

SNIPE ***BULLETIN***



NOVEMBER 1984

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SNIPES BULLETIN

(USPS 611-500)

SNIPES CLASS
INTERNATIONAL RACING
ASSOCIATION

NOVEMBER 1984

Volume XXXIII No. 11

S.C.I.R.A OFFICERS

Commodore

Gene Tragus
7777 Forrest Lane, Suite 321
Dallas, Texas 75230

Vice Commodore

Roberto Salvat
Talchano 460
Buenos Aires
Argentina

Rear Commodore

Wayne Soares
P.O. Box 327
Devonshire 4
Bermuda

Executive Secretary/Treasurer

Lowry Lamb
Privateer Road
Hixson, Tennessee 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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CHANGE OF ADDRESS

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

France Elects New National Secretary

Gerard Brossard has been elected as National Secretary for France. Address: 19, rue Charles Nicolle, 33160 Saint-Medard-En-Jalles, France. This is near Bordeaux. His phone numbers are (56) 05-40-84 (home), and (56) 39-10-10 (office).

Gerard is a building engineer, born in 1947. He has crewed on Snipes since 1960, and became a skipper in 1969. He won the French Nationals in 1982 and 1983, and has also won many district championships.

Gerard replaces Louis-Paul Lamarque who has been elected European General Secretary.

IN THIS ISSUE

Teamwork

Movable ballast? or integral part of a team? How you treat your crew has a lot to do with the success of your boat. Teamwork is the topic featured in this month's article from Dave Perry's *Winning In One Designs*.

1984 European Championship

Jorge Haenelt, Spain, is the new European Champion. Scores and John Muhlhausen's photographs are our regatta feature for November.

Minutes

Minutes of various meetings are printed in this issue. Many topics discussed at these meetings will be agenda items for next year's Board of Governors meeting at the World Championship. Read the minutes and pass your opinions on to your National Secretary or District Governor.

LETTERS TO THE EDITOR

Correction

It is with great embarrassment that I correct an error in the article on the No-Effort Regatta. In it I stated that John Kelley's name will be placed on the Commodore George Becker Trophy . . . According to the deed of gift this trophy is open to the winning skipper who owns a Snipe registered on Long Island Sound. The first Long Island boat was raced by Doug Wefer who is the winner for 1984. He finished second. . . .

Jack Williams
Captain, Fleet 4

Opinion on Boat Development/Cost

Sue Mitchell, who complained so bitterly about the cost of new boats and the pace of development, is off the mark in my opinion. If it were not for the very development she complains of the Snipe Class

would have died long ago. No one today would think of buying new boats if they still looked the way they did, say in 1960 which was 12 years before Ms Mitchell's boat was built. If all boats were still required to be wooden planked as in 1948 we could not even make them any more. Development, if properly implemented, has served the Snipe Class well. A conservative approach to change has been the policy of the Class through the years and we have a modern boat while at the same time allowing old boats such as the one Torben Grael won the World Championship with to be competitive, *provided the boats are kept up to date*. Boats become obsolete because their owners do not spend small amounts each year to improve them and keep them modern. Not surprisingly these boats become obsolescent and need major refits which given the resale value may be uneconomic.

The cost of boats in real terms is not outrageous . . . Inflation in boats has run at about 10% a year for the last 10 years. In 1972 Ms Mitchell's boat with sails may have cost her \$2,200. In 1984 a new Snipe, better built because of better materials such as Klegecell and improved construction techniques, and better equipped (some fittings we have today did not even exist in 1972) costs about \$4,400 including sails. In 1972 dollars after the inflation has been boiled off, the boat costs the same . . .

Happy sailing,
Chris Hains
Oakville Fleet 321

THE COVER

With the pin end favored in this start of the final race of the 1984 European Championship, teams from Belgium, Denmark, Italy, and Spain are still looking for a place to go as the fleet sails away. New Champion Jorge Haenelt of Spain had already cinched the title, and watched from the vantage of a spectator boat with SCIRA board member John Muhlhausen who took this photo.

THE SCORE

Last month was a good one for numbers and we already have a 13% increase over last year. Japan got 50 numbers and Spain 20; U.S.A. took 13, Argentina 11, and I went to Denmark. We are now over 26000 — another milestone in our history. No new fleets were chartered during the month.

Numbered SNIPES — 26089
Chartered Fleets — 795

U.S. Board Meets In New Orleans

The U.S. Board of Governors met at the Southern Yacht Club in New Orleans, LA, on July 15, 1984.

Members Present: Commodore Gene Tragus, Rules Chairman Ted Wells, Past Commodore Doug DeSouza, Members-at-large Keith Zars, Larry White, Dick Schmit, and John Muhlhausen, Counselor Paul Festersen, Vice Rules Chairman Dan Williams, District 6 Governor Jeff Lenhart, Executive Secretary Buzz Lamb, and presiding, U.S. National Secretary Ralph Swanson.

Minutes: Wells moved and Tragus seconded that the minutes of the previous meeting be accepted as printed in the October 1983 *Bulletin*. Motion passed.

Special Request: Scott Myers requested special permission to have his late registration to this National Championship accepted. After discussion the decision was made not to allow an exception to the rule of timely registration.

Finances: Sec/Treasurer Lamb distributed financial statements. A full discussion of money and travel funding was postponed until later in the meeting.

Coach at World Juniors: Doug DeSouza proposed that if a coach is to be sent to the world junior championship that a volunteer should be sought who would meet his own travel expenses. The responsibilities of a coach will be mainly as advisor and helper, rather than as coach on sailing technique.

Entry Fee: Commodore Tragus reported that there was a question of an entry fee for the World Junior Champion-

ship. It was discussed, moved and passed that there is no provision in the rule book for any entry fee charge in the world's junior championship and that it is recommended that there continue to be no entry fee.

Western Hemisphere Championship: The U.S. is allowed three entries in the 1984 Championship to be held in Paraguay, since Dave Chapin is defending champion. Bertrand Gayet has announced the dates as October 6-14 at Lake Ypacarai. A pre-world championship regatta will follow in Argentina.

Electronics in Small Boat Racing: Doug DeSouza reported that Fritz Gram among others has expressed concern about the development of electronic devices for use in small boats. Wells stated that Rule 8 should cover electronics as well as other technology. Zars suggested that Wells, as rules chairman, should publish a statement in the *Bulletin* to the effect that such electronic devices will be disallowed under Rule 8.

Scoring System: Evaluation of the low-point scoring system approved at the 1983 Board Meeting indicates that there is wide acceptance for this system which is in use at this U.S. Nationals.

Optional Penalties: John Muhlhausen discussed at some length his concern about the 720° alternative penalty as it is currently practiced. Some concerns are that this has led to a change in attitudes to "win at all costs," with less respect and less appreciation for boats, and encouragement of risk and cheating. Respect for, and knowledge of the rules is sacrificed in favor of quick resolution of differences, often leading to indignation when a sailor who

believes his rights have been infringed insists on a protest hearing.

Mulhausen stated that some of the problems occur when regattas are too big for the facilities. He recommended: 1) A look at alternative percentages. 2) Judges on the Course. 3) Electronic monitoring. 4) Different qualifications for nationals entry.

Larry White reported that the USYRU has studied alternative penalties; the Race Management committee is opposed to the use of the 720 (which is no longer allowed in offshore racing). There is strong opposition to the use of the 720 for junior events.

DeSouza mentioned that the IYRU is considering a change in the rules, the percentage penalty being considered preferable, since it is safer.

Lenhart, Williams, Zars, and Tragus also expressed opinions.

John Mulhausen moved that the U.S. Snipes drop the use of the 720° option for Sanctioned Regattas but keep it for fleet racing. There was no second. Swanson announced that the question will be brought up for discussion at the general membership meeting.

Nationals Format: Meredith Adams was called to the meeting to discuss her proposals for changes in the format. She would like to have the finals lengthened to include the possibility of up to seven races. There was a discussion as to whether the qualifying series should also be lengthened. After various members expressed opinions including an option to drop a race in the finals which was strongly opposed by Schmidt and Lenhart, motion was made by Wells as follows: The Heinzerling

Continued on next page

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



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U.S. Board Meets

(Continued)

series will be changed to allow five to seven races. No more than three races in one day may be sailed. Seconded and passed.

Wells also moved: The long schedule option will be eliminated from the Rule Book. Seconded and passed.

Rights and Duties of the SCIRA Representative: Discussion of these rights and duties which are listed on page 98 of the Rule Book. The SCIRA Representative has absolute power to approve or disapprove of the way races are run. The practical use of this power depends on the politics of the situation. The representative should be in touch with the race committee prior to the beginning of racing so that any problems may be solved before they get to the race course.

Site for U.S. Nationals: District III is host for the 1985 U.S. Nationals which will be held at Lake St. Clair under the direction of the Crescent Sail Y.C. This club is located near Detroit, Michigan. The dates will be announced later.

Masters Championship: The 1984 Masters Championship will be held at Lake Quassapaug, CT, September 27-29.

Past Commodore Fred Schenck wants to work on the format and rotation for this championship, including age limits, and wants a 5-member committee with geographical representation from west, east, and midwest to be appointed.

Bill Jackson presented a bid to hold the 1985 Masters at White Rock Lake, Dallas, TX. The dates could be early October, which is the preferred time of year. There will be some boats available to lend. Muhlhausen moved and Tragus seconded that this bid be accepted. Motion passed.

North American Championship: The 1984 championship will be held at Alamitos Bay September 7-9. There are two bids on hand for the 1985 championship: from the Massachusetts Bay Fleet for the last weekend in August, and from Newport, RI, for September. The bids are submitted to the national secretaries of Bahamas, Bermuda, Canada, and the U.S. for a decision.

Larry White said that Annapolis may also submit a bid for the championship.

Finances: Treasurer Lamb reported that travel expenses for contestants and boats which was extremely heavy in 1983 has left the U.S. treasury depleted. The international fund is in good shape. There followed a discussion of possible revenue sources, and class expenses.

Larry White suggested sponsorship as a way of funding travel. He will approach a person in Annapolis who is an expert at

funding for possible ways this may be done.

Tragus suggested soliciting contributions for the travel fund from members of the class beginning with the members of the Board.

The U.S.I.S.A. sometimes contributes to international travel, but only to a world championship. The request for 1984 was not approved, probably because the money is being used for Olympic Classes.

At least two members of SCIRA are professional fund raisers. They may be contacted for help.

Funding for 1984 World Juniors: It was moved by Tragus, seconded by White, and passed that the first boat be allocated \$1,000 travel money for the Skipper, and \$1,000 for the crew to attend the championship in Uruguay. The second place boat will be allocated \$500 for the skipper and \$500 for the crew for travel to Uruguay.

Funding for Western Hemispheres: Zars moved that the defending champion of the Western Hemisphere be allocated \$1,000 travel money for the skipper and \$1,000 for the crew to attend the championship. The winner of the 1984 Nationals will receive \$1,000 for his travel and \$1,000 for his crew's. The second place boat will receive \$500 travel funds for the skipper and \$500 for the crew. Tragus seconded. Passed. (If the defending champion of the Western Hemisphere should also be the winner of the U.S. Nationals there will be a sliding scale in dispensing travel funds.)

Swanson asked White to approach Jobson about fund raising. White agreed to be coordinator of fund raising.

Dues: Zars moved that the U.S. dues for 1985 be raised from \$20 to \$25. Seconded and passed.

NEW BUSINESS

Trophies: DeSouza reported that there needs to be more room made for engraving of winners' names on the Heinzerling and Portage Lakes trophies.

Rules & Measuring: Williams reported that the board stripe has been a problem, and he prefers a rule which requires a hook for the board at a specific place, and doing away with the stripe. Measuring has gone well for the regatta. The present scale should be replaced with a balance beam scale.

There being no further business John Muhlhausen moved that the meeting be adjourned. Motion seconded and passed.

Swanson Presides At U.S. General Meeting

The U.S. General membership meeting was called to order by U.S. National

Secretary Ralph Swanson who presided. The meeting was held on the patio of Southern Yacht Club, New Orleans, LA, on July 17, 1984, and was called to order at 5:05 p.m.

Coach World Juniors: A request was made for a volunteer advisor to accompany the U.S. team to the World Junior Championship in Uruguay in December.

Western Hemisphere Representatives: The U.S. is eligible to send two teams plus the defending champion. Dave Chapin, to the regatta.

Travel Finances: The U.S. Board had voted \$2,000 for the first boat in the juniors for travel expenses: \$1,000 each for skipper and crew. The second boat will receive \$1,000 travel allowance: \$500 each for skipper and crew.

For the Western Hemisphere Championship the defending champion will receive travel expenses of \$2,000: \$1,000 for himself and \$1,000 for his crew. The first boat in the Championship will receive \$2,000 travel money: \$1,000 skipper, \$1,000 crew. The second boat will receive \$1,000: \$500 skipper, \$500 crew.

Other Points of the Board Meeting Were Discussed: 1) Electronics will not be allowed: this is covered by Rule 8. 2) The low-point scoring system is in use and has received wide approval. 3) The

720 alternative penalty was discussed. On a show of hands there was an overwhelming approval of those present of the 720 as the preferred penalty. 4) The privileges and responsibilities of the SCIRA Representative in a regatta should continue as they are currently spelled out in the Rule Book. 5) The format of the U.S. Nationals will be changed to allow for from five to seven races in the Championship series. There will be no throw-out races. Up to three races per day may be sailed. The Crosby series will not be changed. The "long" series as described in the rule book is now deleted.

1985 U.S. Nationals: Leigh Savage of the Detroit fleet announced the dates for the Nationals as August 6-10, 1985, on Lake St. Clair, near Detroit, Michigan.

Masters Championship: The 1984 championship is at Lake Quassapaug, CT. The 1985 Masters will be on White Rock Lake, Dallas, TX.

North Americans: The 1984 North Americans will be at Long Beach in September. Grant Hill and Ron Fox have flyers and entry forms available. Attendance was also urged for the Pacific Coast championship to be held the week after the North Americans in San Francisco.

Dues: Dues for 1985 will be \$25 for the U.S.

Questions: At this point in the meeting Secretary Swanson opened the meeting for questions.

Ron Fox, as a builder, wanted a discussion of the moment-of-inertia test, and the correction of low readings. Discussion followed with Dan Williams, Ron Fox, Gonzo Diaz, and Ralph Swanson taking part. Dan, who has been in charge of measuring of boats at this championship, and several championships in the past ended the discussion with the statement that the purpose is to make sure that boats are properly built, not to put lead in boat bows and sterns.

Funding of Travel and Finances: There was a discussion of travel allowances to championships. The question was asked: Will the raise in dues solve all the class problems with finances. The answer was that for the present it will take care of things, but other methods of financing including contributions need to be considered.

Secretary Swanson and Commodore Tragus stated to the membership that the Board of Governors seeks the opinions and guidance of the members of SCIRA. "Bend our ears" and "let us hear from you" were their requests.

There being no further business the meeting was adjourned.

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Jorge Haenelt of Spain Wins 1984 European Title

*Marstrand on Sweden's West Coast
Scenic Site of This Year's Regatta*



Jorge Haenelt, Spain, 1984 European Champion. Photo by John Muhlhausen.

Marstrand, a small rocky island on the west coast of Sweden, was the site for this year's European Snipe Championship. Settled in the early thirteenth century and protected for centuries by an imposing fortress, Marstrand has become the Newport of Sweden. Since the island is so small and can only be reached by boat, cars are not permitted. The village is the harbor. Marstrand is an island of unparalleled beauty and mercurial nordic weather. The weather was terrible the previous week, but beautiful the day we arrived, and it remained beautiful for the entire regatta. The day after the regatta ended, I thought it was going to snow; a far cry from the pervasive summertime heat in Atlanta.

Eight countries chose to enter their best forty-three teams, with qualifications based on national standings. It was interesting to see that the 720 rule was not used. The option to use the 720 rule in regattas conducted in northern Europe was discussed at the skippers' meeting. If one team does not wish to use this alternate penalty, the 720 rule will not be used. This was the choice for this year's championship. In fact, regattas in northern Europe do not normally sail under the 720 rule, even though it is still used for local fleet races. According to Niels Kampmann, the Danish national secretary, the 720 rule is not used in Denmark. However, practice is different in southern Europe. Jorge Haenelt from Spain, this year's champion, expressed doubts about the fairness of the 720 rule, but felt it was still preferred over disqualification. The controversy continues on all fronts.

My family and I thoroughly enjoyed our visit to Marstrand and are appreciative to Per Gothlin, Jan Wennergren, Per-Ole Holm, Niels Kampmann and Jorge Haenelt for their gracious welcome and warm hospitality. The international aspects of our organization have a tendency to be overlooked until an opportunity like this comes along. We will cherish our new European friendships and will look forward to our next get-together.

*John Muhlhausen, Atlanta Fleet 330
Member-at-large, SCIRA Board*



Newly elected European Secretary General Louis-Paul Lamarque has moved up from his position as acting Vice-Secretary. He has served as French National Secretary, attending many regional and international Snipe events both in racing and class organization.

Louis-Paul Lamarque Elected European Secretary General

The European Secretaries held their regular meeting at the championship at Marstrand, Sweden, July 23, 1984.

Present: Per Gothlin, North European Secretary; Niels Kampmann, Denmark; Peter Holm, Finland; Birger Jansen, Norway; Antonio Roquette, Portugal; Francisco PerezLopez, Spain; Jan Wennergren, Sweden; Per-Ole Holm, SCIRA Board Member; Erling Olsen, Denmark; Janett Krefting, Secretary.

Not Represented: East Europe, Belgium, Italy, France, England, Netherlands.

Secretary General: There was no Secretary General's report due to the absence of Enrico Rosso who had assumed the duties on the resignation of Peter Davies in 1983. There was an expression of appreciation to Peter Davies for his work for SCIRA.

The assembly was informed of renewed Snipe interest in Angola. Portugal was requested to investigate this interest in their former colony.

North Europe: Because of past schedule conflicts, the Scandinavian Championship will be scheduled in the first week-end in August in the future.

European Junior Championship: The 1983 regatta had 17 boats from six countries. Portugal suggested holding the junior and senior Europeans at the same time. Spain wants separate regattas so juniors

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could participate in both. This will be discussed further at the World meeting in 1985.

World Championship: Portugal reported great progress owing to the successful 1983 championship.

European Cup: The assembly voted to hold the European cup only every other year. Scheduled for Italy in 1985.

Election of officers: All officers retired before the election. Enrico Rosso who had been acting European Secretary retired from consideration. Thanks to Enrico for his hard work for the class.

The new officers elected are: General Secretary for Europe - Louis-Paul Lamarque, France; Vice Secretary - Erling Olsen, Denmark; Secretary for North Europe - Per Gothlin, Sweden; Secretary for South Europe - Antonio Roquette, Portugal; Secretary for East Europe - Enzo Perini, Italy.

Other Business: A communications problem existed for the 1984 European Championship. The main responsibility for the Championship belongs to the Secretary General.

After discussion, the following policies were reaffirmed: The country holding the regatta is responsible for lodgings for: the defending champion, one crew per country, SCIRA authorities, and National Secretaries for the whole period. No entry fees or measuring fees may be charged.

There was some objection on the difficulty of deciding this question because it depends on clubs, etc. The answer was that if they can't meet the requirements they must withdraw the bid. The suggestion was made that each country save money especially for the championship.

Spain's bid to hold the championship in Santiago de la Ribera in 1986 was accepted.

Norway bid to hold the 1988 championship. The bid will be confirmed in 1986.

Junior European Championship: Portugal will hold the championship in 1985. Two boats per country will be offered lodging by the host country.

Calendar: The racing calendar will be from April to April. Each country is to send the schedule to Louis-Paul Lamarque who will send it to Erling Olsen for printing.

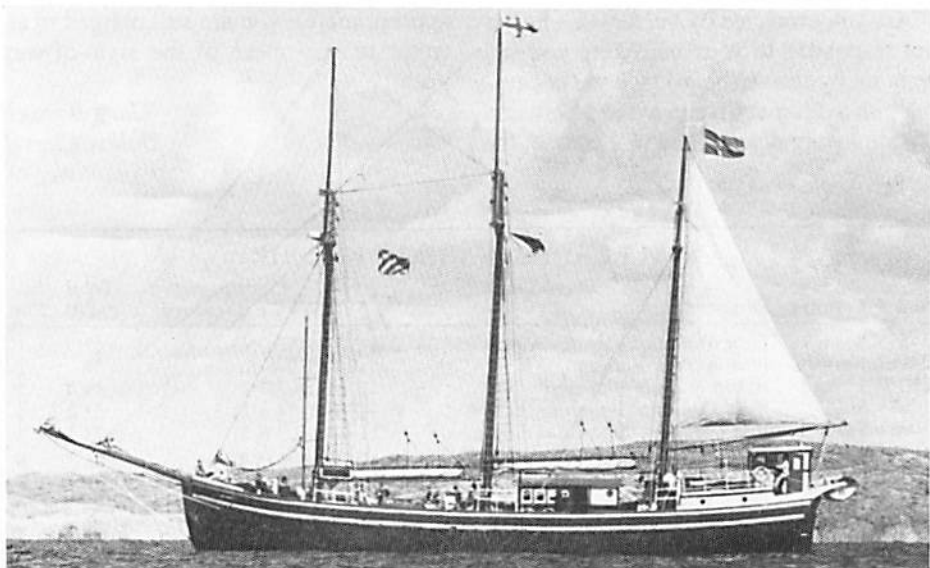
Class revival: Louis-Paul Lamarque will take initiative to return class activity to Switzerland, Turkey, Netherlands, and Yugoslavia.

International sailing: Each country will send a list of sailors interested in competing abroad to the General Secretary.

Section 23: North Europe recommends that this section be changed so Erling Olsen may serve on the SCIRA board. This must be decided by vote of the SCIRA board.



Denmark 22382 in the lead as boats from Sweden and Spain approach the weather mark in the last race of the championship. Photo by John Muhlhausen.



RC boat, Royal Goteborg Yacht Club. Photo by John Muhlhausen.



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Hailing Re-examined

It is acceptable to hail a windward yacht for room to tack to avoid a right-of-way yacht, but . . .

What would you do? You are approaching the weather mark on port tack. There is a yacht immediately to weather of you. Then you become aware of a starboard tack yacht which you cannot cross without fouling. Since you feel you cannot bear-off without substantially altering course you hail the yacht to windward for room to tack to avoid an obstruction (the right-of-way yacht). Unfortunately he has not spent his youth reading the International Yacht Racing Rules and he responds with a rude gesture. Now, what do you do?

Are you protected by the fact that he has not responded to your hail? Can you sail right on by the starboard tack yacht causing him to alter course to avoid a collision without being disqualified? Of course, the

rude boor to windward is out of the race but his ignorance is your gain. Or is it. Must you now perform some amazing feat of sailing to avoid serious contact with either of the yachts which now seem to surround you?

As you have probably surmised, the answer to this riddle wrapped in an enigma is our Submerged Rule for this month. In Appeal #11 it has been ruled that you can hail a windward boat for room to tack to avoid a right-of-way yacht, but if she does not respond (or rather, does not respond appropriately), you are still obliged to attempt to stay clear of the right-of-way yacht.

*Gary Boswell
Dallas Fleet 1*

1984 EUROPEAN CHAMPIONSHIP

Sail #	Country	Skipper/Crew	Finishes (One race discarded)	Total Points	Pos.
24555	Spain	Jorge Haenelt/Laureano Wizner	1-2-1-1-6-2-DNS	17.7	1
24967	Norway	Finn & Trya Hanssen	5-1-4-2-12-4-5	39	2
25040	Finland	Hakan & Laila Bjurstrom	17-3-2-14-3-1-9	49.4	3
19981	Spain	Felix Gancedo/Guillermo Serrano	3-7-4-10-11-1-11-3	52.4	4
20862	Spain	Jose Garcia de Soto/Brian Lopez	11-6-14-3-9-6-11	78.1	5
25097	Sweden	Thomas Ericsson/Claes Nordvall	19-18-11-5-15-8-1	86	6
22382	Denmark	Per Brodsted/Karsten Larsen	15-16-8-12-4-12-10	95	7
24184	Spain	Jaime Piris Turner/Jaime B. Peral	4-25-RET-13-14-21-2	108	8
19817	Denmark	Flemming Christiansen/Niels Kampmann	39-5-12-19-18-13-7	109	9
24312	Finland	Juhani Liinamaa/Vesa Raevaara	6-11-17-15-8-24-19	111.7	10
25213	Spain	Luis Prieto Salceda/Manuel Velez	14-30-20-6-7-17-12	111.7	11
25766	Portugal	Tiago Roquete/Luis Camiera	2-9-6-18-31-25-22	112.7	12
25478	Sweden	Lars Edwall/Mats Wennergren	25-32-16-23-5-7-4	113	13
25530	Norway	Totto Hartmann/Erling Nesse	12-10-7-9-2-DSQ-DSQ	117	14
25159	Italy	Giuliano & Diego Dematte	16-20-5-20-19-15-8	118	15
25138	Finland	Jukka Lahti/Juhani Heljo	8-7-3-26-DSQ-14-DSQ	136.7	16
25091	Sweden	Jan & Fredrik Strombeck	9-14-9-27-16-28-DSQ	139	17
25705	Denmark	Ove Lorentzen/Klaus Fossum	40-8-RET-33-10-16-6	148.7	18
21540	Belgium	Jan & Wilfried Everaert	22-34-24-8-20-34-15	159	19
19677	Finland	Claus Carpelan/Freddy Wegelius	38-27-22-DSQ-11-9-16	159	20
25134	Finland	Svante Lindholm/Caj Ostertund	21-22-18-29-27-23-13	160	21
24625	Italy	Bottagisio Aldo/Lise Marco	DSQ-29-19-4-30-26-20	162	22
25092	Sweden	Thomas & Bosse Carlberg	26-23-33-DSQ-23-5-17	168	25
22379	Denmark	Poul Rbrtd/Kim Nielsen	31-12-30-16-21-22-DSQ	168	25
22426	Sweden	Roger Streling/Thomas Eliasson	27-17-23-30-22-20-23	168	25
25528	Denmark	Svend Andersen/Soren Buelow	24-DSQ-25-10-28-29-21	173	26
25149	Italy	Bari Antonio/Roat Petro	18-13-31-31-DSQ-19-25	173	27
21930	Denmark	Jens Sorensen/Morten Bryder	34-21-32-17-24-30-14	174	28
25767	Portugal	Antonio Roquete/Francisco Campos	7-28-15-DSQ-33-10-DSQ	175	29
22427	Sweden	Gunnar Jannsson/Peter Andersson	30-19-36-21-25-18-26	175	30
20286	Finland	Sampo & Risto Valjus	36-26-39-32-29-3-24	182.7	31
21942	Italy	Monteggia Luca/Adelisa Gaja	13-24-27-24-35-33-29	186	32
25136	Finland	Peter Holm/Andreas Rosenlew	33-15-26-DSQ-17-DSQ-18	193	33
22771	Italy	Ennio & Alessandro Casciaro	35-31-13-7-DSQ-DSQ-28	204	35
25533	Norway	Ola & Amund Nygaard	20-41-29-25-26-27-DSQ	204	35
25535	Norway	Birger Jansen/Gunnar Astrup	37-33-21-28-34-32-DSQ	221	36
25099	Sweden	Mats Gothlin/Nicki Bjorling	10-37-37-DSQ-13-DSQ-DSQ	227	37
22433	Norway	Nils Monstad/Peter Lorentzen	28-38-28-35-32-31-DSQ	228	38
25570	Italy	Huber Max/Huber Maurizio	32-36-35-34-36-DSQ-27	236	39
25562	Italy	Ferruccio & Gabriele Bernardis	42-20-20-22-RET-36-30	246	40
21451	Norway	Frank & Erik Pettersen	23-42-34-37-38-38-RET	247	41
24202	Spain	Antonio Hernandez Manchado	29-35-38-DSQ-RET-35-DNS	259	42
23194	Norway	Jan E. Jonson/Anders Homandberg	41-39-RET-36-37-37-DSQ	269	43

Interdistrict Team Race A First At Annapolis

On June 1, 1984, the Annapolis Snipe Fleet at Severn Sailing Association hosted the first Snipe Interdistrict Team Championship. Three districts were represented by teams from Columbus, OH, Newport, RI, and Rochester, NY, with a fourth team provided by the host club, SSA.

The teams were composed of four boats each, and a total of 12 races was held, with the teams sailing against each of the other teams twice. Racing was held in the Severn River with shifty winds of 10-20 knots and flat seas throughout the day. In the end, the team from Newport, led by Ed and Meredith Adams, remained undefeated and were the undisputed team racing champs.

The event was a definite success, and the Annapolis Snipe Fleet hopes to see more districts represented next year.

The team race was followed by the Colonial Cup regatta, scheduled for June 2 and 3, which this year drew a record 50 boats. Unfortunately, the good sailing conditions were used up the previous day by the team racers, as Saturday's racing was cancelled with winds clocked in excess of 35 knots.

Racing resumed on Sunday in light to moderate winds. The first race seemed to set the tone of the day, with a large wind-shift to the left occurring minutes before the start. The breeze initially died, and then reappeared on the final leg with Ed Adams winning the shortened race. Races 2 and 3 were won by Doug Wefer and Ed Adams respectively, and the final race, sailed in a rapidly disappearing wind, was captured by Annapolis sailor Carl Cheney.

Adams drifted to a second place in the final race to win the series, followed by Steve Callison in second and Doug Wefer in third.

1984 COLONIAL CUP (top ten)

Boat	Skipper	Places	Finish
26099	Ed Adams	1-9-1-2	1
24608	Steve Callison	2-7-2-5	2
25737	Doug Wefer	4-1-5-13	3
25460	Fred Abels	3-21-4-4	4
25406	Craig Leweck	9-3-24-6	5
23182	Bob Blomquist	15-14-10-3	6
22696	Goeff Moore	10-10-11-12	7
23662	Carl Cheney	13-11-19-1	8
25761	Jonathan Bartlett	6-18-14-9	9
24615	Eric Purdon	22-8-9-10	10

1984 INTERDISTRICT TEAM RACE

Place	District	Team Members
1	I	Ed Adams, Geoff Moore, John Alofsin, Scott Ferguson
2	III	Greg Fisher, Craig Leweck, Matt Fisher, Dick Mitchell
3	SSA	Griff Hall, Jonathan Bartlett, Cory Fischer, John Danneberger
4	V	Steve Callison, Eric Eiffert, Eric Purdon, Andrew White

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Teamwork Wins

It is counterproductive, when two or more people are in the same boat, for them to have an adversary relationship.

by Dave Perry

As the story goes, there was a husband and wife team who raced very successfully together, except that whenever a situation got tense, the husband, who was the skipper, would start yelling and screaming at his wife. In return she would calmly tell him that if he didn't shut up she was going to jump overboard and swim away. One day they were racing for the club championship, and coming up to the finish line they were leading the race except for one last starboard tacker. They decided to duck behind it, but at the last second, and with no warning, the husband decided to tack. Needless to say, the crash tack was not picture-perfect and the starboard tacker immediately rolled right over them. The husband started in on his usual condescending yelling at his wife, and with that she calmly stood up and dove overboard, swimming over and climbing onto the nearby race committee boat. Of course, they were scored DNF for that race and thereby lost the championship. Later on that evening at the club bar, the husband was overheard saying, "You know, I really learned something out there I'll never forget..." And as everyone leaned in to finally hear him admit he'd been wrong for treating his wife so poorly, he said, "If I ever get married again, I'm going to find a woman who can't swim."

In studying sociology, we learn that people's habits and attitudes are very difficult to change, and that includes our own bad habits on the race course. But we keep trying. One good way to look at our problems is — using my favorite analogy — "to go up in a blimp and look at the total picture." One of the first things we see is that it is counter-productive, when two or more people are in the same boat, for them to have an adversary relationship. All the energy, knowledge, and talent in the boat should be directed toward racing as well as possible. When one person (usually the skipper) starts blaming others for things that go wrong, or starts talking to them in condescending tones of voice, obviously the atmosphere is not going to be pleasant, and as a result the boat's finishing position will be poor.

The best way to avoid anxiety is for everyone on the boat to know what's going on all the time. At the top levels of racing each person in the boat usually can do anyone else's job. Each can skipper pretty well, fly a spinnaker, and handle tactics, so they are able to anticipate situations. In order to help this learning process along on your boat, have everyone take turns doing the other persons' jobs. Sailing out to the race course, the crew should skipper to get more tiller time. This helps them learn how the boat feels, how puffs, waves, and small movements in the boat affect heel, what the sails look like from the back, and also where the crew should sit to avoid blocking the skipper's view of the jib and bow waves. Besides, handing over the tiller is a show of confidence that will build crew confidence, and steering a boat is just plain fun to do.

Meanwhile skippers should hike, trim the jib, set the spinnaker, try to jibe the spinnaker, and work to balance the boat just as well as they want their crew to. Often the skipper has more experience, and it's much more effective to teach by showing than by telling.

The next step is to keep the roles reversed for a race or a weekend series. Nothing will accelerate the learning curve of inexperienced people more, or help reduce the anxiety level within the boat quicker than this technique. But be sure you do your first role reversals going out to or coming in from a race, or in separate practice sessions. Don't enter a race until everyone is confident in his or her new position.

It's interesting that in the many seminars and regattas I've been to over the years, the proportion of men and women has been very close to fifty-fifty, yet I'd say 90 percent of the skippers are male. If it's lack of confidence on both sides to have the women skippering, then nothing will build confidence more than having the women skipper as much as possible going out to and back in from a race. Very soon their boathandling and feel will be good enough to enter a race, and once they've skippered a few races, their understanding of the whole picture will increase dramatically. You can't build confidence by just talking about it. You have to be active and get more tiller time whenever possible.

Another great way to keep the anxiety

level down and the racing performance level up is to talk about who's going to do what before the race begins. You have to be honest and up front about what people's responsibilities are. I'll never forget sailing one of my first big-boat races on a Swan 44 when Bill Ficker, the 1970 America's Cup winner, was the guest skipper. Inasmuch as I didn't know anything about big boats and had even less confidence, my game plan was to volunteer to make sandwiches so I could stay out of the way as much as possible. On the way out to the race, Bill got us all back in the cockpit for a meeting. Never having met us, he asked us what we were good at and then assigned each person specific things to do. I ended up trimming the mainsheet at the start, during tacks and at mark roundings, grinding for the spinnaker sheet trimmer on the reaches, and watching for other boats upwind. I got totally involved and learned a great deal.

Also, during a race it's often difficult to explain everything that's going on, but after the race it's vital that everyone on the boat sit together and go over what just happened. A lot can be learned in a brief twenty-minute review session, and this is especially helpful to less experienced members of the crew who are really interested in learning. Most people who are psyched to learn are aware that they don't know everything, so they're prepared to hear criticism and comments on how to improve. The worst attitude is the "I know" syndrome, where it's impossible to give a person a suggestion. A chain is only as strong as its weakest link, and if one member of the team (either skipper or crew) hides in an "I know it all" shell and won't listen to constructive suggestions, the team will never gel and reach its potential.

It's also vital to discuss what sort of communication the skipper wants during the race. Personally, thirty seconds before the start I want to know how close to the line we are, if there are any boats threatening to take our hole to leeward, what the time is, etc. Immediately after the start the only things I want to know are what our relative boat speed is, how we are pointing, who is directly to windward and leeward (different people have different sailing styles), how much room to leeward I have to play with, and whether I can tack or not. The key to giving information is to make sure that everything you say is useful. If you're on a collision course with someone before the start, don't say, "Hey, look out for the boat up there." Instead say, "Do you see the blue boat, number 322?" And after the start, comments like "Man, that guy is motoring on us over there" can earn you a quick boom crutch

in the teeth. The reason is that such a comment has no useful information in it. Factual reports like "There's a boat ten boatlengths to windward that is pointing higher, but they've got a puff which we should get in about thirty seconds" is the kind of info that a skipper can use. Also, in terms of relative boatspeeds, I like to think in two dimensions: fore-and-aft speed along a line parallel to me; and height, i.e. are they dropping in on us or are they moving away to windward (see diagram). As you get more experienced, you can tell if a boat is gaining or losing. So a conversation might be, "There's a boat to windward that's pointing higher, but dropping back. I think the net gain is to us." Or, "There's a boat to windward that's dropping in, but going faster. They're definitely gaining on us." This info tells the skipper to pinch or foot more, and to either keep all controls where they are, or make some adjustments. A comment like, "The windward mark is about half a mile up at two o'clock, just to the left of a large, green spinnaker" gives the skipper a lot of references so all it takes is a quick look to find the mark. Good meaty info like this will help keep the energy flow directed on the racing and reduce the anxiety within the boat. The bottom line is that the more you are allowed to give information, the better you'll get at giving it. No one will be perfect the first few times, but you have to take action and start doing it to get good at it.

In an interview I did for the U.S. Olympic Yachting Committee's publication, *Pipeline*, three Olympic-caliber sailors talked about their experiences as crews in serious campaigns. They were Ed Trevelyan, 1979 world champion and 1980 Olympic Trials winner in Solings sailing with Robbie Haines and Rod Davis; Neal Fowler, 1980 470 Olympic Trials winner sailing with Steve Benjamin; and Jay Glaser, 1981 Tornado world champion sailing with Randy Smyth. Here are some excerpts:

Q: What was your role while racing?

NEAL: With Benj, initially I was calling almost every move, and Benj just drove like a maniac. This was fine until we lost the '79 Midwinters in a big way. We then went into the feed system (where the crew feeds info to the skipper continuously). This is far and away the best. We both knew everything, no surprise moves. If either felt strongly about something, he just raised his voice and that was that. If there was not enough time for discussion and I was not sure, Benj just went into the maneuver. I could tell by the motion of the boat what needed to be done.

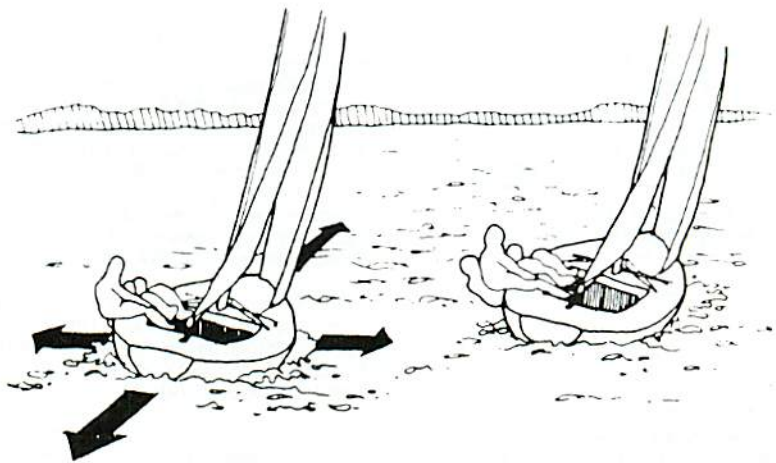
Q: What are some of the hardest things about being a crew?

JAY: The difficult things about crewing are mental. One for me is the lack of recognition and identity. It can be a project in which the crew contributes 50 percent of the effort in funds, talent, time, etc., but the team is always identified with the driver. I was "Richard's crew" (past Tornado national champion Richard Loufek), and now I'm "Randy's crew" to a lot of the sailors who know us. However, among the crews themselves there is some recognition, and I have my own crew heroes — those crews who by their sheer talent can pull drivers to the front of the fleet.

Q: What are the positive things about crewing?

ED: The satisfaction of getting the teamwork down to a level where most of the functions are automatic. Rod and I couldn't wait to get on somebody's tail at the wing mark in twenty to twenty-five knots so we could do that perfect jibe we had practiced so much. Also, there was the satisfaction of knowing that I was an integral part of our campaign, as were Rod and Robbie, and not just ballast for the almighty skipper. I felt at the beginning that it would be fun to crew because the big pressures of skippering would not be there. This was not the case; I was always nervous before a big race because I knew it was essentially up to me to figure out the windshifts, etc. The same went for Rod in his functions. So when we won I got a real sense of accomplishment even though I was "just a crew."

JAY: A positive point of crewing is working well with a driver and having your efforts rewarded. Randy and I put a lot of time into fitness programs, practice, and regattas. It paid off with a win at the Worlds. Another positive point is that crewing enables me to compete success-



Report relative boat speed in two dimensions: One is fore-and-aft speed on a line parallel to your course; the other is "height," i.e., if they are a leeward boat, are they getting closer to you or are they dropping away farther to leeward?

fully at a level I couldn't as a driver. If you bought a Stradivarius violin and practiced hard for ten years you still might not be first chair in the symphony orchestra. Some people are natural drivers. My solution was to be the best crew possible and sail with Richard and Randy. In the same way, due to temperament or whatever, some are more natural crews.

From our blimp, it's clear to see that the boats up front are filled with people working together to get the most out of their boat and themselves and that the farther back in the fleet you get, the more you see arguments, skippers yelling orders at their crews, and crews taking passive roles in the boat. One of the most valuable skills of a good skipper is the ability to remain patient when training a new crew. A good crew is well worth the time and energy it takes to cultivate him or them, and nothing will turn away a potential teammate faster than a continual barrage of abuse. Next time you go racing, take a quick trip in the blimp and see what the interaction in your boat looks like.



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CHUBASCO 19380: White hull, Cobra II mast, 1 set of Shore sails, 1 set of North sails, magic box, mast pullers, \$1,200. Call or write G.B. Stickler, 2400 Crest Ln. SW, Rochester, MN 55902. (507) 288-4231.

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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.

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Hants, England
(0329) 231525