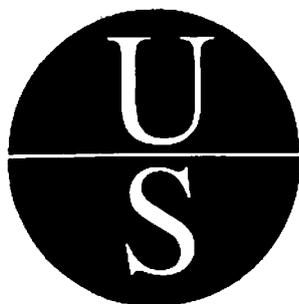


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FEBRUARY 1987



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Steve Sherman

Carabelli, Uruguay, Defends His World Junior Title

Horacio Carabelli successfully defended his Junior World Title at the championship completed August 2, 1986. Italy was the host country.

WORLD JUNIOR CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
25978	Carabelli/Schewe	Uruguay	1-1-1-1-1-1	0	1
10863	Saubidet/Despontin	Argentina	2-2-2-7-2-3	17.7	2
25186	Fabini/Parodi	Uruguay	4-4-3-dsq-4-2	32.7	3
25710	Bowers/Adams	United States	9-5-dnc-4-3-7	51.7	4
25120	Domingos/Caiado	Portugal	3-6-9-6-10-4	52.1	5
25195	Pina/Sousa	Portugal	8-ret-6-2-5-10	54.7	6
25626	Kikuwaka/Kawakami	Japan	11-3-8-5-11-5	56.7	7
24748	Lopez-Vasquez/Navarro-Torcida	Spain	6-9-5-13-8-8	64.7	8
24591	Carluccio/Viana	Uruguay	5-8-4-16-6-ret	65.7	9
22384	Ullmann/Weber	Denmark	10-7-10-8-7-13	72	10
10883	Parada/Weber	Argentina	7-dsq-7-9-ret-6	78.7	11
24559	Rodriquez/Fresneda	Spain	dsq-10-12-10-9-11	82	12
26349	Dematte/Coser	Italy	13-12-dsq-3-dsq-9	83.7	13
22379	Eriksen/Eriksen	Denmark	14-13-13-14-13-12	95	14
25992	Lindley/Rosenberg	United States	12-ret-11-18-12-15	98	15
24625	Carena/Carena	Italy	15-14-14-11-15-16	99	16
24806	Folsetter/Castledine	Canada	dnf-11-ret-12-14-14	101	17
22445	Labat/Senechal	France	17-15-15-17-16-17	110	18
19893	Harding/Wearing	England	16-16-dnc-15-17-18	112	19



1986 Junior World Champions Carabelli and Schewe.

Close competition in the junior championship.



SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

FEBRUARY 1987

Volume XXXVI No. 2

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PUBLICATION INFORMATION

SNIFE BULLETIN (USPS 611-500) is published monthly for \$8.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), Privateer Road, Hixson, Tennessee 37343, USA. Second-class postage paid at Hixson, TN, and additional mailing offices. POSTMASTER: Send address changes to SNIFE BULLETIN, Privateer Road, Hixson, TN 37343.

Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

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

CHANGE OF ADDRESS

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

Increased Quota System For World Championships

The Board of Governors has approved an increased quota system for use at the World Championships. Since France had submitted a bid prior to the Board's action, it was felt they would not be subject to the new system. However, France has agreed to use the new limits for 1987. Previously, the Worlds Championship was open to two boats per nation. The new limits are based upon the number of dues-paid boats for the previous year, in this case 1986.

Boats	Entries
5- 99	2
100-499	3
500 up	4

In addition, the World Champion, European Champion and Western Hemisphere Champion, as well as an additional entry from the host country are eligible to sail without regard to the above restrictions.

The information received by the office is that each national champion will be provided accommodations and the others will be given assistance in finding reasonable accommodations. As provided by the deed of gift, boats with good racing capability will be available to lend to those who do not bring their own boats.

SCIRA Officers For 1987

The entire slate of 1987 officers proposed by the nominating committee has been elected. They include:

Commodore — Wayne Soares, Bermuda
Vice-Commodore — Jerry Thompson, USA

Rear-Commodore — Per Ole Holm, Finland

New members of the Board of Governors elected for three-year terms were Katsumi Hirata, Japan, and Terry Timm, USA. They will be profiled in a later issue.

The 1987 Directory, published in this issue, contains a complete listing of all SCIRA officers.

The nominating committee consisted of: Vice-Commodore Jerry Thompson, Chairman, Doug DeSouza, and Id Crook.

Snipes Invited To Alamitos Bay

Snipes and other Pan American Class boats have been invited to join the Olympic Classes Regatta to be held April 3-4-5, 1987, at Long Beach, California.

Any questions may be addressed to Jerry Levy, Publicity Chairman, 701 E. 28th Street, Suite 41B, Long Beach, CA 90806. Phone (213) 424-8664.

Dues/Decals

In order to be legal for competition in any Snipe Regatta a boat must have a current SCIRA decal. Dues are due. In the U.S., send \$25 to the office, either on your own or through your fleet. Your decal will be rushed to you in time for competition in the first regattas of the season.

AROUND THE SNIFE WORLD

MASTERS TO MEET IN BRAZIL:

Under an agreement of the Board at Buenos Aires to allow the development of the World Masters to be ratified by rules adopted at the next meeting, Commodore Soares has approved Brazil's bid for the championship to be held May 4-10 on Lake Guarapiranga, Sao Paulo . . . "Winds are very light at this time of the year and average temperature is 20 degrees celsius . . . Boats will be available as well as crew whenever necessary."

In other news from Brazil: "Our next national championship will take place in Rio de Janeiro on next January and 100

THE COVER

Ken Rix leads Doug Day approaching the leeward mark at the Sunflower Regatta held August 2-3 on beautiful Lake Shawnee. The regatta was hosted by Shawnee Fleet 597, Topeka, Kansas. Day prevailed, and won the regatta with three bullets.

THE SCORE

Seven numbers were issued in the last month with 5 going to Brasil and 2 to the U.S.A. No new fleets were chartered during the month.

Fourteen nations were issued a total of 288 numbers. This is down from our 55-year average of 486 but is still a healthy figure when you consider that the distribution is ever widening. Numbers issued are as follows:

Japan	120	Portugal	10
U.S.A.	50	Sweden	10
Italy	20	Denmark	6
Norway	20	Dominican	
Spain	20	Republic	3
Brasil	15	England	2
Finland	10	Canada	1
		France	1

Numbered SNIPES — 26751
Chartered Fleets — 800

boats are expected. People that were out of Snipe class for more than 20 years are looking for new and old boats to buy, rent, hire . . ." Henrique Motta, SCIRA Brazil.

LORDY, LORDY, FINLAND IS FORTY: "The Nationals will be hosted by my own club Airisto Segelsallskap here in Turku . . . Next year also happens to be the 40th anniversary of SCIRA Finland and we plan to celebrate that during our nationals . . . The champion must be a Finn . . . but foreigners can be allowed to sail in the nationals and even win the regatta and the first prize." Roger Nylund, P.O. Box 169, SF-20101 Turku, Finland.

NEW COUNTRY HEARD FROM: Jacques Moret, has sent dues from New Caledonia. Address: Jacques Moret, B.P. 2602, Numea, New Caledonia.

NEW SECRETARY FOR SWEDEN: (also in Directory) Lars Anguar, Alphydevagen 9, S-131 Nacka, Sweden. Thanks to outgoing secretary Jan Wennergren.

IN THE U.S. — INTEREST IN THE SOUTHEAST: Bill Welch sent dues as the first of 15 (!) members of the St. Petersburg Fleet. He and Sherry expect to

sail their Snipe in the Winter Circuit.

Also in Florida: Bill Lyons, 4390 Da Vinci Ave., Jacksonville, FL 32210, has planned a Snipe regatta at Florida Yacht Club (host for two U.S. Nationals, one Western Hemispheres, and numerous District 4 championships). The club needs one-design support, and has given strong encouragement to Snipes in the past.

INTEREST IN THE SOUTHWEST:

Gregg Garrett has contacted Steve Sherman about forming a new fleet in Austin, TX. His address is: Gregg Garrett, 4611 1/2 Avenue H., Austin, TX 78551.

COMPLIMENTS FROM THE

NORTHEAST: In an interview in *Windward Mark*, L. Pemberton Pleasants, R.C. at Eastern YC, Marblehead, MA (site of the '87 North Americans) said "Lastly, one-design needs strong management and leadership. A Snipe fleet has recently been formed here, and the leadership of the fleet is exemplary. They're mostly young professional couples in their twenties and thirties who chose the Snipe because it's a great couples' boat, well built, easy to maintain, relatively inexpensive, and filled a need."

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1, 2, 4, 6 Crosby 7 out of the top 10

1, 3 Junior Nationals

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1,2,3,5 Atlantic Coast champs

3 Pacific Coast champs

1 (8 out of top 10) Southern champs

1,2,3,4,5,6 District III

1,5 District IV

1,2 Birdbath

2,3,4 Indiana Open

3,4 Midwinter champs

1,2,3,4,5 Colonial Cup

1,2,3,5 Call of Fall

1,2,3,5,8 District I

2 District V

1,2,3 Wolverine

3 Central American Games

1 Redneck

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Winners in the Ohio Open (photo at left), L to R: Skippers in back, Kirk Donaldson, Dick Hand, Sam Mollet, Chris Hains, Roger Ream. Crews not identified. Photo at right, "B" Fleet Winners: Skippers Ted Kersker, Dick Lynham, Dennis Miserak, Jim Cummings, Pat Hicks. Crews not identified.

Kirk Donaldson Is Victor Of Ohio Open

The Chippewa Yacht Club — Chippewa Lake, Ohio — hosted the 1986 Ohio Open Snipe Regatta on September 20-21. The majority of the visiting sailors represented the Portage Lakes Yacht Club, Akron, Ohio, while Christopher Haines from the Oakville Harbor Yacht Club in Ontario made the event a truly international regatta.

The Ohio Open Trophy was won by Kirk Donaldson of Ann Arbor, Michigan. In second place and winner of the Acton Lake Trophy for the highest place finisher from the State of Ohio was Dick Hand of Akron. Third place went to Sam Mollet of Akron. Chris Haines, Ontario, finished fourth and Roger Ream of Akron was fifth. The last three finishers in the 10-boat "A" fleet were gracious hosts from Chippewa Yacht Club and were awarded blueberry muffin "trophies".

In the "B" fleet a consistent Ted Kersker of Akron won, followed by Dick Lynham, Dennis Miserak, Jim Cummings and Pat Hicks — all from Chippewa Lake.

Saturday morning was becalmed but fortunately by race time a fair wind had developed. The first race was a starboard figure-eight and a wind shift necessitated a change to a port figure-eight for the second race. An increase in wind velocity allowed for a triangular course for the third race.

Sunday morning delivered a good steady wind and a triangle was again utilized for the fourth race.

Everyone enjoyed themselves having a good time on and off the water. Chippewa Yacht Club thanks all participants for making this a successful regatta.

OHIO OPEN (Top 5 of 10 Boats)				
Boat	Skipper	Fleet	Places	Points Finish
26461	Kirk Donaldson	Barton	1-3-1-4	13.7 1
23625	Dick Hand	Portage Lakes	2-1-3-5	18.7 2
24087	Sam Mollet	Portage Lakes	3-5-4-1	23.7 3
26106	Chris Haines	Oakville Harbor	4-4-2-3	24.7 4
26454	Roger Ream	Portage Lakes	6-2-7-2	30.7 5
"B" FLEET (Top 3 of 7 Boats)				
20633	Ted Kersker	Portage Lakes	1-2-1-2	6 1
24684	Dick Lynham	Chippewa	3-1-4-1	13.7 2
22474	Dennis Miserak	Chippewa	5-4-2-3	26.7 3

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***These listings are according to information received in the SCIRA office by 1-1-87. If there are corrections in names or addresses, please send these corrections to the SCIRA office.

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			799	Ocean City	Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801
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654	Redwood Empire	Robert A. Hunt, 901 Alice, Ukiah, CA 95482	137	Grand Rapids	Timothy Oberle, 2925 Oakwood S.E., Grand Rapids, MI 49506
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	CONNECTICUT		303	Corey Lake	Ken Woodworth, 3912 Brentwood Dr., South Bend, IN 46628
231	Quassapaug	Michael Elser, 517 Allerton Rd., Naugatuck, CT 06770	520	Barton Boat Club	John Alexander, 1916 Sunrise, Ann Arbor, MI 48103
	FLORIDA		627	Lake Angelus	Don Hite, 5375 High Court Way, W. Bloomfield, MI 48033
7	Miami	Gonzalo E. Diaz, 5520 SW 72nd Ave., Miami, FL 33155	642	Wall Lake	John Crookston, 11925 Scott Park Rd., Delton, MI 49046
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309	Iowa-Nebraska	Robert Recker, 3309 S. 116th St., Omaha, NE 68144	256	Pine Beach	Arne Lind-Hansen, 10 Knoll Ct., Matawan, NJ 07747
	KANSAS				
93	Wichita	Robert Peugh, 1058 Gretchen Lane, Wichita, KS 67206	4	Sea Cliff	NEW YORK Jack Williams, 125 Orchard St., Glen Head, NY 11545
121	Lake Quivira	Jack Botteron, 515 Terrace Tr. East, Lake Quivira, KS 66106	18	Onondaga	E.F. Booth, 7471 Thunderbird Rd., Liverpool, NY 13088
597	Shawnee	Bill Hamm, 6111 S.W. 28th, Topeka, KS 66614	103	Newport YC	Bill Vaughn, 64 Brckman Place, Rochester, NY 14620
	LOUISIANA		124	Chaugauqua	Heinrich Kutschke, RD #1, Sugar Grove, PA 16350
116	New Orleans	Kurt Wiese, 1329 Webster, New Orleans, LA 70118	412	Galway Lake	Bruce C. Martindale, 29 Edwin Dr., Charlton, NY 12019
	MARYLAND		442	Cuba Lake	Jack Pierotti, 11 Rosehill Ave., Smethport, PA 16749
532	Annapolis	Jonathan Bartlett, 3 Essex Rd., Annapolis, MD 21401			

(Continued on page 10)

Fleets and Fleet Captains . . .

1986 CHAMPIONS

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- 110 Portage Lakes James M. Conlin, Jr., 3616 Kent Rd.,
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 - 433 Cowan Lake William A. Worster, 1092 Fox Run Rd.,
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 - 515 Acton Lake Jay Antenen, 5833 Headgates Rd.,
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 - 621 Chippewa Richard C. Ravetta, 552 West St.,
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 - 747 Cleveland Bill Buckles, 2614 W. Erie Rd., Lorain,
OH 44053
 - 760 Hoover James Gantson Evans, 52 West Fifth Ave.,
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 - 785 Lorain Ken Van Wagnen, 3497 E. Erie Ave.,
Lorain, OH 44052

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- 14 Oklahoma City Ed Olson, 3016 Elmhurst, Oklahoma City,
OK 73120
 - 68 Sequoyah Dr. Larry McElwaine, 2548 W. Latimer Pl.,
Tulsa, OK 74127

- OREGON**
- 533 Willamette Tom Fowler, 7311 SW 3rd, Portland,
OR 97219

- RHODE ISLAND**
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 - 793 Point Judith Peter Greene, 18 Gull Rd., Narragansett,
RI 02882

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- 52 Charleston Tom Mayberry, 754 Pitt St., Mt. Pleasant,
SC 29464

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- 142 Privateer Scott Cline, Privateer Road, Hixson,
TN 37343
 - 407 Delta Erle P. Bennett, 4627 W. Turtle Creek
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Richardson, TX 75081
 - 120 Houston Sue Mitchell, 4416 Darsey, Bellaire,
TX 77401
 - 454 West Texas Morris Burns, 3449 So. 7th St., Abilene,
TX 79605
 - 681 Lake Canyon Keith Zars, 12818 Country Crest, San
Antonio, TX 78216
 - 715 Harbor Lights Greg Gust, c/o Lange, 8035 E.R.L.
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- 444 Seattle Steve Miller, 5716 SW Stevens St., Seattle,
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- WISCONSIN**
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WI 54941
 - 571 LaCrosse Dr. A.C.V. Elston, 2005 Cass St.,
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 - South American Jr.
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 - Fernando Rita/Antonio Andreu,
Spain
 - Santiago Lange/Miguel Saubidet,
Argentina
 - Mike Segerblom/Ron Rosenberg, USA
 - Julio Labandeira/Adrian Pis,
Argentina
 - E. Despontin/Pablo Despontin
 - Henry Davis, USA

SOME SCIRA NATIONAL CHAMPIONS

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- Belgium Wim Ghys
- Canada Doug Nugent
- Columbia Andres Lisocki
- Columbia Jr. Camila Isaza
- England Gary Lewis
- Finland Jukka Lahti
- France Gerald Brossard
- Italy Bottagiso/Lise
- United States Ed Adams
- United States Jr. James Bowers

OTHER CHAMPIONSHIP TROPHIES

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- Portage Lakes Meredith Adams, Newport, RI
- Slauson Memorial Art and Jennifer Rousmaniere,
Winchester, MA
- Wells Dave Lence, Winchester, MA
- Crosby Ed Adams, Newport, RI
- Harold Griffith Ed Adams, Newport, RI
- Eleanor Williams Meredith Adams, Newport, RI
- Carolyn Nute Ed and Meredith Adams, Newport, RI
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- Commodore Duffy James Bowers, Winchester, MA
- Gilreath Michael Bowers, Winchester, MA
- Macklanburg-Duncan Don Cutler, Chautauqua Lake, NY
- Minneford Henry Davis, Omaha, NE
- Midwinters Dave Chapin, Mission Bay, CA
- Zimmerman Craig Leweck, Mission Bay, CA
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- District I Doug Wefer, Sea Cliff, NY
- District I Jr. James Bowers, Winchester, MA
- District II Steve Sherman, Dallas, TX
- District III Greg Fisher, Hoover Lake, OH
- District III Jr. Chad Coberly, Decatur, IL
- District IV Bill Simons, Privateer, TN
- District V Eric Eiffert, Newport, NY
- District VI Jeff Lenhart, Mission Bay, CA
- District VII Warren Wheaton, San Francisco Bay,
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- Dunphy Sam Mollet, Portage Lakes, OH
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- Hallowe'en Greg Fisher, Hoover Lake, OH
- George Becker Doug Wefer, Sea Cliff, NY
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- Cracker Barrel Lake Lanier, McKenzie and Smith
- Indiana Open Bob Rowland, Cowan Lake, OH
- Ohio State Kirk Donaldson, Barton BC, MI
- Acton Lake Dick Hand, Portage Lakes, OH
- Southern Cal Travel Trophy Craig Leweck, Mission Bay, CA
- Briody Memorial Steve Callison, Newport, NY
- Commodore Kueck Lou Joline, Lake Lottawana, MO
- Eagle Lake Fred Rozelle, Detroit, MI
- Van Wesley Memorial Dave Pritchard, Lake Lanier, GA
- Nichens Buzz Levinson, Indianapolis, IN
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- Don Q Augie Diaz, Miami, FL

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- Bacardi Jeff Lenhart, Mission Bay, CA
- Gamblin Memorial Craig Leweck, Mission Bay, CA
- Charles Kelly Jeff Lenhart
- Concorde John Dunkley, Bahamas
- Oakville, Ontario Open Steve Callison, Newport, NY
- Bermuda Race Week Jerry Thompson, Alamitos Bay, CA

Segerblom/Rosenberg Team For North American Victory

Forty-six boats faced stormy weather on San Francisco Bay.

Forty-six boats arrived to take on the stormy conditions at the 1986 North Americans as an unusual winter storm entered the area just before the championship, sponsored by the San Francisco Bay Fleet, September 24-27. Richmond Yacht Club, site of the regatta, will also play host to the 1988 Nationals.

The team of Mike Segerblom and Ron Rosenberg demonstrated good speed and comeback ability to take home the overall title. Their feat is even more impressive when you consider that they picked up a brand new boat just before the regatta and had only one practice race to get the boat tuned up.

The heat of the fleet surfaced from the start. Mark Reynolds' hiatus from the Snipe did not slow him down as he quickly found the front of the fleet to receive the event's first bullet.

1985 National Champ Steve Rosenberg was in fourth, but got wrapped up in the reach mark and allowed Craig Leweck, Mike Segerblom and a handful of others to get by him. His misfortune continued as his rudder later popped out during the race, dropping him to 11th.

The course, slightly in the lee of Angel Island, allowed some severe windshifts to roll down with significant increases in velocity. Segerblom went left to gain one of these whammy shifts to take second, with Leweck finishing third.

The course had long beats with moderately open reaches, and the Bay developed steep chop because of the winds and the extreme shallowness of the water. This meant that crews had to stay active to keep the boats up to speed through the waves upwind, and then work as hard offwind to keep the boats surfing.

The Segerblom/Rosenberg team proved that their athletic training prior to the event was worth it as they won both the second and fourth races. In the second race the boats which favored the right side after the start dominated the top spots. Extreme light spots on this weather leg brought doom to many, but those who dug deepest into the right found consistent wind, and a favorable veering shift. Bill Buckles read this leg best to lead the fleet. Segerblom had done a good job getting to the right side, where he eventually ground Buckles down for the bullet, leaving Buckles second, and newcomer Bart Hockworth third.

Another note from the first day was the

danger of capsizing. The shallow depth meant damage to any mast stuck in the muck below. For those who found themselves in this situation it meant post race work in straightening masts (and misc. other things) as the remainder of the fleet polished off the kegs that were provided after each day of sailing.

Despite hopes that the passing storm would lead to milder winds, Friday was just the opposite, and competitors were giving themselves just enough time to get to the starting line.

Many of the top sailors went left at the start of the third race in search of the advantage that was there yesterday. Little was found, and Rosenberg came from the right to lead nicely at the top mark. However, it was Leweck who had the edge on the first reach to get by Steve before the wing mark, eventually going on to win the race. A nice battle developed for the next few places, but Rosenberg held off Hockworth and Keith Dodson to claim second place.

In this race Segerblom dodged a bullet when he capsized on the last downwind leg. Quick reaction kept the boat from turtling, enabling them to pop it back up to get a seventh.

With clouds building up toward the west, the fourth race was a real hummer. The "Sego/Rosey" team continued to own the afternoons by taking this shortened contest. On the second weather leg the wind backed approximately 20 degrees, shuffling positions. An increase in velocity accompanied this shift, and since the

wind was now in excess of 25 knots, the RC shortened the race at the end of the second weather leg. As the fleet heard the gun when Sego crossed the finish line, tactics changed from playing the fleet to maintaining position in the race.

After a rain storm moved through Friday evening, Saturday was clear and warm with a 10 knot westerly. The fifth race was the first with a definite tidal influence. Reynolds took the lead, but Bay area sailor Jim Grubbs noticed the tide slacken. This allowed both Grubbs and Keith Dodson to sneak out to the middle of the channel to take advantage of the backing breeze. They finished in that order with Reynolds in third.

Since Segerblom posted his worst score in that race with an eighth, the gap between his lead and the fleet tightened. In second there was a tie between Craig Leweck and Mark Reynolds. To win, one of them would have to either win the sixth race and have Segerblom finish sixth or worse, or finish second and have Segerblom get below seventh.

As it turned out, both Reynolds and Leweck were in the thirties at the weather mark. Segerblom stayed with these two through the triangle, but dropped out after it appeared that they could not improve their positions enough. Leweck could get back only to 18th, with Reynolds also dropping out after deciding he could not catch Leweck. Gregg Morton won the last race, with Hockworth in second and Grubbs taking third.

The Sego/Rosey team has won many West Coast Snipe regattas and Mike credited much of his victory to his crew. One interesting sidebar is that SCIRA Board Member Jim Grubbs, who posted a last day 1-3, was the junior sailing coach for both Segerblom and Leweck.

(Continued on page 12)



Mark-rounding action: (26176) Raab and Wohl, (20369) Thompson and Lindley, (25992) Hockworth and Purdy.

North Americans . . .

(Continued from page 11)

Segeberblom's equipment included a McLaughlin boat, Cobra 2 mast and Sobstad sails. Craig Leweck had a Phoenix hull, Cobra 2 mast and Sobstad sails while Mark Reynolds had a McLaughlin hull, Cobra 2, and Sobstads. Fourth place finisher Bart Hockworth recently purchased Jack Franco's McLaughlin, while fifth place Steve Rosenberg used the same Alax boat in which he won the '85 Nationals.

Craig Leweck
Mission Bay Fleet 495

Lighter Side of North Americans

The Trials and Tribulations Of A Regatta Chairman

Before I begin this epic, let me begin by thanking Bill Denhart, Jerry Thompson, John and Cathy Johns, Jack Franco, Craig Leweck and Mike Segeberblom (I think . . .) for taking me out on Saturday night after the North Americans and taking care of me. I was told I had a wonderful time. All the little problems that popped up over the previous four days seemed insignificant thanks to them. The N.A.s were history. Everyone had FUN, and that, by my definition meant a successful regatta.

Franco, while immersed in an opening night reception sponsored by the San Francisco Bay Snipe Fleet and Jack Daniels (mostly the latter), said "This is the most competitive dinghy regatta I've participated in over the last five years — maybe ever!"

Perhaps his opinion was a little cloudy at the time, but he was adamant about it when asked later in the regatta to confirm his opening day assessment. As a Regatta Chairman I knew that I wouldn't have to worry about the quality of racing on the water. Given a good race committee that would take care of itself. It did . . . even with the lousy weather during the first two-three days.

I was a nervous wreck! In fact my own fleet awarded me the "Mother of the Bride" trophy (you know, the one that worries the most). While the butterflies were flying around my stomach, everyone else seemed to be oblivious to the myriad of little problems that seem to occur no matter how one tries to anticipate them prior to their occurrence.

While everyone else seemed to be focused on the racing and thinking ahead in preparation of mark rounding or some tac-

tical decision, I distinctly remember sailing to weather and thinking to myself, "I wonder if the keg has been tapped or the balloons have been filled?" Such thinking is not conducive to sailing well.

And then there was Black Thursday. Now, I make my living as a sales rep and as most reps will admit, they'll sneak an occasional day off here and there unbeknownst to their sales managers (AKA boss). Well, this was one of those days . . . and yes, I came to regret it.

I received a call that morning from my boss asking what my itinerary was that day and if it was possible to meet with him sometime during the day. What was I supposed to say? "I can't make it. I'm going sailing. I'm sneaking a day off. You're not supposed to know."

I decided I would rather stay employed so I told him I would meet with him in San Francisco at 10:30 that morning. This almost assuredly would mean at least one DNS for the regatta. So I already had at least 47 points before leaving the house. This wasn't looking like a good day. The aforementioned butterflies were swarming.

We had our meeting. It was a nice meeting. I was still employed. I was going to be very late for the start. That's all that seemed to matter. I didn't want a DNS. If I could sail a Snipe as fast as I drove my car over the Bay back to Richmond, I could accept that DNS with no problem.

I got back to RYC at 1:15, much too late for the 1:00 start, but hey!, my boat was in the water and the sails were up. My crew, with the help of some friends, had

launched my boat for me. Great people . . . great fleet . . . GREAT SCOTT!! They left my drainplug out! Just like Jim Grubbs at the '83 Nationals in Seattle. I had been needing him since then and I just knew he wouldn't let this one pass. He was strangely quiet when he did find out . . . but he still had that look in his eye and smirk on his face. He didn't have to say a thing.

That was number two. I knew things came in threes. My boss was getting back at me without knowing it. He still had more in store for me. I just knew it. That'll teach me for sneakin' a day off . . . but when will it happen? I was to find out very soon . . .

I began draining the boat out. This seemingly simple task was complicated by having to remove my brand-new-never-been-used-before sails and unstep the mast because the extra weight of the water inside the hull offset the balance of the boat as it was suspended from the hoist and was raising the mast directly into the hoist motor. In addition, the weight of the water was no small amount and I was envisioning hull damage as the whole operation was taking place. Luckily (my first bit of luck all day!), there was to be none.

Once the boat was drained I decided that the only way I could clear my head was to re-step the mast, hoist the sails and go sailing. By the way, by this time the second start had come and gone and frankly, I couldn't have cared less. Two DNSs. Nobody said life was fair. I thought, "Maybe that was number three." No . . .

I hoisted the jib and went to pick up my main which I laid on the dock while drain-

NORTH AMERICAN CHAMPIONSHIP (Top 30 of 46 Boats)

Boat	Skipper/Crew	Places	Points	Finish
2669	Mike Segeberblom/Ron Rosenberg	2-1-7-1-8-dnf	18.5	1
25848	Craig Leweck/Kenyon Martin	3-7-1-8-5-18	23.75	2
25815	Mark Reynolds/Deann Reynolds	1-9-8-4-3-dnf	24.75	3
25992	Bart Hockworth/Tom Purdy	10-3-3-7-20-2	25	4
25220	Steve Rosenberg/Pat Muglia	11-23-2-2-9-4	28	5
26300	Keith Dodson/Claudia O'Brien	9-15-4-12-2-7	34	6
24702	Jack Franko/Rob Lindley	8-5-6-6-10-dnf	35	7
20369	Jerry Thompson/Scott Lindley	5-10-5-10-30-11	41	8
24225	Steve Travis/Mario Simoes	13-12-12-dnf-4-5	46	9
26176	Chris Raab/Charles Wohl	4-11-19-3-11-20	48	10
26300	Bill Buckles/Tom Gonzales	6-2-14-18-25-9	49	11
25436	Jim Grubbs/Lynn Grubbs	7-21-18-21-1-3	49.75	12
20560	Jeff Lenhart/Mike Bartell	16-8-16-5-7-17	52	13
25977	Allison Jolly/Mark Elliot	23-4-23-19-6-6	58	14
23593	Packy Davis/Christine Homme	17-6-10-14-14-19	61	15
25719	Kurt Mayol/Eric Mayol	15-13-13-16-35-14	71	16
22729	Gregg Morton/Lee Hope	25-dnf-15-13-19-1	72.75	17
23583	Roland Vandermeer/L. Vandermeer	28-26-9-11-17-13	76	18
25994	Warren Wheaton/Marylynn Wheaton	21-16-dns-9-18-22	86	19
26662	Ron Fox/Kristin Fox	14-24-17-17-22-24	94	20
25000	Eric Cohn/Linda Fox	19-19-20-dnf-29-8	95	21
25800	Dick Schmidt/Mike Schmidt	20-28-dns-dnf-12-10	100	22
26385	Mike Schmidt/Mary Ellen Liles	24-32-11-15-21-32	103	23
25412	Art Rousmaniere/J. Rousmaniere	32-14-26-26-16-25	107	24
25976	John Andron/Scott Andron	dns-dns-21-24-13-12	116	25
24504	Alan Prussia/Greg Vitale	dns-20-dns-20-15-16	117	26
26161	Bill Denhart/Ralph Joy	22-22-dnf-22-32-30	128	27
23969	Ray Treppa/Shere Treat	34-29-34-dnf-27-15	135	28
25844	Russ Fox/Jim Weber	27-25-25-dnf-28-31	136	29
26112	Aad Rommelsa/Cathy Poppico	29-27-35-25-34-26	141	30

ing the boat. Where was the main? My b-n-n-b-u-b main had disappeared. Vanished. Poof. Thin air. No doubt about it. There was number three. Magic. Now you see it. Now you don't.

I started laughing. Giggling is more like it. Uncontrollably hysterical. We're talking padded cell here. My crew just stood there shaking his head, mouth agape. "Why me? How did I get hooked up with this looney?"

After about 20 minutes of this reality set in. The only possible explanation was that the wind had blown the sail off the dock and it had sunk. That's right. Sunk. I sunk my sail. I tried to sink my boat but wasn't successful so I sunk my sail. Grubbs really has me now.

Believe it or not, a SCUBA diver just happened to be walking down the dock at that precise moment. [Editor's Note: He's not making this up.] He was in full battle gear. Flippers and everything. I went and told him my story (the abridged edition) and he said, "If I find it, it'll cost you." I told him, "Go for it. Everybody knows sailors are rich."

Ten seconds and \$20 later I had my main back. Extend it out. That's \$7200 an hour. If you're ever in the Bay area and need a diver don't call Dan the Diver Man.

I rinsed and raised my sail. We went sailing. Sailing never felt so good. A race committee boat gave me a beer. Things were looking up. We met Sego and Ron Rosenberg reaching on their way in after winning the second race. That gave them 2 3/4 point for the day. We had 92. My boss had 3.

Now it was 4:00. There was supposed

to be a beer keg tapped and waiting for the competitors when they returned from racing every day. I had better get back to shore and make sure somebody had done their job.

Guess what? It was tapped when I got back! My luck had changed! And every day thereafter an ice cold keg greeted us upon our return to the dock. In addition, I was one of the first boats back to the dock that day which means (to the spectators back at the club) that I must have done pretty well during the last race . . . if they only knew. And no, if you must know, I didn't tell them, either.

The rest of the regatta went without a hitch. Well, there was one protest on Friday. The Lake Washington Fleet from Sacramento hosted a pancake breakfast on Saturday morning . . . competitors were provided with coffee and donuts on all other days and the dinner and trophy presentation on Saturday night came off as smoothly as I had the right to hope for.

John and Cathy Johns won the Bay Mud Sucker Award (ask them), the Long Dog Travel Trophies (look on the side of a bus) went to Art and Jennifer Rousmaniere (Mass.) and to Mario Domingues (Rio) with a very honorable mention going to the Crook family (Ontario, Canada).

Scott Andron won the Youngest Competitor (12 years) and Aad Rommelse won the Seasoned Salt Award (ask him). Mike Segerblom was very gracious in his acceptance of the Birney Mills Memory Trophy emblematic of the North American Championship. He gave total credit to his crew, Ron Rosenberg.

Runner-up Craig Leweck, after trying to

steal the show from Segerblom by leaving the audience doubling-up from laughter, returned to the microphone to give special thanks and recognition to Jim Grubbs who was their sailing coach at Alamitos Bay Yacht Club not too many years ago. It was a special moment and a fitting closing to a special regatta. My Black Thursday was long forgotten.

Dick Loomis
San Francisco Bay Fleet 12

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Sanctioned Snipe Regattas

MARCH 15-17, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Fleet 46, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 33519.

MARCH 20-22, DON Q RUM KEG, Miami Fleet 7, Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 25-28, BACARDI and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey Kelly, P.O. Box N 1113, Nassau, Bahamas.

APRIL 10-17, PALMA DE MALLORCA INTERNATIONAL RACE WEEK, Spanish Sailing Federation, Real Club Nautico de Palma, Muelle San Pedro, 1, 07012 Palmade Mallorca (Balears) Spain.

MAY 4-10, WORLD MASTERS CHAMPIONSHIP, SCIRA Brazil, Henrique Motta, Av. Franklin Roosevelt 194/8, Rio de Janeiro, RS 20000 Brazil.

JULY 2-5, FINNISH NATIONAL CHAMPIONSHIP, SCIRA Finland, Roger Nylund, P.O. Box 169, SF - 20101, Turku, Finland.

JULY 25-26, U.S. JUNIOR NATIONAL CHAMPIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

JULY 27-31, U.S. NATIONAL CHAMPIONSHIP, District II, Clinton Lake, Lawrence, KS. Doug Day, 7519 N.W. 79th St., Kansas City, MO 64152.

AUGUST 29-SEPTEMBER 5, WORLD CHAMPIONSHIP, La Rochelle, France, Louis-Paul Lamarque, 35, Domaine de Hontane, Le Taillan-Medoc, 33320 Eysines, France.

SEPTEMBER 10-12, NORTH AMERICAN CHAMPIONSHIP, Marblehead Fleet 797, Rob Gorman, 80 Jersey St., Marblehead, MA 01945.

SEPTEMBER 16-18, U.S. MASTERS CHAMPIONSHIP, Indianapolis Fleet 409, Buzz Levinson, 7634 B Sand Point, Indianapolis, IN 46240.

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COLUMBUS OPEN (Top 15 of 25 Boats) — Sliders

Boat	Skipper/Crew	Fleet	Places	Points	Finish
23621	Matt Fisher/Lisa	Hoover	7-4-3-1-5	19.75	1
25420	Paul Dovey/Lisa	Indianapolis	15-2-5-2-3	27	2
24608	Steve Callison/Andrea Tomaselli	Newport	1-1-7-21-2	31.5	3
24087	Sam Mollet/Neil Gerren	Portage Lakes	2-5-8-3-15	33	4
25418	John Walton/Lynn Bethel	Crescent	3-9-9-19-1	40.75	5
23625	Dick Hand	Portage Lakes	5-7-12-11-8	43	6
25676	Dick Mitchell/Julie Steigerwald	Hoover	14-11-1-10-9	44.75	7
23619	Rob Spring/Joyce	Mission Bay	19-10-2-16-4	51	8
25735	Rob Frechette/Mark Roberts	Portage Lakes	21-3-10-7-11	52	9
25379	Brad Warne/Penny	Hoover	8-13-6-6-21	54	10
25888	Gans Evans/Amy	Hoover	6-8-4-20-20	58	11
26468	Eric Grsner	Newport	16-14-11-8-12	61	12
25127	Chris Klotz/Dec	Pittsburgh	12-12-18-13-7	62	13
26337	Lisa Foulke/Ken Campbell	Annapolis	11-20-13-4-15	63	14
25169	Steve Carter/Bernic	Hoover	13-6-nf-5-10	63	15
Slippers					
26614	John Alexander	Crescent	3-1-1-1-1	6	1
19740	Jeff Clark/Ross	Hoover	1-2-2-2-3	9.75	2
23595	Neil Gibbons/Dave Wilkins	Kentucky	2-3-3-3-2	13	3

Hot Competition, Cool Sliding At Columbus Open

The Columbus Open was sailed on scenic Hoover Reservoir on September 13-14 with hot competition and cool sliding and dancing the theme of the year.

Twenty-eight Snipes were greeted with light shifty winds out of the west. The low water level had a little good news and bad news for the sailors: the weather legs were shorter with the winds out of the west, but the winds were steadier at the weather mark since the trees were farther away.

Rob Frechette and Mark Roberts won the junior race with Leslie Zura second and Mike Refakis third.

The first race saw what many regattas saw their first race this season — Steve Callison winning. Steve recovered from a bad start with Sam Mollet second and John Walton third. Steve also won the second race with Paul Dovey second and Rob Frechette third. The third race saw the return of former Columbusite Dick Mitchell to win convincingly over Rob Spring and Matt Fisher. Dick has returned to Hoover to get his masters from Ohio State. Welcome back Dick!

Going into Saturday's party, Steve Callison was first with 8½ points. Matt Fisher had 14, Sam Mollet 15 and Gans Evans 18. At this point Steve received his stiffest competition. Eric Gesner, Chris Klotz and a hord of locals (G. Fisher, Warne, Carter, et al) displayed innovative sliding form on the newly improved outdoor sliding facilities at HYC, which was appropriately maintained for perfect sliding conditions by Phil Richmond. But it was Scott Cline unanimously winning the party with his personal delivery of a case of champagne and his patented "swan slide" that stole the show.

Sunday morning dawned a little early for

several of the contestants and rumor has it that Stevie spent a little too much time staring at his Egg McMuffin. Anyway, Paul Dovey led the fleet most of the way in 5-10 knots from the east, showing good speed on the upwind legs. Matt Fisher passed Paul on the run and the two crossed the line in that order with Sam Mollet third and "Sam" the gray boat 21st. Matt Fisher and Sam Mollet were separated for the lead by three points with a good spread on Dovey and Callison.

John Walton won the last race with Steve Callison second and Paul Dovey third.

Matt Fisher held on to win the regatta with the Doveys second and Steve Callison third. Sharp ceramic trophies were awarded to the top 10 skipper and crew in the Slider division and the top three in the Slipper division. Special thanks to Charlie Steigerwald and the HYC Thistlers for running smooth races. Come to our regatta next year; it's a lot of fun. Are you a slipper or a slider?

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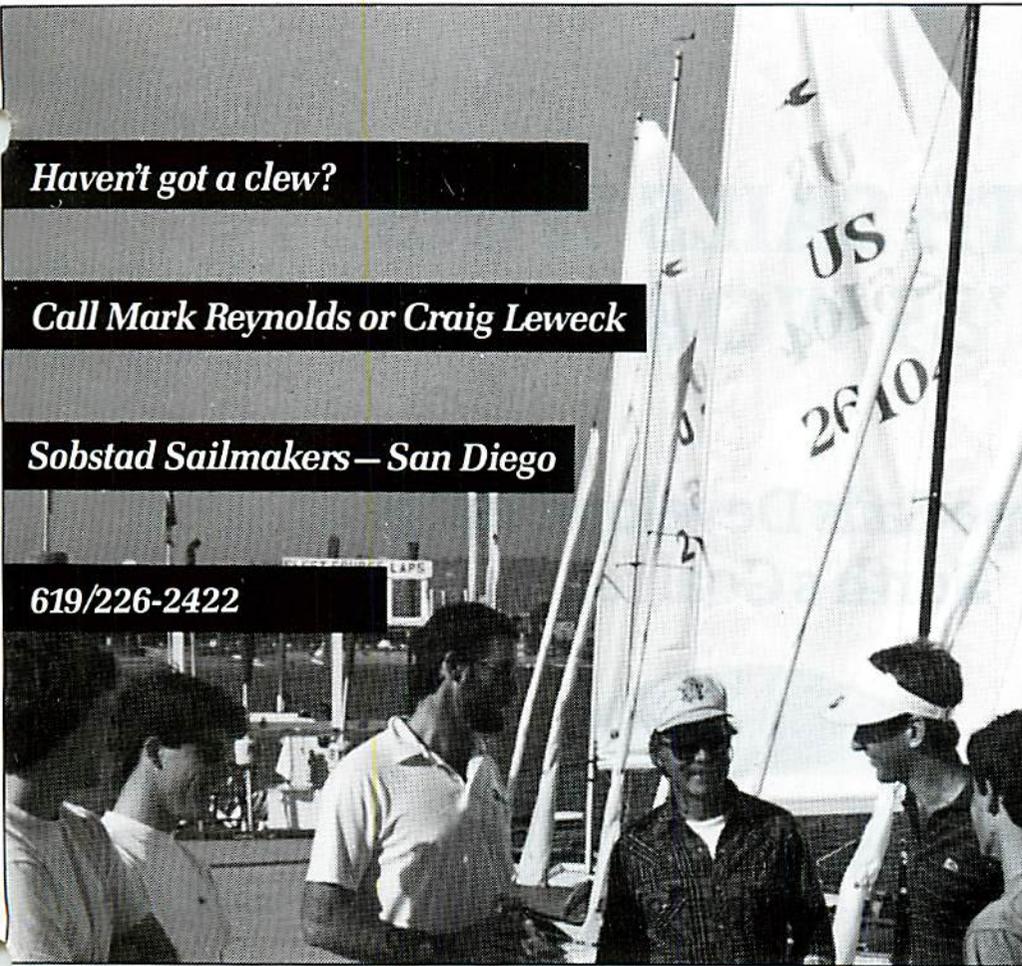
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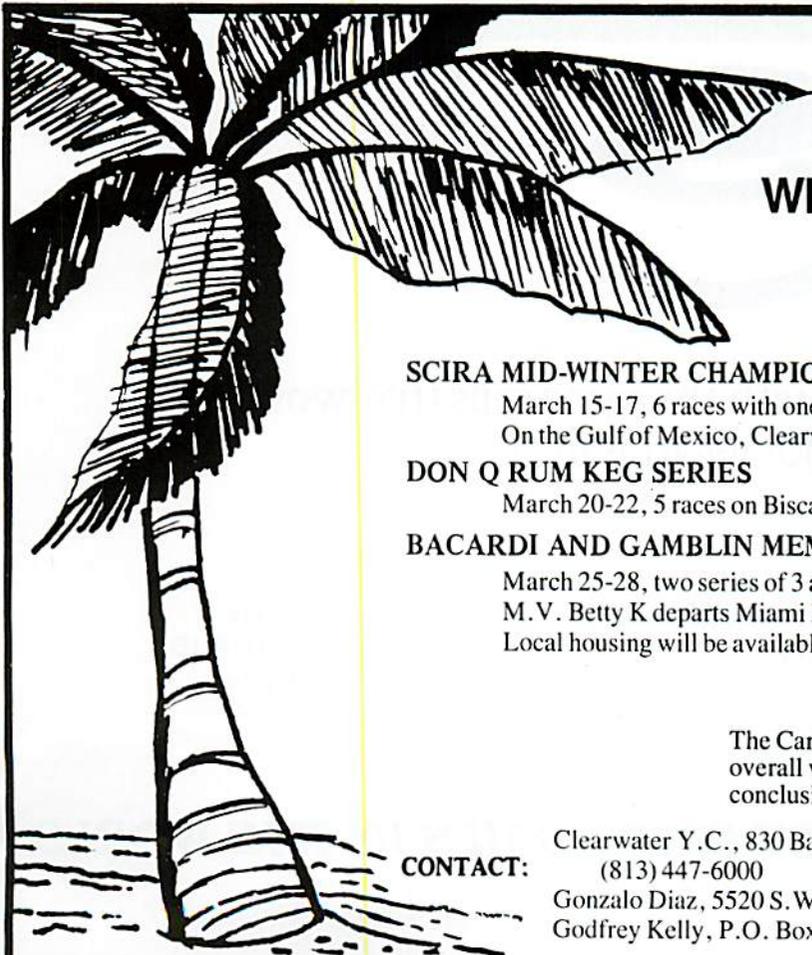


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WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 15-17, 6 races with one throw-out
On the Gulf of Mexico, Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 20-22, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 25-28, two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 24 and returns March 29.
Local housing will be available. If interested write Godfrey Kelly.

The Caribbean Winter Circuit Perpetual Trophy for the overall winner at these 3 regattas will be awarded at the conclusion of the circuit in Nassau.

CONTACT:

Clearwater Y.C., 830 Bay Way Blvd., Clearwater Beach, FL 33515
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Gonzalo Diaz, 5520 S.W. 72 Ave., Miami, FL 33155
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