Howarth Trophy stays home at Budworth after being held by Peter Wolstenholme of Blue Circle S.C. for the last two seasons.

Stan Hackney, Fleet 217

TROUBLES AT AUTUMN POINTS SERIES

England—The Snipe fleet was keen for the Autumn series at Maldon Y.C., and on October 22 the turnout was rewarded with a warm sun, little wind, and a calm sea. The course was interesting and made full use of the permanent club buoys.

At midday the gun dispatched the fleet off to the West Point marker; Eddie Wetherall and crew Ian Varley led the pack, making full use of what wind there was. Getting off North Island, the wind perked up, giving an excellent tacking match with Eddie in 22500 still leading, Les Lancaster in his wooden 11063 close behind, while June Etherington was laying third.

On the reach to Clarks Buoy I managed to pass June and slowly began to overhaul Les Lancaster. Passing Clarks, Eddie went aground in the soft sand and knew he was in big trouble. I was about to take Les to leeward when my plate struck, and my crew and I were thrown forward, ending in a crumpled mass in the fore of the cockpit. By the time Eddie and I had got afloat and back in the race there was no chance to catch Les, though Eddie managed to get June just before the line. The gun went to Leslie Lancaster first, Eddie and Ian took second, and June claimed a well-deserved third. Then a final blow to June placed her in the doldrums for the rest of the day: June had taken a mark the wrong side and had to face the letters DIS on the score board, allowing me to finish third.

The race was a fitting opener to the series.

Peter Ford, Capt. Maldon Fleet

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CLOUDY SKIES IN BOSTON

Boston, MA—Fifteen boats attended the 2nd Annual Boston Snipe Championships, August 19-20. The forecast was for rain all weekend, but partly cloudy skies prevailed both days, with wind ranging from 5 to 15 knots. A seven-race, one-throwsout series was held, with John Drayton and Mary Jodis winning the event with no race finish worse than third. A great steak-and-lobster feast was had by all on Saturday night. All in all, good food, good sailing, and good times. Come next year, to the site of the 1990 Atlantic Coast Championships.

Henry Filter, Fleet 244 Captain

SOUTHEASTERN U.K. CHAMPIONSHIP

Maldon, Essex—The annual Championship had visiting crews from Snipe fleets at Blue Circle, Budworth, Gunfleet and Stone Sailing Clubs. Though the hosting Maldon fleet fielded a strong and large contingent, they were unable to be placed in a higher overall position than sixth.

Saturday, Sept. 9, was a hard blow with a fair sea running. The father-and-son "Fish" team did well in the first race but were not able to get the better of Peter Wolstenholm, a fellow club helm. The second race on Saturday afternoon brought a capsize for Peter Wolstenholm at the jib mark, allowing Budworth's Mark Antonelli to break through.

Sunday delivered light winds, which at times dropped right off. Fortunately, racing was able to be continued despite the conditions, but the tide caused problems for "pond sailors" Mark Antonelli and the lady helm Elizabeth Crouch, who had difficulty reading the tide strength and flow. Sunday's racing was dominated by Wolstenholm, Blue Circle, Antonelli, Budworth and the Stone fleet's two brothers, the Frosts.

John Chandler, Maldon Commodore, distributed the prizes and stated how encouraged he was to see such youngsters representing the Snipe class, which in the past had not been an attractive dinghy for the young sailors: a great credit to the recent "updating" of Snipe.



Action stations in the launch area during the Southeastern Championship.

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(Barton Open) - 1, 2

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Northeasterns - 1, 2, 3, 4

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Photo by Frank Zagarino

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