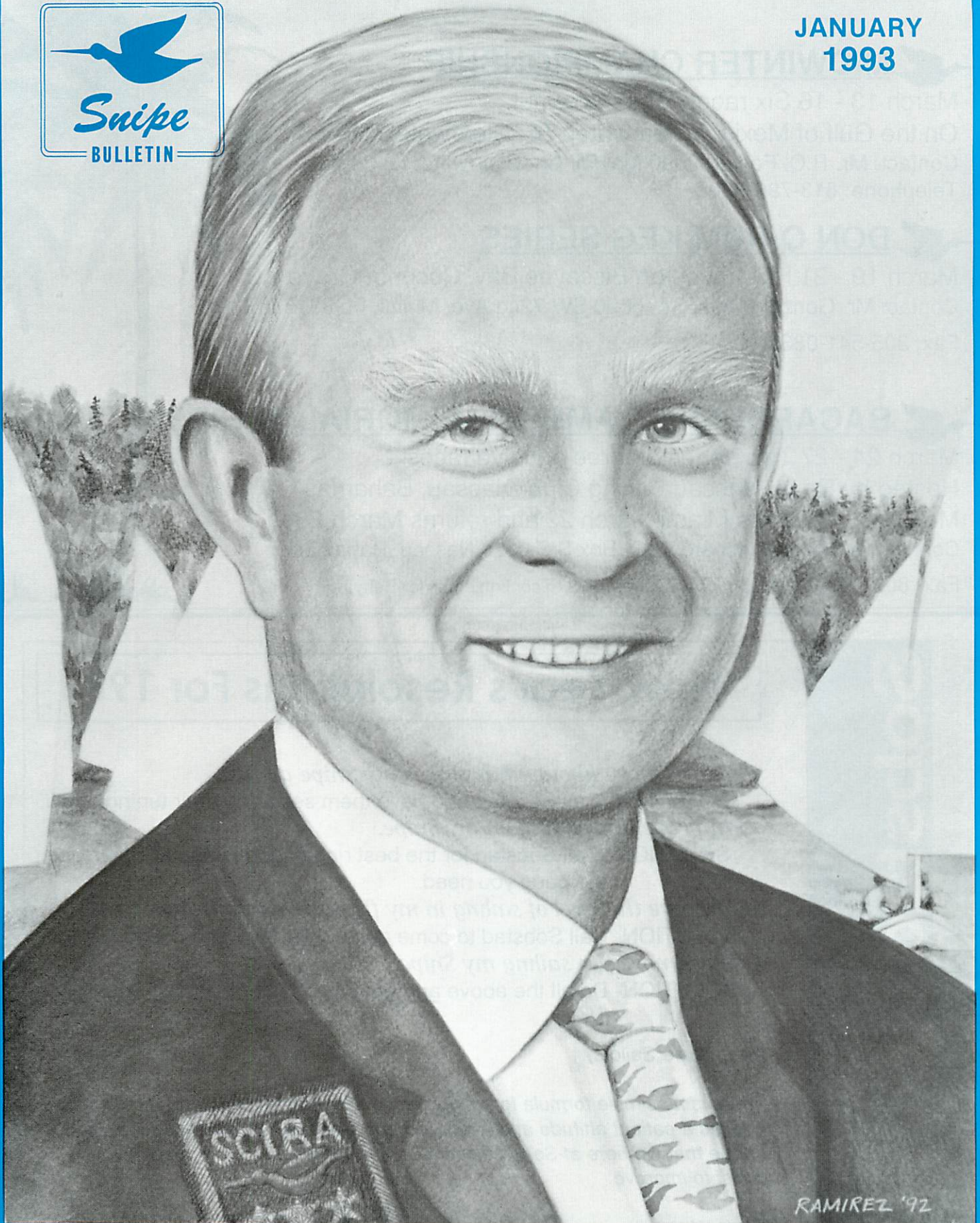




JANUARY
1993



TERRY TIMM
1993 SCIRA Commodore

1993 WINTER RACING CIRCUIT



MIDWINTER CHAMPIONSHIP

March 13 - 16 Six races, one throw-out.

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- 1) *Learn more about what makes my Snipe go fast.*
SOLUTION- Call Sobstad and have them send you their tuning guide
- 2) *Improve the rigging on my Snipe.*
SOLUTION- Call Sobstad for the best rigging ideas and suppliers for the parts you need.
- 3) *Improve the level of sailing in my fleet so I can improve.*
SOLUTION- Call Sobstad to come out to your fleet and host a seminar
- 4) *Have more fun sailing my Snipe.*
SOLUTION- Do all the above and get some faster Sobstad Snipe sails.

Dear Snipe Sailors,

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Sincerely,

Craig Leweck

TIMM IS COMMODORE FOR 1993

Welcome to our new Commodore, Dr. Terry Timm. A Snipe sailor since 1966, and SCIRA's Vice Commodore for 1992, Terry has served at all levels of our Class including Member-at-Large on the Board from 1987 through 1989. Terry is well-known to most Snipers, as he has sailed in many U.S. Nationals, North Americans, Bermuda Race Week, and has represented the U.S.A. in the Western Hemisphere

Championships.

Terry was the one of the principal organizers of the 1991 U.S. National Championship at his home club, North Cape Yacht Club. Everyone who participated in this event remembers it as one of the best ever, as Terry and his band of volunteers did an outstanding job.

Those of you who attended the 1992 Junior Worlds, the 1992 European Cham-

pionships and the 1992 Western Hemispheres will probably remember meeting him.

Terry is a dentist. He and his wife, Connie, have two young daughters. Let's all welcome our new Commodore and wish him much success and smooth sailing as he leads our Class in 1993.

THE COMMODORE'S BULLHORN

Special accolades are in order for our distinguished Past Commodore, Fujiya Matsumoto. Japan is known worldwide for diplomacy and leadership and Fujiya and his charming wife, Motoko, perpetuated these noble traditions throughout the world on behalf of SCIRA. We are deeply indebted to Commodore Matsumoto for his insight and wisdom and for the guidance that he provided SCIRA during 1992.

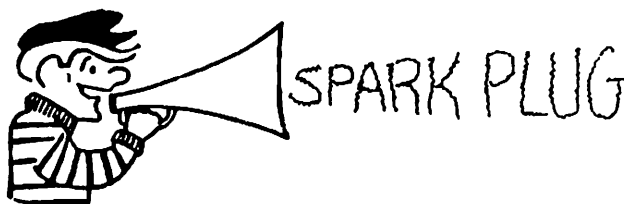
The more involved I become in the management of SCIRA the more overwhelmed I am with the energy and dedication with which our officers in North America, South America, Europe and Asia pursue their jobs. I wish that it were possible for every SCIRA member to experience the sincerity and devotion that each SCIRA officer has for the Snipe Class. Keep in mind that not a few, but many people are volunteering their time to promote the Snipe, thereby maintaining its place as a premier International Class. It is especially important to note that this commitment results in considerable expense for each officer, as the Executive Director is the only salaried position in SCIRA. The fleet captains, district officers, members of the Rules Committee, the officers of Europe and the Western Hemisphere, the SCIRA Board, and the Flag Officers all execute their duties at their own expense. Sometimes the costs are considerable when travel and lodging expenses are considered. Because of a glut of enthusiastic sailors, and a worldwide structure of hard-working officers we truly have an impressive organization. Fortunately there has always been a cadre of Snipers waiting for their turn to serve SCIRA. With such an impressive organization we need not worry about the future of the Snipe Class.

There is always work to be done at all levels of our organization to maintain, improve and perpetuate the Class, and this is especially true with our Junior pro-

grams. Strong Junior programs are the grassroots of our Class and most nation's Junior programs need improvement. Junior programs are dependent solely upon the efforts of the individual fleet members and in actuality the success or a Junior program usually revolves around a single individual, a "spark plug" who takes the time and puts out the effort to help junior

useful. If you have experience running a successful Junior program and you have some ideas for starting and building enthusiasm among our young sailors then please send these to me and I will compile this information and publish it in the *Snipe Bulletin*.

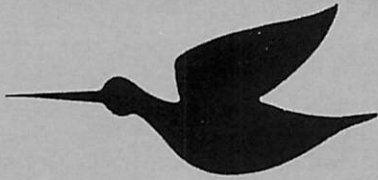
We all probably agree that the perpetuation of our heritage rests not only with



sailors rig and repair their boats, provide sailing instruction and conduct races. A good recent example of such leadership was demonstrated by Tommy Svensson at the Junior World Championships in Motala, Sweden. Through his hard work and dedication, and with the help of many others, the Junior Worlds was an outstanding success. Because of Tommy's hands-on approach at helping the juniors with their boats, and his subtle manner of stimulating and building enthusiasm among the young sailors, I would expect the Motala fleet to grow from a handful of juniors to several dozen avid Snipe racers within a few years. If my prediction comes true, then watch out for Sweden in years to come!

What we need now are more "spark plugs" like Tommy Svensson in our local fleets to stimulate our young sailors and improve the Junior programs. It would also be a great help if we could share successful ideas among ourselves. We know that young boys want to be with their favorite girl and vice-versa, so ideas that make sailing more fun for young couples would be

the Junior sailors, but also with the strength of our local fleets. There is always hard work to be done at the fleet level to encourage more people to sail more often (Snipes, of course!), and as with the Junior programs, the success of the local fleets usually revolves around that highly motivated, omnipresent individual, the "spark plug." The "spark plug" makes certain that used boats are available for prospective new members to sail, promotes an active race schedule and also initiates social activities that stimulate greater membership participation. Many such "spark plugs" within the Snipe Class come to mind, such as Jerry Thompson, Birger Jansen, "Old Man" Diaz, John McCall, Ivan Pimental, and Buzz Levinson, just to mention a few. We are deeply indebted and owe much gratitude to each and every one, but there are many talented "spark plugs" yet to be ignited. My hope for 1993 is that one "spark plug" will emerge from every fleet that needs to be rejuvenated. My message to those of you who are capable of getting the job done but are currently sitting back waiting for



Snipe

BULLETIN

(USPS 611-500)

JANUARY 1993

Volume XLII No. 1

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

CHANGE OF ADDRESS

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

someone else to start the ball rolling is this: Please do not wait any longer! Decide now to make local Snipe sailing your number one resolution for the New Year. Start building bigger fleets that actively generate new ideas, more club activities and stronger racing programs.

I want to thank Mr. Akibumi Shinoda for re-enlisting for another term on the SCIRA Board. Also a generous round of applause is in order for Mr. John Johns who served on the SCIRA board for the past three years. John faithfully attended US and SCIRA Board meetings and is responsible for the new U.S. Dues Structure which you will find outlined elsewhere in this issue of the *Snipe Bulletin*. Hopefully with more membership categories we can raise the needed revenues to build the U.S. Perpetual Fund and thereby promote the Class.

I am honored to be your Commodore for 1993 and I promise to be responsive to your needs. Please communicate often

since you are SCIRA and your opinions formulate Class policy. As Don Hite always said; "You only go around the course once, so get all the wind in your sails that you can." Have a glorious and successful 1993.

Your Sailing Friend,
Terry Timm

AROUND THE SNIPES WORLD

24 HOUR FAX LINE: We now have a new full-time Fax line to the Snipe Office. The number is: 404-287-9606. Our telephone number is still 404-287-8405.

NEW ADDRESS FOR BRASIL: National Secretary Mario Simoes has a new address, telephone and fax numbers: Av. Suburbana 1184-1 Benfica, 20973-010 Rio de Janeiro RJ, Brasil. Telephone: +55-21-581-1155, Fax: +55-21-581-2110 or +55-21-581-4395

BIDS RECEIVED: The Snipe Office has received the following bid for future Championships:

1996 Masters Worlds: SCIRA Norway

DISTRICT FOUR: We have a new District Governor, Mr. Bob Foster. His address is: 2990 Mayfair Ct., Clearwater, FL 34621, telephone: 813-796-3805

THE COVER: As is traditional, we feature our new Commodore, Terry Timm. This artwork is from a watercolor by University of Michigan student, Daniel Ramirez.

THE COUNT: Four numbers were issued, three to the U.S. and one to the U.K.
NUMBERED SNIPES: 28451
CHARTERED FLEETS: 817



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OR see Bob, Sandy or Scott in Snipes 26747 & 26303



HORACE CRISPIN—UK SNIPER

With the passing of Horace Crispin, SCIRA UK is deeply grieved. His traveling for the Snipe Class in the 50s and 60s took him across the Atlantic and into Europe. It was the combined work and drive of Horace and Frank Penman (who later became Commodore) that rebuilt the Snipe Class in the UK following World War II. Frank took on the north whilst Horace concentrated on the south, producing a firm following.

Horace took on National Secretary and held the post for a number of years. He was responsible for organizing and running a most successful 1958 European Championship in Plymouth. Following his term as national Secretary he worked hard for his home Snipe fleet and club, Stone Sailing Club, taking on most offices up to Stone Commodore. Finally the most deserved post of Stone Sailing Club President was bestowed on Horace for his great contribution and dedication to the club. In 1979 he played a major role in the organization and running of the Junior Europeans, hosted by Stone.

When SCIRA legalized fiberglass boats, Horace saw the advantages of this material and imported a Scandinavian GRP Snipe, which was the first 'glass boat in the UK. This boat was christened Glass Slipper and became renowned over the circuit.

Horace was well-liked and mixed well. His earlier days of travel make him known to many, Ted Wells, Ray Fragniere, Svend Rantil and the Levinsons. Horace loved the Snipe and, as often stated: "The gentleman that make up the SCIRA membership are something special in the sailing world."

Though 80-plus on his death, he was continually in touch with the Class. Horace will be missed by us all, but not forgotten as his past works and contributions will see to that! Thank you, Horace.

John Broughton

SCIRA THANKS MATSUMOTO

As SCIRA's first Japanese Commodore, Fujiya Matsumoto thought he faced a big challenge, not only with the job, but also with the language. He told me of his concerns when we talked at the 1991 Worlds in Norway. "Payne-san, you must help me!" Apart from some minor editing, I just sat back and watched him at work, leading the Snipe Class. To say that he did an excellent job would be a terrific understatement.

As the year progressed, and I read his column in the *Snipe Bulletin*, it became apparent why he had risen to the top of Japan's Snipe Association. His ideas about the Snipe Class and sailing competition in general, combined with his unique perspective on humanity, are evident in his writings and reflect his years of experience. Even more apparent is his openness to foreign cultures, as reflected in his continuing efforts to expand the international travel of Japan's junior Snipers.

I had the pleasure of spending a lot of time with him at the Junior Worlds in Sweden and the European Championships in Finland. In Sweden he was the SCIRA Representative and he asked me to be with him to help with translation on the Race Committee boat and in several matters that he presented to the Jury. His expertise was

quickly evident, and his willingness to make difficult and/or controversial decisions was refreshing. It was a great time!

Shortly after I returned home I received a letter, some of which I would like to share:

"I am truly happy that the wonderful event in Sweden and Finland ended without any problem. As a member of the Snipe Family I wish to sincerely express my appreciation to the entire membership of the host clubs and to you in particular for the effort put in to make these events successful.

"The only reason that I was able to complete my duties as the Commodore was because of the assistance you extended to me and I must thank you for that, too.

"For both my wife and myself this was a big event that will remain in our memory as long as we live. Again, thanks a million."

On behalf of the entire membership of SCIRA, I thank you, Mr. Commodore, and your lovely and charming wife, Motoko, for a job well done. I look forward to continuing our relationship as you still have another year to serve on the SCIRA Board.

Thomas Payne

FINAL THOUGHTS FROM COMMODORE MATSUMOTO

This should have appeared in the December Bulletin; however, due to the fact that we missed an issue we are running it here:

With the end of 1992 I think one of the problems we will face will be how to lead a fruitful life as human beings while keeping social order and international peace despite a worldwide recession. On the other hand, we members of the Snipe Family, with a history of more than 60 years, have maintained a very pleasant atmosphere in orderly international cooperation without an undue economic burden.

Considering the possible effects that the major changes which are expected to take place in the 1996 Olympic Yachting events could have on Snipe sailing, we should look to further develop our Snipe World. These developments should reflect our goals of making Snipe racing less expensive, fairer to all and more enjoyable for all of us.

Further, it is my hope that the members of each committee and the Flag Officers will continue as the hub of the organization. This is particularly true of those who have been instrumental in the revisions re-

flected in the new Rulebook.

It is regrettable that there was some delay in publication of the new Rulebook and that the schedule for the *Snipe Bulletin* has fallen behind. These means of communication are most important and I hope that this will be improved in the New Year.

So, as the year ends, and on behalf of all of SCIRA, I would like to express my sincere appreciation to all of the members of many host clubs who efforts led to successful completion of our competitions, especially those involved with the Junior Worlds, the European and Western Hemisphere Championships, and the Masters Worlds.

Serving as your Commodore for the past year has been a very good experience for me. Thanks again for the kind assistance and generous cooperation by all of those concerned. I am very glad that my position is going to be taken over by Dr. Terry Timm.

I wish you Season's Greetings, a Happy New Year, and Pleasant Sailing, and I invite everyone to the 1994 Snipe World Festival in Japan.

Fujiya Matsumoto

The First Annual

ST. PETERSBURG RACE WEEK

February 20 - 28, 1993

Round the buoys races for Dinghies - Feb. 21 - 23.

Expected classes: SNIPE, Comet, 505, JY15, Sunfish, Thistle, Lightning, Laser, Laser2, Laser Radial

Round the buoys races for Keelboats - Feb. 25 - 28

Expected classes: Hobie 33, Level 30s, J/boats(22-24), MORC, IMS, PHRF, Sonar, Soverel 33, Frers 33

Daily and series prizes will be awarded. -Social events every day, after racing.

SNIPE SAILORS: Please contact Bill or Sherry Welch, Fleet 801, for information about available storage during the intervals between the Dead of Winter regatta, Race Week, and the Winter Circuit. Dr. Bill Welch, P.O. Box 2154, St. Pete, FL 33731 H:813-821-0900 or Fax: 813-821-0553.

LET'S SHOW THESE OTHER CLASSES WHY WE'RE THE BEST!!!

REGISTRATION FEE:

Dinghy:\$50.00 if received by February 1, 1993. \$75.00 after February 1.

Keelboats: \$100.00 if received by February 1, 1993. \$125.00 after February 1.

(\$5.00 discount for US Sailing members; + 7% Florida sales tax.)

Wrist bands for after-race socials will be available at registration.

For Notice of Race and entry form contact: St. Petersburg Race Week

c/o St. Petersburg Yacht Club, Attn: Sailing Secretary

11 Central Ave., St. Petersburg, FL 33701-3998

813-822-3873 FAX: 813-895-4779



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A light air start at the 1992 N.A.s. Liz Merrifield photo.

COMMETTE AND SUDDATH TAKE NORTH AMERICANS WITH CONSISTENT FINISHES

Peter Commette and crew Connie Suddath of Fort Lauderdale, Florida, captured the 1992 North American Snipe Championship at Crescent Sail Yacht Club on Lake St. Clair, September 18-10th. Jack Franco and Mike Sturman of Newport Beach, California took second, followed by Hal Gilreath and Will Glenn of Annapolis in third, and current Snipe World Champions, Axel Rodger and Jorge Quiroga of Buenos Aires in fourth. Dick Mitchell and Hays-Mitchell of Cuba Lake were fifth, followed by the top local sailors Kirk Donaldson and Polk Wagner of Ann Arbor in sixth. Paul and Eric Deeds took the top junior award with a finish of sixteenth overall out of the forty-nine entrants.

The regatta attracted an outstanding turnout of top Snipe sailors from all over the U.S. as well as entrants from Canada, Argentina, and Brasil. The six-race series also provided a challenging variety of conditions ranging from 20-25 knots for the first race on Friday to light and shifty winds for three races on Saturday to near ideal 10-12 knot breezes and bright sun for two races on Sunday.

On Friday conditions were marginal for Snipes, with winds in the 18-25 range, and only 25 of the 49 entrants started the first race. Of those only 19 finished the race, and about eight of those capsized, including Rodger and Quiroga. After coming all the way from Argentina they got off to an inauspicious start with a swim before

the start of race one. They started seven minutes late but made a good recovery to finish ninth. Jibing the Snipes in the high winds and three-foot waves was terrifying for most of the competitors. As many as five boats went down for the count, one after another, at the first jibe mark. Many of the boats jibed successfully and others tacked around rather than chancing a jibe amid the carnage. The wind was down slightly the second time around, but again, several boats elected to tack and protect their position rather than risking a capsize. Ian Brown and Don Behan of Oakville,

Ontario, took first in this race, passing Matt and Lisa Fisher who had led most of the way. The Fishers were followed by Dave and Joe Starck of Buffalo, Commette and Suddath, with Kirk Donaldson and Polk Wagner in fifth. Jack Franco did not compete in the first race and prayed that six races would be completed so that he would be able to throw out the first race. The weather got even uglier after the first race was finished and everyone was ready to call it a day when the RC boat weighed anchor.

After three races in light and shifty

Tight action on the finish line at the North Americans. Liz Merrifield photo.



winds on Saturday, Commette and Suddath, sailing conservatively up the middle of the beats, held a nice lead with scores of 4-2-1-4. Donaldson and Wagner were in second with 5-14-8-1. All the other leaders had a least one bad race and were far behind at this point with no throwout unless two races were completed on the final day of the regatta.

The weather was near perfect on Sunday, bright sun and a light breeze for the first race, with winds increasing to 10-12 for the second. With a second in the first race Commette and Suddath iced the North American Championship and elected not to sail the finale. Their score for the regatta was 12.75, with very consistent top scores of 4-2-1-4-2. Jack Franco and Mike Sturman came on strong on Sunday with a first and a second to take second overall

with 21.75 points, an outstanding effort considering that they did not sail in the first race. Again, consistency was the key as they posted DNC-6-11-2-1-2. Hal Gilreath and Will Glenn were third with 29.75 points, followed by Rodger and Quiroga

with 32.00, and Dick Mitchell and Maureen Hays Mitchell of Cuba Lake in fifth with 39.00 points. Donaldson and Wagner did not have a good day on Sunday, scoring a 12th and 21st, and ended up sixth overall.

1992 NORTH AMERICAN CHAMPIONSHIPS
Crescent Sail Y.C.
Top 10 of 49 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Commette/Suddath	Ft. Lauderdale	4-2-1-4-2-DNC	12.75
2	Franco/Sturman	Newport Beach	DNC-6-11-2-1-2	21.75
3	Gilreath/Glenn	Annapolis	DNF-1-10-3-5-11	29.75
4	Rodger/Quiroga	Buenos Aires	9-3-7-(30)-6-7	32.00
5	Mitchell/Mitchell	Cuba Lake	18-4-2-6-9-(27)	39.00
6	Donaldson/Wagner	Ann Arbor	5-14-8-1-12-(21)	39.75
7	Keane/Keenan	Boston	DNF-7-14-15-3-1	39.75
8	Hall/Kinder	8-9-(22)-14-11-3	45.00	
9	Brown/Behan	Oakville	1-8-4-(29)-20-13	45.75
10	Starck Brothers	Buffalo	3-(19)12-11-16	46.00

THE 1992 ALL JAPAN MASTERS CHAMPIONSHIP

By Commodore Fujiya Matsumoto

The 8th annual All Japan Masters was held on August 8 & 9 at Gamagori, Aichi Prefecture, with 31 teams competing.

This event, which has always been held early in August of each year, featured charter Snipes provided by the local Gamagori Yacht Club, each prepared to the same level, another annual feature of this event.

In anticipation of the 1994 Masters Worlds which will be sailed in Gamagori, many new "young" teams joined the regulars which included Honorary Vice Commodore Katsumi Hirata, Commodore Fujiya Matsumoto, and SCIRA Board Member Akibumi Shinoda.

Affected by Typhoon #10, the first and second races of the first day were sailed in winds of 8-10 meters per second accompanied by occasionally heavy rains which severely limited visibility. This was a harsh test for many of the older teams and those who had returned to competition after 10 to 20 years, resulting in many capsizes and retirements. The Yamauchi/Inaba/Bobayashi Team of the local Gamagori YC led the race followed by Sugiura/Nishimura Team of Toyota Motors YC, with Akagawa Kubo Team of Doshisha University OB in third. It seems that the young masters' physical strength contributed to the good result.

The second day was favored with fine weather and two races were sailed in 6-8 meters per second winds. The Yamauchi Team won the race. Mr. Yamauchi will

be sailing in the J24 Worlds to be sailed in Annapolis in October. As members of the hosting Gamagori YC they are looking forward to organizing and sailing in the 1994 Masters Worlds.

On this day the team of Yoshida and Saitoh, both Directors of SCIRA Japan and representing the Chiba Prefectural Federation Team, won both races and displayed overwhelming strength. It wasn't for the DNC of the first race they would have won the overall without question, but ended up fifth overall. Akagawa/Kubo Team of

Doshisha OB placed second and the Sugiura/Nishimura team of Toyota, who had a tie score, placed third.

Even though the younger teams took the top three places, due to the wind and wave conditions, the veterans in their late 50's, such as the Shinoda (President of Japan Snipe Association)/Hiratsuka team of Toyota Jido Shokki Sailing Club placed 4th and Tarutani/Suganuma Team, who sailed to three All Japan National titles in the 1960s, placed 6th, maintaining their pride.

It should be noted the Katsumi Hirata,

The masters sail upwind past the resort hotels that line the shore at Gamagori, site of the 1994 Masters Worlds.



who is only 82 years old, participated again this year and placed ninth overall, in spite of the conditions. Commodore Fujiya Matsumoto, with Rhett Turner (of Atlanta, Georgia!) crewing, had a capsiz in the second race (Yes, we enjoyed the swim!) and ended up tied with Mr. Hirata. However, because of the special Japan Masters' rules which pays respect to age and stipulates that: "In case of a tie score, the older aged skipper will be given the higher ranking," Commodore Matsumoto and Turner ended up 10th overall.

The 1994 Masters Worlds, which will be held in the later part of July, will be held in commemoration of the new yacht harbor which will be built adjacent to the current Gamagori Prefectural Yacht Harbor under the support of the local city and prefectural government and the Toyota Group, the local enterprise.

For those teams who come from abroad we will make available 30 charter boats in the 24,500 number range. These are the boats that were used for this championship. As for accommodations, I think we can utilize the summer houses owned by the enterprise at comparatively low cost. We are looking forward to having many teams participate from all over the world and have already started our preparations with high hopes.



The winners of the 1992 Japan Masters show off their trophies.

1992 JAPAN MASTERS CHAMPIONSHIP
Gamagori, Japan, August 8-9
Top 10 of 31 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Yamauchi/Inaba/Kobayashi	Gamagori YC	1-1-8-2	10.50
2	Akagawa/Kubo	Doshisha U. OB	3-7-3-7	17.00
3	Sugiura/Nishimura	Toyota YC	6-3-5-6	17.00
4	Shinoda/Hiratsuka	Toyota Jido Shokki YC	4-8-7-11	27.00
5	Yoshida/Saitoh	Chiba Ken YC	DNC-2-1-1	33.50
6	Tarutani/Suganuma	Meiko U.OB	8-RET-4-4	43.00
7	Hamada/Hirai	Asahi Seimei SC	5-13-6-24	44.00
8	Shinka/Ohnishi/Mizukai	Grover Reef	11-4-10-23	44.00
9	Hirata/Amakawa	Mitsui Bussan YC	16-12-9-17	51.00
10	Matsumoto/Turner	SCIRA	10-26-13-5	51.00

1992 ALL JAPAN WOMEN'S AND JUNIORS CHAMPIONSHIPS

By Commodore Fujiya Matsumoto

The All Japan Snipe WOMEN'S Championship and All Japan Snipe Juniors Championship were held at Enoshima, Kanagawa Prefecture, from August 19 to 23.

The All Japan WOMEN'S Championship has become a tradition, this year being the 27th regatta. One reason for this success is the National Athletic Meet which is held annually in September and matches prefectures against each other. This event includes Snipe racing for Women and Junior Women. We hold the All Japan Championship before the National Athletic Meet so many teams use it as a tune-up series. This year we had a variety of participants such as the prefectural strengthening teams, company sailing clubs, university yacht clubs, high school teams, etc.

Five of the seven races were sailed in



The winners of the Japan Junior Nationals and Womens Nationals pose with JSA President Akibumi Shinoda (1) and Commodore Matsumoto.

winds of 3 to 5 meters per second, which resulted in those sailors who had practiced in Western Japan's inland sea and lakes, with their mild winds, taking the top places.

When the first Women's Worlds are sailed in Japan, in 1994, we expect a wide range of Japanese participants from high school students up to the senior classes to enter the competition. They are looking forward to the racing and fellowship with women Snipers from throughout the world.

Compared to the Women, the history of the Juniors in Japan is very short. When Japan's junior Snipers started sailing in the Junior Worlds it was necessary to have a competition to select the teams. This year was the 6th event. It is unfortunate that we are only able to send the Champions once in two years to participate in races abroad because of the scheduling of the Junior Worlds. I am earnestly hoping that in the future we will be able to provide opportunities to have participation in international regattas like the Pan Am Juniors, or perhaps the European Juniors every

year. I feel that it is important to have the youngsters acquire more international experiences.

The 1992 Championship featured 29 teams, mostly high-school and young university students. The Morita/Nishikawa Team of Shikoku took victory in three races out of the seven and won a come-from-behind victory against Watanabe/Satoh who had participated in this years Worlds

held in Motala, Sweden. Ikeda/Tsuda Team of Hekinan Yacht Club placed third.

As the Snipe was changed to FJ in the inter-high school event and there is a possibility that the Snipe will be removed from the Junior's competition at the National Athletic Meet, the Japan Snipe Association is preparing to host the 1994 Junior Worlds and hoping that this event will further popularize the Snipe Class in Japan.

1992 JAPAN SNIPE WOMEN'S CHAMPIONSHIP
Enoshima, Kanagawa Pref., Aug 19-23
Top 5 of 30 boats

1	Y. Saiki/K. Kurata	Yamaguchi YC	1-2-1-2-7-4-1	10.25
2	R. Ichikawa/E. Kaneko	Ibaragi YC	2-4-3-4-4-3-11	20.00
3	S. Tachibana/E. Tomomori	Ohtsuka SC	4-6-7-1-6-12-3	26.75
4	A. Takahashi/R. Togoh	Shiga YC	3-1-5-8-1-16-15	31.50
5	H. Fukuda/N. Sumi	Mihowan RC	8-13-6-17-2-1-2	31.75

1992 JAPAN JUNIORS CHAMPIONSHIP
Top 5 of 29 boats

1	Y. Morita/T. Nishikawa	Kagawa YC	1-2-1-9-6-4-1	14.25
2	H. Watanabe/T. Satoh	Nihon U.YC	2-1-4-2-3-5-5	15.75
3	K. Ikeda/M. Tsuda	Hekinan YC	13-9-2-1-9-1-4	24.50
4	Y. Seki/S. Takanashi		14-3-8-3-2-7-7	29.00
5	D. Tsutsui/K. Ishiguro		5-4-12-4-20-8-3	35.00

**KEANE AND KEENAN
QUIET OCEAN COMMOTION**

Thirteen crews from the Mid-Atlantic and Boston areas came to Ocean Pines, Maryland, for the fourth running of the Ocean Commotion Regatta. A high-pressure system dominated the weekend weather and prevented the normal seabreeze from generating. Nevertheless, Deke Sheller and the Ocean City fleet organized a well-run regatta that was great fun. Deke enlisted the support of Griff Hall as Race Committee Chairman and go-kart driver extraordinaire.

An Olympic course in light southern breezes was set up for Saturday's racing. Hal Gilreath and Alan Carscaddan won the first start and led at the weather mark only to discover a lengthy anchor line. This resulted in a 720 and John Keane and Ted Keenan took the lead. The top two positions remained unchanged throughout the race. Third through seventh places were hotly contested with Lee Griffith and Sherry Eldridge edging out Roger Link and Sue Kaufmann for third.

The wind decreased and a postponement was called to wait for more breeze. Finally the wind steadied out and the fleet was off in a very light southerly. Keane and Keenan won the start at the boat and were leading Bryan Fishback and Lori Stout up the beat on the right side. Several boats went into the right corner and appeared to overstand the weather mark. However, this strategy proved successful as the currents set and the winds strengthened for them. Annapolis Fleet Captain, Lisa Foulke and crew, Cleveland's Alex Pline (sans blender), sailed into an untouchable lead and went on to win the shortened race. Keane was able to recover to finish second and place himself in a strong position for Sunday's action.

A magnificent dinner by the host Ocean Pins Yacht Club was accompanied by kegs provided by the local Budweiser distributor. A couple of Goombay Smashes later and the crowd was off to the races—go-kart, that is! There was not an obvious winner

1992 OCEAN COMMOTION REGATTA

Finish	Skipper/Crew	Places	Points
1	John Keane/Ted Keenan	1-2-3	5.75
2	Hal Gilreath/Allan Carscaddan	2-5-1	7.75
3	Bryan Fishback/Lori Stout	6-4-2	12.00
4	Roger Link/Sue Kaufman	4-3-6	13.00
5	Mike Bowers/Stephanie Keefe	5-10-4	19.00
6	Lisa Foulke/Alex Pline	8-1-11	19.75
7	Russ Snyder/Rush Limbaugh*	7-7-7	21.00
8	Lee Griffith/Sherry Eldridge	3-9-11	22.00
9	Andrew White/Carol White	9-8-8	25.00
10	Deke and Clare Sheller	10-6-9	25.00
11	Fred Abels/Oliver North*	12-DNF-5	31.00
12	Steve Kline/Casper Weinberger*	13-11-12	36.00
13	Rich Parolski/Ross Perot*	11-12-DNS	37.00

*Eds note: *Crew names not provided with results. Crews listed for solely for the purpose of comic relief.*

in this competitive fleet of racers, although Lee Griffith and Griff Hall distinguished themselves by being banned for reckless driving.

A light southerly kicked in around noon for Sunday, allowing one final race. Gilreath, Keane and Fishback broke out from the fleet in a tight pack. The oscillating breeze provided for very close racing and numerous position changes. In the end Gilreath and Carscaddan won, with Fishback finishing second and Keane taking third.

Another great weekend at a great sailing venue was enjoyed by all. The Ocean City Fleet has again hosted a great regatta thanks to the support of the sponsors and the hard work of the fleet's members. Everyone is already looking forward to the 1993 Ocean Commotion.

Hal Gilreath

DISTRICT III DE-ICES JUNIORS

Mark Aljets and crew, John Sepanski, soared to win the 1992 District II Junior Championship. After six modified olympic courses, Mark maneuvered his

Lake Carlyle boat and possible mutinous veteran crew to five victory guns.

Veteran crews proved to be a positive thrust to this inspiring event. No recalls, no protest meetings, nose-to-the-wind steering, and crafty tactics taught a lesson that brings a smile to any senior's face. Thirteen-year-old Frank Levinson spoiled Mark's clean slate. If he had a more knowledgeable crew, this father-loving writer is convinced the kid would be feeding us gas in years to come. Sam Mollet (the grandson) proved that quickness, sportsmanship and a watersports tenacity are qualities that are passed from generation to generation. Sam's crew, Jeff Bees, won the innertube survival course. The driver was discouraged that Jeff couldn't be slammed into the water after being airborne around a 50-mph whip. Brian Tschour was a close second with his numerous high-speed crashes (definitely the crowd pleaser). The barefoot boom should create a fall the judges will applaud.

The regatta was a complete success. This past participant was encouraged to hear the juniors talk about next year's participation (20+). The Lake Wawasee

families (Call, Levinson, Tillman) agreed to host next year's championship so leave your wallet at home and bring your boat, junior skipper, some courage, a swimsuit, and bedding supplies to the best sailing weekend of next summer. Watch the *Snipe Bulletin* for this special date and I will see you there.

Paul Levinson

1992 DISTRICT THREE JUNIOR CHAMPIONSHIP

1. Mark Alljets/John Sepanski, 1-1-3-1-1-1, 6.75 points
2. Frank Levinson/Buzz Levinson, 2-5-1-2-2-2, 13.75
3. Sam Mollet/Jeff Bees, 3-2-2-3-3-3, 16.00
4. Brian Tschour/Rex Phillip, 5-3-5-5-4-4, 26.00
5. Morgan Watt/Bob Hill, 4-4-4-4-5-5, 26.00

REPORT FROM THE ORKNEYS (SCOTLAND)

With 1993 looking to be an active Snipe year in the Orkney Isles, my home club, Holm SC, will be placing 13 Snipes on the water. Holm also has a new Commodore in Fred Johnston, a Snipe sailor. Actually our previous Commodore, Sinclair Muir, is also a Snipe sailor. Sinclair certainly presided over an active 1992 season.

The 92 Points Cup Holm was won by Sinclair Muir, whilst his crew, Graham Laughton won the Crews Race. The long distance race from Holm to St. Margarets Hope Cup was another win for Muir, the other annual long distance race, St. Margarets Hope to Holm, went to Mike Cooper.

Another popular annual race is between our two Orkney clubs, Stromness and Holm. This ended in a win for Stromness sailors. The Skipper's Trophy is a novel and exciting race where members compete in each other's boats. True to the 1992 form this was won by...Sinclair Muir, capping a glorious season. Now he can rest on his laurels throughout the winter months.

The Annual Closing Regatta is held in early autumn and consists of five races, with boat swapping. The winner was Jack Foubister. It was with great pleasure that our fleets welcomed the arrival of George and Sarah Mees at the end of the season and in time for the Annual Closing Regatta. Their welcome was even warmer when it was realized that they were towing two Snipes to boost our numbers.

Bob Foubister

IRGENS AND MELLEBY TAKE VIKING SNIPE FOR ASGARDSTRAND SF

The Viking Snipe is a big traditional regatta hosted by the Vestfjordens Seilforening. This year was the 21st edition and 74 participants from all over Scandinavia and 1989 World Champion, Ricardo Fabini of Uruguay, competed.

It was a qualifying trials to select the team to the 1993 Worlds in Brasil, both for Norway and Sweden, so the competition was hard.

We had all kinds of winds, from all possible directions, so it was not easy for the sailors or the Race Committee, but we all did the best that we could!

Saturday evening we had a big shrimp party with 110 guests, and everyone seemed to have a great time.

On Sunday the wind did not show up until three in the afternoon so we only held one race. This allowed all of the foreign crews to get away to catch their ferries and start the long trip home at a reasonable hour.

The Viking Snipe has a well-known tradition of great trophies and prizes and this year was no exception.

Next year we hope that more Snipe sailors from around the world will attend. Please contact SCIRA Norway National Secretary Birger Jansen if you're interested. We'll arrange private lodging. Welcome to Norway and a real Viking Snipe Regatta!!!


Carine Juliussen


1992 VIKING SNIPE REGATTA
Vestfjorden Seilforening
Top 15 of 74 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Michael Irgens/Eivind Melleby	Asgardstrand	2-6-15	23.00
2	Birger Jansen/Carine Juliussen	Vestfjorden	12-1-12	24.75
3	Frank Eriksen/Erik Anker	Kolding	1-3-23	26.75
4	Finn Hanssen/Knut R. Holmoy	Vestfjorden	14-5-8	27.00
5	Paul Davis/Eli Christensen	Asker	4-7-19	30.00
6	Patrik Jonsson/R. Oberpicher	Motala SS	16-14-4	34.00
7	Christian Dahl/Jannicke Haug	Vestfjorden	5-17-16	38.00
8	Espen Guttorsen/G. Kristiansen	Soon SF	6-12-20	38.00
9	Fredrik Segerstr/Carl Ternas	Malmo	23-15-1	38.75
10	Frank Hagen/Fredrik Hansen	Oslo SF	7-20-27	54.00
11	Ola Nygard/Stig Christensen	Hjellestad	11-29-14	54.00
12	Thomas and Hanne Guttormsen	Soon SF	9-2-48	58.00
13	Kris Sponø/Janett Krefting	Tonsberg SF	30-4-26	60.00
14	Tore Ordell/Anne Linden	Motala SS	18-40-3	61.00
15	Geir Sven/Jan Gambo	Oslo SF	13-10-39	62.00

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Sanctioned Snipe Regattas

FEBRUARY 20-28: ST. PETERSBURG RACE WEEK. Snipes will race Feb. 21-23. Keelboats will race Feb. 25-28. For Notice of Race and entry form or more information contact: St. Petersburg Yacht Club Attn: Sailing Secretary, 11 Central Ave., St. Petersburg, FL 33701-3998. Telephone: 813-822-3873 FAX: 813-895-4779

FEBRUARY 27 & 28: GEORGIA STATE CHAMPIONSHIPS—Wilby Coleman, 1203 Hickory Dr., Valdosta, GA 31602 912-244-1092

MARCH 13—16: MIDWINTER CHAMPIONSHIPS—R.C. Foster 2990 Mayfair Ct., Clearwater, FL 34621 813-796-3805

MARCH 19—21: DON Q REGATTA—Gonzalo Diaz, Sr. 5520 SW 72nd Ave., Miami, FL 33155-5517

MARCH 24—27: GAMBLIN/BACARDI—Myles Pritchard, P.O. Box s/s 6220, Nassau, Bahamas FAX: 809-393-0822

APRIL 3 & 4: CASTELLETTO DI BRENZONE (Four races on Lake Garda): Antonio Bari, Tel: +39-46-191-3001 or FAX: +39-46-123-6781; Combined with:

APRIL 8-9-10: SAMREMO (6 races Worlds selection). Sergio Borea, Tel: +39-18-453-1580 or FAX: +39-18-456-1629.

APRIL 6—10: XXIV TROFEO PRINCESS SOFIA: (not sanctioned) Federacion Balear de Vela, Joan Miro s/n. San Augustin, 07015 Palma de Mallorca, Spain.

MAY 1 & 2: ACQUAFRESCA (Lake Garda—Worlds selection) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313-257

MAY 8 & 9: BLUE CIRCLE OPEN & 1st ROUND UK JUNIOR NATIONALS: Richard Lambert, Garden Flat, 2, Leopold Ave., Wimbledon, London, SW19 7ET

MAY 8 & 9: SOUTHERNS: Herman Green, 4124 Hamill Rd., Hixson, TN 37343, 615-842-7262

MAY 15 & 16: ASGARDSTRAND SPRING CUP: Pauline Book, Edvard Munchsgatan 49, 3155 Asgardstrand, Norway Telephone: +47-33-82665

MAY 15 & 16: MONFALCONE (Worlds selection) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313-257

MAY 15 & 16: OXFORD REGATTA: Tred Avon YC. Lisa Foulke, 122 Vue de L'eau St., Cambridge, MD 21613-1637. 410-228-2739

MAY 22 & 23: DISTRICT I SNIPE CLINIC: Hal Gilreath, 2746 S. Troy St., Arlington, VA 22206. 703-892-2719 (not sanctioned)

MAY 22 & 23: SOUTHEASTERN CHAMPIONSHIP—Lake Lanier Sailing Club, GA., Craig Beardsley, 4075 Wembley Forest Way, Atlanta, GA 30340 404-938-2809

JUNE 6 & 7: COLONIAL CUP: Annapolis, MD, Lisa Foulke, 122 Vue de L'eau St., Cambridge, MD 21613-1637. 410-228-2739

JUNE 12 & 13: BERGEN CUP: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509, Fax: +47-2-848262

JUNE 19 & 20: BLUE GREY REGATTA: Island Heights YC. Darryl Waskow, 8-E Brookline Ct. Princeton, NJ 08540 609-683-1198

JUNE 19 & 20: STONE INTERNATIONAL OPEN: Eric Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BG

JUNE 29 & JULY 3: ITALIAN NATIONAL AND JUNIOR NATIONAL CHAMPIONSHIP (Luino, Lake Maggiore) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313-257

JULY 3 & 4: BROADSTAIRS OPEN: Keith Harding, "Pennybridge", Weedon Hill, Amersham, Bucks HP6 5RN

JULY 11-13: EUROPEAN CUP: Audierne, France. Gilles Boisabert, 2 Rue Didot, Esc. D-4. 94500 Champigny, France. TEL: +010-331-48866875 FAX: +160-17-37-33 attn: Snipe Fdze

JULY 24-27: EUROPEAN JUNIOR CHAMPIONSHIP: La Coruna, Spain. Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 SPAIN, TEL: +968-217409, FAX: +968-21 50 44.

JULY 30—AUGUST 1: NORDIC CHAMPIONSHIP: Birger Jansen, Broveien 44, 1315 Nesoya, Norway, +47-28-849509, Fax: +47-2-848262

AUGUST 6-7-8: BRITISH NATIONAL CHAMPIONSHIP: Harwich, Essex. George Mees, 17 Acacia Rd., Greenhithe, Kent, DA9 9DJ

AUGUST 18-27: US NATIONAL CHAMPIONSHIP: Mentor Harbor Yacht Club, Cleveland, OH. Ted Pinkerton III. 3060 Coleridge Rd., Cleveland Heights, OH 44118, FAX: 216-751-0230

AUGUST 26-29: NORTH AMERICAN CHAMPIONSHIP: Bronte Harbour Yacht Club, Oakville, Ontario, Canada. Id Crook, 6 John St., Apt. 1404, Oakville, Ontario, Canada, FAX: 416-844-0672

SEPTEMBER 4 & 5: VIKING SNIPE: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509, Fax: +47-2-848262

SEPTEMBER—U.S. MASTERS: Privateer Yacht Club, Chattanooga, TN.

SEPTEMBER 15-18: EUROPEAN MASTERS CUP, Murcia, Spain. Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 SPAIN, TEL: +968-217409, FAX: +968-21 50 44.

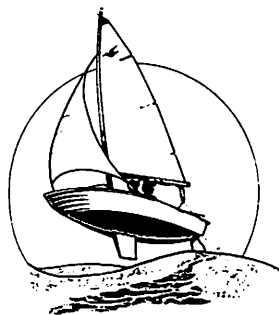
SEPTEMBER 18 & 19: BRITISH SOUTHEASTERN CHAMPIONSHIP: Essex, Leslie Lancaster, 1 Park Drive, Maldon, Essex, CM.

SEPTEMBER 18 & 19: OMEGNA: Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313-257

SEPTEMBER 25 & 26: BRITISH NORTHWESTERN CHAMPIONSHIP & SECOND ROUND JUNIOR NATIONALS: John Love, 8 Pasture Dr., Croft, Warrington, Cheshire, WA3 7LH

OCTOBER 2 & 3: HOST CUPEN: Birger Jansen, Broveien 44, 1315 Nesoya, Norway, +47-28-849509, Fax: +47-2-848262

OCTOBER 29th-NOVEMBER 7th, 1993 WORLD CHAMPIONSHIPS—Marco Paradedda, c/o Clube Dos Jangadeiros, Rua Ernesto Paiva, 139 Triesteza 91900, Porto Allegre 0 RSF, Brasil. FAX: 55-51-592-3829



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KEANE AND KEENAN TAKE WINDSWEPT OAKVILLE REGATTA

Brown and Poyntz are 1992

Canadian National Champions

The forecast was described as "lousy, rotten and terrible"! In spite of everything, 20 boats from Ontario, California, Massachusetts, Michigan, New York state, and Ohio showed up for the Ontario Open/Canadian Nationals, August 29-30, 1992 at Bronte Harbour Yacht Club. The festivities started with a Friday night party at the home of Geoff Cooke, one of the friends of the local Snipe fleet from the neighboring Oakville Harbour Yacht Club. The object, of course, was to put the visitors in the proper attitude for Saturday's action.

There were three races scheduled for Saturday, but none were held. Shortly before the beginning of the starting sequence, the wind, which had been 15 to 20 knots, piped up to 25 to 30 as a squall went through. Very little carnage resulted but the Race Committee thought it prudent to cancel for the time being. The squalls continued to pass through every forty-five minutes and as a clearing trend took hold it was clear that the winds would not drop before nightfall. Racing was cancelled for the day and "blenderizing" got under way, courtesy of the Cleveland Fleet's "Blender from Hell".

An early start was on for Sunday as three races were needed for a regatta. The forecast was as bleak as the previous day's. A brief run to the lake for a look showed the forecast to be much too pessimistic. The wind was WSW at only 10 to 15 knots with gusts to 20.

Fourteen boats answered the gun for the first race. John Keane and Ted Keenan from Boston won after a duel with Ian Brown and Gary Poyntz of Toronto. Taking third was Alex Pline and crew Lisa Foulke in CHAMPIPPLE.

Race two was a repeat of Race 1 for Keane and Brown. Jack and Ken Mitchell, defending Ontario and Canadian Champions, were third. The domination by Keane and Keenan continued in Race three which they won handily. Jerry Thompson and Sherry Eldridge were second after having a series of misadventures in race one, where they lost their rudder. Then, after returning to shore for the spare, they were late for race two. Jack Mitchell and Ian Brown fought a long battle for third and fourth with Jack taking the third. Ian and Gary took second overall and are the new Canadian National Champions!

Although the forecast was poor, the turnout was as expected and many thanks are due to the visitors who showed up despite the weather. The Race Committee, under Bronte Harbour Yacht Club Rear Commodore, Paul Keeley, did a fine job in getting three good races off on Sunday morning. The Oakville Fleet has big plans for 1993 when we will host the North Americans at Bronte Harbour Yacht Club, August 26, 27, 28 and 29th.

Chris Hains

DEMATTE AND FANTONI WIN ITALIAN NATIONALS

A close-to-the-record fleet of 54 Snipes participated in the 51st Italian National Championship held in Rosignano Solvay in the Tyrrhenian Sea at the end of August. The host club, Circolo Canottieri Solvay, is one of the best-known in Italy for its organizing capability and friendly attitude toward the Class.

Six races were scheduled and run in variable weather conditions, or perhaps I should say wind conditions, as while the sun was present for the entire event, the winds were from 2 to 15 knots and from all directions.

The first race was sailed in a fine ten-knot breeze and choppy seas and Dematte and Fantoni sailed to a clear victory with Conelli and Ciccarone in second followed by the Bernardis in third.

1992 ONTARIO OPEN/CANADIAN NATIONALS

Bronte Harbour Yacht Club

Top 10 of 20 boats

Finish	Skipper/Crew	Fleet	Places	Points
1	John Keane/Ted Keenan	Cambridge, MA	1-1-1	2.25
2	Ian Brown/Gary Poyntz	Toronto, Ontario	2-2-4	8.00
3	Jack and Ken Mitchell	Burlington, Ontario	4-3-3	10.00
4	Alex Pline/Lisa Foulke	Lakewood, Ohio	3-4-7	14.00
5	Dick and Maureen Mitchell	Cuba Lake, NY	7-5-5	17.00
6	Jno Disch/Justin Corbett	N.Olmstead, OH	8-7-6	21.00
7	Shelly Gall/Craig Kosdalk	Toledo, OH	6-6-10	22.00
8	Chris and Don Hains	Oakville, Ontario	5-8-11	24.00
9	Jerry Thompson/S. Eldridge	Long Beach, CA	DNF-DNF-2	29.00
10	Jeff Mitchell/Greg Bullard	Burlington, Ont.	11-10-8	29.00

1992 ITALIAN NATIONAL CHAMPIONSHIP

Circolo Canottieri Solvay

Top 15 of 54 boats

Finish	Boat	Skipper/Crew	Places	Points
1	27131	Dematte/Fantoni	1-5-1-2-18-7	26.00
2	28313	Bari/Bertanzon	12-1-3-9-5-2	33.70
3	26812	Michel/Turazza	7-2-2-1-14-PMS	39.00
4	26145	Zaoli/Zaoli	6-3-16-4-3-9	46.10
5	26497	Vicidomini/Vestri	5-4-14-5-4-11	53.00
6	28323	Brezich/Gratton	11-18-10-12-2-1	54.00
7	26432	Bernardis/Bernardis	3-6-12-3-10-12	57.10
8	26826	Marangon/Gebbin	9-16-11-13-1-5	61.00
9	28275	Conelli/Ciccarone	2-7-9-16-6-16	64.70
10	24165	Schaffer/Gorgatto	4-9-7-PMS-15-4	65.00
11	27129	Anzellotti/Michelini	13-12-17-14-9-3	77.70
12	27125	Braga/Parodi	17-8-6-6-17-21	83.40
13	27124	Annibal/Malossi	22-11-5-8-13-DNC	88.00
14	28191	Bensa/Roccari	21-20-4-10-21-20	103.00
15	26819	Piazza/Lubich	20-19-24-17-8-10	104.00

The second race was sailed immediately after the first with the winds staying the same but with increased seas. The competition was much more interesting with a good battle between three teams for the win. Bari and Bertanzon were first with Michel and Turazza in second and the Zaoli brothers (I Fratelli Zaoli) came third.

The following day the third race started in a good 10 to 12 knot breeze with wave conditions similar to the previous day. Dematte and Fantoni took another first, with Michel and Turazza in second and Bari and Bertanzon in third.

The winds increased to fourteen knots for the fourth race and Michel and Turazza were first, with Dematte in second and Bernardis in third. After this race the standings were very tight especially among third through seventh.

On the third day there was a change to lighter winds in the five- to six-knot range. This allowed the lighter crews to get to the front of the fleet. Maragon and Gebbin won with Brezich and Zaoli just behind.

Brezich won the finale in a terrible light breeze of two to four knots from the south. Bari was second and Anzellotti/Michelini were third. Dematte was seventh, but Michel was PMS and that was enough to give the title to Dematte and Fantoni. For Antonio Bari it was the fourth time that he's taken the runner-up spot in the Nationals and after three consecutive titles Michel was third.

Antonio Bari



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HULL UPGRADE: Self-rescue fiberglass Snipe. Hull only including hardware \$350.00. Used sails, aluminum centerboard, aluminum boom and Cobra II mast. Write for details to: Gonzalo Diaz, Sr., 5520 S.W. 72nd Ave, Miami, FL 33155 or call evenings: 305-667-0492

CHUBASCO 19712—Former District Champion. Hull excellent, soft decks. Eleven sails, narrow tipped board, no trailer. Good for handy junior or new sailor who wants to get sailing inexpensively. \$500.00. Roy Terwilliger. 412-325-2138.

CHUBASCO 19714—White, 2 suits of sails, excellent rigging with 1/8" diameter sidestays, Cobra II mast with adjustable spreaders and Proctor boom, compass and updated rudder, blue skirted top cover, Cox tilt trailer with bearing buddies licensed and in excellent condition. Complete boat history, original oak Barney post is available for restoration buffs. A solid and sound boat for your kids or a camp program. Call Wayne Eriksen, Columbia, MD H:410-997-7626 or W:410-964-7565 (nd)

JIBE TECH 28065—Proctor mast and boom. One set Fisher sails, one Sobstad jib. Pole launcher system. Covers for centerboard, rudder and boat. Anodized centerboard, nice heavy duty trailer. Please call John MacCausland. Work: 609-428-9094 Home: 609-654-1534 (djf)

MCLAUGHLIN 23187—Cobra II mast, all racing gear. Dark green hull, white deck. Bottom and top covers, trailer, all good condition. \$1,500. Cincinnati, 513-683-1535. (j)

MCLAUGHLIN 23971—Fast white hull, light blue deck, excellent condition, Cobra mast, Ullman sails, minimum weight, race rigged, bottom and top covers, large compass, mast and rudder covers, heavy duty trailer with spare. \$2,900. Annapolis Maryland. Joni Palmer, 410-757-9586. (sn)

MCLAUGHLIN 24106—White hull, grey deck. Excellent condition. Cobra II, 2 suits Sobstad sails, custom McLaughlin rudder. Full covers, top, bottom, rudder, mast, daggerboard. Tennessee trailer. \$3,000. Boat is in Southern California. Call Chuck Tripp 310-495-2666 (work) or 310-378-3709 (home) (d)

MCLAUGHLIN 24109—Blue, white deck and bottom. Cobra II, pole launcher, Sailor Tailor covers, ace ready, good condition. With galvanized trailer: \$2,200. Without trailer: \$1,900. or best offer. Must sell! Key Largo, Florida. Evenings: 305-664-8843 (ndj)

MCLAUGHLIN 24663—Excellent condition, minimum weight with lead, 2 suits of sails, double ended controls, pole launcher, 2 Cobra II masts, trailer, top & bottom covers, good race record, \$3,200. Call 203-723-8694. (dj)

MCLAUGHLIN 24699—Stiff, dry, minimum weight. Dual controls. 3 sets sails, 1 set almost new. Trailer and covers. Atlanta. \$2,500 OBO. Jeff Atkinson, 404-233-6067 (day), 404-350-0336 (home) (djf)

MCLAUGHLIN 25046—White hull and deck with green deck trim. Cobra mast. Two sets sails. Boatcover. Galvanized trailer. Very good condition: \$2,200.00 Call James in Seabrook, TX, 713-334-5474 days or 713-474-2705 evenings. (djf)

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MCLAUGHLIN 26450—Fast boat, excellent condition. New Jibe-Tech rudder, all Harken, pole launcher, new North sails, all covers and trailer. \$3,800. Call Steven 410-268-2411 (jf)

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MUELLER 22824—Good condition. Blue hull, white deck, Cobra mast. 3 sets of sails. \$1,000. Call Steve Werns: 313-936-5570 (day) or 313-662-3116 (home). (sondjf)

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MUELLER 26760—Blue with white deck. All go-fast, pole-launcher, Cobra II mast, hull, top, board and rudder covers. Trailer, two suits Ullman sails. \$4,100. Cuyler Morris 207-244-3213. (jfm)

PHOENIX 24104—White hull/deck, red stripes. Cobra II mast, magic box, pole launcher, aluminum tiller, deck compass, North sails, trailer. \$3,200. Call Anne at 402-434-4415 (W) or 402-488-0343 (H)(djf)

PHOENIX 24808—Excellent condition. Fine race record. Cobra mast. Compass, dual control lines and go fasts. Ullman sail. Light brown hull, cream deck. Class legal. Top and bottom covers. Snowden trailer with spard. \$2,200. Possible spring delivery in California or Texas. 303-443-8445. (djfmam)


PHOENIX 25197—White hull and deck. 2-year-old trailer, slightly used Sobstads, Jibe-Tech custom rudder, top and blade covers. All tuned-up and race ready. \$2,500.00. Boat is in Connecticut, will deliver. Call Dan, 203-532-0579 eves. 1-800-395-5505 (work). (sond)

SHOCK—15668—This beautiful fiberglass Snipe is too good to retire. It has a green hull, white deck, right wood trim, bendy mast, fat rudder, North sails and every trim adjustment as the newest Snipes. It is a fast ready-to-race boat in need of a caring and competitive owner. The price is \$850 with steel trailer, or \$1,050 with lifetime top cover and deluxe aluminum low-profile trailer with bearing protectors, hull protector and three 80-R-13 wheels and tires. It's been saved from being passed around as a day-sailer because it needs to be raced to win among other thoroughbreds. Photos available. Frank Clevenger, Abilene, TX, 915-676-3187 after 6:00 P.M. (s)

SNIPES #15158 & 19038, Fiberglass boats with aluminum masts, trailers, and 2 sets of sails. Nothing fancy, but solid boats. \$800 each. Call Jim Schrager, South Bend, Indiana 219-232-2201.

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