



*Snipe*

BULLETIN

FEBRUARY 1991

# North Sails Take 1st and 3rd At Snipe Winter Circuit.



Dennis Kelly Photo

*Bart Hackworth rounding the leeward mark with a comfortable lead en route to winning the Midwinter Regatta, Clearwater, FL.*

## NORTH SNIPE RESULTS:

World Championship '89,  
Karatsu ..... 1st

Dead of Winter Regatta,  
St. Petersburg ..... 1st, 2nd

Midwinter Championship,  
Alamitos Bay ..... 1st, 2nd

Midwinter Championship,  
Clearwater ..... 1st, 3rd

Don Q Regatta, Miami .... 1st

Bacardi Cup,  
Nassau ..... 2nd, 3rd

Gamblin Memorial,  
Nassau ..... 1st, 2nd

Charles Kelly Trophy,  
Overall Nassau Series .. 1st, 2nd

Zimmerman Perpetual,  
Overall Snipe Circuit ... 1st, 3rd

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## COMMODORE'S LOG

As this is written many of my friends are making the final touches to their boats and trailers in preparation for the first regatta of our 1991 season in the southeastern United States, the Dead of Winter Regatta. This is a relatively new regatta which has grown significantly each year through the hard work and dedication of the St. Petersburg Snipe Fleet, and particularly Bill and Sherry Welch.

I mention Fleet 801 and their four-year-old regatta as an example of what can be done with dedicated effort. Not only has their regatta grown but their fleet is fast

becoming one of the strongest in U.S. District Four. I encourage anyone bemoaning weak participation, poor turnout or fleet attrition to call and talk to Bill or Sherry (813/821-0900). They will tell you that the many things that they have done that worked and some that did not. The bottom line is effort—active participation—and most important—COMMUNICATION! It is amazing how many people participate when asked. Many say, "Why should we call them and invite their participation? They are capable of motivating themselves." However, that just is not the way

it happens. We all have too much to do, and a call to participate is what it takes to have an enjoyable well-attended event.

So as we approach our 1991 sailing season, National Secretaries, District Governors, Fleet Captains, and fleet members who want to have a fun-filled and challenging '91 sailing season should be in touch with their members to invite and encourage active participation in fleet races, social events, and sanctioned regattas.

Promote Snipe Sailing!

Commodore Means Davis

## AROUND THE SNIPE WORLD

**JAPAN:** Japan has a new National Secretary: Hiroshi Itoh of the Tokyo Fleet. His address is: 6-18-9-306, Hatanodai, Shinagawa-Ku, Tokyo, 140 Japan.

**JAPAN:** Nobuhiro Utada, one of the world's best Snipe sailors, finished second in the Enterprise Class at the 1990 Asian Games. Also, he will crew with Saburoh Satoh in the 470 Class Olympic Trials.

Also making a campaign for Barcelona is Miyuki Kai, who will skipper a 470.

**JAPAN:** Japan's *Yachting* magazine had some beautiful coverage of the 1990 Japanese Nationals with four pages of color photos by photographer Nakamukai Takatoshi, including a fantastic two-page, seven-photo sequence of Champion Miyuki Kai and crew, Saturo Yamamoto on a whiskerpole plane. Snipe was also featured in their coverage of the 1990 All-Japan Intercollegiate regatta. *Snipe Bulletin* cannot report any more details of the events, as we can't read Japanese! The photos sure look nice, though!

**USA:** Blockbuster Video has a videocassette that demonstrates CPR. While it SHOULD NOT be used as a means of learning this valuable life-saving skill, it is helpful for those who might need a refresher course. For those who've never learned, we suggest that you contact your

local Red Cross. As several Snipers (and one lucky Lightning sailor) who attended the Red Lobster Cup in Sanford, Florida, can tell you: It works!

**NORWAY:** National Secretary Birger Jansen sent in 12 new subscriptions to the *Snipe Bulletin*. Good work, Birger!

**ENGLAND:** SCIRA England has decided to upgrade ten of its subscriptions from second-class mail to DHL WorldMail! That's good results from our efforts to expand our subscribers outside of the U.S. where the *Snipe Bulletin* is a part of the dues structure. DHL WorldMail offers much faster service than surface mail, and at \$20.00 U.S. your *Snipe Bulletin* is still a bargain.

## WOLF LAKE'S NICHOLS FAMILY REACHES ANOTHER MILESTONE!

The cover of the September 1968 *Snipe Bulletin* featured Snipes #7780 and #17780, and the cover caption reads, in part: "I think this photo might be of interest to many Snipers. My son, Tim, is at the helm of #17780 with Mom crewing, and my daughter, Laura, is the passenger. I'm sailing #7780, with daughter, Meloney, crewing." The writer, Mr. Mel Nichols, probably wasn't thinking that he'd ever buy another new Snipe, but finally his number was up. Number 27780, that is! Mel writes: "I'm 71 years old now, and #27780 is my sixth Snipe. I bought

my first one in 1949, a used Skaneateles, #4349. Prior to that I had spent ten years sailing National One Designs (also designed by Bill Crosby) #403 and #443.

"In 1958 we bought Snipe #7780, a used Varalay, which was the 'Cadillac' of Snipes at that time. When I say 'we' I mean that my wife was my regular crew.

"Our family grew, and in 1968 we bought a new Lemke, and 'just happened' to get #17780. Then in 1972 the Wolf Lake Fleet went into a coma, so for 16 years we sailed Hobie 16s and Sunfish.

"With the rebirth of our fleet three years

## FEBRUARY 1991

**THE COVER:** Only part of the crowd at the skipper's meeting for the 1990 U.S. Junior Nationals. Recognize anyone? (T. Payne photo)

**THE COUNT:** A total of 282 numbers were issued in 1990. Here is a breakdown, by country: Japan, 155; Spain, 37; USA, 23; Norway, 21; Brazil, 10; Denmark, 10; Sweden, 10; Uruguay, 6; Belgium, 4; France, 3; Colombia, 2; U.K., 1

**NUMBERED SNIPE:** 27973

**CHARTERED FLEETS:** 813



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ago, we decided to get back into Snipes. It's been a great three years for this old guy, and so it was only natural that I get a new boat. Having spanned twenty thousand numbers is something that I doubt that few can claim. My new McLaughlin, #27780, is a far cry from the old boats. I still think it's 'The best little boat in the world.' By the way, my eleven-year-old grandson, Dustin, started crewing with me this past summer!"

The Snipe Class is proud of traditions like the Nichols family. That's why we're saving #37780 for Dustin!



*Mel Nichols'  
newest Snipe*

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## NEW SCIRA OFFICERS FOR 1991

### **CIAO, GIORGIO! ITALY'S BREZICH JOINS SCIRA BOARD**

The National Secretary for SCIRA Italy since 1989, and a member of the Rules Committee, Giorgio Brezich has been elected to serve as a member-at-large on the SCIRA Board for 1991 through 1993. A native of Trieste, he started crewing on Snipes in 1946 when he was six years old. At fourteen he took the helm and went on to win the Italian Junior Nationals three times and the Italian Nationals eight times. He has also been the South European Champion and the Mediterranean Champion. He and his wife, Plinia, are well known around the Snipe World, as he has represented Italy in many International and World events. He has also been successful in other classes, such as Finn, Flying Dutchman, 470, and IOR.

Giorgio won the 1990 Coppa Duca di Genova as the overall champion in the seven event Italian Snipe Circuit.

Giorgio speaks excellent English and is looking forward to continuing his positive efforts on behalf of the Snipe Class. He writes: "I am really honored to have been elected. I hope to be able to help our Class grow throughout the world. I have recently been mailing letters to many of the sailing

federations to introduce or reintroduce the Snipe as an up-to-date dinghy."

Giorgio has also been re-elected Italian National Secretary for the next three years.

### **BAHAMAS' JIMMY LOWE: NEW MEMBER AT LARGE**

James "Jimmy" Lowe joins the SCIRA Board beginning in 1991. An active Snipe sailor since 1972, he has represented SCIRA Bahamas in two Worlds, crewing with John Dunkley, and three Western Hemisphere Championships. He is also a regular participant in Bermuda Race Week.

A past Captain of the Nassau Fleet, Jimmy is the Commodore of the Royal Nassau Yacht Club and is Chairman for the 1992 Western Hemisphere Championships.

Jimmy has owned four Snipes and just recently refurbished an old Chubasco for his thirteen-year-old son, Jody. Jimmy feels that his work with the local youth sailors is important to the future of SCIRA Bahamas: "These 13- and 14-year-old kids are the foundation for our future."

All Snipers look forward to seeing Jimmy and his wife, Susan, and Jody at more events around the Snipe world.

# URUGUAY: NATION OF CHAMPIONS!

How could anyone claim to be surprised when Uruguay's World Champions Ricardo Fabini and Harold Meerhoff won the 1990 Western Hemisphere Championship in Buenos Aires? It was yet another international title for one of the Snipe Class' smallest nations. How can a nation with only a handful of boats collect such a record in recent years?

Uruguay's Fleet 506 keeps its boats at the Yacht Club Uruguayo in Montevideo, a old nautical institution with more than 80 years of history. Almost all of the fleet's eight skippers come from the YCU's Optimist program.

There are two other fleets in Uruguay, #514 and #725, each having only five Snipes, making a total for the county of eighteen boats. In spite of this, Uruguay has scored the following wins in the past few years:

**South American Championships:** Everyone knows that the South Americans can make a strong claim to being the best Snipe sailors in the World. Uruguay has been at the top recently, with the 1990 South American Championship going to Horacio Carabelli and crew Luis Chiaparro of Fleet 506.

The Uruguayan Juniors have also been taking the South American Junior titles, with A. Viera and crew, Chris Schewe, winning in 1984, Fabini and Viana in 1985, and Carluccio and Boismenu in 1988.

**Junior Worlds:** In 1984, Horacio Carabelli and crew, Luis Chiaparro (Fleet 506) won the Junior Worlds, sailed in Uruguay, and then in Italy, in 1986, Carabelli took another Junior Worlds win, with Chris Schewe crewing. Most recently, Diego Garcia (Fleet 725) and Harold Meerhoff

(506) teamed up for the 1990 Junior Worlds, at Los Nietos, Spain, and sailed to second overall, losing the championship in the final race after problems with their jib halyard.

So at present Uruguay holds the following titles:

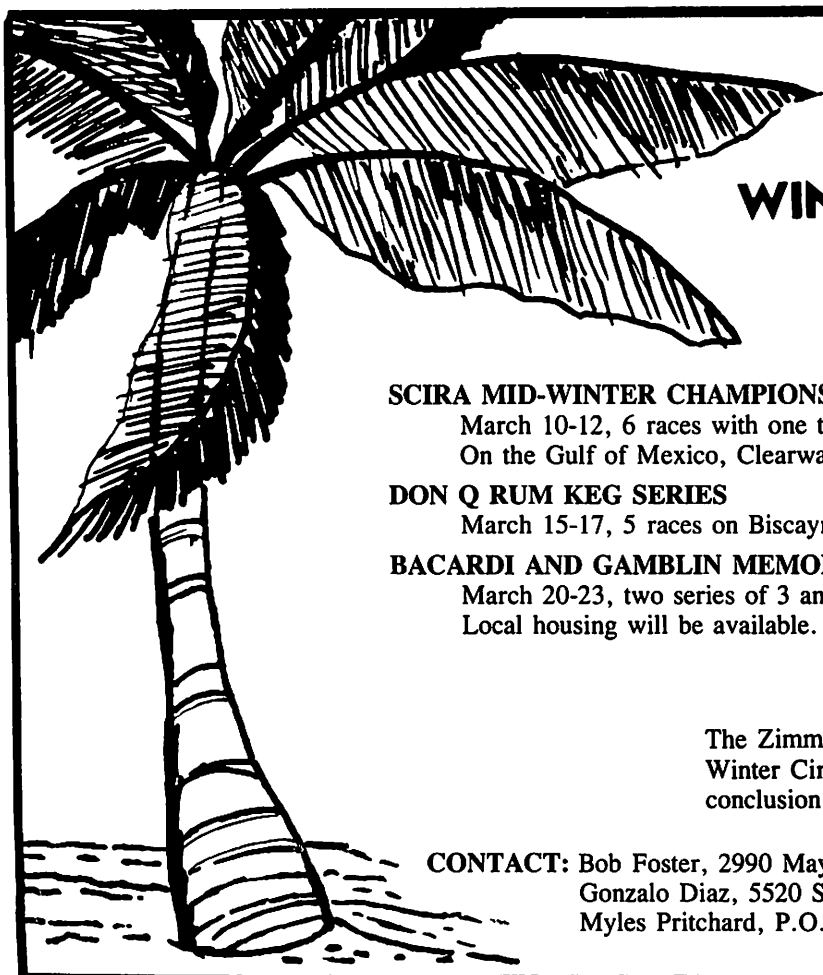
1989 World Championship—Fabini and Meerhoff

1990 Western Hemisphere Championship—Fabini and Meerhoff

1990 South American Championship—Carabelli and Chiaparro

1990 Junior Worlds (second)—Garcia and Meerhoff

Evidently National Secretary Luis Alberto Carluccio, and Fleet Captain (506) Pedro Garra have some very good reasons to be happy, for their hard work with their sailors has paid off in some great silver!



## WINTER RACING CIRCUIT

### SCIRA MID-WINTER CHAMPIONSHIP

March 10-12, 6 races with one throw-out  
On the Gulf of Mexico, Clearwater Y.C., Clearwater, Fla.

### DON Q RUM KEG SERIES

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

### BACARDI AND GAMBLIN MEMORIAL SERIES

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

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

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



*Hackworth and Dickinson with the Buenos Aires skyline in the background (Means Davis photo)*

## THE 1990 WESTERN HEMISPHERE CHAMPIONSHIPS CLUB NAUTICO OLIVOS, BUENOS AIRES, ARGENTINA

*By Pete Fenner*

Twelve teams from six countries gathered at Club Nautico Olivos in Buenos Aires, Argentina for the opening ceremony of the 21st Snipe Western Hemisphere Championship. Warm easterly breezes from eight to twelve knots allowed most of the races to start a short distance out from the club on the Rio La Platta. This river, which is almost 25 miles wide at this point, is more like a large shallow bay with a constant current running downstream to the south and the South Atlantic 50 miles away.

Even moderate breezes would develop a noticeable short chop as the day went on. Following a front which caused major flooding the night after the first races, the wind went to the west. During races 3 and 4 this west wind became quite shifty as it blew off the Buenos Aires shoreline. By the time the lay day had passed and races 5 and 6 were run, the wind had returned to the prevailing north-easterly direction

and velocity.

The Club Nautico Olivos is a fine facility for this event, with a big lawn and swimming pool overlooking the sailing area. Pedro Sisti and his race committee were the most low-key and efficient I have ever experienced. Lines were great, with only one recall in the whole event. Mark setting and moving were handled with little fuss or bother. Off the water, Johnny McCall did a great job organizing the event including housing, transportation, and boats for the competition. To insure access to good boats, Johnny required every competitor in the Argentine trials to agree to make his boat available for the Western Hemisphere Championship. As a result, some of Argentina's best wood and plastic boats were used in the event. In fact, the boat with the best record was a 26000-series wood boat built in Brazil.

Overall, the conditions provided a good test of the competitors' sailing skill. The

competition was tight, with four teams having a chance to win the championship going into the last race. There is always a bit of luck in this type of championship where borrowed boats are used and the sailors use a different boat in each race. However, World Champions Ricardo Fabini and Harold Meerhoff of Uruguay won the last race to win the championship over the 1988 Champions Ivan Pimentel and Sergio Araujo. The two Argentine teams of Parada/Martinez and Borgstrom/Revora finished third and fourth.

Following the opening ceremony and a great cocktail party the previous evening, the Championship started with two races on Monday, November 19, 1990. As many competitors were getting adjusted to the conditions, Fabini and Meerhoff won the first race of the series, followed by Leme/Feltrim team from Brazil and Parada/Alves of Argentina. The second race was won by Torkel Borgstrom and Raul Re-

vora of Argentina followed by Parada/Alves and Leme/Feltrim. The first day's results left the Borgstrom/Revora team with a slim quarter point lead over the Parada/Alves.

Monday night a strong front blew into Buenos Aires with 4 inches of rain which caused extensive flooding. As a result, Tuesday provided some of the most interesting Snipe racing to watch. Race three started in a southwest breeze of 12 knots off the city. As the racers approached the first mark toward shore, they were challenged by wind streaks and quick shifts. The Parada team lead at the first mark, followed by the teams of Leme, Borgstrom, and Fabini. Each team held its position for the next three legs. On the run, the Borgstrom team passed Leme/Feltrim and closed on Parada. However, Parada held on during the last beat to win followed by the Borgstrom, Leme, and Fabini teams.

In the fourth race, Ivan Pimentel showed the boys how to sail off the wind. As the storm clouds cleared, the wind picked up to 18 knots off the land with shifts and wind streaks. Leme and Fabini were the leaders at the first weather mark. Ivan started the first reach in eighth place. Going low on a planning pole reach, Ivan had moved up to fourth at the jibe mark. After a clean jibe with the pole up, Ivan went



*The U.S. team at the Westerns; l-r: Chuck Sinks, Jack Franco, Bart Hackworth, and Hal Gilreath. (Means Davis photo)*

*Japan's Katsumi Hirata accepts a plaque from Commodore Fenner, recognizing him as Honorary Vice Commodore.*



*Uruguay celebrates another championship! l-r: National Secretary Luis Alberto Carluccio, Commodore Peter Fenner, crew Harold Meerhoff, and skipper Ricardo Fabini show the Hayward Western Hemisphere trophy. (Means Davis photo)*



high. Jumping on a plane with the next puff, he quickly passed the next two boats and began to close on the leader Leme. About 200 yards from the leeward mark Ivan took the lead, rounding the mark 10 yards ahead of Leme. Through the shifts and wind streaks of the second weather leg he held the lead. As Ivan rounded the second weather mark with about a 30-yard lead, his main halyard shackle broke and his main sank slowly onto the deck.

The Leme team went on to win the race, with the American team of Bart Hackworth and Chuck Sinks getting second and Torkel and Raul taking third. Ivan requested redress and was awarded first place points for his breakdown, a result that most competitors seemed to feel was fair given his total dominance of the first half of the race.

After a lay day on Wednesday, Thursday's weather was back to a light 6- to 8-knot northeasterly breeze with scattered clouds for the fifth race. The Parada/Martinez team won, leading the race from the first mark. Most of the race Fabini/Meerhoff battled with the Japanese team of Yaguchi and Ogowa for second while Ivan and Sergio were fourth. On the last beat Ivan and Hackworth went right while the leaders went left. At the finish Ivan had moved to second with the Yaguchi

team third, Fabini fourth, and Hackworth fifth.

As the clouds cleared, the wind picked up to 10 knots from the northeast for the sixth race. At the first mark the Yaguchi team lead the race followed by Ivan, the Japanese team of Sugiyama and Sugimoto, Fabini, and Parada. By the second mark Fabini had moved to third. During the second weather leg Fabini broke the cover of the two ahead of him and went right to gain a slim lead at the fourth mark. Fabini opened his lead on the next two legs to finish ahead of Yaguchi and Ivan. At the end of six races with their worst race thrown out, Parada led Fabini by one point

with Ivan and Torkel tied, three and one quarter points out of the lead.

The seventh and final race was sailed in the usual 10-knot breeze from the northeast. At the first mark Ivan had the lead with Fabini second, Borgstrom fifth and Parada eighth. A second behind Ivan would have given the victory to Fabini. However, on the second weather leg, Fabini passed Ivan and went on to win both the race and the Championship. Certainly, Fabini and Meerhoff have demonstrated their mastery of Snipe Class competition as both the current World and Western Hemisphere Champions.

1990 WESTERN HEMISPHERE CHAMPIONSHIPS  
Club Nautico Olivos, Buenos Aires, Argentina

Finish	Skipper/Crew	Boat	Country	Places	Points
1	Ricardo Fabini/Harold Meerhoff	25186	Uruguay	.75-(6)-4-4-1-1	14.25
2	Ivan Pimentel/Sergio Araujo	23612	Brazil	(8)-5-5-YMP-2-3-2	17.75
3	Guillermo Parada/Gonzalo Martinez	10883	Argentina	3-2-.75-6-.75-6-(9)	18.50
4	Torkel Borgstrom/Raul Revora	17490	Argentina	4-.75-2-3-6-(10)-5	20.75
5	Antonio Leme/Pepe D'Elia	26680	Brazil	2-3-3-.75-(11)-8-7	23.75
6	Bart Hackworth/Chuck Sinks	25992	USA	7-(10)-6-2-7-5-3	30.00
7	Kazuma Yasuchi/Yuzuru Ogawa	27875	Japan	5-(12)-7-8-3-2-6	31.00
8	Taketasu Sugiyama/Tomoki Sugimoto	27757	Japan	(10)-4-10-5-5-4-4	32.00
9	Rafael Paradedda/Fernando Alves	26915	Brazil	6-9-8-7-8-9-(DNF)	47.00
10	Alesandro Garcia/Diego Garcia	12733	Uruguay	9-7-9-(10)-9-7-10	51.00
11	Jack Franco/Hal Gilreath	26752	USA	11-11-11-9-(12)-11-8	61.00
12	Stevie Dickinson/Damian Payne	24602	Bermuda	12-8-(DNF)-DNF-10-12-11	66.00

## A COMPETITOR'S VIEW

By Hal Gilreath

Close racing typified this event, as did excellent regatta support, high-caliber competition, and a beautiful sailing venue off of picturesque Buenos Aires. From the time of each team's arrival until their departure, all transportation, housing, social and sailing requirements were immediately met.

The Race Committee displayed a keen awareness of condition as two hour races were sailed in a variety of winds and seas. Punctuality, proper starting and finishing lines and accurate course adjustments characterized the committee's efforts. The top five teams clearly showed the results of their extensive training efforts. They were superior to the other seven teams with slight edges in speed, boat handling, and tactics. These small advantages were magnified over the course of the two hour races. The result was consistently high finishes, a paucity of tactical mistakes, and the ability to overcome small errors.

The following are some observations of the top five teams that differ from the

standards that I have noticed in North America:

The boats were local Argentine Alax (glass) and wooden Brazilian and Argentine hulls. The rigs were U.S. and South American Cobra and Bruder spars. The boats were rigged for the prevalent local heavy air conditions. Traveller controls were placed behind the skipper rather than in front as is the norm in the U.S. Also, increased purchase on the boom-vang and aft-puller were used for greater reliance on vang sheeting and increased use of the aft puller.

Boathandling observed noted a more forceful employment of upwind kinetics. The kinetics appeared to be used to aid in upwind steering and working the boat through the short and steep chop. The sailing area, fifty miles wide and six feet deep, encouraged the use of these body movements. Additionally, the top five teams, with the exception of Fabini, sailed upwind sitting very far aft.

Crew placement was latitudinally cen-

tered six inches aft of the daggerboard trunk. Fabini and Meerhoff placed their weight in the more conventional forward position. No major weight placement differences were noted downwind.

Upwind sail sheeting was markedly looser than in North America. A lower heading was steered, resulting in better speed through the chop and an overall increase in distance made to weather. This style integrated well with crew placement as it is normal to move farther aft as a lower course is steered. Also, sitting farther aft aided in raising the bow over the steep chop. No major differences were noted in downwind speed or techniques.

There was only one day with planing reaches and only Ivan Pimental of Brazil displayed any large speed advantage over the fleet. On behalf of all of the competitors, I want to thank John MacCall, Club Nautico Olivos, and everyone who worked so hard to make this such a super event. My skipper, Jack Franco, and I had a great time!



# MINUTES OF THE MEETING OF NATIONAL SECRETARIES OF THE WESTERN HEMISPHERE AND ORIENT CLUB NAUTICO OLIVOS, BUENOS AIRES, ARGENTINA, SOUTH AMERICA NOVEMBER 20, 1990

In attendance: Id Crook, General Secretary for the Western Hemisphere and Orient; Luis Alberto Carluccio, Vice Secretary for the Western Hemisphere and Orient and National Secretary for Uruguay; John MacCall, National Secretary for Argentina; Ivan Pimentel, representing Brasil; Chuck Loomis, Vice Chairman, International Rules Committee; Fujiya Matsumoto, Rear Commodore SCIRA and representing the National Secretary of Japan, Akibumi Shinoda; Pete Fenner, Commodore of SCIRA; John Johns, Board member, and Means Davis, Vice-Commodore, SCIRA, also representing the U.S. National Secretary, Phil Richmond.

General Secretary Crook called the meeting to order at 19:10 and had each attendee introduce himself and identify any persons he would be representing at the meeting. Each secretary reported on the state of SCIRA in his country:

**CANADA:** Id Crook reported that not much growth or activity in Canada at this time. As Snipe is not an Olympic class, there is not much enthusiasm for the boat from the Canadian national authority and that makes it very difficult to promote.

**BRAZIL:** Pimentel reported that Snipe is about the same as before—not much growth nor loss. There is a lack of good communication within Brazil and especially between the fleets of the north in Rio and those in the south in Porto Alegre. There is a perception that Snipe is not “moving with the times” in terms of gaining support for its operation and sponsorship of its sailors to represent their class/country abroad.

**ARGENTINA:** MacCall reported a struggle to build Snipe in Argentina. He has analyzed the needs and concluded that there must be an effort to build a base by emphasizing the social aspects and fun of

Snipe sailing—not just the sailing of a championship and the relatively few people that may involve. He agreed with the need to move more quickly in the future to stay abreast of changes which impact our class and its growth as stated by Pimentel.

**URUGUAY:** Carluccio reported slow growth with the same problems as Brazil and Argentina.

**JAPAN:** Matsumoto gave a detailed report on the efforts of the Japan Snipe Association to promote Snipe for the Asian Games which are held each four years in the “off” year to the Olympics. As these games are to be in Hiroshima in 1994 and Snipe has been so popular in Japan, they felt that this would be an excellent extension of Snipe to other countries. However, as Snipe is currently sailed in only two of the Asian countries involved in the Asian Games, the effort was not success-

## JUST THE FACTS MA'AM

- Fact 1) There are four major U.S. sail lofts—three in California and one in Ohio.
- Fact 2) For the past three years, every major championship in North America has been won by one of the West Coast lofts.
- Fact 3) Of the three lofts, Sobstad Sails is the #1 choice for new sail purchasers on the West Coast.
- Fact 4) It is now Fall Discount time at Sobstad Sails.

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ful. Even more discouraging was the report that the Japan Yacht Association is adopting the Flying Junior and Board sailing as its sponsored boats in lieu of Snipe which has been the designated boat for many, many years, which is a very important factor in the success of Snipe in Japan.

Matsumoto reported that while there have been 100-130 boats built each year in recent years, this number will drop to 60-70 boats in the future if this action cannot be reversed or mitigated in some fashion. Because of the actions of the Japan Yachting Association, the Japan Snipe Association would like to host the 1992 World Masters and perhaps the World Juniors to "show the flag" and give Snipe a boost with a high profile event in Japan.

**KOREA:** Matsumoto reported that Korea is growing with approximately 20 boats and Japan is doing a lot to help them. Japan invited Korea to send three crews to the Japan Snipe Championship this year, which they did. Korea would like to participate in the 1992 Worlds in Norway.

**INDIA:** No contact for this meeting.

**USA:** Vice Commodore Davis reported for National Secretary Phil Richmond who expressed his regret at not being able to attend himself. The United States is beginning to grow again but very slowly. Efforts are under way in long-range planning, promotion and finance to insure future growth. Much of the efforts started by Secretary Richmond will benefit SCIRA Worldwide.

## SCIRA AND IYRU

Commodore Fenner reported on the IYRU meetings he has attended for SCIRA and noted that the Asian Games were reported at that meeting; Utada of Japan, a fine Snipe sailor, placed second in the Enterprise class. He expressed his support for the World Masters and World Juniors to be held in Japan in 1992 stating that to his knowledge, there had been no other bids received to date.

## OLD BUSINESS

**1. PAN AMERICAN GAMES 1991—**There is very little in the way of detail known at this time, and there is some speculation as to the viability of these games in Cuba. The main discussion was the importance of the Pan American Games as perceived throughout South and Central America and the resulting importance to the Snipe Class. It was agreed that SCIRA should work to reinstate the two boats per country format as it was in the past (*Eds. note: Once, in 1979.*) All secretaries and officers should do whatever can be done to use the event to promote Snipe within the Americas, furnish boats to countries

which currently have no Snipes and help with spare parts and rigging to insure a good event. ("How?" was the subject of some discussion, and somewhat vague!) There are no simple solutions—especially when there are politics involved.

**2. WORLD CHAMPIONSHIPS, NORWAY, 1991—**Davis reported that plans are well underway with Birger Jansen, Vice Secretary for Europe and National Secretary for Norway, organizing the event. The regatta will be in Tonsberg, Norway, August 2-10, 1991. Many attempts were made to resolve the overlapping/conflicting dates with the Pan American Games, but to no avail. More detail will be available soon to facilitate transportation of boats and competitors.

**3. WESTERN HEMISPHERE CHAMPIONSHIPS, 1992—**Crook reported that it is to be held in Nassau, Bahamas on a yet unknown date—more information will be forthcoming in the near future.

**4. WORLD CHAMPIONSHIPS, BRAZIL 1993—**Pimental reported that little detail is known at this time. However, he believes that the site will be Porto Alegre, not Rio de Janeiro.

**5. SPONSORSHIP FOR INDIVIDUALS AND REGATTAS—**There was much discussion with the current position of SCIRA and the current thinking of the Rules Committee and other board members stated as supporting the concept of event sponsorship but not individual sponsorship where that sponsorship required the display of names, logos, or other material on the hull, sails or clothing of the competitor. Nonetheless, the strong feelings and beliefs of the South American secretaries was that they will have a very difficult time completing with the other classes that permit individual sponsorship.

Chuck Loomis pointed out that there is no current prohibition to individual sponsorship but only to the display of a sponsor's name, logo, or other material on the hull, sails, or clothing during a sanctioned event. This evoked a strong response that that is precisely the problem which restricts a local sailor from getting the financial support he may need to attend a distant championship[p. They point out the inconsistency of the SCIRA position in that sailmakers and boat builders may be "sponsored" and do promote their products at and during regattas. It was also pointed out that these individuals may not display a name, logo, or other promotional material on the hull, sails, (other than the allowed sailmaker's mark or clothing while sailing in the event).

As there could be protracted discussion of this subject, Secretary Crook declared

the subject closed with the position of the South American sailors to be represented by a proposal to the board of governors in Norway, drafted by John MacCall.

**6. SOUTH AMERICAN CHAMPIONSHIPS, 1991—**To be held in Porto Alegre, Brazil, at a date to be announced.

**7. NORTH AMERICAN CHAMPIONSHIPS, 1991—**To be held at the Newport Harbor Yacht Club, California, USA, in September, 1991.

**8. PROPOSED DEED OF GIFT FOR THE SOUTH AMERICAN JUNIOR CHAMPIONSHIP—**Carluccio presented his proposal for a separate Junior Championship with a motion to adopt. Passed.

## NEW BUSINESS

1. Proposal to revise all Deeds of Gift to reflect a common format and have the revision of all deeds of gift be the responsibility of the SCIRA Board of Governors—Davis presented this proposal from Phil Richmond who is doing them for all deeds of gift but feels that there should be agreement among the national secretaries with particular help solicited in contacting any living donors to explain the need for the changes and to maintain their goodwill. Passed.

2. Proposal by John MacCall to permit including tiller and tiller extension when weighing the rudder with an increase in the allowed minimum weight and restrictions as to where weight may be added for meeting minimum weight. Passed.

3. Proposal by MacCall that SCIRA prescribe to IYRR 61.1 (a) Clothing and Equipment and limit the weight to six (6) kilograms or thirteen (13) pounds. Passed.

4. Proposal by MacCall that all boats which will compete at any national championship regatta, selection regatta for an international event or international championships regatta must have a moment of inertia (MOI) on file with SCIRA. (There was no intent that MOIs be done at these regattas but rather it be the responsibility of the competitor who wants to sail a particular boat to have the MOI done and filed with SCIRA prior to the competition.) Passed.

5. Proposal by MacCall to revise the format of the Western Hemisphere Championship regatta to encourage more participation. The revised deed of gift to provide for five (5) boats per country with each competitor responsible for supplying his/her own boat. However, the host country must make at least two (2) boats available for charter to each country. Passed.

6. Proposal by MacCall to revise SCIRA rules regarding weight to include the weight of the anchor and one whisker pole or pole launcher system in the minimum

weight of the boat as it is now 172.9 kg. or 381 pounds. Passed.

7. Davis proposed an informal vote on behalf of Richmond for the creation of a separate subcommittee of the Rules Committee or inclusion within the committee, members who are specifically charged with the responsibility of monitoring and keeping SCIRA race management rules, regulations and procedures up to date. Passed.

8. Commodore Fenner reported on the state of the finances of SCIRA stating that the Finance Committee chaired by board of governors member Gonzalo A. Diaz

has concluded that at the present rate of revenue and spending SCIRA will be broke within five to six years. The issues which must be addressed are revenue and major expenses such as the \$10,000 for the World Junior regatta. (There is a recommendation from this committee to the board of governors for action in Norway, to no longer underwrite the World Junior regatta in this fashion.) There are many other items addressed by the Finance Committee to alleviate the problems, including changes in the dues structure.

Vice Commodore Davis spoke briefly urging unity and cooperation across na-

tional boundaries for the promotion of Snipe sailing and sport.

## NOMINATIONS

Id Crook did not stand for reelection and nominated Luis A. Carluccio as General Secretary for the Western Hemisphere and Orient. John MacCall of Argentina was nominated as Vice Secretary. Both were elected. Carluccio spoke briefly expressing the gratitude of the Western Hemisphere and Orient SCIRA organizations to Id and Ann Crook for their work and dedication to the Class. The Meeting was adjourned at 23:37.

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ers, all covers. Custom trailer. 2 sets of Fisher sails. All race extras. Raced one short season. \$6,000.00. Call Dave 301-267-7412 or Ron 1-800-288-4232 ext 2250. (jfm)

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## 1990 BELGIAN NATIONALS

The first step in our trip from England was the ferry crossing of the English Channel. As we departed from Dover it seemed that our trip would be a rough one, as there was a gale in force and the reports from the weather office said that the gales would increase. My brother, Mark, and I stood on the dock trying to decide if we should make the crossing, as the championship might be called off. We decided to take our chances, so onto the ferry we drove. What a crossing! Arriving at the dock in Belgium at 4:00 a.m. was Heaven compared to the Hell of the Channel.

We arrived at the Club just as dawn was breaking so we were able to get a couple of hours of sleep, until the other sailors arrived, greeting us with the usual friendship and hospitality. The racing was on Lake Galgenweel, which is on the outskirts of Antwerp. The Nationals have been held here for a number of years. As the teams were rigging the wind was blowing at least force 6, but fortunately the water was fairly flat.

After some nervous hesitation the Committee decided to run a race, so the fleet launched with the exception of nine boats that decided not to risk it. An Olympic course was set and the countdown began with helms fighting to keep their Snipes upright. There were no recalls, and Van Cauwenbergh set the pace. The first beat was tough and saw a number of capsizes. Mark and I took a swim, righted, and then went over again. This time we turtled! We recovered to finish eighth. Lebaigue and Hamers took the win, with the Everaerts in second. It certainly had been a tough race, as six teams had retired. At least there was no doubt that the rescue teams were more than adequate to handle the trying conditions.

Race two followed with a slight drop in wind force.

The first casualty was Leo Meyvis, who capsized and bent his mast. The SCIRA Belgium National Secretary Andre Callot was forced to retire with a broken vang. Van Cauwenbergh took the gun in his bright pink Snipe (Yes, it really stands out on the course!).

The final race of the day got off without delay and fortunately the winds had moderated. Van Cauwenbergh took the overall lead with his second consecutive win. Sunday morning saw the winds at a calm force 3. The first race of the day was won by Everaert, while Mark and I went "right down the pan" with a 16th. In the next race, race 5, the winds started building again, up to 4, with gusts to 5. It was tough going and brought a win for Basette and Robijns.

Following this race, a protest was heard, forcing a delay in the finale, and allowing the winds to creep back up to Saturday's strength, with even stronger gusts. With the final race of the championship sailed in such tough conditions, there was a distinct sigh of relief heard across the lake when the gun went to Van Cauwenbergh, with Wagemans in second.

The prizegiving was held immediately after the final race, allowing an early departure. The 1990 Belgian Nationals was a tough but enjoyable event. It was good to meet up with old friends from my 1988 visit, and to make some new buddies. As always, Andre Callot and his family had extended warm friendship and been the perfect hosts. The Championship Dinner at the Royal Belgium Yacht Club leaves a happy memory, as does the exciting racing on Lake Galgenweel.

That night, as we boarded the ferry for the return crossing, the conditions were near hurricane strength, but Mark and I were beyond caring as we hit the pillow. I removed the matchsticks that I had used to prop my eyes open during the drive from Antwerp to Zebrugge, and went straight into the sleep of exhaustion.

*John Broughton*



*Some heavy action at the Belgian National Championships.*

### 1990 BELGIAN NATIONAL CHAMPIONSHIP

Lake Galgenweel, Antwerp

October 6 & 7, 1990

Top fifteen of 23 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Van Cauwenbergh/Deferm	KLYC	DNF-1-1-2-7-1	16.0
2	Everaert/Everaert	NUCLEA	2-4-5-1-4-4	27.0
3	Wagemans/De Bock	VVW	DNF-5-6-4-2-2	35.7
4	Vermeylen/Meirte	VVW	3-3-2-8-5-9	38.4
5	Basette/Robijns	KLYC	5-6-8-7-1-5	44.7
6	De Bock/De Bock	RYCB	7-10-9-3-6-3	51.1
7	Lebaigue/Hamers	RYCB	1-2-4-13-DSQ-DSQ	60.0
8	Callot/Lafere	RYCB	4-DNF-3-11-11-7	60.7
9	Biermans/Crijns	SODIPA	DNF-7-7-12-3-6	61.4
10	Dossche/Dossche	VVW	6-8-DNC-6-8-10	67.4
11	Broughton/Broughton	SSC	8-9-11-16-12-13	83.0
12	Voets/Polak	VVW	DNC-DNC-DNC-5-9-8	99.0
13	Verschueren/Van Den Bossche	WVDDNF	11-10-10-14-DNC	99.0
14	De Boeck/Servaty	SODIPA	DNF-DNS-12-15-13-11	105.0
15	Delacourt/De Smet	KLYC	DNF-DNC-13-21-15-15	118.0

## HALL WINS BLUE-GREY BUT FLUBS GO-CARTS!

1990 Bermuda Race Week Champions Griff Hall and Sherry Eldridge from Annapolis held off a tough twenty-three-boat fleet to win the annual Blue-Grey regatta held at Pine Beach, New Jersey on June 23 & 24. With a Saturday forecast for thunderstorms, and possibly hail, the Race Committee opted for the sheltered Toms River, as opposed to having the fleet caught out on Barnegat Bay.

After a general recall, Chairman "Dick C" Bartlett adjusted the line and got the fleet away on the second try in a shifty six-knot breeze. Joel Zackin/Barbara Duggan played the shifts perfectly to round the windward mark in the lead with Pedro Lorson/Lisa Foulk and Lee/Karla Griffith close behind. Positions held for the two reaches. On the second windward leg, the wind began to weaken and positions began changing. John Marshall/Lucia Menzer and John MacCausland/Tom Donahue went hard left and rounded 2-3 behind Zackin. Griffith rounded fourth, Marcus Turner/Stacey Harris rounded fifth and Doug/Beth Hart, with lots of light air speed, rounded sixth. As the wind continued to die, the committee shortened course to finish downwind in drifting con-

ditions. Zackin held on for the win and most of the teams finished in the same position as they had rounded the previous mark.

With no wind, the racing was postponed and everyone relaxed on the Pine Beach. We should note that "relax" is a relative term when you have an army of 2- to 4-year-olds (both local and out-of-towners) dashing around riding/pushing various toys and leading the hired baby-sitters on wild-goose chases.

Finally a sea-breeze filled in and the committee led the racers back to the starting area. Conditions were light and shifty with a lot of aggravating motor boat chop. In the second race, John Drayton/Mary Jodice won a tacking duel to round the first mark just ahead of Griffith with Fred Abels/Andy Shulman in third. On the second windward leg, Griff Hall/Sherry Eldridge and the Harts moved into contention for the lead. Griffith rounded the final mark in first with Drayton overlapped. Drayton fouled Griffith and did circles as Hall, Abels, and Hart moving into 2-3-4. Hall stayed on the favored left side and moved into a solid lead, but ran out of wind while the Harts cruised in on a small puff and took the gun, by inches.

The conditions for the third race were very similar and the lightweight Harts had great speed. They led for most of the race, with Lorson close behind.

At the end of the first day the Harts were leading with 7.5 points, the Griffiths were second with 11, and Hall/Lorson/Zackin were in a pack with 16-17 points. Several others were just back, with everyone hoping for three races on Sunday so there would be a throw-out.

After a home-cooked lasagna dinner, everyone packed into vans for the drive to Seaside Park for the Annual Go-Cart Championship. While there was no clear-cut winner, we can report that Griff Hall lost control of his car as he attempted to ram Lee Griffith (some things never change!) and was nearly bounced by the 7-foot, 300-pound ride operator. After the go-carts, there was consensus that the Tank Battle—crews drive and skippers fire rubber balls from machine guns—was this year's best ride. There was discussion regarding a SCIRA rule change to allow machine guns with tennis ball bullets at selected regattas!

On Sunday, Pine Beach reestablished its well-earned reputation as one of the best sailing locations on the U.S. east coast, as the fleet sailed out onto Barnegat Bay in 12-16 knot breezes and lots of warm sun. Henry Filter/Terryll King liked Sunday much better than Saturday as they sailed to 1-2 finishes in the first two races. Another team who found the conditions to their liking was Roger Link and Sue Kaufman with a 3-3. Meanwhile, Saturday's leaders, Doug/Beth Hart found the extra wind a little tough and dropped to 14-10, and the Griffiths had problems with an 8-13. Hall had taken a 4-1 to move into the lead and Lorson took over second with a 2-7.

As the committee prepared for race 6, the throw-out race came into play and things got complicated,

as the regatta was still up for grabs. In the final race, Keith/Peggy Donald in their brand-new boat hit the right side hard and rounded in the lead, closely followed by Ocean City's Deke Sheller/Libby Vigilov, Griffith, Drayton, Filter, Hall and Lorson. On the second beat, Griffith and Donald rounded the weather mark in a tie for first, but Donald miscalculated, hit the mark, and capsized while doing their 720! Griffith had the lead at the bottom mark, with Drayton overlapped, and Hall, Filter and Lorson close behind.

Although Hall's overall victory was all but assured, the remainder of the top five positions would be decided on the final beat. Griffith covered Drayton closely and positions held for three quarters of the leg. Near the finish, Filter got free on the left and found a favorable shift, and took the win, moving into second overall. Drayton passed Griffith to cross second, and then Griffith fouled Hall at the finish line allowing Lorson and Page to get by. After the dust (and 720s) had settled, Griff and Sherry were the winners, Filter second, Lorson third, Hart fourth, and Griffith fifth. Only 4.5 points separated second through fifth!

Engraved glassware was awarded for second through fifth, with some very special first place trophies for Griff and Sherry. Everyone marveled at the wall-mounted bookshelves that Charlie Eschleman had constructed from Snipe parts. One side of each shelf is shaped like a centerboard and the other side is a rudder. The rudder has a detachable tiller extending out from the wall with a lamp at the end. Since Griff had just bought and moved into a new house, everyone agreed that the prize was being taken home by the most needy competitor.

We always have a lot of fun at Pine Beach, with our Go-Cart Championship and Snipe Regatta, so whether you're a veteran or newcomer, we're planning on seeing you at the 1991 edition. Watch the *Snipe Bulletin* to see whether it will be a spring regatta, fall regatta, or both!

Lee Griffith

## ROBERT "THE BELL" JOHNSTON MEMORIAL TROPHY TO MITCHELLS

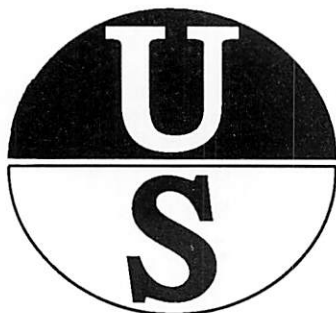
Cuba Lake Yacht Club hosted twenty-five Snipes in a combination ragatta to determine the District Five and North Eastern International Championships and to award the Robert Johnston Memorial Trophy to the overall winners. The first rave on Saturday morning set the pace for the five-race series on Cuba Lake, 60 miles southeast of Buffalo in western New York state.

Heavyweight Canadians Jeff Mitchell and crew, Ryan Bradshaw, liked what they saw, but sailing teams who were considerably under their 385+ pound weight looked skeptically at the white-caps, storm clouds and gust streaks. Air temperatures below 60 degrees didn't help!

Bermudian Dave Kuhn, no stranger to wind, decided to stay on shore with his novice crew, Aileen Paris. At the first group of boats reached the jibe mark, no one could ignore the final omen: John and Cathy Johns and Ian Brown/Don Behan simultaneously capsized while jibing. Dick and Moe Mitchell won race one, while Brown and Behan came back

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to finish first in race two.

By the third race, a couple of dramatic mast inversions made the rain seem incidental. Fritz and Jane Gram took the win in a fleet that was reduced to nine finishers.

Regatta Chairman Leo Murphy's champagne punch and Cuba Cheese cocktail party receive a hearty welcome. Warmed by the fireplace and animated conversations, the sailors enjoyed a pig roast and steamship round of beef dinner, a staple of the Bolde Mothers Intergalactic Regatta in recent years. Though it rained in Dismal Valley that night, many sailors camped out on the yacht club grounds. They awoke to Sunday morning winds from the west, still strong, but with some lulls and shifts.

Race Committee Dana Ferrigo and Id Crook set the course and racing started on schedule. Jack Mitchell and Brooke Bradshaw won the fourth race. By now the wind was building a little, and the gusts coming over a hill to the west were difficult to predict. The Grams won the fifth and final race, followed by Mitchell and Bradshaw in second and Dick and Moe Mitchell in third.

Consistency paid off of the winners, Dick and Moe Mitchell from North Cove Yacht Club, N.H. Cuba's Fritz and Jane Gram took second overall, but won the District V trophy, the eleventh district championship for Fritz. The Robert Johnston Memorial Trophy was presented by his brother, Don.

## GRIFFITHS WIN CRANE BOWL/CALL OF FALL

The Lake Mohawk fleet hosted the New Jersey Open, their leg of the Fall fo Fall, series on Oct. 6th and 7th. This is a two-phase regatta which alternates between Lake Mohawk and Pine Beach Yacht Clubs. The first phase is open to all Snipes but the second is limited to sailors from New Jersey. The New Jersey championship trophy is the Crane Bowl, one of the oldest in SCIRA, dating back to 1935 when it was won by World Champion Charles Gabor, representing Lake Mohawk. The Heinzlering brothers from Lake Lackawanna added their name in 1941.

The weekend was clear and unseasonable warm. Three races were planned for Saturday and two for Sunday. Pedro Lorson from Sea Cliff found the 10-mph breeze to his liking and took the win, followed by Lee Griffith from Pine Beach and Dave Lence from Winchester.

After lunch the second race started in about 18 mph with higher gusts. Three teams took the opportunity to completely wash their boats...inside and out!...with two of them having to be towed back to the dock. The wind gusts were estimated at over 25 mph, but Lorson hung on for the win, followed by Griffith and Ian Prime of North Cove YC.

The abundance of wind, the bruised and tired bodies, the broken and bent equipment, and a lack of rescue capability caused the cancellation of the planned third race. Saturday evening's entertainment and dinner at the home of Rick and Nancy Pierpoint gave everyone a chance to relax and appreciate the culinary ability of their hosts and Gee Bischoff.

Sunday was another warm day, but at the 10:30 start the wind was typical Mohawk-light. Lee Griffith finished first, just inching out Lake Mohawk's John Marx and Dave Lence.

The final race went off with a steady light breeze. Griffith finished second behind Lence, but his consistent sailing was enough to win both phases of the regatta.

## DAVIS AND FOREST TOP JOE RAMEL MEMORIAL

Fall brings a change of seasons, and strange new wind directions, mostly of the northerly variety. Those who attend the Joe Ramel Memorial never

## 1990 BLUE-GREY REGATTA Pine Beach Yacht Club June 23-24, 1990 Top ten of twenty-three boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Griff Hall/Sherry Eldridge	Annapolis	11-2-3-4-1-3	12.75
2	Henry Filter/Terryl King	Cottage Park	9-8-16-1-2-1	20.50
3	Pedro Lorson/Lisa Foulk	Seacliff	6-9-2-2-7-4	21.00
4	Doug Hart/Beth Hart	Annapolis	5-1-1-14-10-7	23.50
5	Lee Griffith/Karla Griffith	Pine Beach	3-3-5-8-13-6	25.00
6	John Drayton/Mary Jodice	Eastern	13-5-15-10-5-2	35.00
7	Roger Link/Sue Kaufman	Annapolis	8-14-17-3-3-8	36.00
8	Bill Page/Nancy Green	Eastern	21-6-9-15-4-5	39.00
9	Joel Zackin/Barbara Duggan	Quassapaug	1-12-4-13-11-13	40.75
10	John Marshall/Lucia Menzer	Annapolis	2-16-10-11-9-17	47.00

## NORTHEASTERN INTERNATIONAL CHAMPIONSHIP Cuba Lake, New York Top ten of 25 boats

Finish	Skipper/Crew	Fleet	Points
1	Dick/Moe Mitchell	Fleet 127	9.75
2	Fritz/Jane Gram	Fleet 442	14.50
3	Jack Mitchell/Brooke Bradshaw	Fleet 321	16.75
4	Ian Brown/Don Behan	Fleet 321	30.75
5	John/Adrienne Korkosz	Fleet 412	34.00
6	Jeff Mitchell/Ryan Bradshaw	Fleet 321	35.00
7	Eric Rueckwald/S. Marshall	Fleet 103	39.00
8	Alvin/Tersh Bugbee	Fleet 442	45.00
9	Leo/Joe Murphy	Fleet 442	52.00
10	John Dentinger/Charles Thompson	Fleet 103	52.00

## DISTRICT FIVE CHAMPIONSHIP Top five of sixteen boats

Finish	Skipper/Crew	Fleet	Points
1	Fritz/Jane Gram	Fleet 442	14.50
2	John/Adrienne Korkosz	Fleet 412	34.00
3	Eric Rueckwald/S. Marshall	Fleet 103	39.00
4	Alvin/Tersh Bugbee	Fleet 442	45.00
5	Leo/Joe Murphy	Fleet 442	52.00

## LAKE MOHAWK/NEW JERSEY OPEN/CALL OF FALL Top five of ten boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Lee/Karla Griffith	Pine Beach	2-2-1-2	6.75
2	Dave Lence/Jim Tomasetti	Winchester	3-4-3-1	10.75
3	Pedro/Mimi Lorson	Sea Cliff	1-1-6-5	12.50
4	Keith/Peggy Donald	Annapolis	4-5-7-3	19.00
5	Ian Prime/???	North Cove	6-3-4-6	19.00

know what to expect except that it will be a challenge to their skills. Mother Nature was kinder and gentler in terms of weather and wind force, but reading the wind shifts puzzled all but the sharpest wits on this 600-acre residential lake twenty miles east of Kansas City. With the exception of the two top boats and the two bottom boats, everyone had at least one race they would like to forget, and at least one that they wish they could have duplicated.

Henry Davis from Omaha, and Doug Goppert from the host lake, served notice from the start that it would be a two-boat race for the Ramel Trophy. By the end of the first leg they were one and two, and they held the same positions for the remainder of the race with Henry and crew Curt Forest getting the one-gun salute.

The script was the same in the second race except that it was Doug and Rita receiving the zero on the scorecard, and with Davis in second, they were tied with three points each. Third place was seventeen

points behind!

In the third and final race the same two boats jumped to the front with Davis in the lead. Goppert closed to within one boat length on the final beat, but was unable to break through the expertly executed cover, and for the ninth time in a dozen years the title went to Davis. Meanwhile the Jack Schwindler/Mary Voitenko team passed a flock of boats in the final two hundred yards to take third in the race and third overall.

Ken and Linda Frashier sailed a near-perfect series to claim the Anchorman trophy.

Social events included a shrimp feast Friday evening and dancing to the Gold Rush country and western band on Saturday. With the winds in a comfortable ten to fifteen range, there were plenty of legs with strength enough to dance, a far cry from some prior years when exhaustion from battling high winds made the Saturday dance resemble a wake!

**JOE RAMEL MEMORIAL**  
 Lake Lotawanna, Mo.  
 September 15-16, 1990  
 Top ten of eighteen boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Henry Davis/Curt Forest	Omaha	1-2-1	3.0
2	Doug Goppert/Rita Goppert	MYC	2-1-2	6.0
3	Jack Schwindler/Mary Voitenko	MYC	6-4-3	25.4
4	John Sepanski/Mark Aljeto	St. Louis	4-8-5	32.0
5	Jim Russell/J. Christiansen	Lincoln	8-9-4	37.0
6	Ed Weitz/Libby Raus	Omaha	5-10-6	37.7
7	John Briggs/Vicki Briggs	Lincoln	3-17-7	41.7
8	Mike Sullivan/JoAnn Sullivan	St. Louis	9-3-15	41.7
9	Bob LaScala/Vicki LaScala	MYC	7-12-8	45.0
10	Lou Joline/Sonja Joline	MYC	13-6-9	45.7

**SNIPE NEW ENGLANDS**  
 Fort Adams Sailing Center  
 Newport, R.I.  
 August 4 & 5, 1990  
 Top ten of twenty-one boats

Finish	Skipper/Crew	Points
1	Mike Zani/Brad Gibbs	6.25
2	John Keene/Anne-Marie Weldon	20.75
3	Jerry Thompson/Sherry Eldridge	22.00
4	James Bowers/James Bowers	27.00
5	Bill Page/Hugh Hollowell	33.75
6	Dick Mitchell/Maureen Hays-Mitchell	43.00
7	Martha Starkweather/Kathy Bansfield	47.00
8	Curt Spalding/Patrice Milos-Spalding	47.00
9	Michael Bowers/Peter Gustin	47.00
10	Ray Schmidt/Theresa Alexander	53.00

**ZANI ZAPS NEW ENGLANDS**

With West Coast luminaries like Thompson and Leweck competing, Mike Zani and Brad Gibbs showed 'em all that Brown University's best are hard to beat. With 2, 1, 2, 1, 1 finishes, Zani and Gibbs made the 1990 Snipe New Englands, held at Fort Adams Sailing Center in Newport, a laugh. Twenty-one boats sailed in conditions that were like what you read about in those fat cruising magazines.

The seabreeze came in and the whole regatta was sailed in 5-15 knots. The course was set immediately north of the Newport Bridge. The key to success was playing the tide correctly on the first leg and then making the right moves from then on. In the first race, Bill Page and crew Hugh Hollowell of Marblehead started to windward of the fleet, tacked first, got out of the current, and were long gone.

Zani and Gibbs won race #2, with Jim Karalekas and crew Ian Lay of Old Dominion taking second. The winning move was to start on the left, tack over, and then sail the shortest distance across the current going hard right.

The final three races were sailed on Sunday. Races three and four were windward-leeward courses. With the wind coming in several hours earlier, from essentially the same direction as Saturday, the tide favored the left side of the course. While this confused some of the sailors, John Keene used a leeward end start and conservative downwind sailing to win race three. Zani and Gibbs took advantage of several boats that overtook the finish line and stole a second.

The tide went slack for race four, totally changing the strategy again. Zani and Gibbs put their Brown education to good use and grabbed another bullet. Thompson and Sherry Eldridge showed great downwind speed and took second.

The two-triangle course for the final race was a real marathon and gave Zani a chance to prove that this was his party. He did so, in convincing fashion. Karalekas and Lay took another second, and would have had a strong regatta except they missed races three and four.

The social scene at the Ida Lewis Yacht Club was highlighted by all the lasagna anyone could eat, which might explain why the keg was left unfinished. (It was either the lasagna or the fact that the effects of the U.S. Nationals Labbatt's truck were still lingering!) Hugh Hollowell earned the "went the farthest to party" award as he drove up to Marion, Mass., for the Buzzards Bay Regatta party on Saturday night and then back to Newport for Sunday's racing.

That's it. That's the story of the 1990 Snipe New Englands. The sailing was super, the wind wonderful, and my marriage survived another regatta. What more could a Fleet Captain ask?

*by Curt Spalding*

**WALKER AND CARLSON  
 TOP HIGH SIERRAS**

West coast Snipers packed up boat, camping gear, and fishing rods and then headed for Huntington Lake for the annual High Sierras Regatta. Thirty Snipes arrived a day or so early and many stayed long after the regatta was over to enjoy this beautiful lake, which rests at nearly 6,500 ft. above sea level in California's Sierra Nevada mountains. The lake is fed by the cold waters from the High Sierra snow pack, so life jackets are always required, but the 80-degree weather (during the day...it gets cold at night!) kept everyone comfortable.

Hiking, fishing, camping and horsing around were interrupted by two days of great racing action. We don't get to do much fresh-water sailing in California, so this is a rare chance to do some lake sailing in gorgeous tree-lined surroundings. The long lake made for some long beats with winds being moderate to breezy with only a few lulls.

Six teams had a chance to win the regatta going into the final race. The top five made for a Mission Bay sweep, but most importantly, everyone had a tremendous time at a very special place to California Snipe sailors.

*Bob Bowden*



**Sanctioned  
 Snipe Regattas**

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

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

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

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

**JUNE 22-23, DISTRICT II CHAMPIONSHIPS/ MIDWESTERN CHAMPIONSHIP**, Walnut Valley Sailing Club, Richard R. Monte, 11 Sequoia, Wichita, Kansas 67206, 316-685-7832

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

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

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

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

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## 1990 FISHER SNIPE RESULTS

### NATIONALS:

Heinzerling	3, 4, 5
Wells	1, 3
Crosby	1, 2, 3, 4
Junior	1, 2
North Americans	4, 6
Atlantic Coast	1, 2
Canadian Nationals	1
Colonial Cup	1, 2, 3, 4, 5
Don Q	3, 4, 5
Bermuda Race Week	1, 2, 3, 4, 5

Southerns	1
Bacardi	1
New York State	1, 2
District 1	1, 2, 3
District III	1, 2, 3, 5
Olympic Class Regatta	1, 2
Wolverine	1, 2, 3, 4
Pine Beach	1, 2
Bolde Mothers	1
Columbus Open	1, 2, 3, 4, 5
Halloween	1

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