

SNIPE ***BULLETIN***



NOVEMBER 1983

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SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1983
Volume XXXII No. 11

S.C.I.R.A. OFFICERS

Commodore
Doug DeSouza
3918 LaCresta Dr.
San Diego, California 92107

Vice Commodore
Gene Tragus
7777 Forrest Lane, Suite 321
Dallas, TX 75230

Rear Commodore

Roberto Salvat
Talchuano 460
Buenos Aires
Argentina

Executive Secretary and Treasurer

Lowry Lamb
Privateer Road
Hixson, Tenn. 37343

RULES COMMITTEE

Chairman: TED A. WELLS
5 Huntington Ave.
Wichita, Kansas 67208

EDITOR

Lowry Lamb

EDITORIAL & BUSINESS OFFICE

Address all correspondence to:
Privateer Road, Hixson, Tennessee
37343, U.S.A.

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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.

THOUGHTS WHILE SAILING

Snipe sailors exist in many places, and we correspond with most of them. Sometimes we wonder about the situations of those who are geographically far away from us. This year we had the great opportunity to visit with two Snipe centers for the first time.

The first was with the Seattle Snipe sailors who put on the U.S. Nationals. We were most delighted with the area and came away convinced it is truly one of the sailing centers of the U.S. Seattle is located on Puget Sound, some 150 miles from the open Pacific Ocean. It is very far north, farther north than Nova Scotia, Canada. The water is always cold, but the temperature remains quite moderate all year around, the result of the effects of the Japan current. In addition to Puget Sound, Seattle has a large and beautiful fresh water lake. Most small boat sailing is on the lake, but the Nationals were held on the sound, as there are more facilities there. The fleet is quite active and they did a wonderful job of putting on the national championship.

The second place was Porto, Portugal, where the sailing is in the open Atlantic Ocean, and some really challenging conditions exist. The currents are ever present, but not as predictable nor as strong as on Puget Sound. However, the swells are something to behold. From the race committee boat, with a height of eye of ten or so feet, Snipes would almost disappear; only about three feet of the mast would show. The swells originated in the Bay of Biscay or farther north and could exist with only medium winds. When sailing, you would be almost without wind in the trough and have a 20-knot wind at the top, with a thirty degree shift.

We were pleased with Portugal, a beautiful and most interesting country. The Snipe sailors were most hospitable and entertained us royally. They came from all over the country to help put on a truly memorable World Championship which

THE COVER

New world champions Torben and Lars Grael cross the finish line first in the last race of the World Championship at Porto, Portugal, September 11, 1983. They are the first to win both Junior and Senior World Championship titles. Photo by Buzz Lamb.

you will read more about in this issue.

These visits again show that Snipe sailors are just a grand bunch of people regardless of location. They all have a great love for our little boat and devote enormous time and effort to seeing that the sport of Snipe sailing is a continuing endeavor.

Board Of Governors Discuss Rules Changes

Minutes of the Board of Governors Meeting — Porto, Portugal, September 9, 1983:

Presiding: Commodore Douglas DeSouza.

Present: Commodore DeSouza, Vice Commodore Gene Tragus, Rear Commodore Roberto Salvat, Rules Committee Chairman Ted Wells, Western Hemisphere General Secretary Wayne Soares, Past Commodore Arturo Delgado, Acting European Secretary Enrico Rosso, Secretary for Northern Europe Per Gothlin, Secretary for Southern Europe Louis Paul Lamarque, Vice Secretary for the Western Hemisphere Julio Labandeira, Secretary for Eastern Europe Enzo Perini, U.S. National Secretary Ralph Swanson, Members-at-large Per Ole-Holm and Dick Schmidt, Vice Rules Chairman Dan Williams, Past Commodore Paul Festeren, National Secretary for Denmark Erling Olsen, and Executive Secretary Buzz Lamb.

Minutes: It was moved, seconded, and passed that the minutes of the previous meeting be accepted as printed in the Snipe BULLETIN.

Financial Statements: Written financial statements were presented by SCIRA Treasurer Lamb. These statements show the income and expenses and current financial standing of the class. It was moved, seconded and passed that the financial statements be accepted as presented.

I.Y.R.U. Number Fee: Lamb read the letter from IYRU Secretary regarding a review of the number fee for the class. Lamb has replied that the current fee is well within the upper limit of the 1/2 % per new boat which IYRU has declared to be a fair charge for international classes. This position is supported by the SCIRA Board.

Pan-Am Games: Rear Commodore Salvat, who attended the games in Venezuela in August, reported that Snipe was well represented by eight countries. The next games will be held in Ecuador in 1987. They will be sailed on the Pacific Ocean. Salvat will work toward having Snipe accepted as one of the boats included in the games. Mr. Rodriguez Gomes is the person who should be contacted in

regard to this effort which will be led by Roberto Salvat.

Report for Europe: Enrico Rosso, who replaced Peter Davies who resigned earlier in 1983, reported that the Snipe Class is doing very well indeed in most of Europe, the exception being Eastern Europe where the class is almost gone.

Report from the Western Hemisphere: Wayne Soares, General Secretary, gave the report for the northern half of the hemisphere, reporting a big resurgence in the Bahamas, which is a big plus for the whole region. Canada is about holding its own. Bermuda has some new sailing interest among the junior sailors.

Julio Labandeira gave the report that in Argentina and Brazil things are "O.K." Uruguay has improved its position relative to the class. Chile — "is a pity" but there will be an attempt to organize a South American Championship in Chile. The main problem is that Chile is cut off from the big fleets in other South American Snipe countries by the high mountains which make driving there difficult. There is a doubt that Venezuela will be able to develop the class. Columbia failed to attend the Pan-American games, and there is a question about the status of the class there.

The economy is a big problem. There is no renewal of boats in any class. In Argentina no Olympic class boats were sold in the last year and a half. Because of the very poor economy there is no money for boats. In Brazil, only the Olympic team has money. Snipes last longer than Olympic boats.

Furnishing Boats for Junior World Championship: Ralph Swanson gave the background for this. Unfair competition was the result of the quality of boats in Nova Scotia, where only two contestants were able to bring their own boats, for the 1982 Junior World Championships. Those two boats finished first and second. The motion is to change the deed of gift for the championship by deleting: "Skippers may bring their own boats. The country holding the regatta must furnish an adequate number of equally matched boats with good racing capability to lend to contestants who do not bring their own boats." and replacing this wording with the same wording as is used for the deed of gift for the Western Hemisphere Championship: "The Country holding the regatta must furnish an adequate number of equally matched boats. Where all boats are made by the same manufacturer and are identical in all respects, the SCIRA Official Representative may allow the use of the same boat throughout the regatta. Otherwise, the skippers shall draw a boat by lot for each race and shall use a different boat

in each race. In this case, drawing for boats for each race should be done before the regatta starts. He must never use his own boat."

Swanson moved that these changes be made in the Lasino Trophy Deed of Gift, Wells seconded. Motion passed with one abstention.

Boats for Senior World Championships: (Discussion of the difficulty and expense on transportation of boats to world championships.) Problems of furnishing boats are almost insurmountable for most countries. Desirability of having boats from all over the world at the championship so that ideas from all over may be seen by all contestants, and boats all over the world will thus be more identical. Point made that after sailing and racing in one boat it would be very difficult to change to a boat which is set up differently for the most important championship. To furnish boats would mean that they would all have to be the same, from the same builder, and with the same mast. No changes could be made. Ralph Swanson stated that he brought this discussion before the board as a problem to be discussed, and not as a motion to be voted on. This is not to be a possibility for the next world championship. Charter fees could be used to help defray the costs of a fleet.

If, in the future, a prospective host country for the world championship should elect to bid to furnish boats, the following wording was proposed: "Contestants may not bring or use their own boats or any parts thereof." "If the host country is able to furnish boats for the championship such election must be made at the time its bid to host the regatta is presented. The bid must include complete details of the terms and conditions of the boat charter."

Proposal for Addition to the World Championship: Arturo Delgado proposed that the World Junior Champion be qualified to compete in the senior worlds. Discussion included the number now allowed in the championship.

Per-Ole Holm stated that the idea is not ripe enough and should have more consideration. Per-Ole moved that the proposal be tabled at this time. Arturo stated that the proposal should be part of the minutes.

Further discussion of the pros and cons, with the question of economy against the possibility of promotion of junior sailing. Per-Ole repeated his proposal to table at this time. Proposal tabled.

Bids for World Championship: Arturo Delgado announced that Spain would like to organize a championship. Julio Labandiera said that Brazil has stated that they would like to have a championship in their country.

SCIRA has received written bids for Argentina to hold the world championship in 1985 and from France to hold the world championship in 1987.

Louis Paul LaMarque proposed that France would like to bid for the championship in 1985 at La Rochelle on the Atlantic coast about 200 kilometers north of Bordeaux. All Europe wants to organize the championship for 1985. August or September would be the best dates.

There followed a discussion of alternating the championship between east and west. There is no rule on this point, only tradition. Wayne Soares asked if the board decided that the 1985 championship should be given to Argentina and that France would be granted the championship four years in advance for 1987, would this be satisfactory, a problem point being that the U.S. holding the 1981 championship had been out of the regular rotation. Arturo Delgado stated that Spain would also like a chance to bid on the championship for 1987, and that it could not be decided now.

Further discussion followed. Wayne Soares pointed out that the 1981 championship had been a special circumstance because it was the 50th anniversary and should not be considered as a breaking of precedent. Per-Ole Holm agreed that 1981 was special, and that the board should go back to its regular rotation.

Julio Labandiera then presented the bid

(Continued on page 6)

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I certify that the statements made by me above are correct and complete.
(signed) Lowry Lamb

Board Of Governors

(Continued from page 5)

for Yacht Club San Isidro on the River Platte, Buenos Aires, Argentina. Competitors will be housed in a sport complex. One boat per country will be available for lending, and there will be no problem of shipping boats. The time of year will be November or December. Julio has a possibility of cheap boat transportation if he is informed in time of need.

Gene Tragus moved that Argentina's bid for the 1985 championship be accepted. Dick Schmidt seconded. Motion passed.

Gene Tragus moved that if France can make a bid for the 1987 championship for August or September that the Board accept the bid. Ted Wells seconded.

Discussion of the fairness of having the bid accepted when perhaps there are others who would like the chance to bid. Discussion of the fact that Louis Paul Lamarque had presented a bid for the 1983 championship, but had withdrawn in favor of Portugal at that time. Wells stated that it is desirable to have bids as far ahead as possible both for the host country and for those planning to attend. Tragus stated that it may be necessary to have bids four years in advance with some back-up bids. DeSouza wants to be sure to be fair to other countries.

Lamarque stated that France has had a bid in since 1981, and if he can't be present in Argentina he wants to be sure that France received proper consideration for its bid.

A call for the vote produced an affirmative vote. France's bid is accepted for the 1987 World Championship.

Rules Changes: Ted Wells presented the rules proposals for vote. These rules change proposals are printed in the July issue of the Snipe BULLETIN.

1. Limit the movement of the jib halyard

during racing as it is at present with the forestay and shrouds. Swanson moved that the board vote "No." Tragus seconded. Vote — No.

2. Require that a band be painted on the centerbord to show when the centerbord is higher than permitted in Rule 26. Moved and seconded. Vote — Yes.

3.† Establish a minimum weight for rudder with pintles. Swanson moved that a two-kilo minimum weight of rudder with pintles be established. Seconded. Vote — Yes. Moved by Dick Schmidt that there be a "Grandfather clause" for this rule. Seconded and passed.

4.* Restrict the location of the mast to 60 inches aft of the stem. Swanson moved that the board vote "no" on this change. DeSouza seconded. Vote — No.

5. Eliminate the requirement for more than one set of bands on the mast. Soares moved acceptance. Tragus seconded. Vote — Yes.

6. Change the wording of the method of measuring the boom from the "inside aft edge of sail slot projected downward" to "aft edge of the sail slot in the mast." (as described in a Circular Letter which appeared in the June 1982 Snipe BULLETIN). Acceptance moved and seconded. Vote — Yes.

7. Reduce the allowable ballast which may be added to bring the weight up to 381 lbs. minimum, from 33 lbs. (15 kg.) to 17 lbs. (7.7 kg.). Swanson moved that the board vote no. Soares seconded. Vote — No.

8. Require that jibs have a wire permanently attached in the luff. Soares moved acceptance. Seconded. Vote — Yes.

9. Specify that jib hanks are optional. Swanson moved the board vote no. Seconded. Vote — No.

10. Change reference to density of flotation from "Maximum to minimum." Amended to "Change weight to 2½ kilos," with no change in the wording. Moved and seconded. Vote — Yes.

11. Add a "Low Point" scoring system to our present system and make it an option for use in sanctioned regattas. Clarified to include all sanctioned regattas through the level of the World Championship. Moved and seconded. Vote — Yes.

12. Add a provision to the By-laws to permit co-owners to alternate as skipper and crew during any sanctioned regatta. Soares moved the board vote no. Seconded. Vote — No.

13. Add a provision that will permit the use of more than one mast during a sailing season, but continue the requirement that only one mast may be used during a

regatta unless irreparable damage has occurred. Moved and seconded. Vote — Yes.

14. Rewrite the sailing instructions on Page 85 of the SCIRA Rule Book and specify that they are required to be used for national and international championship regattas. Tragus moved acceptance. Wells seconded. Vote — Yes.

15. Change Section 8 of Rules for Conducting Sanctioned Regattas and Section 10 of Rules for Conducting National and International Championship Regattas to specify that I.Y.R.U. Rules racing rules will be used but that where they conflict with any of SCIRA's rules, then SCIRA Rules will prevail. Tragus moved acceptance. Schmidt seconded. Vote — Yes.

16. Create two new officers of the class to be entitled Vice Chairman of the Rules Committee, and General Counselor. Both shall be elected in the same manner as other officers and shall serve as non-voting members of the board of governors. Wells moved acceptance. Soares seconded. Vote — Yes.

It was further moved that in the absence of the Chairman of the Rules Committee the Vice Chairman shall exercise that vote. Seconded and passed. Further moved that in the absence of Western Hemisphere Secretary the Vice Secretary shall exercise that vote. Seconded and passed.

Arturo Delgado moved that a member of the Board who cannot attend a meeting may give his proxy to another member of the Board, but only to a member of the Board. Such proxies must be in writing. Such proxies must be established at the beginning of the meeting. Motion seconded and passed.

Commodore DeSouza proposed that there be a discussion of the 720 rule and other alternative penalties such as percentage penalties. Some discussion followed. There is a feeling that the alternative penalties as currently used are not fair to all contestants. No motions were formulated, and no formal proposals for change were set forth. This is for discussion only.

* In discussion of Rules change 4, Commodore DeSouza requested that there be an athwartship mark to show where 60 inches is located. This would be a convenience. Dick Schmit stated that this isn't a rules change, but only a suggestion. This was generally accepted as a very good idea.

† After the meeting the Rules Committee Chairman requested more time for establishing the appropriate and exact weight for the rudder and pintles which will be established and voted by mail, with an announcement in the BULLETIN.

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National Secretaries Meet In Portugal

NATIONAL SECRETARIES MEETING, Porto, Portugal, September 6, 1983:

Commodore Doug DeSouza presided over the meeting of National Secretaries.

Present: Doug DeSouza, National Secretaries as follows: Bermuda, Wayne Soares; Canada, Id Crook; Argentina, Julio Labandeira; Bahamas, Steven Kelly; Italy, Enzo Perini; Belgium, Guy Lachapelle; Denmark, Erling Olsen; Finland, Per-Ole Holm; Louis Paul Lamraque, France; Fernando Perez, Spain; Mats Gothlin, Sweden; Ralph Swanson, U.S.; Hidetoshi Sakita, Japan; Augusto Guimaraes, Portugal; Bertrand Gayet, France; Vice Commodore Gene Tragus, Rear Commodore Roberto Salvat, European Secretary Enrico Rosso, Past Commodores Paul Festersen and Arturo Delgado, and Executive Secretary Buzz Lamb.

Reports: Julio Labandeira began by reporting for South America. Snipe Class is growing in the area, but there are some problems. Julio recently attended the Pan American Games. The main problem for sailing in South America is the economy. Snipe is doing better than most other

classes. Efforts need to be put into helping other countries which schedule championships. Most of the stronger Snipe countries in South America help out in championships. The Pan Am games are good for the class in that they introduce new techniques for masts, rigging, etc.

In response to DeSouza's question as to the importance of putting time, money, and effort into having the Class in the games, Julio responded that it is very important. A main problem this year was in having the Class included late, and not having time to make adequate plans. Julio believes that the Class will surely be included in the next Pan Ams to be held in Ecuador. Argentina will be in touch with sailors there to see that Snipe is included.

Bertrand Gayet reported that Paraguay will have 10 new boats for the Western Hemisphere Championship next year. There is a problem in getting masts and booms for these boats. The cost will be approximately \$400 for the masts and booms and Bertrand said he will need help in this problem. He will also need help in running the regatta. Manpower has been promised by Argentina and Brazil. Paraguay will build boats in the country. Bertrand is confident that it can be done.

Per-Ole Holm reported for Northern Europe. Finland has 60 boats of a high

standard. The number of boats is increasing. Both boats and sails are built in Finland. Masts and booms are imported from Denmark. A competitive Snipe can be bought for much less than a 505 or 470, the boats which are most competitive with Snipes. Usually in the year before the Olympics there is a drop in Snipe participation, but not this year. Per-Ole is recruiting from other classes. The economic problems are important. The class is growing in Scandinavia.

Erling Olsen reported that although the numbers are off in Denmark he has hope for growing interest. The price of his boats is very attractive, and he hopes to rebuild the fleet. His only problem is that boats last too long! He can't sell as many because of it.

Mats Gothlin reported that Sweden is much the same as Finland. There were 45 boats at the championship.

Guy Lachapelle reports that Belgium had only 12 boats at its championship. There is a problem with their sailing federation which schedules the races. This year the championship was scheduled for Easter — much too early for the turn-out of boats to be large. One problem is that the "old men" who held the class together

(Continued on page 13)



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Torben, Lars Grael Are History-Making World Champs

Second-generation Worlds winners lead 37-boat fleet.

In one of the most exciting finishes in recent Snipe history, Torben and Lars Grael, brilliant young sailors from Brazil, made Snipe history as they came from behind to win the last race and the 1983 Snipe World Championship. The regatta, sponsored by Sport Club do Porto, Porto, Portugal, September 5th through 11th, was decided in the last race, with four boats still in contention for the top position. Torben and Lars, the first Snipe Junior World Champions to win the senior title, are nephews of Axel and Eric Schmidt, three times world champions in the 1960s, thus becoming the first second-generation world champions. Their Snipe, No. 12296, is 25 years old. Torben, 23 and Lars, 20, finished third in the 1981 championship.

Craig and Kenyon Martin of the U.S. finished three points back in second place. Third place went to European champions Jorge Haenelt and Laureano Wizner of Spain. Paulo Santos, with crew Jose Santos, led going into the last race, only to finish a disappointing fourth. Paulo now lives in Brazil, but is a native of Portugal and has also represented Angola in previous championships. Johnny MacCall and Juan Jose Grande from Argentina repeated their 1981 fifth place finish.

Laila and Hakan Bjurström, husband and wife team from Finland, finished in sixth place, .7 points ahead of two-time world champion Felix Gancedo and Carlos Llamas of Spain. "Chiqui," sailed by Garcia DeSoto and Brian Lopez of Spain, was eighth. Defending champions Jeff Lenhart and Pat Muglia of the U.S. were ninth. Totto Hartman and Per Cato Standal, Norway, rounded out the top ten finishers.

All areas of the Snipe world were well represented at this championship. With the first three positions going to three continents, Snipe sailors again proved that there is heavy competition everywhere. The top ten boats ranged from old to new and were built in South America, the U.S., and Europe. While equipment, sails, and rigging also varied as to maker and natinal origin, a remarkably one-design boat is still the result. The sailing characteristics of all the boats remained remarkably equal, with no area having a "break-through" for any added advantage.



1983 World Champions Lars and Torben Grael, Brazil.

Thirty-eight boats from nineteen countries registered for the championship which was sailed in the Atlantic Ocean off Leixoes Harbor. Weather conditions included all sorts of winds and sea conditions, from light to heavy, to test the skills of the best Snipe sailors in the world.

First race: With only one race scheduled for the afternoon, after the morning skipper's meeting, and final measuring, the boats were slow to leave Leixoes inner harbor for the first race. Winds were very light, but the committee boat took up its station, and the race started on time in the north winds which ranged from three to five miles per hour. Some boats were late for the start.

At the first mark Bjurström led, followed by Commodore Doug DeSouza. Gancedo, Labandeira of Argentina, and Lenhart were next. The order was the same until the race was called just short of the end of the triangle, because of the 1 1/4 hour time limit.

A second start was not possible for the day, and racing was postponed again the next morning, because of light wind, with a race finally getting underway at about 1:10 p.m. in winds of three to five.

DeSouza led at the first mark, followed by Gancedo, Haenelt, Santos, and Sakita of Japan. The Commodore had increased his lead at the next mark, but the race was

called before the end of the triangle, as time ran out.

In the next start, after a general recall, four boats were over the line early, including Grael. At the first mark Craig Martin led, followed by Steve Kelly of the Bahamas, Haenelt, Japan, and the Commodore. The line-up remained the same at the end of the first triangle, where Santos and Jeff Lenhart, back in 10th and 11th place, split with the fleet, going right while everyone else went left. Santos gained dramatically, finishing second behind Craig Martin, who led all the way. Gancedo was third, Haenelt fourth, and DeSouza fifth.

Second race: The second race started in winds of 10 mph, on a line favored on the committee boat end. The leaders remained the same throughout the race with European Champion Haenelt leading at every mark. Paulo Santos got another second. Craig Martin was third, and Gancedo fourth.

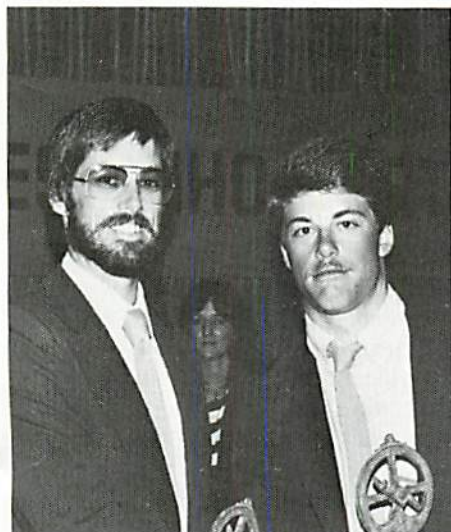
Just as the last boat finished, a heavy fog moved in from the north, and boats had to be towed back to the harbor in the zero visibility.

Third race: After a general recall several boats were over early on the second start in very light wind. Finland's Bjurströms held a big lead at the first mark which they kept all the way to the finish. The light wind shifted after the start, causing a course change for the second windward leg.

At the finish Bjurström still led, followed by Haenelt who had edged up from fourth place. Grael was third, Gancedo fourth, and Craig Martin fifth. Paulo Santos had rounded in 29th place at the triangle, but managed to come back to 12th at the finish. DeSouza crossed the line in eighth place but was disqualified for being over the line early.

Race four: A second start for the day got underway at about 4:15. This was a long race, and Torben Grael led all the way, only to have the time run out on the last beat, when he had a five-minute lead on the fleet. This was the last of the light-air starts.

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WORLD CHAMPIONSHIP

Boat	Skipper/Crew	Nation	Places	Points	Finish
12296	Torben Grael/Lars Grael	Brasil	11-15-3-6-1-1-1	34.4	1
25220	Craig Martin/Kenyon Martin	U.S.A.	1-3-5-1-12-10-3	37.4	2
24555	Jorge Haenelt/Laureano Wizner	Spain	4-1-2-5-7-4-NF	42.0	3
13504	Paulo Santos/José Santos	Brasil	2-2-12-2-3-5-14	42.7	4
24590	Juan MacCall/Juan Grande	Argentina	7-6-7-3-6-3-5	57.8	5
25040	Hakan Bjurstrom/Laila Bjurstrom	Finland	23-10-1-7-11-7-2	62.0	6
19981	Felix Gancedo/Carlos Llamas	Spain	3-4-4-9-4-12-NF	62.7	7
20862	Jose Garcia Desoto/Brian Lopez	Spain	14-9-11-8-8-2-7	76.0	8
20560	Jeff Lenhart/Pat Muglia	U.S.A.	8-7-14-4-13-13-8	87.0	9
24571	Totto Hartman/Per Cato Standal	Norway	12-13-13-15-5-6-6	89.4	10
21671	Julio Labandeira/Gabriel Mariani	Argentina	25-8-9-NF-9-9-10	106.0	11
22567	Ove Lorentzen/Klaus Fossum	Denmark	18-11-24-13-2-11-NF	110.0	12
18321	Doug DeSouza/Dick Schmidt	U.S.A.	5-12-DQ-11-18-14-18	113.0	13
24956	Hidetoshi Sakita/Toshio Uramoto	Japan	10-5-6-20-21-23-17	113.7	14
22382	Per Brodstedt/Peter Skovhus	Denmark	20-16-20-DQ-10-8-9	119.0	15
25543	Domingos Borralho/Pedro Andrade	Portugal	22-20-8-16-16-17-12	125.0	16
18966	Antonio Roquete/Rui Castilho	Portugal	9-22-10-10-NF-15-23	125.0	17
25684	Steven Kelly/Pedro Wassitsch	Bahamas	6-24-18-14-23-16-15	127.7	18
22427	Gunnar Jansson/Peter Andersson	Sweden	21-18-15-12-14-20-16	131.0	19
25138	Jukka Lahti/Juhani Heljo	Finland	13-14-16-21-22-19-20	139.0	20
25099	Mats Gothlin/Nicki Bjorling	Sweden	29-23-27-18-15-21-4	142.0	21
24687	John Dunkley/Jimmy Lowe	Bahamas	19-30-17-25-17-22-11	147.0	22
20214	Dirk DeBock/Jules Wagemans	Belgium	30-19-26-17-19-26-13	156.0	23
25149	Antonio Bari/Marco Penso	Italy	17-17-25-DQ-27-18-21	161.0	24
24569	Erling Nesse/Rune Kartveit	Norway	27-21-21-22-20-34-19	166.0	25
24116	Doug Nugent/Vamie Mackay	Canada	16-27-23-19-24-27-24	169.0	26
25380	Raul Xavier/Antonio Dionisio	Portugal	26-26-19-23-25-24-NS	179.0	27
21540	Erwin Everaert/Wilfried Everaert	Belgium	15-29-30-24-30-32-26	190.0	28
23001	Tony Stratham/Peter Wols	England	24-25-29-26-31-28-25	193.0	29
20564	Gerard Brossard/Yves Brossard	France	36-36-32-29-26-25-22	206.0	30
19708	Raymond Pittman/Samantha Adcock	Bermuda	31-32-22-30-29-36-NS	216.0	31
18599	Jean Frebault/Philippe Boy	France	DQ-28-31-32-33-31-27	218.0	32
25159	Giuliano Dematte/Diego Dematte	Italy	35-33-28-27-32-29-NS	220.0	33
23233	Gary Lewis/A. Williams	England	32-31-DQ-28-28-33-NS	226.0	34
25077	Rafael Bosch/Shevaun Adcock	Bermuda	28-35-33-34-NS-35-NS	239.0	35
24806	Chris Hains/Don Hains	Canada	34-37-34-33-NF-30-NS	240.0	36
22269	Bertrand Gayet/Francois Gayet	Paraguay	33-34-DQ-31-NS-37-NS	247.0	37

Top left: Good start! Finland's Bjurstrom led the pack off the line. Top right: Boats disappear among the heavy rollers of the Atlantic, leaving only the sails in view. Above, left: Craig and Kenyon Martin of the U.S. were a close second. Above, center: Juan Grande and Johnny MacCall of Argentina are all smiles as they accept their fifth place trophies. Above, right: European Champions Jorge Haenelt and Laureano Wizner, Spain, finished third. (All Worlds' photos by Buzz Lamb)

Don't forget to send the Bulletin a complete report and photos on your Snipe regatta. In the overall results be sure to include names of skipper and crew, home club or fleet, places in each race, total points, and standing in fleet.

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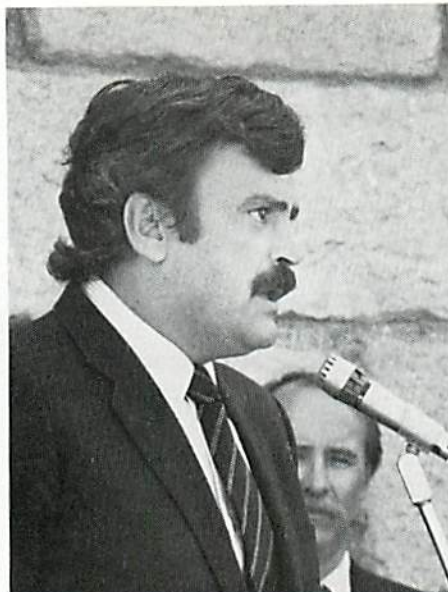
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*Portuguese National Secretary Augusto
Guimaraes speaks at the opening cere-
mony.*



*Vice-Commodore Gene Tragus perform-
ing duties of the SCIRA Rep.*

Worlds

(Continued from page 8)

The next morning the wind had come
back and there were big seas. The wind
was building as the first start resulted in
a general recall and was about 15 mph as
the boats left the line.

Paulo Santos and Craig Martin ex-
changed the lead during the race with Mar-
tin finishing first, Santos second, MacCall
third, Lenhart fourth, and Haenelt fifth.

Fifth race: The wind had continued to in-
crease, and the seas were monstrous by the
beginning of this race. The life jacket flag
went up, and the committee set a shorter
line.

Torben Grael led all the way in this race,
which was one of the longest in the series,
as well as the one with the heaviest wind.
Laurentzen of Denmark was second, San-
tos third, Felix fourth, and Totto Hartman
fifth. Craig Martin, in sixth place at the
first mark, capsized on the first reach and
rounded the reaching mark in 29th place.
He recovered to a 12th place finish, but
the capsize cost points which might have
meant the championship. Several other
boats either capsized or had gear failures,
and although there had been an announce-
ment that three races might be sailed on
this day, it was too late for a third start.

Sixth race: The wind and waves were both
less than the day before. The first start was
good, and at the first mark Haenelt led with
MacCall second, DeSoto third, Grael
fourth, and Santos fifth.

By the end of the triangle, positions were
scrambled with Grael in the lead, McCall
still holding second, and Haenelt third.

Santos had dropped back to sixth, and
Craig Martin, who had guessed wrong and
got caught in a bad shift on the first beat,
was in 14th place.

At the finish, a short line in heavy seas,
there were some close finishes, as boats
would slide down off a wave in a different
position, and in a different wind than when
they went up the wave. Grael finished first
with DeSoto of Spain second. MacCall,
finishing third, edged out Haenelt without
knowing it. Since the first three finishers
were having equipment checks, and Mac-
Call failed to realize he had the third, he
did not report for the check. His disquali-
fication was later set aside since the judges
accepted his explanation of the
circumstances.

Paulo Santos finished fifth, and Craig
Martin recovered to a 10th place finish.

Seventh race: As the seventh race started,
Paulo Santos led, but Grael, Martin, and
Haenelt were also in a position to win the
championship.

The winds were 18 to 20 as the race
began, with both Grael and Martin near the
Committee boat end of the line.

At the windward mark Grael led with
Martin in second. Neither Santos nor
Haenelt was in the top boats rounding the
mark.

Positions continued much the same, with
Grael holding his lead, and Bjurstrom
moving into second ahead of Martin, at the
second windward mark. They maintained
these positions to the finish with Mats
Gothlin of Sweden finishing fourth and
Johnny MacCall fifth. Santos finished 14th
for the race, and Haenelt had his throwout
race for the series.



Commodore DeSouza congratulates General Chairman Joao Meneres on the success of the regatta.



The Count of Caria, left, and his granddaughter Marina presented trophies to daily winners.



Marina Pignatelli rides with the Fuzileiros who assisted the race committee by towing boats to and from the races, and patrolling the course. Marina also acted as hostess aboard the committee boat, graciously furnished for the championship by her grandfather, the Count of Caria.



Rita Moreira poles a boat across Leixos Harbor.

Social Scene

A whirl of activities and social events introduced visiting sailors and SCIRA officials to the delights of Portugal, beginning with the performance of a marching band before the flags of all participating nations were hoisted, and Chairman Joao Meneries and Commodore Doug DeSouza officially opened the XXXI Snipe World Championship at Sport Club do Porto. The opening dinner, held at the beautiful Placio da Bolsa, was topped off by defending champions Jeff Lenhart and Pat Muglia lighting candles on a special SCIRA birthday cake.

Later in the week the sailors were treated to two regional dinners featuring local food, dancing, and entertainment. Hosts were the tourist departments of the cities of Matsinhos and Santo Tirso. Matsinhos

is the sardine capital of the world, and grilled sardines were featured along with local wine, topped off with flan for dessert. The other specialty of the region is tripe, which was prepared in a special manner for the Santo Tirso dinner.

A Pimm's Cup party was a welcome feature after one race day.

Friday was a lay day and filled with activities. First, there was a boat trip on the Douro and a tour of the port wine lodges. There followed a luncheon featuring port wines and all sorts of local specialties including bacalhau, the local fish dish which is said to have 365 different recipes — one for every day in the year. In the afternoon there was a special model boat exhibit.

Friday evening's entertainment was an "old time Snipe sailors party" at the Casa Branca. Mr. and Mrs. Ruy Moreira were hosts for the dinner which honored some

of SCIRA's past and present "greats." Ruy greeted the guests with a short tribute to Snipe sailors from which we quote an excerpt: "Well, I am sure you all know that the Snipe class has already celebrated two years ago its 50th anniversary and although born in 1931 — such as myself — it continues to live, to grow and to expand, to the great satisfaction of sailors from all over the world, be they young, middle aged or already aging people.

"I claim that the Snipe class is a unique example in the world and that whoever once sailed a Snipe and met what I call the 'spirit of the Snipe class' never forgets it, we all get very attached to this spirit as can here be seen with the gathering of so many personalities from 19 nations from three continents who we hope will keep good memories of this event.

(Continued on page 12)

Worlds

(Continued from page 11)

"Be it known that it is the first time in history that Porto has the privilege of organizing a world championship and this makes us proud; very happy and proud indeed.

"Portugal has organized a world championship in 1957 in Cascais, near Lisbon; in 1969 I had the responsibility of organizing the worlds at Luanda and there I met many of you who sit here tonight. In 1972 my own club organized the European Championship, so you can see that I am deeply attached to the Snipe class in which I sailed from 1951 to 1974, year at which I resigned from sailing in high competition events.

"We Portuguese are proud of happy events such as winning the 1953 world ti-

tle through our friend, present here today, Commander Conde Martins; the same applies to two European titles won for Portugal by our and your well known Paulo Santos.

"I participated in the 1967 World Championship in the Bahamas and am pleased to see that in a second generation I find here today the son of Basil Kelly who so beautifully organized that event. It is gratifying to have with us SCIRA officers who honor our country on visiting us; old and dear friends are with us, and even at the risk of forgetting one or another name — which I am sure you will forgive me — I cannot help addressing a very special word of thanks to Ted Wells, Doug DeSouza, Eugene Tragus, Roberto Salvat and Buzz Lamb; the same goes to Arturo Delgado who openly backed my bid in 1981 for Portugal to organize this championship.

"It is a pleasure to see here old friends

Enrico Rosso, Wayne Soares, Louis Paul Lamarque, Per-Ole Holm, Ralph Swanson, Bibi Juetz, Per Gothlin, Guy Lachapelle, Id Crook, Enzo Perini, Perez Lopez, Bertrand Gayet, Dan Williams, Charles Loomis, Paul Festersen and Terry Whittemore. The same goes with distinguished Snipe constructors Erling Olsen, Alfredo Lagos, Chiqui and Mestre Albino. The presence among us of the Count of Caria who so often protected the Snipe Class at IYRU is very gratifying indeed.

"The presence of so many ladies from so many countries is the testimony that they too, like and admire the Snipe Class.

"All this serves to prove that the spirit of the Snipe class has no limit of age; to finalize I would just encourage you, sailors, of younger generations, to keep it alive for the next decades.

"Thank you all for being here! Hurrah for the Snipe Class!"

On Sunday night the Pria Golf Hotel was the scene of the culmination of the week's festivities. Young dancers in native costumes performed local folk dances before the dinner and trophy presentation. After the awards, goodbyes were mostly expressed with "See you in Argentina!", and the younger folks trooped downstairs to finish out the evening at the discoteque.

Lake Lanier Sailing Club Repeats As Atlanta Team Champs

For 1983, the third year of the Atlanta Team Championships for Snipes, the Atlanta Yacht Club fleet 330 played host to Barefoot Sailing Club fleet 726 and Lake Lanier fleet 781.

Sailed on Lake Allatoona August 13, we saw a turnout of 17 Snipes from the three clubs, and surprisingly for this time of year, a fair amount of wind.

From the onset the Lanier fleet set the pace with Steve Suddath winning the first race and Brent McKenzie the second. These finishes coupled with good scores from the rest of the team put them solidly in first place for the series. Atlanta finished up in second place, with Barefoot in third.

After-race activities included a beer keg, cookout and the ever-present rehash of the day's races. The event offered an excellent opportunity for the three area fleets to get together, renew and make acquaintances, as well as enjoy some spirited competition.

So for yet another year, the Paddle Award will stay with the Lake Lanier Sailing Club as we look forward to the 1984 Atlanta Team Championship.

Paul Gillis
Atlanta Yacht Club Fleet 330

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Secretaries Meet

(Continued from page 7)

are not sailing any more. They need to get organized again. One problem is that new boats are not coming in. Of the boats, four or five are good, and they win all the time. A new sailor has no chance of winning. Guy will try a system of having an "A" and "B" fleet so that the newer sailors may have a better chance.

Louis Paul Lamarque reported that the French Sailing Federation gives no support to the Snipe Class. There are about 60 Snipes active in four areas of France. Again, the problems are mainly economics, although the Laser costs about the same as a Snipe.

Arturo Delgado served as interpreter for Francisco Perez in his report for Spain. The Snipe class in Spain is well and strong; the strongest class in the country, with 70 or more boats participating in the national championship. There may be a limit for next year's championship entry. The country hopes to be host for some international class championship in the near future, having held European, Junior European, Junior World and World Championships.

Portugal's report was presented by Augusto Guimaraes, host for the meeting. Fifty boats participated in the Portuguese National Championship. Since the host country can have three entries, one participant was chosen from the nationals and two from other regattas.

New Business: A discussion of the number of entries allowed per country for the world championships brought out problems of finding a host nation for a larger fleet. Some countries would send more boats, some could not. The present fleet of 37 boats is well served in the present location but even 10 more boats would overcrowd the facilities. The ability to host the regatta would be limited to three or four larger countries. Wayne Soares said that in his opinion we have a good organization at present and change would be dangerous.

Arturo Delgado felt that both the pros and cons of increasing the number must be discussed. Quality rather than quantity of numbers was one point expressed. Commodore DeSouza stated that some sailors at the U.S. Nationals had wanted to consider an open championship. To have an open championship in which each contestant would be responsible for his own transport, boat, and lodgings would result in it becoming a rich man's sport.

Finances: There was some discussion of SCIRA payment. The current dues per boat for SCIRA International is \$4. Some countries expressed a problem in meeting

payments due to the world-wide disparity between the U.S. dollar and other currencies. SCIRA must operate with the U.S. currency since the office is in the U.S., and there is no way that the office can deal as an international finance company with more than 30 different currencies.

More reports: Enrico Rosso acted as interpreter for Enzo Perini and reported that Italy now has better co-operation from the Italian Sailing Federation. Sixty boats participated in the Italian national championship.

Japan's representatives reported through an interpreter that the country would like to be host for a world or hemisphere championship. They hope to make a bid for the 1986 Western Hemisphere Championship.

Steven Kelly reported for the Bahamas that the Nassau fleet has doubled in the last year. The fleet now has 11 new McLaughlin boats, and with renewed interest, they plan to hold a junior nationals in 1984. Promotion of juniors is high on their priority list. Snipe is currently the only active class in the Bahamas. They hope to have four more new boats next year.

Wayne Soares reported that Bermuda has some positive changes including the participation of more young people, which he feels is the strength and health of the class. He feels that Bermuda is at a crossroads.

Canada is currently static, according to Id Crook. If Snipe is in the next Pan Am Games it will have a positive effect on Snipes in Canada.

Building Fees: The current IYRU building fee of \$15 was considered to be at least high enough in view of the economic problems in all countries in the world.

Ralph Swanson reported that the U.S. Snipe organization is healthy and in good shape.

Other Discussion: Ralph Swanson, in response to a question by Per-Ole Holm, stated that he is glad the class is not in the Olympics. Julio Labandeira of Argentina said that in South America the feeling is the same. The Olympic boats tend to become much more expensive on inclusion in the Games. The Snipe is considered a family boat and it is important to keep it so.

Change in Junior World Championship: The proposal to have the Junior Championship as a Round Robin in all borrowed boats was discussed. This will be voted on by the Board.

Championship Locations: Both Argentina and France expressed a desire to hold the World Championship in 1985. France also expressed a desire to hold the championship in 1987. Spain would like to be considered as a host country for the world championship in the near future.

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MARCH 16-18, DON Q RUM KEG REGATTA, Miami Fleet 7, Gonzalo E. Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155.

MARCH 21-24, BACARDI CUP and GAMBLIN MEMORIAL SERIES, Nassau Fleet 391, Godfrey K. Kelly, P.O. Box N 1113, Nassau, Bahamas.

JULY 14-15, U.S. JUNIOR NATIONAL CHAMPIONSHIP, New Orleans Fleet 116 and District IV, Jerry Blouin, 6885 Wuerpel St., New Orleans, LA 70124.

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2nd — '82 Finnish Nationals
2, 4 — '82 Japanese Nationals
2, 3, 4, 5 — '82 Canadian Nationals
1st — '82 Minneford/Richner, U.S. Low
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1, 2, 3, 4, 5 — Atlantic Coasts
1, 2*, 3 — Southern
1*, 2, 3 — Gulf Coast Champs
1st — New England Champs
1st — Northeasterns
1, 2, 4 — District I
1, 2, 3, 4 — District III
1st — District IV
1st — District V
1, 2, 3 — Colonial Cup
1, 2, 3 — Winchester
1, 3, 4 — Barton Pond
2, 3, 4, 5 — Ohio Open

Shore sails were also on the winning boats at the Briody Cup, Frigid Digit, Cuba Lake, Chattanooga Michelob, Oxford Incident/Accident, Mardi Gras and many others!

Keep in mind that these results have been achieved by many different sailors over the full range of conditions! Shore Sails are the BEST all-around performers! Ask any Shore customer!

*Call or write Greg or Patti Fisher or Dick Mitchell
and be sure to ask about our fall discount Sept. 1-Nov. 31.*

**WE WILL
HELP YOU
WIN.**



SHORE SAILS

330 West Spring Street
Columbus, Ohio 43215
(614) 221-2410

*partial inventory



NORTH SAILS SWEEP WORLDS

1st, 2nd, 3rd*, 5th, 7th*, 8th Overall

... with first place finishes in 5 of 7 races!

... and 1st and 2nd in the U. S. Nationals!

But what is so different about the new North Snipe sails?

Consumer orientation capsule report: The North #1 model main

— In designing the #1 main, we wanted a main that would be:

1. Faster than any other main on the market
2. Durable
3. Easy to trim
4. All-purpose

The #1 main would have to be powerful in light to medium winds, yet blade out nicely in heavy winds with balanced twist characteristics. To this end, we changed fabric toward more balanced stretch characteristics while obtaining more durability than any main we've made in the past. Then we went to work on the critical area where the jib overlaps the main. Incorporated into the #1 is a flatter entry in the jib overlap area. The result is less backwind from the jib or our maximum efficiency slot (M.E.S.).

Complimenting the advantages of our M.E.S. is a lens foot. The lens foot remains folded on the boom upwind, then bags out adding fullness to the lower 33% of the sail when the outhaul is eased. This gives a powerful shape for reaching. With features like M.E.S. and a lens foot, North's new #1 main has proven itself in major competitions. Just look at the following performance grid at this year's World Championships.

Race Finish position	Conditions	
	Sea	Wind Kts.
1st	Smooth	0 - 6
1st	Slight swell	3 - 10
1st	4' swell, chop	7 - 12
1st	12' swell, mixed chop	15 - 25
1st	6' swell, chop	8 - 18

Look for upcoming reports describing our new leechcut jib which won one race at the U.S. Nationals and was used in 50% of the races by the 2nd place boat at the Worlds.

WE'RE NOT STANDING STILL AT NORTH SAILS!

... consider purchasing the fastest sails in the world next time you're in the market!

If you've any questions at all please call or write — ask about our significant discounts too.

1111 Anchorage Lane
San Diego, CA 92106 USA
(619) 224-2424

N.S. Argentina
Cnel. F. Uzal 3245
(1636) Olivos, Argentina
762-5220



12-9, Nagai
Yokosuka, Kanagawa-Ken
0468-87 - 1262 Japan

Newgate Lane
Fareham PO14 1BP
Hants, England
(0329) 231525