



NOVEMBER 1994



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*Craig Leweck*

PS- Don't forget that Fall Discount season ends Nov. 30th. Also, be sure to let us help you with Christmas gift ideas for the Snipe sailors in your family.

## The Snipe Bulletin

November 1994  
Volume XLIII No. 11

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Jerelyn W. Biehl

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## AROUND THE SNIPE WORLD

### 1995 NORTH AMERICANS

A site is needed for the 1995 North American Championships. For more information, contact your National Secretary or the SCIRA office.

### SAIL EXPO '95

February 4-11, Atlantic City, NJ

The Snipe Class will be displaying two boats again this year at the show. Help is needed in set-up and manning the booth. For more information, contact Darryl Waskow (609) 683-1198.

### 1995 DIRECTORY

The SCIRA office is beginning to update the SCIRA directory for next year. District Governors and Fleet Captain, please forward any office or address changes and regatta schedules as soon as possible.

### SAFETY CHECK

With the recent loss of one of sailings best, safety issues are of the utmost. SCIRA rules state that all "boats must carry wearable life preservers for all occupants at all times." *Please wear a life jacket if you wear boots and foul weather gear or just get in the practice of wearing one always!*

### COLLEGIATE MARKET

The *Bulletin* is being sent to targeted collegiate sailing teams with boat houses. Favorable responses have already been received! New fleets may be forming. Draft your local collegiate sailor for your next regatta and watch out!

**THE COVER:** USA's Tarasa Davis and Sherri Welch and Norway's Kalin Berentsen and Gro Janine Kristansen at the Women's World Championships in Japan. Masaaki Ozawa photo.

**THE COUNT:** 6 numbers were issued, all to Chile.

**NUMBERED SNIPES:** 28798

**CHARTERED FLEETS:** 829

## COMMODORES COLUMN

Dear Snipers;

During our stay in Japan we had the opportunity of exchanging some ideas on the future of all our international activity. In particular, the yearly sequence of our World and regional Championships.

As things stand now, we have the open Worlds in the odd years and the Western, Europeans, Masters Worlds, Women's Worlds and Junior Worlds in the even years.

The idea is to redistribute these last ones so as to alleviate activity in the even years.

This subject will be on the agenda for the general meeting in Rimini during the 1995 Worlds so all the input we may receive from our Class is of utmost importance so that the Board can take action, taking into account

the ideas of our sailors.

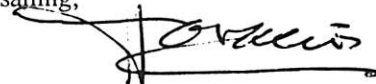
Perhaps the Masters, Juniors or Womens could be run at the same venue right after the Worlds?

Maybe it is easier to use the same infrastructure and have two, one after the other?

Certainly, having three in a row at different venues, like SCIRA Japan did, will be very difficult to repeat.

If you have any ideas to help the Board on this subject please write to Jerelyn soon.

Happy sailing,



Horacio Garcia Pastori



Commodore Garcia Pastori and son Diego Terra at the Masters Worlds. Jiroh Kurita photo.



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# IT WAS A DARK AND STORMY... North Americans

## Fishback/Stout Dominate Regatta

The home team of Bryan Fishback and Lorie Stout put it all together to dominate a tough 62 boat international fleet at the 1994 North American Championship held on the Chesapeake Bay out of Severn Sailing Association, Annapolis, Maryland. In a sense, Brian and Lorie were exorcising demons with this victory since even though they have put together a very admirable list of accomplishments, over the past 6 years this team has placed in the top 10 in the US Nationals, 4th in the Nassau Western Hemispheres and a Don Q victory in '92. They left no doubt this time as they were able to throw out a final race DNC, and score no race greater than third! A quick glance at the standings will show that the rest of the top of the fleet had a double digit finish in their scores. Brian and Lorie were not handed this regatta, they won it convincingly.

The regatta began with Race Committee chairman Phil Richmond taking the fleet out to the starting area in a 15-20 knot nor-easterly. As the course was being set, the wind built to 20+ and the gusts started getting strong. The rain began and the RC canceled with the fleet treated to a screaming 1 3/4 mile plane back to the docks. It turned out to be the right call as the wind built into the 30-40 knot range for the next 16 hours. After racing was abandoned for the day, Regatta Chairman Doug Heussler organized a spontaneous go-fast clinic with over half the regatta participants in attendance. A half dozen "hot shots" were put on the spot to describe their theories for getting around the course fast with lots of good questions and answers. The Snipe class continues to excel at the openness and sharing of ideas and go-fast tips at all levels.

With everyone still in 1st place, the social scene was awesome that evening. The Goslings "Dark and Stormy" party couldn't have been timed better as the wind tried to sail the party tent away. After a great dinner the "Mama Jama" reggae band cranked it up and the SSA floor boards were soon rocking. Around 10:30 pm, the electricity went out for all of Eastport, and this only served to inspire the band and the dancers to an even greater primal frenzy. The band pulled off a superb "unplugged" performance in front of the fireplace with Stevie Dickinson making a cameo appearance on the drums.

By Friday morning, the wind had shifted to the northwest and blown itself down to a

*Team race participants gather in front of the ever popular Rolling Rock beer truck. Karla Griffith photo.*



beautiful 12-18 knots. With power still out, the undaunted Snipers launched boats by hand over the sea wall. Three Olympic courses were banged off with a fair amount of surfing and planing on the reaches. It quickly became clear that consistently low finishes were going to be tough to maintain, except for Fishback/Stout. After the day's racing, Fishback/Stout had a 1-2-3 with Henry Filter and Carol Newman in 2nd place with a 9-9-4.

Saturday found the breeze down even further and the fleet sailed out with fears of a drifter at hand. As the day developed however, a light southeasterly breeze filled in to 5-10 knots and three windward/leeward courses were completed providing a much needed drop race to many competitors scores. The top ten teams were jumbled in scores with tough sailing in the typical Annapolis "wash cycle" of weekend pleasure traffic.

Argyle Campbell and Rod Graham of Newport Beach, CA completed a consistent series with 4-2-5-2-16 tossing a 30th, and claiming a berth to the World Championships in Rimini, Italy next July 4th. (Fishback/Stout had already qualified from the Nationals). Pimental/Tyson thought they had claimed 2nd with a 19-8-1-15-1, but a PMS in the last race dropped them to 5th overall. The teams of Bob Little and Collette McKeever and Doug Clark and Alex Stout finished

with a rush to place 3rd and 4th respectively.

The awards banquet was held in a local restaurant with everyone agreeing that it had been a very difficult regatta with tough conditions and a deep and talented fleet.

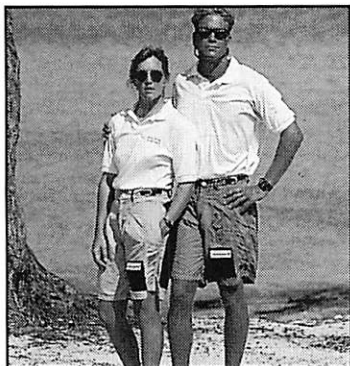
On Sunday, a team racing event was held with many of the regatta participants. Prior to the racing, Doug Clark and team racing guru Gavin O'Hare held a seminar for those new to and already familiar with team racing strategies and tactics. Four teams of three boats competed in two rounds of racing on the Severn River. The racing was fast and furious with boathandling and team racing tactics the deciding factors. Some of the participants remarked that the team racing was somewhat cleansing after the brain damage that had been endured during the aforementioned regatta. The 'white team' consisting of John Manderson and Maggie, Scott Nixon and Samantha and Kin Yellot and son were the victors with an undefeated record.

—Lee Griffith



*Race Committee Chairman Phil Richmond: The man with all the answers. Lisa Pline photo.*

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## 1994 North American

### Results

top 30 of 62

1. US28575	Bryan Fishback/Lorie Stout	.75-2-3-2-3-(dnc)	10.75
2. US28468	Argyle Campbell/Rod Graham	4-(30)-2-5-2-16	29
3. US27568	Bob Little/Collette McKeever	5-(19)-5-7-16-75	33.75
4. US28050	Doug Clark/Alex Stout	3-(22)-18-3-9-3	36
5. US28440	Andrew Pimental/Kerry Tyson	19-8-.75-15-.75-(pms)	43.50
6. US25949	Gerard Coleman/Becky Craig	15-(32)-11-.75-17-2	45.75
7. BER14888	Stevie Dickinson/Heath Foggo	6-13-7-10-11-(dnf)	47
8. US25048	Dave Tillson/Watt Duffy	11-15-6-11-(20)-6	49
9. US27092	Steve Callison/Greg Shea	1-(35)-17-4-4-22	49
10. US28702	Jack Franco/Mike Sturman	12-14-(pms)-13-8-4	51
11. US28094	Henry Filter/Carol Newman	9-9-4-17-(22)-13	52
12. US26165	Scott Nixon/Samantha Rosemont	8-.75-(19)-18-7-19	52.75
13. US24702	Jerry Thompson/Dee Schilling	7-16-8-(20)-10-18	59
14. US28989	Fred Rozelle/Holley Wolford	41-3-(pms)-8-5-9	66
15. US27872	Charlie/Michele Bustamante	16-11-(26)-12-14-14	67
16. US28655	Hal Gilreath/Alan Carscaddon	13-28-13-6-(33)-7	67
17. US26926	Alex Pline/Karen Lorenz	24-(36)-16-19-13-21	93
18. US28044	Pedro/Mimi Lorson	20-10-10-14-40-(pms)	94
19. US24605	Tarasa Davis/Dan Rossi	37-25-(dnf)-22-6-5	95
20. US28142	Mark Beaton/Meredith Schreyer	10-27-15-(pms)-32-12	96
21. US25990	Leigh Savage/Mike Weingard	25-(pms)-12-24-29-8	98
22. US27011	Joel Zackin/Beth VanWagenen	(32)-7-23-30-24-17	101
23. US23591	Gavin O'Hare/Alex Phillips	31-21-20-(pms)-23-15	110
24. US25483	Eric Reinke/Karen Ray	22-(pms)-27-9-28-27	113
25. US25165	PJ Schaffer/Diana Hall	26-5-24-(pms)-27-33	115
26. US26452	Jim Karalekas/Michelle Michaud	(39)-12-31-27-21-26	117
27. US28686	Michael Leinkeit/Courtney Raferty	17-29-25-21-25-(pms)	117
28. US26754	Peter Schwartz/Steve Clifford	28-(pms)-33-16-26-20	123
29. US26600	Jeff ** & Gary Beck	(dnc)-6-9-(pms)-38-10	125
30. US27054	Lee Griffith/Sherry Eldridge	18-18-21-(pms)-36-32	134

\*\*top junior competitor



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# Kneulman and Brown Battle for CORK '94

One of the best locations for sailing in North America is Kingston, Ontario, Canada. Twenty-five years ago, this fact was recognized by staging the first Canadian Olympic Training Regatta, Kingston (CORK). The Snipe was one of the original CORK classes. This year, the Snipe class was invited back to CORK to help celebrate the 25th anniversary of the event with competitors from Ontario, Massachusetts, Michigan, New Jersey and New York participating.

The first day of racing was in a typical Kingston southwest sea breeze of 10-15 knots. The course was about a mile west of the Portsmouth Olympic Harbour built for the 1976 Games. Snipes sailed on the same course as 470s, Albacores and Europes. It quickly became clear that Ian Brown and Don Behan and Dirk Kneulman and Kathy Ogilvie were going to make it a regatta between themselves. They split the races between them with Brown/Behan winning race 1 and Kneulman/Ogilvie taking race 2.

The second day was light and shifty with plenty of holes. A sea breeze was competing with a weather system wind but neither was very strong. Bill Hall and Steve Keckler from the Winchester fleet sorted out the shifts to win the third race of the series. Second in race 3 were Paul and Sara Deeds of the Detroit fleet. The US contingent did very well in Race 3 with Dave and Cathy Applegate from Pine Beach taking third. Race 4 was even more shifty than race 3 and even featured a rain squall which shut down the wind completely for a time. Kneulman/Ogilvie came out of the "fluke fest" in first having stayed out on the left side of the course on the last leg to get a resurgent sea breeze. The Deeds narrowly beat Chris and Don Hains for third.

The third day of competition saw clear skies and a northeasterly weather system breeze that at times went from nice and fresh to frightening. Brown/Behan showed superior speed in the puffy and shifty conditions to win both races. Kneulman/Ogilvie pursued Brown/Behan for a pair of seconds. Bill Hall and Steve Keckler split the third places with the Deeds.

Kneulman/Ogilvie as winners of CORK '94 have qualified for the 1995 Pan American Games in Argentina. They are also Canadian and Ontario Champions for 1994. CORK '94 was also the Northeastern's, so they get that one too! Second place went to Ian Brown and Don Behan. Third and top foreign boat, Bill Hall and Steve Keckler who narrowly beat Paul and Sara Deeds.

CORK is a much a sailing spectacle as a competitive racing event. It is the event on the Laser class schedule. There were over 200 Lasers at CORK and they sail in the

area just off the Portsmouth Olympic Harbour.

Snipe sailors were not as thin on the ground as the Snipe entry list might suggest either. Seen at CORK were such notable Snipers as Henry Filter, Malcolm Smith (Bermuda), Robert Dunkley (Bahamas), Tarasa Davis, Carol Newman and junior Mark Ivey, sailing other boats.

—Chris Hains  
SCIRA Canada



## Results

Skipper/Crew	Fleet	Races	Points
1. Dirk Kneulman/Kathy Ogilvie	Oakville	2-1-4-1-2-2	7.5
2. Ian Brown/Don Behan	Oakville	1-2-dnf-4-1-1	8.25
3. Bill Hall/Steve Keckler	Winchester	5-2-1-5-3-4	14.75
4. Paul/Sara Deeds	Detroit	3-5-2-2-5-3	15
5. Chris/Don Hains	Oakville	4-4-5-3-4-5	20
6. Dave/Cathy Applegate	Pine Beach	6-3-3-7-dns-dns	28
7. John Dentinger/Charles Thompson	Newport YC	8-6-8-6-6-7	33
8. Luis Perez/Leanne Burgen	Oakville	7-8-9-dnf-7-6	38
9. Andrew McTavish/Andrew Macrae	Oakville	9-7-7-8-dnf-dns	39

# Celebrate!

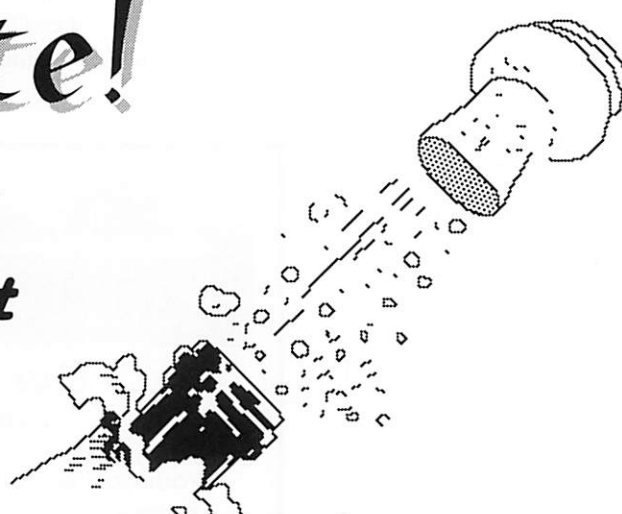
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# 1994 UK Nationals

Newquay, Wales July 14-17

After a break of some twenty years since last holding a major dinghy championship, Newquay Yacht Club re-entered the field by running this year's Snipe Nationals. They showed that they had lost none of their past expertise, providing impeccable management and catering.

The programme covered four days of sailing, the first being taken up with a race training session led by the UK class coach, Keith Butler. This proved particularly beneficial to those "pondies" who had never raced in the sort of swell and chop present in Cardigan Bay. The championship consisted of six races over a 7 mile Olympic course, two races sailed each day back to back. Joining the twenty strong home entry were Eduardo Herreros of Spain and Macsim Romain who will be representing SCIRA France at the Junior Worlds in Japan.

After a couple of days of baking sunshine, conditions were dull for the first race but there was a steady 10 knot wind which enabled competitors to put into practice the lesson learned the previous day. Herreros led out of the start with Peter Wolstenholme, the reigning champion, and Chris and Sue Surrige in hot pursuit. Subsequently, Wolstenholme managed to overhaul Surrige but Herreros held on to the lead taking the gun with 45 seconds in hand. In race 2, lightweights George and Sarah Mees took a flyer out to sea and were rewarded by arriving first at the windward mark. However, Wolstenholme and Surrige were not far behind and were soon applying the pressure, taking Mees back to third place at the finish.

For Saturdays racing, the sunshine had returned but with it a strong northerly wind some 16 knots inshore and considerably stronger out to sea. The old hands and heavyweights reveled in the condition, whilst gear failure and seasickness decimated the lesser mortals. In race 3 Peter Frost got away to a very good start, together with Wolstenholme and Duncan Fraser who were in an incident at the windward mark. Red flags shot up but Wolstenholme, mindful of the Snipe protest rule disqualification's are non-discardable, relented and did his turns without losing his lead. Thereafter, he was not challenged and took the gun over a minute ahead of Nick McGonigle and Gary Lewis. Only 16 boats were on the start line for race 4 in which Wolstenholme again led the way round with Lewis and McGonigle following at a respectable distance.



UK Nationals winners: left to right, Peter Wolstenholme, Alan Williams, Chris & Sue Surrige, Gary Lewis, Mike Thorpe, George & Sue Sumner

Sunday, though bright and clear, started with a 25 knot easterly howling across the beach. Some light weight teams took one look at the conditions and went for their trailers whilst some crews found extenuating circumstances to be replaced by the gorillas.

Seventeen boats made the start line for race 5 only to find the wind strength already dropping. Again Wolstenholme made the best of the conditions and led the way round from Surrige and Lewis. Conditions at the start of the last race were a race officers nightmare with a sea breeze fighting the now light easterly. After several postponements and false starts, a windward/leeward course was signaled and the fleet finally got away with no one responding to the indi-

vidual recall signal. Surrige was first round the windward mark leading a group of eight boats towards a non-existent wing mark. Eventually the message got through and the synchronized gybing demonstration was a joy to behold. Actually, only three boats lost out, McGonigle, Surrige and Patrick Biddulph holding on to their leading positions. However, after an indifferent start, Herreros was getting the windshifts right and working his way up through the fleet. At the finish, McGonigle crossed the line first to a deafening silence and Surrige took the gun followed by Herreros and Biddulph.

—Jon Leeder  
Public Relations Officer, UK

## UK Nationals Results

1. GBR26671	Peter Wolstenholme/Alan Williams	2-1-1-1-1-dnc
2. GBR28398	Chris/Sue Surrige	3-2-9-8-2-1
3. GBR20240	Gary Lewis/Mike Thorpe	5-5-3-2-3-7
4. GBR27106	George/Sue Sumer	13-4-6-5-7-6
5. GBR28385	Patrick Biddulph/Jim Kirk	16-10-7-4-4-3
6. GBR24154	John/Deborah Love	4-6-10-9-6-5
7. GBR20255	Nick McGonigle/Keith Butler	dnf-7-2-3-8-pms
8. GBR22779	Duncan/Paul Fraer	9-9-4-11-9-8
9. GBR26996	Don/Malcom Smith	11-12-8-dnf-5-4
10. GBR28639	Richard Lambert/Nicky Williams	6-8-13-7-10-pms
11. ESP19991	Eduardo Pastor Herreros/Luz Lara	1-13-11-dnf-dnf-2
12. GBR21652	Peter/Chaz Frost	10-14-5-6-12-dnc
13. FRA28676	Macsim Romani/Stephane Colonna	8-15-12-10-11-9
14. GBR20041	Brian/Stephan Gregory	18-16-17-12-13-12
15. GBR24152	George/Sarah Mees	7-3-19-dnf-dnc-dnc
16. GBR27330	Roger Bames/Tony Ellis	15-18-15-dnf-14-13
17. GBR27871	Nick Young/John Williams	12-17-14-13-dnc-dnc
18. GBR20330	Ted/Adrienne Thompson	17-19-18-dnf-16-12
19. GBR25225	Mark/Amanda Antonelli	14-11-16-dnc-dnc-dnc
20. GBR22778	Don/Sue Elliot	19-20-dnf-dnc-15-11
21. GBR23762	Lester Scott/Roland Antonelli	20-dnc-20-dnf-dnc-dnc
22. GBR22873	Ian Gregory/Claire Denman	21-21-21-dnc-dnc-dnc

## ...More Simplified Snipe

Dear SCIRA;

Most of the respondents to Joel Zackins letter see the issue he raised as one of rig complexity and adjustability vs. rig simplicity and little adjustability. And, most have opted for the adjustability, accepting a certain level of unavoidable complexity, as they see it. It is not surprising that such a consensus would occur. Our sport has always required the participant to be aware of his rig, to keep it in an optimum configuration, because this is the engine that makes our boat go.

However, I think Joels letter is really aimed more at confusion in the use of our rig controls rather than the existence of these controls. I believe he is specifically singling out our mast ram control and I think he makes an excellent point.

Let's look at the mast pusher when going to windward--In heavy air, mainsheet tension (which is large under these conditions) translates into forces which cause the mast to flex in a manner that flattens the main and reduces heeling force and makes our boat more manageable. This is the familiar convex forward mast flex shape. Our mast pusher can be used to modify (increase or decrease) this mast flex as we desire.

Logic would now tell us that in medium or light air the reverse would be true, i.e., the mast should have little or no flex so that the main will be full as appropriate for the lower wind speeds. But, this is not the case as we have learned that boats that use the mast pusher to retain the considerable convex forward mast flex, perform very well in these lighter conditions.

The factors that are important here are as follows:

1. Flexing the mast drives the lower part of the mast forward. All modern Snipes have the mast located in the forward mast position allowed by the rules, because this is the fastest position for the mast within the allowable range. However, the fastest position of the mast is even further forward. By flexing the mast we essentially move it to a faster position that that allowed by the rules.

2. As the mast flexes, the lower part moves forward but the part above the stay/shroud intersection point moves aft. This tends to "free the leech" and reduces the amount of windward curl of the mainsail leech. Such windward curl is not desirable, but unavoidable due to mainsheet tension. All we can do is to try to reduce it. The present split mainsheet bridle arrangement has evolved very nicely over the years to address this problem, but it can't totally eliminate it.

3. Flexing the mast makes the mainsail flatter. This is not desirable in anything but a drifter. The more recent thinking on this seems to be that in winds below 4 mph, flatter is better. But above 4 mph, a fuller sail is faster.

So, when we flex the mast in lighter air, we get the benefits of 1 & 2 and the liability of 3. From observation of boat performance in competition we can only conclude that the increase in speed due to 1 & 2 more than offsets the speed loss of 3. That is why we use the most pusher to do the somewhat non-intuitive flex of the mast in medium and light air.

To make the mast pusher adjustment simpler (more intuitive) we might consider dropping the mast location rule. There may have been some structural (frame location) reason in the past that resulted in this rule, but the rule may not be necessary today considering modern boat construction techniques. There is no doubt though that such a rule change would be painful to existing boats.

Leech control in larger boats is accomplished by means of a topping lift. Dinghys have not used topping lifts and I would not like to see one added to our rig. Another approach that might work effectively is the use of a boom vang strut instead of our block and tackle vang gear. A strut can be made to provide tension or compression. When in compression it exerts an upward force on the boom which can counter the downward pull of the

mainsheet and the weight of the boom and pole launcher. I have done some crude experiments with this general idea and found that leech curl to windward could be completely eliminated.

The above changes to the rules would eliminate the need to push the mast forward in light and medium wind conditions and would thereby eliminate the confusion in our mast pusher controls that Joel is talking about. Our rig would be as simple as many other classes. Incidentally, I don't know of any other class that flexes the mast as we do for medium and light conditions.

Any aspect of our rig that is considered confusing or mysterious must be avoided, as this will ultimately be blamed for performance problems by the new sailor, and create a feeling of hopelessness. Perhaps we are not doing a good enough job of educating our new sailors and need to do more work in that direction.

Our goals should be what they generally have been in the past and what has made the Snipe such a success--provide rig adjustability for improved performance through the use of simple, conveniently operated, easily understood controls.

George Steiner  
Annapolis, MD

## Fourth Generation Sniper!

Frank (Henry) Levinson recently sailed with me in the Gull Lake, Michigan regatta. He skippered the final three of the five race series and we were fortunate to win one of them. He is my grandson and the fourth generation Frank to sail a Snipe and joins other assorted members of our family who also have sailed Snipes.

1. The first Frank was my dad and he sailed way back in the 30's and 40's as a member of the Lake Wawasee, IN. fleet. He mostly crewed and rarely skippered. There is an interesting anecdote concerning how our family first

started in Snipes in 1936, but you'll have to read that in the soon to be published Snipe Story Book. (circa 1995)

2. The second Frank (son of the first) sailed in the National Snipe Juniors on Lake Wawasee in 1938. He was appointed by Crosby to be the first District Governor of the Great Lakes Area, just before World War II. He also sailed for years with the famous Clearwater, Florida fleet. He finished third in the 1951 Nationals and later won the Flying Dutchman North Americans. He was a close friend of Guy Roberts. They sailed together and designed sails together.

3. The third generation Frank was my son and he first skippered when he was eleven. He won the Junior Districts, the Halloween Regatta, and placed well in the District and the Nationals several times. Since moving to Silicon Valley he has been reduced to crew status for me on occasion.

4. For the fourth generation Frank please refer to paragraph one.

Other Snipe sailors in the family include Barbara and Joan, daughter and wife of No.2 and now living in Clearwater. Joan made lots of Snipe sails in the 60's and 70's. Harry Levinson brother of No. 2, won the Nationals three times and was runner-up in the World's twice. He now lives in Switzerland. Harry A. Levinson (son of the aforementioned Harry) and his wife Sarah both sailed with the Swanson fleet while living in Boston. Harry won the Juniors in 1976 and has done well in numerous other regattas. Carl and Paul are my sons and both started sailing at age eleven, and have finished well in many events. Just this year Paul enlisted his 5 year old son Alex and they are ready to hit the regatta circuit. My first wife Winnie crewed for over 30 years and was proud of winning the Eleanor Williams Trophy in 1967. I'm sort of ancient and cranky now, but my second wife, Valerie, occasionally crews for me on my 15th Snipe 26335. I recently got the Iron Man trophy for sailing the most races in the fleet.

Hi-tech, lo-tech or whatever, our family has found Snipe racing to be great family fun thru 4 generations. The boat has evolved and kept pace with the modern world and I believe that has been the best course.

I'm not saying that we don't need to keep paragraph 9 (page 37) alive and beware of every innovation. As your 1959 Commodore, I was actively involved in many stages of Snipe evolution and have approved of most of them. In a future article I'll try to give a rundown of Sniping changes in the 50's, 60's and 70's. It was an extremely controversial period of time on many issues. The best reasons for sailing Snipes in my opinion are:

- Finest competition in the world.
  - An extremely well balanced sail plan and hull design.
  - A rig that permits all ages and combined weights between 250 and 325 to operate under lots of wind conditions.
  - The finest and best balanced helm of any class boat I have skippered and that includes lots of them.
  - A Class organization, monthly Bulletin, and excellent builders that are second to none.
- "NUF SAID"

Sincerely,  
Buzz Levinson  
Indianapolis, IN

## Bow Numbers

At the Nationals in Dallas I was surprised to find we were going to use 10" GREEN bow numbers. After a couple of days of racing I asked the Race Committee Chairman, "Can you read the bow numbers?" He said "HELL NO!!!" I think by now it is clear to all of us that have been involved with organizing Snipe Regattas that we need to use black numbers.

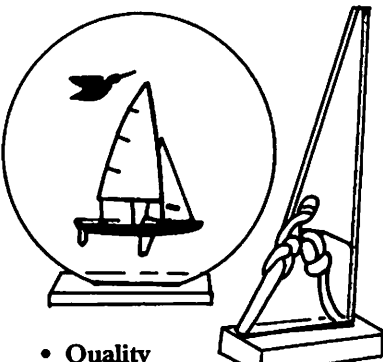
The questions are: 1. Should we standardize the bow number instructions for all our sanctioned regattas? 2.

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## From the Birds Beak--Letters to the Editor

Where should the numbers be located in relation with the bow and how far apart from each other? 3. Should we use 10 or 12 inch numbers? 4. What do we do with boats having a State registration near their bow?

In Long Beach 1992 Nationals the Regatta Organizers used 12" black numbers. In my opinion, these are the best!! In Dallas this year I heard opinions over the separation of the numbers and placing them about a foot from the bow and then 5 or 6 inches one number from the other. I like that idea.

One thing good about the Dallas numbers they came off really easy. I have to ask Craig Leweck about the origin of these numbers and material involved. I can still remember Bill Welch mad at us in the Midwinters because numbers were hard to pull off.

There are some of the top Snipe sailors that are getting smart about installing the numbers in a way that they are difficult to impossible to read from the distance, like: 1. Installing them under the rubrail lip like in the Perssons and Skipper boats. 2. Installing them close together. These guys better watch out. We are coming after them in the next Winter Circuit and they will have to reinstall the numbers and pay for them!! Better follow the BOW NUMBER INSTALLATION INSTRUCTIONS!!

I am revising these instructions and would appreciate anyone that has had experience in this field to write to me and help me set these instructions. Write to: Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155-5517. Thanks!

### Sponsored Sailors?

Dear Editor;

I couldn't help but chuckle as I read the sailmaker's latest ads in the September Bulletin. At least Sobstad has a sense of humor now; but, I hate to see dirty laundry aired-

out in the pages of our international magazine. As District VI Governor, I have been privy to some of these grumblings, both by the sailmakers and the Class itself, over ad content and, of course, the dreaded issue of "free" sails.

Snipe sailing is an amateur sport. We have to recognize, however, that building Snipes and making sails is not "amateur", but a highly professional, capitalistic endeavor. We want a strong class and top-quality competition and, as such, we have to deal with those who make a living within our sport who will forever have an advantage over the recreational or weekend racer simply by the fact that they are involved full-time. I certainly have no problem with this. I want to sail against the best sailors, even if that means they're professionals, boat builders, sailmakers, "sponsored", "hired guns", or whatever you want to call them. They're all dedicated Snipe sailors like the rest of us (just more into it!), and they raise our own knowledge and abilities just by racing against them week-in and week-out. In the past, I haven't been opposed to people getting "free" sails. I'm not even sure what "free" means, as allegedly some of the recipients work them off, though it's not clear exactly how they do this. It's always been a part of the business and probably won't go away any time soon. In a small market like the Snipe Class, however, it seems that giving away too many sails eats-up profits pretty quickly. And, aren't the customers' paying for their competitors sail inventory?

All three sailmakers (North, Sobstad, Ullman) are based here locally, and we see what each is doing first-hand. The good news for Snipe sailors is that all three produce a fast, high quality, long lasting product. I'm really astounded by the durability and speed in the new polyant material which has finally found its way into most jibs, as well. If you haven't bought a set of sails in recent years, you've been missing out. Order a set now and you're in for a sweet surprise! Sails are better than ever.

With a large contingent of talented sailors in our District, all three lofts are well represented, and all do their fair share of winnings. The speed merchant using brand "X" sails in the last regatta often struggles to stay in the top five (or ten) only weeks later, as someone using brand "Y" or "Z" becomes the new benchmark for speed (if only for a regatta or two). With all lofts making fast, long lasting, quality products, I have to think people must choose their sailmaker for a number of other reasons. Whatever they are, the competition is good for the customer as it keeps quality high, service up and prices down. May this never change for the Class' sake.

There is a danger, however. The merger several years ago of two large sailmakers (North and Fisher) has created a huge corporate entity. By numbers alone, they are going to have results. Any large-scale "buying" of winning results through free sail programs to the top sailors threatens to put the smaller competitors out of business. My fear is that this could lead to a monopoly of the market, higher prices and, ultimately, a slow death for the Snipe Class with sailors who are already very cost conscious. This certainly is no knock against North Sails, who makes a fine product. But, for the good of the Class, I think we need truth in advertising so people can make their own decisions as to what is really going on with results. I work hard for a living, and I'm finding it increasingly distasteful to see my hobby (which represents one of my relaxing escapes from the real world) muddled-up by the issue of "money" rearing its very ugly head.

When I look at results of big regattas in Bulletin articles or sailmaker ads, I expect to see the top names up there, knowing full well they're probably in on some kind of deal with their sailmaker that's not available to myself or fellow sailors who usually finish in "double digits" in these big regattas. Personally, I'd be more interested to see the results of who in the top ten (if any!) didn't get free sails. And, shouldn't these people be recognized as such (i.e., maybe a perpetual trophy for the top finisher at the

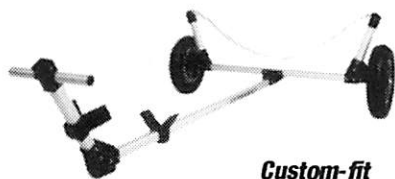
Nationals who has a canceled check with his favorite sailmaker's name on it!). Perhaps SCIRA should recognize the top "amateur" as such. Sailmakers could do the same in their ads. An asterisk with a footnote denoting those finishers who (in their ad results) did or didn't receive free sails would make things a lot clearer and give credit where credit is due. It would make for fairness, honesty and more business-like advertising in our Class magazine. It would call attention to the top "amateur" effort.

Perhaps all this is just a pipe dream. Can "free" sails and "amateur" be defined and clarified? Is this information important enough that it should be made public in ads? Does anyone really care? I don't know the answers, but I wanted to at least pose the questions. I have good friends associated with all three lofts, and I just want to see our sport remain one of clean and keen, but fair and friendly competition. What do you think?

Sincerely,  
Bob Bowden  
District VI Governor



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# Fleet News

## Quassapaug Draws 40 boats for Board of Governor's Regatta

It was like old times. The boat area was bursting with boats, trailers, cars and sailors all trying to jockey for position, so that the real competition could begin. Twenty-seven boats traveled from around the northeast to join the thirteen locals, providing for one of the biggest regattas at QYC in some ten years. It was a wonderful sight.

The forecast for Saturday was for a light southwest breeze, with temperatures near ninety, and high humidity. We knew we would be lucky to get even that when the wind started out the day from the northwest. As it turned out, the breeze held just long enough to get in four races that day.

The first race saw the father/son team of Art and Adam Rousmaniere do a horizon job on the rest of the fleet. They were followed by Jim Karalekas and Michelle Michaud, Pedro and Mimi Lorson, Sandra and Suzanne Brown, and Fred Abels & Chris "Split" Pease.

It was more of the same in the second race as the Rousmanieres port tacked the fleet on a header at the start. The Lorson team captured second, followed by Joel Zackin and Beth Van Wagenen, Ray Schmit and Teresa Alexander, and the Ables/Pease boat.

After two races, it was time for lunch. The members at QYC had the grills blazing, and the sailors were treated to hot dogs and hamburgers, along with all the fixings.

The third race started out in the same light breeze as the two prior. Dave Lence and Scott Tarpley led most of the race, until they were challenged by the Rousmaniere boat. Lence/Tarpley were able to win in the end. They were followed by Peter Wolcott and Jane Welch, Karalekas/Michaud, and Bill Hall with Lelia King.

Wind was becoming more and more scarce as the day progressed. The final race of the day was shortened to a triangle-windward finish. The last leg saw huge position changes take place. The eventual winners were, Zackin/Van Wagenen, Karalekas/Michaud, Dick Davidson with John Beshoory, Hall/King, and Abels/Pease.

The most interesting racing I saw all afternoon was Art Cunningham making his way up the windward leg with his John on his lap. That sure is one way to improve the crew's view.

After four races, the standing were: Rousmanieres 12.5 pts., Karalekas/Michaud 16 pts., Lorsons 18 pts., Zackin/Van Wagenen 28.75 pts., Abels/Pease 33 pts.

As the sailors came off the water, they were greeted with a table of Hors d'oeuvres and a keg of beer. QYC wanted to set the tone for the evening as one of eat, drink, tell war stories, and be merry. It worked!

The menu consisted of steak and/or lobster, a variety of salads and vegetable dishes, and Charlie's famous ice cream. Four more kegs were also polished off during the course of the evening. In the end, it turned out to be the biggest dinner party ever held at QYC as 200 members, guests, and visiting sailors sat down for dinner. The most amazing thing is it went off without a hitch.

A variety of activities were planned for the evening, each geared towards the age and interests of various groups. For the heavy eaters, we already mentioned the menu. For the 40+ children in attendance, a TV and VCR were set up, and they watched a variety of movies. For the party animals in the crowd, we had enough beer and wine to keep them busy. We also had a DJ for the dancers, and rumor has it they partied until the wee hours. Also, for the pranksters in the crowd, we had a lake, and we had boats. As Art Rousmaniere was winning the dance contest on the club house porch, some jokers were moving his mooring to the peninsula across the cove! Luckily, Art was camping with his family, which meant that he was awake in plenty of time to retrieve his vessel in the morning. Something Fred Thurston was unable to do some fifteen years ago when the races were starting just as Fred noticed his boat was not where he left it the afternoon before.



At the start of the first race on Sunday, the winds were significantly different than they were the day before: they were out of the southwest, and blowing 10-15. At the first mark it was Ned Jones and Bell Hughes, followed by Lee Griffith and Sherri Eldridge, Dave Rogers with Tom Scully, John Mandersen with Maggie Simonelli, and Abels/Pease. After rounding the second mark, Jones/Hughes had some whiskerpole problems, allowing Griffith/Eldridge to slip into the lead. But by the third mark, Jones/Hughes had regained first, and built a lead that would go unchallenged for the remainder of the race. The final order was Jones/Hughes, Rogers/Scully, Griffith/Eldridge, Abels/Pease, and Mandersen/Simonelli.

Conditions remained ideal as the final race of the regatta got underway. Around the first mark it was Peter Schwartz with Steve Clifford taking a commanding lead, followed by Jones/Hughes, Hall/King, Rogers/Scully, and Zackin/Van Wagenen. During the second windward, the Jones/Hughes boat was leading followed closely by Hall/King. On the final leg, those two teams had a terrific tacking dual, with Jones/Hughes able to grab their second bullet of the day. They were followed by: Hall/King, Rogers/Scully, Griffith/Eldridge, and Schwartz/Clifford.

The final results were extremely tight, even with a throw-out. But the winners in the A fleet were: Art and Adam Rousmaniere, 2nd, Pedro and Mimi Lorson with Sue Kushman, 3rd, Ned Jones and Bell Hughes, 4th, Lee Griffith and Sherri Eldridge, 5th Joel Zackin with Beth Van Wagenen.

In the B Fleet: 1st Jim Fraser and Kerry O'Brien, 2nd, Kurt Gottzandt, and Regan Moriarty, 3rd, Jim Lyman and Monique Gaylor.

Over fifteen tents had been set up on the lawn. Now it was time to dis-

mantle those structures and pack-up boats. But, there was one more bit of excitement before the weekend would end. It had been some time since Martin and Suzette Fraser had taken to the road. Anyone who know our boat area knows the access driveway is quite steep. Well, apparently Martin forgot how to properly attach his trailer during his absence from the Snipe circuit, because shortly after he hauled his boat up the driveway, it came screaming back down directly toward the crowded boat area. Luckily it veered off into the woods and the only damage was a few sore stomach muscles that were stressed during the laughter (sorry Martin, I had to).

The members of Quassapaug Yacht Club would like to thank all those sailors who traveled to our lake that weekend. We hope you will do it again next year, as we are planning an even bigger and better regatta and party!

—Dave Rogers

Quassapaug Fleet Captain.

### Results

#### A Fleet top 15 of 29

1.	25412	Art/Adam Rousmaniere	1-1-2-10-15-12	25.5
2.	28044	Pedro/Mimi Lorson	3-2-6-7-18-8	26
3.	28852	Ned Jones/Bell Hughes	10-11-16-6-1-1-	28.5
4.	27054	Lee Griffith/Sherri Eldridge	8-6-8-12-3-4	29
5.	27011	Joel Zackin/Beth Van Wagenen	13-3-12-1-8-6	29.75
6.	28199	Bill Hall/Lelia King	15-13-5-4-7-2	31
7.	25460	Fred Abels/Chris Pease	5-5-18-5-4-17	36
8.	26452	Jim Karalekas/M. Michaud	2-7-4-2-27-23	38
9.	26754	Peter Schwartz/Steve Clifford	7-14-7-13-6-5	38
10.	25810	Dave Rogers/Tom Scully	9-10-14-dnf-2-3	38
11.	25659	Ray Schmit/Teresa Alexander	6-4-17-8-12-9	39
12.	27101	Dave Lence/Scott Tarpley	11-18-1-11-10-7	39.75
13.	28656	Peter Wolcott/Jane Welch	22-9-3-9-20-15	56
14.	28065	John Mandersen/M. Simonelli	29-8-10-23-5-10	56
15.	25003	Sue Lodico/Jan Taber	17-12-9-21-9-14	61

#### B Fleet

1.	25999	Jim Fraser/Kerry O'Brien	9-6-3-2-3-2	16
2.	26450	Kurt Gottzandt/Regan Moriarty	6-5-5-1-9-1	17.5
3.	26753	Jim Lyman/Monique Gaylor	3-3-2-4-6-dns	18
4.	26999	Eugene/Marta Sartori	dsq-2-1-3-1-5	18.5
5.	25714	D. May/S. Moriarty/C. Wilson	1-8-4-dns-4-4	20.75
6.	24633	Gabrielson family	2-7-7-6-2-6	23
7.	26453	Michael/Elena Langlois	4-1-8-7-8-7	26.75
8.	25838	Eric Gabrielson/Liz Crutcher	5-4-6-5-7-8	27
9.	25763	Mike Benchimol/Lisa Kalen	7-9-9-8-5-3	32
10.	25070	Harold & Harold Dean	8-11-10-dns-10-10	49
11.	24572	J. Van Wagenen/H. Waltemath	dns-10-11-dns-11-9	52

## Bird Bath VII2 Regatta

Fourteen Snipes from Muscle Shoals, Atlanta, Chattanooga, Birmingham, and Memphis sailed on Wilson Lake, Alabama on August 13th & 14th in the seventh annual (more-or-less) Bird Bath Regatta. The was the second year running for BBVII because we had a lot of t-shirts left over from last year.

Nice - for Alabama in August. 6-10 knots easterly winds prevailed on Saturday afternoon allowing three modified gold cup races under our belt. One of our newer Snipers tried to take on a barge but, thanks to our Coast Guard Auxiliary, the unequal contest was resolved without incident. We had a magnificent capsized on the starting line in Race 2 when "Syncopation" or is that "Sinkopation" roll tacked with too much gust. Sunday morning the winds returned to more typical August conditions as a single triangle was run in 0-2 knots of ghosting southerly winds. Psychological crew abuse ran high on this sweltering morning as epithets of "By your leave sir!", "My word!", and "By all that's holy..." came crashing down on the tranquil, verbally virgin water of Wilson Lake.

Steve Burke and Nancy Gilreath from Lake Lanier were the obvious class of the event as they ran off four bullets. Second went to Brian and Miss Haile from Atlanta YC showing that all their practice, practice, practice is really paying off. In third were our good friends John and Kitzu Muhlhausen from AYC who persevered even though Kitzu strained her back and was temporarily spelled by Steve Blazier from Muscle Shoals. Scott Cline and Cindy Hackett from Privateer were fourth. As in years past, the top boats separated early from the rest of the fleet who struggled along valiantly in their wake. In the front of the back, in 5th place overall, was the father & son team of Bill and John Parkhurst from the host MSSC fleet.

The coveted Bird Bath "last place" award - was claimed by Paschal Redding and Bob Sutton. In many ways the last place award is what Sniping is all about - it isn't easy, but you have to start somewhere and, in the end, the journey will be its own reward. Kudos to the Birmingham fleet for their participation. Special thanks to Nick Longworth from Memphis - an ever faithful participant. He showed up sans crew and when one could not be found he spent his weekend helping the race committee and as alternate crew for one of the MSSC boats. Now that's dedication!

—Bill Parkhurst  
MSSC Fleet Captain

## Results

	Skipper/crew	Club	Races	Total
1.	Burke/Gilreath	LLSC	1-1-1-1	3
2.	Haile/Haile	AYC	5-2-2-2	11
3.	M/M.Muhlhausen	AYC	2-3-4-3	12
4.	Cline/Hackett	PYC	3-4-3-4	14
5.	Parkhurst/Parkhurst	MSSC	4-6-7-6	23
6.	Turner/Hausman	LLSC	6-5-5-10	26
7.	Dunn/Dunn	BSC	7-7-8-7	29
8.	Nielsen/Nielsen	BSC	8-dnf-6-5	33
9.	Reynolds/Allen	BSC	10-8-9-9	36
10.	Finch/Glenn-Harris	BSC	9-9-13-11	42
11.	Carter/Bailey	MSSC	12-dns-12-8	47
12.	Anding/Anding	MSSC	11-10-11-dns	47
13.	Beyer/Beyer	BSC	dnf-11-10-12	48
14.	Redding/Sutton	BSC	13-12-14-13	52



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## 1994 37th Florida State Junior Championship

Adrian Diaz successfully defended his title in the 37th Florida State Snipe Junior Championship. Unfortunately we could only race on Saturday due to stormy and rainy weather and even on Saturday the Race Committee was able to run only two races before the weather turned bad. Winds on Saturday were from the East-Southeast at 10-15 (at times), then dying and turning around for the last race!

Thanks for the Coconut Grove Sailing Club Race Committee for running this Regatta: Dick Reinke, Race Committee Chairman who also donated the use of this boat and his Race Committee team. George and Mary McCullough, Marvin Schenker, Bill Wilson, Al Chapin, Bill and Brian Page, Mike Anderson, Steve Perry, Art Auwaerter, Danielle Septembre and our Super Dockmaster Nick, Coconut Grove SC Commodore Gerald Green presented the trophies for the first three boats.

We continue with our program of borrowing Snipes with the owner crewing for the Junior and have added a trophy for the Junior/Junior crew, a set of sailing gloves for the first Junior/Junior team, won by Fernando de Cardenas and Ian Anderson this year.

—Gonzalo Diaz, Sr.  
Miami Fleet 7 Captain

## Results

1. 26395	Adrian Diaz	Coconut Grove SC	1-1	1.5
2. 25236	Sam Septembre	Coconut Grove SC	2-3	5
3. 26457	Lucas Diaz	Coconut Grove SC	6-2	8
4. 25407	Eddie Vadia	Coconut Grove SC	3-5	8
5. 26900	Steven Green	Coconut Grove SC	7-4	11
6. 25374	Rochel Novoa	Miami	5-6	11
7. 19723	Will Green	Coconut Grove SC	4-10	14
8. 23391	Fernando de Cardenas	Coconut Grove SC	8-8	16
9. 26795	Grant Garcia	Coconut Grove SC	10-8	17
10. 23657	Yovany Vera	Miami	11-9	20
11. 28694	Heinrick Wennerstrom	Coral Reef YC	9-11	20
12. 24950	Molly Chen	Coral Reef YC	13-12	25
13. 27276	Tim Rohde	Coconut Grove SC	12-13	25



Florida Junior sailors: left to right--Commodore Gerald Green, Yovany Vera, Race Committee Chairman Dick Reinke, Rochel Novoa, Michael Snedaker, Tim Rohde, Grant Garcia, Steven Green, Fernando de Cardenas, Adrian Diaz, Lucas Diaz, Sam Septembre, Will Green and Eddie Vadia.

# Fleet News

## Snipe UK Southeastern Championships 1994

The weekend began with very fine weather, light winds, brilliant sunshine and a friendly atmosphere. With boats being entered from the north and southeast of England, the competition promised to be keen among the 21 Snipes on the start line for race one on Saturday. The fleet was sent off down river to complete a long course involving some very close racing. Patrick Buddulph and J. Kirk in Navigo took 1st place. Ian Varney and Rona Satterley in Red Alligator II, 2nd. Gavin Watkins and Derek Butterfield with Full 'n' Bye 3rd. The Green Boat sailed by Chris and Sue Surridge came in to take 4th.

Race two began in wind force 2-3 which was totally predictable causing a rather difficult start, eventually the fleet jostled into some sort of order bringing about sharp contention for water rights at the first mark. After clearing the mark the fleet started to open up a little, any mistakes were severely punished. The leading Snipes broke away to open up quite a considerable space ahead of the remainder of the fleet. Line honours went to John and Debbie Love in Magnus. 2nd were Chris and Sue Surridge in TGB. 3rd position went to Nick Young and Mat Williams sailing Whale Oil Beef Hooked. 4th place taken by Ian Varney and Rona Satterley. After the first days racing the championship was still wide open with four boats in contention for the title.

Following a well attended championship dinner, Sunday's racing began with spirits high but the wind very

low. 22 boats headed for the start line, most having to paddle to make it in time. The start was total chaos owing to complete lack of natural wind leaving many Snipes utterly uncontrollable causing a lot of minor collisions. Once away the heat of the competition lead to the use of some questionable tactics and strange calls for \*\*\*water..... The main portion of the race turned into a leisurely drift round the course with little steerage way causing yet more gentle collisions and penalties being paid, turning the whole race into a lottery. TGB managed to thread a course to the finish line in pole position, to be followed home by Magnus and Art Lanc tucked in behind to take third spot. Due to loss of wind and a falling tide a democratic vote was taken whether to abandon race four, with a very close majority the I's won the day.

Prizes were presented on Sunday afternoon in Maldon Yacht Club's lounge by the Commodore Mr. J. McLahlan.

—Jon Leeder  
Public Relations UK

### Results

	Boat	Skipper/crew	Fleet	Points
1.	28398	C/S Surridge	Blue Circle	2.75
2.	24154	J/D Love	Budworth	2.75
3.	23003	Varney/Satterley	Maldon	6
4.	28384	G/S Mees	Erith	11
5.	19328	A/J Hoy	Maldon	11
6.	19084	Watkins/Butterfield	Stone	11
7.	28385	Buddulph/Kirk	Blue Circle	11.75
8.	22542	Simpson/Saxton	Maldon	12
9.	28771	Young/Williams	Blue Circle	12
10.	12934	Satterley/Gower	Maldon	15
11.	28639	Lambert/Williams	Blue Circle	16
12.	21910	Wetherell/Campbell	Maldon	16
13.	18860	Leeder/Marshall	Maldon	20
14.	27329	White/Clark	Maldon	25
15.	20559	Rowbotham/Clark	Maldon	26
16.	24152	Sadzik/Button	Erith	27
17.	11063	Lancaster/Sewell	Maldon	28
18.	22760	Stevens/Dyce	Maldon	29
19.	15602	I/B Knight	Maldon	31
20.	23626	Williams/Stitchbury	Blue Circle	34
21.	22474	Bailey/Stitchbury	Maldon	34
22.	21909	Campbell/Perkins	Erith	43

## Rocky Mountain Snipe Championship

### Grand Lake, Colorado

This 1994 Rocky Mountain Snipe Championship, hosted by Rocky Mountain Snipe Fleet 210, was a true test of man, woman, machine, & patience. Snipes from Nebraska, Oklahoma, Missouri and Colorado raced at Grand Lake, Colorado.

The weather for the weekend was determined largely by a high pressure area that parked over Colorado and kept the normal west to east systems from passing over the state. The first two races on Saturday had very light winds with occasional streaks of less light wind. The third race went from light winds to puffy, shifty winds of 10-25 that provided a challenge for most of the boats to stay upright. Two boats turtled giving their crews a cold dip in the mountain lake.

At the dinner that evening, there were lots of stories of surviving the puffs and watching other boats in their own private breeze sail past in the drifters. The host fleet crews provided a musical tribute to their hardhiking, skillful and patient skippers. Though they weren't too complimentary they did show they were talented musically as well as on the water. This regatta is as much a social event as a sailing contest. It was a gathering of friends and story tellers. It was a pleasure to have our District Governor, Bob Ewoldt from Lincoln, NE sailing with us.

There were two races on Sunday morning that again had light and shifty winds. The breezes coming down the mountain valleys provide a challenge to read and anticipate. The regatta ended with Rae Lundstrom's famous Swedish meatballs and hot chicken wing buffet lunch at Lundstrom's beautiful mountain home overlooking Shadow Mountain Reservoir next to Grand Lake.

The skippers and crews in the first five places all received beautiful half hull models of a Snipe made by host fleet member Mike Casey. The first place winner also received the Ed Kueck Memorial trophy.

—Fred Hegel  
Rocky Mountain Fleet

Boat	Skipper/crew	Fleet	Places	Total	
1.	25200	Rick O'Brien/Steve Hart	Rocky Mtn	1-1-4-6-1	12.25
2.	15003	Jim/Jason Lowrie	Bow Mar	2-3-5-12-6	28
3.	19064	Doug/Karen Swenson	Rocky Mtn.	6-4-7-9-3	29
4.	28383	James/Doug Goppert	Missouri Lake	4-8-6-4-8	30
5.	28882	Jack Wagener/Adrienne Anderson	Lincoln	5-13-3-1-9	30.75
6.	21500	Jim/Karen Barr	Rocky Mtn.	7-2-dnf-5-2	34
7.	21508	Bruce Hurst/Correne Walmer	Sequoyah	10-10-2-8-5	35
8.	25517	Martin Bebb/Bret Robinson	Sequoyah	8-12-1-10-7	37.75
9.	25552	Bob Ewoldt/Linda Nightengale	Lincoln	11-9-dnf-2-4	44
10.	25046	Fred/Ronnie Hegel	Rocky Mtn.	13-5-12-7-10	47
11.	20197	John/Tonja Bohling	Lincoln	15-7-11-3-13	49
12.	24809	Carl Lundstrom/Joanne Tanaka	Rocky Mtn.	12-6-8-13-12	51
13.	22324	Mike/Sue Casey	Rocky Mtn.	14-11-dnf-11-14	68
14.	25869	Dudley Bailey/Shirley Grady	Rocky Mtn.	9-14-9-dnc-dnc	68
15.	25053	Jim/Rita MacKenzie	Rocky Mtn.	17-16-10-14-11	68



Rocky Mountain National Park in the background around Grand Lake with a few of the boats after rounding a mark.

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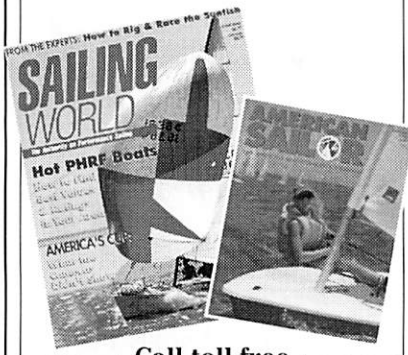
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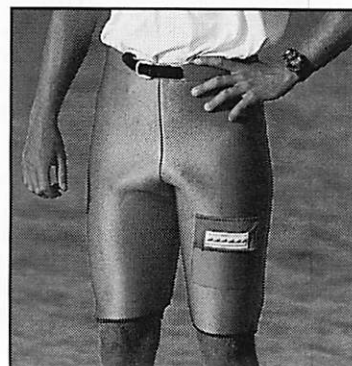
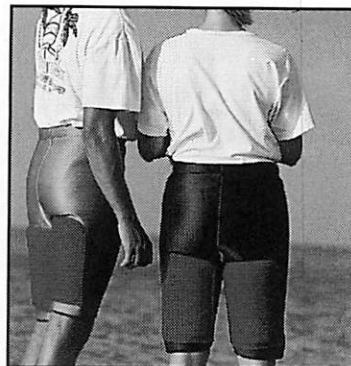


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*1 - 1993 North Americans, 1 - 1993 US Nationals, 1,2,3,4,5 - 1993 Worlds*

**Fanned Panel main** - A slightly flatter mainsail with a more open leech. It is ideally suited for lighter weight crews and inland lake, flat water sailing.

*1 - 1993 Midwinter, 1 - 1992 North Americans*

**Wave Jib** - This is a powerful jib, now built out of durable 100 Polyant square material. It is the perfect match to the AP-2 main. It's fuller entry makes it an especially easy sail to steer.

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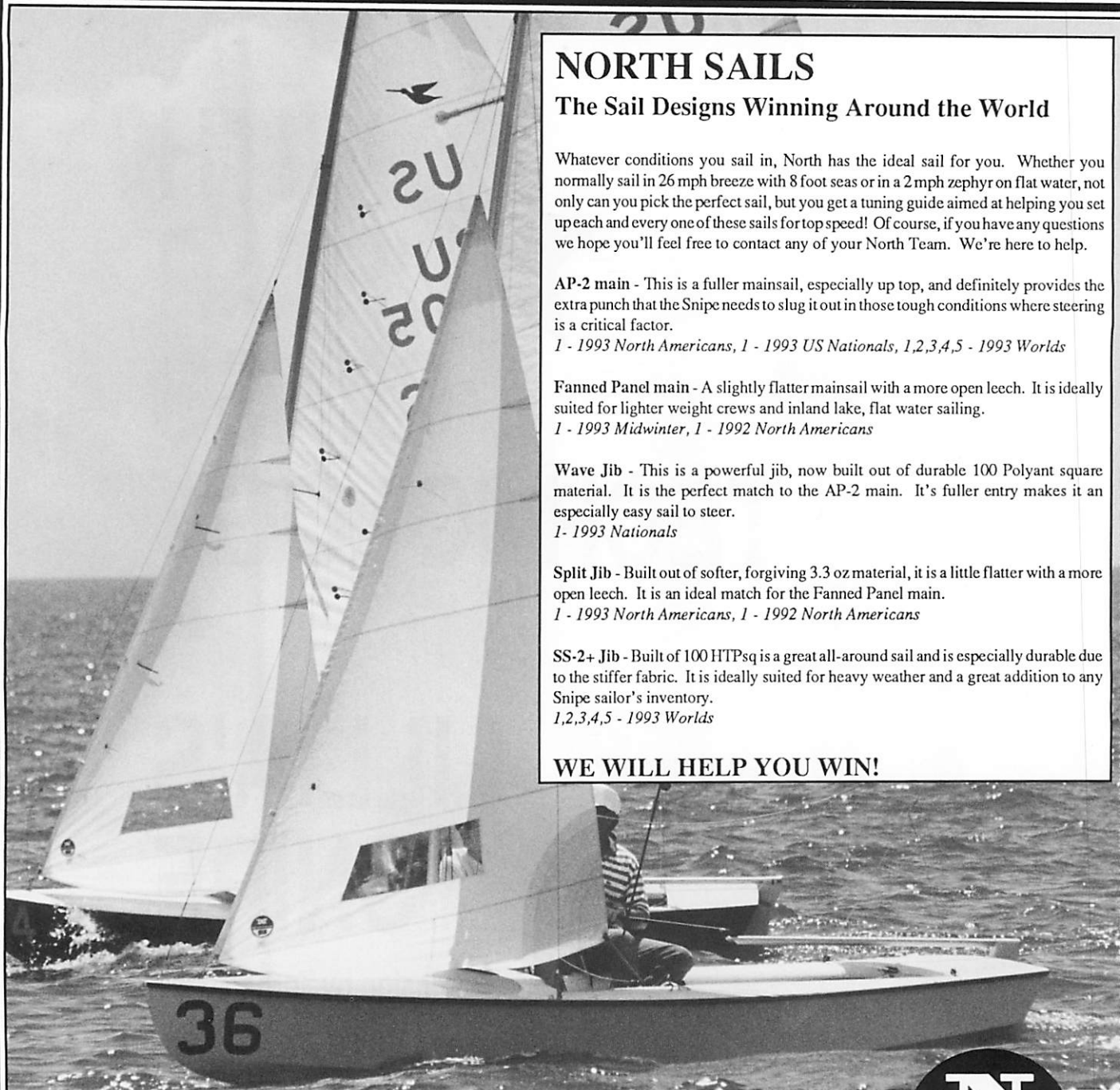
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*1 - 1993 North Americans, 1 - 1992 North Americans*

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