

Nov. 1990

“1931-1991 28,000 boats”

North Sails Take 1st and 3rd At Snipe Winter Circuit.



Dennis Kelly Photo

Bart Hackworth rounding the leeward mark with a comfortable lead en route to winning the Midwinter Regatta, Clearwater, FL.

NORTH SNIPE RESULTS:

World Championship '89,
Karatsu 1st

Dead of Winter Regatta,
St. Petersburg 1st, 2nd

Midwinter Championship,
Alamitos Bay 1st, 2nd

Midwinter Championship,
Clearwater 1st, 3rd

Don Q Regatta, Miami 1st

Bacardi Cup,
Nassau 2nd, 3rd

Gamblin Memorial,
Nassau 1st, 2nd

Charles Kelly Trophy,
Overall Nassau Series .. 1st, 2nd

Zimmerman Perpetual,
Overall Snipe Circuit ... 1st, 3rd

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at the masthead

FROM THE COMMODORE

I am writing this from my hotel in Santiago De La Ribera, in the southeast of Spain. Here I am finishing a four-week stay in Portugal and Spain by sailing in the World Masters with 57 teams of other "old" Snipe sailors.

My trip began in Porto, Portugal, in late September. I flew in to observe the European Championships and to attend the European National Secretaries meeting held during the event. Several interesting "news" items came out of this meeting. Apparently the Sailing Federations of the European Economic Community (EEC) have decided to form a European Sailing Federation to promote more Olympic Class sailing. Each of you in the EEC should push your federation to support the Snipe as one of the two-person boats for this new European Federation.

In addition, the Federazione Italiana Vela (FIV) is considering a program that would provide full-time coaches for junior sailors in non-Olympic classes, including the Snipe. The FIV sent a coach to the European Championships and another coach to the Junior Worlds to evaluate the Snipe Class and make recommendations on how to implement this coaching activity. The



SCIRA Italy National Secretary, Giorgio Brezich, has been working closely with the FIV to keep the Snipe in good standing.

After the Europeans I drove to Madrid with Spanish National Secretary Fernando Velarde and spent three days exploring the art and culture of this beautiful capital city. Then Fernando and I drove down to Los Nietos, on the Mar Menor, for the Snipe Junior World Championship.

This Junior Worlds (the tenth edition!) had 24 entries from 13 nations. Teams from South America and Spain took the top honors in the event, hosted by Club Nautico de Los Nietos.

Some deficiencies with our rules for running National and International events were apparent at the Europeans and the Junior Worlds. We specify an "Olympic" course, but now there are several different Olympic courses for different classes. Also, the current IYRU rules allow courses for both starboard and port mark roundings and our rules do not demand that marks be rounded to port. In addition, our rules are silent about when and how redress is to be given in borrowed boat regattas like the Junior Worlds and Western Hemisphere Championships. This gives the jury too much freedom to refuse redress, even for major equipment failures.

In closing, I would like to express my gratitude for the hospitality given to me in both Portugal and Spain. The organizing committees of all of the events were very thoughtful in caring for the race committees, juries, officials and competitors.

Your Commodore,
Peter Fenner

SNIFE 28,000 TO PAST COMMODORE (1982) ARTURO DELGADO

Arturo Delgado started his Snipe sailing at an early age, crewing with his father on Snipe #5680. Now Arturo has decided that he is ready for a new Snipe, and what could be a more appropriate honor than Snipe #28,000?

Most veteran Snipe sailors will remember that Arturo was the Commodore of the Class in 1982. Today, like many other Past Commodores of our Class, Arturo has moved up in the world of sailing. He is the President of the Real Federacion Espana de Vela, Spain's national sailing authority, a position of great importance because he is supervising Spain's preparations for the 1992 Olympic Yachting competition at Barcelona.

It is appropriate that we look back to the time when Arturo led the Snipe Class, to review some of his philosophies about

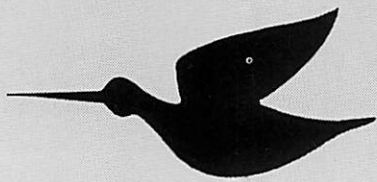


our sport. From the March 1982 *Snipe Bulletin*: "One of the great merits of our Class—and the secret of its longevity—is that, though remaining conservative, it has succeeded in keeping abreast of the times without making overdrastic changes."

So what changes did Arturo bring to the Snipe Class? Surely the most important was the qualification system for the European Championships. As General Secretary for Europe, Arturo argued for, and won, changes to the qualifications system that allowed more boats to compete. From the Minutes of the European National Secretaries meeting, as published in the December 1976 *Snipe Bulletin*: "Three boats allowed per country. One additional boat allowed for every 25 dues paid in the previous year, up to 7 boats maximum per country."

When he became Commodore, Arturo argued for, and won, new rules that allowed expanded representation at the Worlds. His formula led to larger fleets at Championships, a radical idea at the time, but one that time has proven to be correct, as evidenced by the continued growth of our Class.

In that light, it is just that he be rewarded as our Class reaches another milestone in its sixty year history: 28,000 Snipes!



Snipe

BULLETIN

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FLASH! SOVIET TEAMS COMPETE AT SEA CLIFF

Veteran Sniper Burt Eaton has spent the past year flooding the USSR with Snipe materials. His efforts paid off recently as two teams of Soviet sailors made the trip to the U.S. to compete in the Long Island Open Regatta, held at Sea Cliff Yacht Club, September 22 and 23rd.

A total of seven Russians made the trip, representing the Moscow Yacht Club, including Vsevolod Kukushkin, the sports editor of *Tass*, and also the chairman of the Red Star syndicate, Leningrad Yacht

Club's challenger for the America's Cup in 1992.

Others making the trip to try the Snipe were Alesiei Fomin, Michail Azarov, Victor Schankin, Oleg Surin, Sergei Smolov and Victor Dzodziev. One of these men is a boatbuilder, but details of their visit were not available at press time.

The Snipe Class thanks Senator Daniel Patrick Moynihan and his staff for their assistance in obtaining visas for these sportsmen.



Front row (l-r): Skipper Alexiei Fomin; Sea Cliff YC Commodore George Christman; crew Victor Schankin. Second row (l-r): Crew Oleg Surin; Skipper Michail Azarov; Sergei Smolov, president of Moscow Sports Federation. Back row: Translator Dr. Victor Dzodziev and Fleet #4 Captain Steve Shepstone.

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I certify that the statements made by me above are correct and complete.

(signed) Thomas Payne

OCTOBER/NOVEMBER 1990

THE COVER: SNIPES AT REST: A quiet moment at the European Championships at Porto, Portugal. Tom Payne photo.

THE COUNT: 43 numbers were issued: Twenty-one to Spain, fifteen to Japan and seven to the U.S.

NUMBERED SNIPES: 27944

REGISTERED FLEETS: 813



Tom Payne photo

Uruguay's Diego Garcia and Harold Meerhoff

JUNIOR WORLDS: TWENTY-FOUR TEAMS FROM THIRTEEN NATIONS

LOS NIETOS, SPAIN—Argentina's Christobal Saubidet and crew Andres Onis took a narrow two-point victory from Uruguay's Diego Garcia and crew Harold Meerhoff in the tenth Snipe Junior World Championships.

The event is sailed in boats provided by the organizing club, in this case the Club Nautico de Los Nietos, and is limited to the top two junior teams from each SCIRA nation.

Club Nautico de Los Nietos is located on Spain's Mar Menor, a beautiful place for sailing of all types. It is on the eastern shore of Spain, near Cartagena, and is formed by a narrow band of sand separating it from the waters of the Mediterranean Sea. The water is warm and very salty and good sailing winds are always present.

The event opened as the 48 sailors paraded onto the club plaza for the ceremonial speeches and the raising of their national flags. This was followed by a banquet at the club.

The racing started the following day. Chile's Felip Enchenique and Juan Wigand took an early lead and held off Saubidet and Onis for the win. Spain's Domingo

Espejo and crew German Vilalba finished third.

Garcia and Meerhoff of Uruguay showed that they had come to race, as they took back-to-back victories in races two and three.

In race two, Brasil's Gustavo Oderich with crew Erik Stegmann took second behind Garcia, with Espejo and Vilalba in third.

In race three, Uruguay's Marcelo Azila and crew Nicola Saralegui took the second place, and Espejo and Vilalba took another third.

Day three of the event saw more of the moderate breezes for which the Mar Menor is so famous. In race four Espejo and Vilalba were off to an early lead and held on to take the win with Garcia and Meerhoff close behind in second. Spain's Santi Lopez-Vaz with crew Jose Gomez came in third.

Race five saw the U.S. team of Steve Lippincott and Jonathan Glauser, representing the St. Petersburg Yacht Club, finally get up to speed and take a win. They were followed across the line by Garcia and Meerhoff in second, with Saubidet and Onis in third.

At this point in the regatta, Garcia and Meerhoff held a strong overall lead, but the tables began to turn in race six as Saubidet and Onis took the win, while the Uruguayians fell to sixth. Spain's Lopez-Vaz took second with Brasil's Rafael Paradedo and crew, Fernando Alves in third.

It is a fact of life with a regatta where the host must provide the boats: some boats are better than others, and the teams are at the mercy of fortune when the draw for boats is made. As luck would have it, Garcia and Meerhoff drew one of the slower boats for the final race, and Saubidet and Onis drew one of the fastest.

Adding to the Uruguayians' troubles was the wind for the final race. It was really blowing! The Race Committee measured steady winds above 20 knots (10 meters per second) with gusts approaching the 25-knot (13 meters per second) upper limit for Snipe regattas.

The first problem for Garcia and Meerhoff showed up as they were sailing out to the line. Their jib halyard broke. They sailed back in, made a quick repair and returned to the line just in time for the start. Saubidet and Onis had a perfect start at the leeward end. They were extremely fast



Left to right: Commodore Fenner presents the Viero Lasinio de Castilvero trophy to Christobal Saubidet and Andres Onis as Domingo Espeso, German Vilalba, Harold Meerhoff and Diego Garcia look on.

in the heavy air and sailed right out from under the fleet. When they finally neared the layline and tacked it was easy to see that they had a comfortable lead. Garcia and Meerhoff were struggling to catch up but their speed was off. At the line it was Saubidet and Onis with a comfortable margin over Paradedada and Alves of Brasil. Gustavo Oderich and crew, Erik Stermann of Brasil took third. Meanwhile, Garcia and Meerhoff were struggling to get past boats, but their speed was way off. They managed only a thirteenth and lost the title by a slim two-point margin as the International Jury denied their request for redress.

It was standing-room-only that evening as the trophies were awarded and the flags lowered. While some took home silver, each of the young teams went away with the firm understanding that they were now a part of the International Snipe family, and that they had made new friends from around the world. As one veteran Snipe Class sailor noted: "I still compete against many of my old friends from my first Junior Worlds. These young people have made friendships that will last a lifetime."

1990 JUNIOR WORLDS
 CLUB NAUTICO DE LOS NIETOS, SPAIN
 September 5-9, 1990

Finish	Skipper/Crew	Country	Places	Points
1	Cristobal Saubidet/Andres Onis	Argentina	3.0-10.0-10.0-14.0-5.7-0.0-0.0	28.7
2	Diego Garcia/Harold Meerhoff	Uruguay	13.0-0.0-0.0-3.0-3.0-11.7-19.0	30.7
3	Domingo Espejo/German Vilalba	Spain	5.7-5.7-5.7-0.0-11.7-15.0-16.0	43.8
4	Felip Echenique/Juan Wigand	Chile	0.0-11.7-0-13.0-10.0-8.0-10.0-14.0	55.0
5	Santi Lopez-Caz/Jose Gomez	Spain	8.0-8.0-30.0-5.7-20.0-3.0-12.0	56.7
6	Gustavo Oderich/Erik Stegmann	Brasil	14.0-3.0-15.0-13.0-14.0-14.0-5.7	63.7
7	Rafael Paradedada/Fernando Alves	Brasil	10.0-33.0-8.0-8.0-15.0-5.7-3.0	67.7
8	Steve Lippincott/Jonathan Glauser	USA	19.0-25.0-24.0-11.7-0.0-13.0-11.7	75.1
9	Brett Davis/Ben Benjamin	USA	28.0-11.7-18.0-15.0-22.0-17.0-10.0	93.7
10	Andres Donato/Juan Sparvieri	Argentina	15.0-14.0-25.0-21.0-21.0-8.0-15.0	94.0
11	Patrik Jonsson/Richard Oberpichl	Sweden	22.0-22.0-23.0-17.0-16.0-8.0	95.0
12	Shigeo Takamura/Masayuki Yaguich	Japan	11.7-16.0-14.0-18.0-25.0-22.0-18.0	99.7
13	David Crouch/Carla Johson	England	16.0-24.0-11.7-16.0-23.0-19.0-18.0	103.7
14	Franco Solerio/Gianni Grassi	Italy	17.0-18.0-17.0-20.0-17.0-18.0-18.0	105.0
15	Marcelo Azola/Nicola Saralegui	Uruguay	18.0-18.0-3.0-33.0-19.0-16.0-17.0	106.0
16	Joakin Wren/Thomas Thuresson	Sweden	23.0-20.0-19.0-19.0-13.0-24.0-29.0	119.0
17	Pauline Booc/Marie-Annette Gjerde	Norway	27.0-21.0-22.0-24.0-16.0-26.0-21.0	130.0
18	Hidenori Sawada/Kunihiro Toriaki	Japan	21.0-17.0-33.0-28.0-28.0-20.0-13.0	132.0
19	Diogo Cayolla/Sergio Montieiro	Portugal	20.0-20.0-19.0-27.0-24.0-30.0-23.0	133.0
20	Erik Titlestad/Stig Arne	Norway	26.0-13.0-21.0-25.0-29.0-21.0-29.0	135.0
21	Miguel Graco/Filip Roquette	Portugal	24.0-26.0-26.0-23.0-18.0-25.0-22.0	138.0
22	Dimauro Alessan/Fantoni Stefano	Italy	29.0-23.0-16.0-26.0-27.0-33.0-20.0	145.0
23	James Harding/Andrew Kite	England	30.0-27.0-28.0-22.0-26.0-28.0-23.0	154.0
24	Francois Brossard/Caterine Brossard	France	25.0-28.0-27.0-29.0-30.0-27.0-29.0	165.0

MASTERS WORLDS: FIFTY-SEVEN SNIPES FROM TWELVE NATIONS

SANTIAGO DE LA RIBERA, SPAIN—The hot summer of Felix Gancedo reached its peak as he and crew Carlos Llamas won the five-race Masters Worlds, sailed on the Mar Menor.

Fifty-seven teams contested the event, which is restricted to skippers age 45 and over. The combined ages of the skipper and crew must total 80 years. There are also three age divisions within the event. The "Juniors" for skippers 45 to 54 drew 35 entries, the "Seniors" for skippers 55 to 64 drew 18 teams, and the "Masters" for skippers 65 and over had four teams.

The week was started with the opening ceremonies as a representative of each nation raised his flag. It was evident that Gancedo was taking this event quite seriously, as he was down in the parking lot working on tuning his mast to perfection.

Race one was started in beautiful sunshine and winds well below the 15 knot limit (7 meters per second) as designated in the Deed of Gift. Many of the teams were returning to the Snipe after a long absence and some had quite a time readjusting. One unlucky skipper and his crew fell out of the boat at the start, but were soon surrounded by rescue boats. They managed to get back into the boat without assistance and went on to complete the race.

At the front, Gancedo was in a tight battle with Brasil's Ivan Pimental and crew, Rafael Hernaez. Pimental won this event in 1988 and is also the current Champion of the Western Hemisphere.

At the line it was Gancedo with a narrow victory over Pimental. Portugal's Antonio Roquette, SCIRA's Secretary for Southern Europe, and crew, Jose Mendez, took third. Denmark's Jan Persson and crew, Harald Holstein took fourth. Portugal's Jose Guerra and crew, Jose Torres were fifth, followed by Japan's International Secretary, Jiro Yamamoto with his Spanish crew, Rodrigo Marques, in fifth.

Since the schedule for this event is designed for an emphasis on social activities, there was only one race scheduled for day one. The sailors returned to the club for a beer party on the docks, and then later that evening many returned for dinner at the club.

Things got busy on day two as there were two races scheduled. The first was postponed as the winds were too light and shifty, but soon the fleet was off without incident. Once again it was Gancedo and



Ruben and Mrs. Domingos

Pimental fighting for the lead. Gancedo had a nice lead but failed to cover and Pimental took the win. Denmark's Persson had another strong race and took third, followed by the U.S. team of Past Commodore (1988) Jerry Thompson with Sherry Eldridge crewing.

After the race the fleet returned to the club for a lazy lunch and then it was back to the water for a late afternoon race. Again it was a two boat battle between Gancedo and Pimental, but Commodore Peter Fenner and wife/crew Suzan of the U.S. was at the front and mixing it up with the leaders. At the start of the final beat Gancedo held a comfortable lead but seemed distracted by a fellow Spaniard who was the fastest boat in the dying evening breeze. He stayed above his countryman, apparently fearing that he was about to lose his lead to the much faster green boat that was to leeward. When Pimental tacked away to the left side of the course Gancedo did not cover. Pimental found a new fresh breeze on the left and took the victory by a wide margin. Meanwhile the wind was dying for Gancedo and he was suddenly very slow, while Commodore Fenner was very fast. Fenner soon passed to windward and tacked for the line to take second. Gancedo just managed a third, a result that would be very important in the final scoring.

Race four saw more perfect weather

with moderate winds and plenty of sunshine. Gancedo seemed to realize that the title was on the line and he took the victory. Brasil's Bibi Juetz, with crew Noel Ferreira, was fast in her grey boat with the nice pink stripes and rudder, and came home second, followed by Pimental in third. Portugal's Ruben Domingos with, Mrs. Domingos crewing, had led at the first mark and hung on for fourth, a very respectable finish considering that Ruben is an IYRU Judge and had been distracted from sailing because he served on the Juries for both the Europeans and the Junior Worlds.

The stage was now set for the fifth and final race: Gancedo and Pimental were tied for the lead. At the start Pimental went to the right while Gancedo started toward the left. Finally Gancedo tacked out into the middle and the large spectator fleet watched as the Spanish and Brazilian boats converged. Gancedo held a narrow lead.

On the second beat Pimental went to the left, trying to make up ground on the faster Gancedo, but a shift to the left meant that he overstood, giving Gancedo an even greater margin. Gancedo and Llamas crossed the line to great cheers from the spectator fleet, which numbered over thirty boats. Felix and Carlos congratulated each other and in a moment Felix was into the water, celebrating his first Masters Worlds title.

MASTERS WORLDS
Real Club de Regatas de Santiago de la Ribera
Sept. 12-15, 1990

Finish	Skipper/Crew	Country	Places	Points
1	Felix Gancedo/Carlos Llamas	Spain	0.0-3.0-5.7-0.0-0.0	3.0
2	Ivan Pimental/Rafael Hernaez	Brasil	3.0-0.0-0.0-5.7-3.0	6.0
3	Antonio Roquette/Jose Mendez	Portugal	5.7-10.0-16.0-11.7-5.7	33.1
4	Jan Persson/Harald Holstein	Denmark	8.0-5.7-15.0-10.0-10.0	33.7
5	Bibi Juetz/Noel Ferreira	Brasil	27.0-11.7-10.0-3.0-11.7	36.4
6	Jerry Thompson/Sherry Eldridge	USA	14.0-8.0-11.7-15.0-23.0	48.7
7	Pete Fenner/Suzan Fenner	USA	21.0-23.0-3.0-13.0-13.0	50.0
8	JL Confoulan/M. Confoulan	France	16.0-30.0-14.0-14.0-8.0	52.0
9	Ruben Domingos/M. Jesus Domingos	Portugal	33.0-15.0-23.0-8.0-14.0	60.0
10	Antonio Gomes/Jose Galante	Portugal	17.0-13.0-21.0-16.0-67.0	67.0
11	Carlos Wanderley/Juan Echinique	Brasil	24.0-24.0-8.0-19.0-16.0	67.0
12	Angel Armada/Ramon Zarauza	Spain	22.0-17.0-13.0-20.0-18.0	68.0
13	Marques V. Turia/Luz Gonzalez	Spain	36.0-16.0-24.0-17.0-17.0	74.0
14	Pedro Pasquin/Alfredo Maristan	Spain	13.0-33.0-28.0-22.0-15.0	78.0
15	Jose Perez/Jose Palencia	Spain	18.0-18.0-17.0-24.0-68.0	87.0
16	Jose Guerra/Jose A. Torres	Portugal	10.0-21.0-37.0-40.0-22.0	90.0
17	Jiro Yamamoto/Rodrigo Marques	Japan	11.7-14.0-41.0-68.0-26.0	92.7
18	Carlos Bermudez/Manuel Bermudez	Spain	20.0-50.0-20.0-27.0-27.0	94.0
19	Luis Contreras/Jose Valverde	Spain	32.0-27.0-48.0-18.0-19.0	96.0
20	Max Huber/Maurizio Accardi	Italy	19.0-31.0-32.0-23.0-25.0	98.0
21	Fco. Perez/Jose Salazar	Spain	15.0-28.0-62.0-30.0-28.0	101.0
22	"Woody" Norwood/Vicki Nyshay	USA	25.0-37.0-68.0-21.0-20.0	103.0
23	Nils Monstad/Ellen Quigstad	Norway	26.0-29.0-19.0-35.0-32.0	106.0
24	Frco. Gujjarro/Matias Ros	Spain	35.0-35.0-17.0-42.0-24.0	111.0
25	Alberto Pelegri/Jesus Mesa C.	Spain	23.0-25.0-46.0-31.0-35.0	114.0
26	Salvador Rodriguez/Juan Fajardo	Spain	30.0-22.0-62.0-33.0-29.0	114.0
27	Akibumi Shinoda/Suguro Nakano	Japan	42.0-19.0-35.0-26.0-37.0	117.0
28	Jaime Osset/Jose Cueto	Spain	37.0-20.0-33.0-39.0-30.0	120.0
29	Roger Nylund/Eivor Nylund	Finland	44.0-32.0-18.0-39.0-31.0	120.0
30	Antonio Mayor/Juan Ojeda	Spain	28.0-36.0-34.0-25.0-38.0	123.0
31	Kunio Hisada/Masahiro Awans	Japan	31.0-43.0-30.0-53.0-21.0	125.0
32	Soren Ekner/Ruth Ekner	Denmark	38.0-40.0-22.0-45.0-34.0	134.0
33	Brynjulf Romslo/Aase Romslo	Norway	46.0-26.0-38.0-29.0-50.0	139.0
34	Eduardo Silva/A. Fdo. Franco	Brasil	39.0-54.0-31.0-32.0-40.0	142.0
35	Vincente Prades/Vincente Prades	Spain	50.0-42.0-26.0-37.0-44.0	149.0
36	Jose Araez/Jose Martinez	Spain	65.0-48.0-25.0-43.0-33.0	149.0
37	Julio Villaiba/Juan Ballus	Spain	29.0-34.0-40.0-46.0-48.0	149.0
38	Willy Buchtrup/Edel Buchtrup	Denmark	40.0-41.0-43.0-28.0-42.0	151.0
39	Sigrid Halig/Kirsti Halig	Norway	34.0-47.0-52.0-34.0-47.0	162.0
40	Daniel Fins/S. Pedro Alexandre	Portugal	47.0-38.0-36.0-48.0-43.0	164.0
41	Jose Tuya/Guillermo Poyan	Spain	41.0-44.0-53.0-44.0-36.0	165.0
42	Juan Rodriguez/Jose Sanchez	Spain	68.0-39.0-29.0-68.0-39.0	175.0
43	Janos Litkey/Miklos Litkey	Belgium	43.0-46.0-45.0-50.0-41.0	175.0
44	Rene Pagnon/Marino Darocha	Spain	48.0-55.0-50.0-36.0-45.0	179.0
45	Olav Wiik-Hansen/Per Lande	Norway	49.0-45.0-44.0-47.0-46.0	182.0
46	Marcial Sanchez/Eduardo Pastor	Spain	51.0-51.0-39.0-52.0-49.0	190.0
47	Mariano Pomares/Hilario Alarcon	Spain	52.0-49.0-62.0-41.0-51.0	193.0
48	Edmund Falise/Fric Falise	Belgium	45.0-61.0-49.0-57.0-53.0	204.0
49	Ignacio Cervell/Jose Lorente	Spain	53.0-57.0-42.0-55.0-57.0	207.0
50	Raymon Torres/Jaime Barnuevo	Spain	54.0-68.0-55.0-51.0-54.0	214.0
51	Alfonso Ruiz/Pedro Gonzalez	Spain	56.0-52.0-51.0-65.0-55.0	214.0
52	Isao Yamamoto/Atusi Kato	Japan	65.0-56.0-47.0-60.0-52.0	215.0
53	Keith Harding/Ian Stewart	England	55.0-58.0-54.0-54.0-56.0	219.0
54	Ole Olsen/Ernst Elving	Denmark	68.0-53.0-56.0-49.0-68.0	226.0
55	Antonio Sanchez/Francisco Sanchez	Spain	57.0-59.0-58.0-58.0-59.0	232.0
56	John Graham/Juilet Smith	England	58.0-62.0-57.0-59.0-60.0	234.0
57	Juan Mayen/Juan Alcobas	Spain	68.0-60.0-62.0-56.0-58.0	236.0

MASTERS WORLDS—AGE 55 AND UP
Top 3 of 17

Finish	Skipper/Crew	Country	Places	Points
1	Bibi Juetz/Noel Ferreir	Brasil	27.0-11.7-10.0-3.0-11.7	36.4
9	Ruben Domingos/M. Jesus Domingos	Portugal	33.0-15.0-23.0-8.0-14.0	60.0
10	Antoino Gomes/Jose Galante	Portugal	17.0-13.0-21.0-16.0-67.0	67.0

MASTERS WORLDS—AGE 65 AND OVER

Finish	Skipper/Crew	Country	Places	Points
34	Eduardo Silva/A. Fdo. Franco	Brasil	39.0-54.0-31.0-32.0-40.0	142.0
35	Vincente Prades/Vincente Prades	Spain	50.0-42.0-26.0-37.0-44.0	149.0
36	Jose Araez/Jose Martinez	Spain	65.0-48.0-25.0-43.0-33.0	149.0
46	Marcial Sanchez/Eduardo Pastor	Spain	51.0-51.0-39.0-52.0-49.0	190.0



**Sanctioned
Snipe Regattas**

NOVEMBER 24 & 25, PILGRIMAGE TO MECCA, Steve Burns, 689 Wildwood Rd., Charleston, S.C. 19412 USA, (803) 795-3682

JANUARY 5 & 6, DEAD OF WINTER REGATTA, Dr. Bill Welch, 631 Sixth Ave. South, St. Petersburg, FL 33701 USA, 813-821-0900

MARCH 10-12, SCIRA MIDWINTER CHAMPIONSHIP, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 33519 USA, 813-796-3805

MARCH 15-17, DON Q. RUM KEG REGATTA, Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155 USA

MARCH 20-23, BACARDI AND GAMBLIN MEMORIAL SERIES, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas

APRIL 26-28, U.S. PAN-AMERICAN GAMES TRIALS, Ronald Payne, Lauderdale Yacht Club, 1725 S.E. 12th St., Ft. Lauderdale, FL 33316 USA, entry deadline March 27th.

AUGUST 2-10, 35TH SNIPE CLASS WORLD CHAMPIONSHIPS, Birger Jansen, Broveien 44, N-1315 Nesoya, Norway, entries limited.

AUGUST 3-18, PAN-AMERICAN GAMES, Habana, Cuba, contact your national authority.

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

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FIFTY-SIX BOATS FROM NINE NATIONS CONTEST EUROPEAN CHAMPIONSHIPS

PORTO, PORTUGAL—Two-time Snipe World Champion Felix Gancedo and crew, Jesus Vilar led Spain's domination of the 1990 Europeans. Javier Lopez and crew Javier Gutierrez took second with Roberto Bermudez and crew, Fernando Garcia in third.

Clube De Vela Atlantico at Leixoes was the host, and they provided a perfect balance of strong competition and great social events, the trademark of great Snipe events.

The opening ceremony included the usual speeches by visiting dignitaries and assembled Snipe Class officers followed by the entrance of the competing teams. Each nation raised its flag as its national anthem was played and the event was officially opened. Then everyone went across the street to a beautiful Portuguese villa for cocktails and dinner. The evening ended at an early hour as the sailors were thinking of the competition which would begin the next morning.

The winds were moderate as the fleet started the first race, sponsored by Cafe Segafredo. Gancedo was quickly in the lead and held on to take an easy victory. Bermudez was second, with Portugal's Tiago Roquette and crew, Miguel Torrao taking the third position.

After a brief lunch break the competition resumed with the second race, sponsored by the Hotel Dom Henrique. This race saw more lead changes than the first, but again it was a victory for Spain as Bermudez and Garcia took the victory, followed by SCIRA Portugal's National Secretary, Domingos Borralho, with crew Jose Filipe in second. Portugal's Gil Gueded de Queiroz and crew, Jose Oliveira took third. Gancedo and Vilar took a commanding overall lead with a fourth.

The same weather conditions met the fleet the following day as the third race, sponsored by Sandeman Port, was started. Spain's Carlos Llamas, who is best known as Gancedo's former crew, and crew Martin Wizner took the victory. Portugal's Concalo Guerra and Tiago Guerra took second, followed by Lopez and Gutierrez in third. Gancedo dropped to eleventh.

In the fourth race, sponsored by Banco Comercial Portugues, the wind dropped considerably, resulting in a light-air beat to the finish. Norway's Finn Hansen with Fal Christensen crewing, took the win followed by Borallho in second and Gancedo in third.

The following day was free and the sailors had some time for sightseeing while the SCIRA European National Secretaries

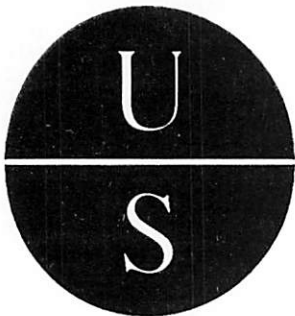
held a day-long meeting. In the evening everyone visited the Sandeman Port warehouse on the banks of the Douro River, where they were treated to a port-tasting party and tour of the factory.

There was no wind on the following day so the committee raised the postponement flag. This gave the crews time to get to know everyone, and soon a volleyball contest was underway. One notable victory was scored by an all-women's team as they defeated the Snipe Class Officers!

The 27th brought some wind from the North, but there was also a dense fog, so again no races were sailed.

The 28th was reserved for postponed races, but the fog was still thick. The Committee took the fleet out and started a race during a clear moment. Jan Persson of Denmark led the fleet around the windward mark but the wind soon dropped to zero and the race was abandoned. The fleet was towed in so the crews could pack the boats and prepare for the closing banquet and trophy ceremony which was held at the four-star Hotel Gaia.

The Snipe Class thanks the officers and members of Clube de Vela Atlantico, SCIRA Portugal and the sponsors for their efforts which resulted in a super event which will be remembered by all.



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1st & 2nd in the 1990 N.A. Championships
1st, 2nd, 3rd & 4th in the 1990 U.S. Masters

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For more information, please contact:

Jeff Lenhart or Dave Ullman
Ullman Sails, Inc.
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MCLAUGHLIN 23187—Green hull, white deck and bottom, Harken blocks, Shore sails in excellent shape. Comes with trailer, top and bottom covers. \$2,100 Fred Kinkel H:513-232-7445 or W:513-762-2431 (n)

MCLAUGHLIN 23713—White hull/deck, Cobra mast, two suits sails. Trailer, top cover. \$2,600. Call evenings 305-387-4320. (n)

MCLAUGHLIN 25172—White hull and deck, Proctor Epsilon mast, top and bottom covers. One suit sails. Faired bottom. \$3,500. Charlie Bustamante, Miami, FL. Days: 407-982-2862 Eves: 407-368-0285. (n)

MCLAUGHLIN 25677—Kelly green hull, bone deck, excellent, 2 suits sails. Cobra II, Cox trailer. \$3,100.00 OBO. Tom Rodman 816-578-4694. Kansas City 913-432-1972 (n)

MCLAUGHLIN 26092—Mint condition, new sails, double-deck trailer, pole launcher, custom rudder, covers, Cobra mast and all go-fasts! \$4,800. Call Bryan Dougherty 212-986-1780 days or 516-676-5416 eves. (nd)

MCLAUGHLIN 26452—Cobra mast, full gear, pole launcher, hull covers, teak trim, galvanized trailer. Boat has not been sailed hard, always covered. Everything in like new condition. \$4,500. (617) 631-5437. (n)

VARALAY 12921—Classic wooden Snipe. Aluminum mast, trailer, all good condition. \$675.00. Evenings: 414-294-6375 Wisconsin. Brad Ruth.(n)

EUROPEAN CHAMPIONSHIPS Clube de Vela Atlantico, Porto, Portugal August 22-28, 1990

Finish	Skipper/Crew	Country	Places	Points
1	Felix Gancedo/Jesus Vilar	Spain	1-4-11-3-	39.7
2	Javier Lopez/Javier Gutierrez	Spain	8-11-3-9	51.7
3	Roberto Bermudez/Fernando Garcia	Spain	2-1-4-4-5	62.0
4	Frank Eriksen/Tony Eriksen	Denmark	10-12-5-12	62
5	Pedro de Melo/Joao do Carmo	Portugal	4-13-23-4	64
6	Goncalo Guerra/Tiago Guerra	Portugal	7-26-2-11	65
7	Domingos Borralho/Jose Filipe	Portugal	33-2-16-2	67
8	Heinfich Evers/Annette Evers	Denmark	9-14-14-7	68
9	Ola Nygard/Sturla Sletten	Norway	12-27-22-8	95
10	Enrico Michel/Giovanni Torazza	Italy	6-6-6-56	97.1
11	Finn Hanssen/Fal Christensen	Norway	35-28-21-1	102.0
12	Joao Barreto/Nuno Baretto	Portugal	25-19-10-24	102.0
13	Gil de Queiroz/Jose Oliveira	Portugal	5-3-35-40	102.7
14	Tiago Roquette/Miguel Torrao	Portugal	3-dsq-19-5	103.7
15	Paolo Vocidomini/Monica Vesti	Italy	20-25-7-29	105.0
16	Luis Queiroz/Filipa Alvia	Portugal	18-30-20-13	105.0
17	Alfredo Maristany/Claus Elosegui	Spain	41-5-34-6	108.7
18	Christian Thomsen/Claus Enggard	Denmark	40-21-8-21	114.0
19	Jouni Valli/Marko Dahlberg	Finland	16-39-9-27	115.0
20	Carlos Llamas/Martin Wizner	Spain	dsq-8-1-32	115.0
21	Birger Jansen/Janett Krefling	Norway	23-9-33-22	120.0
22	Paolo Sain/Alessandro Alberti	Italy	17-10-24-46	121.0
23	Giuliano Demaite/Stefano Fantoni	Italy	13-23-12-53	125.0
24	Miguel Graca/Luis Sebastiao	Portugal	24-24-39-15	126.0
25	Peter Wolstenholm/Alan Williams	England	34-15-25-28	126.0
26	Jan Persson/R. Stersler-Thomsen	Denmark	37-18-32-16	127.0
27	Jonatan Persson/Jens Thau	Denmark	38-20-30-18	130.0
28	Peter Vilby/Peter Westheimer	Denmark	27-37-27-17	134.0
29	Matthew Smith/Matthew Baldwin	England	36-16-40-19	135.0
30	Gustaf Svensson/Christina Arnesen	Sweden	22-38-17-36	137.0
31	Giorgio Brezich/Antonio Bari	Italy	26-36-42-10	138.0
32	Knut Roar Holmoy/Thomas Andersen	Norway	31-33-13-38	139.0
33	Paul Davis/Carine Juliussen	Norway	14-17-37-51	143.0
34	Ola Johannessen/Ival Jacobson	Norway	21-41-15-43	144.0
35	Santiago Lopez/lese Gomez	Spain	11-7-dsq-50	149.0
36	Kristoffer Spone/Terje Hansen	Norway	15-34-38-41	152.0
37	Sampo Valjus/Risto Valjus	Finland	23-31-dsq-20	155.0
38	Fernando Bonilla/Richard Taboada	Spain	49-22-19-44	157.0
39	G. Brossard/C. Brossard	France	44-32-36-25	161.0
40	Carlo Conelli/Luca Seveso	Italy	28-27-48-35	162.0
41	Arcadio Tizon/Cuco Tizon	Spain	19-dsq-26-37	163.0
42	Lars Angur/Stefan Lindeshain	Sweden	30-35-27-47	163.0
43	Johan M. Rook/Kristina Rook	Sweden	27-48-28-42	171.0
44	Michael Hannibal/Thomas Iverson	Denmark	46-40-31-34	175.0
45	Bo Sundstrand/Martin Bergstrand	Sweden	43-46-50-14	177.0
46	Jonas Kristiansson/Christer Jacobson	Sweden	39-43-47-31	184.0
47	Claus Carpelan/Freddy Wegelius	Finland	51-44-45-23	187.0
48	Bo Lindsjo/Bodil Lindsjo	Sweden	50-45-43-26	188.0
49	Markus Holm/Kenneth Akerlund	Finland	47-42-dsq-30	200.0
50	Mark Antonelli/David Antonelli	England	53-47-51-33	208.0
51	Piero Anzellotti/Viekoslav Dugina	Italy	42-dsq-49-39	211.0
52	Andrew Thomas/Martin Lewis	England	48-dnf-41-54	224.0
53	Gilles Boisaubert/Sylvie Le Bour Boisaubert	France	54-50-44-55	227.0
54	Svante Jacobson/Lars Andersson	Sweden	45-49-dsq-52	227.0
55	Erik Titlestad/Stig-Arne Christophersen	Norway	dns-51-46-29	227.0
56	Eric Bevilacqua/Giovanni Romagnoli	Italy	52-dnf-52-48	233.0

VARALAY 16106—Cover, trailer, 2 sets sails, Cobra mast. Boat is in Newport Beach. \$750.00. 714-675-2115.

MCLAUGHLIN 26895—Mint condition. Grey hull, deck. Cobra II mast, custom rudder, adjustable spreaders, all covers, spare rudder, refaired hull, Cox trailer, 3 sets sails and many race extras. Priced to sell \$5,000. Max Skelley, Maryland. W: 301-939-9261 H: 301-939-0019 (n)

MUELLER 23333—Shore sails, trailer, good condition, best offer. 301-740-4945.(n)

**SCIRA Office Address:
4096 Chestnut Drive
Flowery Branch, GA 30542**

Distribution of Entrants for Junior Worlds

(Entries limited to two boats per nation)



Distribution of Entrants for Masters Worlds





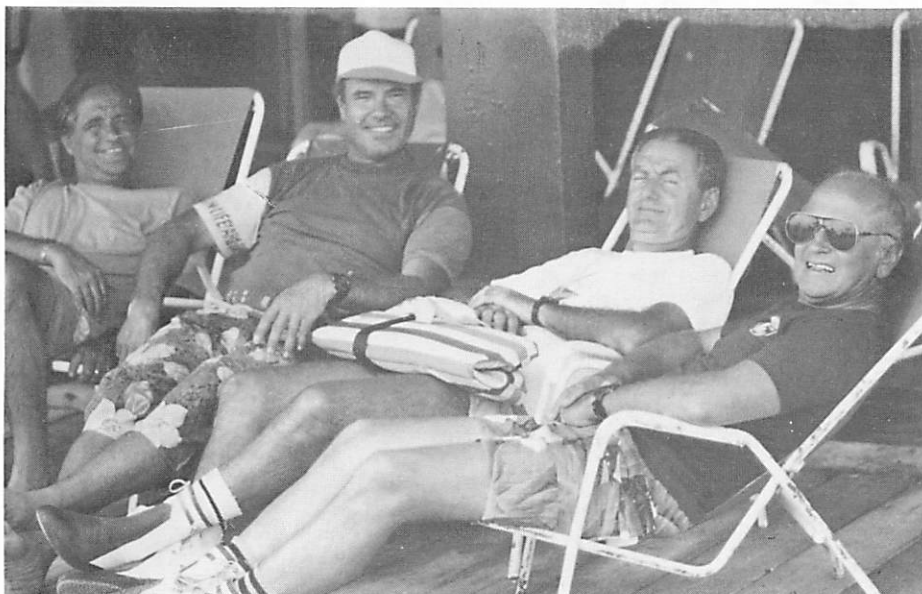
*The
Race
Committee
Team*



The Marquis de Belda



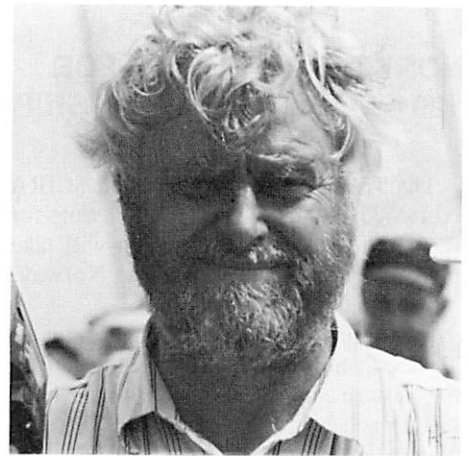
Bibi Juetz and Noel Ferreira of Brazil



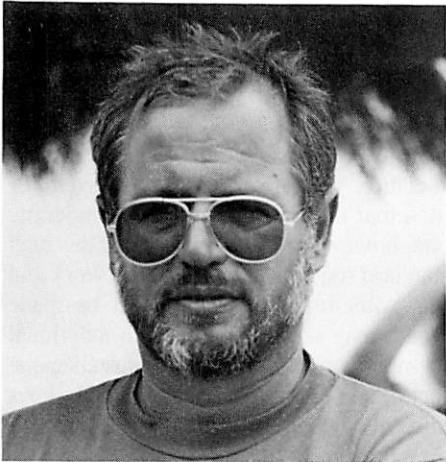
*Goofing off (l-r):
Antonio Roquette,
Felix Gancedo,
"Paco" Perez,
and Jose Guerra
relax between races.*



Nils Monstad has sailed in 40 Norwegian Nationals, and was 1964 European Champion.



Erling Olsen of Skipper Snipe was on hand to video the races.



Jan Persson of Denmark



Keith Harding finds the competition a little tiring!

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NORWAY PREPARES FOR 1991 WORLD CHAMPIONSHIP

The Tonsberg Seilforening and SCIRA Norway have announced the schedule for the 1991 Snipe Worlds, which will take place at Fjaerholmen, Tonsberg, Norway, August 2 through 10, 1991.

Fjaerholmen is the yachting center of Tonsberg Seilforening and is located on the western coast of the Oslo Fjord, 5 kilometers south of Tonsberg and 100 kilometers south of Oslo.

THE COURSE: Racing will take place in sheltered waters four nautical miles north of Fjaerholmen. Although weather conditions are variable in August, the winds should be northerly in the mornings, turning southerly in the afternoons and increasing up to 10-12 metres per second (18-22 knots).

CHARTER BOATS: SCIRA Norway is making plans to provide charter boats of high quality at modest prices. Please write for details.

ACCOMMODATIONS: There are many hotels in the Tonsberg area, approx. 5 kilometers from the Yachting center. There is also a youth hostel. Early reservations are suggested.

THE SCHEDULE: The regatta office will open and measuring will begin on Friday, August 2. The Skipper's meeting, practice race and Opening Ceremony are scheduled for Sunday, August 4.

Racing gets underway at 1030 hours on August 5, and race 7 is scheduled for Saturday, August 10. There is a layday scheduled for Thursday, August 8, which will be used to make-up any cancelled races or, if no races are cancelled, to give the competitors time to see some of the local attractions. The trophy ceremony is scheduled for 1800 hours on the 10th.

SCIRA Norway National Secretary, Birger Jansen, is making special arrangements to accommodate teams with limited financial resources: "We want to insure that a lack of money will not keep teams away from this championship. We are making special housing and charter arrangements for those on a limited budget."

For more information please contact:
Tonsberg Seilforening
Box 185, N 3101 Tonsberg, Norway
Telephone: 47 33 84 210 (Tuesday & Thursdays 0900-1500)

The Norwegian Snipe Class
c/o Mr. Birger Jansen—National Secretary
Broveien 44 N 1315, Nesoya, Norway
Telephone: 47 2 84 95 09
FAX: 47 2 84 82 62

REPORT FROM EUROPE

By John Broughton
SCIRA European General Secretary

SCIRA Europe is in a very healthy state. There is growth and great interest throughout the continent. Much inter-country travelling takes place, helping to foster understanding among the ten countries.

This understanding is vital for the continuation of the Snipe Class, plus, Europe must continue to focus on communications between the countries. Another fact that needs appreciation is that with ten countries, all of different economy, cultures and languages, contact must be emphasized and any problems must be solved as soon as practical, making sure that there is no friction that could lead to major problems.

The nations of SCIRA Europe also recognize that we must encourage the introduction and growth of the Snipe into the countries of Eastern Europe. This is not a task that will be completed overnight. Now we are starting to make contact with the Sailing Federations of some of these countries and we hope to soon regain the Snipes that were previously active in Yugoslavia, Hungary, and Poland, and to en-

courage the adoption of the Snipe in other countries as their economic situation improves.




The strength of our Junior programs is building throughout the continent, but we still face the fact that there are so many classes for juniors to choose from. However our National Secretaries are not letting this fact slow them down, but rather they are continuing to promote the Snipe. The encouraging rise in our Junior participation proves that their hard work is paying dividends.

I predict that the Snipe Class will continue to grow but we must all realize that our European officers and National Secretaries cannot afford to sit back and think that our hard work is over. We must continue our efforts.

In my opinion, we have the finest Association. Our officers are dedicated to the idea that the Snipe Class is a democratic one, however we must realize that this high standard requires continued hard work and that sometimes decisions must be made which may seem unpleasant to individual members or officers. We must realize one fact: The Class Constitution and By-laws must always be upheld and protected, for they are the foundation that has made us great, and they provide the guide to our brighter future: the SCIRA World!

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**SNIFE CLASS INTERNATIONAL RACING ASSOCIATION
UNITED STATES TRIALS FOR THE PANAMERICAN GAMES
APRIL 26, 27 AND 28, 1991
NOTICE OF RACE**

1. Rules

- 1.1 This regatta will be conducted under the jurisdiction of the Lauderdale Yacht Club Race Committee.
- 1.2 This regatta will be governed by the International Yacht Racing Rules; the prescriptions of the U.S. Yacht Racing Union; and the rules of Snipe Class International Racing Association, and by the sailing instructions.

2. Advertising

This regatta is classified as a Category A event in accordance with Rule 26 and Appendix 14.

3. Eligibility and Entry

3.1 This regatta is open to all members of Snipe Class International Racing Association, sailing Snipe Class sailboats, conforming to class rules, who are members of U.S.Y.R.U. and citizens of the United States.

3.2 Eligible yachts may be entered by mailing the Official Entry Form, available from the club, to:

Ronald Payne—Event Chairman, Lauderdale Yacht Club, 1725 S.E. 12th St., Fort Lauderdale, Florida 33316

A food, beverage, social and shoreside event fee of \$50.00 will be charged.

3.3 ENTRY DEADLINE: All entries must be postmarked no later than March 27, 1991.

4. Schedule of Events

4.1 REGISTRATION AND MEASUREMENT, April 25, 1991, from 10:00 A.M. to 5:00 P.M.

4.2 SKIPPER'S MEETING, April 25, 1991, 6:00 P.M.

4.3 RACES—A seven (7) race series is planned over three days, April 26, April 27, and April 28, 1991. Five (5) races will constitute a regatta. Warning signal for the first race of each day at 11:30 A.M.

5. Measurement

Each yacht shall submit or have on record a valid measurement certificate and, in addition, sails will be measured and yachts weighed.

6. Sailing Instructions

The sailing instructions will be available at registration on April 25, 1991.

7. Regatta Site

7.1 Vessels may be launched from the crane facilities at Lauderdale Yacht Club.

7.2 Races will be held in the Atlantic Ocean in the vicinity of Port Everglades Inlet.

8. Course

Olympic courses to be further described in the Sailing Instructions.

9. Scoring

This regatta will be scored under the IYRU Olympic scoring system, Appendix 5.

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

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

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QUALIFYING FOR THE 1991 WORLDS

Revisions, made in 1986 by the SCIRA Board, to the qualifying system for the Snipe Worlds do not appear in the 1988-1991 SCIRA Rulebook. They were printed in the June, 1986 *Snipe Bulletin*: "The Board of Governors has voted to change the number of entries eligible for the World Championship. Previously the Worlds was open to two skipper from each country. The new limits are based upon the number of dues-paid boats for the previous year. The new limits are as follows:

Boats	Entries
5-99	2
100-499	3
500-up	4

This does not affect entries which are in addition to the entries per country. Automatically qualifying are the: World Champion, European Champion, Western Hemisphere Champion, and one additional entry for the host country.

New Snipe nations who want to send teams to the 1991 Worlds should contact the SCIRA office at once!

FREBAULT TAKES THE FRENCH NATIONALS

The 1990 French National Championship was held on a lake south of Bordeaux during the long weekend of May 24th to 27th. The meeting was organized by Cercle de Voile de Cazaux-Lac as competent and friendly as usual.

The sunny weather and stable north west winds of force 2 to 4 enabled the fleet of sixteen boats to compete in six good races.

The local team of Jean-Jacques Frebault and Philippe Boy had the upper hand on the whole championship and immediately took the lead in every race except the Sunday morning finale, when they chose to sleep late, having already secured the title.

Competition for the next three places was fierce, with skippers Jean Claude Confoulan and Gerard Brossard, both from the south-west district, and Sylvie Le Bour-Boisaubert of Brittany in the fight.

Frebault sailed a new suit of Tasker sails with a "Diamond-style" main which featured maximum authorized length at the top batten measurement point and a slightly negative curve around the middle batten. According to Frebault, who cuts for Tasker, this main is more powerful, and he really proved that it was fast, but requires careful attention to trimming to control the top batten.

FINLAND'S BJURSTROM BROTHERS TAKE NORDIC CHAMPIONSHIP

Skipper Hakan and crew Rikard Bjurstrom sailed their "Turbo Joker" to a 1-2-1-1 record and took the win over a 29-boat fleet. The fleet, which met in Helsinki, Finland, the first weekend of August counted three

boats from Sweden, two from Norway, one from Denmark, with the remainder representing the host country.

Several days before the regatta started the weather turned warm and sunny with very light winds and often local thunderstorms in the afternoons. This pattern continued for registration and measurement day and into the first day of racing.

The first race was started in light winds from the north which shifted radically several times during the race. However, time ran out with the first Snipes just a few minutes from the finish line. The second attempt under the same conditions resulted in a win for Hakan and Rikard, followed by the Norwegians Frank Hagen and Jo Varjord, and Birger Jansen with Janett Krefting crewing. The Danes, Frank and Tony Eriksen, were fourth.

Although it was late in the afternoon the Race Committee decided to start the second race, which was sailed in mostly good but very shifty winds. This race was won by the Eriksens with the Bjurstroms in second. The Swedes, Gunnar Svensson and crew C.B. Arnesen, took third. Svensson and Arnesen suf-

fered from some bad luck in the first race as they got stuck in fishing nets for a while and did not finish the race. With almost ten hours on the water the social program of the evening had to be cancelled.

The sun was out for the second day and a good moderate warm South-Westerly was blowing from the sea. Many sailed in shorts, a seldom experienced possibility at this latitude. The Bjurstroms took another win, with fellow Tampere Fleet members Jouni Valli and Marko Dahlberg in second. The Eriksens were third.

A fourth race followed and once again it was "Turbo Joker" in the lead with the Eriksens second and Jansen in third.

The third day of the regatta brought increasing winds and a growing sea in the morning. The Race Committee postponed the race so the sailors sat around and waited for five hours, but the winds did not moderate. After a careful look at the conditions and the rules, the Committee decided to cancel the race and calculate the results based on the four completed races, with no discard.

Roger Nylund

FRENCH NATIONALS May 24-27, 1990

Finish	Boat	Skipper/Crew	Fleet	Points
1	25009	Jean Jacques Frebault/Philippe Boy	CV Arcachon	0.0
2	25011	Gérard Brossard/Francois Brossard	CN Claouey	17.7
3	22447	Jean Claude Confoulan/H. Confoulan	CN Claouey	22.8
4	26744	S. Le Bour Boisaubert/G. Boisaubert	CNB Audierne	35.7
5	23286	Denis Gilbert/Frédéric Pannier	CN Claouey	54.7
6	27812	Jaques Romain/Mechtild Romain	SR Havre	56.4
7	27028	Yves Le Bour/Alex Nuehoff	CNB Audierne	59.0
8	25012	Bertrand Romain/Louis Bonnefon	Ec. Navale	59.7
9	13248	Jean Pierre Etcheber/St. Billetorte	CV Cazaux Lac	65.7
10	23570	René Le Bour/Cédric Carre	ASRP Plaisir	81.0
11	19308	Philippe Romain/Maxim Romain	SR Havre	82.0
12	20564	Jean Michel Caye/Jean Claude Siot	CN Claouey	87.0
13	21054	Jean Marthiens/Michel Filliatreau	SN Andernos	89.0
14	23285	Luc Fredefon/Sylvain Fredefon	CN Claouey	96.0
15	16165	Olivier Hontanx/Aymeric Morel	CN Biscarosse	100.0
16	23285	Ludovic Fredefon/Cyril Catinaud	CN Claouey	108.0

NORDIC CHAMPINSHIPS Helsinki, Finland August 1-4, 1990

Finish	Boat	Skipper/Crew	Places	Points
1	26645	Håkan Bjurström/Rikard Bjurström	1-2-1-1	3.0
2	27802	Frank Eriksen/Tony Eriksen	4-1-3-2	16.7
3	27410	Birger Jansen/Janett Krefting	3-4-6-3	31.1
4	27232	Jouni Valli/Marko Dahlberg	10-5-2-4	37.0
5	27257	Frank Hagen/Jo Varjord	2-8-10-9	48.0
6	26925	Rainer Viikkilä/Tuulia Viikkilä	8-6-4-11	50.7
7	25775	Lars Angur/Stefan Linderholm	7-7-8-6	51.7
8	26650	Sampo Valjus/Rasto Valjus	13-9-7-8	61.0
9	26482	G. L. Svensson/C. B. Arnesen	dnf-3-5-5	62.7
10	26922	Peter Bjurström/Kaj Bjurström	11-11-14-7	67.0
11	27231	Claus Carpelan/Freddy Wegelius	6-13-17-10	69.7
12	27277	Markus Holm/Jonas Slotte	17-10-11-12	74.0
13	20270	Hannu Vihervuori/Taru Pakkanen	5-16-13-19	76.0
14	19677	Kari Kokkonen/Timo Järvinen	12-17-19-13	85.0
15	24121	Ari Känsäkoski/Ari Harju	15-12-20-14	85.0
16	26921	Ilkka Hallavo/Krister Törnroos	9-dns-16-16	96.0
17	24323	Eva Hougberg/Mina Westerholm	21-18-9-24	96.0
18	24140	Carl-Johan Krogius/Asko Partanen	dsq-19-12-15	101.0
19	20286	Mikko Valjus/Teija Kaarlela	14-24-21-20	103.0
20	24325	Kimmo Kotisalo/Jarmo Salo	19-22-18-22	105.0
21	26643	Juha Virtanen/Vesa Meronen	pms-21-15-17	108.0
22	24014	Matti Pehkonen/Kati Rantamäki	16-25-25-18	108.0
23	24322	Karri Kaskimäki/Leena Michelson	23-25-23-26	111.0
24	27446	Mats Göthlin/Gunnar Bonthelius	18-20-24-27	113.0
25	23678	Roger Nylund/Per Stenius	22-23-22-23	114.0
26	21846	Antti Metsä/Satu Paasilehto	20-27-26-25	122.0
27	25138	Tero Porlamo/Erik Aikala	24-14-dns-dns	124.0
28	22368	Kari Tuomala/Janne Euren	26-26-28-21	125.0
29	24327	Paavo Nikkilä/Jukka Kotisalo	25-28-27-28	132.0

WOLSTENHOLM TAKES HEAVY AIR INTERNATIONAL STONE OPEN

The annual Stone International Open failed to attract continental helms but it certainly did not fail to attract top UK crews, and the toughest of weather, to make the 1990 regatta one of the finest in its long history.

Following Saturday lunch, the first race got underway in winds gusting to force 6. With a high sea running it was excellent to see the junior team of Harding and Kite battling out to the Committee Boat along with the young ladies Elizabeth Crouch and Michelle Belton.

The start of race one saw a clear line with no boats over. There were two groups: Those that sheeted hard and accelerated away, and those who were a little hesitant of the roaring winds, and not quite sure what would happen once the sails were pulled in tight. It was exciting racing with Wolstenholm, Martin, Gray and Broughton leading the fleet. While there was much competition back in the middle of the fleet the leaders held their position and the gun went to Wolstenholm followed by Gray, Martin and Broughton.

The second race was delayed because of a problem with the engine of the Committee boat, giving the competitors time to recharge energy and check equipment. By the time the race got underway the winds were more constant but holding their strength. Juniors Harding and Kite were among the front starters, facing the conditions with great pluck. Wolstenholm soon took the lead with Gray tied to his transom. As in the first race the standard set was high and positions fluctuated in the trying conditions. An exhausted but elated Broughton took the gun, with Martin second and Wolstenholm third.

Sunday morning brought more high winds, well over force 7, but fortunately a slight veer half an hour before start time brought a slight velocity drop sufficient to cause Race Office Phil Joel to decide to go out. Any thick heads lingering from the celebrations of the previous night were soon gone once the boats were launched and the seas came crashing over the foredeck. Good seamanship was more in need than tactics, as it became a matter of survival. The finish of the third race was Wolstenholm, Martin, Gray and Baker.

Sunday afternoon's final race saw a depleted fleet take to the water encouraged by the no shows who decided that "terra-firma" was a safer bet. The first casualty was Broughton with a broken tiller while laying second. John Fish was in a commanding position when his mast broke, as did Cockerton's. Ironically, it was not the weather that was beating crews but breakdowns, as equipment failed under such terrible punishment. Martin took the final gun, followed by Wolstenholm and Lewin.

It had been a tremendous regatta and spirits were high and encouraging amongst all the competitors. The Stone Bar-B-Q, which is now renowned as one of the finest in the U.K., attracted many visitors and past Snipe sailors, while the bar came dangerously near to running dry.

Horace Crispin, the past U.K. National Secretary, now in his 70's, who has done so much to build the class from the late 40's on, still takes an active role in Snipe matters. He made the prizegiving a special occasion as he presented the trophies. Horace is a well-known figure and is deeply respected for both his past and present service to SCIRA U.K.

As for the prizes, there is a perpetual trophy for the winner of each of the four races, and overall prizes. Special awards went to Elizabeth Crouch and Michelle Belton of the Blue Circle Fleet, who won the Marlow Ropes Ladies Trophy, and the Junior Trophy went to James Harding and Matthew Kite from the Broadstairs Fleet.



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23 BOATS CONTEST COLOMBIAN NATIONALS

LAKE TOMINE—The Colombian Nationals were held at Lake Tomine, the 18th, 19th and 20th of August. A strong fleet of 23 boats signaled a return to strength of the Snipe in this South American country.

Saturday's two races were sailed in 12 knot winds, but Sunday's weather was not too good, as it was very rainy and the winds were light and shifty. The committee was able to get off three races in these bad conditions.

On Monday the sun returned, bringing increased winds for the final two races. Santiago Uscategui and crew Camilo Contreras dominated, winning four of the seven races. After the awards ceremony at the Club Nautico del Muna, all of the sailors went home very motivated to go on with the Snipe sailing, to get in shape for the Western Hemisphere Championships in Buenos Aires, where two Colombian teams will compete.

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Your support is needed and appreciated.

Look for more information in the December issue.

COLOMBIAN NATIONALS Club Nautico del Muna, Lake Tomine August 18-20, 1990

Finish	Skipper/Crew	Points
1	Santiago Usategui/Camilo Contreras	6.0
2	Carlos Ortiz/Antonio Tamayo	26.0
3	Rafael Tamayo/Rafael Esguerra	52.1
4	Fernando De La Concha/Pamela de De La Concha	52.7
5	Phillippe Jacob/Oscar Fernández	61.7
6	Solmar Bermúdez/Sebastian Higuera	64.1
7	José A. Isaza/Laura Merchán	64.7
8	Orlando López/Rupert Kidd	64.7
9	Manuel Isaza/Camilla Isaza	76.4
10	Mauricio Ortíz/Carlos Pardo	90.0
11	Felipe Castillo/Juan Pablo Castillo	91.7
12	Jaime Hernández/Martha Hernández	98.0
13	Jaime Gutiérrez/Peter Salmang	108.7
14	Mauricio Valenzuela/Alberto Valenzuela	111.0
15	William Kemenes/Amparo Zuñigo	125.0
16	Jorge Uscategui/Estela de Uscategui	126.0
17	Juan José Carulla/Myriam de Carulla	129.0
18	Roberto Londoño/Eduardo Bernal	130.0
19	Francisco Castillo/Sandra de Castillo	147.0
20	Ricardo Salmang/Andrés Montes	148.0
21	Jaime Castillo/Andrés Castillo	150.0
22	Peter Montes/Jorge Recaman	164.0
23	Carlos Ortiz/Gerardo Simon	165.0

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Early 1990 Fisher Results

1st - Bacardi (Nassau)
1, 2, 3, 4, 5 - Bermuda Race Week
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Norwegian Nationals - 1

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(Nassau) - 1, 2

Bacardi (Nassau) - 3

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Don Q - 4, 5, 6
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* Partial Inventory



Photo by Frank Zagarino

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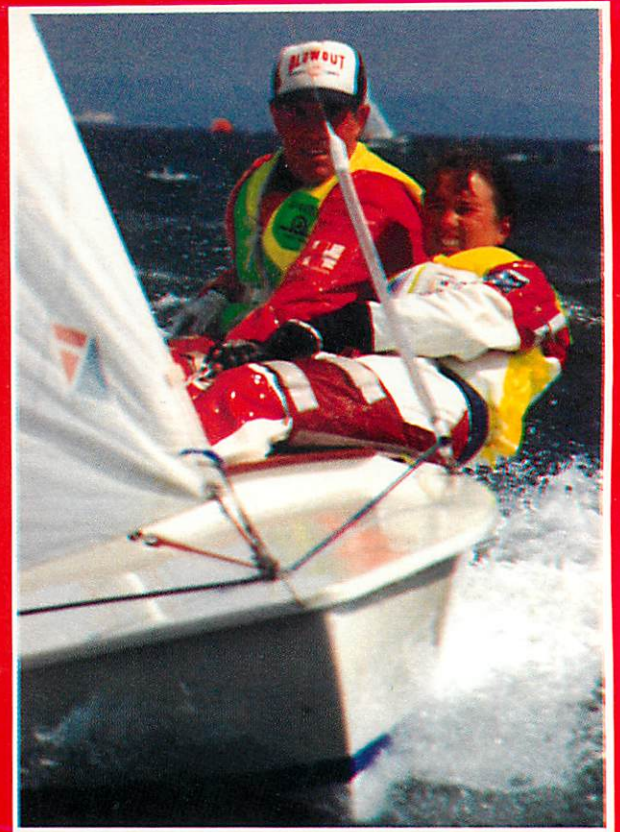
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