

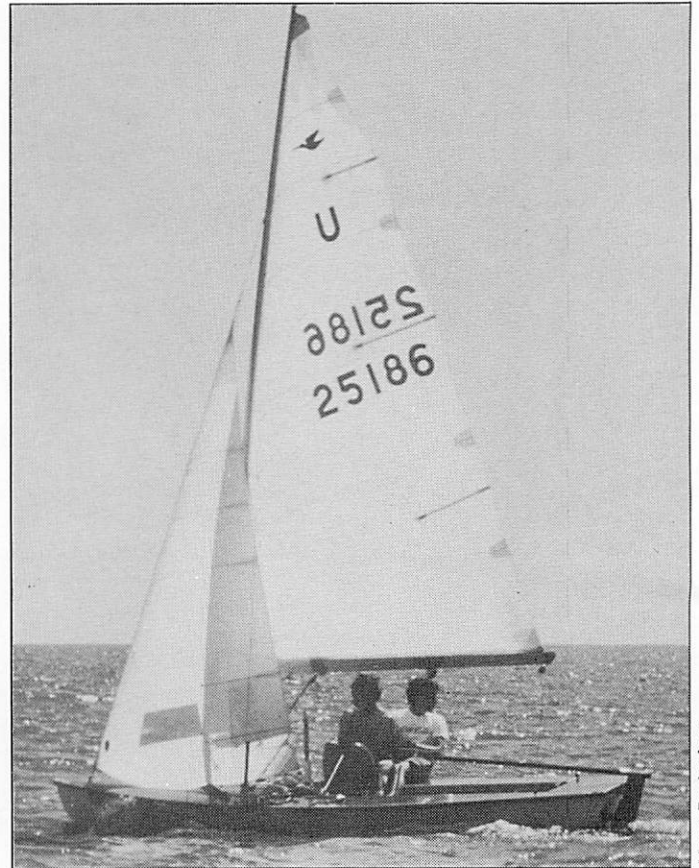


“Mr. Snipe”
TED WELLS
1907-1991

North Snipe Sails Win The World Over!

Partial 1990 Results

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



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

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at the masthead

COMMODORE'S LOG

A lot is happening to spread Snipe sailing even more throughout the world. Eastern Europe is in a state of confusion with political, economic and, in some cases, even geographical border determination. However, behind the scenes Snipes are being discussed, and in many nations where Snipes were once sailed, there is a revival of interest. As these opportunities become more of a reality, you will read about it here. Russia is just a beginning. When you consider the East European countries, and the Latin American countries in which interest was generated during the 1991 Pan American Games, there is a real possibility of adding more than ten countries to the Snipe roster in the next year or two. Pursuing these possibilities will keep all of your officers busy and the class growing nicely.

As you read this the meetings of USYRU in October and the IYRU in early November will be over and much should have been decided. You will have a per-

spective of these meetings from me and from your IYRU Representative, Past Commodore Per-Ole Holm, in a future *Bulletin*.

By this time of year many Snipe sailors throughout North America will have called it a season. I hope you all can look back to the 1991 season with good feeling of fun sailing and friendships made and renewed while growing in our great sport. This is a season of Thanksgiving in North America. I am thankful for the opportunity to sail with and know so many wonderful people throughout the world and my own country. As the year comes toward the end, think of the successful and not-so-successful things tried throughout the season to build the fleet. Build on the successes and learn from the failures. Keep working to make Snipe the most fun, competitive and rewarding sailing experience available anywhere!

An era came to an end this September. Ted Wells... 'Pappy' Wells... 'Daddy'

Snipe...an institution in our beloved Snipe Class has died. He served SCIRA as Commodore and as Chairman of the Rules Committee for more years than most of us have yet lived! He guided our class through some tough decisions about such things as participation in the Olympic Games, and through two weight reductions. He always held steadfast to the principle of slow changes to ensure a strong class for all Snipe sailors. We all owe Ted Wells a deep debt of gratitude for all he has done or caused to be done in the 61 years that he loved and nurtured the Snipe as it evolved into the Snipe which we enjoy today, the largest strongest international one-design class in the World! He will be missed.

Our heart-felt sympathy and best wishes go to Marge, with an open invitation to please stay close and join Snipe activities whenever you will.

Your Commodore,
Means Davis

"Mr. Snipe", Ted Wells 1907-1991

Thanks to Ken Rix, Dan Williams, and Harold Gilreath, who contributed to this.

You don't get a nickname like "Mr. Snipe" unless you were, at one time, considered the most important Snipe sailor in the world. Although he was active before many of us joined the Class, a look back gives some hint as to how and why he was so considered.

The story goes that Ted and his wife, Marge, were driving through the country when they came upon a lake where a Snipe race was being sailed. He found this interesting, located the host club, where he was made welcome, and a new chapter in an already-successful life was opened.

A native of Corning, Iowa, Ted later lived in Omaha, Nebraska, and Lawrenceville, New Jersey, where he graduated from high school. He attended Princeton, where he was the first graduate in that university's aeronautical engineering program. During college he purchased a Jenny biplane and picked up some extra cash by taking people for rides. This did not sit well with his parents, or with the Princeton administration, as there was a prohi-

bition against "motor vehicles."

After his graduation in 1929, Ted and Marge were married in 1930 and he went to work for Travel Air, which soon became part of the Curtis Wright Co. Ted quickly moved up through the engineering department and soon he and a fellow worker, Walter A. Beech, left to start Beech Aircraft Corporation. As engineer and test pilot, Ted had a hand in some of the most famous airplanes of all time, including the Beech Staggerwing which is now considered the "Bugatti Royale" of classic aircraft, and the Beech Bonanza with its familiar V-tail design. It was during these years that he won many air races and established new records for point-to-point flying.

Ted and Marge joined the Snipe Class in 1939. The story goes that he was so important to Beech Aircraft that the insurance company insisted that he give up his airplane racing, so in the Snipe he found a substitute for his intense competitive spirit.

His importance to the Snipe Class cannot be overstated. He served in all offices, including Class Commodore in 1954. He was the Chairman of the Rules Committee for many, many years, and upon his retirement from that committee he was named "Chairman Emeritus," a position

that he held until his death.

Ted was a regular contributor to the *Snipe Bulletin*, his column being titled "Wells Wanderings," and his extensive knowledge of the Snipe as well as his quiet humor is evident in those articles. On the race course, he was a true sportsman and champion. He won the U.S. Nationals in 1947, 1949, and 1952. He won the Mid-winters in 1948, 1950, 1951, 1952, 1954, and 1957. In 1947 he won the Worlds, sailed in Geneva, Switzerland, and again took the Worlds in 1949.

In 1950, Ted published his "secrets" in the now-famous book, *Scientific Sailboat Racing*. In his Foreword, the Snipe's designer and founder of SCIRA, Bill Crosby, had this to say about Ted:

"I have had the pleasure of watching Ted Wells in a great many races and I have seen instances where virtually an entire fleet of competitors would deliberately get on his wind in order to cause his defeat. Somehow or other, no matter how seriously he was pocketed, it would not be many minutes before he would work out ahead of the entire fleet.

I have watched him at various important regattas giving lectures to skippers, both young and old, standing alongside his boat and pointing out the various features that



Snipe

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helped make it more easy to handle. Unlike most champions, he has been only too glad to expose and show every 'secret' but in spite of this, he has continued to win races wherever he goes and now to cap the climax, he has written this modern book telling you exactly how he does it. Of course, there is just a little bit more to it than appears on these pages and we still suspect quite strongly that what really wins the races for Ted Wells, lies mostly up under his tattered sailing hat.

As Executive Secretary of the Snipe Class International Racing Association, I would like, at this time, to make here a note of appreciation to Mr. Wells for what

he has done. In the first place, he has set down in type here virtually all of his sailing and racing secrets which, in itself, is a most unusual procedure. Then still more unusual, Mr. Wells has signed all the rights and royalties to this book over to the Snipe Association, thus earning the everlasting gratitude of the entire class for his generosity."

Ted's final Snipe regatta was the 1986 Master's Worlds, hosted by the Atlanta Yacht Club. As a final gesture of his love for Snipes and generosity to SCIRA, he donated his boat to the SCIRA U.S. Perpetual Fund.

NOVEMBER 1991

THE COVER: They called him "Mr. Snipe". That's an indication of the influence that Ted Wells had on SCIRA. We are saddened to report that he passed away on Wednesday, September 25, 1991. Photo by Per Gothlin.

THE COUNT: No numbers were issued this month.

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SNIPES CLASS

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

(signed) Thomas Payne

ONE MAST FINISHED

1,2,3,4,5,6,7,8,10,11

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PAN-AMERICAN GOLD FOR CUBA

by Peter Commette

The Pan-American Games regattas were sailed in the Atlantic Ocean a few miles west of Habana, Cuba from August 7th to August 15th, 1991. You remember the old saying "You can't get there from here"? Well, for two reasons that's what I have to say about one of the most beautiful sailing areas that I have ever seen. The first reason, with U.S. relations with Cuba the way they are, is obvious. The second may not be. During the practice days, Tarasa Davis, my crew, and I had some of the most wonderful sails we have ever had. Fifteen to twenty miles per hour of breeze, nice waves to ride, and bathing suit weather. And you could go for as long as you wanted on any point of sail (absent any gunboats!). Many times we thought, "Who could ask for more?"

Boy, were we surprised when the area where we had practiced was nowhere near the courses where we would compete. Because of the county's scarce resources, our course had to be set on a shelf near shore. The beautiful waters where we had prac-

ticed began about a half mile to a mile offshore and were at a depth of 200 meters. Can't get there from here!

Because of the equipment constraints we ended up with a mile-and-a-half beat, a short, virtually downwind first reach, a long, virtually downwind second reach, followed by a windward, leeward, windward. Because the Gulf Stream was kicking to windward on the left side of the course, this made for some of the most grueling two-tack beats I have seen since my Finn days. Still, it was a wonderful experience and a fair test of sailing ability. However, so that we wouldn't know what we were missing, I almost wish that we had never practiced in the other waters.

Now to the races. They were all held in a seabreeze blowing from approximately 45 degrees. Once, for the first half of the first beat, we had medium air of about 0 to 12 miles an hour, and once, for approximately one beat, the wind picked up to about 20 miles per hour. The rest of the time the wind was consistently about 15

to 18 miles per hour. If you were looking for variety, this wasn't the regatta for it. Surprisingly, even with the steady conditions and a left-handed race course, there were many position changes throughout each race. It was very, very tight with each of the eight boats having held a lead in a race at least once in the series.

In the first race, Tarasa and I took the start and led at the first mark. The Cubans, Manso and Lorenzo, were second with Leme and Maia, the Brasilians, in third. We held the lead to the jibe mark, but the Cubans and Brasilians had come a lot closer. On the second reach, the Cubans blew over us, and Leme caught us at the leeward mark. That's how the race finished.

The second race was a carbon copy for Manso and Lorenzo. After they passed us on the second reach, we were second all the way around until he dumped on us up the last beat, pushing us from second to fourth, with Leme and the Chileans moving up in between.

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DEPEND ON SOBSTAD

In the third race we threw away an early lead by not going deep left up the first beat.

The Cubans had no fear of lay lines and won the race easily. Leme showed no fear of lay lines either, and he was second. We posted another third.

Race four saw the Cubans take another victory with the Chileans in second, the Brasilians in third, and we were fourth. The final order was decided in the jury room, and after the Cubans threw out the Chileans and the Chileans threw out the Cubans we were rewarded with our best score, a second (Nice sailing, Pete!), as the Brasilians moved up to first.

Things got a little topsy-turvy in the fifth, race and someone, Leme and Maia, actually beat the Cubans fair and square. We finished in our now familiar third position. The Canadian team, Ian Brown and Wesley Tucker, broke out on top in the sixth race and would have rounded the windward mark in first, but they fouled the Argentineans while rounding. Johnny MacCall rounded first, the Chileans second, and Brasil and the Cubans were breathing down their necks. Tarasa and I rounded a distant last with a boat full of water. I had forgotten to open up my bailer and never realized it the entire weather leg, even though we were going slower and slower and slower. Pretty smart, and my timing was excellent, because at the time, the Chileans and I were locked in a battle for the Bronze medal. Of course, the first thing I saw when I looked up after the boats had rounded the weather mark was that the Chilean had blown over everyone and had the lead. Nice combination.

Those of you who know me know that I kept my cool at that point, never swore, and just calmly and methodically went about catching up. Right! I was last at the leeward mark, too.

Up the second beat the battles up front were furious, and we were able to capitalize and move up to second. Rounding the weather mark for the second time, Chile was still first, Cuba was third, and Brasil was fourth. Downwind Brasil went from fourth to first to second. Chile went from first to escorted to first. I went from second to third, and Cuba went from third to fourth. Things got jumbled up again on the last beat and half way up I was first, Cuba was second, Brasil was third, and Chile was fourth. Finally, though, the world got back to normal and the Cuban passed me. That is how the race finished. The Bronze medal was ours. Afterwards, to add insult to injury, Argentina threw Chile out on a protest.

Therefore, going into the final race, the Brasilians needed to win, with the Cubans

sixth or worse (fat chance), and the Gold would be theirs. We could not catch the Brasilians or the Cubans, and we could not lose the Bronze to the Chileans. The Canadians had a chance of moving up to fourth if they won, (Ian was extremely fast at times, so that was a distinct possibility) and Chile was fifth or worse (fat chance, again). To no one's surprise, the overall order of the top five stayed the same. Cuba won the finale, Chile was second, Brasil third, and Canada fourth. Therefore, the final standing were Gold to Cuba, Silver to Brasil, and we took the Bronze. Chile was fourth and Canada fifth.

The Race Committee did a fine job and our hosts were extremely congenial. They should be commended for putting on a fine regatta.

Some observations, in no particular order: No one sailed with anything out of the ordinary. Fabini is building a beautiful boat in Uruguay which is similar to the Thor and is extremely well put together. It seems fast. The Cubans, Brasilians and Chileans sailed Thors. North sails and Brasilian Ullmans were the standard, with Polyant jibs also standard. The Cubans had California Ullmans. I had my standard Fisher sails but used a prototype Fisher polyant jib with 3/32", 1x19 luff wire in the heavy air which was quite fast.

Everyone seemed to have a pretty loose rig and 1/8" side stays. The two younger sailors from Chile and Uruguay will be real contenders in the future. Leme, from Brasil, and Maia, Torben Grae'l's World Championship crew, could go like crazy downwind and on broad reaches, and could they hike and work the boat! They used very little rig tension and seemed to rake pretty far aft (their boom angled below horizontal). All the other competitors trimmed their jibs much tighter than we did with their leads positioned very far back, but that may be because their jib leads are 33 1/2 inches apart and ours are only 29 1/2 inches apart. Tarasa was in awe-some shape; she was an animal in the boat, as good as Maia (the ultimate compliment!). If there are no real reaches, and it's blowing, you want to sail heavy. The Cubans really sail well, and they are very steady in speed and tactics. Hail to deserved champions. Look at the results from previous Pan-Am Games. What you get in the first race you probably will get in every other race. Scary thought, if you don't win the first race! The real lessons learned: In a small fleet, you have to practice, practice, practice to win; speed and teamwork are killers; bad starts are meaningless.

MORE COMMENTS ON THE PAN-AMS

by Bill Buckles

The scene in the harbor after the final race was unbelievable. Manso and Lorenzo were the last ones to arrive at the dock (intentionally, no doubt), and a screaming cheering mob ran to the ramp to meet them. They picked up their winners and gave them the traditional dunking. Then they picked up the fully rigged Snipe and it was raised up on a sea of hands. With extended arms the mob carried it overhead, high in the air and then they began to toss the boat into the air in celebration! It was unreal!

The Snipe Class patches and stickers that

I was given by the Snipe Office were very popular with the Cubans, as they were hungry for anything to remind them of the Snipe's glory days in Cuba. There were so many older gentlemen who told me of their Snipe conquests and they inquired about their old friends, the expatriates who had fled their homeland. From my perspective, as measurer, it was a wonderful experience. Our hosts were most gracious, allowing us many things that the everyday Cubans regarded as luxuries. It was a great trip and a successful Games.

1991 PAN-AMERICAN GAMES Habana, Cuba

Finish	Skipper/Crew	Country	Places	Points
1	Nelido Manso/Otavio Lorenzo	Cuba	1-1-2-(DSQ)-1-1-1	3.0
2	Cao Leme/Marcello Maia	Brasil	2-3-1-1-2-3-(3)	17.4
3	Peter Commette/Tarasa Davis	USA	3-4-3-2-3-2-(DNF)	31.1
4	Juan Weigand/Luis Echenique	Chile	4-2-4-DSQ-4-(DSQ)-2	45.0
5	Ian Brown/Don Behan	Canada	5-(7)-6-3-6-6-5	60.8
6	Gabriel Faggi/Nicholas Gonzalez	Uruguay	7-6-(DNF)-5-8-4-4	64.7
7	John MacCall/Cristobal Saubidet	Argentina	6-5-5-(DSQ)-5-5-DNF	66.7
8	Stevie Dickinson/Wesley Tucker	Bermuda	8-DNF-7-4-7-7-(DNF)	76.0

ADAMS AND HABERLAND, FRY AND FRY, U.S. NATIONALS DOMINATED

by Tom Payne

Call it a lesson learned: Never make the same mistake twice. Go back to the 1990 Nationals in Annapolis, where the Crosby qualifying series turned into three back-to-back races sailed within a matter of hours. Ed Adams was over early in one of the races and was automatically relegated to Wells fleet status, a fleet that he went on to clearly dominate.

Now fast-forward to 1991, the sixty-four-boat fleet is gathered at the North Cape Yacht Club in Monroe, Michigan. Adams is here, fresh from a Star Class win at the Barcelona Pre-Olympic Regatta. This time he's teamed up with supercrew Nancy Haberland, a serious Olympic contender in her own right in the Europe single-handed women's Class. It's Monday, and time for the Crosby action to begin, but there are thunderstorms and high winds raging on Lake Erie. The Race Committee wisely cancels the day's racing, so a few people decide to head for the bowling alley. Your reporter makes a big mistake, telling Nancy; "Finally, something I can beat you at!" She goes on to convincingly win the "Top Bowler" title with a ten-pin margin over the fast-closing Jack Franco. Warning: Never taunt Nancy Haberland. She will find a way to beat you!

MICHIGAN GIRLS TAKE JUNIOR NATIONALS

The regatta got off to a good start with action in the Junior fleets.

Jno Disch and crew Justin Corbett of Cleveland took the win in the Junior Nationals, while in the "Special Junior" fleet Adrian Diaz and crew/Grandfather "Old Man" Diaz were first over the line.

In race two it was the all-girl team of Sarah Deeds and crew Sunny Swarhout recovering from a first-race fifth, who took the bullet over Disch and Corbett, while Lucas and Augie were on top of the "Special Juniors". A sudden storm came up, sending the fleet back to the harbor to "wait 'til tomorrow".

Sarah and Sunny were not to be denied, and took two wins on Sunday, becoming the first all-girl team to win the Junior Nationals. Sarah's brother, Paul, and crew Amy Bauer took a pair of seconds to pull into third, while Disch and Corbett sailed



Commodore Rosen and Jerry Thompson present the Eleanor Williams Memorial Trophy to National Champion crew Nancy Haberland. T. Payne photo

Karin and John Fry accepting the Wells trophy from Commodore Rosen. T. Payne photo



to two thirds, taking second overall.

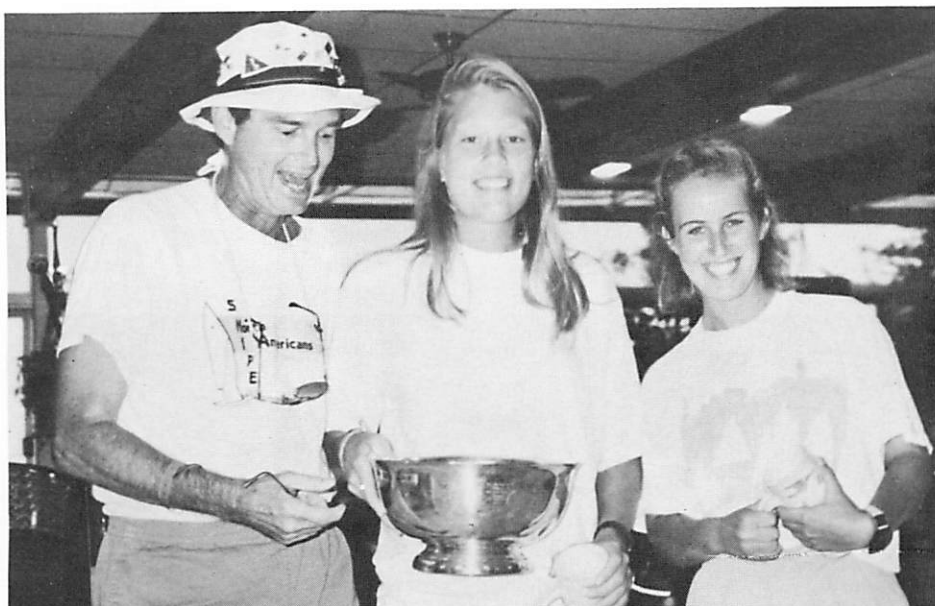
On the "Special Juniors" it was a Diaz family show, as Lucas and Augie were posting bullets and Adrian and the "Old Man" were taking the runner-up spots. "Sammy" and Sam Mollet posted all thirds to take third overall.

CROSBY ACTION— A ROUGH START

I should begin my report by telling you that I had the pleasure of being invited to crew. As I said earlier in this report, Monday was a blow-out, which caused Bill

Buckles to panic and look for the "heaviest thing around". We never actually "tipped the scales", but we were certainly the heaviest team since Finland's Carpelan and Wegelius! Why am I telling you this? Just to let you know that my report is written "from the rail" and therefore is not full of tack-by-tack details.

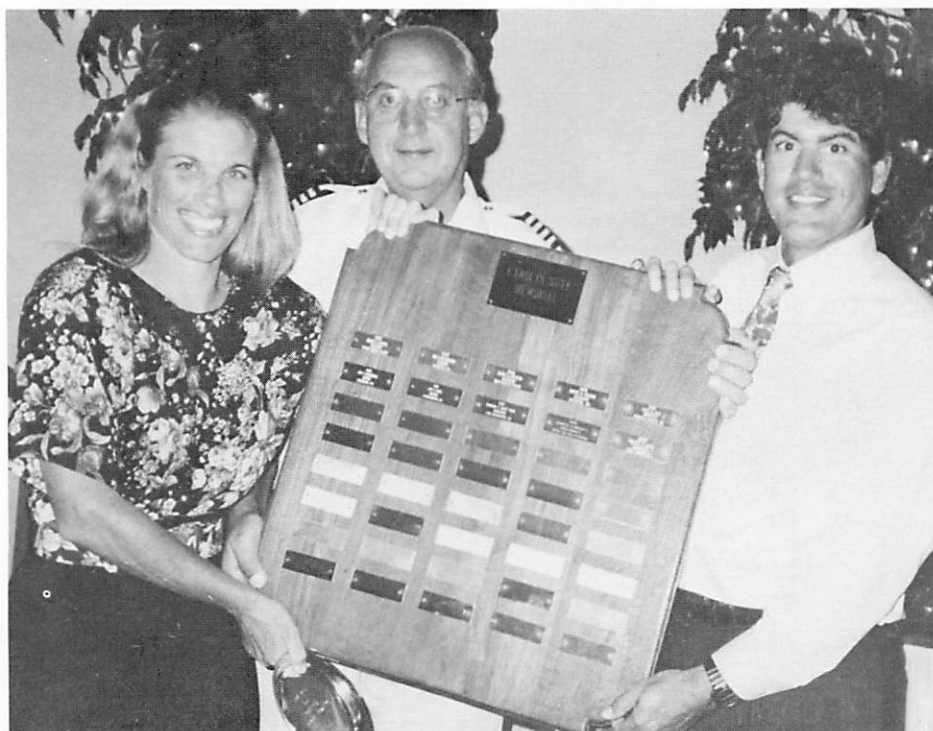
Tuesday was not much better than Monday, but conditions had improved to the point that the Committee figured that the chances of disaster were somewhat less than the previous day, but it was blowing at least 18 knots as the first race got under-



Commodore Davis presents the trophies to the U.S. Junior National Champions, Sarah Deeds (left) and crew, Sunny Swarhout. T. Payne photo



Bill and Nancy Willmarth accepting the Masters Endurance Trophy. Bill was the oldest young Sniper at the Nationals! T. Payne photo



Charlie and Michele Bustamante show off the Carolyn Nute Memorial trophy, awarded to the top-placing married couple, as NCYC Commodore Sheldon Rosen looks on.



How do you straighten a mast? Ask Dee Klotz, Don Hackbarth, Andrew Pimental and Chris Klotz; hop on and bounce! T. Payne photo

way. Most of the fleet made it around the course without incident, but a few wisely decided to head for the harbor as the winds continued to build. Some of those who stuck it out later looked back with regret!

By the start of race two the winds were a steady twenty knots, with higher gusts. About the only thing I can tell you is that Adams and Haberland rounded the mark in first, just ahead of Bill and me. As we flew down the reach we started noticing that several boats from the first start were capsized, and as we rounded the jibe mark we saw the committee boat, abandonment

flags flying as they headed in. Back in the parking lot it was a scene reminiscent of "Miami Wednesday". Bent and broken masts were in abundance, but a quick count showed that most could be repaired. Adams had a nasty crack in his, and was soon busy splicing it back together, while others were looking for the nearest "straightening tree".

Most of the fleet was back on the water for a much calmer Wednesday. Two back-to-back races were sailed and Leweck and Bill Hardesty took the Crosby title with a three-point cushion of Adams and Hab-

erland. Jack Franco, fresh from the Worlds in Norway, and crew Jeff Tighe were third, half a point ahead of Hal Gilreath and Margaret Podlich.

FRY AND FRY: "COOKING" TO WELLS WIN

In the thirty-boat Wells fleet, it was John and Karin Fry of Annapolis who dominated with five bullets and a throw-out seventh. Fellow Annapolitans Robert "Hawkeye" Dull and crew Shane Baldino won the second race, and in the end were ten points behind the Frys. Fred Abels and

crew Todd St. John were third overall.

The Frys were never seriously challenged, as they had speed to spare and the smarts to go with it. John is a veteran of the 505 Class, and he and Karin were the clear winners, as the score indicates, causing your reporter to wonder how they managed to "blow it" in the Crosby. Now they have an automatic bye into the Heinzerling fleet for the 1992 Nationals, set for Southern California, and maybe the lack of "qualifying pressure" will see them near the top of the Heinzerling, where they clearly belong.

ED'S REVENGE

From the rail: On Friday afternoon, as Bill and I were struggling in the day's third race, we noticed a Heinzerling boat heading for the harbor. "Probably had enough," said Bill. Little did we know that it was Ed and Nancy, with enough of a cushion to sit out the final race. They were heading in to pack up the boat, or maybe write acceptance speeches, or whatever it is that champions do when they've got it wrapped up. This is Ed's second U.S. National title, the first coming in 1986 with his wife, Meredith, as crew.



Darryl and Susan Waskow are busy with registration; Kate Heywood is their friendly clerk. Terry Timm photo

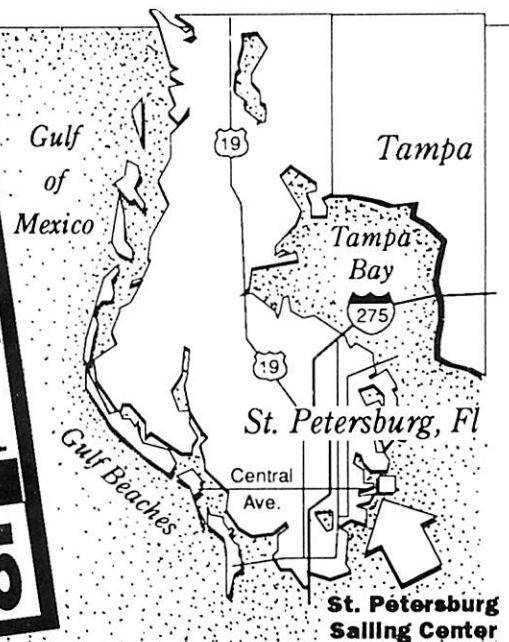
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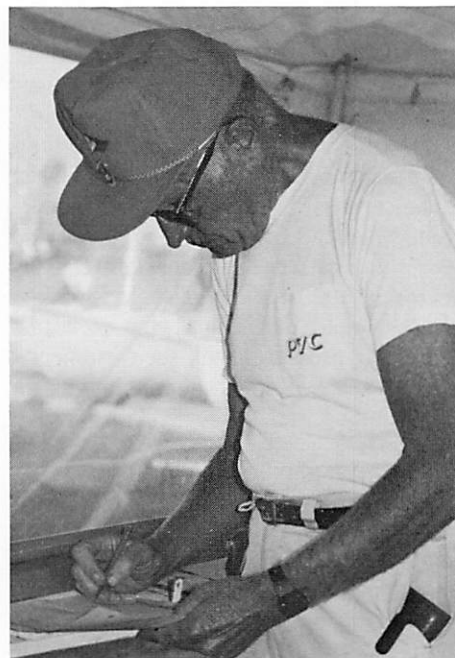
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For information or housing: Bill Welch, PO Box 2154,
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Phone (813) 821-0900 or (813) 822-0900

Second overall went to John Keane and John Tagliamonte. Keane is no stranger to the top, and it's probably just a matter of time until he wins the "big" one.

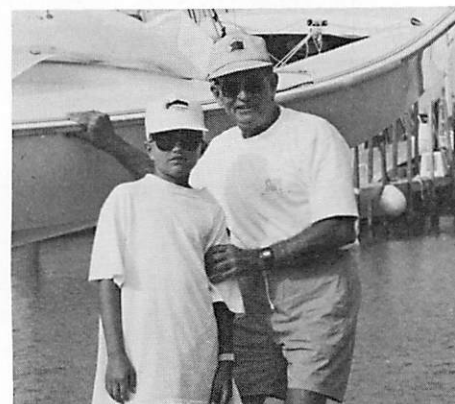
Bryan Fishback and Lori Stout of Annapolis made it an East Coast sweep of the top three, just a point-and-a-half behind Keane.

Heading up the California crowd was Leweck, finishing just ahead of the 1990 champion, Jeff Lenhart, with Mark Ivey crewing.

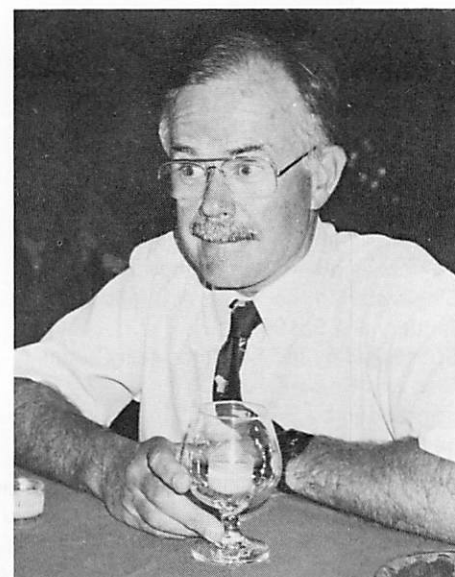
Dave Pritchard and Martin Zonnenburg of Lake Lanier, Georgia, were sixth overall, marking their return after a layoff of a couple of years to tend to business and



Honorary Vice Commodore, Chuck Loomis, hard at work, as usual. Terry Timm photo



"Special Junior" winners Adrian Diaz and his grandfather, "Old Man" Diaz. Terry Timm photo



We were honored to have USYRU President Bill Martin stop by to speak at the Awards Banquet. (That's a candle in his hand, not a drink!). T. Payne photo

WELLS SERIES

Finish	Boat	Skipper/Crew	Places	Points
1	26488	John Fry/Karin Fry	.75-(7)-.75-.75-.75-.75	3.75
2	27788	Robert Dull/Shane Baldino	3-.75-3-2-(7)-5	13.75
3	25460	Fred Abels/Todd St. John	2-(11)-2-4-2-(14)	21.00
4	26174	David Lence/Andrew Schulman	5-(10)-7-7-4-4	27.00
5	1	William Glenn/Chris Herbster	9-3-(15)-5-8-3	28.00
6	24087	Sam Mollet, III/Sam Mollet, V	4-(15)-10-3-3-10	30.00
7	28202	Bill Buckles/Tom Payne	6-6-6-6-(13)-(6)	30.00
8	23625	Dick Hand/Jeff Bees	(19)-12-5-13-9-2	41.00
9	25073	Darryl Waskow/Susan Ellis	7-9-13-11-(16)-11	51.00
10	25524	Sarah Deeds/Paul Deeds	8-2-12-(31PMS)-10-20	52.00
11	25049	John Cepanski/Mark Aljets	16-5-19-(20P20)-5-8	53.00
12	27664	Jno Disch/Justin Corbett	10-8-9-10-17-(22)	54.00
13	26278	Shelly Gall/Chris Lollins	12-(20)-16-8-12-7	55.00
14	26664	John O'Donnell/Margaret Garret	(21)-4-8-16-11-19	58.00
15	27772	Bill Welch/Sherry Welch	11-(24)-4-9-22-13	59.00
16	26305	Paul Wood/Kathy Wood	13-(23)-18-12-18-12	73.00
17	27094	Andrea Sepanski/Jennifer Aljets	18-18-11-15-(24)-21	83.00
18	26306	Clay Hudgins/Scott Smith	15-16-(31DNF)-17-19-16	83.00
19	27274	Molly Slocum/Matt Gauthier	20-14-(22)-20-15-15	84.00
20	27405	Kenneth Rix/Debra Fusco	(23)-19-23-21-6-18	87.00
21	1111	Jerry Lohmeyer/Amy Bauer	14-(25)-20-22-14-17	87.00
22	24678	Bob Hill/Morgan Watt	22-21-21-18-(23)-9	91.00
23	26612	Matt Heywood/Russel Serbay	17-13-17-23-21-(24)	91.00
24	25785	Mary Ann Rix/Robert Fusco	(25)-22-24-19-20-23	108.00
25	26735	Bill Willmarth/Nancy Willmarth	24-17-14-(31DNC)-31DNC-31DNC	117.00
26	22351	Joe Baublis/Kathie Williams	26-(27)-26-24-25-25	126.00
27	24802	Ron Campbell/Peggy Campbell	(31DNF)-26-25-31DNC-31DNC-31DNC	144.00
28	27111	Carl Chinnery/Any Chinnery	(31DNC)-31DNC-31DNC-31DNC-31DNC-31DNC	155.00
29	25900	Jeff Mullett/Anne Shane	(31DNC)-31DNC-31DNC-31DNC-31DNC-31DNC	155.00
30	25057	Glenn Betzoldt/Laura Young	(31DNC)-31DNC-31DNC-31DNC-31DNC-31DNC	155.00

HEINZERLING SERIES

Finish	Boat	Skipper/Crew	Places	Points
1	28099	Ed Adams/Nancy Haberland	.75-3-2-4-.75-(34DNC)	10.50
2	25781	John Keane/John Tagliamonte	9-6-.75-(24)-11-.75	27.50
3	26307	Bryan Fischback/Lorr Stout	2-(16)-3-2-13-9	29.00
4	27107	Craig Leweck/Bill Hardesty	8-(9)-7AVG-6-5-7	32.50
5	18327	Jeff Lenhart/Mark Ivey	(15)-4-15-.75-10-4	33.75
6	26309	David Pritchard/Martin Zonnenburg	13-5-(19)-8-4-11	41.00
7	28050	Doug Clark/Alex Stout	6-7-7-15-8-(16)	43.00
8	25710	James Bowers/Mary Jodice	5-.75-12-(31)-26-5	48.75
9	26752	Jack E. Franco/Jeff Tighe	12-18-(28)-5-16-2	53.00
10	27872	Bustamante/Bustamante	(27)-11-11-11-7-15	55.00
11	27733	Andrew Pimental/Carol Newman	3-12-4-17-21-(25)	57.00
12	25489	Fred Rozelle/Janet Rozelle	(18)-13-13-3-15-13	57.00
13	25483	Hal Gilreath/Margaret Podlich	7-8-10-9-(31)-28	62.00
14	26461	Kirk Donaldson/Kristin Guenther	(29)-21-8-7-12-14	62.00
15	28069	Jerry Thompson/Mandy Smith	16-10-24-(28)-3-10	63.00
16	26457	Lucas Diaz/Augie Diaz	14-2-(25)-18-22-8	64.00
17	25990	Leigh Savage/Sally Savage	23-(26)-17-20-2-3	65.00
18	27627	Paul Foerster/Jennifer Draheim	10-24-6-(25)-17-12	69.00
19	25165	P. J. Schaffer/Warren Grill	17-19-16-13-9-(27)	74.00
20	28094	Henry Filter/Nancy Green	4-15-26-16-(30)-20	81.00
21	25841	Terry Timm/Katie Heywood	21-14-20-10-(29)-22	87.00
22	26335	Harry Levinson/Sarah Levinson	11-(30)-23-19-18-17	88.00
23	26917	Mike Pinckney/Carla Hilton	19-22-(30)-27-19-6	93.00
24	27269	Susan Taylor/Scott Taylor	20-(23)-22-21-14-19	96.00
25	26395	Gonzalo Diaz, Sr./Arron Haller	25-(27)-5-26-25-18	99.00
26	25127	Chris Klotz/Diane Klotz	22-20-14-(23)-23-21	100.00
27	27054	Lee Griffith/Karla Griffith	24-17-21-22-20-(26)	104.00
28	26670	Roger Link/Sue Kaufman	26-(28)-18-14-27-24	109.00
29	26699	Fritz Gram/Jane Gram	30-31-27-12-(32)-23	123.00
30	26739	Dan Orr/Lydia Orr	31-29-(33)-30-6-29	125.00
31	25863	John Crookston/Geri Crookston	(33)-25-32-33-24-30	144.00
32	27101	John F. Lally/John Mullane	28-(32)-29-29-28-32	146.00
33	25071	Don Hackbarth/Jennifer Tumlin	32-(33)-31-32-33-31	159.00

get families started. They brought along their wives and kids, and the little ones were seen eyeing the results of the "Special Junior" fleet!

A couple of noteworthy performances were turned in: Don Hackbarth, D-4 Governor, and his crew Jennifer Tumlin made the Heinzerling cut, which is true testimony to the powers of perseverance and practice. A couple of years ago Don was "B-fleet dogmeat", but no more!

Charlie and Michele Bustamante made the Heinzerling by one point, but finally found the formula and sailed to tenth overall. This caused a lot of "if onlys" from the handful of teams who just missed the cut by one point!

THANKS TO TIMM, OSBORNE, D-3 AND NORTH CAPE YACHT CLUB!

How many times can you say "This was the best Nationals, ever!", before it loses its meaning? The members of District Three and everyone at North Cape Yacht Club are to be congratulated, as this may have been the best ever. Dollar for dollar it had to be, with food, parties and entertainment of the quantity and quality that left one wondering how they managed to

JUNIOR NATIONAL CHAMPIONSHIP

Finish	Boat	Skipper/Crew	Fleet	Places	Points
1	25524	Sarah Deeds/Sunny Swarhout	Birmingham, MI	5-.75-.75-.75	7.25
2	27664	Jno Disch/Justin Corbett	Cleveland, OH	.75-2-3-3	8.75
3	26672	Paul Deeds/Amy Bauer	Birmingham, MI	2-4-2-2	10.00
4	27274	Molly Slocum/Matt Gauthier	St. Petersburg, FL	3-6-6-4	19.00
5	28202	Jay Mueller/Liz Potter	Cleveland, OH	6-3-5-6	20.00
6	28048	Patrick Quigley/James Lipp	Mentor, OH	4-5-DNC-DNC	25.00
7	26926	Jim Ward/Katie Loper, Monroe, MI	DNC-DNC-4-5-	25.00	

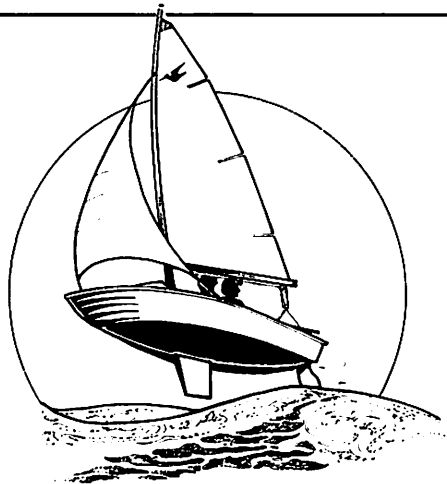
SPECIAL JUNIOR CHAMPIONSHIP

1	26457	Lucas/Augie Diaz	Miami, FL	2-.75-.75-.75	4.25
2	26395	Adrian/"Old Man" Diaz	Miami, FL	.75-2-2-2	6.75
3	24087	Sam IV/Sam III Mollet	Akron, OH	3-3-3-3	12.00
4	25049	Mark Aljets/John Sepanski	Dorsey, IL	4-5-4-4	16.00
5	27094	Jennifer Aljets/Andrea Sepanski	Dorsey, IL	5-6-5-5	21.00
6	26306	Scott Smith/Clay Hudgins	Lake Lanier, GA	6-4-6-6	22.00
7	27238	Jason/Jim Huggins	Annapolis, MD	DNS-7-7-7	29.00

B. CROSBY QUALIFIERS

Three races—no throwout—Top ten of sixty-four

Finish	Skipper/Crew	Fleet	Points
1	Craig Leweck/Bill Hardesty	Mission Bay, CA	4.75
2	Ed Adams/Nancy Haberland	Narragansett Bay, RI	7.75
3	Jack Franco/Jeff Tighe	Newport Beach, CA	8.50
4	Hal Gilreath/Margaret Podlich	Annapolis, MD	9.00
5	Doug Clark/Alex Stout	Annapolis, MD	12.75
6	Fred and Jan Rozelle	Grosse Pointe Woods, MI	14.00
7	Chris and Dee Klotz	Pittsburg, PA	16.75
8	Harry and Sarah Levinson	Winchester, MA	20.00
9	Terry Timm/Katie Heywood	Ann Arbor, MI	21.00
10	Henry Filter/Nancy Green	Cottage Park, MA	21.00



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R. C. Chairman Skip McCullough lays down the law at the skipper's meeting. Skip and his crew did an excellent job. Terry Timm photo

do it. This is one club that takes great pride in hosting small-boat regattas, despite the fact that most of the members are big-boat sailors, and that pride shows.

On the race courses it was more excellence, as the work was "St. Petersburg Trophy" quality. Race Committee Chairman Skip McCullogh and his entire team are to be congratulated for superior work. How good was it? Anyone who has recently sailed in a major Snipe regatta is more than aware of the problems of setting a starting line that allows our highly competitive fleet to start without a series of general recalls. As I recall there was one in the Wells fleet and one in the Heizerling. That fact is remarkable, but throw in some excellent courses, timely mark changes, and quick rescue work, and this race management team ends up with an A+. I should mention that Bruce Goldsmith, who is quite a Lightning Class racer, handled the Wells course.

Regatta Co-Chairmen Terry Timm and Mary Lou Osborne are to be congratulated for putting together a great team to run a great event. Also a special thank you to all of the District Three members and everyone at North Cape Yacht Club. It was one to remember!



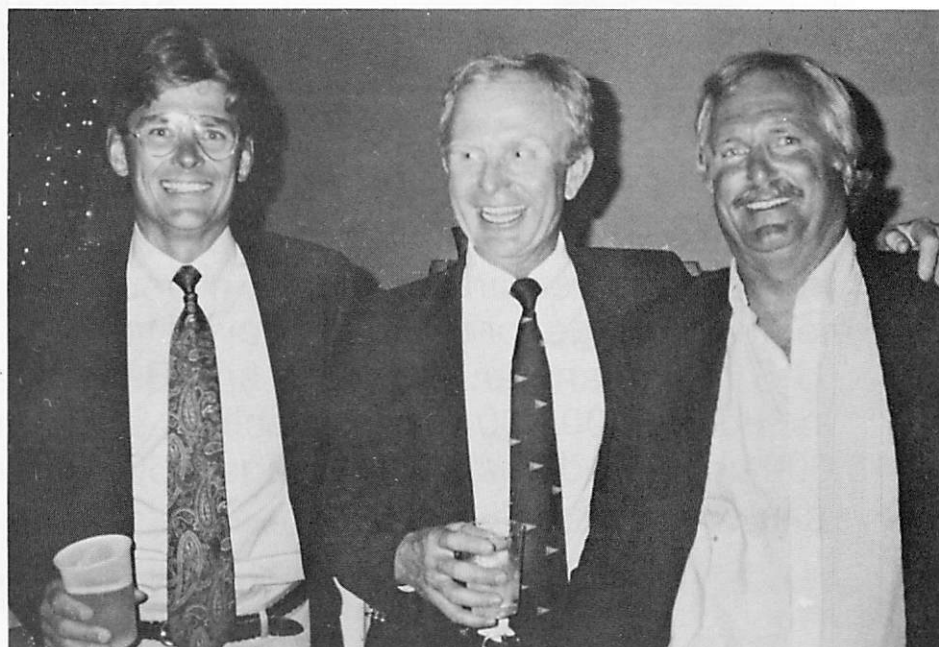
Thanks to Nikon,
camera choice of Tom Payne.



It takes a lot of hard-working people to get the measuring done. Here's most of them, taking a rare break! T. Payne photo



U.S. Sniper "Olympic hopefuls" (l-r) Ed Adams, Craig Leweck, Nancy Haberland and Paul Foerster. T. Payne photo



Leigh Savage, Terry Timm, and Jerry Thompson having fun at the Awards Banquet. T. Payne photo

NORWAY TAKES JR. EUROPEANS

by Solveig Gjerde

It was an incredible finishing fight. The boats were so even that none of the crews could guess who had hit the line first, but in the end it was Michael Irgens and Tom Eric Smedal from Asgardstrand Snipe Club in Norway.

The event was held in Bastad, Sweden, the 12th through 15th of August. Twenty-three teams from seven nations fought for victory in fine sailing conditions with winds from 6 to 17 knots. The winds for the first day were heavy, favoring Jakob Erhardi and Steen Jorndrup from Denmark, who weighed in at 373 pounds, although the point spread between the top four boats was only 3.7 points at the end of the day. Erhardi and Jorndrup took the first race and the Italians, Franco Solerio and Luca Benza, took the second and third.

Winds for the second day were lighter and the Spanish team of Fernando Lago and Javier Rasilla recovered from a third race DSQ to take the win in the fourth. Peter Nilsson and Filip Swensson of Sweden won the fifth race.

Going into the final race it was very close between Irgens and Smedal of Norway, Lago and Rasilla of Spain, and Solerio and Benza of Italy. The final race would decide the Champions.

It was pouring rain for the start of the finale, and Lago and Rasilla got the best start, rounding the weather mark in second behind fellow Spaniards Manuel Castro and Iguaeio Boliba. Irgens and Smedal were fourth but were closing fast. As the wind increased in strength on the reaches

the two Spanish boats tried to prevent the Norwegians from advancing, but the Norwegians like the strong winds and had the advantage. Lago and Rasilla were suddenly alone as their teammates capsized, and Irgens and Smedal rounded the final leeward mark just ahead of Lago and Rasilla. As the two boats sailed up the beat it was difficult to tell who had the advantage. The Spanish Snipe seemed to be

faster, but the Norwegians seemed to be finding the favoring windshifts. As they approached the line the port-tack Spaniards ducked the starboard-tack Norwegians. The Norwegians tacked to port, and as the two boats hit the line they seemed to be dead even, but it was Asgardstrand's Irgens and Smedal who took the 1991 Junior Europeans with a razor-thin margin of ten inches!

1991 EUROPEAN JUNIOR CHAMPIONSHIP Bastad, Sweden, August 12-15, 1991*

Six races, one throwout. All twenty-three boats

Finish	Skipper/Crew	Country	Places	Points
1	Michael Irgens/Tom Erik Smedal	Norway	3-2-5-2-8-1	21.70
2	Fernando Lago/Javier Rasilla	Spain	2-3-DSQ-1-6-2	23.40
3	Franco Solerio/Luca Benza	Italy	6-1-1-13-19-5	40.70
4	Patrik Jonsson/R. Oberpickner	Sweden	10-DNS-10-6-2-3	52.40
5	Jakob Erhardi/Steen Jorndrup	Denmark	1-4-2-17-21-14	54.00
6	Javier Plaza/Jorge Perez	Spain	DNF-14-3-3-7-9	59.40
7	Manuel Castro/Iguaeio Boliba	Spain	4-6-8-8-11-6	59.40
8	Peter Nilsson/Filip Swensson	Sweden	11-DNS-13-4-1-11	61.00
9	Joakim Wrin/Thomas Thureson	Sweden	12-8-7-7-4-7	61.00
10	Petter Dybwad/Niclaus Wedel	Norway	5-10-9-11-3-12	63.70
11	Jon Ekheim/Jeanette Jansen	Norway	DNS-7-4-9-16-8	72.00
12	Mathew Smith/Matthew Baldwin	England	9-5-6-16-9-PMS	73.70
13	Maurizio & Dario Bodino	Italy	8-12-15-5-18-13	82.00
14	Patrick Longo/Paolo Torrielli	Italy	7-9-11-15-19-DNF	82.00
15	T. Christensen/H. Blom-Bakke	Norway	13-13-14-PMS-14-4	86.00
16	Pauline Book/M.A. Gjerde	Norway	14-11-12-12-17-10	89.00
17	Iiro Jaakonsarri/Riina Kirjala	Finland	15-16-16-14-12-15	102.00
18	Geir Arnhoff/Magnus Andersen	Norway	16-15-19-20-5-20	104.00
19	Marius Selvig/Marius Haaversta	Norway	19-17-17-22-13-18	114.00
20	Robert & Martin Strom	Sweden	17-DNS-18-10-29-DNS	119.00
21	Tore Ordell/Emil Swensson	Sweden	DNS-DNS-20-18-15-16	123.00
22	Jonna Wikstrom/Tiia Lehto	Finland	18-18-21-19-22-19	125.00
23	Linda Alvefjord/Frida Strom	Sweden	DNS-DNS-DNF-21-DNS-17	140.00



Michael Irgens (left) and crew Tom Erik Smedal with their European Junior championship trophies. (Irgens photo)



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MISSING: From the 1991 U.S. Snipe Nationals: 1991 North SS2 jib. 1991 Fisher main #25841. Anodized centerboard, Reynold's rudder. Please contact: Terry Timm 214 W. Michigan Ave., Saseline, MI 48176. Phone 313-429-5433.

WANTED: We are reactivating Snipe Fleet #729 at the Eagle Creek Sailing Club on the west side of Indianapolis. We need a number of old fiberglass Snipes or Snipe hulls (Lofland, Lemke, etc.) to help things along. Contact Mike Girdley at 317-745-5788 evenings, or 317-230-2718, weekdays, with information and price.

WANTED: 4 used Snipes for children's summer camp in Albonquin Park, Ontario. No trailers necessary. Our ideal boat is fiberglass, in good condition, very sturdy, with one suit of sails, and rigged simply. Fax: (416) 975-9060, or write: Camp Arowhon, 72 Lyndhurst Ave., Toronto, Ontario M5R 2Z7. (nd)

16" SNIPE CLASS #19337—Fiberglass boat. Levinson sails, jib and main. Extra rudder. Whisker pole, trailer. 1972 year model. \$1,250.00 St. Simons Island, GA. 912-638-5475 (ndj)

FOR SALE: New Cobra II mast. Used aluminum mast and boom. Used Fast sails! Fiberglass Chubasco hull. Write for details: Gonzalo Diaz, Sr., 5520 S.W. 72nd Ave., Miami, FL 33155-5517. (aso)

CHUBASCO 21361—Yellow and white. Lofland trailer. Two suits North sails, Cobra mast. Aluminum boom. Cover, compass. \$1,500. George Nichols, Decatur, Illinois. 1-217-429-1407. (asondj)

MCLAUGHLIN 24109—Blue hull, white deck, Cobra II mast. Pole launcher, Sailor's Tailor covers, New galvanized trailer, race ready, good condition, asking \$2675 OBO. Key Largo Eves: 305-664-8843 (nd)

MCLAUGHLIN 24631—Tan with red accent stripe. Covers, magic box, one suit of sails, trailer with spare. Excellent condition, little used. Might deliver. \$2,600.00 Weekday phone: 716-546-7241 (New York). (ond)

MCLAUGHLIN 24950—White hull with blue graphic, excellent condition. New Fisher sails, pole launcher, blue cover, Cobra II mast, galvanized trailer. Must sell, asking \$3,200. Miami area call Dan Zinn. Days:(800)237-2308. Eves: 305-666-5557. (ndj)

MCLAUGHLIN 25007—Excellent condition. Top and bottom covers. Trailer. One suit of Shore sails. Will Sloger 803-881-5592 (home) or 803-743-0797 (office) \$2,775.00 (ond)

MCLAUGHLIN 25090—White hull and deck. Cobra II mast with 2 year old Tennessee trailer. 3 sets of sails: North main and jib—4 years old, Sobstad main and jib—used 15 times, Fisher main and jib—never used. New teak rails and many new Harken blocks. Ready to race. This boat has an excellent race record and has only been dry sailed. Asking \$2,400. Call Jay at (508) 358-5952 evenings. (ndj)

MCLAUGHLIN 25869—Excellent condition. White hull and deck. Cobra II mast. Older Shore and new Fisher sails. Top, bottom, rudder, and centerboard covers. Southern trailer. \$4,000. Eliot Schecter 405-478-8662. (son)

MCLAUGHLIN 26451—Built in 1986. Light grey hull, light grey deck. Rarely sailed, in excellent condition! Includes: Cox trailer, one suit Shore racing sails, one suit Shore practice sails, Cobra II spars, Trailer toter and boat cover. For more info call Charlie Pendleton, Marblehead, Mass. 617-639-0688(ason)

SAILS: New Shore main \$200.00. New Shore jib \$100.00. Used jib, excellent condition, \$40.00. Len and Diana Dolhert (301)531-6349. (ason)

MUELLER 26897—White hull and deck, Bryant mast, pole launcher, top and bottom covers, trailer, two suits Fisher sails. The infamous "Edna". \$4,000. Call John Dentinger, Rochester, NY 716-461-1551 (ndj)

MUELLER 27443—White hull, grey deck. Excellent condition. Cobra II spar, pole launcher, compass and magic box. Fisher sails, only a few races. Top, bottom and rudder covers with Tee-Nee trailer. Must sell quickly, \$4,500 or best offer. Suzanne (813-972-2079. Tampa, FL (on)

PHOENIX 23658—White. 2 sets Ullman sails. Firestick mast. Registered Highland trailer. Competitive boat! \$2,800. Call Borje, Newport Bch, CA. 714-760-9195 (home) or 714-725-2783 (work)



Sanctioned Snipe Regattas

January 4-5, **DEAD OF WINTER**, Bill Welch, P.O. Box 2154, St. Petersburg, FL 33713, 813-821-0900

March 14-17, **MIDWINTER CHAMPIONSHIPS**, Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805

March 20-22, **DON-Q RUM KEG REGATTA**, Gonzalo Diaz, 5520 SW 72nd Ave, Miami, FL 33155-5517, 305-667-0492

March 25-28, **BACARDI AND GAMBLIN REGATTAS**, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas, FAX: 809-393-0822

July 7-12, **JUNIOR WORLD CHAMPIONSHIP**, Motala, Sweden. Chairman: Christer Jacobson, Foreningsgatan 37, 25241 Helsingborg, Sweden. TEL: +46-42-14-6182

July 15-21, **EUROPEAN CHAMPIONSHIPS**, Gamlakarleby Segelforening, Karleby, Finland. Chairman: Per-Ole Holm, P.O. Box 22, SF-67101 Kakkola, Finland, FAX: +358-68-20087

August 1-7, **U.S. NATIONAL CHAMPIONSHIP & JUNIOR NATIONAL CHAMPIONSHIP**, Alamitos Bay Yacht Club. Chairman: Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815 TEL: 213-596-1801

September 13-16, **U.S. MASTERS CHAMPIONSHIP**, Medford Boat Club, Chairman: Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890-2218 TEL: 617-729-2423 (Dates subject to change!)

September 16-19, **NORTH AMERICAN CHAMPIONSHIP**, Crescent Sail Yacht Club. Chairman: Fred Rozelle, 850 Oxford Rd.N., Grosse Pointe Woods, MI 48236 TEL: 313-882-3533

October 3-10, **WESTERN HEMISPHERE CHAMPIONSHIP**, Royal Nassau Sailing Club, Chairman: Jimmy Lowe, P.O. Box 1124, Nassau, Bahamas FAX: 809-393-3592

MINUTES OF THE 1991 SCIRA U.S. BOARD MEETING

The 1991 meeting of the SCIRA U.S. Board was convened at 0945 hours on August 17, 1991, by U.S. National Secretary Phil Richmond at the North Cape Yacht Club, Monroe, Michigan. In attendance: Commodore R. Means Davis, Rear Commodore Terry Timm, Rules Committee Chairman Dan Williams, Board Member John Johns, Vice Chairman Rules Committee Chuck Loomis and Executive Director Thomas Payne.

Motion: by Timm: "To accept the Minutes of the 1990 meeting as published in the *Snipe Bulletin*. Davis second: PASSED

REPORTS

Tom Payne gave a report on the status of the U.S. Perpetual Fund. Phil Richmond explained the purpose of the fund: "The first priority of the fund is to get the necessary monies to promote the Class within the U.S., and the secondary purpose is to help junior sailing. Only the in-

terest earned is to be spent." There were several questions about the interest rate, which Payne answered. He also noted that any U.S. Snipe member who wants to know the status of this fund need only write to the office.

There were questions about the United States Sailing Foundation which is a non-profit subsidiary of USYRU, and which makes contributions to U.S. sailors. Payne reported that the 1991 grant to SCIRA U.S. was \$3,000, which was awarded to send our team to the Worlds in Norway. Payne also noted that "professionals" are prohibited from receiving these grants.

Payne then gave the Financial Report. There was a discussion of the procedure of billing and collections for the Number Fees and Membership Dues.

COMMITTEE REPORTS

1. Finance: Since the Chairman, Gonzo Diaz, was not present, Richmond gave a brief report on the activities of this Com-

mittee.

2. Promotions: Although the Chairman, Ron Fox, was not present, there was discussion of fund-raising, including the fund-raising proposal by Jim Grubbs, and further discussion of the U.S. Perpetual Fund.

3. Long-Range Planning: Chairman Means Davis reported that although there were no meetings in 1991, the previous work of this committee was outlined. He noted that he needs a new vice-chairman and one will be appointed in January. There was discussion of the problems of our present District system and Means reported that Dave Rogers is working on realignment.

4. Rules: Chairman Dan Williams reported that the bulk of the Rules work is completed and was ratified in Norway. There is apparently a problem with the angle of some transoms, and also "canting boards", and these problems will be further examined and addressed.

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1st Gamblin
1st Midwinters West
1st, 2nd, 3rd & 4th ABYC
Olympic Classes Regatta
1st Bermuda Race Week
1st Southern

1990 Results

1st US Nationals
1st & 2nd North Americans
1st, 2nd, 3rd & 4th US Masters
1st Japan Nationals
1st Europeans

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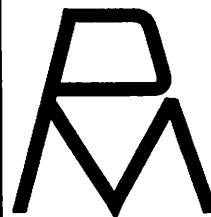
1990

1st & 2nd US Nationals
1st, 2nd & 3rd North Americans
1st Japan Nationals
1st Winter Circuit

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Executive Director Tom Payne gave a report on the activities in the Snipe office. He reported that his wife, Gina, is now working 3 to 4 hours per day, primarily doing data entry, collecting dues, and sending prospect packages. She is also learning the basics of the bookkeeping system and will gradually work into taking on this responsibility. There was a brief discussion of the steps that he is implementing to reconfigure the *Bulletin* in light of the mandate from the World Board meeting in Norway, as published in the Minutes of the World Board meeting in the October *Bulletin*.

U.S. National Secretary Phil Richmond reported that he is stepping down after four years of service, and that Pete Fenner has been elected U.S. National Secretary, to take office January, 1992. "I am happy. Pete is a proven and able administrator. He is well connected with USYRU and IYRU. This is a good move for the U.S. body."

Phil went on to say that he is concerned that the U.S. class is not promoting itself. "We are not growing, so therefore we must consider that we are declining, and I don't know why. Our Junior program, especially the "Special Junior" category, indicates that we are breeding our next generation. We need to identify, reach out to, and encourage the deeply committed members that we have now and get them more involved."

The meeting adjourned for lunch at 1245 hours.

The meeting was reconvened at 1345 hours.

OLD BUSINESS

Membership Structure:

John Johns had submitted a proposal to restructure the U.S. Membership system, which would include new categories of membership with appropriate dues and benefits at each new level. After much discussion of his plan there was a MOTION by Means Davis: John Johns will chair an ad-hoc committee to study this proposal. He will report to the U.S. board no later than the 1992 meeting in Alamitos Bay. Second by Williams—PASSED.

District Reapportionment:

Means Davis went into more detail about the problems with our present system of districts and noted that many are too large. There was much discussion of the current system. Means noted that Dave Rogers has been working on this, with an eye on the possibility of combining some Districts and realignment of others. Phil Richmond said that we need some firm answers. There

are many possible solutions but we need a specific plan in time for the 1992 meeting.

NEW BUSINESS

IYRU: John Johns said that he is concerned that we could lose our right to control our regattas. He is concerned about provisions in the International Racing Rules that could supersede our powers and leave us open to questionable interpretation of SCIRA's intent. There was much discussion of the current system of IYRU judges and possible solutions wherein SCIRA could control who is chosen judge. It was noted that here in the U.S. we are subject to the USYRU and that they make no demands on us. We can therefore choose for ourselves. However, this is not the case in most countries throughout the Snipe world.

Junior Sailing: Terry Timm noted that the "Special Junior" event is working well, but that he has some concerns and that there is the possibility that the "Junior" event could suffer as a result. He asked if there is a need for some age limits on participation in the "Special Junior" category. It was finally decided that this is a question that should be explored by the Long Range Planning Committee.

U.S. Qualifying for the 1992 Junior Worlds: There is a problem here in that the Junior Worlds are scheduled prior to the 1992 U.S. Junior Nationals. After much discussion Terry Timm made a MOTION: "That we should inquire of SCIRA Sweden if it is possible to change the dates of the Junior Worlds. If not, then two events to select the U.S. representatives must be held, one on the east coast and the other on the west coast. The winning team from each event will be the U.S. representatives." Second by Williams. PASSED.

1992 U.S. Nationals: Proposal for open entry: Jerry Thompson presented a proposal by District Six that would open the 1992 Nationals subject to the following: The 1992 U.S. Nationals shall be "open" to entry by any U.S. SCIRA member in good standing who has met the basic point score/sanctioned regatta participation requirements of competition.

Terry Timm expressed his support for this, on a trial basis. Phil Richmond gave some background on this matter and said that he agrees with the desired results of this proposal. It is expected that only 10 to 15 more boats will participate if this

is adopted. "The bottom line is that the qualification system helps a district get activity at each level. We must have some competition for these spots as, without some form of entry quota, the incentive to participate in point score and sanctioned regatta races is lost."

There was much further discussion of the history and intent of the present system after which John Johns made the following MOTION: "To temporarily suspend the one-for-five and two-for-five (host fleet) provisions of the Deed of Gift, on a trial basis. This allowance is contingent upon District 6 hosting at least four Sanctioned events in the 1992 season prior to the entry deadline for the 1992 U.S. Nationals." Second by Timm: PASSED

Bids for the 1992 U.S. Masters: A bid from Ralph Swanson was presented. The host would be Medford Boat Club on Mystic Lake, Massachusetts. The dates would be September 13 through 16. After some discussion Means Davis made the MOTION: "To tentatively accept this bid pursuant to receipt of the SCIRA Standardized Bid Form." Williams seconded: PASSED

Bids for the 1992 North Americans: A bid was presented from Fred Rozelle to have Crescent Sailing Club, Grosse Pointe, Michigan, host this event. The dates would be September 16th through 19th. After discussion John Johns made the MOTION: "To accept this bid." Second by Timm: PASSED

The 1993 U.S. Nationals: There is some indication that the host district, D-5, may be having problems finding a host. After some discussion Timm suggested that: "The U.S. National Secretary should contact the Governor of D-5, Leo Murphy, and find out what is happening. On January 1, 1992, if there is no firm movement towards finalized plans, then the National Secretary should approach District 2 about hosting this regatta."

SCIRA U.S. Event Sponsorship Policy: The SCIRA Event Sponsorship Policy, adopted at the meeting in Norway, was presented and discussed. After some discussion Means Davis made the following MOTION: "For a one-year trial basis, Event Sponsorship will be limited to the U.S. Nationals (1992), with \$1,000 to be paid by the organizers to SCIRA U.S." Seconded by Johns: PASSED.

There being no further new business, the meeting was adjourned at 1600 hours.

MINUTES OF THE 1991 NATIONAL SECRETARIES MEETING

The meeting was called to order at 1830 Hours, August 8th, 1991, at the Tonsberg Seilforeining, Fjarholmen, Norway, by Commodore R. Means Davis. In attendance: Vice Commodore Fujiya Matsmoto, National Secretaries Jimmy Lowe of Bahamas, Giorgio Brezich of Italy, Fernando Velarde of Spain, Ricardo Fabini (representing Carluccio) of Uruguay, Flavio Caiuby (representing Simoes) of Brazil, Erling Olsen (representing Hansen) of Denmark, Gilles Boisaubert of France, John Broughton of England, Roger Nyland of Finland, Chris Hains (representing Crook) of Canada, Jiro Yamamoto (representing Itoh) of Japan, Phil Richmond of the U.S.A., C.S. Reddy of India, Ben Van Cauwenburg (representing Callot) of Belgium, Bengt Osterman of Sweden, Dr. Sun of Korea, Alexei Fomin of the USSR and his interpreter, "Shasha" Pesov, and Antonio Roquette representing Portugal. Also attending was Past Commodore Ralph Swanson.

The reading of the Minutes of the 1989 meeting was waived.

NATIONAL REPORTS

Bahamas: National Secretary Jimmy Lowe reported slow growth. They have three new boats on order. As they are hosting the 1992 Western Hemisphere Championships they are expecting good activity in 1992.

Italy: National Secretary Giorgio Brezich reported that the situation here is good. The numbers are stable. There is a new builder, Lillia, and this is causing good publicity. He also said that they are getting good notice in the Italian sailing press. There is strong interest and the support from the Federazione is excellent. There have been three federation-supported clinics, with an emphasis on juniors, and the federation helped send the teams to the Worlds. There were 45 boats at the 1991 Italian Nationals.

Spain: National Secretary Fernando Velarde reported that the situation is very good. The 1990 Masters Worlds and 1990 Junior Worlds were great successes. Also, in 1991 they had three classifications at the Nationals with Juniors and for the first time, a women's nationals. There were 70 boats at the nationals and 70 at the Spain Cup.

Portugal: Antonio Roquette representing National Secretary Domingos Borallho: The situation continues strong. 70

teams competed in the regattas to select the representatives to the worlds. There are 100 registered boats with 75 of them active. There were 35 at the Nationals. The Federacao is taking many Snipe sailors and moving them into the Olympic Classes, but we expect that all will return after the 1992 Games. We are working on new ways to get juniors interested.

Denmark: Erling Olsen reported that there were 35 boats at the 1991 Nationals. There is a new builder: Persson Marine, and Skipper Snipe is now in the hands of Frank Eriksen. We have seven or eight new boats either delivered or on order.

Sweden: National Secretary Bengt Osterman: Our activity is good. We are looking forward to approval of our bid to host the 1992 Junior Worlds.

France: National Secretary Boisaubert reported that 100 teams sailed in the National Point Series. There are seventy reg-

istered boats in France, but only 50 are active. There are two fleets. We are doing some good promotions. There are problems in the south of France. We also have a problem in that there are no used boats for sale. We also have a problem in that the Federation ignores our existence. There were 12 boats at our Nationals.

Britain: National Secretary John Broughton reported that there are now 90 boats registered. New P.R.O. George Mees is doing a great job and we are getting good notice in the press. The situation with the Royal Yachting Federation is not improving. There will be a new National Secretary within the next year as he is currently undergoing some "on-the-job training". He (the new man) has good relations with members of the RYA so hopefully the situation will improve. On another front we are working hard to try to increase our Junior interest.

LONG-RANGE SANCTIONS

(NOTE: We don't have all of the details for these events. The information listed here is for long-range planning purposes only! We will update this information quarterly. National Secretaries should send updated information about these regattas, and any other regattas that they want listed in the Snipe Bulletin.)

1992 MASTERS WORLDS: This will be hosted by SCIRA Portugal sometime in the Fall of 1992. The tentative site is "on the Algarve". Contact Antonio Roquette, Rua Montebelo 28, Foz Do Douro, 4100 Porto, Portugal. FAX: 011-351-2-948-1901.

1993 WORLD CHAMPIONSHIP: Last Quarter of 1993. Clube Dos Jangadeiros, Rua Ernesto Paiva, 139 Tristeza, 91900 Porto Alegre, RSF, Brasil. Chairman: Marco Paradedá.

1993 NORTH AMERICANS: To be hosted by SCIRA Canada. Dates not yet finalized. Tentative site: Oakville, Ontario. Chairman: Id Crook, 6 John St. Apt.104, Oakville, Ontario, Canada. FAX: 416-844-0672

1993 EUROPEAN CUP: SCIRA France. Dates and Site not yet finalized. National Secretary: Gilles Boisaubert, 2 Rue Diderot, Escalier D-4, 94500 Champigny, France. FAX: +33-160-17-3733

1994 EUROPEAN CHAMPIONSHIP: SCIRA Spain: Dates and Site not yet finalized. National Secretary: Fernando Velarde. C/Pinos de Osuna 12-3, A28042 Madrid, Spain. FAX: +34-1-355-0118

1994 WESTERN HEMISPHERE CHAMPIONSHIP: Site will be Montevideo. Dates not yet finalized. SCIRA Uruguay: National Secretary: Luis A. Carluccio, Convencion 1124, 11100, P.O. Box 11016, Montevideo, Uruguay. FAX: +598-2-962-638

1994 JUNIOR WORLDS: SCIRA Japan. Dates somewhere in the period of July 20 to August 10, 1994. The site will be Mikkabi Town, Shizouka Prefecture. JSA International Secretary: Jiro Yamamoto, c/o NKK Heian-Ryo, 1-1-1 Heian-Cho, Tsurumi-Ku, Yokohama, Japan 230. FAX: +81-45-505-7617

1994 MASTERS WORLDS: SCIRA Japan. Dates somewhere in the period of July 20 to August 10, 1994. The site will be Gamagori City, Aichi Prefecture. JSA International Secretary: Jiro Yamamoto, c/o NKK Heian-Ryo, 1-1-1 Heian-Cho, Tsurumi-Ku, Yokohama, Japan 230. FAX: +81-45-505-7617

1995 WORLD CHAMPIONSHIPS: To be hosted by SCIRA Italy. Dates and site not yet finalized. National Secretary: Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-306-327.

1995 EUROPEAN CUP: SCIRA U.K.: Dates and site not yet finalized. National Secretary: John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

USSR: National Secretary Alexi Fomin: Our first boat is here at the Worlds. We have many problems which we hope will be solved. We have ideas for growth and we have the resources. For the first time in the Soviet Union there are articles about the Snipe in *Tass*. (Mr. Fomin's translator, "Shasha" Pesov, is a sports editor at *Tass*.) We're working step by step to establish the Snipe. We do not want a cult. Fomin announced that he is starting up "Yacht Club" magazine which will be both in the Russian and English languages. There is a great interest and desire to have foreign Snipers come to compete in the USSR. This will help us with promotion. Fomin will let everyone know more about what is happening and he will work to make visits by Snipers to the USSR easier.

Finland: National Secretary Roger Ny-lund reported that competition for new sailors between the 470, Laser, and Snipe classes is strong. There were 27 teams at the Nationals, with five junior crews and one all-girl crew. There is a good possibility that there will be a new builder by winter. There are new boats on order. There are 150 paying members in Finland. The focus is at the Fleet level with an emphasis on social activities. There are teams that are travelling abroad. While there is no money from the federation, relations are good. We look forward to hosting the 1992 European Championships.

Uruguay: Ricardo Fabini was representing National Secretary Luis A. Carluccio who could not attend, as he was representing Uruguay at the Pan-American Games as their official. Fabini reported that the class is getting stronger in Uruguay. There were 25 boats at the 1991 Nationals. Our junior activity is good. The South Americans will be held at Punta Del Este. We expect that the growing importance of Senor Carluccio will be a good thing for the Snipe Class.

Brasil: Flavio Caiuby was representing the National Secretary, Mario Simoes. He is a former Commodore of the Snipe Class. He gave a report on the 1993 Worlds which will be hosted by Clube Dos Jangaderos. He said that Brasil has been waiting for 20 years and promised that this will be a grand event. He reported that the Class is doing well in Brasil.

Japan: International Secretary Jiro Yamamoto reported that the Snipe is one of the most popular classes in Japan. There are over 1,100 boats registered for 1991, with 120 new boats built in 1990. There

were 65 boats at the Japan Nationals, which is open by qualification only. They now have a Women's and Master's Nationals, too. There was also great attendance at the Inter-collegiate and All High-School regattas. There is a problem that some in Japan want to drop the Snipe at the High School level. They are working on this problem and will let SCIRA know if they need any assistance. Japan hopes to host the 1994 Masters and Junior Worlds. They also hope to initiate a Women's Worlds.

Canada: Chris Hains reported for National Secretary Id Crook. Canada has only one fleet with 10 to 12 boats. The class' survival is totally dependent on its continued role as a Pan-American Class. There is no support from the Canadian Yachting Association. We count on U.S. boats to come to our regattas and we go to theirs. Without the strong U.S. class we would not exist. We support the change in the Deed of Gift for the Western Hemispheres to allow expanded entry. Oakville will bid to host the 1993 North Americans. The Canadian Yachting Assn. is interested only in Olympic-class boats.

USA: National Secretary Phil Richmond reported that there are some good things and some bad things happening in the U.S., with 918 registered boats. There are younger, very competitive sailors coming into Snipes. Our relationship with the USYRU is very good. The Snipe is one of the strongest one-design classes in the U.S. There is a new builder: Jibe Tech of Newport, Rhode Island. Also, the U.S. is in good shape financially with the dues increase that was passed for 1991.

India: National Secretary C.S. Reddy gave a brief history of the Snipe in India. He noted that his club, Bangalore Sailing Club is 250 miles from the sea and that once again, the lake has dried up. They have 10 boats, with one new boat. Although they are ignored by their association they continue to carry on because of their love for the Snipe and for SCIRA.

Norway: National Secretary Birger Jansen reported that there are 16 new boats this year and three new fleets. There were 67 boats at their nationals. They will send seven teams to the Jr. Europeans. Things are going great in Norway.

Korea: Dr. Sun reported that the Snipe is new in Korea. There are many obstacles, one being the high taxes. The tax on a new Snipe is over \$1,000 U.S., they

have appealed to their government, and there is hope that the IYRU will help with this matter.

Belgium: Ben VanCauwenburg reported that there are now 72 registered Snipes in Belgium. There are 40 in the Antwerp Fleet. There were 23 at the Nationals. There were 4 new boats in 1990 and another in 1991. There is no support from the federation.

REGATTA SCHEDULING

Portugal hopes to host the 1992 Master's Worlds.

Italy wants to host the 1995 Worlds.

Uruguay wants to host the 1994 Western Hemispheres.

Spain hopes to host the 1994 Europeans.

NEW BUSINESS

Commodore Davis lead the group through the Agenda for the Board Meeting, inviting the comments and views of the National Secretaries.

Phil Richmond explained the new Sailing Instructions and Rules for Conducting National and International Regattas, and new Rules for Sanctioned Regattas.

There was a discussion of the proposed dues increase.

There was a discussion of the IYRU and the Olympics.

There was a discussion of the proposed Committees which was explained by Commodore Davis.

There was a discussion of the Proposed SCIRA Event Sponsorship Policy.

Phil Richmond explained that he will propose a change in the Deed of Gift for the Worlds which will allow the host fleet one entry into the event.

Jimmy Lowe brought up some measuring problems and suggested that one answer might be to host a class measuring seminar.

Antonio Roquette announced that he is resigning his position as Secretary for Southern Europe. As President of the Portuguese Federation he must take all steps necessary to avoid any appearance of conflict of interest. Commodore Davis and John Broughton joined in asking Antonio to reconsider, but in any event they (and all assembled) thanked Antonio for his many years of hard work. Antonio assured everyone that the Snipe is still in his blood, and that he will be a Sniper forever.

There was some discussion of the new EEC Sailing Federation and some of the problems that might arise.

There being no further new business, the meeting was adjourned at 10:30 P.M. with thanks to our host, Mr. Birger Jansen.

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Nationals

Heinzerling - 1, 2, 3, 7, 8, 10, 11

Wells - 1, 2, 6, 7

Juniors - 1, 2, 3

Special Juniors - 2, 3

Worlds - 3, 9

Pan Am Games - 3

U.S. Pan Am Trials - 1, 2

Canadian Pan Am Trials - 1

Midwinters - 1, 2, 4, 6, 9

Don Q - 1, 2, 5, 6, 10

Bermuda Race Week - 2

Frigid Digit - 1, 2, 4, 5

Indiana Open - 1, 3, 4, 6

Bolde Mothers - 1, 2, 3

Bahama Nationals - 1

Bacardi Cup - 3, 4, 6, 7

Gamblin Trophy - 2, 4, 5, 6, 7

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