



DECEMBER  
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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FAX: 81-468-570370

## FROM THE COMMODORE

My emotions are mixed as I write this, my last column as your Commodore. The year has passed too quickly. That happens when one is having fun. Believe me, I have had fun and enjoyed meeting many new and old friends around the world. One part of me wishes I could continue while my family, my business, and my body all look forward to my being at home more in the coming year. The SCIRA Board has had the foresight to elect active and competent Flag officers to succeed me. I am sure that the important work of organizing and representing the class will continue in the able hands of my successors.

I would like to thank Burton Eaton for initiating his one-man campaign to take Snipe sailing to Russia. Burton wrote numerous letters, contacted several Russians with his amateur radio equipment, and even solicited the help of the USYRU staff (Jonathan Hartley in particular) to hand-deliver notes and documents to the Russian sailing team at the Goodwill Games. As a result, the Moscow Yacht Club sent two teams to try out the class at the Call of Fall regatta at Sea Cliff Yacht Club. One of the main attractions of the Snipe Class: a solid, competitive, and durable International Class which is easily constructed out of wood. (The Soviet Union has plenty of wood!)

On the other side of the world our Vice Commodore Fujiya Matsumoto and Honorary Vice Commodore Hirata made a valiant effort to get the Snipe into the Asian Games. While they did not succeed for the 1994 Games in Hiroshima, they did identify the major sailing federations and boats involved in the games. With this information, the SCIRA office will begin a mailing campaign to support the efforts of our people in Japan and Korea. Of all the current Asian Games sailing classes, only the Enterprise is easily constructed of wood.

On several occasions Tom Payne has pointed out that the economic conditions in many countries today are similar to the conditions in the United States during the depression of the 1930's when the Snipe Class started. Bill Crosby designed a boat which could be easily built from several different kinds of wood. While many countries do not have the skill, equipment or

finances to build fiberglass boats, many have all that is needed to build good, competitive wood boats. Tom has put together a working party of experienced professional wooden boat builders to suggest updates of our specs to incorporate the latest knowledge in wood construction techniques and practice. Wood construction could offer a significant opportunity to countries that cannot build or buy fiberglass boats.

I have just returned from the annual meeting of the IYRU International Classes Committee meeting in London. Two weeks before that I attended the USYRU meeting in Seattle, Washington. Fortunately, the founder of the Snipe Masters, Dan Blodget, and his wife Susan have just moved back to Seattle and graciously offered Jerry Thompson and I accommodations at their home for the USYRU meeting. Nothing appearing to affect our class happened in Seattle, but London was a different story. Another modification of eligibility, advertising, and sponsorship—Rule 26 and Appendices 1 and 14—is in the works. There is also a strong tendency of many National Sailing Authorities to require (or even demand) that regattas they sanction be run as Group B events under Appendix 14. This classification allows individual sponsor advertising on 75% of the hull. In my opinion (and that of many of the one design classes present), this individual advertising makes the class a professional class. Few (if any) of the International Classes seem to want this. Resolutions were put forward which would strengthen the rules that prevent the national sailing federations from changing Class rules, especially the rules regarding advertising.

On the other hand, the event sponsor advertising area allowed under Group A of Appendix 14 will probably be expanded. This will allow the many classes who want it to offer a sponsor a larger advertising area than the current 40 by 60 Centimeters (about 16 by 24 inches) on the hull. Event sponsor advertising is still under control of each individual Class organization and can be limited to a smaller area or prohibited entirely.

I personally believe that for the Snipe Class to remain viable in many parts of

the world outside the USA, we must adopt the ability to offer a sponsor some limited, voluntary display space on the hulls of the event participants. One class said they offered a lower entry fee to participants who would display the sponsor's sticker on their hulls. After all, the participants are the ones who receive the direct benefits of the sponsor's contribution.

These and other issues are facing us now. We, the Snipe Class, must decide the future directions of the class. Please forward your thoughts on these or any other issues to your National Secretary or any SCIRA Flag Officer or Board member. We want to hear from you. It is your class.

I am sure every Commodore wishes he could do more. Certainly I wish I could continue to enjoy the privilege and attention the Commodore of our class receives. However, I firmly believe that passing on the mantle each year brings in new blood and revitalizes our efforts. We are all volunteers and can usually only sustain a high-level effort for a relatively short period of time. However, I do not expect to drop from sight. Expect to see an active sailor and hear "comments" on issues as I see them. Thank you all for a wonderful year and may you all have a Merry Holiday Season and a Happy New Year.

Your Commodore,  
Pete Fenner

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## DECEMBER 1990

**THE COVER:** Manning Grinnan and Shari Coleman show off their planing abilities at the 1990 Midwesterns. "Hike harder, Manning!" Gary Pierce photo.

**THE COUNT:** Two numbers were issued, both to Colombia.

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**CHANGE OF ADDRESS**

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

# uncommon sense

by Tom Payne

Well, it's back to the "regular" *Snipe Bulletin*. Most of you know that my trip to the Europeans turned into a month-long adventure as Officers and Board Members of the Class who were on hand in Porto, Portugal, decided that I should stay and attend/observe the Junior Worlds and Masters Worlds. During the time that I was in Europe I had many discussions with Snipers from around the world, and from my conversations with the Officers and the members, it was decided that a special "promotional" issue of the *Bulletin* was needed. I had several ideas:

1. Commodore Peter Fenner's trip to the IYRU meeting in London ensured that we could get the *Bulletin* into the hands of many of the "powers-that-be" from around the world of "yachting." We wanted to make a special impression. Pete handed out 120 copies.

2. We would send copies to every sailing federation around the world, along with information on getting the Snipe into their country.

3. We would include this issue in a special mailing to the Pan American Games countries that currently do not have Snipes sailing.

4. Our U.S. members get the *Bulletin* as part of their membership. It is an option for our foreign members. I was able to sign-up a significant number of new for-

eign subscribers and one or two new correspondents. The November issue should show them what the *Bulletin* can be if they will send in reports on a regular basis, and then back that up with more new subscriptions. The November issue is the first that many of these new subscribers will see.

Even though the issue was expanded to 20 pages, it still wasn't enough. I have tons of photos that should have been included. Hey, I have tons of photos from the 1990 U.S. Nationals that we just couldn't fit into the September issue.

Anyway, here we are in December. Not doing an October issue put us 16 pages in arrears, and the Fleet Captains have done a great job with Regatta Reports, so we're going to clear them out of here and get ready for 1991!

In the January issue we'll cover the 1990 U.S. Masters and 1990 North Americans. It was a great event that our Dallas Snipers put on. Most of you probably know that Jerry Thompson and crew Mike Bartel took the Masters (second time for Jerry!) and Jack Franco and Rene Vesterby made it another "California sweep" by winning the North Americans. For full details, photos, and the exclusive "inside report" on Superstar Jeff Lenhart's "Yellow Submarine" please tune in next month!

Now sit back and enjoy our 1990 REGATTA REPORT BLOW-OUT ISSUE!

## AROUND THE SNIPES WORLD

**ADELAIDE UPDATE:** Progress continues on the restoration. We had a great fundraiser at the U.S. Masters Awards Banquet in Dallas, with collection of \$1,800.00! *Special thanks to Fleet 120 at Lakewood Yacht Club.* Their members sent in a total of \$750.00 towards the project! Also, special thanks to Sarah Mees of England, who sent a nice cheque! Sarah sails #24152 "Moonstone" with the Erith Snipe Fleet.

## WE STILL NEED YOUR TAX-DEDUCTIBLE DONATIONS TO HELP RESTORE #1.

Please make your checks payable to SCIRA, with the notation: #1.

**LONG ISLAND, NY:** Snipe #10101, "Chequendeque," which won the 1957 U.S. Nationals with Past Commodore Fred Schenck at the helm, has been restored by Burton Eaton and donated to the Suffolk County Marine Museum in West Sayville, N.Y. The Museum would like to rig the boat and set it up inside a new display building.

Burt has contacted the Snipe office with the following message: "This museum will become a repository of Snipe materials. We need the following to complete the boat: Snipe mast (wood, we presume?) and boom and a set of sails. (Fred won the Nationals with Watts Dacron.) Also, we need a copy of *Scientific Sailboat Racing*." The Snipe office is out of copies. Your donations are tax-deductible. Please contact Burt Eaton, 127 Margaret Blvd., Merrick, NY 11566.



## WINTER RACING CIRCUIT

### SCIRA MID-WINTER CHAMPIONSHIP

March 10-12, 6 races with one throw-out  
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### DON Q RUM KEG SERIES

March 15-17, 5 races on Biscayne Bay, Coconut Grove S.C., Miami, Fla.

### BACARDI AND GAMBLIN MEMORIAL SERIES

March 20-23, two series of 3 and 5 races. Royal Nassau S.C., Nassau, Bahamas  
Local housing will be available. If interested write Myles Pritchard.

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

**CONTACT:** Bob Foster, 2990 Mayfair Ct., Clearwater, Fla. 33519, 813-796-3805  
Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, Fla. 33155  
Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas

## JUST THE FACTS MA'AM

Fact 1) There are four major U.S. sail lofts—three in California and one in Ohio.

Fact 2) For the past three years, every major championship in North America has been won by one of the West Coast lofts.

Fact 3) Of the three lofts, Sobstad Sails is the #1 choice for new sail purchasers on the West Coast.

Fact 4) It is now Fall Discount time at Sobstad Sails.

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# SOME FRANK THOUGHT ABOUT THE PERPETUAL FUND

If you are now receiving and reading the *Snipe Bulletin* the chances are that you have already made a significant investment of your personal time and monies into an activity that is important to you, that is Snipe sailing. Each of us has chosen to participate in a sport that is personally rewarding to us, and in many cases to the exclusion of other activities that compete for our assets and attention. Each time we hook our trailer to the car or put our boat in the water we do so with the expectation and anticipation of a value returned to us. For most of us Snipe sailing is a LIFE-STYLE. We are Snipe sailors, our friends are Snipe sailors and in many cases, our children, even our grandchildren, are Snipe sailors. My question to you is: What does the future hold for the Snipe Class?

Unfortunately, the operating budget of the Snipe Class has no means of guaranteeing you that your personal investment in Snipe sailing can or will be maintained. Our financial operations are, at best, on a virtual break-even basis.

By making a significant donation to the U.S. Perpetual Fund, you can help us guarantee that future Snipe sailing will continue to be as rewarding and gratifying to tomorrow's Snipers, and to you, as it is today. What is significant? That varies with each of us, but take a moment for some serious reflection. How much time have you spent sailing Snipes in the past several years? Are the rewards of your personal Snipe sailing experiences worth passing on to others? Are they worth guaran-

teeing for future sailors?

Please send your tax-deductible check or pledge for an amount that you honestly feel reflects your best efforts to help with something that is important to you.

The Snipe Class is not static. Our Association is benefited by the hard work of many volunteers, and many positive changes continue to occur. But that work is not enough. I have a recurring nightmare: I'm sitting in a rocking chair on the porch at the "Old Sailor's Home," watching our kids out racing on the bay. Here's

the scary part: They're not sailing Snipes! It really doesn't have to happen, but it could.

Please send a check today, and make it payable to: SCIRA U.S. PERPETUAL FUND, and mail them to: SCIRA, 4096 Chestnut Drive, Flowery Branch, GA 30542. Please call Tom Payne, Executive Director, if you have any questions.

Thanks for your time and contribution.

Sincerely,

Phil Richmond

SCIRA U.S. National Secretary

## CIRCULAR LETTER FROM DAN WILLIAMS CHAIRMAN RULES COMMITTEE

Several points have arisen that need to be addressed in a Circular Letter.

1. In the lower right hand corner of the Measurement Data Sheet (MDS) there is a sketch showing how to measure the sheer width and height on a boat with a rounded sheer. The question has been asked: what is the maximum radius allowed for that rounded sheer? After researching some of the background for the original sketch, the Rules Committee has decided to allow a maximum radius of 1/2 inch (12.7 mm).

2. In the "Shortened Forestay and No Jib Hanks" Test Program, no mention was made of the highest level of competition in which this test program could be used. The intent was that it should be used up to, but not including the World Championship. We are trying to encourage the widespread use of this Test Program to get as much experience as possible before the World Board votes on the Proposed 1992 Rules Changes in August, 1991, in Norway.

3. Two items have arisen on the subject of whisker pole launchers and retractors: (A) The 1989-1992 IYRU Rule Book, Rule 57, Manual and Stored Power states: "A yacht's standing rigging, running rigging, spars and movable hull appendages shall be adjusted by manual power only, and no device shall be used for these operations that derives assistance from stored energy for doing work." The shock cord retractors on our pole launcher systems probably could be interpreted as "stored energy" devices. However, pole launcher systems have been in use in the Snipe Class for several years with no discernable ill effects. So, for now, the Rules Committee has no objection to their use. (B) Now that we have pole launcher systems, what minimum weight do we require for boats with whisker poles that are not easily removed from the boat during weighing? After weighing several poles and attendant rigging, we find that 3 pounds (1.4 kg.) is about the average weight for a system. Therefore, if the skipper chooses not to remove the pole and attendant rigging during weighing, the boat should have a minimum weight of 384 pounds (174.2 kg).

4. Occasionally, builders write and ask if carbon or aramid fibers can be used in the hull construction of a Snipe. The answer has always been "NO" because their use is not needed for either strength or lightness and their use would increase the already too high cost of the boat. But nowhere has this prohibition been spelled out formally. So the Rules Committee is formally stating that "carbon or aramid fibers are NOT to be used in the hull construction of a Snipe. Paragraph 8-15 allows the use of aramid fibers in the running rigging only."

5. The Rules Committee has been asked about the use of advertising on the inside of a boat. Measurement Rule 59 prohibits advertising on the outside of a boat or on the sails. I don't really understand why an advertiser might want to place an ad where it could primarily be seen only by the skipper and crew, but the obvious intent of the Rule was not to allow advertising anywhere on the boat. So, no advertising is allowed inside the boat.

Happy Sailing,

Dan N. Williams, Rules Committee Chairman, SCIRA

## McLAUGHLIN SNIPES

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# TECHNOLOGY AT THE U.S. NATIONALS

Craig Leweck looks at some new Snipe advances

The U.S. Nationals provide a perfect chance for Snipe suppliers to show off their latest advances and demonstrate why Snipers should buy their products. With four sailmakers and four builders competing for the U.S. market, something is bound to be happening.

The new design from Jibe-Tech boats has generated a lot of talk. Ed Adams and Peter Commette took delivery this past Spring, and after listening to the gossip and speculation in San Diego, I was anxious to get to the Nationals so I could separate Fact from Fiction.

My friend Doug Clark had tested with Ed in May, and felt that the new boat got up on a plane earlier. This was the only consistent remark that I had heard. The design, which combines elements of many existing designs, features a hull shape modeled after an Alax hull that was originally owned by Mark Reynolds. The side-decks are Mueller-like, but with openings

near the floor allowing access for storage and rigging. Bulkheads, fore and aft, provide flotation compartments. The fore and aft decks are similar to the Brazilian Thor boats, while the hiking rails remind me of the Phoenix. Put it all together and you have the top-selling U.S. boat for 1990.

How good is the Jibe-Tech? While I'm not ready to replace my McLaughlin, I will be interested in more testing. I only got around Adams once and he was slightly better upwind and slightly slower offwind. Since he didn't qualify for the Heizerling, I'll have to wait until we meet again. As for Commette, he got fifth overall but was erratic in the chaotic conditions. All in all, the conditions were not prime for testing, but if the Jibe-Tech lives up to its downwind projections it could give the North American sailors a much needed boost against our South American counterparts.

As for sails, Bart Hackworth created

quite a stir on the Winter Circuit with his ripstop-style yarn-tempered mainsail. This sail, produced in North Sail's Argentina loft, first appeared at the 1989 Worlds in Japan. The cloth, produced in West Germany (or should we just say Germany, now?) is highly resinated 3.4 ounce, with as of yet unestablished durability. Since the Worlds, I have tested a jib and a main with mixed results. The jib needs some breeze to overcome its stiffness, but even then it was a detriment on the starting line due to the high amount of noise that results from luffing. My tests of the main against a standard design has been inconclusive, but the lightness of the cloth does show promise as long as the stretch is controlled.

Jeff Lenhart of Ullman Sails used a new main of this cloth throughout the series, while Hackworth and Gregg Morton used sails produced in North's San Diego loft using the Argentinean design. Fisher Sails

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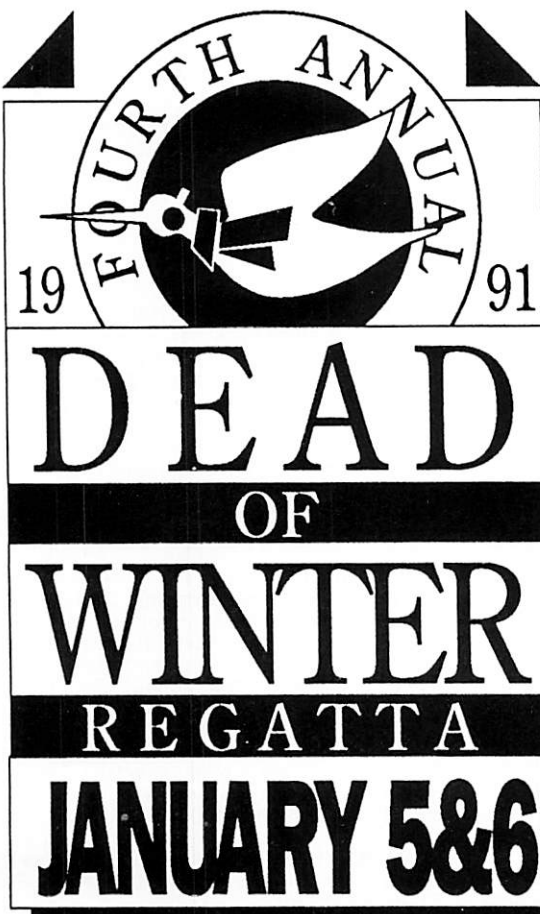
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had a team of hot guns using a new main-sail design that was mostly built of this new cloth. I stayed with our standard main and jib, both modified slightly after our North American's victory and used successfully in our District Six win.

There is also some interesting news in the area of masts. Since the builder of Cobra II masts went on sabbatical, the class in North America has had only Proctor Masts as a serious choice. John MacCausland, with a reputation in other classes for supplying fine equipment, has been im-

porting Argentinean Cobra copies on a limited basis. Sobstad got one of these masts in early 1988, through our Argentine loft, and it has worked out fine. Some of the fittings are suspect, but I'm sure MacCausland will make the necessary upgrades if he takes this project on to a greater scale. There is also talk of having SparTek Masts (they build Star masts) in Seattle, Washington, tool up for production. Their Star masts are a high-quality product so this would be very exciting if this idea goes forward. The Firestix mast

die still exists in Los Angeles and there is talk that LeFiel Masts may bring it back into production. My first two masts were Firestix, and they were quite possibly my favorites.

During this time of renewed interest in the Snipe Class, the supply seems to be on the rise. While the chance of your present equipment becoming outdated seems remote, it will be worth keeping track of these developments as we enter a new decade.

## DAVIS HOT IN FIREWATER

Lincoln Snipe Fleet #567 held its 30th Annual Firewater Regatta at the Lincoln Sailing Club site on Branched Oak Lake, June 16th and 17th, 1990. This year's Firewater was also the District II championship. Twenty-five boats from Nebraska, Iowa, Kansas and Texas sailed the four-race series.

Two teams from the Walnut Valley Sailing Club, headed by District Governor Ken Rix, and five teams from the Iowa-Nebraska Sailing Association were among our out-of-state guests. The two Dallas-area fleets sent four teams, including Commodore Pete Fenner. Having won the William M. Kilpatrick trophy four of the past five years, they were considered favorites, but failed to win it this year. Still, they dominated the series, causing a few locals to mutter. "If I could just get one of those Texans."

Saturday morning's weather was a big question.

An unsettled pattern had recently terrorized the area with violent thunderstorms, and this day was not looking good. Nervous skippers and crews kept one eye on the threatening skies as they launched. Meanwhile, a confident Fleet Captain, Andrew Ozaki, assured everyone that they had nothing to fear, and he was right. The ominous early morning clouds cleared, the southeast breeze freshened, and the racing was on. Race Committee John Ewoldt and crew set a perfect course and after two general recalls the first race was underway. Henry Davis survived strong challenges from Pete Fenner and Fried Elliott and took the win. In the second race, another Texan joined the chase and Bill Jackson finished a close second to Davis' first.

Although the original schedule called for a lunch break before the third race of the day, and despite the fact that the crews were ready for a rest, the Race

Committee, fearing a schedule overrun, started the third race immediately. Undaunted, the skippers and crews started in increasing winds. This time it was Bill Jackson who prevailed; Davis was second and Elliott took third.

After four hours on the water in heavy air and warm temperatures the tired and sunburned teams were happy to be met at the dock by a keg-laden pickup truck, with head bartender Jack Wagener serving. "Great races," said one weary Texas skipper, "You'll have to come to our regatta so we can get even!"

This regatta has a reputation for great food and this year's "grill your own" Nebraska steaks, rice pilaf, salad and chocolate mousse continued the tradition.

## CLASSIFIED

Classified ad rates ten cents a word. Minimum charge is \$3. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

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**PHOENIX 23584**—Excellent racing condition. Fisher sails, Cobra II mast, pole launcher, rod rigging, magic box, trailer and top cover. Asking \$1,800. (212) 866-7608 (dj)

**VARALAY 16106**—Cover, trailer, 2 sets sails, Cobra mast. Boat is in Newport Beach, CA. 714-675-2115 (d)



In typical Nebraska fashion, Saturday's warm southeast winds were only a memory by Sunday morning. After a night of heavy thunderstorms, a high pressure system brought clear skies and a cool northwest wind of 12-14 knots.

The Marge Wells junior race was sailed first on Sunday, with INSA sailors Kim Schofield and father, Rick, taking top honors. Second place (and the "Cut-est couple" award!) went to Texas skipper Zach Wooldridge and his crew, local sailor Courtney Layman. Zach and Courtney took the Marge Wells trophy as the top Junior team in the Districts.

Following the fourth and final race the crowd feasted on barbecued beef sandwiches and assorted side dishes while trophies and door prizes were awarded. In the end, the weather had been more than cooperative. Guests praised the hospitality, the great raves, and the excellent food. Invitations were extended, promises to return were made, and the 1990 Firewater was officially declared a success.

*John Buckley*

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**FIREWATER/DISTRICT II CHAMPIONSHIPS**

White Lightning Series

Top 10 of 20

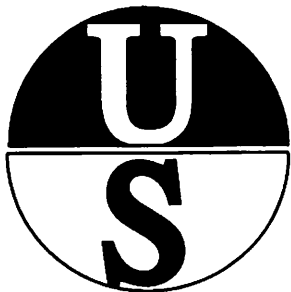
Finish	Skipper/Crew		Places	Points
1	Henry Davis/Curt Forest	INSA	1-1-2-3	6.50
2	Bill Jackson/Ellen Summer	Rush Creek	7-2-1-4	13.75
3	Fried Elliott/Barb Ross	Rush Creek	3-3-3-5	14.00
4	Pete Fenner/Zach Wooldridge	White Rock	2-4-9-1	15.75
5	John Briggs/Vicki Albers	Lincoln	6-7-4-2	19.00
6	Manning Grinnan/Shari Coleman	Rush Creek	5-8-6-7	26.00
7	James Rix/Ken Rix	Walnut Valley	4-5-5-14	28.00
8	Ed Weitz/Carter Weitz	INSA	8-10-11-6	35.00
9	Larry Briggs/Pat Keane	Lincoln	12-6-12-9	39.00
10	Bob Ewoldt/Erica Beutler	Lincoln	9-11-8-12	40.00

**Sloe Gin Series**

1	Chuck Wahl/Ron Ferry	Lincoln	20-20-19-17	76.00
2	Gunter Hofmann/Peter the Fish	Lincoln	22-18-dnf-20	85.00
3	David Marks/Susan Patrick	Lincoln	23-21-20-21	85.00
4	Rich Hayes/Dave Faeller	Lincoln	24-dns-dns-dns	96.00
5	John Keane/Aaron Lautenschlager	Lincoln	25-dns-dns-dns	97.00

**MARGE WELLS JUNIOR SERIES**

1	Kim Schofield/Rick Schofield	INSA	1	.75
2	Zach Wooldridge/Courtney Layman	White Rock	2	2.00
3	Pat Keane/Bob Ewoldt	Lincoln	3	3.00
4	Brian Layman/John Layman	Lincoln	4	4.00
5	Nicole Briggs/John Briggs	Lincoln	5	5.00



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## IOWA-NEBRASKA HOLDS REGATTA AT NEW SITE

July 7th and 8th were the dates for the "Early July" regatta, hosted by the Iowa Nebraska Sailing Association's Fleet 309. The event got underway with the voluntary selection of A and B fleets, with some encouragement by the other sailors.

The winds were somewhat challenging on the first day with a few capsizes, all of which righted themselves and continued to sail the races. One of our leading sailors capsized on the way back to the dock, after the finish. He and his crew spent the next hour diving for their centerboard—successfully!

Three races were sailed on Saturday and two on Sunday. Henry Davis and crew Curt Forst took the early lead and maintained it through all the races.

With sailors from four states and five fleets, the regatta was a success. Everyone had a great time and enjoyed the good sailing conditions.

At the awards ceremony, held on the lawn at the recently developed sailing site, Lake Manawa Sailing Association, Ed Weitz was presented a special bronze plaque by LMSA President Stuart Simon commending him for his special effort in ramrodding (as foreman) the construction of fifteen new docks for our new facility.

*Joe Spearing*

## LUCAS DIAZ IS JUNIOR CHAMPION OF FLORIDA

Lucas Diaz from the Coconut Grove Sailing Club won the 34th Florida State Snipe Junior Championship with a narrow margin over defending champions Steve Lippincott and Jonathan Glauser of St. Pete.

Storms threatened on both Saturday and Sunday, but the Race Committee managed two races each day without compromising with the storms. Saturday's winds were from the east and on Sunday they blew from the Southeast. Velocity for both days was perfect: under 12 mph.

A record number of entries, 15 boats, sailed Olympic courses for each of the four races. There were four boats with Junior crews (as we say, "all junior"). They placed second, fourth, sixth, and fifteenth.

The other 11 entrants had adult crews. Our practice of borrowing Snipes for the juniors, with the owner crewing (or any adult) continues to provide us with increased participation and total peace of mind during the races.

We owe a hearty thanks to Art Auwaerter, Race Committee Chairman, and to the Coconut Grove Sailing Club members who helped out, among them Frank Herbert, Don and Donna Bizzaro, Dave Bernero, Mike Anderson, Tom Montague, Bill Page, Marvin Schenker, Stuart Sorg, David Swanson, and many others whose names we missed. Great Job!

*"Old Man" Diaz  
Fleet Captain, Miami 007*

## MEDFORD NO MYSTERY FOR CLARK/PODLICH

The Medford Boat Club hosted the District I Championships in June, and the event was a big success both on and off the water.

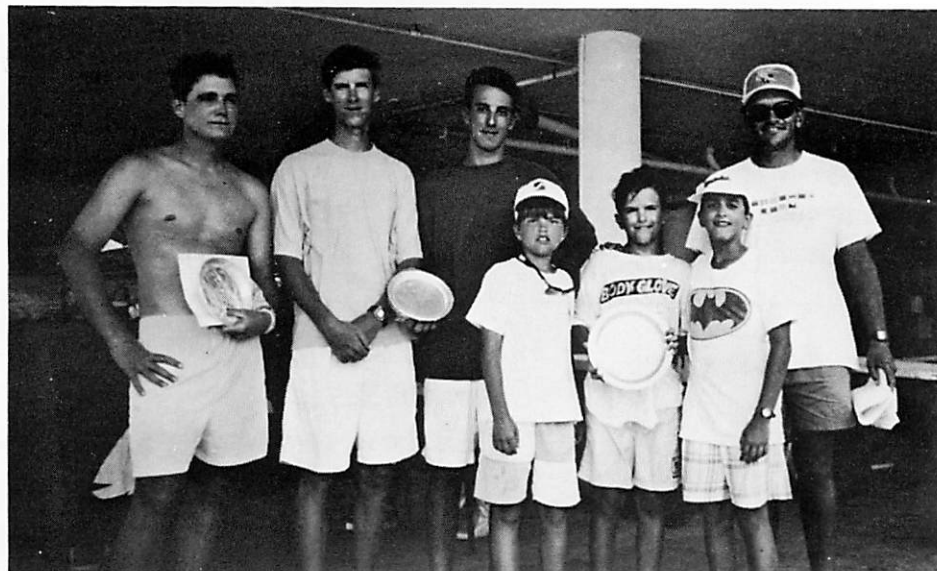
Day one saw sunny skies and solid winds. The Race Committee, led by Berta Swanson, did a great job and got off four races without cutting into our cocktail hour! Marblehead's John Keane took the first race, with local champ Jimmy Bowers and Hal Gilreath of Annapolis close behind in second and third. Local veteran David Lence walked off with the second race. John Drayton of Marblehead nosed out John Keane for second. Doug Clark of Annapolis was fourth, with Martin and Suzette Fraser, Regatta Chair-couple, taking fifth.



*INSA Fourth of July trophy winners: Skippers in back row, left to right: Henry Davis, John Russell, Kirk Smith, John Sepanski, Bob Ewoldt and Glenn Ruff. Crews in front: Curt Forst, Jon Christensen, Tyler Jennings, Marty Aljete, Erica Beutler and Judy Ruff.*



*Fourth of July "B" Fleet, left to right: David Marks, Susan Peters, Peter Harding, Mrs. Peter Harding, Fred Cady and Gregg Toohey.*



*Florida State Juniors, left to right: Obenshain, Lippincott, Glauser, Adrian Diaz, Lucas Diaz, Gonzo III, and Augie.*

Jimmy Bowers took an easy race three victory over newlywed locals John and Donna Lally. Clark moved up to third with Harry and Sarah Levinson in fourth. District One Governor Art Rousmaniere took the win in the final race of the day, and thus won the race to the hoist, leaving him plenty of time to prepare for the District Meeting.

A steak dinner, prepared by Jim and Barbara Fraser, followed Suzette's appetizers. The ice cream sundae desserts were followed by prayers for more wind! After a lively district one meeting, we had door prizes furnished by Harry Levinson and Sobstad Sails. Then it was time for the traditional Bocci tournament, featuring the lake sailors against "those ocean guys." The beer keg obscured the outcome!

With no throw-outs, the pressure was on for a Sunday morning shootout between Bowers, Clark, and Keane. Clark won the first race, with Keane in second, while Bowers found a hole and fell to seventh.

Doug Wefer of Seacliff took the final race, but Bower's second wasn't enough as Clark's third was enough to give him a one-point overall win.

Chuck Loomis, in charge of weighing and measuring all boats, found only a couple of boats with slight weight problems, and Rob MacArthur, a USYRU judge who policed the water, noted that he observed no infractions of any kind, only good clean sailing. Further evidence that Snipers are among sailing's best! by Martin and Suzette Fraser.

## GOPPERTS TOP ROCKIES

The world's highest Snipe regatta was held August 25 & 26 at Grand Lake, Colorado, elevation 8,153 ft. Boats from Denver, Lincoln and Kansas City escaped the mid-ninety degree temperatures of summer for the cool Colorado mountains. Beautiful mountain scenery and sunny skies provided some splendid views, including the drive through Berthoud Pass across the Continental Divide between Denver and Grand Lake. The prevailing westerly afternoon mountain thermals filled in on both days, providing shifty breezes which built from light to medium as the day progressed.

In Saturday's first race, Norm and Debbie Spahr led the first triangle, followed closely by Carl and Rae Lundstrom. Both went right on the second beat, looking for a lift along the shore, but they found a hole instead, allowing Doug and Rita Goppert to seize the lead which they held for the rest of the Olympic course. The Gopperts liked the building breeze of the second race and they led at every mark. The Bloody Red Barron (Jack Wagener) was second.

Sunday morning's race started at 10:30, just as the thermal started to fill in. The first beat was very light and variable, with Bob Ewoldt and Erica Beutler taking the lead, followed by, who else?, the Gopperts. Doug and Rita took the lead on the third beat of the long 2 triangle plus windward-leeward-windward course, and held on for their third bullet.

The final action of the weekend saw Mr. Snipe, representing the Co-Braska Racing Stable in the annual turtle race at Squeaky Bob's Cabaret. Mr. Snipe upheld the Class's honor with a strong second in the thirty-entrant field.

## DONALDSONS TAKE WOLVERINE REGATTA AT BARTON BOAT CLUB

Kirk and Phyllis Donaldson topped the 22-boat fleet at the Barton Ocean Open (June 16 and 17) with four narrow first place finishes. The Wolverine festivities began Friday evening with John and Cathy Johns' annual bash which included excellent food, beverage and dancing to the music of the Canadian DJ, Whistler. Saturday morning found some bleary-eyed sailors searching for shade while light-to-medium

southeast winds and sunshine filled Barton Pond.

The international race committee of Id Crook and Julian Adams got the fleet off to a prompt start with Steve Callison/Janet Gordon, Ian Brown/Don Behan and Doug Nugent/Kate Heywood in the lead. On the last beat of the twice-around triangle, Vancouverian Doug Nugent with Ann Arbor's Kate Heywood went left and edged out Callison/Gordon and Brown/Behan on right side to take the first race. Brown/Behan and Donaldson/Donaldson slipped in for second and third.

After a pause for a buffet lunch prepared by Barton Boat Club Members, the second race went off in similar conditions as the first. The Donaldsons got off the line with clear air behind Callison/Gordon. Callison/Gordon dropped back after fouling required they do a 720. The 720 became a 1440 when they collided with Joe and Zoe Pearson in mid-turn. The Donaldsons held off Nugent/Heywood for the win with Andrew Moeller/Russel Serbay in third. The third race ended in a photo finish as the Donaldsons edged out Brown/Behan and Callison/Gordon in the last few yards of the final beat.

The wind came to a sudden calm before the fourth race of the day got under way. The excellent race committee cancelled the race and signaled chase boat operator Middy Potter to serve beverages to the becalmed sailors making their way back to the clubhouse. Saturday evenings festivities included a poolside steak dinner hosted by Harry and Jan Hawkins. Club members provided side dishes, punch and excellent deserts to round out the meal. Several racers chose to end the near-perfect day with a moonlight swim.

A southwest oscillating wind built through the day on Sunday with sunny to partly cloudy skies. Brown/Behan sought to put an end to the Donaldsons' streak by leading throughout the first race only to

be passed by both the Donaldsons and Nugent/Heywood at the finish. The fifth race was controlled by the Donaldsons, sealing their regatta victory. The promptness of the race committee allowed for a sixth race, and therefore one throw-out for the series. Brown/Behan covered and edged out Callison/Gordon with Dan and Lydia Orr in third. Final results showed the Donaldsons in first, Nugent/Heywood edging out Brown/Behan on finishes for second, and Callison/Heywood in fourth.

Tom and Jane Coates appeared both days with their beautiful wooden Snipe. The Wolverine regatta continues to be a very enjoyable regatta due to the hospitality and effort of the host club. This year many new faces were welcomed to the regatta, and most regulars returned. Most important, the regatta continues to be a special occasion for all involved.


## ROUSMANIERE TAKES ATLANTIC COASTS


Who remembers what they were doing on July 7th and 8th, 1990? Well, anyone? Anyone? I'll tell you who, the Snipe sailors who sailed in the 3rd Annual Boston Snipe Championships (otherwise known as the Atlantic Coast Championships for this year) held at Cottage Park Yacht Club, THAT'S WHO! But do the sailors remember the sailing? Probably not.

Let me refresh your memory. The whole weekend was dominated by light to moderate winds with hazy, hot, and humid skies. At the end of the first day, with two light air races safely tucked away, John Keane and Anne-Marie Weldon had a two point lead over skipper Art Rousmaniere, alias "Artimus-Maximus" and his crew "Boy Wonder" Schaffer. In third was "Fly-boy, have pilot's license will

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travel" Hal Gilreath and crew, Lisa Foulke.

Do the sailors remember the steak and lobster dinner and late-night candle pin bowling? The answer is a resounding YES! Everyone had a great time throwing strikes and drinking assorted drinks including plenty of Mount Gay and tonic. Anne-Marie took enough pictures to blackmail everyone for life, and a championship bowling match saw two teams face off in the finals, with the winner still undetermined. We did determine that it is a good thing that Hal Gilreath is flying jets protecting out country, because we know that he cannot add! His version of the final score was something like 10,000 to 12! Guess which team Hal was on!

The second day of the event wrapped-up nicely with two more races and "Artimus Maximus" slightly edged out "Steady Eddie" Adams by one point to take the title. Hal Gilreath was third with John Keane dropping to fourth overall. As Fleet Captain, I would like to thank everyone who travelled from far and near to make it a very successful regatta. Special thanks go to Ernie and Sue Hardy of Cottage Park Yacht Club for all of their hard work in running this event.

*Henry Filter*

### INDIAN LANDING BOAT CLUB HOSTS 50TH ANNUAL REGATTA

On August 18, ten Snipe teams from the Severn Sailing Association braved a four-mile tow up the Severn River to Round Bay, where they met the Race Committee from the Indian Landing Boat Club who had motored four miles from the opposite direction to run the ILBC's 50th annual regatta.

The first race started in near drifting conditions. Andrew White hooked into the beginning of a nice sea breeze on the right and never looked back. Scott Taylor just nipped his brother-in-law, Ross Dierdorff, who was handicapped by having to use a boat hook as a whiskerpole.

By race 2, the breeze had settled in from the south with 5-10 degree oscillations. After being over early, Scott Taylor found some breeze to the left of the fleet and managed to hold on for a second race win. In a closely contested final beat in which everyone finished within a few boatlengths, Hawkeye Dull was second, and Peter Salmon-Cox was third.

In the third race, Hawkeye Dull led the triangle after a good favored end start at the pin and was followed by Taylor and Emmie Swanson. The final beat went the Taylors' way, however as did the regatta. Andrew White took third place overall.

The real sailing came in the late afternoon when the engine on the towboat died! Everyone was forced to rehoist their sails and beat back through the Severn River drawbridge to SSA. Everyone agreed that it was a great day of sailing, well worth a "MUST RETURN" entry on the 1991 schedule. Just ask Bob Smith!

*Susan Taylor*

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### WOLVERINE REGATTA June 16-17, 1990 Six Races - One Throw-Out

Finish	Skipper/Crew	Places	Points
1	Kirk Donaldson/Phyllis Donaldson	3-1-1-1-4	6
2	Doug Nugent/Kate Heywood	1-2-5-2-2-10	11.75
3	Ian Brown/Don Behan	2-4-2-3-5-1	11.75
4	Steve Callison/Janet Gordon	4-8-3-4-3-2	16
5	Dan Orr/Lydia Orr	8-5-4-12-4-3	24
6	Andrew Moeller/Russel Serbay	5-3-14-5-8-6	27
7	Bill Buckles/Pam Gregory	6-9-7-8-6-7	34
8	Chris Hains/Bill Simpson	18-7-6-7-10-8	38
9	Joe Pearson/Zoe Pearson	13-6-15-15-9-5	48
10	Matt Heywood/Chris Bickley	9-10-12-10-16-9	50
11	Jan Culbertson/Carey Culbertson	10-13-11-11-7-12	51
12	John Alexander/Carolyn King	12-11-8-6-21-16	53
13	Mark Capper/Robert Randolph	7-15-9-14-11-13	54
14	Steve Werns/Dan Montgomery	11-17-13-16-13-11	64
15	Drew Regan/Dave Newman	17-12-10-17-12-15	66

### DISTRICT ONE CHAMPIONSHIP

Finish	Skipper/Crew	Places	Points
1	Doug Clark/Margaret Bonds-Podlich	5-4-3-3-1-3	18.75
2	Jimmy Bowers/Jim Bowers	2-6-1-2-7-2	19.75
3	John Keane/Ann-Marie Weldon	1-3-8-6-2-8	27.75
4	Hal Gilreath/Lisa Foulke	3-9-5-4-8-4	33
5	Dave Lence/Barbara Evans	8-1-12-10-13-9	52.75
6	Art/Jennifer Rousmaniere	7-11-9-1-22-6	55.75
7	Pedro/Mimi Lorson	22-7-15-8-6-5	63
8	Harry/Sarah Levinson	10-18-4-9-11-14	66
9	John Drayton/Mary Jodice	9-2-7-14-17-18	67
10	Doug/Beth Hart	13-14-13-15-11	70

### 1990 ROCKY MOUNTAIN SNIPE CHAMPIONSHIPS

Finish	Skipper/Crew	Places	Points
1	Doug/Rita Goppert	1-1-1	2.75
2	Jack Wagener/Adriene	3-2-5	10
3	Bob Ewold/Erica Beutler	6-3-2	11
4	John Buckley/Mary Zabel	4-7-3	14
5	Norm/Debbie Spahr	2-6-7	15
6	Carl/Rae Lundstrom	5-8-4	17
7	Roy Kent/Troy Bishop	7-9-6	22
8	Jack/Betty Clodfelter	9-4-9	22
9	Jim/Rita MacKenzie	10-5-8	23
10	Doug/Karen Swenson	8-10-10	28

### 1990 SNIPE ATLANTIC COAST CHAMPIONSHIPS Cottage Park Yacht Club July 7 & 8, 1990 Top 10 of 37 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Art Rousmaniere/P.J. Schaffer	Winchester	1-4-6-5	15.75
2	Ed Adams/Carol Newman	Newport	10-2-4-1	16.75
3	Hal Gilreath/Lisa Foulke	Annapolis	6-3-1-11	20.75
4	John Keane/Anne-Marie Weldon	Marblehead	2-1-16-6	24.75
5	Doug Clark/Margaret Bonds Podlich	Annapolis	8-10-3-9	30
6	Griff Hall/Sherry Eldridge	Annapolis	11-18-5-2	36
7	Michael Zani/Brad Gibbs	Lone Wolf	12-11-9-13	45
8	Doug Hart/Beth Hart	Annapolis	7-5-12-23	47
9	John MacCausland/Barb Smigelski	Annapolis	16-7-14-10	47
10	Pedro Lorson/Mimi Lorson	Sea Cliff	9-13-8-20	50

### INDIAN LANDING BOAT CLUB 50TH ANNUAL REGATTA

Finish	Skipper/Crew	Places	Points
1	Scott/Susan Taylor	2-1-1	3.5
2	Hawkeye Dull/Jeanne Casey	4-2-2	8
3	Andrew White/Carol Sigley	1-4-4	8.75
4	Ross/Sheree Dierdorff	3-6-5	14
5	Emmie/Mark Swanson	7-5-3	15
6	Peter/June Salmon-Cox	9-3-6	18
7	John/Ginger Schaum	5-9-8	22
8	Dick C./Mary Ellen Bartlett	6-7-9	22
9	Terry/Barbara Jackson	8-8-7	23
10	Bob Smith/Jerry Karsh	10-10-10	30



## Sanctioned Snipe Regattas

JANUARY 5 & 6, DEAD OF WINTER REGATTA, Dr. Bill Welch, 631 Sixth Ave. South, St. Petersburg, FL 33701 USA, 813-821-0900

MARCH 10-12, SCIRA MIDWINTER CHAMPIONSHIP, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 33529 USA, 813-796-3805

MARCH 15-17, DON Q. RUM KEG REGATTA, Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155 USA

MARCH 20-23, BACARDI AND GAMBLIN MEMORIAL SERIES, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas

APRIL 26-28, U.S. PAN-AMERICAN GAMES TRIALS, Ronald Payne, Lauderdale Yacht Club, 1725 S.E. 12th St., Ft. Lauderdale, FL 33316 USA, entry deadline March 27th.

AUGUST 2-10, 35TH SNIPE CLASS WORLD CHAMPIONSHIPS, Birger Jansen, Broveien 44, N-1315 Nesoya, Norway, entries limited.

AUGUST 3-18, PAN-AMERICAN GAMES, Habana, Cuba, contact your national authority.

AUGUST 15-23, U.S. NATIONALS AND JUNIOR NATIONALS, Terry Timm, 2124 Tuomy Rd., Ann Arbor, MI 48104 USA

SEPT. 14-21, U.S. MASTERS AND NORTH AMERICAN CHAMPIONSHIPS, Newport Harbor Yacht Club, 720 West Bay Ave., Balboa, CA 92661 USA

Later in the evening there was a club-sponsored luau with a roasted pig provided by a Kansas farmer. How Hawaiian! Then "dignified" District Governor Ken Rix took the Hula dance contest prize. A beautiful sunset over the Kansas prairie added the finishing touch to a wild and fun day.

The next morning the second race was started in 10-12 knots of wind. Just as the race was to start a major shift caused a postponement to realign the course. The wind held and began to build in velocity. Fried Elliott won, followed closely by Kirk Smith of Council Bluffs, Iowa. Ken Rix took the third.

Winds were back up to the 20+ range for the third race. Kirk Smith won, followed by Ken Rix with Manning Grinnan in third. These conditions can try the best of sailors and there were several comical mishaps during the race. Fried Elliott fell out of his boat. Carl Chinnery, crewing for his daughter, Amy, fell out while they were tacking under a starboard boat. He managed to hang on and Amy helped him back in, to cheers from the starboard boat's crew. Amy also managed to capsizes right at the finish line.

There was a discussion whether or not she had cleared the course before the upset—she had.

Special note should be made of the fact that so many women crews and skippers were involved in this event. The high winds and rough conditions didn't deter any of them. Skippers Amy Chinnery and Mary Ann Rix enjoy the challenge just as much as the "macho" men!

Winners of the beautiful handmade plaques, by Fleet 93's Ashley Jones, were as follows: Ken and James Rix, first. Fried Elliott and crew, Barb Ross, in second, and newcomer Kirk Smith, in third. It must be noted that it was the first time in a sailboat for Kirk's crew, Teri Christianson.

Walnut Valley Sailing Club will host the 1991 District II Championships next June, so plan to attend. Lincoln Nebraska Fleet Captain Andrew Ozaki has promised ten boats from his fleet. Fried Elliott has promised ten from Rush Creek. Can the rest of the fleets in District II top that?

Richard Monts  
Captain, Fleet 93

### 1990 MIDWESTERN CHAMPIONSHIPS Walnut Valley Sailing Club Wichita, Kansas August 18 & 19, 1990

Finish	Skipper/Crew	Places	Points
1	Ken Rix/James Rix	1-3-2	5.75
2	Fried Elliott/Barb Ross	3-1-4	7.75
3	Kirk Smith/Teri Christianson	6-2-1	8.75
4	Lou Joline/Sonja Joline	4-5-5	14
5	Manning Grinnan/Shari Coleman	2-dsq-3	15
6	Amy Chinnery/Carl Chinnery	5-4-7	16
7	Mary Ann Rix/Robert Herrick	7-6-6	19
8	Ashley Jones/Kandy Kimple	8-7-9	24
9	Robert Fusco/Ben Chinnery	9-8-8	25
10	Richard Monts/Gene Plehal	dns-dns-10	30

## RIX AND RIX HAVE R<sub>x</sub> FOR MIDWESTERN SNIPE FEVER

The prediction for August 18 & 19th in Wichita, Kansas called for "high winds." The prediction was correct, making the 1990 Midwestern Championship Regatta, hosted by the Walnut Valley Sailing Club, a major test of sailing in heavy air, and for El Dorado Lake, high waves.

Saturday dawned with 18-20 knots and by race time it was up to 22-24. Some thought that the gusts were much higher, but who can argue with a machine, or the Race Committee Boss, long-time Sniper, and former Ted Wells crew, Bob Fugit?

After two pre-start capsizes the first race became a wild ride. Planing was the order of the day, and even some of the more experienced crews resorted to the "chicken-jibe." Local skipper Ken Rix won, followed by Manning Grinnan of Rush Creek. Rush Creek's Fried Elliott took third. By the end of the race the winds were up in the 30 knot range, with gust above that, so the second race was postponed until the following day.

Back on shore it was time for an impromptu seminar on high-wind sailing. Ken Rix opened the discussion with tuning tips and on-the-water techniques. Then Fried Elliott followed with advice on sailing with waves and surfing. Next there was a very elegant discussion of the crew's responsibility and teamwork. Then everyone turned to securing the boats against an impending storm that provided some heavy rain and more wind.



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## FISHBACK AND STOUT TAKE FRIGID DIGIT

Forty-three Snipes came from Canada and the New England and middle Atlantic states to compete in the Annapolis Snipe Fleet's annual Frigid Digit regatta. Additionally, a socially inspired duo of crews came from Bermuda. Their original intentions of sailing were overcome by their desires to enjoy themselves at the local pubs. The regatta was characterized by close and competitive sailing as the final results evidenced third through seventh place separated by five points. Bryan Fishback and Lori Stout sallied a consistent series turning a close regatta into a three point win. This was Lori's first major regatta since she and Alex had their second child. Also returning to action was our U.S. National Secretary, Phil Richmond. He teamed with Lisa Foulke to crew in his first regatta of the year.

An expected cold front slowed west of Maryland, so Saturday's sailing was characterized by light southerly winds, sunny skies and incessant chop and pleasure boat traffic. These conditions placed an emphasis on concentration, steering and the minimization of tacks. The Race Committee, manned by the Annapolis Lightning Fleet, set up windward-leeward courses off of Greenbury point. The first race established the right side as the day's favored route. Griff Hall and Sherry Eldridge came off the right side to lead at the weather mark followed closely by John Drayton and Mary Jodice in second and Fishback in third. The positions were close at the finish as Fishback worked his way into the lead and held on for the win.

The second race was tightly contested between Hal Gilreath with crew Margaret Podlich, and Drayton and Jodice. The lead changed hands several times with Drayton getting the gun by half a boatlength. Fishback and Stout returned to the top in the third race, leading the entire course, followed by Susan and Scott Taylor. Drayton and Jodice capped a consistent day with a third.

At the end of Saturday's racing Drayton was three-quarters of a point ahead of Fishback. Griff Hall, Susan Taylor, and consistent Alex Stout followed in third, fourth, and fifth, respectively. The majority of the sailors were tired by an outstanding day of competition and retired to the traditional Labatt's beer truck. The Bermudians, having recovered from the previous night's escapades, set-up the Dark and Stormy bar. Dinner was served and the party continued late into the cool, clear Fall evening until the imported supply of Gosling's Black Rum was retired amidst a lively atmosphere.

Sunday morning arrived with several Snipers feeling a bit "Dark and Stormy" from the previous evening. After a brief postponement the fleet ventured forth as the breeze quickly built from the South at fifteen. Gilreath and Podlich led from start to finish, followed by Fishback and Stout. John Keane and John

Tagliamonte recovered from being over early to edge Pedro and Mimi Lorson and Doug Hart and Cheryl Bertolio in a close race for third.

Fishback's second and Drayton's tenth meant that Bryan had a comfortable lead going into the final race. Keane and Tagliamonte jumped off the line and held off Gilreath for the win. The Olympic course gave Doug Hart a chance to use his excellent reaching speed to move from mid-fleet to third in two legs. Fishback closed out the regatta with a seventh to wrap up the win. Keane's third and first on Sunday low-

ered his average to improve his YMP score, boosting him to second overall.

The end of the regatta marked the closing of a very active year of Annapolis Snipe sailing. Many thanks are extended to those who travelled to Annapolis and contributed greatly to each regatta's success. Snipe Fleet 532 hopes that all will return next year when the Labatt's truck and Severn River hospitality will open for the Olympic Classes Regatta, the Colonial Cup and the Frigid Digit.

Hal Gilreath

### 1990 FLORIDA STATE SNIPE JUNIOR CHAMPIONSHIP Coconut Grove Sailing Club August 25-26, 1990 Crews listed for all-junior teams, only

Finish	Skipper/Crew	Fleet	Places	Points
1	Lucas Diaz	CGSC	1-2-1-4	7.5
2	Steve Lippincott/J. Glauser	SPYC	3-3-2-1	8.75
3	Chris Obenshain	SPYC	4-1-7-6	17.75
4	Ed Sherman/Phillip	SPYC	7-8-6-2	23
5	Gonzalo Diaz III	CGSC	2-12-5-5	24
6	Senet Bischoff/Suzy Humble	CRYC	5-10-4-10	29
7	Geoffrey Sherman	SPYC	9-11-8-3	31
8	Pat Downey	CGSC	12-9-3-8	32
9	Adrian Diaz	CGSC	6-7-10-9	32
10	Veronica Diaz	CGSC	8-4-9-11	32
11	Lowell Kahn	CGSC	10-5-12-7	34
12	Trevor Gaffney	CRYC	11-6-13-14	44
13	Ricky Vadia	CRYC	13-15-11-12	51
14	Chris Gaffney	CRYC	14-13-14-13	54
15	James Blom/Gabe Blom	CGSC	15-14-dnf-dnf	61

### 1990 FRIGID DIGIT Severn Sailing Association September 29 & 30, 1990 Top 10 of 43 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Fishback/Stout	SSA	1-5-1-2-7	15.50
2	Keane/Tagliamonte	SSA	6-ymp*-5-3-1	18.75
3	Hart/Bertolio	SSA	4-3-8-5-3	23
4	Drayton/Jodice	EYC	2-1-3-10-12	27.75
5	Gilreath/Podlich	SSA	11-2-12-1-2	27.75
6	Hall/Eldridge	SSA	3-4-6-11-4	28
7	Taylor/Taylor	SSA	5-8-2-8-5	28
8	Lorson/Lorson	SSA	12-18-4-4-6	44
9	Stout/Randell	SSA	7-9-7-9-13	45
10	Griffith/Griffith	256	8-15-19-6-10	58

\*Keane YMP was awarded average position. Four points.

### WINCHESTER INVITATIONAL Winchester Boat Club August 11 & 12, 1990

#### "A" Fleet—Top 5 of 15

Finish	Skipper/Crew	Fleet	Places	Points
1	Jim/Jim Bowers	Winchester	1-1-1	2.25
2	Ray Schmidt/Teresa Alexander	Newport	2-5-3	10
3	Eugene/Marta Sartori	Winchester	6-4-2	12
4	Dave Lence/Katie Puopolo	Winchester	7-2-4	13
5	Jen Rousmaniere/Karen Boodakian	Winchester	5-7-5	17

#### "B" Fleet—Top 10

1	Bob/Melanie Coyle	Medford	4-1-1	5.50
2	Chuck/Katie Oman	Winchester	1-6-2	8.75
3	Jim Fraser/Maria Trica	Medford	2-3-4	9
4	Pam/Carl Boerner	Winchester	3-5-6	14
5	Lou Odette/Ellen Gaffney	Cottage Park	8-2-5	15
6	Charlie/Heather Price	Winchester	7-7-3	17
7	Jim/Carol Tomassetti	Hudson Valley	5-9-8	22
8	Bob Leahy/Chuck D'Antonio	Medford	9-4-9	22
9	Jim Atwood/Lydia Hoctor	Lone Wolf	dns-8-7	26
10	Greg/Chris Pease	Quassapaug	6-dns-dns	28

## FLASH:

**Leweck Wins USYRU  
Championship of Champions  
Details in the January Bulletin!**

## BOWERS TEAM TAKES WEATHER-SHORTENED WINCHESTER INVITATIONAL

The Winchester Invitational Regatta was held on August 11th and 12th, although it was shortened to a one-day competition by an intense downpour of rain that broke a fifty-year record: Seven inches in four hours...and no wind!

After several postponements on Saturday, the racing was finally called at 2:00 P.M. All of the sailors then gathered at the Swansons for a party and "sail talk" until a delicious steak dinner was served at the Winchester Boat Club.

The winds on Sunday were light to moderate, but steady, out of the southwest. Three races were sailed with the following results: In the "A" Fleet Jim Bowers, Jr. with Jim Bowers, Sr. as crew ran away with three firsts, making it look easy. Ray Schmidt and Teresa Alexander from Newport, R.I. took second and Eugene and Marta Sartori got it all together for a third.

In the "B" fleet Bob and Malenie Coule in their new boat nearly repeated Jim's performance with two firsts and a fourth for the win. Chuck Oman and daughter, Katie, new to the Snipe Fleet (both being Laser sailors) came in second with Jim Fraser and Maria Trica third.

Despite the lost day on Saturday, all thirty boats attended to having a good time by saying that they'd be back again next year.

Ralph Swanson

## ROZELLES TAKE ONTARIO OPEN

Fourteen visiting teams from California, Massachusetts, Michigan, New Jersey and New York State helped the ten member boats of Snipe Fleet 321 celebrate its fortieth anniversary at its new home location, Bronte Harbour Yacht Club. Bronte is the Town of Oakville's second harbor, located at the mouth of Twelve Mile or Bronte Creek.

Three races were sailed on Saturday. The wind was light but would build when there were showers around. There were also major shifts. Jerry Thompson and Sherry Eldridge rounded the first mark of the first race in the lead, closely followed by Sandy Belford, who was sailing his first race in his first Snipe regatta, and crew, Doug Howard. Thompson fell victim to the shifts who dropped to second behind locals Jack and Ken Mitchell. David Belford and Angie McPhail took third.

The shifty conditions continued for the next two races, but John Keane and crew, Anne-Marie Weldon won both convincingly. Fred and Jan Rozelle sailed consistently with a second and third to follow their first race fourth. Third place in race two went to David Belford. Ian Brown and crew, Don Behan took the second in race three. After the racing the fleet returned to Bronte Harbour for the post-race festivities, steaks and rock and roll tunes from the collection of our fleet DJ, the Whistler.

One of the tunes must have been a song to bring wind, for on Sunday morning the wind was coming in from the southeast at twenty to twenty-five knots, kicking up some really heavy seas. Frequent rain squalls only added to the fun! The Race Committee took a quick trip out to check the conditions and decided to cancel the days racing as the lake was too hazardous.

The winners Fred and Jan Rozelle took home the Oakville Trophy for the Ontario Open. The Canadian National Championship trophy, the Leckie Trophy, went to Doug Nugent and John Ramsden, the top Canadian boat in second overall. Three-quarters of a point behind, in third overall, were Jack and Ken Mitchell. Thompson and Eldridge took fourth.

David Belford and Angie McPhail rounded out the trophy winners, in fifth.

The regatta was also the first of two selection regattas for the Canadian Snipe team for the 1991 Pan-American Games. The Olympic scoring used for the selection produces a curious result. Jack and Ken Mitchell become top Canadians with 25 points and stay in third overall. Nugent and Ramsden drop to fourth overall and become the second Canadian boat with 27.7 points. The final selection regatta is the 1991 Don Q Rum Keg Regatta at Miami. A final note on the scoring: No boat scores worse than 20th place, or 26 points, and all races count.

The regatta organizers, Jack Mitchell and David Belford did a terrific job in putting on this year's event. Special mention goes to the Race Committee led by Lorne Bogue and David Smith who not only did an excellent job in difficult conditions, but also set new sartorial standards for local Race Committee. Larchmont, look out! Finally, the assistance of the Ontario Sailing Association is acknowledged.

Chris Hains

## "BOWERS BOYS" BAG "BOARD" AT QUASSAUG

The Annual Board of Governors Regatta was held August 25th and 26th, hosted by the Quassapaug Yacht Club, in Connecticut. Twenty-eight boats braved the ominous forecast of rain and variable

winds. Saturday morning began just as the weathermen had predicted, so lunch was served while we waited for signs of a steady breeze. By 1:00 P.M. the skies cleared and a surprisingly steady westerly filled in, allowing us to get in three good races.

Jennifer Rousmaniere took the first race by playing the right side on the first beat, rounding the mark 1st and never looking back. Joel Zackin and Mike Zani played the far right side in the second race and battled their way around the course with Zackin ahead at the final mark. Zani was able to escape Zackin's loose cover on the final leg and take the race. In the third race there were at least a half-dozen lead changes with local Sniper Marc Turner crossing the finish line just ahead of a bunch of boats.

After Saturday's racing it was Jim Bowers in the lead with three consistent top five finishes. However, only 3 3/4 points separated the top six competitors.

Every sailor seemed to excel at the steak dinner and dance Saturday night. Zani took top honors at the whisker pole limbo contest, showing that he could get lower than Quassy's reigning champion, Jackie Huey.

After dancing up a storm the night before, Jib Bowers blew around the course on Sunday, in very light winds. His first clinched the Board of Governors regatta title.

Quassapaug Yacht Club looks forward to showing Snipe sailors good racing and good times next June at the annual Whittemore-St. John Regatta.

Jim Barnes

### ONTARIO OPEN/CANADIAN NATIONALS Bronte Harbour Yacht Club August 18 & 19, 1990 Top 10 of 20

Finish	Skipper/Crew	Fleet	Places	Points
1	US—Fred/Jan Rozelle	Crescent	4-2-3	9
2	KC—Doug Nugent/John Ramsden	Royal Canadian	6-4-4	14
3	KC—Jack/Ken Mitchell	Bronte	1-9-5	14.75
4	US—Jerry Thompson/Sherry Eldridge	ABYC	2-7-8	17
5	KC—David Belford/Angie McPhail	Bronte	3-3-12	18
6	US—John Keane/Anne-Marie Weldon	Marblehead	19-1-1	20.50
7	KC—Ian Brown/Don Behan	Pier 4	9-12-2	23
8	US—Leigh Savage/A. Kubert	Crescent	5-5-14	24
9	US—John/Cathy Johns	Barton	7-8-13	28
10	KC—Gord Richards/Jodi Richards	Bronte	8-13-10	31

### 1990 BOARD OF GOVERNORS REGATTA Quassapaug Yacht Club Top 10 of 22

Finish	Skipper/Crew	Fleet	Places	Points
1	Jim Bowers/Jim Bowers	Winchester	5-3-5-1	13.75
2	Dave Lence/Barbara Evans	Winchester	3-10-3-4	20
3	J. Zackin/Ed "My Bones Ache" Scully	QYC	9-2-4-7	22
4	Mike Zani/Brad Gibbs	FSYC	6-1-10-6	22.75
5	Ray Schmidt/T. Alexander	Lone Wolf	2-11-9-2	24
6	Jen Rousmaniere/K. Rousmaniere	Winchester	1-14-2-9	25.75
7	Shawn Sullivan/Tara Scully	QYC	4-4-7-12	27
8	John Lally/Donna Lally	Medford	7-5-18-3	33
9	Peter Wolcott/Charlene Houle	QYC	10-12-15-8	45
10	Keith/Peggy Donald	SSA	14-13-6-14	47

#### "B" Fleet

1	Robert/Melanee Coyle	Medford	1-3-2-3	8.75
2	Jay/Hillary Horrocks	QYC	2-4-3-1	9.75
3	Sue Rogers/Caryn Flowers	QYC	3-2-1-5	10.75
4	Jim/Carol Tomassette	Lone Wolf	4-5-4-2	15
5	Jim Fraser/Patty Bolinski	Medford	5-1-5-6	16.75
6	Bill Donaldson/Eric Baker	Bantam	6-6-6-4	22

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## 1990 FISHER SNIPE RESULTS

### NATIONALS:

Heinzerling	3, 4, 5	Southerns	1
Wells	1, 3	Bacardi	1
Crosby	1, 2, 3, 4	New York State	1, 2
Junior	1, 2	District 1	1, 2, 3
North Americans	4, 6	District III	1, 2, 3, 5
Atlantic Coast	1, 2	Olympic Class Regatta	1, 2
Canadian Nationals	1	Wolverine	1, 2, 3, 4
Colonial Cup	1, 2, 3, 4, 5	Pine Beach	1, 2
Don Q	3, 4, 5	Bolde Mothers	1
Bermuda Race Week	1, 2, 3, 4, 5	Columbus Open	1, 2, 3, 4, 5
		Halloween	1

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