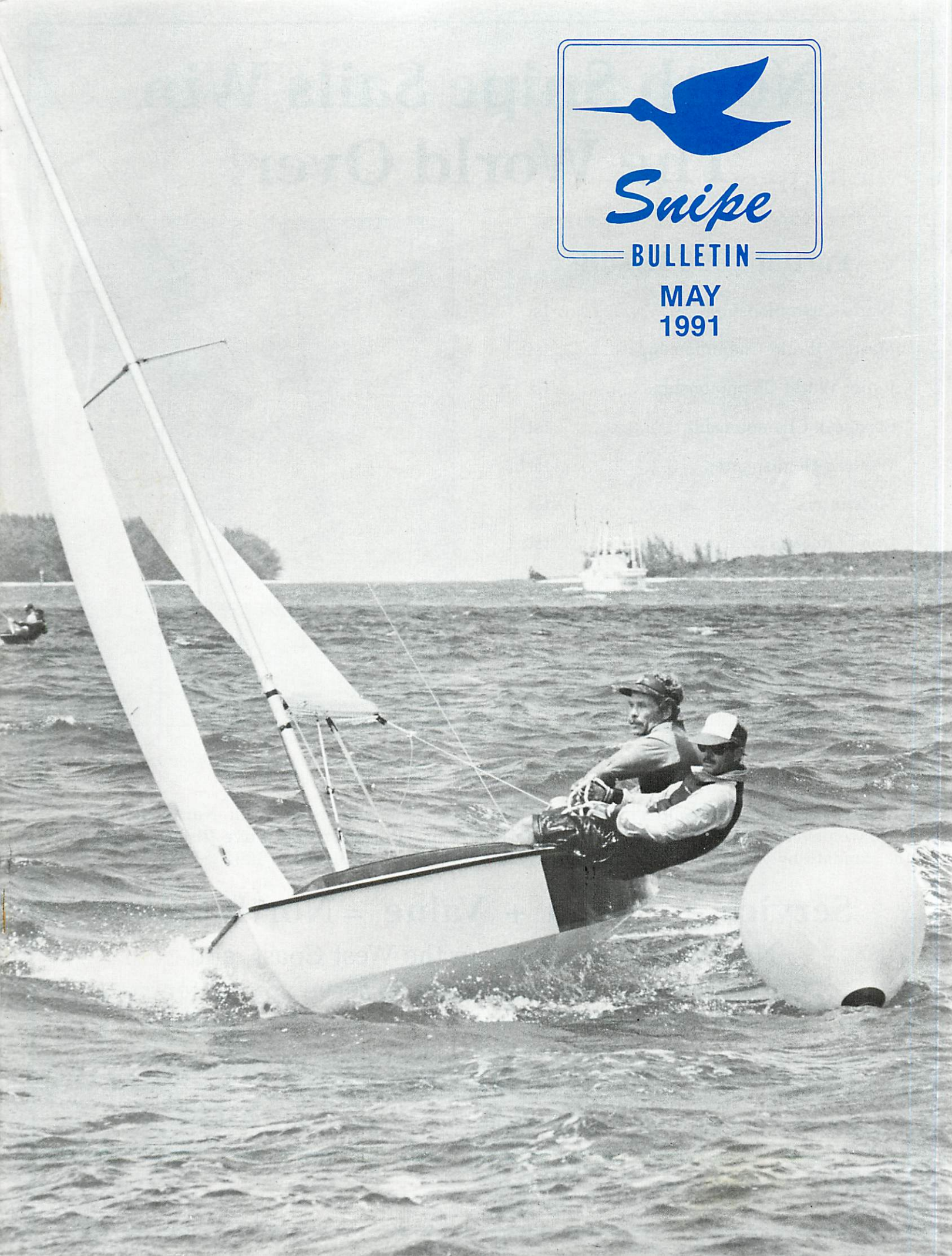




*Snipe*

BULLETIN

MAY  
1991





# North Snipe Sails Win The World Over!

## Partial 1990 Results

World Championships '89 .....	1st
Masters World Championships .....	1st
Junior World Championships .....	1st
European Championship .....	1st
Western Hemispheres .....	1st*
Midwinters .....	1st
Don Q Regatta .....	1st
Bacardi Cup .....	1st
Zimmerman (Overall Winter Circuit) ....	1st
Southern California Midwinters .....	1st

\* Top six places



Means Davis photo

*Ricardo Fabini on his way to winning the Western Hemispheres. North Sails took top six places.*

When the best Snipe Sailors in the world get together, the winners go North. North Snipe Sails have won every major international regatta in 1990. Our **AP-2 Main** and **Wave Jib** have become the standard by which others are measured. Improve your performance in 1991, go North!

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## COMMODORE'S LOG

IYRU, USYRU, RFEV, CYA, JYA, FPV, FIV, etc...

These are all sailing organizations which make sailing a viable, fun sport to pursue wherever you happen to be. The difference in many of these organizations and the USYRU is mandatory membership. Those of us in the U.S.A. guard our right of free choice vigorously, and well we should: It is a basic precept of our way of life. However, there are some things which we too often choose not to do, that we really *should* do. Being a member of USYRU is one of those things.

I have just returned from the mid-year meeting of USYRU in Chicago, where I had the privilege to represent our U.S. members, and the U.S. Snipe Class. This was my first USYRU meeting, and I was pleasantly surprised. I had for many years perceived these meetings as rather closed-group fellowship among a few "self-appointed blue bloods" making decisions for us peons who sail each weekend on our local pond, sound, or bay. In that context it is relatively easy to avoid supporting such an organization. However, that is NOT the real world of our USYRU. I was truly impressed with the atmosphere at the meetings and the social events in between. You would be hard pressed to tell the difference in these meetings and the ones we have among our fleet members or in our club committees. These are sailors very much like you and I who genuinely love the sport and want the very best for sailing as a whole and to every extent possible for every individual within the sport. The main difference in the people I met there and most of us is commitment—commitment to doing something for you and me and all of us who for so many years have sat on the sidelines waiting for someone else to make something happen—and even bitching when something was not to our liking!

So, why am I writing so much in the *Snipe Bulletin* about USYRU? Because I believe it is time for every member of SCIRA in the U.S. to become a member of this organization and to every extent possible become involved in the future of our sport. We could become a Golden Anchor Class, which means that USYRU membership would be automatic for those within the USA who join SCIRA, and at a reduced cost (29% for an individual) be-

low each level of membership available to individuals, families or organizations. In return, SCIRA receives credits for its expenses for USYRU dues, insurance or other benefits. But most important, you become a member and a part of an organization working to promote, guide and build the sport of sailing.

Notice that I did not say sailboat racing. USYRU recognizes that there is more to our sport than just racing. There is a whole world of recreational sailing and social activity which surround each aspect of our sport—from sailboards, to one-design monohulls, to multihulls, to PHRF racers, to cruisers, and even America's Cup racers. To this end, USYRU's board of directors voted overwhelmingly to change the name of USYRU, dropping the often misunderstood word "yacht" and the word "racing" from the name, to better reflect the scope of purpose of the organizations in being the national governing body for the sport of sailing in the USA. The names proposed include: United States Sailing Association, U.S. Sailing, and Sail U.S., to name a few. There will be a vote at the Fall Meeting to determine the name. If you are a member, you will have a voice through your various organization's delegates.

Someday, you may have a direct vote, if our Past Commodore, Pete Fenner, has his way. He wrote a most insightful analysis of USYRU, its services and mission and made recommendations to improve them, that has been very well received by those involved members of USYRU. Among his recommendations, Pete urged that each member be given a vote to be cast directly by that member on the major issues to be decided. By his participation Pete has had a major impact on the future of our sport in the USA. Thank you, Pete, for all of us.

Now it is **your** turn. I urge you to join USYRU and help your class and our sport. Membership dues are: \$35.00 individual; \$50.00 family; and \$10.00 youth (under 21). Send your check to: Membership Secretary, USYRU, Box 209, Newport, RI 02840. **BE SURE** to tell them that you're a Snipe sailor.

If you have thoughts regarding the Golden Anchor program, please discuss them with your fleet captain, District governor, or write U.S. National Secretary,

Phil Richmond, or me, c/o SCIRA.

One final thought...I am really pleased that some of you are taking the time to tell me, either directly or through one of the officers in your fleet, country or U.S. District, what is on your mind—what you want from SCIRA. Remember, this is **your** class.

Promote Snipe Sailing,  
Commodore Means Davis

## MAY 1991

**THE COVER:** Skipper Jimmy Lowe and crew David Weir, from Nassau, are the first foreign team to win the coveted Zimmerman trophy, awarded to the overall best performance on the Winter Circuit. Dennis Kelly photo.

**THE COUNT:** Forty-three numbers were issued: thirty to Japan, five to Denmark, five to Sweden and three to the U.S., including one for Kevin Kelly's beautiful new home-built plywood Snipe, #28100.

**REGISTERED SNIPES:** 28075  
**CHARTERED FLEETS:** 817

## McLAUGHLIN SNIPES WIN:

- 1st, 2nd, 3rd 1990 U.S. Nationals
- 1st Overall 1990 Winter Circuit
- For quality that lasts and lasts

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(USPS 611-500)

MAY 1991

Volume XL No. 5

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CHANGE OF ADDRESS

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

## LETTERS

Dear Tom,

I am very glad to inform you that the  
Western Hemisphere Championship at Bu-  
enos Aires was ended successfully and I  
am very proud of receiving the Honorary  
Vice Commodore's plaque at the ceremo-  
nies.

Thank you again for the kind consid-  
eration of SCIRA and I will promise you  
that I do my best for the development of  
SCIRA Japan as much as I possibly can.

Expecting to see you again in Norway.

Yours Sincerely,

Katsumi Hirata, Japan

I immediately paid my class dues and  
was ready to do some travelling. When  
my first *Snipe Bulletin* arrived I was dis-  
mayed to read about an imposing collec-  
tion of topics that weren't part of my love  
affair with the class. Pole launchers sound  
interesting, but I don't know what they  
do! Faired hulls didn't thrill me, but "mast  
inversion" made a profound impression.  
It's unlikely that I'll be doing any class  
racing in my nifty, legal and registered  
Snipe. She's too pretty to start chopping  
and modifying without any real hope of  
success. It makes me sad, though, to know  
that she won't ever again be raced against  
her own kind.

Advice in the most recent *Bulletin* sug-  
gests that the thing to do is put a reason-  
able price on your old boat ("\$4,000 or  
more") and buy a new one. Something  
is wrong here. Not many would buy a  
soon-to-be-obsolete racing boat for  
\$4,000. I see mentioned with great fre-  
quency the total number of Snipes in the  
class. How many of those are competitive  
boats? The racing class in actuality may  
be no more than a few thousand boats,  
worldwide.

My suggestion is simple and I think fit-  
ting for our historic class: Let's declare  
boats older than #20,000 to be "Vintage"  
racers and include a "Vintage" fleet at  
sanctioned regattas. Is that too romantic

## INTERNATIONAL NORDIC CHAMPIONSHIPS

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an idea? After all, they *are* Snipes, and may be the pride and joy of some pretty fair skippers. The competition would be fierce and fun and the number of active participants in the class might again grow as the old beauties were rolled out to race again. We might even welcome the world-class Snipes if they wanted to borrow an old boat and try their luck. It works with sportscars—why not Snipes?

Sincerely,  
Tom Parker, Highlandville, MO

*Editor's reply: It not only works with sportscars, it is the FASTEST GROWING class of automobile racing. I personally think it's a great idea (emphasis on "personally") and I have passed your ideas along to Commodore Means Davis, who also chairs the SCIRA U.S. Long-Range Planning Committee. He probably figures I put you up to writing, because I have suggested this on more than one occasion. Now it's out to the Snipe World. How about it, anyone got any suggestions as to how this would work? Can we develop a fair handicapping system? Let's have some feedback from the owners of the "Vintage" Snipes!*

## REPORT FROM EUROPE

by John Broughton  
Secretary, SCIRA Europe

With the arrival of Easter the holiday heralds the start of Snipe action throughout Europe, but this year the cheering and congratulations started a few days early.

Throughout Europe the telephone lines from Portugal to each SCIRA National Secretary became jammed with the good news of Antonio Roquette's election as President of the Federacao Portuguesa de Vela, the Portuguese Sailing Federation. Antonio has worked hard for sailing in Portugal and achieved much for his country. This is a just reward, and I know what a proud moment in his life was the taking of this office. SCIRA owes a great deal to Antonio and I know that the "Snipe World" will join me in sending our gratitude and appreciation for his past work for the Class, while conveying sincere good wishes in this position of great importance in the world of sailing. It gives me further pleasure to know that Antonio

will continue as SCIRA Secretary of Southern Europe.

Easter also brought a proud moment for Italy's National Secretary and Board Member, Giorgio Brezich. Over the past three years, Giorgio has been working to rebuild the South European Championship to its past glory, following its slow decline since the early 80s. It was not so much the fact that an Italian crew took the trophy...it was that there were over 50 teams representing eight of the ten SCIRA Europe countries. This year has placed San Remo as the perfect venue for the South Europeans and once again established the prestige of this Championship. Thank you, Giorgio, for your hard work and deep personal faith in rebuilding this regatta. Europe owes you a debt. While Giorgio has been working on the South Europeans, he has also found the time to "flirt" with the Polish Federation. Following my initial contact with

## Start the 1991 season off right with 1990's BEST Snipe Sails!

### 1990 Results

1st 1990 U.S. Nationals  
1st & 2nd 1990 North Americans  
1st, 2nd, 3rd & 4th 1990 U.S. Masters  
1st 1990 Europeans  
1st 1990 Japan Nationals

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### 1991 Results

1st  
Zimmerman  
1st  
Bacardi  
1st  
Gamblin  
1st  
Nassau  
Overall  
1st  
Midwinters  
West

Think you need a  
MIRACLE to win?

## You're RIGHT! Proctor Miracle 1990 Results

1st & 2nd 1990 U.S. Nationals  
1st, 2nd & 3rd 1990 N. A.'s  
1st 1990 Japan Nationals  
1st 1990 Winter Circuit

### Other Results

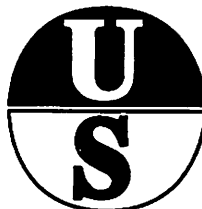
1st 1988 & 1989 U.S. Nationals  
1st 1988 & 1989 North Americans  
1st 1987 & 1988 Winter Circuit

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Poland, Giorgio has build up on that relationship, establishing a full understanding which I feel confident shall develop as the Polish economy improves.

Our continent still regularly receives new boat numbers reflecting the growth of Snipe. Over the winter, two more builders have opened up for business, while a world-class U.K. spar manufacturer has suddenly awakened to the growing popularity of Snipe interest in Europe, and is looking for a slice of the market.

The European Snipe calendar for 1991 is again so full that many top regattas overlap in dates. Unfortunately, this is quite a problem that increases each year with the growth of the class. Maybe the only good that will come of Global Warming will be extending our summer months to extend the European racing season.

Scandinavia has the spotlight this year as Norway is hosting the Worlds, and a few days later Sweden runs the European Junior Championship. There is further excellent news from Norway, as there has been word from the USSR that they will be represented at the Worlds!

As the European vineyard proprietors would say: "The signs this spring look good for a rewarding vintage year."

## NOTES FROM THE CIRCUIT

by Tom Payne

It was another great sailing event, with plenty of wind and, as always, SUPER competition.

A GREAT CHAPTER in the history of the Snipe Class was closed when Sniper Legend FRANCIS SEAVY decided to sit out the rough conditions in Clearwater. Francis started sailing Snipes in 1941. Simple arithmetic tells you that's fifty years ago. He spent this year observing from the Committee Boat, and of course he and NAOMI were on hand for most of the parties and the Awards Banquet. This lovely couple has built their lives around the Snipe, with Naomi still collecting the dues and doing a professional job with the paperwork for Fleet 46. Francis has a neat new Snipe project going. We don't want to say too much until we see the final product, but I'll give you a clue: It fits in the trunk of his car!

I had the good fortune to help sight the line at one of the Don-Q races, and witnessed a little demonstration of what separates the BEST from the rest of us...Ed Adams and Nancy Haberland were in third

place, about 50 yards from the finish line. Just about then, some nice gusts started coming in, and I won't bore you with the details, but they just turned on the speed, made some great tactical decisions and demonstrated some super boathandling and won the race...easy.

It was a real treat watching Adams and Commette slug it out in Clearwater...They make it look easy...along with all the other top sailors who find their way to the front. The big question in many minds is: Are the Jibe-Tech boats really that fast? Time will tell...It doesn't hurt when you put the SUPERSTARS in them. "Fast Eddie" could probably hop in an old overweight boat and stomp most of us mere "mortals."

Special thanks to all of the volunteers for another great event. The Race Committee work that I witnessed was EXCELLENT!

Special thanks to my Finnish friends for being such great guests. Sorry boys, my boat is unavailable next year...I'm going to sail. I've GOT to sail!

# JUST THE FACTS MA'AM

Fact 1) There are four major U.S. sail lofts—three in California and one in Ohio.

Fact 2) For the past three years, every major championship in North America has been won by one of the West Coast lofts.

Fact 3) Of the three lofts, Sobstad Sails is the #1 choice for new sail purchasers on the West Coast.

Fact 4) It is now Fall Discount time at Sobstad Sails.

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A clean start in Nassau. Dennis Kelly photo.

## BAHAMIANS LOWE AND WEIR TAKE ZIMMERMAN

The 1991 Winter Circuit was notable for several reasons, the most significant being the Zimmerman win by Jimmy

Lowe and crew, David Weir, making the first time that this coveted trophy has been won by a non-U.S. team. Canadian Ian

Brown of Pier 4 Sailing Club was second by a narrow 1/4 point margin over Miami's Gonzo Diaz.

### COMMETTE AND SUDDATH TAKE NARROW VICTORY AT CLEARWATER

The weather in Clearwater is always unpredictable. This is one event where you pack everything you own, as you never know if it will be sunny and hot, or blustery and cold. This year was blustery and cold, with the first day of the schedule blown-out. With northerly winds of 20+ knots bringing huge waves to the Gulf of Mexico, the Committee wisely decided that it was better to call off the action early rather than try to sail in Clearwater Bay, so everyone had a chance to either work on their boats, or take off and do some local sightseeing.

When the racing got underway on Monday, the winds were still from the north, greatly diminished from the day before, but it was chilly, and the temperature seemed to drop as the day progressed. Commette and Suddath won the first race, with Snipe newcomer Chris Larson and crew Will Jeffers in second and "Team Navy," Hal Gilreath and Rob Hallowell, in third.



Finland's Claus Carpelan and Freddy Wegelius have the lead approaching the weathermark in Clearwater. T. Payne photo



*Don-Q trophy winners. Standing, left to right: Charlie Lewis, Art Auwaerter, Rob Hallawell, Bridget Young, Hal Gilreath, Jimmy Lowe, Ed Adams, and Greg Morton. In front: Bob Behan, Ian Brown, David Weir, Lisa Griffith, and Nancy Haberland.*

Race two went to "Fast Eddie" Adams and supercrew Nancy Haberland, with Larson and Jeffers taking another second. Californians Gregg Morton and Lisa Griffith were third. Commette and Suddath were fourth.

By now the crews were beginning to tire, as the winds continued to honk, but there were races to be made up from the first day, so a third race was started. Commette, Adams and Larson were 1-2-3. The Canadian team of Ian Brown and Don Behan were fourth, topping off a great day for them.

For Tuesday's three races the winds had shifted to the south, bringing some warmth. Commette and Adams had another battle going, with Adams taking the gun. Lowe apparently liked the warmer going as he was up to third. Larson dropped to eleventh, but rebounded to take a bullet in race 5, with Adams in second and Commette in third. At this point it seemed that the title would go to Commette and Suddath if they could beat Adams in the final race. They took the gun, with Doug Clark and Scott Taylor in second, and Lowe in third. Adams dropped to fourth. Commette and Suddath had won, but there was trouble back in the harbor.

*Looks like Doug Clark and Scott Taylor are headed for the bottom at Clearwater. T. Payne photo*





The sailing instructions had some archaic language that said that top five boats in each race had to show their safety equipment after **each** race. Commette forgot to do this after race five. He was DSQ'ed for the race. (There's a lesson here: **All sanctioned regattas should use the new SCIRA standardized sailing instructions!!! Write the office for a copy!**).

Much to his relief, he still had enough points to take a narrow win over Adams. Larson was third overall, and the consistent Clark was fourth. Lowe had a great final day (compared to his dismal first day!) and ended up eighth overall.

### ADAMS AND HABERLAND TAKE DON-Q

*by Gonzalo "Old Man" Diaz*

Ed Adams and Nancy Haberland, representing the New York Yacht Club, dominated a fleet of 56 Snipes in the XXV Annual Don Q Rum Keg Regatta, scoring two firsts and three seconds for a total of 7.5 points.

On Friday the winds were from the Northeast at 15 to 18 miles per hour. After several general recalls, the fleet finally took off with Commette and Adams quickly grabbing the lead. They finished in that order, with Gregg Morton in third.

For the second race we had the W flag (windward/leeward course). Sam Mollet and Gonzo Diaz favored the left side on the first windward leg and took the lead. At the finish it was Gonzo, Adams, Commette, and Mollet.

Saturday brought small craft warnings with northeasterly wind 15 to 20 miles per hour, gusting to 25. It was rough, but not cold. Both races were T flag (double Triangle). Adams and Haberland posted two bullets to consolidate their lead. Birger Jansen and Keith Dodson each posted a second place. Jimmy Lowe had great speed on the reaches and took two thirds. Commette and Suddath had trouble at the jibe mark and did a 1440 (two 720s!) which put them well back in the fleet.

The fleet was back to the dock to be met by the Coconut Grove Sailing Club ladies serving Don Q Rum Daiquiris and to mark the start of the Don Q Rum party that went on for a couple of hours.

The final day, Sunday, was vintage Biscayne Bay with warm southerly breezes, 10-15 mph, and warm sunshine! Doug Clark and Scott Taylor of Annapolis had made major repairs to their rig and showed great speed to win the final race. Adams took second and Ian Brown took third.

Art Auwaerter, the Race Committee Chairman, conducted a very successful championship with the help of many Co-

### 52ND ANNUAL MIDWINTER CHAMPIONSHIP

Clearwater Yacht Club  
March 9-12, 1991

Top 25 of 51 Boats  
(Six races, one throw-out)

Finish	Skipper/Crew	Team	Places	Points
1	Peter Commette/Connie Suddath	Miami	1-4-1-2-DSQ-1	8.25
2	Ed Adams/Nancy Haberland	Newport	6-1-2-1-2-4	9.50
3	Chris Larson/Will Jeffers	St. Pete	2-2-3-11-1-10	17.75
4	Doug Clark/Scott Taylor	Annapolis	5-8-5-6-13-2	26.00
5	Craig Leweck/Matt Reynolds	Mission Bay	10-6-7-4-19-6	33.00
6	Ian Brown/Don Behan	Canada	7-9-4-10-5-17	35.00
7	Hal Gilreath/Rob Hallowell	Annapolis	3-7-6-17-7-15	38.00
8	Jimmy Lowe/David Weir	Nassau	17-19-18-3-6-3	47.00
9	Charlie/Michele Bustamante	Miami	13-15-21-15-11-5	59.00
10	Mike/Libby Toppa	St. Pete	14-21-12-7-15-11	59.00
11	Doug Nugent/John Ramsden	Edmonton!!!	19-5-13-18-14-12	62.00
12	Bryan Fishback/Lori S.A. Stout	Annapolis	11-PMS-16-8-12-18	65.00
13	Keith Dodson/Bridget Young	Alamitos Bay	21-14-30-14-10-8	67.00
14	Gregg Morton/Lisa Griffith	Mission Bay	16-3-27-27-4-19	69.00
15	Birger Jansen/Carine Juliussen	Norway	12-13-10-23-20-16	71.00
16	Bill/Tim Healy	Columbus	22-DSQ-9-9-9-22	71.00
17	Sam Mollet		25-10-14-5-21-23	73.00
18	Gonzo Diaz/Charlie Lewis	Miami	20-20-15-12-18-9	74.00
19	Rick Wood/Neil Garren	Portage Lake	23-17-22-21-8-14	82.00
20	Robin Gales/Tom Fisher	Mission Bay	29-12-11-19-23-20	85.00
21	John/Karen Fry	Annapolis	15-25-33-20-16-13	89.00
22	Mike Pinkney/Polk Wagner	Charleston	26-27-24-13-22-7	92.00
23	Alex Stout/Dobie Byers	Annapolis	8-22-20-25-25-DNS	100.00
24	Bill Buckles/Tommy Gonzales	Cleveland	18-18-19-30-29-21	105.00
25	Mike Zani/Greg Enos	Miami	9-11-8-DNF-DNF-DNS	112.00

### DON Q RUM KEG REGATTA

Coconut Grove Sailing Club  
March 15-17, 1991

Top 25 of 51 Boats

Finish	Skipper/Crew	Team	Places	Points
1	Ed Adams/Nancy Haberland	Newport	2-2-1-1-2	7.50
2	Gonzo Diaz/Charlie Lewis	Miami	10-1-5-4-6	25.75
3	Hal Gilreath/Rob Hallowell	Annapolis	12-5-6-6-12	41.00
4	Gregg Morton/Lisa Griffith	Mission Bay	3-14-4-10-11	42.00
5	Ian Brown/Don Behan	Canada	11-16-9-7-3	46.00
6	Birger Jansen/Carine Juliussen	Norway	7-11-2-17-10	47.00
7	Keith Dodson/Bridget Young	Alamitos Bay	6-18-7-2-14	47.00
8	Jimmy Lowe/David Weir	Nassau	5-19-3-3-17	47.00
9	Craig Leweck/Matt Reynolds	Mission Bay	14-7-14-5-8	48.00
10	Bryan Fishback/Lori Stout	Annapolis	9-12-11-8-21	61.00
11	Charlie/Michele Bustamante	Miami	8-6-25-15c-5	64.00
12	Doug Clark/Scott Taylor	Annapolis	4-13-19-DNF-1	71.75
13	Bill Buckles/Tommy Gonzales	Cleveland	22-9-16-9-24	80.00
14	Peter Commette/Connie Suddath	Miami	1-3-8-DNS-16c	83.75
15	Henry Filter/Nancy Green	Cottage Park	18-10-32-18-7	85.00
16	Doug Nugent/John Ramsden	Edmonton, Canada	25-17-10-11-26	89.00
17	"Old Man" Diaz/Aaron Haller	Miami	13-21-30-16-9	89.00
18	Alex Stout/Dobie Byers	Annapolis	23-8-23-22-19	95.00
19	Robin Gales/Tom Fisher	Mission Bay	17-DNS-13-14-4	99.00
20	Sam Mollet/Alex Pline	Portage Lake	21-4-15-DNS-15	106.00
21	Larry Suter/Carla Zimmer	Miami	16-23-22-21-25	107.00
22	Robert Dunkley/Adam Boorman	Nassau	15-DNS-17-12-13	108.00
23	John/Karen Fry	Annapolis	27-22-27-19-20	115.00
24	Rick Wood/Neil Garren	Portage Lake	20-15-21-20-DNS	127.00
25	Claus Carpelan/Freddy Wegelius	Finland	26-31-24-23-23	127.00

### ZIMMERMAN STANDINGS

Total points—19 races

Finish	Skipper/Crew	Team	Points
1	Jimmy Lowe/David Weir	Royal Nassau Sailing Club	144.75
2	Ian Brown	Pier 4 Sailing Club, Canada	155.00
3	Gonzo Diaz	Miami Fleet 007	155.25
4	Keith Dodson	Alamitos Bay Fleet 218	162.50
5	Birger Jansen/Carine Juliussen	Oslo, Norway	186.50

conut Grove Sailing Club members and a few non-members assisting.

It is important to mention the participation of two Finnish teams, Claus Carpelan and Freddy Wegelius and Ilkka Hallavo and Krister Tornroos. Thanks to our Executive Director, Tom Payne, and Alex Pline of Cleveland, for lending their boats so that we can expand our international participants on the Circuit. Sailors from Norway, Finland, Canada, and the Bahamas add to the international flavor of this event, and we look forward to having more foreign teams in the future.

**DODSON AND BIEHL  
(MRS. BIEHL, THAT IS!)  
DOMINATE NASSAU**

*(Compiled from "eyewitness" telephone reports)*

Keith Dodson with crew Jerelyn Biehl finally found the front of the fleet to win both the Bacardi and Gamblin trophies in Nassau, but the big story was homeboys Jimmy Lowe and David Weir.

None of the top finishers in the Midwinters or Don Q were able to make the trip this year, so the Zimmerman was up in the air. Canadian Ian Brown and SCIRA Board Member Gonzo Diaz were fighting for the coveted award, but Lowe and Weir sailed consistently enough to take it. This touched off a wild celebration at the Royal Nassau Sailing Club that lasted until 3:00 a.m. But where was Jimmy while the party was raging? His celebration started as soon as he hit the dock, and rumor has it that he "retired" to the back seat of his car "around ten or so"!

It was a typical Nassau event, with plenty of wind, sunshine and the famous hospitality that marks this great event, and even though the attendance by U.S. boats was off, that didn't prevent some great fighting for the top honors. As mentioned above, Keith and Jerelyn dominated, with Lowe, Diaz and Jansen battling among themselves for the other winning positions. Ian Brown and crew Douglas Maybank never found the formula, and that left the Zimmerman for Lowe and Weir.

*Commette and Suddath—  
'91 Midwinter winners  
T. Payne photo*

**BACARDI CUP  
Royal Nassau Sailing Club  
Nassau, Bahamas  
March 20, 1991**

Finish	Skipper/Crew	Team	Places	Points
1	Keith Dodson/Jerelyn Biehl	Alamitos Bay	1-1-2	3.50
2	Jimmy Lowe/David Weir	Royal Nassau	2-2-4	8.00
3	Gonzo Diaz/Michele Bustamante	Miami	6-5-1	11.75
4	Birger Jansen/Carine Juliussen	Oslo, Norway	5-4-6	15.00
5	Gregg Morton/Lisa Griffith	Mission Bay	3-3-13	19.00
6	Ian Brown/Douglas Maybank	Canada	4-6-10	20.00
7	Bill Buckles/Tommy Gonzales	Cleveland	8-12-3	23.00
8	John Dunkley/Robert Brown	Royal Nassau	12-11-7	30.00
9	Sean Biehl/Doug DeSouza	Mission Bay	10-8-12	30.00
10	John/Cathy Johns	Barton Boat Club	9-13-9	31.00
11	Robin Gales/Tom Fisher	Mission Bay	7-17-8	32.00
12	Steven Kelly/Peter-Bruce Wassitsch	Royal Nassau	11-11-10	32.00
13	Fernando DeCardenas/Dwayne Wallas	Royal Nassau	16-9-19	44.00
14	Myles Pritchard/Ted Smith	Royal Nassau	14-14-18	46.00
15	Gwen Crook/Adam Boorman	Canada	17-16-14	47.00
16	Fred Thurston/Craig Boorman	Miami	18-15-15	48.00
17	Robert Dunkley/Pat Farmer	Royal Nassau	DNS-DNS-5	51.00
18	Peter Christie/Mark Issacs	Royal Nassau	15-19-17	51.00
19	George/Jill Damianos	Royal Nassau	DNS-7-DNF	52.00
20	David Kuhn/Kevin Blee	Spanish Point, Bermuda	19-18-16	53.00
21	Godfrey Kelly/Diane Holowesko	Royal Nassau	13-DNF-20	55.00
22	Leo Murphy/Julia Van Beelen	Dismal Valley	20-20-DNS	63.00

**DUDLEY GAMBLIN MEMORIAL TROPHY  
Royal Nassau Sailing Club  
March 21, 1991**

Finish	Skipper/Crew	Team	Places	Points
1	Keith Dodson/Jerelyn Biehl	Alamitos Bay	3-3-2-3-4	15.00
2	Gonzo Diaz/Michele Bustamante	Miami	2-11-3-1-5	21.75
3	Jimmy Lowe/David Weir	Royal Nassau	5-8-6-4-1	23.75
4	Birger Jansen/Carine Juliussen	Norway	DSQ-1-1-5-2	30.50
5	Bill Buckles/Tommy Gonzales	Cleveland	1-4-5-15-7	31.75
6	Robert Dunkley/Pat Farmer	Royal Nassau	11-9-7-2-8	37.00
7	Ian Brown/Doug Maybank	Canada	4-12-11-7-3	37.00
8	Sean Biehl/Doug DeSouza	Mission Bay	6-7-12-8-6	39.00
9	Gregg Morton/Lisa Griffith	Mission Bay	7-5-4-11-15	42.00
10	Robin Gales/Tom Fisher	Mission Bay	9-6-10-6-14	45.00
11	John/Cathy Johns	Barton Boat Club	14-2-8-12-11	47.00
12	ohn Dunkley/Robert Brown	Royal Nassau	8-15-15-18-10	66.00
13	Steven Kelly/Peter-Bruce Wassisch	Royal Nassau	13-10-9-21-13	66.00
14	Myles Pritchard/Ted Smith	Royal Nassau	12-14-14-9-21	70.00
15	Gwen Crook/Adam Boorman	Canada	10-13-DNS-13-18	77.00
16	George/Jill Damianos	Royal Nassau	16-DNS-DNS-10-9	81.00
17	Peter Christie/Mark Issacs	Royal Nassau	19-16-13-17-17	82.00
18	Godfrey Kelly/Diane Holowesko	Royal Nassau	15-17-16-16-19	83.00
19	Fred Thurston/Craig Boorman	Miami	18-DNS-DNS-14-12	90.00
20	Fernando DeCardenas/Dwayne Wallas	Royal Nassau	17-DNS-DNF-19-16	93.00
21	Dave Kuhn/Kevin Blee	Spanish Point	DNS-DNS-DNS-20-20	109.00
22	Leo Murphy/Julia Van Beelen	Dismal Valley	DNS-DNS-DNS-22-22	113.00





# GOLISONS TOP RECORD FLEET AT CALIFORNIA MIDWINTERS

by Hal Gilreath

Alamitos Bay Yacht Club hosted a record forty-seven-boat fleet for the 62nd Southern California Midwinters. The Snipes were part of the 1,100 boats hosted by fifteen clubs, making it the largest sailing event in the world! Two light air races on Saturday and two medium-to-heavy races on Sunday provided a mixture of conditions to test each crew's skills. Additionally, sailing with the J-24s, I-14s, and C-15s inside the breakwater made for tight racing and harried mark roundings.

The regatta started off with ABYC's happy hour on Friday. Snipers rolled in from San Diego, Sacramento, San Francisco, and Sweden. Everyone unpacked, rigged, and got loose for the weekend ahead. After closing down ABYC, a lucky few finished off the evening with "blender sports."

Jay and Jackie Golison triumphed in the four-race series, displaying consistent tactics and speed in all conditions. They avoided the major mistakes that befell others and turned a first race gamble into an easy win. Jack Franco and crew, Mike Bartel edged out Gregg Morton and Carol Merriman for second overall.

The regatta began with Mark Rastello playing the right side up the first beat in the light southeasterlies to round the weather mark in the lead. The fleet com-



## SOUTHERN CALIFORNIA MIDWINTERS

Alamitos Bay Yacht Club

February 16 & 17, 1991

Four races, one throwout. Top fifteen of forty-seven boats

(Note: Most crew names not sent with report!)

Finish	Skipper/Crew	Team	Places	Points
1	Jay/Jackie Golison	ABYC	1-5-1-8	6.50
2	Jack Franco/Mike Bartel	ABYC	3-15-3-7	13.00
3	Gregg Morton/Carol Merriman	MBYC	2-PMS-2-10	14.00
4	Jim/Lynn Grubbs	San Francisco	13-8-6-3	17.00
5	Mark Rastello/(no crew?)	San Francisco	5-20-8-4	17.00
6	Hal Gilreath/Rick Merriman	Annapolis	6-21-10-5	21.00
7	Lisa Leweck/Dwayne	Mission Bay	7-18-18-1	25.75
8	Steve Willits/(no crew?)	Mission Bay	30-9-17-2	28.00
9	Robin Gales/Tom Fisher	Mission Bay	18-12-9-9	30.00
10	Rich Bergsund/(no crew?)	San Francisco	11-13-7-16	31.00
11	Chuck Tripp/(no crew?)	Alamitos Bay	14-14-4-19	32.00
12	Tom Nute/(no crew?)	Mission Bay	9-17-12-12	33.00
13	Sean/Jerelyn Biehl	Mission Bay	22-2-14-17	33.00
14	Charlie Cummings/(no crew?)	Alamitos Bay	35-7-13-13	33.00
15	John Andron/(no crew?)		10-3-32-21	34.00



pressed itself as it headed high and beyond the ABYC jibe mark. Jay and Jackie rounded the jibe mark in the teens, and maintained starboard tack. They split with the fleet, passed to leeward of the oil derrick island and rounded the leeward mark with a comfortable lead. The next five positions were tight as Morton squeezed in front of the pack to take second.

In the second race, the U.S. Champ, Jeff

Lenhart, with his daughter crewing, took the start and won with ease. D-6 Governor, Sean Biehl, with Jerelyn crewing, followed in second.

After a day of sailing, the competitors retired to ABYC for more socializing. Craig Leweck came over after sailing his Tornado and abetted the dominance of the Snipe class at the party. Afterwards, ABYC fleet members opened their homes for fabulous cook-outs and more festivities.

Sunday was clear and sunny as the typical sea breeze came in from the southwest. It quickly built to fifteen knots and the fleet was off on a double triangle course. The Golisons won the pin at the start, went left and established an insurmountable lead at the weather mark. The wind continued to build for the second race and made for some exciting reaches. Lisa Leweck successfully navigated her way through out-of-control J-24s, and I-14s to win the shortened race. Morton, not aware that the race had been shortened, ducked a group of boats at the finish, allowing Franco to garner second overall.

The high-caliber sailing and warm hospitality provided made for a competitive and fun weekend. The record number of boats shows an encouraging resurgence in Southern California Snipe sailing. This is a positive sign that this fall's North Americans and the 1992 U.S. Nationals will be mandatory for those who enjoy excellent sailing and social activities.



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# NORTH CAPE PREPARES FOR 1991 U.S. NATIONALS

## Make plans, now!

It sounds perfect, especially the part about the race course being only minutes from the harbor. Then there's the promise of "awesome showers" (post-race, that is!), free camping within walking distance, and the ever-popular open beer truck! That's just a few of the "advertised specials" promised by Regatta Chairman Terry Timm, as incentives to get you to pack up and head to North Cape Yacht Club for the 1991 U.S. National Championship.

Located on the shores of Lake Erie, between Monroe and Toledo, Michigan, NCYC also boasts the kind of features that make this look like a great combined sailing/family vacation week. Things like a beach with a playground, and child care/babysitting, combined with "nightly entertainment" are sure to appeal to a market that is fast becoming "Mom, Pop and the kid(s)."

But what about the sailing conditions? Here's a description by noted Lightning sailor, Bruce Goldsmith, as provided by Chairman Timm: "It's not crystal clear, but Lake Erie off of North Cape Yacht Club is warm (80 degrees), swimmable by kids, and provides fantastic sailing conditions. Eighty percent of the time the wind blows offshore from the southwest in the morning, backing to the southeast in early afternoon. If the weather system flow is strong southwest, the southeast seabreeze is less reliable. If the wind is zero to light in the morning, the southeast seabreeze will be in by noon and blowing 15 by 2 p.m. Not only that, but it lasts until 8 o'clock at night!

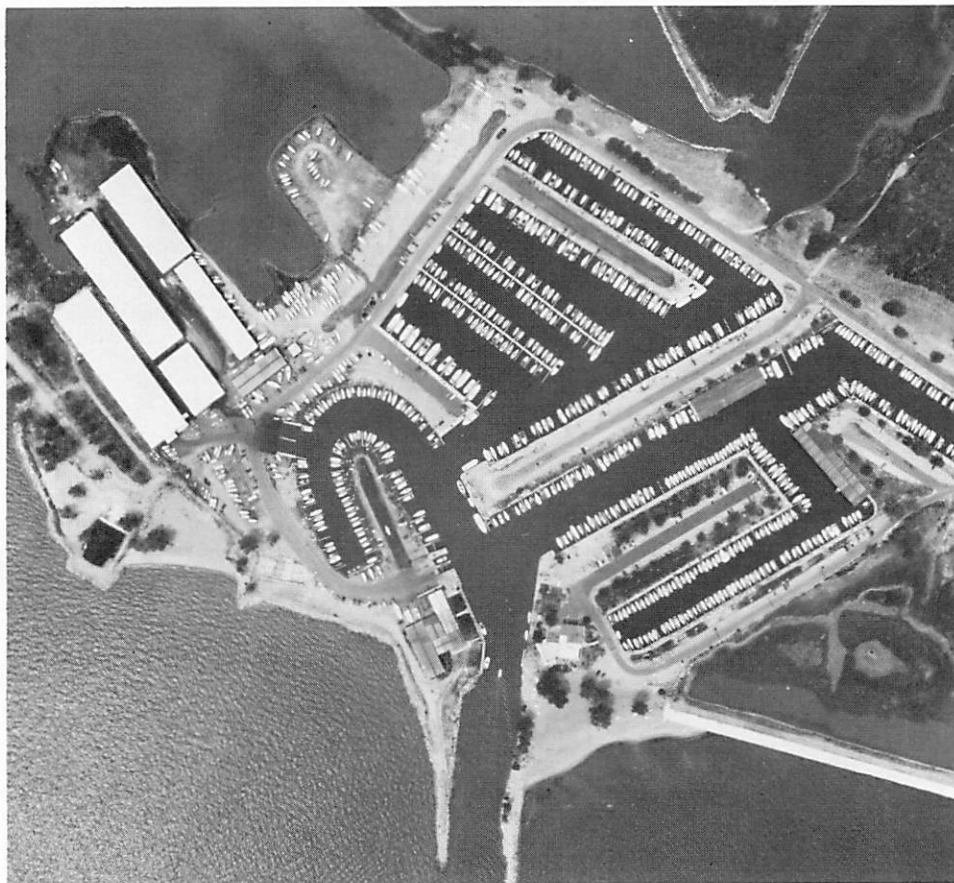
The other twenty percent of the time the weather is like everywhere else in the Midwest. Once a month we have a thunderstorm, or a cold front. It can blow 25 from the north for a day of two. As high pressure drifts from west to east after the front, the wind will clock from north to east and tend to line up with the southeast seabreeze in the afternoon. When this occurs, the seabreeze can be 18 to 20 and the wind will blow all night long at 10 to 12 out of the east. This creates a good chop and some raw boat speed type conditions. Be ready for some great sailing with a need for some power. The races will be held straight out from the club. No long sails to and from the course, and we shouldn't be on the water eight hours a day."

Now, what Sniper can resist that? Don't forget the other features that combine to make this a "don't miss" entry on your 1991 calendar of competition: The "special junior" fleet, where senior sailors can

crew for their favorite junior, and of course the U.S. Junior Nationals, followed by the usual Crosby elimination series, followed by the Wells and Heinzerling battles.

Look for the Official Entry Form in the

June issue of the *Bulletin*. In the meantime, please call Regatta Chairman Terry Timm for more information: Terry Timm, 214 W. Michigan Ave., Saline, MI 48176. (313) 662-3424.



*A snipe's-eye view of the North Cape Yacht Club*

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## Sanctioned Snipe Regattas

May 18 & 19, COLONIAL CUP, Jennifer Lawson, Rt. 1, Box 4, Ridgely, MD 21660 USA, 301-634-2121

May 24-26, SOUTHWESTERNS, Jerry Sams, 1109 Pittsburg Landing, Richardson, TX 75209 USA, 214-783-1314

May 25 & 26, KEURUU REGATTA, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

June 1 & 2, RIFF RAFF REGATTA, Mike O'Toole, 1854 Red Leaf Ct., Beaver Creek, OH 45432 USA, 513-429-0831

June 8 & 9, FIREWATER REGATTA, John Buckley, 7300 NW 112th St., Lincoln, NE 68524 USA

June 8 & 9, HELSINKI REGATTA, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

June 15 & 16, DISTRICT FOUR CHAMPIONSHIP, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621 USA, Clearwater Yacht Club 813-796-3805

June 15 & 16, STONE INTERNATIONAL, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

June 15 & 16, WOLVERINE/BARTON OCEAN OPEN, Mark Capper, 1519 Abbott Ave., Ann Arbor MI 48103-4103, 313-998-1405

June 15 & 16, DISTRICT ONE CHAMPIONSHIP, Mary Jodice, 5 Prospect St. Apt. 1, Marblehead, MA 01945, Marblehead Snipe Fleet 797, 617-631-2347

June 22 & 23, DISTRICT TWO CHAMPIONSHIP/MIDWESTERN CHAMPIONSHIP, Richard Monts, 11 Sequoia, Wichita, KS 67206, Walnut Valley Sailing Club, 316-685-7832

June 29 & 30, DISTRICT FIVE CHAMPIONSHIP BOLDE MOTHERS, Leo Murphy, P.O. Box 66, Cuba, NY 14727, 716-372-2853

June 29 & 30, HEIMON CUP, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

July 6 & 7, MISSOURI VALLEY & INSA CHAMPIONSHIP, Harry Crook, 916 S. 36th St., Omaha, NE 68105, 402-346-2456

July 6, DISTRICT THREE JUNIOR CHAMPIONSHIP, Fred Rozelle, 850 Oxford Rd. N., Grosse Pointe Woods, MI 48236

July 8-15, CHAMPIONSHIP OF SPAIN, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

July 8-15, JUNIOR CHAMPIONSHIP OF SPAIN, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

July 8-15, WOMENS CHAMPIONSHIP OF SPAIN, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

July 11-14, FINNISH NATIONALS, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

July 13 & 14, DISTRICT THREE CHAMPIONSHIPS/GOVERNORS CUP, Tim Dixson, 12 Hickory Point, Springfield, IL 62707, 217-529-7414

July 13 & 14, WINCHESTER INVITATIONAL, Jennifer Rousmaniere, 11 Wild Rose Dr., Andover, MA 01810, 508-474-9207

July 20 & 21 DISTRICT I JR. CHAMPIONSHIP, Art Rousmanier, 11 Wild Rose Drive, Andover, MA 01810, 508-474-9207

July 23-28, INTERNATIONAL NORDIC CHAMPIONSHIP, Bastad, Sweden. Bastad Sport and Yachting Club, Box 1111, S-269 01 Bastad, Sweden. Telephone: 46-431-763-26 or FAX: +46-431-763-26

July 26-28, U.K. NATIONALS, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

July 27 & 28, HEART OF AMERICA, Joe Bartels, 161 Lake Shore South, Lake Quivera, KS 66106, 913-268-6370

July 27 & 28, ATLANTIC COAST CHAMPIONSHIPS, P.J. Shaffer, 29 Rhode Island Ave., Newport, RI 02840, 401-849-6527

August 2-10, 35TH SNIPE CLASS WORLD CHAMPIONSHIPS, Birger Jansen, Broveien 44, N1315 Nesoya, Norway. Entries are limited.

August 3-4, ONTARIO OPEN AND CANADIAN NATIONALS, Jack Mitchell, Bronte Harbor Yacht Club, 567 Plains Rd. W., Burlington, Ontario, Canada, 416-529-6564

August 3-18, PAN-AMERICAN GAMES, Havana, Cuba. Contact your National Authority

August 10 & 11, MICHIGAN STATE OPEN, Drew Moeller, 849 Grosse Pointe Ct., Grosse Pointe City, MI 48230 (H): 313-881-0556, (W): 313-468-1488

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

August 24 & 25, TAMPERE REGATTA, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

September 7 & 8, SOUTHEAST CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 7 & 8, JOE RAMEL MEMORIAL, Carl Chinnery, B4 Lake Lotawana, Lake Lotawana, MO 64063, 816-578-4810

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

September 14-16, SPANISH MASTERS NATIONALS, Classe Snipe De España, Apartado 483, 30080 Murcia, Spain

September 21 & 22, BATTLE OF ATLANTA, Brent McKenzie, 3925 Cranbrook Ct., Lilburn, GA 30247, 404-279-0391

September 21 & 22, OHIO OPEN, James Cummings, 469 Crestwood Ave., Wadsworth, OH 44281 USA, 216-336-3390

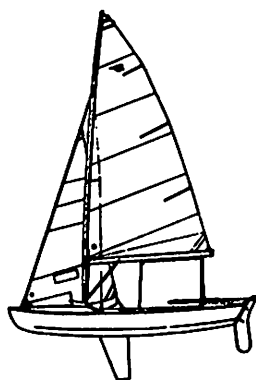
September 21 & 22, NORTHEAST CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 28 & 29, CALL OF FALL AT LAKE MOHAWK, John Marx, 448 W. Shore Tr., Sparta, NJ 07871 USA, 201-729-0313

October 5 & 6, FRIGID DIGIT, Tom Sprehe, 300 Holly Trail, Crounsville, MD 21032 USA, 301-923-7684

October 26 & 27, HALLOWEEN REGATTA, Ken Haney, 978 Columbia Dr., Decatur, GA 30030 USA, 404-288-5386

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## May 24, 25, 26

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