



Snipe

BULLETIN

JUNE
1990



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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North Sails Japan
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 12-9 Nagai, Yokosuka
 Kanagawa-ken, Japan
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 FAX: 81-468-570370

THE COMMODORE SAYS

On May 4, 1990 I traveled to Miami, Florida USA to discuss some very important SCIRA business. My main reason for making the trip was to meet with Henri van der Aat who is the IYRU Race Manager. Henri was in Miami to attend the IYRU Centerboard Technical Committee meeting which I also attended as an observer. While in Miami I was able to meet with the U.S. Board Finance Committee Chairman "Gonzo" Diaz who graciously allowed me to sleep in his home. This trip was fruitful, and I wish to share these events with you as they are extremely important to our class.

Earlier this year Tom Payne and I communicated with all the National Secretaries and SCIRA Board members to explain our situation with the IYRU fee on new boats. Of the 19 countries sent questionnaires, 15 had responded in some form before my meeting May 4, 1990 with Henri van der Aat, the IYRU Race Manager. Those who have not responded included Chile, Bermuda, Bahamas, and Columbia. Of the twelve (12) countries responding who feel IYRU is either important or very important, only one did not support some increase in the boat number fee to support a payment to IYRU.

At my meeting with Henri, I discussed a new plan for the Snipe Class to support IYRU through a builders fee. Henri understood our old arrangement required us to pay IYRU \$15 for each measurement data sheet received at the SCIRA office. Henri acknowledged that the SCIRA office has been receiving MDSs only from the USA and have only paid the \$15 on those received, and this was within the letter of the previous agreement. I conveyed the felling of the SCIRA Board that this arrangement was not in the best interest of either the Snipe Class or IYRU, and presented our new proposal.

I proposed to Henri that we pay \$10 per Snipe to the IYRU for all the boat numbers issued by the SCIRA Office for which the number fee has been collected. I further agreed that we would institute this new fee as soon as a Board vote could be officially executed, certainly by the end of 1990. Henri accepted this proposal under the condition that the Snipe Class recognize that the IYRU is trying to migrate all International Class to one of two payment methods:

1. A per boat fee for an IYRU Plaque (they call it a shield),

2. Or a fixed annual fee from the Class.

I stated that the Snipe Class was not interested in the IYRU Plaque, despite all the interesting arguments that the IYRU puts forth. One of their arguments is that National Authorities would enforce the use of the plaque and collect the fees. I stated we believe that in many Snipe countries the National authorities are only interested in Olympic Classes and would be of little assistance to our class in collecting the fees. I also stated that since SCIRA International has run a deficit three of the last four years, it would be difficult for us to select an appropriate fixed fee which our finances could justify. Henri agreed that a per boat fee of US\$ 10 collected on all boat numbers issued and paid for by SCIRA would be acceptable. I assured him that our Executive Director's office and the Class organization does control and enforce proper boat numbers on all racing Snipes.

In this situation, I believe it was very important for me to negotiate a new arrangement for payment of the builders fee to IYRU. Since SCIRA International has run a deficit three of the last four years, most countries felt this fee should be collected as an increase of the SCIRA boat number fee from the current \$25 to \$35. This new payment plan would increase our IYRU payment from \$360 (40 MDSs received for US boats) in 1989 to an estimated \$1,800 in 1991 if 180 new numbers (the number paid for in 1989) are issued in 1991. This proposal will shortly be presented to the Board by letter ballot.

Currently two other self-administered IYRU classes have recently voted to continue or increase slightly their boat fee to IYRU. The Star Class currently pays the

IYRU \$50 per boat built (about \$3,000 to \$4,000 per year total) while the Lightning Class will be paying \$22.50 per boat (I do not know their total). I believe the proposed \$10 per Snipe is reasonable based on the current relative costs of a Snipe, Star, and Lightning.

I fully recognize that any increase in our boat fee increases the boat cost to the sailors when we are trying to decrease this cost. Some countries indicated they would not support such an increase. However, with the importance of our IYRU membership to most of our countries and our current financial situation, I believe an increase in the number fee is the only reasonable method to finance our membership fee to the IYRU.

Following my discussions with Mr. van der Aat, I was allowed to attend the meeting of the IYRU Centerboard Technical Committee. This committee deals with approving rules and measurement issues submitted by the various International Classes. The majority of the meeting was spent on measurement and construction issues for

JUNE 1990

THE COVER: Snipe Legend Francis Seavy and crew Kevin Guido sail "Honey" #6995, in the waters of the Gulf of Mexico.

THE COUNT: Sixty-three numbers were issued: thirty to Japan, fifteen to Spain, ten to Brazil, five to Sweden, two to Belgium, and one to France.

NUMBERED SNIPES: 27,854

CHARTERED FLEETS: 809

SPECIAL NOTICE FROM DAN WILLIAMS RULES COMMITTEE CHAIRMAN SCIRA

Restrictions and Measurements, Paragraph 33 reads: "...The butt of the mast shall be positively retained in the step by means of a collar, cable or other suitable means."

Please note that this will be checked and strictly enforced at measurement for the 1990 U.S. National Championships.

Refer to your SCIRA Rulebook, page 38, or the November 1989 *SNIPES BULLETIN* for further details.



Snipe

BULLETIN

(USPS 611-500)

JUNE 1990

Volume XXXIX No. 6

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

the 470 Class which the IYRU administers. Fortunately, SCIRA has avoided many of these same problems by having in place a strong administrative and measurement infrastructure throughout the world. For us, the most interesting aspect was that the President of the Pan American Yachting Organization (PAYO), a Mr. Denis Clemense, was a member of the committee. Also, Gabriel Alvarez Hildalgo-Gato, the President of the Cuban Sailing Federation, was also attending as an observer. Mr. Clemense and Gabriel wanted to talk with SCIRA about some details of the Pan Am Games. Particularly, the need for the Class to supply a measurer and measuring jigs for both the Snipe sailing event of the Games to be held August 7 to 15, 1991; and for a pre-games event to be held March 12 to 24, 1991. I have forwarded this requirement to our Class Rules Committee Chairmen—Dan Williams—for action.

PAYO, along with IYRU, is trying very hard to get more competitors in all the sailing events by offering charter boats to countries which do not have boats of their own to bring to the event. To support this effort, PAYO has asked SCIRA to supply six (6) competitive Snipes for charter in Cuba. This request is complicated by the fact that the USA has a trade and services embargo against Cuba, and it will be impossible to ship charter boats from the USA to Cuba for the event. (Apparently some accommodation has been made such that the USA competitors will have their boats shipped to Cuba and returned.) I will be sending a letter to each of the Western Hemisphere National and General Secretaries asking for assistance in meeting this need. It is really more than a request. It is an obligation the Class has to promoting our class and supporting its participation in the Pan Am Games. We must devise a method to fulfill this obligation.

Finally, a few words about SCIRA finances. "Gonzo" Diaz has been reviewing our current and past financial statements in an attempt to project revenue and expenses into future years to help guide our plans and activities. Under our current dues and fee structure these projections are not too promising. Unless SCIRA International membership increases by at least 1000 paying members over the next five years, our substantial International reserve fund will be totally depleted. This increase in membership may be possible, but it cannot be achieved without planning and promotion. Some world board action next year is necessary to preserve our reserves.

Of more immediate concern is the funding of SCIRA USA. In the USA, at least

150 more members than last year must pay their dues by September, 1990, to avoid depleting the US reserves. Unless the dues paid by July, 1990, indicate this dramatic (13%) increase in membership is actually occurring, most certainly SCIRA USA Board will need to raise dues a modest amount for 1991. We should note that the USA dues have not been increased since 1984, a year where SCIRA USA had a \$12,000 deficit and needed to borrow \$7,600 just to pay its bills. We do not plan to have that experience again.

Well, that is my latest news. Some is good and some not so good. All in all I believe activities so far this year are very positive and I expect to meet many happy and active Snipe sailors as the year progresses. Happy sailing.

Yours truly,
Your Commodore

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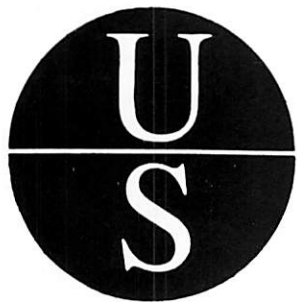
HIRATA NAMED HONORARY VICE COMMODORE

Katsumi Hirata of Japan has been named Honorary Vice-Commodore of the Snipe Class in recognition of a lifetime of service to yachting, his dedication to the Snipe Class and his instrumental role in the development of Snipes in Japan.

A 1934 graduate of Tokyo University, Hirata-san was soon winning titles and becoming involved in the administrative side of yachting. In 1936 he was the National Champion of the 5 Metre Class. In 1950 he began sailing Snipes and two years later he won the Japanese Nationals and also won the All Japan Club Regatta as a member of Light Blue Sailing Club. In 1953 he repeated as Japan's Snipe Champion. In 1956 he was the Captain of the Japanese team that competed against the Royal Hong Kong Yacht Club in a special regatta for Star boats. In 1961 he was the Japanese National Champion in the Sea Horse Class. In 1980 he won the Round Hachijo Island Race.



While his sailing laurels have been *Mrs. and Mrs. Hirata*



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many, Hirata-san's greatest contribution to the sport has been as an administrator, officer and jurist. From 1948 through 1955 he served as the Director of the Kanto District Yachting Association, including three years (1950-1953) as Secretary.

From 1948 through 1977 he was a Director of the Japan Yachting Association, and served as Secretary for 1977 and 1978. He served for 25 years (1952-1977) as the Chairman of the protest committee for the Japan National Regatta. In 1960 he was named Chairman of the Racing Rules Committee for the Japan Yachting Association, a position that he continues to hold. Among his duties in this capacity, he has translated the IYRU and SCIRA rules into the Japanese language.

In 1964 he was the Secretary for the

International Jury at the Tokyo Olympic Games, and in 1968 he was a member of the International Jury at the Acapulco Olympics.

Other offices and positions of note include: Secretary of All Japan InterCompany Yachting Union (1958-1967), Member of the Japan Appeals Committee (1964-present), Member of the IYRU Racing Rules Committee (1967-1969 and 1978-1979) and Vice Commodore of the Enoshima Yacht Club since 1980. In 1956, Hirata-san, along with M. Ishii-san, F. Matsumoto-san, and R. Yamaguchi-san, organized the Tokyo Bay Snipe Fleet and then helped organize the Japan Snipe Class Association (JSA). He served as Commodore of JSA from 1963 through 1989. He was a SCIRA Board Member from 1986

to 1989.

He served on the International Jury for the 1981 Snipe Worlds in Long Beach, California, the 1987 Snipe Worlds in La Rochelle, France, and was the Chairman of the Jury for the 1989 Snipe Worlds in Karatsu, Japan.

He also served on the International Jury at the 1988 Western Hemispheres in Bermuda, and was the Chairman of the International Jury at the 1986 Westerns at Enoshima, Japan.

In 1989 he was awarded the Order of the Rising Sun, Japan's highest civilian honor, bestowed by the Government, in recognition of "efforts to promote international goodwill and understanding."



JUNE 23 & 24, DISTRICT FIVE CHAMPIONSHIPS/BOLDE MOTHERS, Cuba Lake, NY, Leo Murphy, P.O. BOX 66, Cuba, NY 14727, USA, 716-372-2853

JUNE 23 & 24, 1990 PINE BEACH BLUE-GREY REGATTA, Lee Griffith, 16 Orchard Way, Yardley, Pa. 19067, USA, 215-493-8031

JUNE 23 & 24, 1990 SOUTHEAST CHAMPIONSHIP, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 7 & 8, 1990 ATLANTIC COASTS, Henry Filter, 10 Weston Ave., Suite 117, Quincy, Mass. 02170 USA, 617-773-7375

JULY 7 & 8, 1990 STONE INTERNATIONAL, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 7 & 8, OCEAN COMMOTION, Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801, USA, 301-742-7277

JULY 7 & 8, 40TH ANNUAL MISSOURI VALLEY CHAMPIONSHIP, Mike Torbey, 2603 N. 56th St., Omaha, NE 68104, USA, 402-553-6882

JULY 14 & 15, NEW YORK STATE OPENS, Chautauqua Lake YC, Henri Kutschke, Rd. #3, Sugar Grove, PA 16350, USA

JULY 14 & 15, DISTRICT ONE JUNIOR CHAMPIONSHIPS, David Rogers, P.O. Box 267, Naukatuck, CT, 06770, USA, 203-879-5530

JULY 19-27TH, U.S. NATIONAL CHAMPIONSHIPS, Annapolis, Maryland, Lisa Foulke, 410 W. Lombard St., Baltimore, MD 21201, USA

JULY 27-29, 1990 U.K. NATIONALS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 4-5, 1990 LAKE ONTARIO OPENS, Newport Y.C., George Hock, 92 Wildmere Rd., Rochester, NY 14617 USA, 716-423-3359

AUGUST 4 & 5, 1990 NEW ENGLAND CHAMPIONSHIPS, Andy Pimental, 593 Wapping Rd., Portsmouth, RI 02871, USA, 401-253-6636

AUGUST 11 & 12, U.K. EAST COAST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 11 & 12, 1990 WINCHESTER INVITATIONAL, Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890, USA, 617-729-2423

AUGUST 11 & 12, 1990 MICHIGAN STATE OPEN CHAMPIONSHIP, Jerry Lohmeyer, 1768 Roslyn Rd., Grosse Pointe Woods, MI 48236, USA, 313-881-2738

AUGUST 18 & 19, CANADIAN NATIONALS, Bronte Harbor Yacht Club, Jack Mitchell, 567 Plains Rd. West, Burlington, Ontario, L7T 1H1, Canada, 416-529-6564

AUGUST 18 & 19, 1990 MIDWESTERN CHAMPIONSHIPS, Robert Fusco, 324 N. Dellrose, Wichita, KS 67208, USA, 316-684-9690

AUGUST 22 THRU 28, EUROPEAN CHAMPIONSHIPS, SCIRA Portugal, Oporto, Portugal, Contact SCIRA Portugal for further information

AUGUST 25, 1990 DISTRICT THREE JUNIOR CHAMPIONSHIPS, Matt Heywood, 1004 Miner St., Ann Arbor, MI 48103, USA

AUGUST 25 & 26, 1990 CARLYLE SILVER CUP, Ray Sepanski, 7781 Wooddale, St. Louis, MO 63121, USA, 314-524-1069

AUGUST 25 & 26, 1990 BOARD OF GOVERNORS REGATTA, Lou Aquavia, 61 Thorson Rd., Oxford, CT 06483, USA, 203-888-0074

SEPTEMBER 4-9, 1990 JUNIOR WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, entries limited to two per nation.

SEPTEMBER 8-9, 1990 INDIANA OPEN, Larry Lasek, 612 Conner Creek, Fishers, Ind. 46038 USA, 317-578-0038

SEPTEMBER 11-15, 1990 MASTERS WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, FAX: 34-68-21-50-44

SEPTEMBER 15-16, 1990 COLUMBUS OPEN, Brad Warne, 7000 Constitution Place, Worthington, Oh. 43085 USA, 614-436-4725 or 614-221-2410

SEPT. 16 & 17, 1990 JOE RAMEL MEMORIAL REGATTA, Carl Chinnery, B-4, Lake Lotawana, MO 64063, USA, 816-578-4810

SEPT. 22-23, 1990 BATTLE OF ATLANTA, Thomas Payne, 4096 Chestnut Dr., Flowery Branch, GA 30542, USA, 404-287-8405

SEPT. 22-23, 1990 NORTHWEST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

SEPT. 22-23, 1990 LONG ISLAND OPEN, CALL OF FALL, Ron Hill, 4 4th St., Stamford, CT 06905, USA, 203-967-2332

SEPT. 29-30, 1990 OXFORD INCIDENT/ACCIDENT, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238, USA, 513-451-5508

SEPT. 29-30TH, 1990 FRIGID DIGIT, Doug Heussler, 1636 Ridout Rd., Annapolis, MD 21401, USA, 301-757-5173

SEPT. 29-30, 1990 RONALD C. PRIME MEMORIAL, Sandra Czibik, 27 Poor Richards Dr., Bow, NH 03301, USA, 603-226-0231

SEPT. 30-OCT. 3RD, 1990 U.S. MASTERS CHAMPIONSHIP, Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 3-6, NORTH AMERICAN CHAMPIONSHIPS, Rush Creek Y.C., Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

OCTOBER 6 & 7, 1990 NEW JERSEY OPEN—CALL OF FALL, John Marx, 448 W. Shore Trail, Sparta, NJ 07871, USA, 201-729-0313

OCT. 28 & 29, 1990 HALLOWEEN REGATTA, Kathy Bronaugh, 3735 Hunting Ridge Dr., Lilburn, GA 30247, USA, 404-972-4455

NOVEMBER 17-25TH, 1990 WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Buenos Aires, Argentina, FAX: 00541-313-7267



Dennis Kelly photo

SENSATIONAL CIRCUIT

Sunshine, fair winds, new faces, and a red-hot Californian marked the 1990 Winter Circuit. It took two different crews, but Bart Hackworth of California dominated the competition, posting firsts in the Midwinters, Don-Q, and Gamblin. His only low spot was a second in the Bacardi, and, for the record, that's the best performance since Mark Reynolds swept the Circuit in 1979.

As the sign at the Clearwater Yacht Club said, this was the "51th" Annual Midwinters, and it's hard to imagine that the weather could ever have been any nicer. There were plenty of winter-weary Snipers on hand to soak up the warm sun aboard the 59 boats that hit the line on Sunday morning.

Hackworth, with Eric Krebs crewing, showed his hand early in the moderate offshore breezes in the Gulf of Mexico. He had speed to spare and seemed to open his lead even when he resorted to some "token" covering on the final beat. First-time Snipers Bill Healy with Tom Burnham crewing, fresh from the top of the 420 class, showed that they could make the switch and took a second, followed by the always-tough Brian Fishback and Scott Taylor of Annapolis. The ever-fast Craig Leweck/Tom Fisher team was home in fourth.

Race two was more of the same, only the wind had shifted off-shore and picked

up a bit. Once again it was Hackworth and Krebs. They were just too fast, which means little unless you know which way to go, and they had that, too. Gregg Morton and crew Rob Lindley were second, with Peter Commette and Connie Suddath in third. Canadians Jack and brother Ken Mitchell took fourth, with Max Skelly and Lori "Spouse Abuser" Stout in fifth. Healy and Burnham dropped to eighth, but still showed up in third overall after their first day in a Snipe.

The big mystery at this point was the performance of Keith and Claudia Dodson. They took the Zimmerman in 1989, but they were having a tough time, posting an 11th and 16th for the first day. Maybe Keith needed some party action to get his head straight?

Day two, and it was Hackworth and Krebs, again, in the third race, but Dodson was close behind in second. The offshore breeze placed a premium on going the right way and these guys seemed to have it figured out, as did International Superstar Mike Toppa of St. Pete Fleet 801, with Libby Roebuck crewing in third. Mike is a sailmaker who spends most of his time jet-setting around the world, helping his clients on Maxis, Fifties, and One-tonners get up to speed. Seems he's finally found the right buttons on the Snipe after a couple of frustrating seasons.

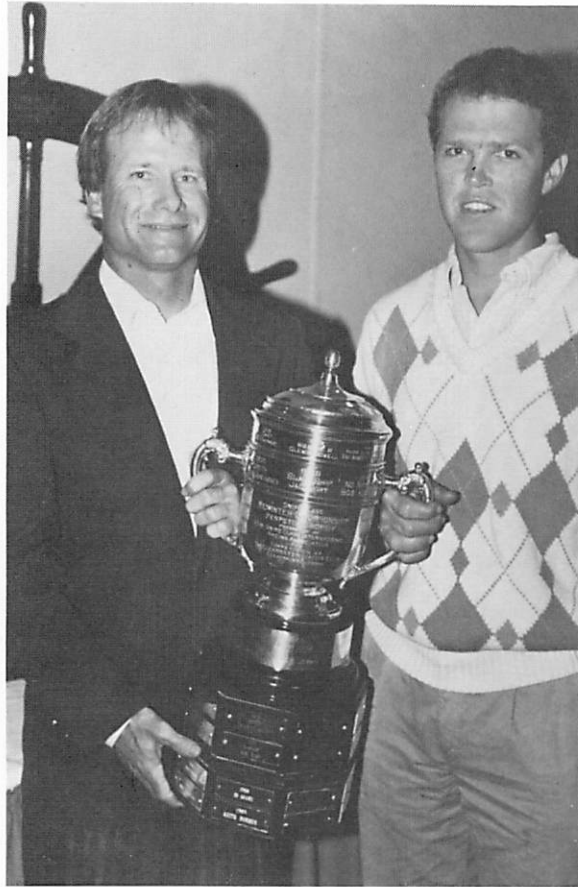
Race four got underway, but was soon

cancelled, as the offshore breeze died in preparation for its daily shift to onshore, leaving the fleet staring at the transom of the class' newest rising star, Lucas Diaz.

Lucas, the eleven-year-old grandson of Snipe Legend "Old Man" Diaz, had another legend crewing for him, his dad, Augie. He must have enjoyed leading, even though the race was abandoned, because he came right back and took the bullet in the new onshore breeze. You've got to figure that it must be a record, an eleven-year-old winning a race at the Midwinters. (Does anyone know?) In any event, his dad was more excited about it than anyone, as Lucas seemed totally unaffected about all of the fuss. Rumor has it that the first thing Augie did when he hit the beach was telephone the "Old Man" with the news of another Diaz victory.

Back to the racing, Keith and Claudia were showing their stuff, now taking another second, while Hackworth slipped to third, finishing just ahead of Miami's Charlie and Michelle Bustamante. Norway's contribution to the Circuit, Birger Jansen, with Janett crewing, was finally getting into it, taking a fifth, while Master Sam Mollet's crew was finally learning what to pull, and when to pull it, and they posted their second consecutive sixth.

Back on shore, it was time for the "Salty Dog Party." This involves pouring rum



Proud winners, crew Eric Krebs (left) and skipper Bart Hackworth show off the Midwinter Championship Trophy. Dennis Kelly photo

MID-WINTER REGATTA
Clearwater Sailing Club, Florida
March 10-13, 1990

Top 35 of 59

Boat	Skipper/Crew	Places	Points	Finish
25992	Bart Hackworth/Eric Krebs	.75-.75-.75-3-9-27	14.25	1
26175	Keith/Claudia Dodson	11-16-2-2-.75-.75	16.5	2
25058	Mike Toppa/Libby Roebuck	7-6-3-14-20-2	32	3
27107	Craig Leweck/Tom Fisher	4-11-7-12-5-7	34	4
24087	Sam Mollet/Chris Hufstader	17-10-6-6-27-4	43	5
27092	Steve Callison/Janet Gordon	10-15-5-13-3-26	46	6
26307	Bryan Fishback/Scott Taylor	3-12-10-15-7-24	47	7
25084	Peter Commette/Connie Suddath	12-3-27-7-15-10	47	8
27521	Gregg Morton/Robert Lindley	8-2-24-17-10-11	48	9
26108	Douglas Clark/Michael Devlin	34-7-16-9-6-20	58	10
26109	Bill Healy/Tom Burnham	2-8-8-10-33-33	61	11
27410	Birger Jansen/Janett Krefting	9-21-20-5-23-8	63	12
27377	John Drayton/Mary Jodice	21-13-21-11-8-12	65	13
25172	Charlie/Michele Bustamante	29-24-40-4-14-3	74	14
26457	Lucas Diaz/Augie Diaz	33-22-15-.75-26-14	77.75	15
26895	Max Skelley/Lori Stout	18-5-35-16-12-31	82	16
24776	Gonzo Diaz/Arron Haller	16-35-9-62-11-15	86	17
26489	Doug Scheffield/Chris Kowack	5-31-17-59-18-16	87	18
26459	Alex Stout/David Zinn	6-9-43-23-17-34	89	19
24806	Jack/Ken Mitchell	19-4-19-30-24-59	96	20
27664	Bill Buckles/Tommy Gonzalez	25-26-13-28-28-6	98	21
25484	Chris/Kathy Sinnett	13-19-32-22-22-32	108	22
27772	Bill/Sherry Welch	15-42-12-37-52-9	115	23
27372	Ian Brown/Doug Maybank	22-18-41-31-34-13	118	24
26756	Jeff McDermaid/Doby Byers	24-17-34-24-19-44	118	25
26099	Andrew Pimental/Alan Beckwith	20-23-30-32-16-37	121	26
25659	Ray Schmit/Teresa Alexander	23-34-45-27-32-5	121	27
27106	Christopher Hains/Ed Younie	45-40-14-35-14-18	121	28
25515	Peter Fenner/Allison Ellis	32-14-11-29-36-36	122	29
25460	Fred Abels/Ron Hill	28-20-18-34-37-22	122	30
26461	Kirk Donaldsen/Kate Heywood	26-32-4-62-2-59	123	31
25783	Doug/Rita Goppert	30-37-26-21-30-17	124	32
26926	Alexander Pline/Joanne Hokes	14-27-38-18-50-28	125	33
27011	Joel Zackin/Barbara Duggan	37-29-28-19-21-29	126	34
20369	Jerry Thompson/Brad Thompson	59-59-22-20-4-30	135	35

into a grapefruit that has a hole cut in the top and some of the juice removed to make room for the rum. Combine these with some great "munchies" (How do you spell Hors D'oeuvres, anyway?) and you've got another great Snipe party going, at least until someone gets smacked in the head with a deflated grapefruit. It happens every year.

Race five, and Dodson's looking for trouble down at the pin-end. It's not gonna work. Whew! He's saved by a general recall and then...like any great sailor would, he tries it again. Port tacks the entire fleet...with ease. Goodbye Keith, goodbye Claudia. They are "outta here." Keith Donaldson and crew Kate Heywood are close behind at the first mark, but not for long. They do manage to hold on for second over Callison, with Past-Commodore Jerry Thompson and son Brad taking a fourth. Leweck and Fisher are fifth. Mollet's crew must have done something seriously wrong, as they are 27th!

It's time for the breeze to die and do its one-eighty. It's slow to settle down and there are a bunch of recalls. It's too far right for the line and everyone's jamming-up at the committee boat end. With only a few minutes until another start it goes back five degrees to the left and the fleet is clean. In fact, the Dodsons, and Bill Buckles, along with a few others, start down at the pin end. Halfway up the beat it shifts way left and Dodson is gone again! Smart and fast, it works every time.

Toppa finishes second, followed by the Bustamantes, and Mollet has his best race of the series, finishing fourth. Hackworth finally picks up a throw-out, crossing 27th, and winning the series by a slim margin over the Dodsons, whose 11th and 16th in the first two races leave them second

Leroy Wolff pilots the U.S. Coast Guard Auxiliary boat. They kept the course clear of intruders and served as a photo boat. Dennis Kelly photo



overall by a comfortable margin over Toppa. Leweck and Fisher are fourth, with Mollet taking home the fifth place trophy.

Once again, as it has for fifty years, the Midwinters provides some great stories. Like Honorary Vice-Commodore Francis Seavy's comeback from some seemingly serious health problems, caused primarily by difficulties in regulating some medication that he's been taking. He had "Honey" polished to perfection and with his crew, Kevin Guido, sailed a consistent series, which is probably not much satisfaction to the man who holds the record for victories here (eight), but certainly heartening to his many friends and admirers in the Snipe Class.

At the other end of the age spectrum was the Lucas Diaz win. Here comes another generation of Snipers, and Lucas is leading the way.

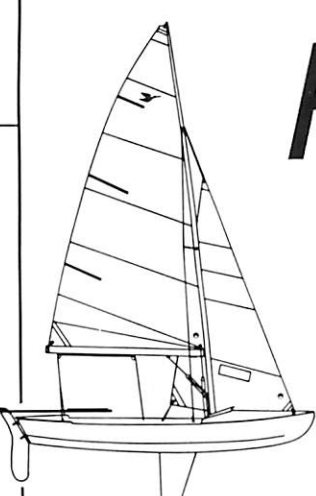
And what about a fleet that counts the Midwinters among the required races in its fleet championship? Yes, it's Captain Buckles and his Cleveland crowd. Armed with their super-heavy-duty industrial-strength blender (voted "Appliance of the Decade" by the party set) they are setting new standards for electrical (among other commodities) consumption.



All smiles at trophy time! Sam Mollet (right) and crew Chris Hufstader took fifth in the Midwinters. Here they're caught hanging out at the trophy table with Francis Seavy (left). Dennis Kelly photo

So the boats are packed, the trophies awarded, and it's off to Miami, but not before noting that the atmosphere at the Clearwater Yacht Club was exemplary. Captain Bob Foster and his fleet did their

usual great job, as did the Race Committee, club staff, and all involved. When it comes to sailing, there's no place like the Gulf of Mexico, which is the main reason we make the trip, year after year.




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THE DON-Q RUM KEG REGATTA

XXIV DON Q RUM KEG REGATTA Coconut Grove S. C. March 16-18, 1990

Top 35 of 63

Boat	Skipper/Crew	Club	Places	Points	Finish
25992	Bart Hackworth/Eric Krebs	Saint Francis Y. C.	1-3-1-1-4	9.25	1
27107	Craig Leweck/Tom Fisher	Mission Bay, San Diego	2-1-2-3-6	13.75	2
27092	Steve Callison/Janet Gordon	Hoover, Columbus, Ohio	5-5-8-5-1	23.75	3
25084	Peter Commette/Connie Suddath	Lauderdale Y. C.	3-6-6-4-7	26	4
27410	Birger Jansen/Janett Krefting	Vestfjorden, Oslo, Norway	4-9-4-6-17	40	5
24087	Sam Mollet/Chris Hufstader	Portage Lake, Akron, Ohio	8-12-18-16-3	57	6
25172	Charlie/Michele Bustamante	Miami Fleet, Boca Raton	14-11-11-8-14	58	7
26307	Bryan Fishback/Lorie Stout	Severn Sailing A., Annapolis	16-4-9-18-13	60	8
27521	Greg Morton/Robert Lindley	San Diego Y. C., Calif.	18-2-13-13-18	64	9
26108	Doug Clark/Michael Devlin	Severn Sailing A., Annapolis	9-23-3-9-24	68	10
27372	Ian Brown/Don Behan	B.H.Y.C., Burlington, Ont.	20-24-12-15-2	73	11
20560	Jeff Lenhart/Debbie Willits	Mission Bay Y. C., Costa Mesa	12-15-22-12-23	84	12
26459	Alex Stout/David Zinn	Severn Sailing A., Annapolis	7-7-10-DNF-10	85	13
26109	Bill Healy/Tom Burnham	Niantic Bay, Connecticut	6-DNF-5-14-5	87	14
25489	Fred Rozelle/Linda Schulte	Crescent, Detroit, Mich.	10-17-25-11-32	95	15
24776	Gonzo Diaz/Arron Haller	Coral Reef Y. C., Miami	13-8-15-DNF-11	98	16
27391	Charlie Hagedorn/Carla Zimmer	Miami Fleet	27-27-19-10-25	108	17
25460	Fred Abels/	Sea Cliff Y. C., New York	23-25-14-25-27	114	18
26756	Jeff McDermaid/Doby Byres	Long Beach, Calif.	39-10-20-20-36	125	19
26099	Andy Pimental/Allan Beckworth	Newport, R. I.	11-18-DNF-2-31	127	20
26759	James/Barbara Jacob	Severn Sailing A., Annapolis	25-38-31-21-12	127	21
26457	Lucas/Augie Diaz	Coconut Grove, Miami	24-21-29-33-22	129	22
24806	Jack/Ken Mitchell	B.H.Y.C., Burlington, Ont.	21-14-16-19-DNS	133	23
27377	John Drayton/Mary Jodice	Marblehead, Nahant, Mass.	30-36-29-23-16	133	24
25484	Chris/Kathy Sinnett	Miami Fleet, Miami	36-16-34-28-26	140	25
27664	Bill Buckles/Tommy Gonzalez	Cleveland Y. C., Ohio	15-28-7-29-DNS	142	26
27011	Joel Zackin/Barbara Duggan	Quassapaug Lake, Conn.	37-30-33-24-20	144	27
25127	Chris/Diane Klotz	Lorain S. C., Pittsburg, Pa.	29-35-26-26-30	146	28
20369	David Belford/Garret Hart	Bronte Harbour, Oakville, Ont.	35-37-27-17-33	149	29
26175	Keith/Claudia Dodson	Alamitos Bay, Long Beach, Ca.	DNF-DNS-17-7-9	153	30
26395	Gonzalo Diaz, Sr./Jose Cardet	Coconut Grove, Miami	26-32-38-36-21	153	31
24605	Tarasa Davis/Andrew White	Atlanta Y. C., Atlanta, Ga.	40-39-30-34-15	158	32
25990	Leigh Savage/Sarah Deeds	Crescent S. C., Detroit	33-34-40-22-35	164	33
25064	Michael Lenkeit/Matt Duffy	Lake Lanier, Atlanta, Ga.	32-26-35-41-38	172	34
20252	Ken Voss/George Walker	Coconut Grove, Miami	41-DNF-32-27-19	176	35

Sixty-three Snipes hit Biscayne Bay for the XXIV Don-Q Rum Keg Regatta, and Bart Hackworth and Eric Krebs topped them all.

On Friday the fleet met pretty strong winds-of 15 to 20 knots from the Southeast. With surprisingly few general recalls, the fleet sailed the two races and was back at the club early in the afternoon.

Interestingly, the top five finishers in the first race turned out to be the top five for the overall regatta, and each in the proper order, with the exception of Steve Callison, who was fifth but ended up the series in third overall.

In the second race, Leweck and Fisher finally scored a win, something that they failed to do in Clearwater. Morton and Lindley were second, and Hackworth dropped to third.

On Saturday an approaching cold front caused the winds to shift to the south and pick up to 20 to 25 knots. Hackworth and Krebs consolidated with a couple of bullets as the rest of the crowd scrambled for positions. Leweck and Fisher were up to speed and scored a second and third. Commette and Suddath had a sixth and fourth and Callison and Gordon had an eighth and a fifth.

Back at the Coconut Grove Sailing Club, the fleet was greeted by the Club Ladies under the command of Hiddy Doren. Trays of Don-Q Daiquiris in hand, they served the sailors right at the floating dock. The party went on for a couple of hours. (Editors note: The party went on and on and on. The "Old Man" left too early! Also noted is the fact that the Club Ladies had the "Old Man" make several telephone calls around the country to insure that the above-mentioned "Appliance of the Decade" would repeat its 1989 performance!)

Fortunately, the cold front was light and came through on Saturday night, so Sunday morning we had Northerly winds of 8 to 12 knots, and kind of shifty—which Steve Callison likes—so he put a bullet on it! Ian Brown also liked it and scored a second in the race. Sam Mollet finally had his crew trained and used to the rigors of the Snipe, and took a third.

Art Auwaerter, the Race Committee Chairman, with some assistance from our U.S. National Secretary, Mr. Phil Richmond, conducted the very successful Championship.

So thanks again to the Coconut Grove Sailing Club and especially to Serralles (Don-Q Rum) for a very successful regatta and our Lord for great weather. Let's get 70 boats on the line in 1991 and see how our Race Committee handles that!

by Gonzalo Diaz



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After Fun in Florida, It's...

OFF TO NASSAU

by Peter Commette

The Royal Nassau Sailing Club's three-race Bacardi Cup Series begin the third leg of the Winter Circuit. This was the 25th consecutive year for the regatta.

In the first race the winds were out of the northwest at a steady 18 to 22 miles per hour. Bart Hackworth and crew, Michelle Bustamante led around the first triangle with Commette and Suddath hot on their tail. By the second windward mark, Bart and Michelle had worked out a comfortable lead and Birger Jansen and Janett Krefting, along with Jeff McDermaid and crew, Doby Byers had passed Commette for second and third. The leaders held position downwind but up the last beat Jansen caught and eventually passed Hackworth to win by one foot. McDermaid was third. Jeff Lenhart with Debbie Willets crewing passed Commette for fourth. Commette finished fifth with Morton and Lindley and Jerry and Brad Thompson were a close sixth and seventh.

In the second race, the official word is that the wind piped up to 24 miles per hour, or just under the legal limit for Snipes. The unofficial, but prevailing, word is that the official wind reading was taken at regatta chairman Jimmy Holowesko's new restaurant, inside, with the windows closed. One sure measure of how hard it was blowing was that Jeff McDermaid and Doby Byers led from start to finish and won the race decisively. Besides weighing 350 together, Jeff and Doby are good sailors, which is a tough combination in a severe blow. Second was another excellent heavy air team: Morton and Lindley. Hackworth was third, proving that he and Michelle could go fast in any conditions. Keith and Claudia Dodson were fourth, Jansen was fifth and the winner of the very first Bacardi Cup, Basil Kelly, with Eric Krebs crewing was a strong sixth, just beating out Jeff Lenhart.

Going into the final race, McDermaid held a narrow lead over Hackworth. Jansen and Morton were close behind. The wind had switched by this time to the easenortheast and died to a reasonable 15 to 18 miles per hour. Birger won the race and the series. The Dodsons were second, pulling themselves into sixth place overall, after a disastrous first race capsize at the reach mark. Morton and Lindley were

third, finishing third overall. Hackworth was fourth and maintained his second overall in the series. Jeff McDermaid came in eighth after being over early at the start. He and Doby fell to fourth overall. Jeff Lenhart rounded out the top five with a steady 4,7,9.

Birger and Janett's victory in the Bacardi was their first on the Winter Circuit. They've become a fixture on the Circuit and we hope that their victory keeps them coming back for many years to come.

The second series was the 30th running of the Dudley Gamblin Memorial Regatta, the main event. The first race was held in a strong northeasterly of 18 to 20 miles per hour. Steven Kelly and Eric Krebs led at the first mark but a leaking boat doomed their chances for a race victory. Peter Commette passed them and led the rest of the race, almost losing a tacking duel at the finish to a charging Gregg Morton. Hackworth and Bustamante were third and McDermaid was fourth. The Bacardi Cup champion, Birger Jansen was fifth, the Dodsons were sixth and Jerry Thompson was seventh.

The next race was out of the northeast and very shifty at 15 miles per hour. Hackworth was first, Morton second, Dodson third, Jansen fourth and Commette took the fifth.

Race three of the Gamblin was the only "light" air race, blowing a pleasant 10 to 15 miles per hour out of the east-northeast and very shifty again. Bart Hackworth led around the first triangle with Jansen and Morton following. Up the second beat, Commette slipped into first and eventually held off Jansen in another close tacking duel to the finish. Lenhart was third, Dodson fourth, Morton fifth and Hackworth slipped to sixth.

Beginning the final day, with two races left to sail, Commette was in first, followed by Morton, two and one half points back, and Hackworth was three and one half points out of first. Commette sailed poorly in the heavy, shifty air of about 18 miles per hour from the northeast and dropped to fourth overall with finishes of 6 and 9. Hackworth's consistent 1,4 finishes gave him the title. Morton sailed to second overall with final-day finishes of

Bart Hackworth and Michelle Bustamante show their winning form in the Gamblin. Dennis Kelly photo.



4,3. The Dodsons had 5,1 and moved into third overall. Jansen had a 3,8 for fifth and Lenhart closed strong with a pair of seconds but could not pull himself up from sixth overall.

The overall winner for the two regattas, receiving the Charles Kelly trophy was Bart Hackworth. Bart also was awarded the Zimmerman trophy as the winner of the overall Winter Circuit.

Jimmy Lowe, finishing eighth in the Bacardi and tenth in the Gamblin, was awarded the Concord trophy as the top Bahamian, just beating out the Royal Nassau Sailing Club's Commodore, John Dunkley, by one point.

The Nassau regattas were organized by National Secretary Myles Pritchard, who,

carrying on the tradition of Godfrey Kelly, did a tremendous job. Everyone who gave Myles adequate notice received housing free of charge with sailing club members. Others found excellent hotel accommodations at the Nassau Harbor Club at extremely reasonable rates. The hospitality was excellent, the parties were great and the Nassau Sailing Club once again put on a flawless regatta. Anyone who has not attended one of these regattas is heartily encouraged to make the trip.

Special note should be made of Basil Kelly being honored at the awards dinner,

in recognition of the silver anniversary of his victory at the inaugural Bacardi Cup. Jeff Lenhart was also honored at the awards dinner. Actually he was roasted (much more appropriate) in honor of his 20th consecutive appearance at the Bacardi and Gamblin. Ask Jeff for tips on the best way to traverse rice paddies the next time you see him. Last but not least, Keith Dodson beat out Gonzo Diaz by the barest of margins for the Hangover Swimming Championship! Gonzo also took the runner-up spot in the swimsuit competition.

WRAPPING IT UP

Another Circuit is in the books, and it was one to remember. Hackworth's performance was strong, especially when you consider that he hadn't planned on making the trip to Nassau. A last-minute call back to the North Sails loft in San Diego got the okay from his boss, but his Midwinters and Don-Q crew, Eric Krebs, had made other plans for Nassau. Bart turned to one of the best, Michelle Bustamante, and went on to win the Zimmerman.

We gave Sam Mollet's crew a hard time in the report on the Midwinters and Don-Q. Actually it was one Chris Hufstader, Associate Editor from *Sailing World* magazine, and Chris did a great job. Your Executive Director had made many calls over the span of a couple of years, trying to get Chris to come do some Snipe sailing. When Sam mentioned that he was looking for a crew the connection was made and the rest is history. Sam and Chris worked well as a team and it's hard to say who was more disappointed that Chris couldn't make the trip to Nassau. Chris has crewed on the World Champions J-24, and fit right in with the Snipe Crowd. It's a sure bet that Sam would welcome him back aboard, anytime! Now let's all rush out and get those subscriptions off to *Sailing World* so we can read Chris' version of the 1990 Winter Circuit.

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DUDLEY GAMBLIN MEMORIAL Royal Nassau Sailing Club Nassau, Bahamas

Top 20 of 29

Boat	Skipper	Country	Places	Points	Finish
25992	Bart Hackworth	USA	3-1-6-1-4	14.5	1
27521	Gregg Morton	USA	2-2-5-4-3	16	2
26175	Keith Dodson	USA	6-3-4-5-1	18.75	3
25084	Peter Commette	USA	1-5-1-6-9	21.5	4
27410	Birger Jansen	Norway	5-4-2-3-8	22	5
20560	Jeff Lenhart	USA	9-9-3-2-2	25	6
26395	Gonzalo Diaz	USA	8-10-8-8-11	45	7
24116	Doug Nugent	Canada	10-7-16-14-6	53	8
25064	Michael Lenkeit	USA	12-11-14-13-12	62	9
19066	Jimmy Lowe	Bahamas	20-13-19-7-10	69	10
25417	Myles Pritchard	Bahamas	13-16-17-9-15	70	11
23750	Steven Kelly	Bahamas	11-19-7-10-DNS	76	12
24087	Sam Mollet	USA	21-6-15-21-14	77	13
24687	John Dunkley	Bahamas	15-24-22-12-13	86	14
25394	Paul Petersen	USA	18-23-12-17-16	86	14
25516	George Damianos	Bahamas	24-18-9-16-19	86	14
25227	Gregory Kelly	Bahamas	16-15-20-19-18	88	17
27107	Jerry Thompson	USA	7-12-13-DNS-DNS	90	18
25951	William Glenn	USA	17-20-10-15-DNS	91	19
24605	Tarasa Davis	USA	DNS-17-24-18-5	93	20

BACARDI CUP Royal Nassau Sailing Club Nassau, Bahamas

Top 20 of 28

Boat	Skipper	Country	Places	Points	Finish
27410	Birger Jansen	Norway	1-5-1	6.5	1
25992	Bart Hackworth	USA	2-3-4	9	2
27521	Gregg Morton	USA	6-2-3	11	3
26756	Jeff McDermaid	USA	3-1-8	11.75	4
20560	Jeff Lenhart	USA	4-7-9	20	5
26175	Keith Dodson	USA	19-4-2	25	6
26395	Gonzalo Diaz	USA	8-14-6	28	7
25235	Jimmy Lowe	Bahamas	12-8-10	30	8
25804	Robert Dunkley	Bahamas	10-10-11	31	9
24687	John Dunkley	Bahamas	9-9-14	32	10
24605	Tarasa Davis	USA	11-18-5	34	11
23750	Basil Kelly	Bahamas	14-6-17	37	12
25084	Peter Commette	USA	5-17-21	43	13
25227	Gregory Kelly	Bahamas	17-13-16	46	14
27107	Jerry Thompson	USA	7-11-DNS	47	15
25064	Michael Lenkeit	USA	18-12-19	49	16
24116	Doug Nugent	Canada	15-DNS-7	51	17
25951	William Glenn	USA	DNF-19-12	57	18
24087	Sam Mollet	USA	DNF-16-18	60	19
508	Peter Christie	Bahamas	DNF-21-15	62	20
25394	Paul Petersen	USA	DNF-DNF-13	62	20

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CREWS STEER AT MISSION BAY

Mission Bay—Here's an idea that every Snipe fleet should try to stimulate fun and interest—hold a regatta which allows only the regular crews to steer! Well, the Mission Bay Snipe Fleet did just that as they held the Crew Series on Mission Bay, Sunday, February 25, 1990.

This one-day, 3-race affair was sailed in mostly light breezes which worked out just fine under the circumstances. There were a wide range of steering skills involved, but by and large, most of the crews had little experience behind any kind of tiller, let alone a Snipe.

That mattered very little as the Snipe fleet put 12 boats on the line for this 1st annual regatta, where the crews steered and regular skippers were relegated to the task of crewing, and absorbing verbal and physical abuse! It's hard to say what the long-term effects will be from doing this, as many of the crews really liked steering! This may increase the size of our fleet, as skippers have had to fight to get their rightful positions back. Maybe we'll be seeing two-boat Snipe families!

Anyway, the participants did great, and it was surprising how well everyone sailed and how competitive they were. There was quite a pile-up at the first weather mark, but other than that, things were pretty clean. It was enough, though, for Don Bedford to put a helmet on for the remainder of the 3-race series!

Ed Roseboom was the lone male skipper, and with a wedding date just a month away, Ed decided to practice putting his foot down and let everyone know he wasn't going to let the gals push him around. It was close, as Ginny Barnes posted two bullets!

1990 New England Championships Newport, Rhode Island August 4th and 5th, 1990

Hosted by Narragansett Bay Snipe Fleet

"Two hours south of Boston and four hours from New York."



"The seabreeze will get you out on the rail."

Contact:

Andy Pimental, 5 Wapping Rd., Portsmouth, RI 02871
401-253-6636

Results:

1st: Ed Roseboom/Don Bedford
2nd: Ginny Barnes/Eric Krebs
3rd: Jerelyn Biehl/Sean Biehl
4th: Lisa Griffith/Steve Ross

5th: Jill Ramsey/George Walker

Other competitors included Paula Ganley, Susan Bowden, Cathy Blomgren, Jenifer DeSouza, Kelly Cote and Kris Carner (not necessarily in that order!).

Bob Bowden

GEORGIA CHAMPIONSHIP STARTS OFF CHILLY

Valdosta, Georgia—Sailing was as challenging as ever this year. The weather was perfect with bright sunshine, while the wind varied from 2-10 mph, depending on the streak we were sailing in. Though it was slightly chilly in the morning, by afternoon we were all peeling off our outer layers of clothing. Fourteen boats sailed, representing Georgia, Florida, and Tennessee, but we missed most of you from Florida and everybody from Charleston!

Thanks to all of those members at the Valdosta Yacht Club for hosting the regatta. They really know how to party! Friday night we were welcomed with plenty of snacks and socializing; then Saturday night, more of the same, plus a Chinese buffet. VYC uses a tractor expertly driven by Ellis Cooper and others to put the boats in the water, and this always saves a lot of time and trouble. The starting line is never more than a five-minute sail from the dock. What convenience! Camping is allowed on club property and is more viable in April than in February.

Sailing on this lake gives excellent practice in reading the wind on water and helps to practice keeping the boat moving in rapidly changing conditions.

Brent and Sharon McKenzie battled it out with Andy and Kathy Fox for first place. I asked Andy what his best advice was for this lake and he said "Sail your own race, don't worry what goes on behind you!"

Two juniors in the regatta showed excellent speed. David Muhlhausen sailed into the silver and Brian Hackbarth sailed an excellent third race and was in the lead for the first part of the race.

Next year come enjoy the hospitality of Valdosta Yacht Club and challenging sailing! See you there.

Kathy Bronaugh



Skippers standing, crew kneeling, left to right: Michael Lenkeit and Matt 5th, David and John Muhlhausen 4th, Frank and Marilyn Pontious 3rd, Andy and Kathy Fox 2nd, Brent and Sharon McKenzie 1st.

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Fisher Sails 1989 Results

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5 out of Top 10 boats!
Wells - 1, 2*, 3, 4, 5

District 1 - 1

District

NEWS FLASH!
Early 1990 Fisher Results

1st - Bacardi (Nassau)
1, 2, 3, 4, 5 - Bermuda Race Week
1st - Chesapeake Olympic Regatta

() - 1, 2

Norwegian Nationals - 1

French Nationals - 1

Northeasterns - 1, 2, 3, 4

Kelly Trophy (Nassau) - 1

Gamblin Trophy
(Nassau) - 1, 2

Bacardi (Nassau) - 3

Clearwater - 3, 4, 5
11 out of Top 18 boats!

Don Q - 4, 5, 6
9 out of Top 16 boats!

* Partial Inventory



Photo by Frank Zagarino

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