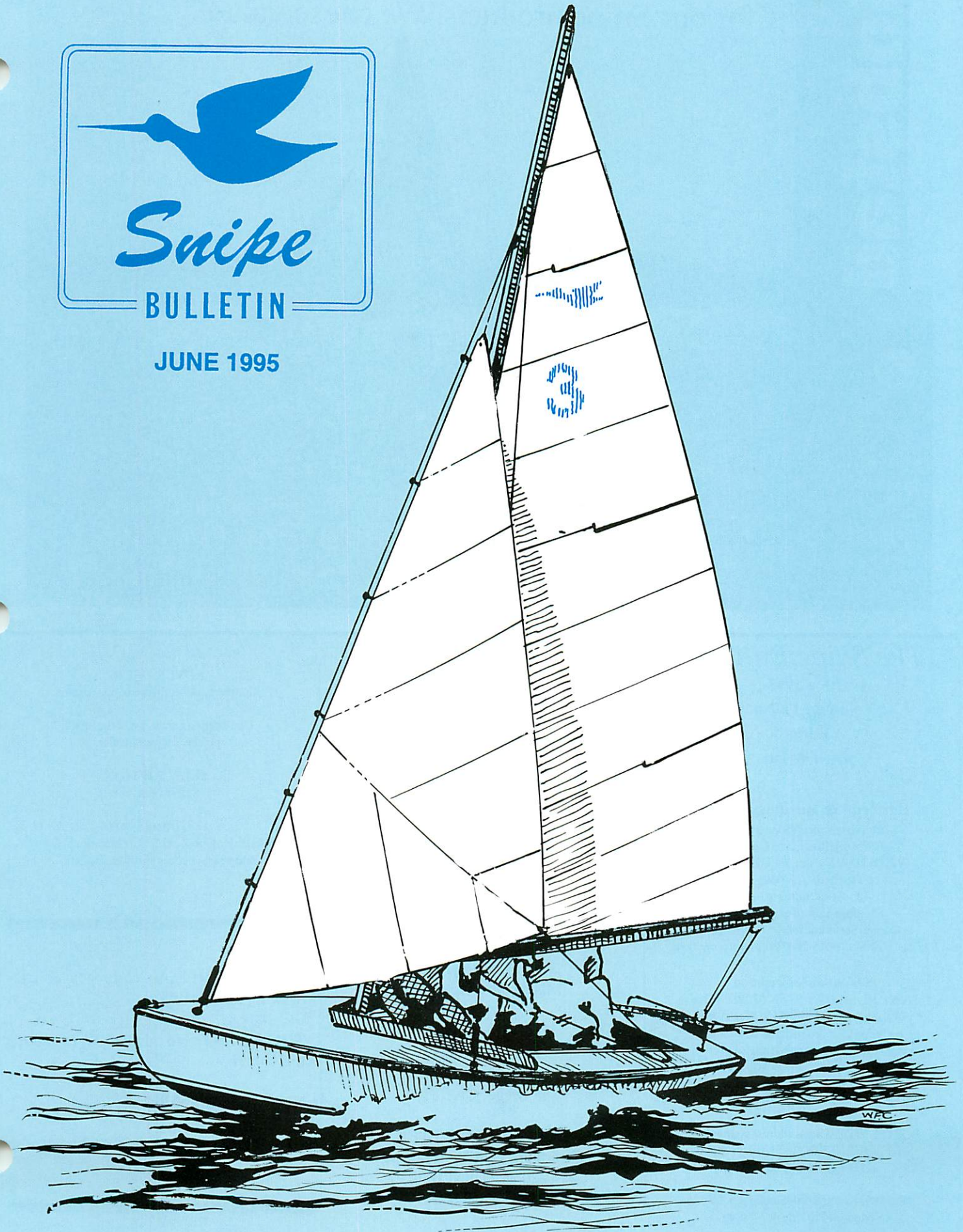


BULLETIN

JUNE 1995



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The Snipe Bulletin

June 1995

Volume XIV No. 6

Editor

Jerelyn W. Biehl

Editorial & Business Office

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THE COVER: An early pen & ink drawing of Snipe #3.

THE COUNT: No numbers were issued this month.

NUMBERED SNIPES: 28943

CHARTERED FLEETS: 829

SWITZERLAND REJOINS THE SNIPE WORLD

National Secretary Arlette Jan has taken the reigns for the reorganization of Switzerland for SCIRA. The Geneva fleet #079, will reform at Club Nautic Hermance in Geneva with 4 members to date, 2 boats and 2 new boats ordered for delivery in June. The first truly international World Championships were held in Geneva in 1947, sailed on Lake Lemman with 13 nations competing. SCIRA is now represented in 27 countries. Welcome back Switzerland!

Arlette Jan
87 Rue de Lausanne, Attic
Geneva CH 1202
Switzerland

WORLD SNIPE DAY

Reports are filing in from around the Snipe world of the first World Snipe Day. Fleet Captains and National Secretaries, please remember to send in your reports - we don't want to leave anyone out of the special report to be in a future *Bulletin*.

Editorial

Reprinted from the February 1946 Jib Sheet, Volume 2, Number 2. The Jib Sheet was the forerunner of The Snipe Bulletin, and was begun in 1945 by Bill Crosby. It not only held news of the Snipe Class, but of other one-design classes.

This is probably going to be the biggest year for Snipes in the history of the class. We have reached a total of more than 5,600 boats and, despite shortages in nearly everything, more are being built by both professionals and amateurs. It is possible that we may assign the number 6,000 to some Snipe before the end of 1946 and if we do, it will be another record.

It's strange how Snipes get built. We think we may have some difficulties here, but the story was told not long ago about the Snipes in Norway. Before the German invasion of that country, there were about 85 Snipes and the Nazis promptly forbid the construction of any more boats of any type. Yet when the war was over, there were more than 120 Snipes in Norway. No one seemed to know where they came from, but during the last "occupation summer" the Snipers in Norway had the

BEST OF THE SNIPE BULLETIN

The requests are overwhelming! It should make the *NY Times* Best Seller list next week as the orders continue to pour in! Don't worry, we have plenty of copies. But don't wait too long -- or your closest competitor may read the go fast tips before you do! Look for mailing information on the *Classified* page.

BULLETIN ARTICLES

We can't report your news unless we receive a report - Please send all regatta reports and photos to the Snipe Bulletin for inclusion. Remember to include crew names!

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largest Snipe regatta ever to be held there.

Although it is not "verboten" to build Snipes in the United States, it might just as well be because of the extreme difficulty of securing almost everything necessary to build a Snipe. But they are being built and in large quantities.

Of course, in many cases, owners are making much of the hardware and we suspect that many new Snipes will be rigged with galvanized fencing or bailing wire - which is not as bad as it sounds. Of course too, not a great deal of wood is used in a Snipe, but the trick is to get good, seasoned stuff. The sails may present the greatest difficulty and some of the largest sailmakers inform us that they just don't have any suitable cloth. And still Snipes are being built.

The only accounting for it must be in the enthusiasm of the Snipers themselves. Where there's a will there's a way and somehow or other they manage to get the materials together and before you know it another "customer" steps up for a new set of numbers.

The summer of 1946 will see the first really

International Championship Regatta. First the National Championships here in the United States and then on to Switzerland for the really hot competition. The amazing thing about it is that all those Snipes will be just like the ones you race here. Some may have been built in Switzerland, Brazil, England or Spain but they all measure in and will be exactly like the plans. Our rules have been translated into French, Portuguese and Spanish but no matter what the language or what system of measurement is used the answer will be a perfect Snipe, for the rules are the same no matter what the language.

We all should feel a little proud of what has been accomplished. I know I do.

—William F. Crosby



New Boat/Old Boat

Dear Christopher Klotz,

Your boat speed karma needs a lift! How do you explain, in a fleet of "new" Jibe Techs that Jeff Lenhart won the 1990 Nationals in a 20-some-odd year old Chubasco Snipe?

Just because the very active sailors are buying new boats, and always will, and new boat builders are constantly producing slightly different boats, can you really prove that they are faster than your "Pukie?" A member of my fleet, Irv Margulies returned from the 1990 Nationals convinced that his very fast, very competitive Snipe #9106 was slower than the new boats because his beautiful 9106 was "fuller in the bow." The boat looked exactly like the much touted (by you Chris) Persson design, except the boat was built 40 years ago. Seems to me trends in the Snipe Class repeat! Granted for some of us the excitement of a new boat is an important factor in going fast, but as the saying goes, "It is the nut that holds the tiller which really determines if a boat is fast."

Sincerely,
Joel Zackin

Dear SCIRA;

I feel compelled to respond to some letters I have read in the "Birds Beak" over the past year. I have been concerned, in particular, with letters expressing the following points of view which I believe are actually quite interrelated:

1. The boat has become too complicated.
2. In order to succeed, you must have the latest trend, fad, equipment, etc.

While I respect other Snipers opinions, I would like to offer a contrasting point of view on each of these significant issues.

Issue #1: The boat has changed and become too complicated.

The Snipe changed forever when we went to the bendy masts in the early eighties. Except for the pole launcher, I believe that virtually all new and "complicated" adjustments to the Snipe since the late sixties are related to controlling the bendy mast e.g. jib halyard, mast ram, adjustable spreaders. Except for mast adjustments, I believe objective analysis will show that all the rig adjustments are the same except for the pole launcher and the daggerboard bridle that many boats now use. In fact, I see one adjustment and sailing variable which has been greatly simplified - the traveler. When I was a kid, I remember being totally mystified with what to do with the up or down and in or out traveler with three or four cleats to set

correctly! (And all of this was behind you). Now, with the split mainsheet, it's just in or out thank goodness. I believe we have to accept the somewhat complicated bendy mast adjustments as a minor negative in order to obtain a major positive. The major positive being that the bendy mast allows a much wider range of crew weights to remain competitive through a much wider wind range.

Issue #2: The latest hot trend, fad, trick, equipment, or sails, is the reason for the top sailors' success.

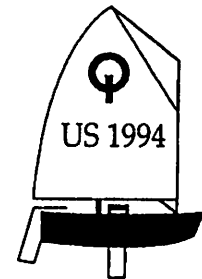
A few years ago, I was packing up the family to go to the Nationals and I asked a good friend for sage advice on what I should do to win. My friend, who has attended and done well at several of these things, firmly planted his tongue in cheek and advised the following: "Get a good start, sail fast, and don't make any mistakes. The rest will follow." When I stopped laughing, I realized that there were several important lessons in the joke. Too much is always made of the boat hull, sails, mast, rigging, etc. of the winners of major events. As one who often finds himself struggling in the middle of the fleet, I believe that is way too easy when in this position to come to the conclusion that those boats reaching away in the top five have a "new something" that I don't have. This is a mental trap that must be avoided. I believe that, with few exceptions, the top finishers at major regattas are there because they do the fundamental and important things exceptionally well (like get a decent start, keep the boat moving fast, and minimizing errors). These people have gotten this way because they practice and practice and practice some more! It takes time and lots of hard work on the water. The top sailors in the world have simplified a complicated game and worked very hard at executing the fundamentals very, very well. I believe that one of the most significant changes in our game in the last 15 years is the large amounts of time that large amounts of good sailors are spending on the water practicing. In the "old days", fewer sailors spent large amounts of time on the water.

At the risk of being somewhat controversial, I'm going to push this a little further and state that I believe that the top sailors, many of whom depend upon the sailing game for their livelihood, must accept some blame for the perception that you must have the latest trend or fad in your arsenal to succeed, and that the boat is becoming too complicated. Some recent tuning guides appear more complicated than my computer

manual. Too many top sailors, when asked for the reason for their success, launch into complicated descriptions of tuning or boat handling techniques, or state that the secret is their boat, sails, or mast. Too many middle of the fleeters, absorb this information and conclude that they need these secrets to succeed. Lets not forget that many of these top sailors have a vested interest in propagating the perception that they have something new and different, because they may have products they are willing to share with you. I am being somewhat unfair and extreme here, but only to make my point. I still believe that one of the strengths of the Snipe class is the willingness of the top sailors to share and discuss their knowledge and reasons for success. In conclusion however, I challenge the top sailors - professional or otherwise - to do a better job of demystifying the game and showing the rest of the class that, in the end, doing the simple and fundamental things very well is the fastest route to achieving your goals in the sailing game.

—Lee Griffith
Snipe #27054
Board Member at Large

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The Jib Lead

Many crews have enjoyed the benefits of adding a small ratchet block to the jib lead car. The improved gripping action of the ratchet block's sheave takes much of the load of the jib sheet, making it easier to uncleat, hold on to and make small jib sheet adjustments. While there are many jib sheeting systems to choose, I like the aftsheeting system shown in the pictures as it offers the option of either myself or my crew to trim the whisker pole downwind.

Due to the length of the ratchet block, its use with the leeward cleating, aftsheeting system requires long plates for the cleats. These plates create a problem as their size limits the crews ability to slide aft and hike. The crew can only move aft to where their calves hit the plate, where after they are forced to hike out at an angle. To minimize this problem, I have developed a simple system that allows the car to slide aft when not being used but automatically move forward to its upwind setting when needed.

Photo 1 shows the windward car in the aft position against the mainsheet cleat. By pushing the car aft, the crew can move back and still have their full extension to hike out perpendicularly to the boat. During the tack, the load of the jibsheet from the jib will pull the car forward where it will stop at the round head bolt (photo 2). This bolt will be positioned in the upwind jib car position (photo 3).

The only risk to this system is that the bolt has no nut. To allow for multiple car positions, the bolt is stuck in one of several holes that have been drilled through the track and deck. Though I have only capsized three times with this system, I have yet to loose a bolt. Instead of the bolt, I have tried using a slider with a plunger pin. This effectively stopped the car, but it was too high and hindered the crews hiking and movement. The simple bolt method has proven to be an effective means to utilize the ratchet blocks while minimizing the related problems.



Photo 1: car in aft position so crew can hike comfortably

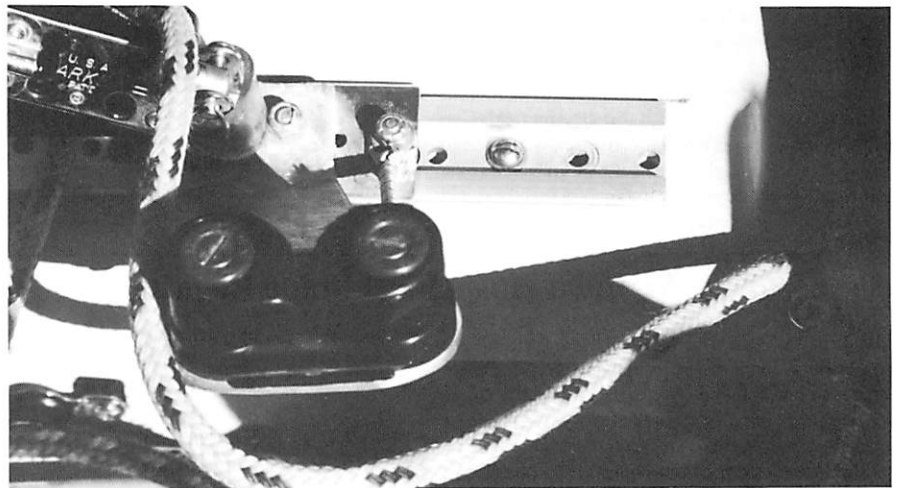


Photo 2: round head bolt used to stop jib car (used as adjustable track stop)

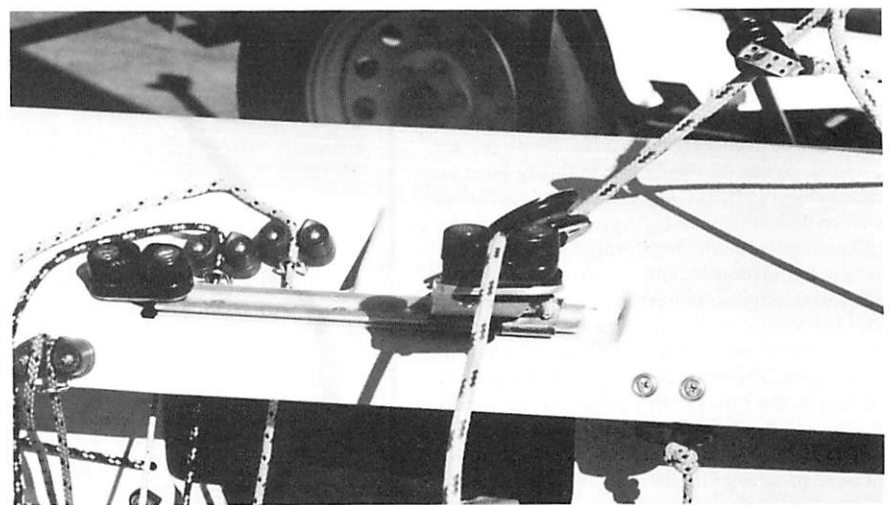


Photo 3: jib car in proper forward position, stopped by round head bolt



Lewecks Dominate Herb Shear Invitational

The 5th edition of the Herb Shear Spring Invitational Regatta was sailed April 29-30 on the mighty Pacific (site of the '97 world Championships to be hosted by MBYC). The Mission Bay fleet used to only sail in the ocean during the 1970's, but currently, we don't sail this venue a lot, as most fleet regattas tend to be run inside the protected bay waters. There is often better wind in the bay, along with smooth water. The bar, bathrooms and MBYC's private beach are never more than a few minutes away. The nearby ocean tends to be lighter and, of course, lumpier and less convenient.

Saturday's racing greeted sailors with all the reasons why we don't go out there more often (light winds with a steady chop, ocean swells and kelp!) Sunday, however, showcased the venue at it's finest with beautiful So. California sunshine and a 10-13 knot ocean breeze, making for ideal championship sailing.

A 29 boat fleet assembled for the event, and Saturday's sail out the Mission Bay channel was accompanied by none other than the Stars and Stripes team on their first sea trial aboard the PACT 95 "Mermaid". The same harbor entry that nearly destroyed the Mermaid a month previous with 10-12 foot breakers closing out the channel entrance was today calm and friendly. 1988 Snipe U.S. Junior National Champion, Brad Rodi, was on board the Mermaid in charge of the mighty main, but one wonders if he wasn't a little jealous watching his old Snipe buddies heading out for some real sailing fun. Nah! It was the America's Cup Finals they were getting ready for. But, many San Diego area Snipe sailors are glad to see the "Cup" over as we regain a half-dozen or more missing fleet members and crews who have been working both on and off the water

with the various defender camps.

Rick Merriman will be one as he readies himself for the '95 Worlds in Italy, along with fellow fleet member (and current U.S. National Champion) Doug Hart. Rick has won two of the five Herb Shear's to date, doing it with five straight bullets in '94, to earn the title of "King of Mission Bay". This year, the team of Craig and Lisa Leweck answered that with their second Herb Shear victory, collecting a perfect score of five decisive wins over the offshore course, earning Craig the title of "King of Mission Beach". The Leweck's will not need to sail again until further notice!

The only other winner of the Herb Shear Perpetual has been Doug Hart who, by no coincidence, was a clear second. There's not a lot of room at the top, folks! There was some good competition for the minor awards. Jack

Franco was in the battle, but failed to make the line on Sunday citing a crooked mast and speed problems. Bob Little sailed well, too, but had to eat a PMS. Argyle Campbell sailed very strong for third, while Jeff Lenhart, Tom O'Neil and Chuck Tripp split a one point difference for 4th, 5th, and 6th.

Herb Shear would be happy to see that the fleet he helped create in the early sixties is doing well with some of the country's best competition. As one of the "Founding Fathers" of Fleet #495, as well as the modern Snipe through his revolutionary "Chubasco" hulls, Herb had a huge impact on the Class. He was a funny guy, dedicated to his family and the Snipe Class. His son, Mike, won the Snipe Worlds crewing with Earl Elms. It is fitting that we remember and honor Herb each year through this regatta, and that we bring the '97 World Championships to Herb's old stomping grounds. It will be an exciting couple years in Southern California leading up to this event which will have something for all, including an open "pre-Worlds" the week before the big event.

—Bob Bowden

Results - top 10 of 29

	Skipper/Crew	Fleet	Total
1.	Craig/Lisa Leweck	Mission Bay	3.75
2.	Doug Hart/Jon Rogers	Mission Bay	17
3.	Argyle Campbell/Rod Graham	Newport Harbor	24
4.	Jeff/Becky Lenhart	Mission Bay	31
5.	Tom O'Neill/Laurel Timpson	Mission Bay	31
6.	Chuck Tripp/Stacy Dumain	Alamitos Bay	32
7.	Bob Little/Collette McKeever	Alamitos Bay	46
8.	Robb Walker/Rowena Carlson	Mission Bay	51
9.	Mike Lenkeit/Scott Dickson	Mission Bay	54
10.	Dave Tillson/Steve Burns	Mission Bay	69

Ventura Hosts First Snipe Regatta

The first annual "Down-Right-Dinghy" Regatta was held at Ventura Yacht Club on April 8th and 9th. Three local boats were supported by five others from San Diego, Long Beach, and San Francisco to help promote the new Snipe fleet for this area. For those sailors who were unable to attend this regatta, make sure you mark your calendars for next year. This enthusiastic group has a lot of potential to become a permanent fixture on the California Snipe racing circuit. Several club members were surprised to see small boat activity in Ventura, and were very inquisitive about Snipe sailing and the cost of new and used boats.

With clear blue skies and the hilly green shoreline, the Snipers headed out for the first day of racing. Big waves and big shifts dictated the first race on Saturday. Jim and Lynn Grubbs missed the first big shift on leg one, but had superior speed towards the big lefty on leg three to get into position to win the first race. Thirty to forty degree wind shifts made it difficult for the race committee to get race two started. When the steady breeze finally filled in, Michael Lenkeit and Lisa Griffith battled the windier and wavier conditions to take the bullet in race two. After race two, the fleet surfed into the club for dinner, drinks, and an evening at a local comedy club.

Sundays conditions brought flatter waves from the windy offshore breeze. But the large waves and ground swell at the jetty make it difficult to get the Snipes out to the race course. So the race committee opted to race the small fleet in the harbor. This unique racing format created three close races that were very spectator friendly. The entire marina had front row seats, as several people spent the afternoon viewing the races.

Martin VonWolfswinkel and crew Trevor DiMarco were able to win all three of the harbor races to clinch the regatta victory. Lenkeit/Griffith were able to hang on to second in the regatta edging out team Lenhart in third and team Grubbs in fourth. Local sailors Marty Gramckow and Linda closed out the top five.

—Michael Lenkeit

	Skipper/Crew	Fleet	Total
1.	Martin VonWolfswinkel/Trevor DiMarco	Newport Beach	7.25
2.	Michael Lenkeit/Lisa Griffith	Mission Bay	13.75
3.	Jeff/Becky Lenhart	Mission Bay	16
4.	Jim/Lynn Grubbs	Lake Washington	19.75
5.	Marty Gramckow/Linda	Ventura	22
6.	Arthur/Sherri McNary	Ventura	31
7.	Charles/Graham Heimler	San Francisco	38
8.	Doug Cefali	Ventura	43



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1995 SNIPE NATIONALS SOCIAL CALENDAR

ALL EVENTS WILL BE HELD AT RICHMOND YACHT CLUB

Prices per person

(Mark how many you want to reserve in each box... example [1] or [2]... so on.)

- | | | | | |
|------------------|---|-----------------|-------|-----------------|
| August 12 - 6 PM | Jr. Bar B Que - FREE to competitors. | non-competitors | 5.00 | [] |
| | | | | competitors [] |
| | | | | Vegetarian [] |
| | | | | |
| August 13 - 6 PM | Opening Ceremonies/Jr. Trophy Presentations | non-competitors | 5.00 | [] |
| | "Welcome", food & cocktails, Jr. trophies and Raffle. | | | competitors [] |
| | Seminar with Bart Hackworth. FREE to competitors. | | | |
| | | | | |
| August 14 - 7 PM | "Mexican Dinner" | | 7.50 | [] |
| | Daily First Place awards for skipper and crew. | | | Vegetarian [] |
| | | | | |
| August 15 - 6 PM | Great appetizers and beer on shore... | non-competitors | 7.50 | [] |
| | "Oldies but Goodies" night. Wear your oldest sailing | | | competitors [] |
| | T-Shirt from a past regatta. Rock out to the 60s,70s, | | | |
| | and 80s music. Pizza and salad. FREE to competitors. | | | |
| | Stick around for the General Meeting. Raffle, too! | | | |
| | Daily First Place awards for skipper and crew. | | | |
| | | | | |
| August 16 - 6 PM | "Talk around the Bar-B-Que"... | | 7.50 | [] |
| | Daily First Place awards for skipper and crew. | | | Vegetarian [] |
| | | | | |
| August 17 - 6 PM | "Caribbean Night" | | 7.50 | [] |
| | Daily First Place awards for skipper and crew. | | | Vegetarian [] |
| | | | | |
| August 18 - 7 PM | Trophy Dinner - included in registration | non-competitors | 21.50 | [] |
| | ... remember to dress up! Lots of fun awards | | | competitors [] |
| | to give away! Awards for the furthest traveled, | | | Vegetarian [] |
| | oldest skipper and crew, youngest skipper and crew, | | | |
| | lowest numbered Snipe, and many more awards. | | | |

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Competition is very important to our class BUT socializing is just as important for us, too. The social events are inexpensive and deliciously entertaining. Snipe Fleet 12 wants everyone to have a great week both in competition but most of all having a lot of FUN!! Hope to see you in August.

1995 U.S. SNIPE JUNIOR NATIONAL AND NATIONAL CHAMPIONSHIPS

Richmond Yacht Club
August 11-18, 1995
REGISTRATION FORM

- U.S. JUNIOR NATIONAL CHAMPIONSHIP
No entry fee. Skipper AND crew must not yet be 20 years old on December 31, 1995.
- SPECIAL JUNIOR SKIPPER/SENIOR CREW CHAMPIONSHIP
No entry fee. Skipper must not yet be 20 years old on December 31, 1995.
- U.S. NATIONAL CHAMPIONSHIP
USSA Members: \$100.00 Entry Fee by July 22, 1995, \$200.00 after July 22, 1995.
Non-USSA Members: \$110.00 Entry Fee by July 22, 1995, \$220.00 after July 22, 1995.
* Refund Available if SCIRA Notified by August 4, 1995 of inability to attend.

All ENTRIES: Complete the following form. (Incomplete forms will be returned!)
Only one event per form. If sailing in more than one event, please complete an entry form for each event.
Fleet Captain must sign your form.

Skipper: _____ USSA#: _____

Address: _____

City: _____ State: _____ Zip: _____ Skipper's Phone (____) _____

Crew: _____ USSA# (If Skipper Not Member): _____

Hull Number: _____ Sail Number, if different from Hull Number: _____

Builder: _____ Hull Color: (Light/Dark) _____

Home Town Newspaper Name: _____ Fax #: _____

If you will be sailing a borrowed or chartered boat please complete the following information:

Owner: _____ Hull Number: _____

Juniors Only: Skipper's Birthdate: _____ Crew's Birthdate: _____

If hull measurements are needed plan to arrive by August 11th. Junior measurement will also be held on August 11th.

I know that yacht racing carries risks. In return for permitting me to participate in the Regatta, I, on behalf of myself and anyone who could make a claim if I am hurt or killed, hereby accept and assume all such risks. I also hereby waive and release the Richmond Yacht Club and all other persons or organizations involved in putting on the Regatta (collectively, the Hosts) from any liability for any claims of any kind for any reason, arising out of or in any way connected to my participation in the Regatta. I also agree to indemnify the Hosts from any claims of any kind by any member of my crew arising out of his or her participation in the Regatta.

Signature of Skipper: _____ Date: _____

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 Sanctioned regatta races in 1995:

Signature of Fleet Captain: _____ Date: _____

SEND REGISTRATION FORM AND FEE (make checks out to SCIRA) TO:
SCIRA, 1833 TUSTIN ST, SAN DIEGO, CA, 92106
ENTRIES MUST BE POSTMARKED BY JULY 22, 1995 OR LATE FEE CHARGED
LATE ENTRY DOUBLES ENTRY FEE

1995 Snipe Nationals at Richmond Yacht Club

Schedule

Date	Racing Event	Social Event
8/11 Friday	jr. measurement (0900 - 1700) sails measured downstairs registration and check in (0900 - 1700)	
8/12 Sat	jr. nationals races 1 2 & 3 first race scheduled to start at 1100 sr. measurement (0900 - 1700)	1700 Jr. Sailors Bar B Q
8/13 Sun	Jr. National races 4 & 5 first race scheduled to start at 1100 Sr. measurement (0900 - 1400) no boat begins measurement after 1200 practice race 1530	1600 Jr. Sailors pu pu's (hors doeuvres) 1700 pu pu's/no host bar 1800 opening remarks 1820 jr. trophy present. 1840 1st Raffle drawing RYC Club Dinner available 1900 Sailing the Bay seminar hosted by Bart Hackworth
8/14 Mon	Crosby races 1, 2 & 3 (one flight) first race scheduled to start at 1130	1800 Polynesian Night daily 1st place awards
8/15 Tues	Crosby races 4 & 5 (one flight) first race scheduled to start at 1130	1700 Pu Pu's 1800 Oldies but Goodies Night Pizza & Salad daily 1st place awards 1900 General Meeting 1940 2nd Raffle drawing 2000 dance to the 60's and 70's
8/16 Wed	Heinzerling/Wells races 1, 2 & 3 first race scheduled to start at 1130	1800 Talk around the BBQ daily 1st place awards
8/17 Thurs	Heinzerling/Wells races 4 & 5 first race scheduled to start at 1130	1800 Caribbean Night daily 1st place awards
8/18 Fri	Heinzerling/Wells races 6 & 7 first race scheduled to start at 1130	1900 Trophy Dinner daily 1st place awards dress up for this event

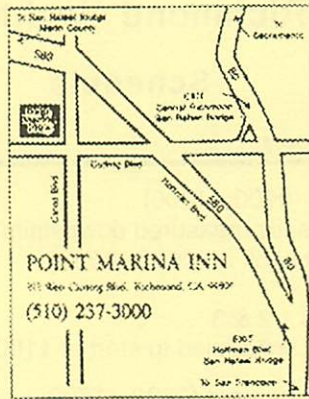
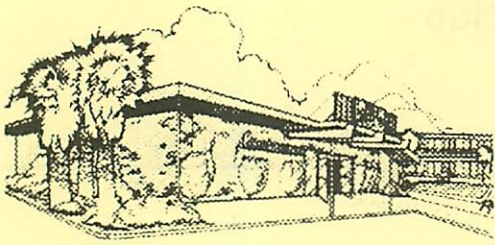
Lunches are provided each racing day.

All dinners will have a vegetarian alternative.

Places to Visit

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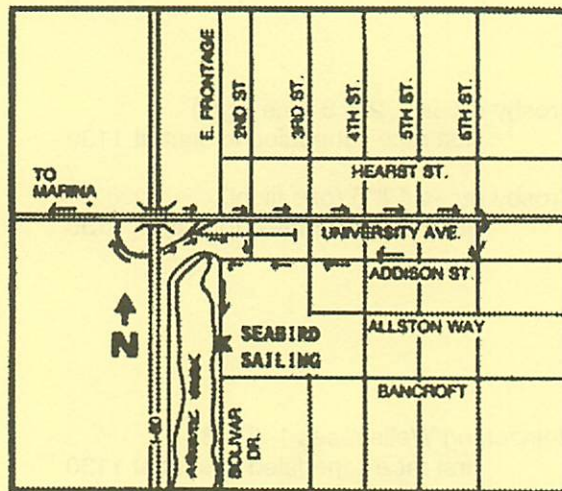
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Evans Retain Governors Cup

The Snipe racing team of Jeff and Julie Evans swept the 1995 Governors Cup. The husband-wife team demonstrated the value of experience and skill by winning all four races. All of us here in Springfield know that Jeff is a great sailor, with good boat speed, but when you include a great crew, well, he's pretty tough to beat - got everything going for him and he doesn't make mistakes.

In spite of all this, the races Saturday were actually very close and competitive through out the ranks. Freshened up by a May regatta date, this years Governors Cup was a great success. Saturdays winds were a delightful 12-18mph, allowing for plenty of hiking on the beats and marginal planing on the reaches. Although Jeff won all three, he was challenged, especially in the second and third races when it took a lap and a half to take the lead.

Unfortunately, Sunday was a drifter day, 0-3, and in the frustrating conditions the Evans' were not phased. By the time I crossed the finish line, Jeff had been to shore and was 100 yards out in the lake taking son Michael for a ride. Lou Dixon, sailing his recently re-acquired Snipe, took second to

nose out Josh Powell for second place overall.

Although we had only eight boats registered, this was an improvement over last years seven, especially considering three were from out of town fleets, including John Miller all the way from Kansas City!

Thanks to Big Boots and his RC crew who always do a professional job, regardless of the turnout.

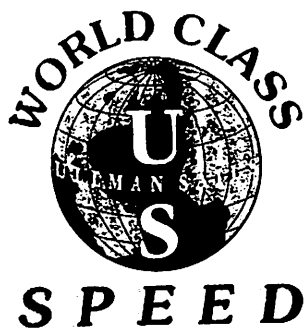
Plan to attend next years regatta, we'll keep the May date which usually offers decent wind, and have plenty of free beer!

—Tim Dixon

ed. note: Tim notes "this was a no frills beer & pizza regatta - \$10 registration & 12-pak coolers for trophies. We all had a great time!"

Results

Boat	Skipper/Crew	Finishes	Total
24682	Jeff/Julie Evans	1-1-1-1	3.0
24681	Lou Dixon/Dave Darnell	3-4-3-2	12
28903	Josh Powell/Sue Kehias	2-2-5-5	14
25049	John Sepanski/Mark Aljets	5-5-2-4	16
26914	John Miller/Christie Schmidt	7-6-4-3	20
24701	Tim Dixon/Jim Robinson	6-3-6-7	22
24440	Troy Tolan/John Buzdinkas	4-7-7-6	24
17389	Brian Dees/Debbie Barnes	8-8-8-8	32



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Dave Chapin - '79 Worlds, '82/'84 Western Hemp, '87 Pam Ams, '79/'81/'82 Nationals

Jack Franco - '90 NA's, Top American '94 Western Hemp., '95 Int'l Midwinters

to the 90's...

Jerry Thompson - '94 Top US Master, '95 Bermuda Raceweek

Dave Chapin - '95 Comodoro Rasco, '94 DOW

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JUNE 3-4; COLONIAL CUP, Severn Sailing Associaion, Annapolis, MD. Sherry Eldridge, 410-823-5505.

JUNE 3-4; DISTRICT 6 CHAMPIONSHIPS. Newport Harbor Yacht Club, Newport Beach, CA. Jerome Fournier, 619-268-0925.

JUNE 3-5; WIDBROE CUP, Espergaerde, Denmark; Bjarne Iversen, Fax: +45-75-61-54-60

JUNE 3-4; DISTRICT 2 CHAMPIONSHIPS; Oklahoma City Boat Club, Andy Towles, 3200 W. Britton #219 Oklahoma City, OK 73120. 405-751-5745

JUNE 3-4-5 - RBSC/RYCB; Veere - Holland. SCIRA Belgium. Andre Callot. Fax: 3-457-81-20

JUNE 10-11; HELSINKI REGATTA, HELSINKI, Finland, SCIRA Finland, Matti Pehkonen. Fax: +358-0-164-5261

JUNE 10-11; DISTRICT 1 CHAMPIONSHIPS; Narragansett Bay; PJ Schaffer, 401-849-8278.

JUNE 10-11; SNIPEHUNT: Indianapolis. Jim Richter, 13 Mill Run Ct., Fisher, IN 46038-3461. 317-773-2169

JUNE 10-11; VITUS BERING CUP, HORSENS, Denmark, Bjarne Iversen, Fax: +45-75-61-54-60

JUNE 17-18; WHITTEMORE/ST. JOHN REGATTA; Quassapaug Yacht Club, Dave Rogers, 385 Park Avenue. Naugatuck, CT 06770. 203-729-9617.

JUNE 17-18; FIREWATER REGATTA; Lincoln, NE; Andrew Ozaki, 402-486-4267

JUNE 17-18; WOLVERINE REGATTA; Barton Boat Club; John Johns, 2965 Hickory Lane, Ann Arbor, MI 48104. 313-971-0024.

JUNE 17-18; TROFEO BAHIA DE VIGO; Real Club Nautico de Vigo. SCIRA Spain. Fax: +34-68-34-30-02

JUNE 23-24-25; TROFEO INAUGURACION; Real Club Reg. Santiago de la Ribera. . SCIRA Spain. Fax: +34-68-34-30-02

JUNE 24-25; BOLDE MOTHER INTERGALACTIC; Cuba Lake, New York. Leo Murphy, 716-372-2853.

JUNE 24-25; ATLANTIC COAST CHAMPIONSHIPS, Larchmont, NY. Tom Ingram, 914-686-5834

JUNE 24-25; DISTRICT 4 CHAMPIONSHIPS, Melbourne, FL. David Noble, 407-779-8404.

JUNE 24-25; MICHIGAN STATE CHAMPIONSHIPS, Reed Lake, Grand Rapids. Chris Schneider, 616-243-8130

JULY 1-2-45TH ANNUAL MISSOURI VALLEY & INSA CHAMPS; INSA, Dan Stoney, 9714 Brentwood Rd., Omaha, NE 68114. 402-390-0744

JULY 1-2; COPPA TAMBURINI, Rimini, Italy: SCIRA Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

JULY 3-9; WORLD CHAMPIONSHIPS; Club Nautico, Rimini, Italy; Giorgio Brezich. Tele & Fax: +39-40-307955

JULY 8-9; DISTRICT 3 JR/SR CHAMPIONSHIPS; Gull Lake. Tom VanderMolen, 9529 Sterling Rd. Richland, MI 49083. 616-629-4551.

JULY 8-9; WINCHESTER INVITATIONAL. Winchester, MA. Sue Lodico, 36 Crescent Street, Wilmington, MA 01887.

JULY 8-9; TROFEO MENDEZ FARINA; Real club Nautico de La Coruna. SCIRA SCIRA Spain. Fax: +34-68-34-30-02

JULY 13-16; FINNISH NATIONAL CHAMPIONSHIPS; Pori, Finland, SCIRA Finland, Matti Pehkonen. Fax: +358-0-164-5261

JULY 14-15-16; SPANISH JUNIOR CHAMPIONSHIPS; Club Marítimo Mar Menor los Urrutias. SCIRA Spain; Fax: +34-68-34-30-02

JULY 15-16; DISTRICT 5 CHAMPIONSHIPS; Chautauqua Lake; Mick Yates, 7 Packard Garden, Lakewood, NY 14750.

JULY 15-16; NORM TANNER MEMORIAL, Bow Mar Yacht Club; Steve Tautz, 4505 W. Wagon Trail, Littleton, CO 80123, 303-794-0385

JULY 15-16; TROFEO VIRGEN DEL CARMEN; Club De Mar de Villa Garcia. SCIRA Spain; Fax: +34-68-34-30-02

JULY 19-23; NORWEGIAN CHAMPIONSHIPS; Asgardstrand, Norway, . SCIRA Norway, Birger Jansen, Fax: +47-66-848-262.

JULY 22-23; UNIKEON REGATTA, Naantali, Finland, SCIRA Finland, Matti Pehkonen. Fax: +358-0-164-5261

JULY 26-30; OPEN SCANDINAVIAN CHAMPIONSHIP; MARSTRAND, Sweden. SCIRA Sweden. Mats Gotlin, Fax: +85-10-14510

JULY 29-30; BRIODY/LAKE ONTARIO OPEN; Newport YC. John Dentinger, 716-461-1551.

JULY 29-30; TROFEO DOMEKO; Real Club Reg. Galicia Villa Garcia. SCIRA Spain; Fax: +34-68-34-30-02

JULY 30-AUGUST 4; EUROPEAN CUP AND UK NATIONALS; Harwich Town Yacht Club; Sarah Mees, +01322-382-252.

AUGUST 1-5; SPANISH NATIONAL CHAMPIONSHIP; Real Club Nautico de La Coruna. SCIRA Spain. Fax: +34-68-34-30-02

AUGUST 5-6; GULL LAKE OPEN; Gull Lake. Tom VanderMolen, 9529 Sterling Rd., Richland, MI 49083. 616-629-4551

AUGUST 12-13; RYCB; Brouwershaven - Holland. SCIRA Belgium. Andre Callot. Fax: 3-457-81-20

AUGUST 9-13; EUROPEAN JUNIOR CHAMPIONSHIP; Son, Oslo, Norway. SCIRA Norway, Birger Jansen, Fax: +47-66-848-262

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AUGUST 12-19; TIRRENO CHAMPIONSHIP; ROSIGNANO, Italy, Giorgio Brezich. Tele & Fax: +39-40-307955

AUGUST 12-13; CRESCENT OPEN; Detroit River, Paul Revere, 921 Berkshire, Grosse Pointe Park, MI 48230. 313-331-7198.

AUGUST 12-13; U.S. JUNIOR NATIONAL CHAMPIONSHIPS; Richmond, CA. Scott Rovanpera, 449 La Casa Via, Walnut Creek, CA 94598. Fax: 510-698-5936

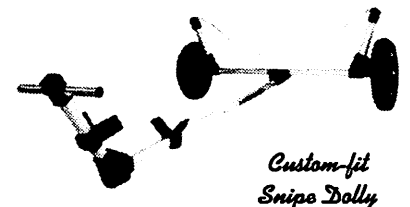
AUGUST 14-18; U.S. SENIOR NATIONAL CHAMPIONSHIPS; Richmond, CA. Scott Rovanpera, 449 La Casa Via, Walnut Creek, CA 94598. Fax: 510-698-5936

AUGUST 13-14-15; TROFEO BODAS DE ORO; Club de Mar Melilla, SCIRA Spain, Fax: +34-68-34-30-02

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South American Championships

40 boats from 4 countries

The following results were sent via the Internet for the South American Championships, sailed April 11-15 in Porto Alegre, Brazil at the Veliceiros do Sul Yacht Club.

Results - 40 boats total

1. Alexandre Paradede/Flavio Femandes	Brazil	1-2-3-1-1-4	7.25	19. Ivan Ferrarons/Nicolas Casariego	Argentina	17-12-33-25-24-12	90
2. Mauricio Santa Cruz/Pepe D'Elia	Brazil	12-3-1-3-2-7	15.75	20. Iago WhatelY/Thomas Buckup	Brazil	29-13-21-15-21-20	90
3. Paulo Santos/Ricardo Santos	Brazil	3-22-16-8-4-5	36	21. Juan Gomez/Hernan Giovanetti	Argentina	9-6-20-dnf-dnc-17	94
4. Ricardo Paradede/Eduardo Paradede	Brazil	13-7-12-6-5-6	36	22. Cicero Hartmann/Fernando Krahe	Brazil	22-19-11-13-dnf-31	96
5. Fernando Kessler/Felipe Loss	Brazil	2-9-13-18-12-2	38	23. Mariano Arroyo/Ezequiel Gonzalez	Argentina	34-26-9-19-29-16	99
6. Christopher Schewe/Sebastian Rana	Uruguay	6-16-10-9-6-21	47	24. Daniel Glomb/Osny Mendes Filho	Brazil	11-dsq-23-22-16-27	99
7. Andre Wahrlich/Eduardo Rocha	Brazil	7-8-28-5-10-18	48	25. Fabricio Streppel/Rubans Ribeiro	Brazil	24-11-35-27-15-23	100
8. Boris Ostergran/Mathias Ostergran	Brazil	5-21-8-12-26-3	49	26. Ian Rodger/Juan Ramos	Argentina	19-dsq-27-24-23-10	103
9. Hector Longarela/Martin Agnoletti	Argentina	18-5-15-4-7-19	49	27. Adrion Santos/Christian Franzen	Brazil	14-18-24-30-31-33	117
10. Fernando Thode/Francisco Freitas	Uruguay	8-17-5-11-11-15	50	28. Felipe Linhares/Pablo Furlan	Brazil	35-27-22-29-30-11	119
11. George Nehm/Fernando Alves	Brazil	4-dnd-6-2-3-1	51.75	29. Bruno Rulhemberg/C. Lindemann	Brazil	30-22.2-29-21-25-29	126.2
12. Andre Fonseca/Valter Tadeu, Jr.	Brazil	10-10-2-20-13-22	55	30. Lucas Ostergren/Gustavo Zipperer	Brazil	41.2-24-26-28-18-30	126
13. Ignacio Vina/Fernando Garcia	Argentina	15-15-19-10-14-13	67	31. Carlos Fanucchi/Thiago Bojlesen	Brazil	26-28-17-26-32-dnc	129
14. Nicolas Ocariz/Javier Ocariz	Argentina	25-4-4-16-20-25	69	32. Bibi Juetz/Fabio Matune	Brazil	27-30-25-32-28-26	136
15. Agustin Zabalua/Esteban Pettinari	Argentina	20-25-7-17-17-9	70	33. Adriano Santos/Luis Americo Brasil	Brazil	31-29-pms-34-19-34	147
16. Hilton Piccolo/Andre Busato	Brazil	23-23-18-7-9-14	71	34. Rodrigo Menegassi/Marcio Becker	Brazil	32-33-34-dnf-27-28	154
17. Gaston Guasoni/Ignacio Casariego	Argentina	2-1-14-14-22-24	74.75	35. Fernando Cavalli/Marcelo Hoffmeister	Brazil	21-31-30-31-dnc-dnc	155
18. Newton Rocha/Rafael Rocha	Brazil	16-20-32-23-8-8	75	36. Victor Lobos/Jorge Rojas	Chile	37-32-31-33-33-35	164
				37. Eduardo Bruzzone/Nidia Gagliardi	Argentina	39-34-38-35-34-32	173
				38. Leonardo Gomes/Jose Ribeiro	Brazil	36-pms-36-dnf-dnc-dnf	198
				39. Luciano Lopez/Glerio Passo	Brazil	dnc-35-dnf-dnf-dnc-dnc	245

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WOODEN SNIPE - partially constructed in 1994 Joe Norton led course at Wooden Boat School. Hull, foam-core bulkheads, and deck frames in place. Asking price \$1,100. Rich Hilsinger, Wooden Boat School (207)359-4651. Maine (amjjas)

MCLAUGHLIN - 26489 - White, Cobra mast, covers, double deck galvanized trailer, sails, extra equipment. 410-268-0908 (east coast) (mjjas)

SOUTHERN - 20548 - Red hull, off-white deck. Good racing condition. 2 sets of sails - Ullman/North. Includes trailer. \$1200 - Ted Horvath, Rochester, NY 716-624-2101. (mjj)

MCLAUGHLIN - 25064 - Royal blue hull, 2 mains, 3 jibs. Cobra II mast w/adj. spreaders. Trailer, top cover, new lines, halyard. Great 1st boat! \$3,000 firm. San Diego. Kris Camer 619-453-9777 x590. (jj)

WOODEN SNIPE - 7439 - Gerber built - needs some work. Asking \$500. Call (516) 741-8618, New York. (june)

SAILS - Sobstads made in 1993, main used in 4 regattas, jib about twice that. Deep shelf. Excellent shape. 913-831-0832 or INTERNET:71207.1745@CompuServe.com. Kansas. (june)

PHOENIX - 27688 - White hull, grey boot top, Cobra mast with super spreaders, all Harkens, custom WaterRat rudder, top and bottom covers, galvanized trailer with custom fiberglass bunks, new North sails, practice set Sobstad sails. Excellent condition. \$5,000. Call Dennis Westover 800-457-0220 days or (206)868-1109 evenings. Seattle. (jja)

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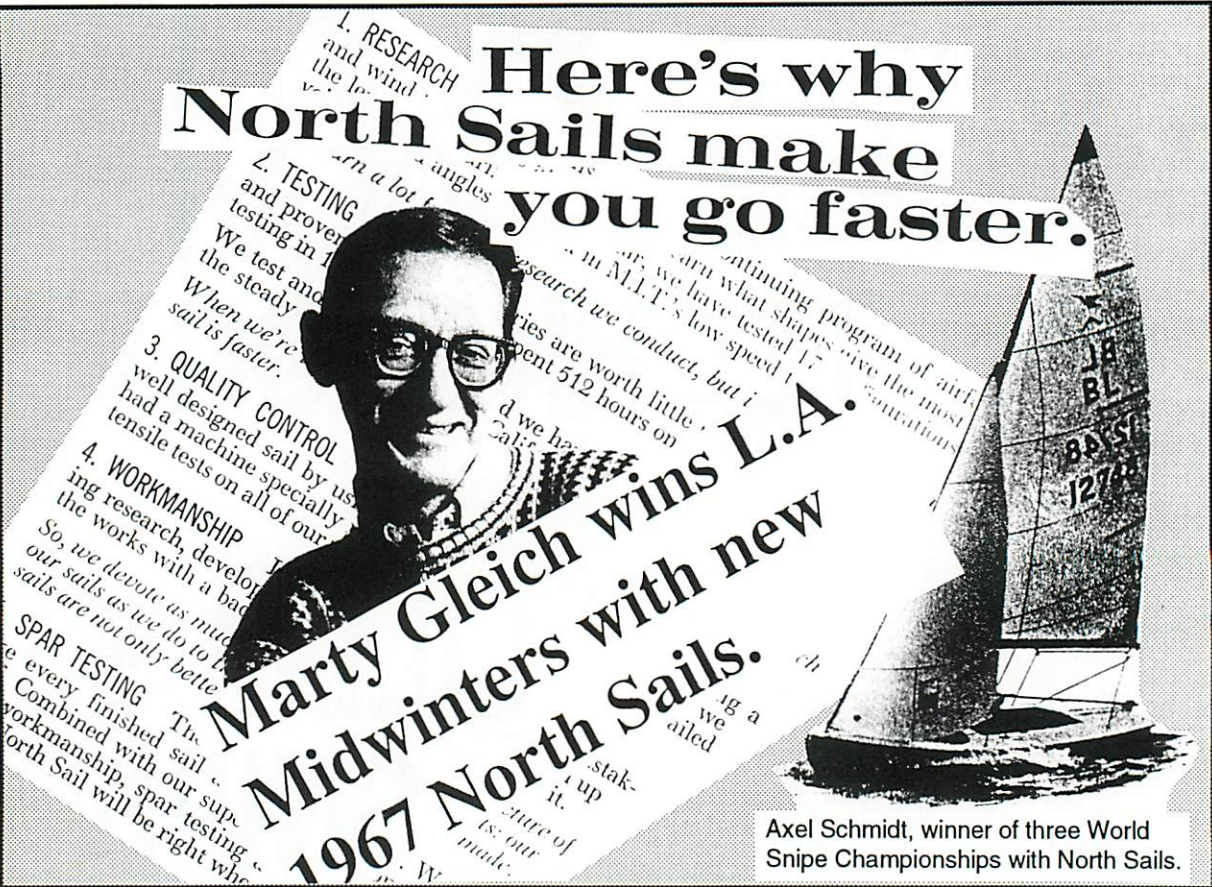
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