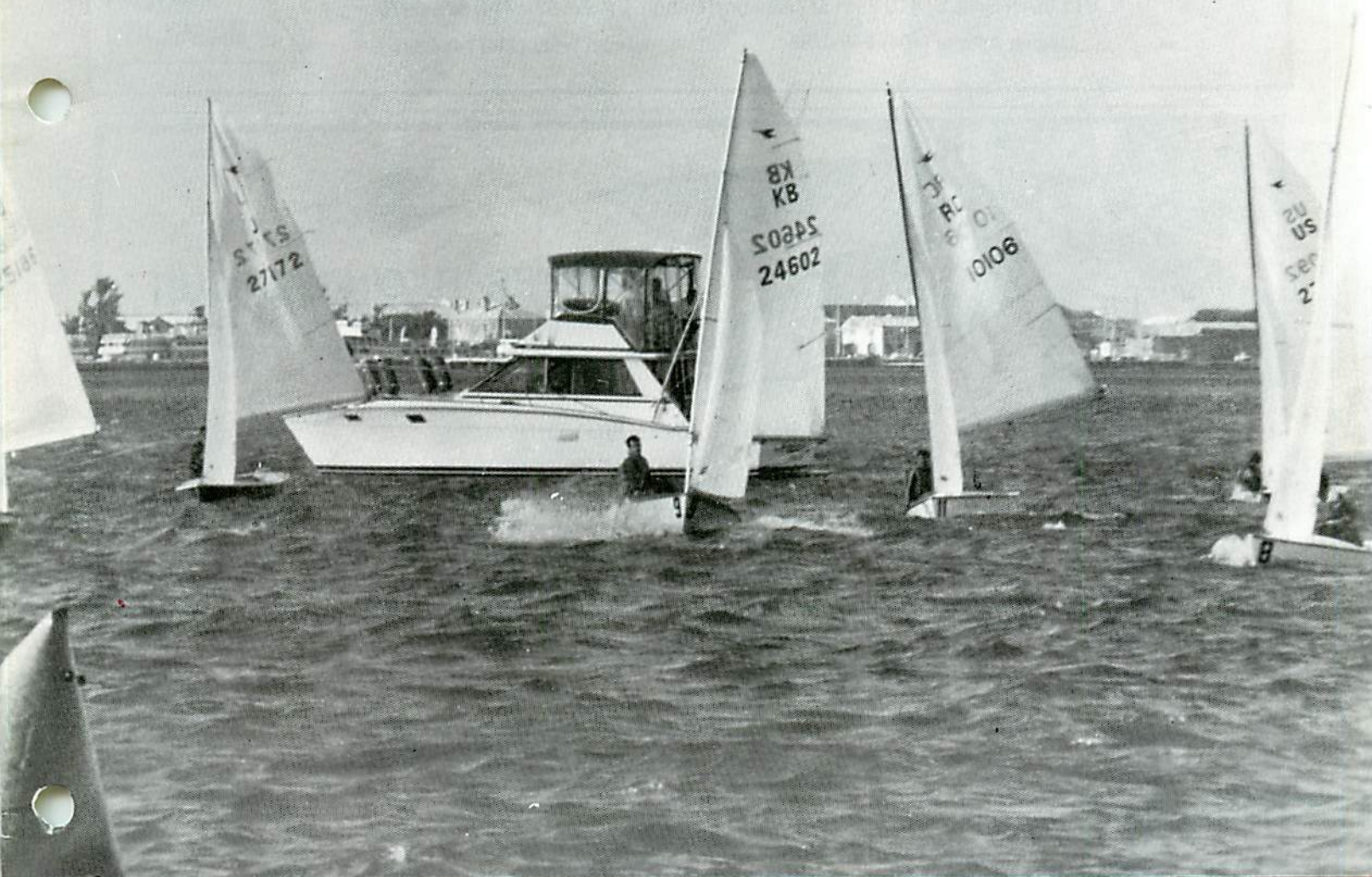




**FEBRUARY
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uncommon sense

by Tom Payne

"One year has passed since we took over the job of running the SCIRA office. It has been an eventful year with trials and tribulations galore — there has not been a single dull moment. We had not dreamed of the complexity of the job, nor of the talents required.

"Publishing the *BULLETIN* requires not only writing and editing but a knowledge of commercial art, printing, advertising, layout, photography, postal rates and probably a number of other skills that we don't know about, yet. Keeping up with dues, boats, measurements, etc., requires enough red tape to keep Washington happy for months. Apparently there is no short cut as other classes have the same problems. The big challenge is staying alive.

"The redeeming feature is being able to work with such fine people as Snipe sailors. During the past year we had doubts as to whether the Snipe Class would last more than six months. Even worse, we did not think we would last for half that time. Then a letter would arrive from someone who had just purchased an old Snipe and joined a fleet. He would be ecstatic about his newly found friends and the sport of sailing. After receiving a letter like this it is hard to be unhappy.

"There has been a great deal more work than we (or anyone else) had any idea. To be completely honest, if we had known a year ago the amount of work involved we would not be here today. As the old saying goes: 'If it were not for the honor, I'd rather walk.' Anyhow, we have completed the roughest (I hope) year and are thoroughly enjoying our work. We are looking forward to another year!"

Well, how about another 16? What you've just read was written by Buzz and Marge after their first year in this Office, and published in the November 1971 *SNIPES BULLETIN*.

Those were hard times for the Class. Executive Secretary Birney Mills had died, rather suddenly, and the Lambs had inherited a job without any written directions or descriptions. So it's understandable that they would have serious doubts about sticking it out.

We were much more fortunate in that we have written directions. The only thing that blindsided us is the sheer volume of the work and the time that it requires. At the

same time, there are many things about the job that can't be specified in a description, and at times like that we've just done what seemed logical. The other big thing is time management and setting priorities. "What should I do now, work on the *BULLETIN* or bill the advertisers?"

There are many things that we could do better. There have been times when we have been late with things, and there are many projects that we have not found the time to start, much less finish.

Gina's biggest contribution to the job is that she has cheerfully stayed home with our two young children while I was away sailing. The children also take a lot of her time during the day, so her duties for the past year have been things like stuffing envelopes and running to town to send a FAX or ship a package.

It has been a great year for me, as I was able to make it to several major regattas, including the Midwinters, Don-Q, Southern, District IV Championship, U.S. Nationals, Canadian Raceweek, the Western Hemisphere in Bermuda, and the Junior Worlds in St. Pete. Each one has strengthened my resolve to work harder so that our Class can flourish.

I've made a lot of new friends with a lot

of names that I must remember. I've heard ideas and opinions from around the world and I've seen the results of lots of hard work by our dedicated members.

It's the sailing that keeps me going, though. When things get piled up on the desk and there doesn't seem to be enough hours in the day, I can close my eyes and remember the bite of the rail and the burning in my hiking muscles and the feel of the helm. Or I can look at the photo of Bill Crosby that hangs above my desk. He's at the helm of Snipe Too. He shared the same sensations that we all know: Snipe sailing.

And so our first year is done. If you think of it as a race then we're just off the line. We've made a few tacks, but the first mark is still a long way off. To the Officers who have given us direction, thank you. For those who've given their time and energy, at whatever level, we thank you. With your continued support we are looking forward to our second year.

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(USPS 611-500)

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

at the masthead

THE COMMODORE SAYS

During the time between Christmas and New Years I was in Lapland, cross-country skiing with my wife, Gunvor. It was rather cold at the beginning of the week with temperatures down to -25 Centigrade (-14 F). At that time my thoughts flew away to those places of the world where you are able to sit at the helm, racing a Snipe. I hope you are all having a wonderful time!

Now the new Snipe year has started. The year of the Worlds in Karatsu, Japan. This will be a great occasion, especially because of Japan's steady growth within the Snipe Class during the last decade.

More importantly, this will also be a year when thousands of races will be held in the fleets all around the world, bringing joy, excitement, and the friendships of competition to the participants.

I hope that all of you who own Snipes but haven't been racing will reconsider and get back into the action with your fleet.

There are a lot of Snipers who think that they aren't good enough to join the fleet and go racing, and so they miss the friendships they would find in the fleet. I know that the Snipe is suitable for daysailing, but above all, it is an international racing boat.

Racing a sailboat is a natural way of being together. It makes you act according to certain rules, which is educating. Also, as you watch the other sailors' techniques and tactics, and compare them with your

own, you will learn how to race your Snipe. You will also develop a better idea about your boatspeed than you would have by sailing alone.

After a few races you will probably find that you are taking better care of your boat, and looking for ways to improve it. Your boat will be in better shape than if you were just daysailing.

Getting to know the sailors in your fleet leads to discussions that will improve your skills and knowledge and give you ideas about where you are making mistakes and how to avoid them in the future.

The true spirit of a Snipe sailor should be helpfulness, friendship, and a strong feeling for fair play. You must develop this spirit and openness in your fleet.

When we hear of someone wanting to get into the Snipe Class our first thought should be, without exception: "I hope he will have a good boat, get it into good shape, get good sails and learn to sail well. I would like him to be a good, active Snipe sailor."

For you who are already racing in a fleet, these thoughts should be quite clear. If you've been inactive or haven't yet joined a fleet, I would like to remind you that you're missing the opportunity of joining the worldwide Snipe Class. A Class that will give you a lot of excitement and new friends during the years to come.

Per-Ole Holm

FEBRUARY 1989

THE COVER: The Bermuda Tourist Board helicopter moves in to photograph the start at the 1988 Western Hemispheres. Tom Payne photo.

THE COUNT: 301 numbers were issued in 1988.

Japan	140	Finland	5
U.S.	46	Portugal	5
Brazil	27	Sweden	5
Norway	20	England	4
Italy	20	Belgium	2
Spain	16	Bermuda	1
Denmark	10		

About The Snipe Bulletin

As the reader will notice, changes are ongoing. The new artwork on the cover is most noticeable. Flexibility of composition is the main reason for the change.

Many will also notice that the address label is now at the bottom of the back cover. Thanks to our advertisers, mailing company, and the Post Office for making this happen.

Also, there may be some new coding on your address label. While many of our foreign readers see the postage amount, the U.S. reader sees the following code:

MONTH	YEAR	BOAT	DISTRICT	TYPE
DUES	PAID	NUMBER	FLEET	MEMBER
01	99	29999	9999	X

This should help you keep us up to date on any changes that we might not have noted, and to remind you that it's time to pay your dues or that your subscription is about to run out.

Another subtle addition is the date at the bottom of each page. This way you'll know where the photocopy came from!

Many other style changes have happened thanks to our typeset/layout man, John Weber.

We still have a long way to go. Every aspect of the *SNIPER BULLETIN* is important and all are being developed with one goal in mind. We want to give you the news of the Snipe Class, while it's still news and put it all in a package that you will enjoy reading, month after month.

Again, we ask for your contributions. Some phantom kid at the Junior Worlds was doing some great cartoons on the blackboard. We want to immortalize him! We know that the talent is out there. Photos, artwork, stories, lies, and outrageous poetry will be considered.

Do you want a newer boat? Advertise in our Classifieds. Do you have a product to sell? If you're not advertising in the *SNIPER BULLETIN*, then you're missing the market.

Our advertisers have played a large role in the improvement of the *BULLETIN*, as the quality of our ads is becoming very professional. We continue to urge our readers to support those who help make the *BULLETIN* a reality.

Some readers have asked for more articles about technical matters and advice about tuning and tactics. We have been bothering the experts for more of this type of material. Editorially speaking, we really want to present this type of article, and we would write it ourselves, but we are not experts, and our advice would be of little use to anyone other than beginners. We also have the very strong opinion that the only way to improve your sailing is to do it more often.

Look for more things to come as we work to make each issue the best one ever!

AROUND THE SNIPER WORLD

Karatsu Plans for Worlds. More Than Just Sailing!

The organizers of the 1989 Snipe Worlds in Karatsu, Japan, want everyone to know that they are planning for a lot more than just good sailing. They emphasize that there will be plenty of interesting activities, and they want everyone to experience the beauty and hospitality of Karatsu and Japan. They are making many special ar-

rangements to keep the costs reasonable.

"We invite family members and Snipe Friends to come and make the 1989 Karatsu Worlds a vacation adventure that you will never forget."

It's time to start making your plans! For further information please write:

Executive Committee of the 34th
Snipe Class International Regatta
c/o Saga University
1 Honjyo, Saga City
Japan
FAX: 81-952-24-4253

50th Midwinters Will Be Something Special

Clearwater Fleet Captain Ed Huntley reminds us to invite all to the special Reunion that will celebrate this occasion. It will be very special for all Snipe sailors, especially anyone who has sailed in past Midwinters. You're invited to bring photos or any other memorabilia from years past.

Masters and North Americans In San Diego

Regatta organizer Doug DeSouza and his many assistants report that plans are on target for some great west coast sailing. There are rumors of a possible Mexican Fiesta, but no mention of side trips to Tijuana. Check the Sanctions listings and start making your plans. Jalapenos!

Important Notice!

In the Minutes of the 1988 U.S. Board Meeting, it is mentioned that the 1989 Don-Q Regatta would be used as the qualifier for the 1990 Western Hemisphere. This was incorrect. It should be the 1990 Don-Q.

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Dues are \$25 for regular members, \$20 for each co-owner (all co-owners please pay together), and \$15 for associate members.

While you're at it, now is a good time to reward your crew (or tempt a prospective Sniper) with a subscription to the *Snipe Bulletin*. It's only \$8 per year.

Don't forget, we need your name, address, zip code, boat number, and district and fleet numbers. Also, we'd like to know your phone number.

FLEET CAPTAINS: You'll want to schedule your dues collection meeting early this year so your members will be eligible to win!



Spanish sailors take four of top five positions in championship held at Juelsminde, Denmark; Jorge Haenelt and Martin Wizner are victors.

THE EUROPEANS



Part of the 58-boat fleet shown bunched at the start of a race. (Tom Hjortlund photo)

Victorious Spanish team at the European Championship. (Ole Nielsen photo)



The 20th European Championships took place in Denmark, to be more exact in Juelsminde, with participation of 58 boats from 10 countries. Before the European Championship there had been tune-up races because the Open Nordic Championship was held at Juelsminde, too.

The four Danish clubs — Horsens Sejlklub, Juellsminde Sejlklub, Kolding Sejlklub, and Skanderborg Sejl- og Motorbadsklub — that had gotten together in this big event and they were able to finish the championship in good and sporting manner.

The boats were measured on Sunday and Monday and on Tuesday, Aug. 17, the first race began.

The two races held on Tuesday were performed under extremely bad conditions with heavy winds from 12-15 m/sec. and in gusts up to 20 m/sec. Therefore, the races were nearly cancelled but the jury decided to carry through as the signal "T" was set to change the race course to three windward and two half wind legs.

In the first race 58 Snipes started and 43 finished. Some were omitted due to capsizing, especially at the reaching mark where some dramatic situations came up. The Spaniards Damian Borrás and Lucia García Romano, and the Finns Claus Carpelan and Freddy Wegelius, were those who first passed the starting line and got a lead at the first tacking mark of approximately six boat lengths down to the following boats who rounded in a close, big lump.

At the tacking mark some dramatic situations took place where a lot of boats capsized. On the half wind sides they really were fast where the possibility of planing/surfing down the comparatively high waves was given. Among others the Spanish crews used these possibilities 100%. Borrás Romano kept the lead and Carpelan/Wegelius finished second, followed by Rita/Andreu.

The second race was started after some delay due to that most of the boats sailed towards the harbour thinking that the first race would be cancelled due to bad weather conditions, but the judge prepared for the second race and the boats that had reached the harbour were told that the race would be finished in spite of the fact that the wind had dropped compared to the first race.

The second race was nearly a copy of the first, with Borrás/Romano first and fellow countrymen Jorge Haenelt/Martin Wizner second, and the Finns Carpelan/Wegelius finishing third. Only 35 boats finished the second race.

The start for the third race had to be postponed as the wind was heavier than the

day before — up to 20-22 m/sec. It was not until mid-noon that the judge assessed that it was now secure to start and at that time wind was about 16 m/sec. and a bit more in the gusts. One judge said that the wind would drop later on.

The Danes, Heinrich and Poul Evers, had a good start and were leading at the first tacking mark closely followed by the many-times double champions Felix Gomez/Juan Fernandez. On the half wind side Felix passed the Danes who had to fight hard to keep Jorge Haenelt/Martin Wizner behind.

At the first tack the winners of the first and second race had also come forward and there was a close finish but the boats mentioned kept their positions to the finish line.

The wind had not dropped as assumed but instead blown heavier. At the start of the fourth race the wind was 16-18 m/sec. and much more in the gusts. The physique of the crews was tested very hard.

The fourth race started at 5 p.m. and the Danes Tommy Bonde/Johan Hansen had the best position at the lee mark, followed by the two Finnish boats Sampo and Risto Valjus, and Hakan and Rikard Bjurström.

There were strong battles in very high seas between the leading boats. The Danes Bonde/Hansen were first to round the first tack mark followed by the Valjus brothers. These two boats had gotten a nice lead down to the following boats. On the first half wind leg the Danes kept to windward and the Finns were falling more to leeward where they took advantage of a couple of heavy gusts that just brought them past the Danes before the reaching mark. The sec-

ond half wind leg was one long planing one for the boats up front. The positions were not changed with Vajus brothers in first and Bonde/Hansen next with a good distance down to the Bjurströms who had to fight hard with three Spanish boats — Larruca/Andreu, Haenelt/Wizer, and Gomez/Fernandez.

On the last half wind leg the Danes Bonde/Hansen succeeded in keeping the boat down during a couple of heavy gusts and planed past the Finns who in the same heavy gusts could not keep up with the Danes. In the same wind, Rita/Andreu had passed the Bjurströms to become third. On the last tack there was a battle between these four boats. The Bjurströms succeeded in passing Rita/Wizner again and they finished third. Bonde/Hansen kept their lead to finish first and Valjus/Valjus came in second.

After having finished the day's races, panic broke out in the Spanish camp as the jury had protested the whole Spanish team as the Spanish helping boats had been too close to the starting line during both third and fourth races and therefore had interfered with the starts. After a prolonged voting, the jury omitted to disqualify the Spanish team in the third and fourth races and the Spaniards got a serious warning.

After the first four races during really bad conditions, the weather changed to sunny with very light winds, about 1-3 m/sec.

The fifth race started in southerly light winds and with oncoming current of 1-1.5 knots. The boats that started to windward apparently were the ones to get the best

(Continued on page 8)

1988 EUROPEAN SNIPE CHAMPIONSHIP
Juelsminde, Denmark, August 15-20, 1988
(Top 25 of 58 Boats)

Boat	Skipper/Crew	Country	Places	Points	Finish
24555	Jorge Haenelt/Martin Wizner	Spain	6-2-3-5-3-5-ret	24	1
24662	Damian Borrás/Lucia Romano	Spain	1-1-4-9-9-4-20	27.5	2
23203	Fernando Rita/Antonio Andreu	Spain	3-7-6-4-2-9-pms	31	3
19981	Felix Gomez/Juan Fernandez	Spain	15-19-1-6-15-7-1	44.5	4
26639	Heinrich Evers/Paul Evers	Denmark	7-4-2-13-29-26-4	56	5
24967	Finn Hansen/Ansgar Danielsen	Norway	31-10-15-18-10-1-3	56.75	6
27009	Birger Jansen/Janett Krefting	Norway	4-ret-12-17-6-22-6	67	7
22382	Per Brodsted/Jacob Erhardt	Denmark	14-11-14-8-26-10-11	68	8
26470	Tommy Bonde/Johan Hansen	Denmark	11-9-17-1-31-14-26	77.75	9
26650	Sampo Valjus/Risto Valjus	Finland	39-28-5-2-18-17-8	78	10
27070	Pedro Espino/Ignacio Roble	Spain	5-5-9-7-23-31-35	80	11
26645	Hakan Bjurström/Rikard Bjurström	Finland	ret-6-13-3-22-11-30	85	12
21903	Jens Sørensen/Gert Sørensen	Denmark	12-24-18-28-7-13-17	91	13
26839	Pedro Melo/Nuno Melo	Portugal	24-dns-16-10-16-19-10	95	14
26823	Antonio Bari/Bruno Bensa	Italy	17-27-30-26-8-8-14	100	15
26840	Paulo Rodrigues/Carlos Jacinto	Portugal	35-ns-10-22-4-16-15	102	16
26626	Carlos Martinez/Cristobal Lopez	Spain	13-ret-dsq-ret-0-3-2	117	17
26482	Gustaf Svensson/Christina Bonrud	Sweden	9-14-7-31-28-32-37	121	18
26501	Piero Anzellotti/Fabio Schaffer	Italy	27-33-36-33-11-15-7	126	19
26825	Aldo Bottagisio/Sergio Morin	Italy	23-15-26-27-19-23-27	133	20
26330	Knut Holmoy/Espen Wessel	Norway	8-31-40-12-24-50-18	133	21
26642	Tom Bjørndahl/Jari Hassel	Finland	16-8-33-24-17-36-dsq	134	22
26931	Erling Messe/Synove Myhre	Norway	ret-23-42-16-5-33-22	141	23
26841	Domingos Borralho/Nuno Sousa	Portugal	37-35-19-15-27-12-39	149	24
27231	Claus Carpelan/Freddy Wegelius	Finland	2-3-23-40-38-53-40	146	25



Close competition in the European Championship, Denmark. (Tom Hjortlund photo)

EUROPEAN CHAMPIONSHIP

(Continued from page 7)

start and they went towards land to ammend the tide. However, the wind turned during the first tack to SE approximately 25 degrees which changed the positions dramatically so that actually all

boats that had started to windward were cut off from their good position and were sent far back into the field. It was therefore the more unknown crews that were first to round the tacking mark and down in the middle of the field the leading boats had started to indicate themselves. On the following half wind legs the positions changed and before the last tack the South-European boats had worked their way up the field to finish as follows: Carlos Martinez/Christobal Lopez, Fernando Rita/Antonio Andreu, Jorge Haenelt/Martin Wizner.

The sixth was started under similar weather conditions as the fifth race with light SE winds and north running current.

The sixth race was called off, however, as the time limit for the first lap could not be kept. Finn Hansen/Ansgar Davidsen were leading at this time and did only need another 50 meters to round the mark in time. The following boats were Tom Bjorndahl/Jari Hassel, Erling Messe/Synove Myhre, Bonde/Hansen. The first Spanish boat was Rita/Andreu who came in 15th.

After about two hours of waiting the wind stabilized and the sixth race started in light SE winds of 3-4 m/sec.

Finn Hansen/Ansgar Davidsen obviously had gotten the best start and were soon to lead. At the tacking mark the Norwegians led with Giuliano/Claudia Dematte second and Bonde/Hansen third.

The wind did not change and there were a lot of changes in position but Finn

Hansen succeeded in keeping the lead and the Italians kept the second place. In third was Martinez/Lopez and fourth was Borras/Romano.

Before the last race the top five boats were from Spain, followed by two Danish boats. It was clear that the championship would be decided between the three leading boats that were very close on points.

The start of the seventh and final race turned out to be a very nervous affair. The weather was very foggy and with very bad sight, nearly no wind so the start had to be postponed for 2.5 hours. Then a bit of wind came up and the starting began. After two restarts the hard one minute rule was set and after another two restarts the hard five minute rule was set and finally in the fifth attempt the start went off. But shortly after the start the championship was placed as Jorge Haenelt/Martin Wizner were disqualified because of having passed the line after the five minute warning. Fernando Rita/Antonio Andreu were disqualified because of an early start. That meant that Haenelt/Wizner were champions in spite of the fact that Rita/Andreu, who finished the race in third, really would have been champions. The protest by Rita/Andreu was disallowed and they had to accept third overall. Second was Borras/Romano who finished the last race in 20th place — their worst placing. The race was won by Felix Gomez/Juan Fernandez who thus finished fourth overall.

Holger Hansen, SCIRA Denmark

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SHIPE IN PARIS BOAT SHOW

From December 3 through December 12 the Boat Show in Paris was held in its new location at the Porte de Versailles (south of Paris). It was the first time in many years that a Snipe was exposed on a stand of the Snipe Class inside the Boat Show (three and two years ago we were in a Commercial Center next door to the Boat Show in La Defense, east of Paris).

The stand was 18m². The decoration project took more than one month and one week to build. The boat was presented on a mirror, to look as if she had been on the water. A diorama was made for the exhibition, too.

Alex Neuhoﬀ and Roland Gautier realized the presentation of the boat while I was polishing, and polishing, and polishing again and again our Snipe (I think that I had a crazy idea when I suggested such a presentation!) and Sylvie realized the diorama.

The stand wouldn't have been realized without the help of such sponsors as Tasker

Sailmaker, Haure Voiles Sailmaker, and F.D.2E. Electronic and Informatic developments. Thank you so much.

I think our effort begins to be recognized by some people. But it's not enough because many other classes have more dinghies sailing in regattas than us. And we must always convince people that being a boat designed 57 years ago is not a

handicap.

Nevertheless we met quite a number of people ranging from the old Snipe sailors delighted at seeing the boat again after so many years to young competitors who had heard about Snipe and discovered what it really looks like. Yet the most useful contact was with the press.

Gilles Boisaubert



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THANKS, JERRY!

Kudos to the Past Commodore, Jerry Thompson.

To be introduced as a Past Commodore of the Snipe Class is one of the highest honors that one could have because it means that this is a person who devoted years and years of hard work just to reach the top. When the Past Commodore being introduced is Jerry Thompson then one must also think of the many successes of his year in office.

One of the most important things was his visit to the 1988 European Championships. Although it had been ruled that he could not compete, he made the trip, at his own expense, to let this important stronghold of Snipe sailing know that the leaders of the Class were dedicated to making the Class more international and to let the sailors know that their input and opinions were not only important, but welcomed.

This same philosophy was evident in everything that Jerry did whether it was a meeting that he attended or a phone call to the Office to discuss the day-to-day business of the Class.

He was instrumental in the successful transition of the office of Executive Secretary, helping out with advice on every aspect of the job, and saving the day on more than one occasion. He also gave invaluable direction to newly-elected U.S. National Secretary Phil Richmond.

In the years ahead the 1988 Junior Worlds will probably be considered Jerry's greatest success. When the country originally awarded the bid was forced to pull out, Jerry directed the many efforts

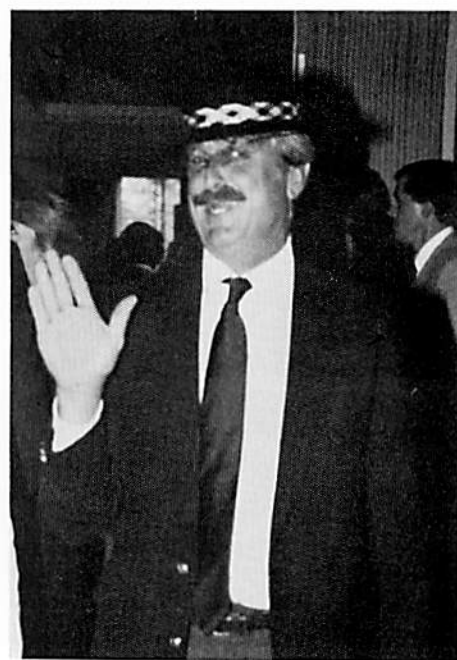
that resulted in a grand event for the future leaders of our Class.

All Snipe sailors should know that Jerry wanted to serve a second year. He had a lot of support and the vote was close. Understand that very few people are able to dedicate as much of their life to Snipe sailing as Jerry Thompson has, and it is easy to understand why they would want to continue as Commodore. Consider that ego is a large ingredient of Leadership and it's easy to understand that a person would be disappointed with a result that seems to be rejection.

Speaking personally, I have found a great resource in the Past Commodores. They are all very exceptional men. And each of them has put in the years of love and dedication. Some part of the influence of each one of them is apparent in what the Class is today. Jerry's influence will be very apparent for a long time.

No one knows more about what the Commodore does than the Executive Secretary. I could not have made it through this past year without Jerry. His direction and advice has been invaluable. His knowledge of the members and the past history of the Class has bailed me out on more than one occasion. His influence on me will continue to be apparent because we share many of the same goals for the Class.

Past Commodore means many things. There is a voting position on the Board for one year, and you become a Life Member



Jerry Thompson

which means you never pay dues again. It means that you were important enough to get to the top and then take another step up.

Jerry, you must also consider that there are at least a couple of hundred other Snipe racers who would agree with my personal wish that you'll stick around until you're old enough that we can outsail you. I remember one race at the 1988 Don-Q. It was howling! Somehow we were ahead of you and we wanted to beat you in the worst way! You managed to catch up and then on the last beat you got us when you went left at the end and hit the favored end of the line, a boat length or so ahead. Do you remember that? Well, I'll never let it happen again. Many, many others have similar tales. You've still got a lot of unfinished business on the water.



Mark rounding action at the '88 Junior Worlds. (Tom Payne photo)

regatta circuits

SHAWN BURKE SWEEPS HALLOWEEN REGATTA

Atlanta, GA — Shawn Burke of Lake Lanier with crew Chad Headlee continued his dominance of this year's Snipe sailing in the Southeast by winning the 1988 Halloween Regatta with three bullets.

Consistency throughout the series paid off. Bob and Sandy Rowland of Cowan Lake finished second with a 3-2-2. Dave Pritchard of LLSC, last year's winner, with Mike Hackbarth crewing, placed third (4-4-5), Tarasa Davis of AYC with crew Mike Hartman (5-7-4) finished fourth, and Matt and Holly Gregory of PYC (7-6-6) captured fifth.

A lighter than normal turnout of 74 boats enjoyed beautiful fall weather. Saturday's races started under light and variable conditions with the northerly wind building moderately during the day. The sailors who most effectively worked the right side shoreline and crossed the channel to the windward mark at the right time did well. Those who worked the middle or left side sailed off into oblivion.

The first Spook races, which were shortened due to the light winds, were won by Burke and Brent McKenzie, also from LLSC, with Shawn's brother Steve crewing. PYC sailors also dominated the top three; Bill and Sherry Simons and Pete Duvoisin/Brent Davis captured seconds and Steve Sherman with Scott McCormack of AYC crewing placed third. The Rowlands took the other third place finish.

The wind built for the second race enabling a full course to be sailed and some new faces came to the top. Mark Mendelblatt, a junior from the fast-growing St. Pete fleet, with crew Mitchell Rogers, won the other second race not captured by Shawn. Marc and Angela Duvoisin, not to be outdone by Pete, matched his second. Griff Hall, with crew Lisa Foulke, of Severn Sailing Association, came back from a disastrous 24th in the first race (must have gone left!) and took third. The Rowlands moved up a notch with a second and Steve Sherman again took third.

The sailors then entered the next phase of the regatta's test of sailing skills. The party phase, with second through ninth tightly bunched: 1) Burke, 1.5; 2) Rowland, 5; 3) Sherman and Pete Duvoisin, 6; 5) Pritchard, 8; 6) McKenzie, 9; 7) M. Duvoisin, 10; 8) T. Davis, 12; 9) Gregory, 13. Who would falter?

The costume party was enjoyed by all, some more than others. Costumes abounded; the Sheets from Annapolis, John 'The Savage' Muhlhausen, Vici the long nose Snitch, Caveman Woody with his bone of contention, Pumpkinheads Pete and Jane, Pokey Cline and Gumby Kittle and the mysterious mermaid were outstanding examples of Sniper's creativity. Griff Hall won the party award and contrary to prior examples won one of the third



All these Snipers took home silver at Halloween. (Russell Plunkett photo)

races Sunday morning. Griff, what were you drinking?

Sunday morning's wind, what there was of it, was not coming from the east. Things did not look good when time came for the starts. After a short postponement Old Joe turned on the fan and the wind picked up to a moderate breeze which in some cases required both skipper and crew to hike. Right Chauncey?

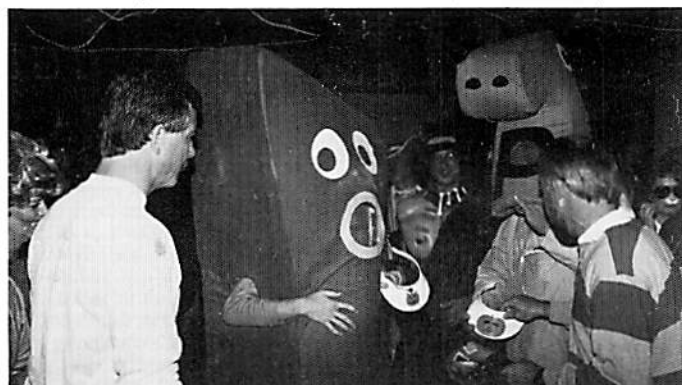
Again, some new faces showed up in the top three. The Rowlands and Bill Lynn III, son of the retiring USYRU President Bill Lynn, with crew Sarah McNally, captured the second places after Shawn and Griff. Paul and M.J. Gillis of Melbourne showed they haven't forgotten how to sail Allatoona with a third. Mendelblatt showed his first Saturday was not a fluke with a third, thus capturing ninth place and the Fred Pember Trophy for the Highest Placing Junior in the regatta.

Pete Duvoisin and Steve Sherman had disappointing races allowing Pritchard (5 to 3), T. Davis (8 to 4), and Gregory (9 to 5) with consistent finishes again to move up in the standings. Pete Duvoisin earned the award for the highest placing master with his 11th place finish, one place out of the silver.

The Goblin Fleet was dominated by David Muhlhausen of AYC who with his father John crewing captured the two Saturday races and covered his closest competition well on Sunday to win the Goblin trophy. Clay Hudgins of LLSC with crew Bennie Black were second and Ken Campbell with his daughter Jenny crewing placed third.

If the participation in the Junior

(Continued on page 12)



International stars Grumby and Pokey showed up for the Halloween party. (Russell Plunkett photo)



Don't tell me we're going to A mark first! (Russell Plunkett photo)

regatta circuits

(Continued from page 11)

Race (eight boats) is a reflection of new interest in Snipe sailing we should be hopeful about the future. Sailed in light, shifty conditions, the Junior Race was won by Chad Headlee and crew Jeff Beck of LLSC. Brian Hackbarth and crew Chaunce Clark of AYC stayed in the breeze and played the shifts right, capturing second ahead of a good group of sailors from AYC and St. Pete.

For those usuals who couldn't make it, we missed you. To those who haven't experienced a Halloween, don't worry, be happy! There will be another next year. Come on down!

Don Hackbarth
Fleet Captain

U.K. RINGS DOWN '88 SEASON

With the arrival of October, the U.K. clubs close their summer season of racing but do not close the doors of every sailing club. A number now keep open to run a winter series, known under the titles of Frostbite, Icicle, Polar, or Jack Frost series. These generally run up to Boxing Day (Dec. 26) and have now become very well supported. Snipe clubs hosting these events are: Blue Circle, Budworth, Dover, Maldon, and Stone.

The competition for the winter series is more free and easy, with a totally different approach to compete for the trophies. In fact, as Christmas draws close, it is not unusual to see a helm, or crew, competing in a Santa Claus beard or even full regalia.

In the very depth of winter, when snow and ice conditions are experienced, there are one- or two-day regattas held with romantic titles like Bloody Mary, Portsmouth Rum Race, Silver Salver, Hoo Freezer, The Brass Monkey. These are handicap events that attract the more hardy Snipe sailor. Despite the traveling problems, the regattas are well supported and popular.

Four years back two Snipes entered the Saturday and Sunday Burnham Icicle race. During the last race on Sunday a tremendous blizzard arrived. All boats reached the clubhouse safely, but the town was cut off for two days. Our



View from the hill at AYC overlooking Lake Allatoona. (Russell Plunkett photo)

two crews did not get home until Wednesday evening — but no regrets as the hosting Royal Corinthian Yacht Club had thrown a party that just went on and on!

Keith Harding
U.K. Public Relations/Press Officer

BARI/BENSA CAPTURE ITALIAN TITLE

Luino, Italy — A really close sailing battle distinguished this year's Italian Championship, with the three leading boats finishing in only four points. In the last heat, Bari/Bensa got first, with Bottagisio/Larossa, defending champions, second and Dematte/Dematte third.

Luino, in the northern part of Lake Maggiore, is famous for fair sailing conditions and good breezes of about 15 knots, but during the championship bad weather conditions created some problems, with no races the first day, strong breezes of 20 knots with short waves the second, and lightening winds the following day, so light that the last race couldn't be sailed.

In the five race series there were five different winners, sanctioning the good leveling in the class.

After the first three crews, it is worth recording the results of



Antonio Bari and Bruno Bensa, Italian National champions.

Michel/Turazza, in the second year of Snipe sailing after a good 470 and Tornado career, who finished fourth, and Fabio Ascoli, crewing with Adelisa Gaja, who captured a fine sixth after

some years far from the class.

Carena/Brambilla got the junior title, ahead of Sessa/Deli'Acqua and Dimauro/Torri, in a six-boat fleet.

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ASK THE EXPERTS

Ed Adams on jibing the whisker pole and boom.

This is a new feature where we invite you to mail in your questions for the experts. You can ask a specific question of any Sniper that you think is an expert, or we'll decide who best can answer it for you and forward it to them. This month we start with Ed Adams. He has won just about everything in the galaxy.

Ed, we recently read your article on whisker poles in *Sailing World Magazine*. You advocate jibing the pole first. Why? And are there any times when you jibe the boom first?

In heavy air, safety is a big consideration. If you jibe the boom first, then the pole is out on the new leeward side. As the boat rolls to leeward the pole could dip into the waves and capsize you, or break the pole, or in the worst case, invert and ruin the mast. On waves, it helps to keep the

crew's weight aft as the boom goes over. This helps keep the bow up. The crew's work is done and they can concentrate on getting to the proper place on the boat before the jibe is completed and the main fills on the new heading.

In light air it's much better for roll jibing. You should head up slightly so you come into the jibe with speed. The crew stands up, from leeward, straddles the board, reaches to windward and jibes the pole. As the skipper cleats the new sheet the crew moves to the new leeward side, and pulls the boom over by the vang while sitting down. The skipper moves to the new windward side, rocking the boat in the other direction. With practice you have a very fluid movement that results in a violent roll. The movement of the team is much less advantageous when the boom is jibed first.

There may be times when you have to

jibe the boom first. One of the most obvious is when you have a boat behind you that could gain a tactical advantage by knowing that you are about to jibe. If you're out on the layline to the mark, and must jibe, you can keep the element of surprise by jibing the boom first and then getting the pole. This will keep him off of your air, and below you as you head for the mark.

All of this assumes that you're not using the new pole launchers. Meredith and I haven't really had the time to use one. I see a disadvantage in that I don't believe that you can jibe as fast, and there is the problem of the weight pulling down on the leech in light air. I can see that they'd be great in heavy air, but again, only with practice. I doubt that you can roll tack as well in the light air, especially if you practice jibing the pole first.

SOMETIMESIT TAKES A MIRACLE TO WIN!

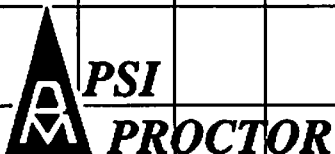
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MARCH 12-14, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater, FL. Ed Huntley, 1034 Woodbrook Dr., Largo, FL, (813) 585-9642.

MARCH 17-19, DON-Q RUM KEG REGATTA, Miami, FL. Gonzalo Diaz, 5520 SW 72nd Ave., Miami, FL 33155

MARCH 21-25, SAR PRINCESS SOFIA TROPHY, Palma de Mallorca, Spain. Entry must be made by your National Secretary.

MARCH 22-25, BACARDI AND GAMBLIN MEMORIAL SERIES, Nassau, Bahamas, Godfrey Kelly, PO Box N 1113, Nassau, Bahamas.

MAY 13-14, DISTRICT II CHAMPIONSHIPS, Greg Gust, 332 Columbia, Rockwall, TX 75087.

MAY 27-28, SOUTHWESTERNS — Dallas, Greg Gust, 332 Columbia, Rockwall, TX 75087.

JUNE 10-11, NORTH SHORE REGATTA, Dave Richards, 205 Bower Hill Rd., Woodstock, Ontario N4S 2N, Canada.

JUNE 23-30, U.S. NATIONAL CHAMPIONSHIPS, Miami, FL.

AUGUST 21-29, SCIRA WORLD CHAMPIONSHIP. Executive Committee of the 34th Snipe Class International Regatta, c/o Saga University, 1 Honjo, Saga City, Japan. FAX: 81-952-24-4253.

SEPTEMBER 16-19, U.S. MASTERS CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

SEPTEMBER 20-23, NORTH AMERICAN CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

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scorecard

1988 HALLOWEEN REGATTA

Atlanta YC, Lake Allatoona, Atlanta, GA, Oct. 29-30, 1988
(Spooks — Top 20 of 58 Boats)

Boat	Skipper/Crew	Club	Places	Points	Finish
26389	Shawn Burke/Chad Headlee	LLSC	1-1-1	2.25	1
26303	Bob Rowland/Sandy Rowland	Cown Lake	3-2-2	7	2
25951	Dave Pritchard/Mike Hackbarth	LLSC	4-4-5	13	3
24605	Tarasa Davis/Mike Hartman	AYC	5-7-4	16	4
21021	Matt Gregory/Holly Gregory	PYC	7-6-6	19	5
25840	Brent McKenzie/Steve Burke	LLSC	1-8-12	20.75	6
24686	Marc Duvoisin/Angela Duvoisin	CGYC	8-2-11	21	7
25057	Steve Sherman/Scott McCormack	PYC	3-3-15	21	8
27273	Mark Mendelblatt/Mitchell Rogers	SPYC	18-1-3	21.75	9
25231	Bill Simons/Sherry Simons	PYC	2-13-7	22	10
19091	Pete Duvoisin/Brent Davis	PYC	2-4-18	24	11
26004	Lee Griffith/Karla Griffith	Pine Beach	4-7-13	24	12
25070	Bill Lynn III/Sarah McNally	American YC	10-12-2	24	13
27144	Griff Hall/Lisa Foulke	Severn	24-3-1	27.75	14
26759	James Jacob/Julie Petty	Severn	14-11-4	29	15
25872	Paul Gillis/MJ Gillis	Indian River YC	9-18-3	30	16
25045	Buzzy Heausler/Gail Heausler	Davis Island	16-5-9	30	17
26309	Martin Zonnenberg/L. Zonnenberg	LLSC	8-15-8	31	18
25373	Kathy Bronaugh/Jeanne Wright	AYC	12-14-6	32	19
25377	Scott Myers/Rhonda Puckhaber	Charleston YC	6-16-10	32	20

(Goblins — Top 5 of 16 Boats)

16104	David Muhlhausen/John Muhlhausen	AYC	1-1-4	5.5	1
26306	Clay Hudgins/Bennie Black	LLSC	2-4-5	11	2
26337	Ken Campbell/Jenny Campbell	Severn	7-3-6	16	3
26745	Ken Haney/Lyn Haney	AYC	5-5-7	17	4
27379	Bob Whitman/Bruce Kitchen	Cowan Lake	6-8-3	17	5

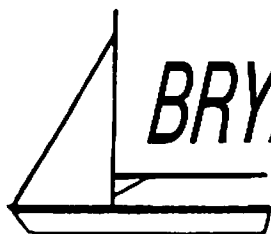
(Junior Race — Top 4 of 8 Boats)

26737	Chad Headlee/Jeff Beck	LLSC			1
25071	Brian Hackbarth/Chaunce Clark	AYC			2
21794	Dave Fagan/Jennifer Tumlin	SPYC			3
24637	Charlie Clark/Whitney Clark	AYC			4

ITALIAN SNIPE CHAMPIONSHIP

(Top 5 of 46 Boats)

Boat	Skipper/Crew	Fleet	Places	Points	Finish
26823	Bari/Bensa		1-6-14-2-2	12.7	1
26825	Bottagisio/LaRossa		2-2-8-1-7	19	2
26819	DeMatte/DeMatte		6-1-5-3-3	21.7	3
26812	Michel/Turazza		5-5-1-12-5	30	4
25143	Brezich/Penso		10-26-2-6-1	30.7	5



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BIXBY JOINS SNIPE TEAM

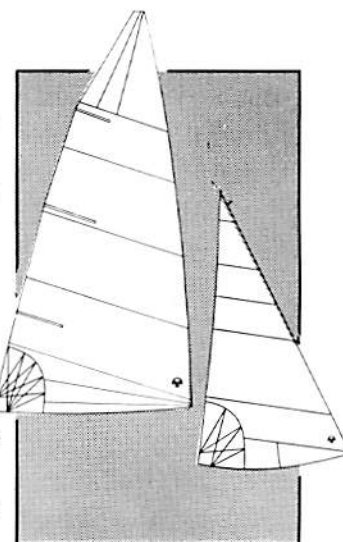
NEW PLAYER

Ethan Bixby has joined North's One Design team to continue our Snipe research and development program. Ethan's credentials include several World and North American Championships in the 505 and Interclub classes, as well as extensive 470, 420, and intercollegiate dinghy campaigns. His winning approach is now focused on the Snipe class, so look for Ethan at the Dead of Winter, Midwinter, Don Q, and North American Championship regattas.

NEW DESIGNS

After extensive testing, our design team has developed the #5 main, an advance from the #2 main. The new radial head provides uniform distribution of leech loading for a more powerful upper section. The strip clew is even stronger than a radial and prevents the lower leech from getting too tight under high load. With a flatter entry down low, this easy-to-set-up sail provides an exceptionally clear slot and excellent performance under a wide range of wind strength.

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Western Hemispheres - 1, 4, 6, 7, 8		European Championships - 1, 4
Brazilian Nationals - 1, 2, 4		Nordic Championships - 1, 4

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1988 REGATTA RESULTS

•1,4,5	Midwinters
•1,3,4,5	Don Q
•1,2,3	Bermuda Race Week
•1	Gamblin Race Week
•1	Mae Snipen
•1,3,4	Southwesterns
•1	Riff Raff
•1,3,5	Colonial Cup
•1,2	Wolverine/Barton Ocean Open
•1,3,4,5	Bolde Mothers
•1	Norway Nationals
•1,3,5	Atlantic Coast Championship
•2	Nationals (Heinzerling)
•3,4	Nationals (Wells Series)
•2,4,5	North Americans
•1	Frigid Digit
•2	Halloween
•1	U.K. Nationals
•1	Senior World Masters
•1	New England's
•1,2	Mystic Lake Open
•1,2	Joe Ramel Memorial

Let us add your name to this list in 1989!

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