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BULLETIN

FEBRUARY 1995

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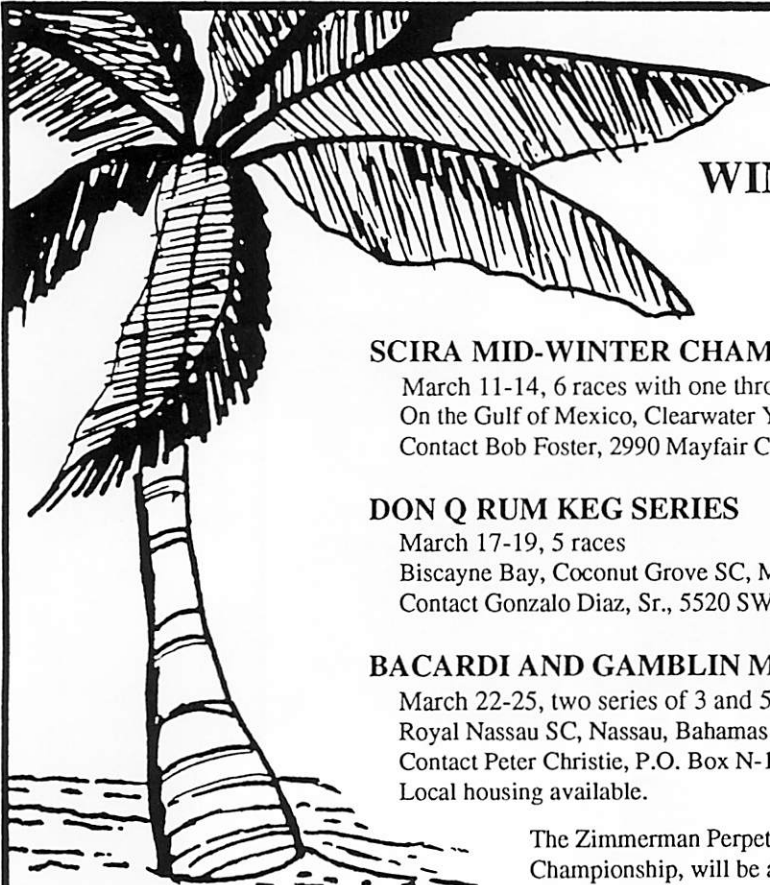
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The Snipe Bulletin

February 1995
Volume XIV No. 2

Editor

Jerelyn W. Biehl

Editorial & Business Office

Address all correspondence to:
1833 Tustin Street, San Diego, CA
92106 USA Phone: (619)224-6998
Fax: (619)224-6997
Electronic Mail: snipe@ai.mit.edu

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S.C.I.R.A. OFFICERS

Commodore
Jimmie Lowe
P.O. Box 1124
Nassau, Bahamas

Vice Commodore
Giorgio Brezich
Via Negrelli 12
34134 Trieste, Italy

Rear Commodore
Gonzalo Diaz, Jr.
8251 W. Cheryl Lane
Miami, Florida 33143

Executive Director
Jerelyn W. Biehl
1833 Tustin Street
San Diego, CA 92106

RULES COMMITTEE

Chairman: Dan N. Williams
1220 Maclellan Building
Chattanooga, TN 37402 USA

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AROUND THE SNIPES WORLD

World Snipe Day - May 6

More news to follow, stay tuned

About the December Cover

Mats Gothlin, National Secretary of Sweden writes: "It is from Copa di Lucia 1986 in the middle of Stockholm. That year the Swedish Lucia Queen (she is elected by the people among the ten most beautiful blond young girls in Sweden) was crewing for my brother Per. This rendered us 2 minutes on TV and gave the Snipe Class very good public relations. The price we had to pay for this was my brothers state of mind. He is still up in the blue heaven since that race and every time you talk to him about the Lucia race he gets this crazy silly smile on his face."

Wooden Boat Owners

Wooden Boat magazine is looking for groups (yacht clubs, sailors, etc.) to assume responsibilities for producing a weekend-long event at 5 or 6 venues around the country for 1995, to hold a WOOD Regatta. For more information, contact Carl Cramer, 207-359-4651.

THE COVER: Blender, Sailors, Dead of Winter. Dennis Kelly photo.

THE COUNT: 11 numbers were issued. 1 to Belgium, and 10 to Japan.

NUMBERED SNIPES: 28830

CHARTERED FLEETS: 829

1995 WORLD CHAMPIONSHIPS

Rimini, Italy
July 4-9

contact National Secretary for qualification dates

1995 Pan Am Games

March 11-26

La Plata del Mar, Argentina

1995 US National Championships

Richmond YC
San Francisco, CA
Jr. - August 12-13
Sr. - August 14-18

1995 US Masters Championships

Indianapolis, IN
September 12-15

North American Championships

Lake Lanier, GA
October 12-15

COMMODORES COLUMN

Dear Fellow Snipe Sailors;

I would like to take this opportunity to remind all you fellow Snipers that this year is designated as a Rules Change Year. It is the responsibility of the Chairman of the Rules Committee to make recommendations to the Governing Board for their consideration at the World Board meeting to be held during the World Championships in Rimini this coming July.

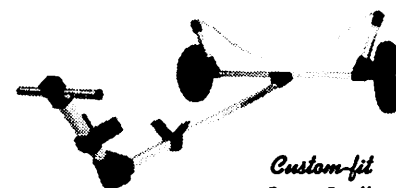
This is YOUR CLASS as such we need your input in order to make the Class a better one for all involved. We cannot act in your interests unless you make yourself and your views known to the Chairman of the Rules Committee and to the Board as a whole.

If you have any suggested Rules changes, please write, or have your National Secretary write, to the Chairman of the Rules Committee at the address shown on this page before the 31st of March of this year so that your view, and those of the Snipe sailors in your fleet, district or country, may be considered by the Chairman and possibly set down for inclusion in the Agenda for the World Board. We look forward to interesting and informative comments.

Your Commodore,

Jimmie Lowe

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Notes and Quotes

...From Japan

Dear Mrs. Biehl,

It is hard to find appropriate words to thank you and members of SCIRA especially the Matsumotos for making possible the Memorial Trophy for the Women's Championship in Roy's name. It is most remarkable that he should be remembered in such a magnificent way after 31 years!

The special issue of your Snipe Bulletin, which you have so kindly sent me, will be long treasured in the Yamaguchi family.

I, too, shall look forward to having the pleasure of meeting you again!

Very gratefully yours,
Gertrude Yamaguchi

...also

Japan's Executive Director, Jiro Yamamoto, sent word that the Murai Snipe Factory may have been damaged in the Kobe earthquake. Our thoughts are with our Snipe friends in Japan.

...From India

Thanks to all who sent used sails to our fleet in Bangalore. Unfortunately, the lake level is too low to sail.

--CS Reddy

...From Sweden

We have just closed the '94 season with the traditional Copa di Lucia in Stockholm. This time the conditions were perfect. That means ice of about 1 cm thickness on large parts of the race course. This makes the choice of where to go most interesting. Straight course to the mark through the ice which slows you about 1 knot (and also makes some scratches on the boat) or sail a longer distance around the icebelt but at full speed. Per Gothlin/Ebba Gron went around the ice belt in the last race and thereby won a comfortable victory over his brother Mats that got caught in the icebelt that during the day had grown to 3 cm thickness.

We have at least 3 crews that compete among the top ten in Europe. Gustav Svensson/Lennart Ljunggren who was 4th in the Worlds in Tonsberg, 1991, are making a great effort for the Worlds in Italy. So is Fredrik Segerstrom/Carl Terneus who was 5th at the Europeans in 1994. We also have a great number of juniors that are getting better each day. 9 of the best crews

in Sweden will go to Princes Sofia Trophy at Mallorca this coming Easter. It is the big opening regatta for the season and perfect for Scandinavians. When we come home the ice is gone and we can start sailing at our home waters again.

The big regatta in Sweden 1995 is the Nordic Championships in Marstrand, July 27-30. Marstrand is a big sailing center that has hosted lots of championships in different classes. We expect 60-80 Snipes. The Nordic Championship is open to all nations. In the middle of August is the Stockholm Water Festival, arranged for the 4th time. It has grown to the size of the Rio Carneval. The whole town is blocked from traffic and there are about 1 million people visiting Stockholm during the festival period (10 days). (Stockholm has 1 million inhabitants). There are spectacular events all over the town. One of the best is the World Championships in Fireworks. 6 qualified countries compete every other evening. The shores (Stockholm is a town of about 30 islands) are crowded and the water is so full of boats that you can't move an inch without touching another boat. Everyone is there to see the fantastic fireworks.

Now the Snipe Class has the opportunity (after much hard work) to be among the sailing boats that compete during the festival. We will sail in the middle of Stockholm at a special stadium. Short fast races not longer than about 300m. This will be very good publicity for the Snipe Class.

--Mats Gothlin
Swedish National Secretary

Quotes

"..everybody accuses me of winning races because of a superior knowledge of aerodynamics. I have been doing a little revising along the line of trying to show that anyone can do a scientific job of sailing provided he uses the right definition of science. My definition of science being that first one collects all the facts available, being sure that they are facts, and not just suppositions; the next step is to figure out why those facts are so, and how to establish from them principles which can be used in making the boat go faster."

--Ted Wells
letter to William F. Crosby regarding
Scientific Sailboat Racing
October 10, 1949

U.S. District Governors

District 1
Darryl Waskow
8 E. Brookline Court
Princeton, NJ 08540
h-609-683-1198
f-609-258-2230

District 2
Bob Ewoldt
4011 Taliesin Drive
Lincoln, NE 68520-1313
402-489-7048
f-402-474-8717

District 3
Matt Heywood
3237 Homestead Commons Dr. Apt. 4
Ann Arbor, MI 48108
313-971-6746

District 4
John Muhlhausen
1146 Green Street
Roswell, GA 30075
404-642-1146
f-404-642-8829

District 5
Jane Gram
357 North Shore Road
Cuba, NY 14727
p & f -716-968-8489

District 6
Bob Bowden
5741 Abalone Place
La Jolla, CA 92037
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How to Build a Championship Team

or, how Argentina has won so many of the big trophies

SCIRA has been watching the rise of the Argentine sailors over the past 10 years with curiosity, amazement and awe. At the recent Western Hemisphere Championships (won by an Argentine) we asked National Secretary Johnny Mac Call about the Argentine sailing program that has produced such vast talent. Here's what he said:

We began the program in 1980 after a 20th place in the Worlds. We adopted a program, based on a rugby training program that I had personally done in earlier years, where we would train two times a week physically for 2 hours in the evening, and sail both days on the weekend, for a total of 4 days. In the 1980's, the Brazilians were fast, so we began buying their used boats and importing equipment. We bought all the books written by the good sailors, Buddy Melges, Stuart Walker, Paul Elvstrom, etc. and began reading them.

At the 1981 Long Beach Worlds, we finished 5th overall. The following year in 1982, we couldn't go to the Bahamas for the Western Hemispheres, as we were at war with England in the Falklands. In 1983, we placed 5th in the Porto, Portugal Worlds and 1993, we won the Worlds in Porto Alegre, Brasil and we've just won these Western Hemisphere Championships.

We began recruiting younger sailors by sending letters to the junior classes in Argentina telling them about the Snipe Class, and bringing these junior sailors on as crews, then skippers. The more people in the system, the stronger the class. We videotaped Miguel Saubidet on the water, as he was training for the Junior Worlds as well as using the physical program. He won the Junior Worlds. We then approached the government to help, and our current Pan American program is sponsored by the Secretary of Sports. We asked for 3 regattas in 3 different places. We sent teams to the Gold Cup in Denmark, the Princess Sofia in Spain and the Danish Championships. We won them all.

For the 1993 Worlds, which we won, we raced 40 weekends over the year, with 2 races on Saturday and Sunday. We held 4 selection trials of 21 races. We don't use the Nationals as a selection trial, but as a party to attract new sailors. We are now bringing the Nationals into the interior of Argentina to promote the Snipe in other places. 1994 was in Rosario, and 1995 in Cordoba, as well as the 1995 South Americans. In 1994, we raced 48 weekends.

How Argentine Sailors Have Fared Since 1980 in Major Championships

Worlds		Site
1981	5th	Long Beach, CA, USA
1983	5th	Porto, Portugal
1985	1st, 2nd	Buenos Aires, Argentina
1987	2nd	La Rochelle, France
1989	4th	Karatsu, Japan
1991	1st	Tonsberg, Norway
1993	1st, 3rd	Porto Alegre, Brasil

Western Hemispheres		Site
1980	4th	Montevideo, Uruguay
1984	1st	Asuncion, Paraguay
1986	1st, 4th	Enoshima, Japan
1988	2nd	Spanish Point, Bermuda
1990	3rd, 4th	Buenos Aires, Argentina
1992	2nd, 3rd	Nassau, Bahamas
1994	1st, 3rd	Montevideo, Uruguay

Junior Worlds		Site
1980	1st	Spain
1988	3rd	St. Petersburg, Florida, USA
1990	1st	Spain
1994	1st, 2nd	Mikkabi, Japan

Crew Selection

We select our crews on a 8 point system, with strength, weight (optimal 140 kilos) and height as the conditionals. (We noted that Johnny was sailing with Palmo Merayo about 5 ft tall... Johnny said his own weight and height overcomes Palmo's size). A crew can gain an extra 2 points with good coordination between skipper and crew. Our crews need commitment and maturity, and we feel we have an excellent school of crews. We time 50 tacks in different conditions for each crew. The jib must explode (pop) out of a tack. If the jib hits the shroud, its too late. You must time the backing perfectly. Then we time 50 gybes also in different conditions.

Tacking

We count how many steps a crew takes when tacking. Conceivably, there should only be 2-3 steps. We feel tacking backwards (with your back to the bow) is better and gives you more speed. Here's how we feel a crew should tack: forward hand should be on the jib sheet (overhand grip). Pull your forward foot out of the hiking strap and place on the centerboard trunk. Have the other jib sheet (lazy) in the other hand, close to the cleat. If you don't have the other sheet in your hand, you open yourself up for mistakes. Lean in a little to help heel the boat. Put your loose foot across (if windy, stand up before), maintain your weight on the other leg, standing up. When you're just coming about, change hands and twist your body, pull new jib sheet, sit down and hike. It should be 2-3

steps.

Reaching

The Mar del Plata is the perfect place to learn to surf the Snipe. It has many small waves. We call this the Santiago Lange School of Reaching, because Santiago is so fast on the reach. We all go there to train to reach.

Philosophy

We have created a philosophy that Argentina can win; "I can beat you tacking, running and reaching." We now have boats being built to fuel the Argentine Snipe sailors, with Persson/Lange boats being built in Chile, and we are working on a mast producer. We have North sails and Diamond sails here which we constantly test and change. We copied the technology of the Americans and improved upon it.

Sailing does not receive much money from the government, even for the Olympics. Although I expect with the Laser class, which is relatively cheap, there may be funding for that.

We hold rules sessions for all sailors to cover the rules.

The Snipe in Argentina is growing in population, strength and knowledge.

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Proposed Rules Changes

In addition to the Measurement Rules Proposals printed in the January issue of the Snipe Bulletin, several other Proposed 1996 Rules Changes have been received since the World Board of Governors meeting in 1993 in Porto Alegre. Following is a summary of these proposals with comments. Please note that these proposals will be voted upon at the World Board meeting in Rimini, Italy, in July to consider rules changes for the 1996-2000 SCIRA Rule Book.

Key to proposed rule changes:

Additions: underlined

Removals: ~~strikeout~~

The Rules Committee invites comment on these proposals from the membership of SCIRA. Address comments to: Rules Committee Chairman Dan Williams, 1200 Maclellan Bldg., Chattanooga, TN 37402.

SCIRA CONSTITUTION (page 21)

The 1994 European National Secretaries meeting proposed the following:

Section 15: Eligibility for Membership. "Full membership is open ~~shall be limited~~ to the owners and co-owners of registered Snipe Class boats which conform to the restrictions of the Class and to non-boat owners interested in Snipe Class activities."

Section 18: Non-Boat Owners. Associate membership shall be available to non-boat owners. Such members shall ~~not~~ have the right to participate in races."

COMMENT: Basically, these two proposals would allow associate (non-boat owners) members to participate in all races up to and including the World Championship. In Section 19, we require all boat owners and co-owners to pay Association dues, but nothing is said about "associate" member dues. Obviously, this would have to be agreed upon also.

The European National Secretaries think that these changes would encourage broader participation in the Class. They also think that in Europe in the future, as in Japan now, more and more boats will be owned by clubs, universities and companies and fewer owned by individuals. The other side of this proposal is that it might encourage "class-jumpers" who are only interested in sailing a Snipe for a year to two, and then going on to another Class.

RULES FOR CONDUCTING NATIONAL AND INTERNATIONAL CHAMPIONSHIP REGATTAS: (Page 66)

Entry, Eligibility and Measurement Restrictions (page 67)

3.1: "In 1996 and thereafter, no boat shall be eligible to enter any Championship race unless she has a Measurement Data Sheet (MDS) on file at the SCIRA office. Addi-

tionally, no boat shall be eligible to enter the 1993 or 1995 Worlds or the 1994 or 1996 European and Western Hemisphere Championships without a Moment of Inertia measurement certificate on file at the SCIRA office."

COMMENT: This paragraph has not been at all effective in carrying out the intention of the Board of Governors. The intention was that by having this information in hand ahead of a major championship, some of the measuring at the regatta site could be reduced. This paragraph has been largely ignored. In addition, at the 1993 Board of Governors meeting, the Board voted to add: "Boats sailed in the Western Hemisphere, European or World Championships shall be measured to the 1976 Rules (C sheet) or later." This rule would eliminate from those Championships almost all boats built from no. 12,600 in 1959 up to the 1976 Rules about boat no. 22,500. These predominately fiberglass boats were built to include the extra plus or minus tolerances allowed on chine height and width and sheet width, and could not easily be modified to fit the 1976 Rules which eliminated these tolerances. Is this what the Board of Governors really wants to do? As a practical matter, almost all boats now at major Championships are post 1976 boats.

Weather Limitations (page 71)

9.7: New addition: "IYRR 54 is in force during Snipe regattas except when code flag "K" is hoisted on the RC boat accompanied by subsequent sound signals. The flag may be hoisted if the wind speed is more than 12 mph and can be displayed at any mark rounding. If the wind speed goes below the above limit, the flag can be lowered with the same procedure."

COMMENT: The proponent states: "In light winds using the so-called illegal propulsion is unfair. But I think that in strong wind pumping, rocking, and ooching are a part of the crews ability to sail fast." An opposing view is that allowing kinetics in stronger wind would further separate the more athletic sailors from the majority of Snipe sailors. This proposal resulted from a recent major championship where the Jury was placed on a 100 ft. long (30 meters) boat that was too big to maneuver close to the sailors for observation of kinetics violations. Rather than add to the burden of race managers and competitors alike by flying yet one more flag and blowing one more horn, it would appear to be far simpler to put the Jury and any Race Management team on smaller boats, say a maximum of 35 ft. (11 meters). They can fulfill their functions far better from smaller, more maneuverable, committee boats than they can from 100 ft. yachts.

SAILING INSTRUCTIONS (page 85)

Scoring

17.2: (Optional) A drop race will be permitted upon completion of (insert number) races. ~~A penalty resulting from a protested infraction that is eligible for an alternative penalty resolution may not be dropped in races utilizing an alternative penalty.~~

It has been proposed that this sentence be dropped in its entirety. This would allow the dropping of a penalty from a protested infraction that is eligible for an alternate penalty.

OPTIONAL APPROVED SAILING INSTRUCTION ADDENDUM (page 87)

Recalls ("Z" Flag)

11.4 (a): On any restart following a General recall, the Race Committee may display Code Flag "Z" (black, yellow, blue and red triangles) with one long sound signal before the Preparatory signal (5 minute). Code Flag "Z" will be lowered at one minute before the starting signal with one long sound signal to indicate that the one minute infraction period has begun. Any boat identified as being within the triangle formed by the two ends of the starting line and Mark 1 (Windward) (if the starting line is below leeward mark (Mark 3) use the triangle formed to Mark 3) during the one minute period before the start shall receive a penalty equal to 20% of the number of competitors boats registered for the series, if she property restarts that race. On subsequent infringements on restarts of a race, a boat's penalty

Proposed Rules Changes

shall be cumulative at 20% per infringement. A boat infringing Rule 11.4 (a) may be hailed immediately."

COMMENT: It has been proposed that we eliminate this sentence.

11.4(b): "A boat identified as premature on a start subject to Code Flag "Z", and that start having been recalled, abandoned, or postponed, IYRR 12.e is modified so as to penalize that boat on subsequent restarts of that race."

COMMENT: To be consistent with the above change, this paragraph would also be eliminated.

SCIRA SCORING SYSTEM DEMYSTIFIED (page 90-92)

Tie breaking sequence, pages 92 and 94: It has been proposed by several sources that we add a third tie breaker and rewrite the paragraph as follows:

"SCIRA's criteria for tie-breaking also parallels the IYRR. First we add back any dropped race for those boats that are tied, and if a tie still remains, then we select on the basis of which boat (skipper) beat the other the most times. If a tie still exists, we break it in favor of the skipper who beat the other skipper in the last race in which they both competed. (very rare) than the tie is declared and we invoke a Solomon-like wisdom in allowing the award (trophy) to be broken into pieces and evenly distributed among the regattas equals. There is no sin in being equal in excellence, but there is unfairness in searching for arbitrary and meaningless distinctions."

There is also some sentiment in the Class for dropping the DND (disqualification not discardable) penalty in its entirety. What do you think?

EUROPEAN CHAMPIONSHIP TROPHY (page 118)

Open To: 2nd paragraph - In addition, the current champion the European Junior Champion (no substitute) and one Junior team from each nation automatically qualify for entry without regard to the numerical restrictions for each nation. All competing skippers and crews must be associated with the Snipe Class, bona fide owners of measured Snipes, in good standing with fleet, country and the Association. The skipper and crew must be at least fourteen years of age. All skippers must be citizens or bona fide residents for at least one year, of the country they represent, as approved by the

National Authority: Only in case in incapacity of the crew may he be replaced by one of another nationality. Each skipper must present credentials signed by his National Secretary attesting that he is the entrant.

COMMENT: This proposed change would only take effect if the proposed changes to the Constitution, Sections 15 and 18, are approved.

The Rules Committee invites comment on these proposals from the membership of SCIRA. Address comments to: Rules Committee Chairman Dan Williams, 1200 Maclellan Bldg., Chattanooga, TN 37402.



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1994/95 Dead of Winter Regatta--No wind, but lots of fun

St. Pete Yacht Club and Snipe fleet 801 hosted the 8th annual DOW Regatta for 42 snipes that traveled from Norway, Canada, New York, Michigan, Massachusetts, Ohio, Illinois, Maryland, North Carolina, Georgia, Alabama, California, the Bahamas and of course, all points in Florida.

The Dead of Winter regatta has become known over the last few years as traditionally heavy air racing. However, after two straight years of light air, the competitors have decided to rename this event with the most popular being: The Dead of Air Regatta; The Dead of Winter Feast and Volleyball Tournament. They figured since the parties always have exceptional food and entertainment, and the volleyball on the beach is always a big success, and the Ohio Snipers always bring "The Blender", the only iffy factor is the wind and the Snipe racing. So we should just drop regatta from the title, and if we get in a little racing, great.

The competitors enjoyed a spirited game of Snipe pictionary after dinner Friday night, with Saturday, New Year's eve, Snipers dancing and watching the New Year's Eve fireworks. Sunday activities included what has become the annual beach volleyball game, while waiting for the wind to fill in. All of this fun, and we still managed to get in three races during the three day regatta, in spite of the light air and heavy current.

If you noticed that there hasn't been any mention of the racing, it is because it really wasn't worth mentioning..! Hawkeye and Nancy Haberland were the first to fall victim to PMS. The Bustamantes, T-Bird Davis, Snipe Commodore Jimmy Lowe, Bob Foster and Ray Schmidt filled out the PMS roster on day 2. The PMS problem

disappeared on Sunday, when the wind direction did a 180 and the heavy incoming tide was no longer pushing Snipers over the start line.

Local race committee guru, Pat Seidenspinner, was graced with the exceptional assistance of two of our favorite Canadian Snipers, Anne and Id Crook, who elected to leave their boat on the trailer in favor of serving on RC. And Means Davis acted as official SCIRA rep for this second year in a row.

Thanks to the computers and race committee for making this DOW a good time for all! If you missed it this year, be sure to put it on your regatta schedule for next December/Jan. We'll keep you posted on the date selection.

—Sherry Welch
Fleet 801

photo: Ray Gauthier and Joni Palmer. Dennis Kelly photo



top 20 of 42

1.	Mark Mendelblatt/Casesa/Sakama	27732	2-7-1	9.75
2.	Birger Jansen/Carine Juliusen	28810	5-4-3	12
3.	Hal Gilreath/Casesa/Funsch	28655	4-1-8	12.75
4.	David Mendelblatt/H. Kickliter	27273	1-6-7	13.75
5.	Dave Chapin/Alan Capellin	28450	13-2-2	17
6.	Ned Jones/Bell Hughes	28852	3-5-12	20
7.	Craig Beardsley/Mimi Pritchard	24600	7-11-9	27
8.	Dirk Kneulman/Kathy Ogilvie	27103	9-9-10	28
9.	Ethan/Trudy Bixby	26460	10-13-5	31
10.	Alex/Lisa Pline	26926	12-3-16	31
11.	Jerry Thompson/Dee Schilling	24702	19-10-4	33
12.	John Hagman/Dawn Mitray	2777	6-20-14	40
13.	Keith/Betsy Crum	25066	20-8-13	41
14.	Chris Klotz/Jeremy Terr	27270	16-14-19	49
15.	Ray Gauthier/Joni Palmer	28728	17-17-17	51
16.	Richard Hand/April Franklin	23625	14-21-20	55
17.	Bill Buckles/Nancy Gilreath	28677	21-12-22	55
18.	Don Hackbarth/Dustin Kays	28571	15-22-21	58
19.	Charlie/Michele Bustamante	27872	8-pms-6	60
20.	Thomas Foyen/Inger Foyen	28030	18-18-25	61

1994 Japan National Championships

Enoshima, Japan

The 47th All Japan Championships were held in Enoshima November 16-20 with participation of 64 boats who were selected by fleet championships. Enoshima Yacht Harbour is the most favored place for Japanese dinghy sailors and where the Tokyo Olympics were held.

The wind conditions for the first 3 days were very light with 6-8 knots, but the final day showed 12-18 knots. Due to the lack of wind, we were only able to complete 5 of the 7 races scheduled.

The winning team of Mr. Shiga and Mr. Maruyama were followed by Mr. Iwase and Mr. Kamiya in second, Mr. Sarasawa and Mr. Nakamura in third and Mr. Kai and Mr. Tsutsui in 4th. These 4 teams qualified for the World Championships in Italy this July.

Mr. Shiga and Mr. Maruyama were also the champions of the 1993 Japan Nationals. Furthermore, they were also the winners of the Japan National Athletic Games in 1993 and 1994, which makes them the grand champions of SCIRA Japan in 1993 and 1994.

The skipper of the second place team, Mr. Iwase is 20 years old, and a young hopeful Snipe sailor for SCIRA Japan.

As another note, Mr. Hayakawa participated as a skipper this year even though he has a severe handicap without the use of his right hand. Last year he participated as a crew.

—Jiro Yamamoto
SCIRA Japan

Results

top 20 of 64

1.	Shiga/Maruyama	28498	37-1-15-7-2	24.75
2.	Iwase/Kamiya	27701	1-22-24-1-6	29.5
3.	Sarasawa/Nakamura	28495	12-6-8-24-7	33
4.	Kai/Tsutsui	28716	3-16-1-18-27	37.75
5.	Shimizu/Matsumoto	28228	11-12-11-4-32	38
6.	Ueda/Mutoh	28412	5-25-4-6-56	40
7.	Abe/Okihara	28572	22-pms-2-5-12	41
8.	Chiba/Hayakawa	28305	15-4-22-3-34	44
9.	Inoue/Ohsugi	28610	6-36-12-16-10	44
10.	Kesamaru/Uchida	28758	28-2-6-10-36	46
11.	Terashita/Yanagi	28434	27-10-7-11-18	46
12.	Kohzuki/Miyagaki	28424	7-17-14-17-14	52
13.	Oka/Shinomiya	28539	13-15-23-9-45	60
14.	Sugiyama/Kaneda	27757	4-pms-19-8-29	61
15.	Yaguchi/Nakashima	28600	19-26-9-8-29	62
16.	Shaitoh/Kuga	28295	33-5-10-21-28	64
17.	Shinka/Shinka	28594	29-20-5-15-ret	69
18.	Kagawa/Ameno	28570	10-pms-18-2-40	70
19.	Murao/Tsutsumi	28737	8-30-25-37-9	72
20.	Kudara/Satoh	28250	23-38-20-22-8	73



1994 Florida State Championships

The 1994 Florida State Championships were held at the St. Petersburg Sailing center, the weekend after Thanksgiving. It must have been a good weekend for traveling folks, since the regatta attendance was up to 24 boats from the 15 Snipes that attended the '93 event.

The weather was practically cooperative - it was warm and sunny. But it was a bit shy in the breeze category, with a very disappointing first day. Only one race was completed, and only 9 of the 24 boats were able to finish within the time limit.

The slow first day on the water didn't seem to effect the party atmosphere on Saturday. The evening dinner was served aboard Bill and Sherry Welch's Small Ship, with all the local fleet members bringing a side dish, and everyone chowing down on turkey and ham, all the fixings, and lots of choices on dessert. Videos were played all evening, featuring several years worth of Dead of Winter regattas, as well as exciting heavy air footage of many other one design regattas.

The big success of the evening was, as usual in the Snipe Class, the conversation - camaraderie was at an all time high, with spirited discussions regarding the day's racing - especially regarding the finish standings (and lack thereof) of race 1. Opinions were bandied about on every deck, in every cabin, including the roof (boat deck) of the Welch's home. The boat was jammed full, with over sixty people crowding every space, and occasionally spilling out onto the dock (not literally). The group was a very interesting combination for a FL state champs. Snipers drove from Illinois, Missouri, Tennessee, and Georgia to race. It was a typically great bunch of Snipers.

Sunday brought more warm and sunny, and thankfully, more breeze. Four races were completed, allowing one throw-out, giving all the dnfs from day one a chance to toss their big number! Everyone returned to the sailing center after the final race to pack up boats and feast on leftovers from Saturday night, before the awards.

—Sherry Welch
Fleet 801

top 15 of 24

*denotes "B" fleet

1. Charlie/Michele Bustamante	27872	dnf-2-1-1-1	4.25
2. Peter/Connie Commette	28714	3-4-4-4-dnf	15
3. Chris Klotz/Jeremy Terr	27270	7-33-11-4	17
4. Matin Kuhlman/Kim Ross	27274	8-8-2-2-13	20
5. Mark Mendelblatt/F. Bickley	27273	1-1-16-7-dnf	24.5
6. Ethan/Trudy Bixby	25948	dnf-12-8-5-3	28
7. Keith/Betsy Crum	25066	2-15-15-3-9	29
8. Adrian/Gonzalo Diaz	26395	dnf-10-9-12-2	33
9. John Hagman/Dawn Nijitray	*27777	dnf-5-6-9-14	34
10. Scott Douglas/Ray Gauthier	*28728	6-9-18-14-8	37
11. Gonzo Diaz/Gonzalo Diaz III	24776	dnf-20-5-8-5	38
12. Stephan Irgens/Monica Bigard	28470	9-14-12-18-7	42
13. Gordon/Cindy Hackstaff	*25172	4-11-22-13-15	43
14. Lucas Diaz/Eddie Vadia	26457	dnf-6-10-6-pms	47
15. Bob Foster/Carly Franklin	26397	dnf-7-17-21-6	51

SANCTIONED SNIPE REGATTAS



MARCH 11-14: MIDWINTER CHAMPIONSHIP; Clearwater, Florida. Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621 813-796-3805

MARCH 17-19: DON Q RUM KEG SERIES; Coconut Grove SC, Miami, Florida. Gonzalo Diaz, Sr. 5520 SW 72nd Ave., Miami, FL 33155, 305-667-0492

MARCH 22-25: BACARDI & GAMBLIN MEMORIAL SERIES; Royal Nassau SC, Nassau Bahamas. Peter Christie, PO Box N1628, Nassau, Bahamas. Fax: 809-326-5642.

APRIL 1-2: GUTTERSNIPE & ALABAMA STATE CHAMPIONSHIPS; Lake Logan Martin, AL. Brad Dunn, 724 3th St. S, #4, Birmingham, AL 35222. (205)328-5159.

APRIL 8-9: CIRCOLO NAUTICO BRENZONE; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

APRIL 13-15: SANREMO; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

APRIL 22-25: BRACCIANO; Assoc. Velica Bracciano. SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

MAY 6-7: BELGIRATE, Verbano Yacht Club; SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955



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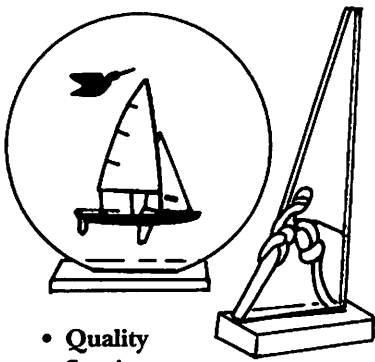
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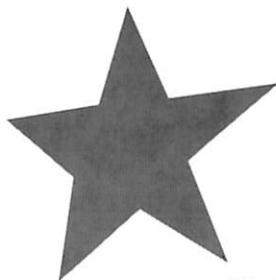
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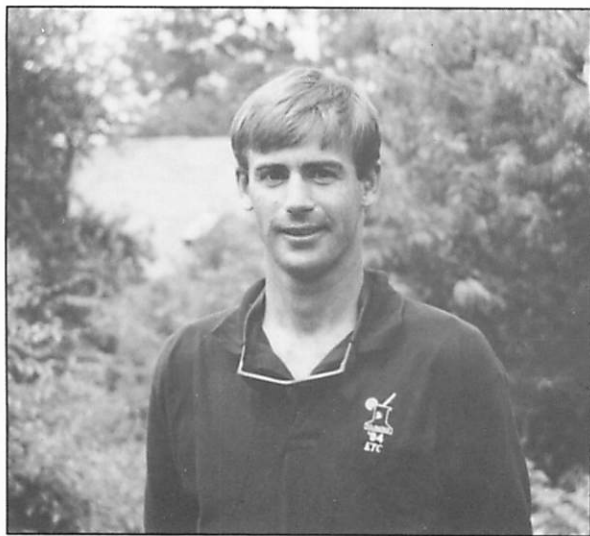
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The sails on the second place boat were the same exact same sails (AP-2 main and split jib) that won in 1993. (We believe sails should be as durable as they are fast!)

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

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

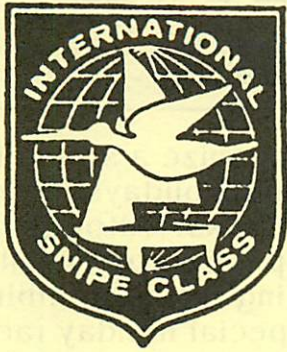
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The following is the schedule of the week

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