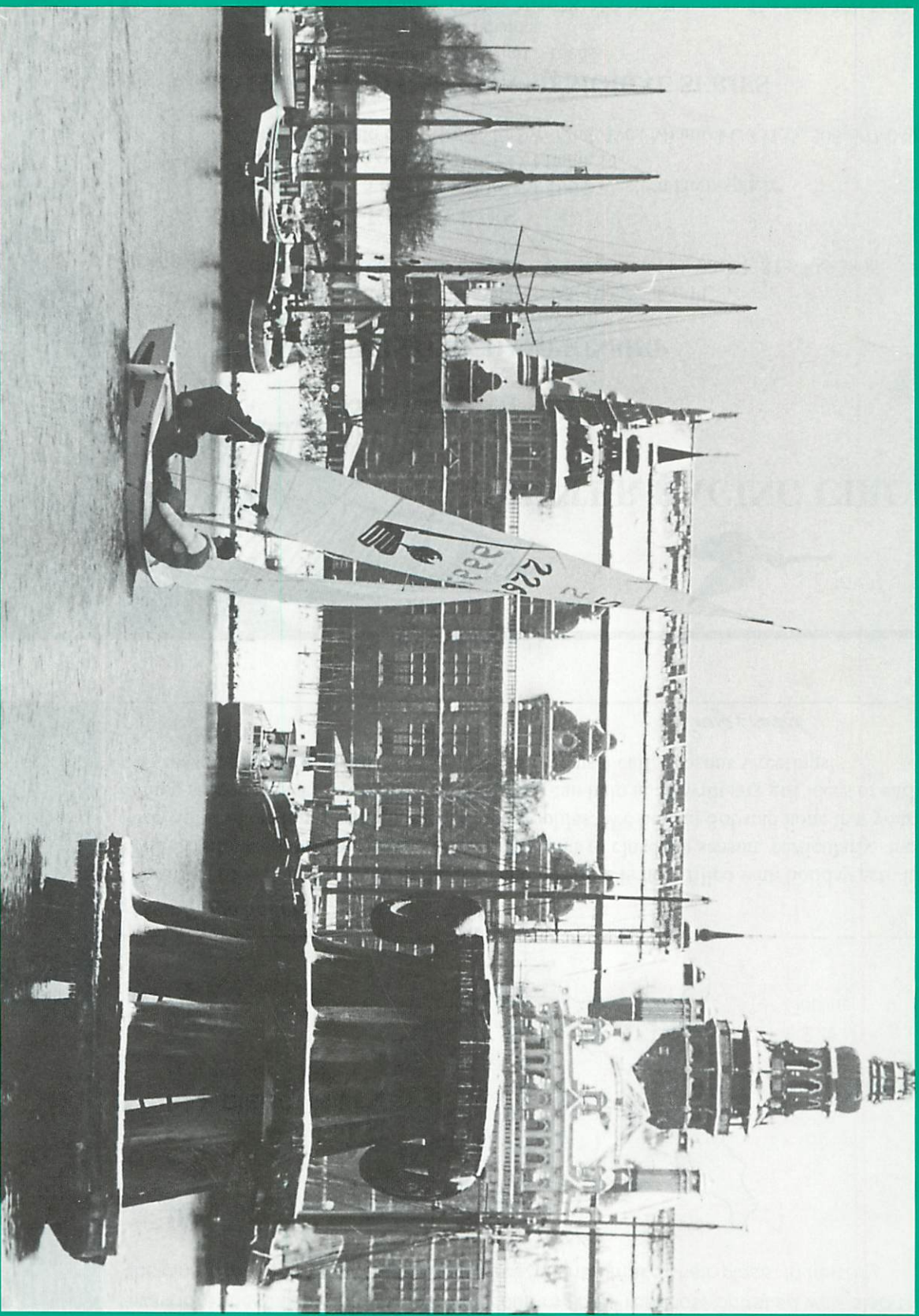


*December 1994*



*Happy Holidays from SCIRA*



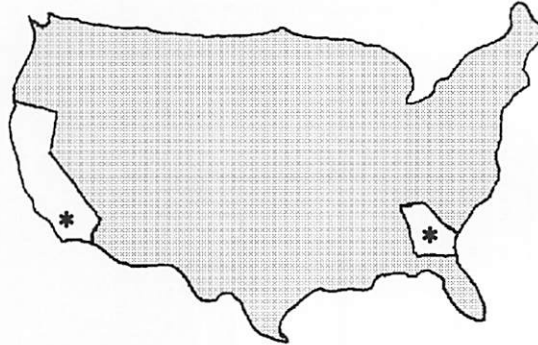
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## It Happens Only Once A Year

For each Snipe season, the final weekend in October marks a time when sailors in Atlanta and San Diego meet for their respective Halloween regattas. Albeit, this is not the intergalactics, but these are two events when over one hundred weekend warriors meet to sail for some righteous regional respect. Sobstad was also there, helping the top boats in San Diego and Atlanta make their place in history.



### SAN DIEGO

A Flight  
1, 2  
B Flight  
1, 2, 3, 4, 5

### ATLANTA

Spooks  
1, 2, 3  
Goblins  
1

### *Dear Snipe Sailor,*

For most of us, our boats are in the barn and our time is now filled with holiday activities. The Halloween weekend was a grand way for us to close the season, particularly since it was Sobstad customers taking most of the trophies. We here at Sobstad hope that your Snipe season was a joyous one, and that if we can help at all with any gift ideas or early '95 season planning, please don't hesitate to give us a call. Seasons Greetings!

*Craig Leweck*



## WINTER RACING CIRCUIT

### SCIRA MID-WINTER CHAMPIONSHIP

March 11-14, 6 races with one throw-out.  
On the Gulf of Mexico, Clearwater Y.C., Clearwater, FL  
Contact Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

### DON Q RUM KEG SERIES

March 17-19, 5 races, qualifier for 1994 Western Hemisphere.  
Biscayne Bay, Coconut Grove SC, Miami, FL  
Contact Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155, 305-667-0492

### BACARDI AND GAMBLIN MEMORIAL SERIES

March 22-25, two series of 3 and 5 races.  
Royal Nassau SC, Nassau, Bahamas  
Contact Peter Christie, P.O. Box N-1628, Nassau, Bahamas, Fax: 809-326-5642.  
Local housing available.

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

# The Snipe Bulletin

December 1994

Volume XIII No. 12

Editor

Jerelyn W. Biehl

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## AROUND THE SNIPE WORLD

### SNIPERS IN IYRU

Late breaking news has 2 Snipe sailors representing SCIRA in prestigious positions in IYRU: Fernando Bolin Saavera, former National Secretary of SCIRA Spain (1966-1968) and present Spanish Sailing Federation President was elected as President of the Events Committee and Antonio Roquette, President of the Portuguese Sailing Federation, was elected member of the Special Events Committee. Arturo Delgado, Past SCIRA Commodore (1982) and former President of the Spanish Sailing Federation, has just completed his term as Vice President of the IYRU. Thank you gentleman for serving!

### 144 SNIPES BUILT IN 1994

Look for more interesting statistics on 1994 in the next few Bulletins.

---

**THE COVER:** Happy Holidays from your Snipe Class Officers and Staff! Lucia Day Regatta, unknown date, Stockholm, Sweden. Per & Mats Guethlein photo.

**THE COUNT:** 11 numbers were issued, all to Spain.

**NUMBERED SNIPES:** 28809

**CHARTERED FLEETS:** 829

---

## COMMODORES COLUMN

Dear Snipers;

This will be my last entry in the Bulletin as Commodore, so please receive my best wishes for the future, sailwise and otherwise.

It has been a wonderful year and I have enjoyed all the opportunities of meeting and corresponding with all our old and new friends. We have a great Class and let's go on doing everything to keep it that way.

Open discussion of our problems and listening to our member's input is the way to do it.

I want to take the opportunity of thanking Jerelyn, Terry, Means, Dan, John, Fujiya and Motoka, Arturo, Antonio and the rest of the SCIRA Board and Committee members for their help.



**SAIL EXPO '95**  
February 4-12  
Atlantic City, NJ

The Snipe Class will be displaying two boats again this year at the show. Help is needed in set-up and manning the booth. For more information, contact:

**Darryl Waskow**  
(609)683-1198

Dear Snipe Sailors;

We were recently saddened by the passing of one of our local Snipe sailors, Tom Dugan, (boat #26469) as the result of a work related accident. Tom sailed at the Cuba Lake Yacht Club for many years and was known as a gentleman on and off the water. He was a tough competitor and truly loved to sail. He was an artist when it came to working with metal, welding, or any fabricating that needed to be done. Tom had the ability to keep his daughters interested in crewing for him over the years. They must have liked it since they always came back for more. I never knew how much my Snipe would mean to me...I bought it from Tom when I first met him several years ago and will find it hard to ever part with it. I'm sure Tom has a special place in Heaven. Please say a prayer for his family.

—Jim Keough

*Fleet Captain, CLYC 442*

Best wishes for our next Commodores Jimmie Lowe and Giorgio Brezich. The Class will be in very good hands in the near future.

In a few days I will have the chance of watching some superb sailing during the Western Hemisphere Championships here in Montevideo and enjoying the company of many other friends at home.

This is what sailing Snipes is all about. I wish the best of luck to you all and hope to be able to continue serving SCIRA wherever my services may be needed.

Your Commodore,

Horacio Garcia Pastori

# Borras & Magro European Champions

47 boats from 10 Countries Compete  
in Menorca, Spain



## Results

1. Damian Borras/Javier Magro	Spain-28270	1-2-1-4-1-13-3	11.25
2. Kristoffer Spone/Janett Krefting	Norway-28689	2-1-4-5-5-8-13	24.75
3. Carlos Llamas/Fernando Garcia	Spain-9779	4-7-9-1-9-3-dnc	32.75
4. Thomas/Hanne Guttormsen	Norway-28110	7-10-8-2-16-5-8	40
5. Fredrik Segerstrom/Carl Terneus	Sweden-28146	3-3-12-15-4-10-10	42
6. Ricardo Rubio/Ricardo Solana	Spain-19223	11-5-19-8-12-4-5	46
7. Diogo Cayola/Joaquim Morreira	Portugal-28768	16-16-10-14-2-1-4	46.75
8. Tiago Roquete/Francisco Lino	Portugal-28028	18-11-5-20-7-2-5	48
9. Jonatan Persson/Andreas Godtfredsen	Denmark-28688	5-6-7-10-37-21-2	51
10. Birger Jansen/Carine Juliusen	Norway-27410	17-21-15-6-3-15-1	56.75
11. David Saura/Pablo Manent	Spain-25010	15-8-2-7-14-14-17	60
12. Fernando Rita/Antonio Andreu	Spain-28203	10-4-18-22-6-11-14	63
13. Cristobal Bosch/Pedro Alles	Spain-28149	12-20-3-3-23-6-20	64
14. Enrico Michel/Ilario Larossa	Italy-28612	8-13-11-16-25-28-12	85
15. Carlos Leite/Hugo Freitas	Portugal-28405	6-9-13-18-30-22-21	89
16. Karl Book/Martin Tobiasson	Norway-26599	19-19-26-9-11-17-15	90
17. Frank/Tonny Eriksen	Denmark-28362	23-26-6-11-10-19-dnc	95
18. Paulo Rodrigues/Carlos Pineiro	Portugal-26840	27-23-16-21-20-9-7	96
19. Juan Magro/Nicolas Serrano	Spain-24662	34-12-24-24-34-7-18	119
20. Per/Lars Jorgensen	Denmark-28372	30-15-17-13-8-27-dnf	120
21. Erling Nesse/Caterine Foyn	Norway-28531	21-22-20-17-22-pms-19	121
22. Ezio Braga/Stefano Parodi	Italy-28706	13-31-34-27-15-12-28	126
23. Reidar Berteilsen/Jannicke Haug	Norway-28453	24-33-14-12-24-25-30	129
24. Arild Heldal/Marita Christensen	Norway-27136	32-18-37-35-17-20-9	131
25. Caro Conelli/Eric Bevilacoda	Italy-28705	9-14-38-25-41-18-29	133
26. Giuliano/Diego Dematte	Italy-27131	14-25-32-pms-32-24-11	138
27. Claus Carpelan/Risto Valjus	Finland-28707	25-17-27-32-26-pms-22	149
28. Antonio Viegas/Amelia Domingos	Portugal-27671	dsq-28-31-26-18-33-16	152
29. Antonio Bari/Pier Di Girolamo	Italy-6313	33-39-22-29-13-29-dnf	155
30. Lars Angur/Rikard Oberpilelep	Sweden-27811	22-35-30-23-38-26-25	161
31. Gabriele/Ferruccio Bernardis	Italy-28275	38-30-25-33-29-16-dnf	171
32. Peter Wolstenholme/Nick Young	England-26671	31-36-28-38-19-32-dnc	184
33. Gil Guedes/Diogo Magalhaes	Portugal-26842	26-27-21-28-36-dnf-dnc	186
34. Javier Santander/Fernando Morillo	Spain-25704	39-24-dnf-30-27-23-dnf	191
35. Castor Alonso/Oscar Ribo	Spain-28258	35-32-23-36-39-30-dnf	195
36. Svend Andersen/Christian Skjoldvang	Denmark-25528	20-42-36-42-31-35-27	196
37. Ola Nygard/Nial Thorbjorsen	Norway-27743	29-29-35-dnf-21-34-dnf	196
38. Luis Guedes/Victoria Vaz Almada	Portugal-26841	28-41-29-29-35-pms-pms	210
39. Peter Holm/Jan Wikstrom	Finland-26923	40-37-39-43-33-31-24	212
40. Nicholas McGonigle/Keith Butler	England-20255	45-38-41-39-40-37-23	218
41. Sampo Valjus/Kirsi Nieminen	Finland-26650	36-44-33-31-44-38-dnf	226
42. Carlo/Sergia Parodi	Italy-28614	37-43-43-37-28-40-dnf	228
43. Bart Biemans/Gerd cryns	Belgium-27789	42-34-42-34-43-36-dnf	231
44. Vermilyn Dirk/Meirte Hugo	Belgium-27263	44-46-46-41-46-39-26	247
45. Roger Nylund/Stig Robert	Finland-28153	43-40-40-40-42-42-dnf	257
46. Patrick Biddulph/Jim Kirk	England-28385	41-45-45-45-pms-43-dnf	267
47. Monteil Sebastien/Pascal Blondelle	France-28465	46-47-44-44-45-41-pms	267



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# US Masters Championships

## St. Pete fleet does it all!

For those of you who are just youngsters, or who are new to the Snipe Class, we will begin this story with an introduction:

**Definition:** Snipe Master - a Snipe sailor who has achieved the age of 45. Three divisions of Snipe masters compete annually:

**Apprentice Masters:** 45-54 years old

**Regular Masters:** 55-64 years old

**Grand Masters:** 65—and older

All three divisions compete for the overall prize. The combined ages of skipper and crew must equal 80 or more.

Now, you should not be misled in believing that this is just a bunch of oldie/goldies out there hacking around. The teams at the top of the results listing will be the same names you'll see at most major events. So read on and look forward to your Masters days!

St. Petersburg Yacht Club and local Snipe Fleet 801 hosted the annual US Snipe Masters Championships October 5-7. Twenty-five teams from around the country and four non-US boats attended the event. Local skippers included John Jennings and Bill Welch of St. Pete, and Dick Edwards and Bob Foster of Clearwater. Five past commodores raced in the regatta, and one past commodore served on RC in the official capacity of SCIRA representative (Means Davis). The SCIRA Rear Commodore, Jimmie Lowe, of the Bahamas, arrived on the second day of racing and ended up sailing the last race of the regatta. In typical Masters regatta form, it was a who's who Snipe class history lesson.

In the weeks preceding the regatta, rumors were flying that Charlie Morgan, a long time Sniper, was going to dust off his old wooden Snipe and race with Kim Ross, daughter of his Snipe compatriot of old, Courtney Ross. It was also rumored that Snipe class legend, Francis Seavy would be competing. To the disappointment of everyone, the rumors did not pan out; but Francis did attend the awards, to vast applause, and Charlie did make a brief appearance at the opening night party. But the regatta was not short on legendary figures! Snipe class past commodore Gonzalo Diaz, of Miami, who has been a "Master" for many, many years, but who has never sailed in a "master's" event, graced the 1994 championships. And if he had not been PMS on day one of racing, he would also have taken home his first Masters trophy!

But due to the light breezes and the very impressive incoming tide, there were many PMS incidents. The lake sailors were hit especially hard in the PMS dept., and quite a few others as well, who didn't give mother nature enough credit, where credit was due.

Carlos Wanderly of Brazil, sailing in a borrowed boat with a pick up local crew was the clear winner of the championship with a 9 1/4 point lead over the next team for



*Dick Edwards and Bill Fogarty of Clearwater. Highest numbers on the water at 80 and 75! Dennis Kelly photo.*

the overall prize. But since this is the US Masters Championships, Carlos was not eligible to win the perpetual trophy for overall; he was, however, quite happy to take home the "keeper" trophy for the first place overall, and to also win the "masters" divisional trophy. His fellow Brazilian, Bibi Juetz, the only woman skipper in the event, placed sixth overall and third in her division, also in a borrowed boat, but with a handsome young crew from Brazil.

The winner of the perpetual trophy and designated US Masters Champion (for the third time since 1979) was Past Commodore Jerry Thompson, of Long Beach, CA., and his crew Dee Schilling.

As was fleetingly mentioned above, many of the skippers in the master event sailed with "younger" crew members. Certainly, there were a couple of notable father/daughter teams (Diaz, Swanson, Foster) and some father/son teams (Simon, Levinson, Nichols and Hill) But without a doubt, the most remarkable team on the water, and the only team who received a standing ovation at the awards ceremony, was Dick Edwards and Bill Fogarty of Clearwater, who registered at 80 years and 75 years old. This team received the award for the oldest combined ages of any crew at the World Masters event in Portugal two years ago, and they did it again in St. Pete for the US Masters. Fierce competitors, valiant gentleman, and a delight at any regatta!

Our favorite Canadian Snipers, Bent Poulsen and Id and Anne Crook, were last to leave the bar at SPYC every night and kept their local hosts busy partying all week. With the emphasis on socializing for the Masters events,

this group took it to heart. Many of the competitors took advantage of massage therapists after each day of racing, which had been kindly arranged by Dr. John Jennings. Quite a few sailors spent their mornings playing golf, since the starts of the races weren't scheduled until 1 pm.

The wind gods did not take into account our 1:00 start time. Consequently, and in spite of the best efforts of the RC, only one race was completed each day. Starting early on day three did not fix the problem; the breeze quit even earlier that day, resulting in the abandonment of race #4, to the dismay of the light air sailors in front.

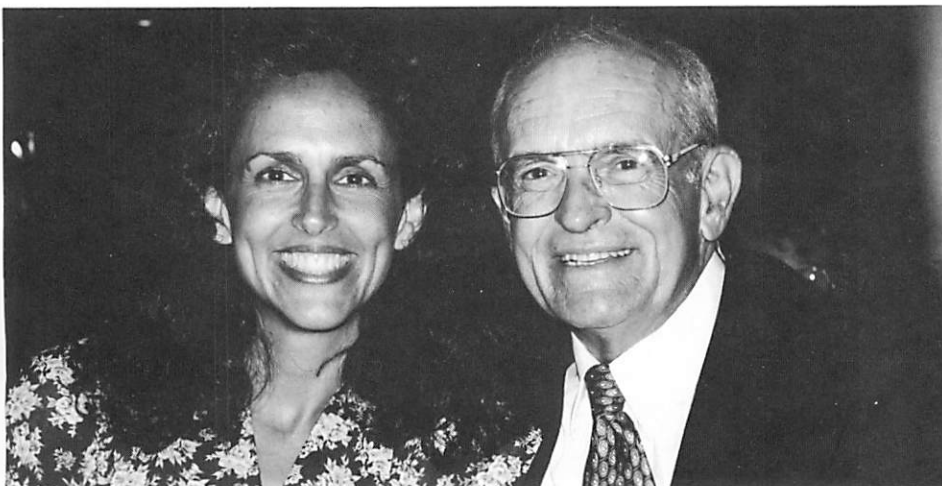
Local fleet member, Ray Gauthier, was master of ceremonies two evenings after dinner, Snipe "Pictionary" was a big hit among the Masters crowd, with some excellent artists making their debut to the cheers (and sneers) of their peers. And for the more cerebral of the Snipe Masters crowd, we played Snipe "Jeopardy" another evening. Here, the true Masters excelled, with several of the past commodores, and quite a few of the Grand Masters, wowing the assembly with their accumulated knowledge as they racked up points for their teams. Does the competition never end!?

The awards banquet was a delight. The Jury members finally made an appearance - they had not been needed the entire regatta, and were finally introduced to the competitors. The standard thank yous were passed out to all deserving folks, with a few new twists: John Muhlhausen, when receiving his trophy, thanked his lovely crew for her efforts and then thanked the manufacturers of Ibuprofen for their role in keeping them fast! Only at the Masters would that be truly appreciated! Twenty polished pewter trophies were distributed to the top three skippers and crews in each division, as well as keepers for the overall first place.

It was a typical Snipe Masters regatta; great friends enjoying good times on and off the water. It doesn't get any better!

*--Sherry Welch  
St. Pete fleet 801*

*"Old Man" Gonzalo Diaz his lovely crew, daughter, Ani.*



## Masters Results

### Grand Masters

#### 65 and older

1. Buzz/Frank Levinson	26673	8-7-1	15.75
2. Ken/Bill Simons	25231	9-16-9	34
3. Ralph Swanson/Marta Wallace	28999	21-11-14	46
4. Mel/Tim Nicols	27780	20-15-15	50
5. Dick Edwards/Bill Fogarty	19795	pms-pms-18	69

### Masters

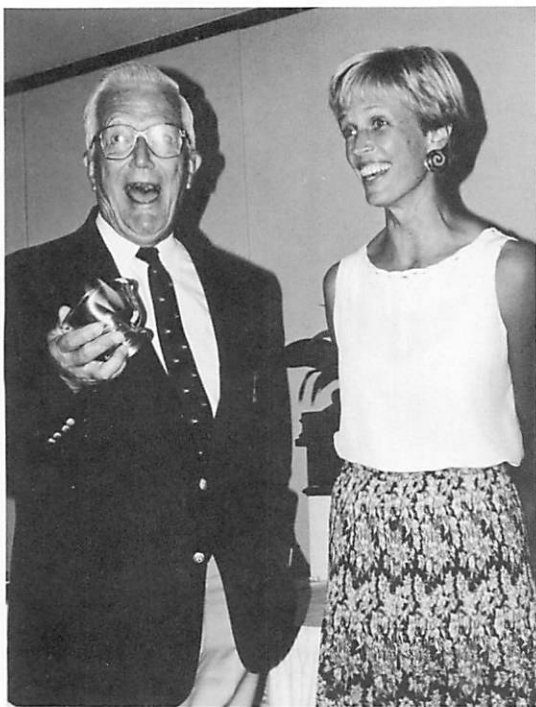
#### 55-64 years

1. Carlos Wanderly/Sherry Welch	27290	1-2-2	4.75
2. Jerry Thompson/Dee Schilling	24702	4-6-4	14
3. Bibi Juetz/Ricardo Santos	7	7-4-8	19
4. Gonzalo Diaz/Ani Fernandez	26395	6-pms-3	37
5. Bob/Denise Foster	26397	10-19-11	40
6. Bent Poulson/Id Crook	25843	17-12-17	46
7. Bob/Rob Hill	24678	12-13-23	48
8. Bruce Hurst/Correen Walmer	21508	14-20-21	55
9. Don Hite/Matt Heywood	26612	13-pms-16	57
10. Harvey Griffith/Pete Benjamin	24627	22-17-22	61
11. Andy Gmeiner/Steve Lang	28045	pms-psm-18	74

### Apprentice Masters

#### 45-54 years

1. John/Kitza Muhlhausen	24442	5-1-10	15.75
2. Terry Timm/Katie Heywood	28714	2-3-12	17
3. Stephen/Monica Irgens	28470	11-8-6	25
4. Norm/Beth Towle	27101	18-9-5	32
5. John Jennings/Trudy Bixby	22729	3-5-dnc	33
6. Don/Marianne Hackbarth	28571	16-10-7	33
7. John/Lori Korkosz	28648	15-14-20	49
8. William/April Worster	25727	pms-18-13	59
9. Bill Welch/Lawren Carrier	27772	19-21-dnc	65



above: Ralph Swanson with daughter Marta Wallace as crew, accepts his trophy with a good story.

below: The Simons team receive their trophy.

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# United States Pan American Trials

## Doug Hart/Steve Stewart to Represent the US in Argentina

Current US National Champion Doug Hart with crew Steve Stewart, both from San Diego, won the Pan American Trials off Coronado, California, October 7,8,9. Hart began the series of 7 races posting a 22 and 13, which he felt all but put him out of the running. He was able to come back with a 2-3-1-1-1 the following two days in winds inconsistent with the usual South Bay breezes. The first two days showed winds of 8-10 shifting from the west to northwest throughout the day. The final days races were sailed in Santa Ana breezes from the east at 18-20 knots. Hart and Stewart will represent the US in Mar del Plata, Argentina, March 11-26, 1995.

Second in the trials were John Jackman and Watt Duffy, 3/4 of a point behind Hart/Stewart, also from San Diego. All competitors were assessed a 20% penalty during race 5 due to a "Z" flag rule, a rule which states that "competitors may not be in the triangle formed by the two ends of the starting line and the weather mark, 1 minute prior to the start," which included a general recall while the flag was flying. The race committee contested that the entire fleet was over the line early, thus the fleet was assessed penalty points.

top 25 of 34

1.	Doug Hart/Steve Stewart	28687	(22)-13-2-3-1p-1-1	27.25
2.	John Jackman/Watt Duffy	28464	6-1-5-4-2p-(13)-3	27.75
3.	Craig/Lisa Leweck	28672	1-5-9-2-3p-7-5	28.75
4.	Jeff/Becky Lenhart	25715	2-4-3-5-(4p)-5-11	30
5.	Bart Hackworth/Aimee Hess	28542	8-10-8-1-(8p)-4-4	34.75
6.	Rick/Carol Merriman	27077	3-2-1-(16)-5p-10-8	36.75
7.	Jack Franco/Greg Reynolds	28702	5-3-10-(20)-6p-3-2	37
8.	Tom O'Neill/Jim Richardson	28678	11-7-12-(27)-5p-15-10	67
9.	Chris/Mary Snow	26460	(22)-14-4-19-13p-6-14	77
10.	Keith Dodson/Karen Butler	27862	12-20-17-11-(17p)-11-7	78
11.	Argyle Campbell/Rod Graham	28468	19-19-20-6-(19p)-12-6	82
12.	Kurt Mayol/Keith Carew	27534	(25)-22-16-8-16p-2-13	84
13.	Sean/Jerelyn Biehl	26104	7-21-6-12-(22p)-24-17	87
14.	Mike Lenkeit/Courtney Raferty	28686	18-15-13-13-(18p)-9-22	90
15.	Gregg Morton/Ashley Kurtz	25222	21-8-22-10-(30p)-14-16	91
16.	Jon Rodgers/Jay McNamee	25079	20-6-14-9-(18p)-16-pms	92
17.	Ken Redler/Kristen Lawton	25405	16-9-23-7-9p-23-(24)	94
18.	Bob Bowden/Jeff Baker	28223	10-11-(30)-28-15p-17-15	103
19.	Mike Pinckney/M. Sanguinetti	26917	17-26-7-(33)-12p-14-23	106
20.	George Walker/Laurel Timpson	28224	9-23-11-(31)-18-14p-26-26	113
21.	Kevin Dumain/Doug Teulie	28409	13-25-(32)-18-14p-19-18	114
22.	Mike Bartell/Renee Vesterby	24687	4-12-19-22-(21p)-dnc-dnc	119
23.	Dave Tillson/Alex Phillips	23966	(pms)-27-15-15-23p-20-25	132
24.	George Szabo/Stacy Dumain	23280	pms-28-(pms)-21-13p-18-12	133
25.	Mark Butler/Eric Shampain	25224	24-18-27-25-24p-22-21	137

**Rules** This regatta will be governed by the International Yacht Racing Rules, the US Sailing prescriptions thereto, the SCIRA Rules for sanctioned Regattas, the Snipe Class Rules and the Sailing Instructions.

**Eligibility** Skippers must be a member of SCIRA and an owner (or co-owner) of a Snipe. 1994 stickers will be honored.

**Fees** \$75 entry fee per boat (\$80 for non-members of US Sailing) includes: Participation, New Years Eve Party at SPYC and Friday evening buffet for skipper and crew, continental breakfast or brunch each day.

**Additional charges** T-shirts, cookouts and a cash bar every evening. Guest privileges at SPYC will be available at registration by credit card or through your Yacht Club.

### Thursday, December 29

Practice sailing all day  
1800 Registration Party, SPYC  
1900 Cash bar and cookout

### Friday, December 30

0700 - 0900 Breakfast - SPYC  
0930 Skippers meeting, racing follows immediately  
1900 Italian Buffet, SPYC Cash Bar

### Saturday, December 31

0800 Continental Breakfast, Sailing Center  
0920 Warning signal, Racing continues  
1830 Cash bar and Heavy hors d'oeuvres, Compass Room  
Midnight GMT - New Year's Eve Celebration

Located on western Tampa Bay directly off St. Petersburg Pier. Hoists are available at St. Petersburg Sailing Center and ramps at Demer's Landing.

**Sailing area**

Pre-registration is encouraged but no additional charges apply if paid at the Regatta by Friday morning. Make checks payable to SNIPE FLEET 801. A pre-registration packet is available from Bill and Sherry Welch.

**Registration**

The Jim Brown Memorial Trophy is awarded to the top finisher. Keeper trophies will be awarded to skippers and crews placing first through fifth in A Fleet and those finishing first through third in B Fleet.

**Prizes**

The weather can be changeable. Be sure to bring plenty of warm clothing and foul weather gear. There are many hotels nearby or within a short drive. Call for hotel list.

**Misc.**



### Sunday, January 1

0900 Continental Breakfast, Sailing Center  
1050 Warning Signal, Racing continues  
Dockside cookout and awards follow racing

### Snipe storage

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# Fleet News

## Nor-Cal Open San Francisco Bay

The local Snipe fleet completed their Northern California Summer season September 10-11, on the sunny and warm Richmond Riviera. Fifteen boats raced in a mini-preview of next year's Snipe National Championships. "It was a great learning experience," said local fleet captain, Vince Casalaina of Berkeley, who said pretty much the same thing when he returned from Dallas in July.

Winning the five race series, which featured a range of wind conditions from mild to "invigorating," were the Santa Rosa husband/wife team of Doug and Bonnie Howson with a 1-1-1-3-3. The 1994 Small Boat Racing Association title holders beat out one of the Class's best competitors, Jeff Lenhart, who came from Costa Mesa for the weekend. Jeff would have won the regatta but for a tactical error on the last leg of the last race where he let the Howsons slip by. Third was San Francisco's Packy Davis with a very strong second day effort, 2-2-4.

Although relatively new to Snipes, the Howsons have a sterling racing background. In 1992, they won the Albacore North Americans. Their first Snipe regatta was the NorCals in 1993, when they borrowed a boat and finished middle of the fleet. Since then, they've bought their own and figured out how to generate considerable speed on the course. "I did a lot of reading about how to tune the boat and realized I'd been bending the mast too much, which is what we used to do in the Albacore," said Doug.

Junior sailors were present in large numbers, crewing on one third of the boats racing. Mark Ivey, two time Junior National champion, crewed for Jeff Lenhart. Miriam Casalaina-Martin, this year's Junior National Champions crew crewed for Packy Davis. Other juniors included Matt Niccols, Clark Hutton and Ben Watson-Lamprey.

## Columbus Open

If almost all match races are decided by the start, why waste time with the rest of the course? A few years ago, this cynical premise led to the development of the Columbus Open Match Race/Cocktail Hour, now an established feature of our annual regatta. It has made an always good event even better, with spectators enjoying an ideal view of the pocket course, tucked under the high clubhouse shore where the imbibe fruity, potent concoctions from the Cleveland Crowd's trademark blender. This year, reigning Interlake National Champion Steve Aspery and crew Brandon Dickerson topped a field of 16 bloodthirsty match racers. The single elimination event was held on Saturday afternoon, on a blustery windward-lee-ward course that seemed scarcely longer than the starting line. With a race starting every 7-10 minutes, there was never a break in the action!

The rest of the weekend was filled with good old-fashioned fleet racing, and Aspery found the going a little rougher there against several other past and present national champions of assorted classes, as well as the cream of Midwestern Snipe sailors. In fine

Richmond YC race committee head Scott Rovnpera laid out the courses just beyond the main breakwater. This is the sailing area where the Nationals will be held - a short 20 minute sail from the dock. He hunted for the right combination of wind and water. "You can always find 20+ knots on the Berkeley Circle or off the City Front but by setting the course in the lee of Angel Island, we can find that sweet spot with peak winds of 10-15 knots."

In all but race 2, Rovnpera was able to keep the average wind around 10 knots. With the building flood in evidence both days, and the wind from the South west, the left side was consistently favored upwind. Jeff Lenhart went left and you could spot the comber by watching for his tack. Only Packy Davis was able to make the right side

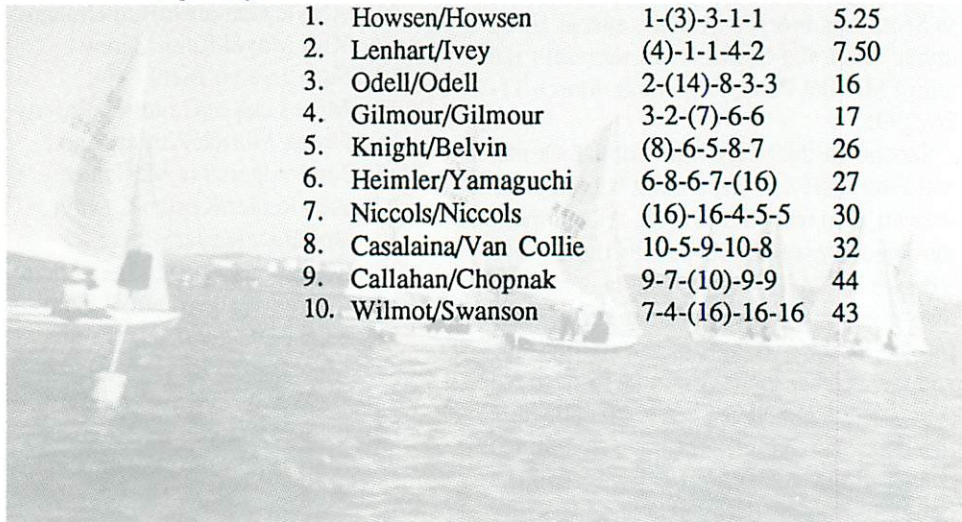
pay off. Downwind, a bear away set and starboard gybe was favored as the tide pushed you down to the mark.

Race 2 on Saturday showed just how changeable conditions can be on the Bay as the wind filled in from the North at a solid 18 knots. That put the finish line just outside the mouth of the harbor and gave everyone a thrilling ride into the dock.

Rovnpera will be the regatta chairman during the Nationals and came away from this weekend confident that they can find similar condition in August. The races will probably be wet and the water cool, so wet or dry suits are recommended, but the sailing conditions should be moderate air and 1-2 foot chop - prime Snipe sailing.

—Simon-Craig Van Collie  
San Francisco Fleet #12

### top 10 of 14



1.	Howsen/Howsen	1-(3)-3-1-1	5.25
2.	Lenhart/Ivey	(4)-1-1-4-2	7.50
3.	Odell/Odell	2-(14)-8-3-3	16
4.	Gilmour/Gilmour	3-2-(7)-6-6	17
5.	Knight/Belvin	(8)-6-5-8-7	26
6.	Heimler/Yamaguchi	6-8-6-7-(16)	27
7.	Niccols/Niccols	(16)-16-4-5-5	30
8.	Casalaina/Van Collie	10-5-9-10-8	32
9.	Callahan/Chopnak	9-7-(10)-9-9	44
10.	Wilmot/Swanson	7-4-(16)-16-16	43

Snipe tradition, many entries were sailed by husband-wife teams. Steve and Janet Callison led throughout the weekend, but every position was hard fought, the ranking shuffling after almost every race in the fickle winds of Hoover Reservoir.

So, whether for the great fleet racing, match racing, blender-joy, or NAs tune-up, try the Columbus Open next year!

—Jeff Clark  
Fleet 760

1.	Steve/Janet Callison	1-5-3-1-2	11.5
2.	Matt Fisher/Jay Mueller	3-3-7-6-1	19.75
3.	Alex/Lisa Pline	9-1-1-3-14	27.5
4.	Wes/Anne Hamish	4-4-11-5-5	29
5.	Bill Buckles/Ann Jones	6-7-9-4-4	30
6.	George Fisher/Jeff Jones	10-10-10-2-8	40
7.	Rick Wood/Karen Lorenz	8-14-5-15-3	45
8.	Steve Aspery/Jamie Jones	7-6-6-13-17	49
9.	Ted/Tracy Pinkerton	2-16-2-14-16	50
10.	JR Francis/Craig	14-8-4-12-13	51
11.	Jeff Clark/Brian Boelk	20-2-14-11-7	54
12.	S. Vanderhorst/B. Dickerson	11-13-15-7-10	56
13.	Mark/Katie White	15-11-18-10-6	60
14.	Brad/Penny Warne	18-12-12-8-11	61
15.	Chris Hains/Shannon Rode	5-19-8-17-15	64
16.	Andy/Ellen Bartz	21-17-13-9-12	72
17.	Terry McSweeney/L. Frantz	16-9-21-16-18	80
18.	Mike Stacy/Diana Jung	12-21-17-18-22	90
19.	Andy Gmeiner/W. Grubb	19-15-22-21-21	98
20.	Ernie Dieball/Kathy Keane	22-18-16-19-dns	100
21.	Lynn Bethell/P. Ilgenfritz	17-22-23-20-20	102
22.	Steve/Bernie Carter	13-20-dnf-dns-19	102
23.	John Dill/Cynthia Fenton	23-23-19-22-23	110
24.	Rick McCreery/Ian McC.	24-24-20-dns-dns	118

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# Fleet News

## Howarth Trophy Open Meeting

21 Snipes entered for the 41st Howarth Trophy held on Budworth Mere, Cheshire, England on 23/24 September 1994, of these only three were visitors, because this year this event clashed with the Snipe Europeans in Menorca, and one or two people who might have sailed at Budworth decided to have a rest.

The first race was started in a 3-4 easterly, the two race leaders decided to go for the same mark twice in the same lap (this could only happen on a small lake) letting in Duncan Fraser and Patrick Biddulph. The second race was won by Niel Martin with Colin Smith second. Saturday evening saw most of the competitors sitting down to a roast pork dinner in the clubhouse and a good time was enjoyed by all.

Sundays racing saw a nice 2-3 wind still coming from the East this third race was won by Niel Martin after a great tussle with Duncan Fraser.

After lunch the fourth race saw a big wind shift just after the start which Don Smith got right and he led almost to the finish but was pipped into second place by Duncan Fraser,

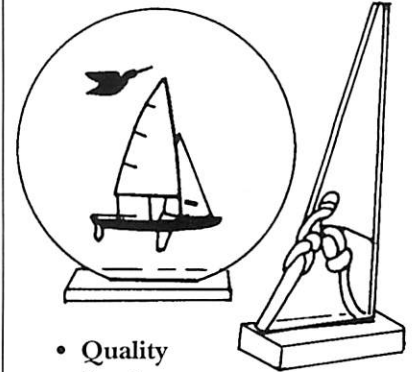
either Duncan Fraser or Niel Martin could win the event depending on finishing position, Niel Martin got off to a brilliant start and was never headed winning the Howarth Trophy for 1994.

—Don Smith  
Fleet Captain, Budworth SC

1st	Niel Martin/Randy Martin
2nd	Duncan Fraser/Simon Fraser
3rd	Colin Smith/Sarah Smith
4th	Patrick Biddulph/Debra Love
5th	Don Smith/Andrew MacMurturie
6th	Gary Lewis/Mike Thorpe

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## Indiana Open

Indianapolis Sailing Club  
September 10-11

### Lilly Series

1. Alex/Lisa Pline	1-1-7	8.5
2. Bob/Sandy Rowland	7-2-1	9.75
3. Randy/Mary Fridlund	2-8-3	13
4. Matt Heywood/C. Bickley	5-5-6	16
5. John Sepanski/Mark Aljets	4-10-4	18
6. Jim/Jule Richter	17-6-2	25
7. Buzz Levinson/Courtney Bradbury	3-18-5	26
8. Mike O'Toole/Wendy	8-7-13	28
9. Cliff/Minde Browning	11-4-14	29
10. Bob Hill/Morgan Watt	10-3-dnf	33
11. Stephan/Monica Irgens	12-14-8	34
12. Mike/Pat Otto	14-9-12	35
13. John Alexander/Alex Newhoff	6-12-17	35
14. Andrea Sepanski/Jennifer Aljets	13-11-15	39
15. Mel Nichols/Jim Towler	19-13-10	42
16. Paul Zent/Mary Williams	15-19-9	43
17. Don/Rose Johnson	9-15-dns	44
18. Rex Phillips/sara Croft	18-17-11	46
19. Nick/Elke Longworth	20-16-16	52
20. Bob Whitman/Bob Langfels	16-20-18	54

### Junior Race

Alex Newhoff/John Alexander	1
Morgan Watt/Bob Hill	2
Jon/Tom Kling	3



Photo above: front-Mary Fridlund, Sandy Rowland, Lisa Pline, Chris Bickley, Mark Aljets. Back-Randy Fridlund, Bob Rowland, Alex Pline, Matt Heywood, John Sepanski

### Call Series

1. Tom/Jon Kling	1-1-2	3.5
2. Cal Hansen/Wayne Meyers	3-3-1	6.75
3. Dave/Mona Lies	2-2-dnf	13
4. Mark/Tanja Bisesi	5-4-5	13
5. Tom Swartz/Bob Ripley	5-6-6	17
6. Jim Hater/Earl Purtee	7-7-5	19
7. Allan/Mary Vorel	8-9-3	20
8. Frank/Lauren Zimmerman	dns-4-dnf	22
9. Chris/Kay Chatters	9-8-7	24

# European Board Minutes

## SCIRA European Officers, National Secretaries & Measurement Committee Meeting

Club Maritimo Mahon, Menorca, Spain, September 12, 1994

European General Secretary John Broughton opened the meeting with a welcome and appreciation for those in attendance: John Broughton, General European Secretary; Birger Jansen, Vice Euro Secretary; Ola Nygard, North European Secretary; Antonio Roquette, rep. South European Secretary; Bart Biemans, rep. Belgium; Per Jorgensen, rep. Denmark; Roger Nyland, rep. Finland; Gil Boisauvert, France Nat. Secretary; Giorgio Brezich, Italy Nat. Secretary; Birger Jansen, Norway Nat. Secretary; Gil Guedes de Queiroz, Portugal Nat. Secretary; Carlos Rivas Martin, Spain Nat. Secretary; Christer Jacobson, Sweden Nat. Secretary; Keith Butler, rep. UK; Anibal Santos, Measuring Committee; Jose Ignacia Canga, Measuring Committee.

With no business arising from the previous Euro Secretaries Meeting, Audiem 1993, proceed to report.

**European Secretary** - outlined the growing strength of SCIRA Europe and that for the immediate future there seemed no retrograde movement. The report covered the importance of closer links being both maintained and courted with each of the respective Sailing Federations, especially now the Euro Community Sailing Federation was established and to be enlarged. This also applicable to the IYRU. Most vital that the SCIRA world be appreciative of the necessity that Snipe maintains its status as an International Class, not be placed in the lower echelon of "Recognized Classes". To protect our international status SCIRA must hold onto our independence, self governing together with a disciplined approach to racing and administration. This the IYRU will respect.

**Vice European Secretary** - stated attendance/representation of his office had been high throughout the last twelve months.

**North European Secretary** - encouraged by the high turnout to northern events, the Nordic Championship had returned good racing and representation. Many Scandinavian countries had young sailors coming into Snipe. Inter-relationship between the members of Scandinavia was excellent.

**South European Secretary** - representative spoke of progressive movement throughout the four countries. No problems, or, concern of the Class in Southern Europe.

**East European Secretary** - General Secretary

reported on recent exchange of information between his office and East Europe. There was stability and would report in detail at item 2 Nat. Secretaries reports.

**IYRU Representative** - Submitted report, main topic focused on future structure and organization of the Union. The new Olympic format of courses and low point scoring system, plus, team racing are changes surely advisable to be discussed by the SCIRA Board. Agreed a copy of the report be submitted to SCIRA Exe. Director for reference and distribution to the Board.

### National Secretary Reports:

**Belgium:** 64 listed Snipes, 35 dues paid. National Championship had 24 entries. Second hand Snipes in demand, difficult to supply. Federation has given no support or interest to Snipe in the past; signs of better relationship in future now showing. This could bring a new era for SCIRA Belgium together with growth.

**Denmark:** Nationals had 30 entries. Qualification regattas 40 entries. Youth is showing signs of interest in Snipe, between 10-15 on register. Junior National Championship to be programmed. The recent publication of a Danish Snipe Magazine is promoting interest.

**Finland:** Snipe fortunate in not suffering with the depression of work/industry. Hosted Nordic Championship, 38 entries. Nationals attracting 23 Snipes. Membership of 120 remained stable over last 3 years. The Finnish Snipe Bulletin published three times a year. A company "Light Boats" is about to produce a prototype Snipe.

**France:** Active with good Federation relationship. Discussion to modify the Class administration and organization to update SCIRA France. Pushing for junior attraction, endeavouring to obtain cheaper higher purchase Snipes.

**Italy:** Giorgio Brezich thanked the Euro membership for their support of his election of R. Commodore. 15 new Snipes registered 1994. Italian builder looking to produce a cheap Snipe. SCIRA Italy has purchased a Lillia Snipe for loan to juniors interested in the Class, or, other persons. Professional coach installed in Snipe. Nationals 65 competitors. Any contact to revive Yugoslavian interest in Snipe is always followed up, to date no progress.

**Norway:** 11 new Snipes 1994. 2 new fleets. Combined team of 19 attended the Snipe Festival Japan. Snipes to be built in Norway. Endeavouring to get closer links with Federation. Throughout the season regular racing and

much travelling. Third largest class in Norway.

**Portugal:** Membership 100 with regular racing strength 60. Nationals 30 entries. There is a strong Laser organization and backing in Portugal that is a threat to the Snipe. Assistance to block Laser by more awareness of Snipe is needed in pushing the Class image. The scheduled programme of regattas has been complete.

**Russia:** Economy is the barrier in enlarging Snipe. The handful of sailors in the Class are very enthusiastic. The gift of used Snipes by Japan was appreciated and allows the boats to be loaned out. A lake close to Moscow now houses a clubhouse and boat park where sailing operates. The Snipes are established at this club and in frequent use. This report by the Gen. Secretary reflects the contact is still very much alive between his office and Russia. In concluding the report Europe must not expect any swift progress/growth in Russia. To enlarge the Class will take very long and much patience, every assistance will be required by their few Snipe sailors.

**Spain:** Spanish Cup, May, attracted 78 Snipes, inclusive of 40 juniors. Regattas total 160, entries high with loaning of boats to youngsters to encourage growth. The problem is Snipe strength around 600 but only about 45% pay dues, moves being made to obtain a larger Class paid up membership. Good boat builders/sailmakers in Spain. The Iberian Cup will have presentation of a special trophy. Close ties with Federation.

**Sweden:** Travelling throughout the year included Japan, Finland, Norway, Denmark, Spain. 37 at Nationals. Sailing is becoming very expensive in Sweden, and cheaper to import sails and equipment. A boat builder is showing interest in moulding Snipes in Sweden. Nordic Championship 1995 hosted in Sweden. Past N. Euro Secretary, Per Gothlin, had an article on SCIRA published in a Swedish Magazine, this created much interest resulting in an upturn of inquiries.

**UK:** 71 registered Snipes, endeavouring to entice Snipes racing solo at clubs into the Class. Shortage of good second hand boats resulted in importing from Europe. A class coach now installed and regular teching sessions. Over last four years the junior interest in Snipe has been almost nil; there now signs of recruiting juniors into Snipe. Nationals had good entry including Snipes from France and Spain. 1993 saw the end of Snipe moulding by a UK company; interest is now renewed to build Snipe in UK.

**Measuring Committee:** This Championship had good facilities and organization for measuring, allowing 47 Snipes to be carefully measured in one day. No specific problem other than jib stoppers, in all cases this enforced before passing. There was conflict in luff corner and bolt rope hold, agreed Antonio Bari notified and clarify with Rules Chairman, D. Williams. Following discussion on registration of MOI the Gen. Secretary outlined a Class registration card awaiting, but as pointed out in the Euro Spring letter, mailed from his office, the data sheets sent by SCIRA Ex. Director were to be used temporarily. Anibal Santos viewed the MOI should be carried out by the builder on virgin hulls without fittings. Placing of ballast be registered on all boats with individual plan diagram of position/weight. This document to be retained with racing certificate. In discussion the meeting agreed, instructing the Gen. Euro Secretary notify Rules Chairman, D. Williams, of the viewpoint. The Gen. Secretary wished the meeting to know that a letter, from C. Loomis, SCIRA Chief Measurer, had been received outlining a sail problem during Snipe Festival Japan. Enquiry was being made to find the sail loft/s concerned as first indication seemed Europe at fault.

**European Bids Accepted:** 1995 European Masters, France, Sept. (provisional). 1998 European Championship, Portugal. 1998 World Masters, Italy. 1999 World Championship, Spain. 2000 European Champion-



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ship, Norway. Still to fill: 1996 Junior Worlds, 1997 Euro Cup - Euro Juniors - Euro Masters.

**Progress Report on Previous Bids:** 1995 World Championship, Italy. 1995 European Cup, UK. 1995 South Europeans, France. 1995 Junior Europeans, Norway. 1996 European Championship, Denmark. 1996 World Masters, Norway.

**Progress Report, GRP plate:** Giorgio Brezich spoke of 2.5 kilo weight. There was bend recorded in test, by adding carbon a much firm plate achieved. Finland was advanced in testing. It has been agreed the boards will be property of SCIRA. Test reports shall be published in SCIRA Bulletin. Questioned on delamination Italy assured there had been no indications of this possible problem in tests to date. The major aim is to rescue Snipes that still compete but unable to reduce weight. Advantage to keep our membership up by retaining old Snipes. France outlined their GRP plate programme. Antonio Roquete submitted a report, to G. Brezich, from his factory on testing GRP boards. This technical report he placed at the disposal of SCIRA without commitment. Discussion saw the GRP boards as a progressive contribution to SCIRA.

**Membership Lists:** The Gen. Secretary wished for his own records to enquire whether each country held a complete name/address/sail numbers list of membership, all secretaries reported this on file. Further enquiry on countries holding their own MOI jig returned all other than Belgium. The meeting discussed at length dues payment. There had been a possible crisis situation averted at this Championship by the Gen. Secretary and Rear Commodore seeking out defaulters at the twelfth hour. Agreed for 1995 strict payment of dues will be undertaken by each National Secretary. Also agreed the Euro General Secretary will remind the North/South/Eastern Secretaries, during January, that they instruct their countries to settle early. Agreed a disciplined attitude to payment is in our own interest.

### Proposals:

a) That with the number of EEC countries increasing which encourages people to work and live in other Euro countries the Italian Federation, holding the deed for the European Snipe Championship, be requested to alter the wording "All skippers must be citizens, or bona fide residents for at least one year, of the country they represent. But according to the National Authority". Proposed J. Broughton, Seconded G. Brezich. m/s/p

b) That with the Board decision (Porto Alegre '93) adopting a standard bid form for all major Championships, Europe makes this mandatory for future bids of European senior/junior Championships; excluding those already submitted and accepted prior to this meeting." Proposed G. Brezich, Seconded J. Broughton. m/s/p

Point was made to enforce membership for competitors at the European Championship. Page 119 of 1992-1995 SCIRA Rulebook, the top line sentence to read: "All competing skippers and crew must be associated with the Snipe Class, bona fide owners of measured Snipes, in good standing with fleet, country and Association." Discussed and agreed G. Brezich submit, together with proposal a) to the Italian Federation for clearance.

**Election of Officers:** (to take office Jan 1, 1995-Dec. 31, 1996)

European General Secretary, John Broughton; European Vice Secretary, Ola Nygard; East European Secretary, Alexi Fomin; North European Secretary, Birger Jansen; South European Secretary, Francisco Perez; European Measuring Committee, North-Tom Amult & Erling Olsen; South- Anibal Santos & Jose Canga Iglesia.

**Other Business:** Sweden wished individual sponsorship. Gen. Secretary stated this not Class policy. National Secretary Christer Jacobsen outlined the cost to attend regattas was becoming prohibitive, sponsorship had to be sought. Discussion ensued with lack of support to progress individual sponsorship. The request then was made for sponsor to be displayed on boat cover when trailering and hull when on shore in boat compound. In this change of request individual sponsorship was dropped for team sponsorship. The Gen. Secretary outlined with a regatta organization obtaining sponsorship there could be friction in boats arriving with a different advertiser displayed in the boat yard. G. Brezich sought assurance there was no intention to advertise on the course. This Sweden agreed. Much discussion finally concluded that without commitment the Gen. Secretary will contact SCIRA Rules Chairman for a reaction.

In the past Europe had submitted major Championship dates to the IYRU for the calendar publication. The previous Ex. Director had taken this over but lapsed. Agreed the IYRU be sent 1995 dates, but likely too late for the calendar.

Antonio Roquette outlined discussion with the Gen. Secretary to publish a European Bulletin in Spanish/English. Discussion focused on conflict with the Official Snipe Bulletin, cost, distribution. Finalized in agreement the project be progressed and should it be feasible then place into operation. Antonio Roquette reminded the Nat. Secretaries their contribution would be vital for success.

Ola Nygard outlined Championship deeds should be the property of SCIRA. As such the Europeans be sailed under decisions by SCIRA not the donor. In discussion it was apparent common laws of a country and Federation ruling could be in conflict. The intention was not to stifle discussion but to leave open.

Meeting adjourned 21:05.

## Santa's Message From Europe



With 1994 coming to a close, Europe again has notched up another successful year both in Snipe growth and action. From the slow trickle of activity during the first quarter there then opened the usual crescendo of the twin Easter championships which annually set the explosion of Snipe racing throughout Europe. The two Easter events draw top crews to both San Remo, Italy, and Palma, Spain.

The election of Giorgio Brezich SCIRA Rear Commodore was a proud moment for Europe, and, a just reward for the time, dedication and input Giorgio has given to the

Class over the years. Both as Italy's National Secretary and SCIRA Rules Committee member. Another highlight of Europe's contribution to our World Organization was Antonio Bari elected Rules Committee. Antonio has a long list of sailing achievements, a quiet thoughtful individual with a good command of English, plus, a technical blessed brain that will be a great asset and gift on the Rules Committee.

Each of the eleven Euro countries returned high attendance to fleet racing, open sanctioned events plus inter country travel to regattas. Crews crossed the Atlantic to challenge their American cousins, whilst appreciation has to be registered for those many crews that made the expenditure to be represented at the Master, Ladies and Junior Worlds. Sincere gratitude to SCIRA Japan for their generosity in hosting so many competitors and visitors. Recently accepted SCIRA Russia has established a lake club close to Moscow. This is the centre of Snipe activity from which the intended build up is commencing. Their small fleet of Snipes has been used more as a Public Relations exercise during the year by loaning and exhibiting to potential Snipers and journalist's. Further Euro expansion focus's on at least two Eastern countries that expressed interest in Snipe. Though my office is in contact with the respective Federations economy, time and conditions have to be "ripe" before commitment.

In my end of season report, last year, I mentioned the encouragement during that year of fresh builders and sailmakers coming into the Snipe supply market. The SCIRA world will be pleased to know that added to that influx last year 1994 is ending with another batch of Snipe builders/sailmakers seeing the Snipe market as worthy of investment! This reflects the time, energy and enthusiasm of the officers, National Secretaries and entire membership in our eleven countries. For - without this combined force of dedication the market would not be there to attract new Euro investment. I am both grateful and proud of European membership for their tremendous contribution in keeping the Class so alive and active throughout our many countries.

Finally I close on the support and respect SCIRA holds within Europe.

On the last race of the 1994 European Championship the Committee boat broke down. With panic I approached the Race Committee and Spanish Federation officer, to be assured all was under control—the Spanish navy had been radioed for assistance....within fifteen minutes a Spanish naval inshore vessel appeared with the rankings assembling the flag gantry. This is not a "one off" I can cite both France and UK having naval involvement in the past.

Best Christmas wishes to all Snipe sailors - from Europe

—John Broughton  
European General Secretary

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New York area Fleet reforming on Great South Bay at inexpensive Yacht Club complete with dry storage, two hoists, docks, deep water and active racing program. Call Burt Eaton (516)594-9342. (a-95)

**MCLAUGHLIN 25168** - White deck & interior, navy hull, superb condition, newly riggered; Cobra II; new sheets, cover, trailer, virtually never sailed. \$3,500. Boat located in Annapolis. Call John Brigden (213)892-1865, Los Angeles. (mjjasondj)

**MCLAUGHLIN 26078** - District winner 5 times, two masts, top & bottom covers, compass, three suits of sails, trailer, faired hull with sharp chines. Greg 214-722-1184. Dallas (ondj)

**MCLAUGHLIN 25005** - Light green over white. Cobra. Tennessee trailer. Top & bottom covers. \$2,200. Acton, MA. 508-263-7790. (ond)

**MUELLER 25954** - Off white hull/deck, Cobra II, galvanized trailer, custom rudder, covers, 2 suits sails. Texas. \$3,200. 713-474-5824. (ond)

**MCLAUGHLIN 25165** - Yes, the (in)famous STUKA is for sale. Lt. blue deck, white hull, covers, two rudders, Cobra II mast, Proctor boom, 91 Fishers, 93 Sobstads. Impeccably maintained and full Harken rigged. Excellent race record. Will deliver anywhere in District 1. Call PJ - h 401-254-8959 w 401-849-8278. \$3,000. (ond)

**FOR SALE:** Sails, rudders, centerboards, whiskerpoles. \$350.00 Fiberglass self-rescue hull only. Write for details to: Gonzalo Diaz, Sr., 552072nd Ave., Miami, FL 33155-5517. (ndj)

**MCLAUGHLIN 27269** - Excellent condition, white hull and deck. Cobra II mast, all go fasts. Fisher sails (little use), covers. Trailer. Asking \$4,200. Delivery negotiable. 708-851-5145. Illinois. (ndj)

**MCLAUGHLIN 25800** - with bulkhead, Cobra II mast, Sailors Tailor covers, Dilly trailer. Great condition, excellent race record, minimum weight. \$4,000. Call Mark Golison, w-310-438-9489 or h-310-597-5344. Long Beach (ndjfm)

**JIBE TECH 27591** - White hull Cobra mast, pole launcher, Fisher Sails, used very little. Cover, Shore master boat storage hoist. \$4,900. Charles Stone. PO Box 366, North Salem, NH 3073-0366. (djf)

**MCLAUGHLIN 25058** - Blue/white deck, teak rails, minimum weight, professionally faired hull, new Norths, galvanized trailer, full cover, ready to race. Quick sale \$2,500. Jason w-817-429-8188, h-214-828-4317. Texas. (ndj)

**MCLAUGHLIN 26077** - minimum weight, new Proctor mast, Cobra II mast, Lindsey rudder, double deck southern trailer, top and bottom covers, two year Ullmans, three year Sobstads, four year Fishers, and new Ullman jib. \$3,200. Bill Jackson, Dallas, Texas. w-214-827-7565, h-214-821-5346. (ndjf)

**MCLAUGHLIN 25167** - White hull and deck, Cobra II mast & boom, pole launcher, Jibe Tech rudder, top, bottom and blade covers, trailer with new axle, well rigged and updated, many sails including '93 North AP2 main and split jib, \$2800, delivery possible. (207)846-1147 Tom. (djf)

**MCLAUGHLIN 23392** - White hull, blue deck, 2 sets Ullman sails. Trailer. Dry sailed. Has not been sailed in five years. very clean and ready to sail. \$650. Call Larry Williams, Seattle, WA (206)455-4684. (d)

## Winter Project:

### Trailer Tune-up

Is your trailer ready for those long hauls to out-of town regattas?



### CHECK LIST

#### Frame

- Wood and metal free from rust or rot
- Paint if necessary
- Boat supports firmly attached and properly positioned
- Check padding, replace as needed
- Tongue straight, good weight balance
- Attach "nose wheel" to tongue for easy parking lot handling
- Springs, no broken leaves, good bolts
- Fenders sound and firmly attached to frame

#### Wheels, Tires, and Axle

- Check tires and spare for pressure and wear
- Grease bearings
- Check axle
- Is the jack in the car?

#### Lights

- Check bulbs, wire & plug
- Always check before leaving the lot to see if turn signals and stop signals are working. Lights that aren't plugged in don't work.

#### Straps, Hold Downs, Mast Holder

- Check for wear on straps
- Is mast holder secured fore and aft?
- Are hooks and shock cord in good shape?

#### Hitch and Safety Equipment

- Check hitch attachment and ball on car for proper size
- Check safety chains and hooks
- Attach "s" hooks from bottom to prevent their bouncing out on rough roads

- Red flag of good size (and red, not pink!)
- Road flare
- A good flashlight

#### Double, Triple & 5 Deck Trailers

- Double check everything
- Triple check tongue weight and balance of the whole rig
- Are supports for top boat strong and properly placed
- Does top boat clear bottom boat

#### Trailer License if Required in Your State

- Current stickers

*Reprinted from May 1979 Bulletin with a few updates.*

## Set goals, keep learning, and have fun!

Sailboat racing is supposed to be fun, and usually it is. There are the rewards of figuring out a shifty windward leg, the thrills of high-speed planing reaches, the beauty of being outside, and good times with your competitors.

Unfortunately, there are also times that feel less than satisfactory - when you capsize at the jibe mark, when your skipper makes a tactical error and starts yelling at you, when you bang the corner and end up way behind, or when the weather turns cold and wet. The challenge is to turn these negative experiences into positive ones and learn from them so they won't get in the way of success and fun the next time.

It's not surprising that psychological factors have a large effect on racing. Sailing well requires that you figure out many variables at once, and this may pose a greater challenge than any other sport.

The good news is that this makes every race uniquely challenging; on the other hand, it also means the mind's tricks and quirks come more into play. When you depend on sharp, creative thinking to get around the race course quickly any extraneous mental blocks or flare-ups are bound to slow you down.

It is surprising, then, that we concentrate so much on tuning and tactics, but so little on how to deal with our doubts and feelings. Only recently have some top sailors enlisted the services of sports psychologists to help them get around the buoys faster. These champions know that even if they have the fastest boat in the world, it won't help them if they're "psyched out."

While most of us don't have access to a sailing "shrink," there are many things we can do to foster a positive, reflective mental approach to racing. And this effort may actually help improve our performance on the race course more than anything else.

### Develop a mental game plan

To figure out where you should go, you have to begin with where you are. Think about yourself and the time you spend sailing. Which parts of the sport are most enjoyable? What are your strengths and weaknesses in racing? If you had a magic wand, what would you change about your involvement in sailing? How do other sailors view you? Getting a clear picture of yourself in the present will help you focus on the future.

The next thing you should do is start thinking about goals. The most important

thing to keep in mind is that you have the potential to achieve your highest goals. Don't sell yourself short. Whether your objective is winning everything in sight or having the best time of your life, you can achieve almost anything you put your mind to. If you don't believe this, at least accept it as a working assumption; it will ensure that you don't settle for false limits on yourself.

### Set your sights on a goal

Achieving any goal is simply a matter of figuring out what to do (we're all smart enough for this) and then having the determination to get it done (this can be a little harder).

For example, we know from experience that most of the skills necessary for winning races (preparing the boat, figuring out the wind, executing good tactics, etc.) can be learned. It therefore follows that becoming a very good sailor can be achieved with sufficient learning and practice. You just have to want it badly enough. (There are, of course, certain physical limitations. It would be difficult, for example, for a 200-pound person to become a champion 470 sailor.)

With the preceding in mind, think about specific goals that are important to you. Then make a written list or chart. Begin with a longer range objective, and then figure out a step-by-step program of short-term goals to move you in the desired direction.

For example, if your ultimate goal is to sail in the Omega Grand Prix match racing circuit, you might start by organizing a campaign for the national match racing title next year. You could bring in guest skippers to practice starting tactics with you. During the winter, you might learn the rules inside and out. Besides providing a tangible measure of success, having goals like these will give you confidence and keep you moving forward.

Of course, the scope and nature of the goals you set are affected by the amount of time and money you have to invest. It would obviously be difficult to wage a successful Olympic campaign if you have a full-time job, three kids, a dog and a mortgage. This doesn't mean you have to give up competing with the best; it just means your expectations must be geared to reality.

Even if you do have the time and money to compete at the top, it's a good idea to look for the many other rewards of sailing: making friends, conquering the elements, learning, relaxing and going fast. As Charlie Brown

said when his baseball team lost their season opener 123-0 and the players wanted to quit, "It's not the winning that counts. The fun is in the playing."

### Take a learning approach

Whatever goals you choose, the key to achieving them is learning. As you are sailing, watch every race with a detached, objective point of view, as if you were floating over the course in a blimp. This helps you store valuable information in your memory files and keeps expanding the experience on which you can draw for future decision-making.

Once you've crossed the finish line, here are some ways to reinforce what you've learned:

*Review every race.* Sit down briefly with your crew or skipper at the end of each day and go over the racing. What went well? What did everyone learn? What should be done differently? Give every crew-member at least one compliment, and write your ideas in a notebook.

*Keep a learning log.* After racing, write down what you learned about weather, tactics, boathandling, speed and so on. This will make you more aware of learning opportunities, and you'll find yourself returning to the dock with a lot to write about.

*Focus on solutions.* When something doesn't go your way, figure out how to change it next time. Don't complain or blame. Addressing the question, "What can be done to get better or solve the problem?" will be most constructive.

This learning and evaluation process is a continual one that should include an occasional review of progress made toward the goals you've set. There's sometimes a fine line between goals that are too easy to reach (and therefore don't mean much when you attain them), and ones that are too difficult (which invite feelings of failure).

Finding the middle ground where goals are challenging, yet not impossible, is a trial-and-error process that takes time. Don't be afraid to modify expectations of yourself or to set new goals when it's appropriate. Good luck!

Printed by permission from Dave Dellenbaugh's *Speed and Smarts*, October 1994. To get more information, write *Speed and Smarts*, PO Box 435, Easton, CT 06612.

**SANCTIONED  
SNIPE  
REGATTAS**



DECEMBER 2-10; WESTERN HEMISPHERE CHAMPIONSHIPS: Montevideo, Uruguay. Luis. A. Carluccio, Convencion No. 1124, Montevideo, Uruguay. Fax: +598-298-6486.

DECEMBER 4; FROZEN FEET: Creteil, France. SCIRA France. Gilles Boisaubert, 2 Rue Diderot - Escalier D-4, 94500 Champigny, France. Fax: +33-1-48-86-68-75.

DECEMBER 3-4; MARTIN BARREIRO TROPHY: SCIRA Spain. c/. Juan Ramon Jimenez, 2-2 C, 30011 Murcia, Spain. Fax: +3468-34-30-02

DECEMBER 3-5; SPANISH ARMADA TROPHY: SCIRA Spain. c / Juan Ramon Jimenez, 2-2 C, 30011 Murcia, Spain. Fax: +3468-34-30-02

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At North Sails we're constantly working to get better...improving our designs, improving our service to our customers and proving ourselves on the race course. We believe this is what separates us from the rest of the fleet and will help put you out in front as well.

Here's what we've done for you lately:

## 1, 2, 3, 4, 6 - at the U. S. Nationals in Dallas

Our AP-2 Main and our new SS2++ Jib stood up to the test for first place. (The SS2++ is the same design that captured the 1993 World's - built from the firmer 100 HTP polyant material). Congratulations to Doug Hart and Jon Rogers for their championship performance.

The sails on the second place boat were the same exact same sails (AP-2 main and split jib) that won in 1993. (We believe sails should be as durable as they are fast!)

## Welcome Doug Clark to the North Snipe Team



Doug comes to North from the U. S. Naval Academy where he was Assistant Director of Intercollegiate Sailing. A 2X All-American himself, Doug coached countless Academy sailors to the All-American team, winning 3 out of the last 4 National Championships. Racing Snipes since 1987, Doug has competed in 6 Nationals, taking 6 top 10 finishes: 1, 2, 3, 7, 8 & 8. In the 1991 World's he was the top U. S. boat and will be competing in the Western Hemisphere Championships this December. He has also earned himself a trip to the 1995 World Championships in Italy.

Aside from securing himself a spot in the "Who's Who" in the Snipe Class, Doug is a world-class team player who will be a great addition to the North Snipe team of Greg, Vince and Chris. Doug will be based in our Marblehead loft and continue to be a regular on the circuit - always available to answer your questions and do whatever he can to make your Snipe sailing more fun and rewarding.

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