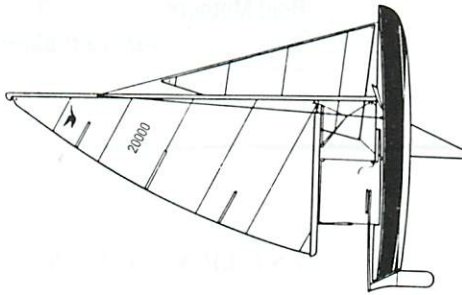


# SNIPES BULLETIN



JULY 1972

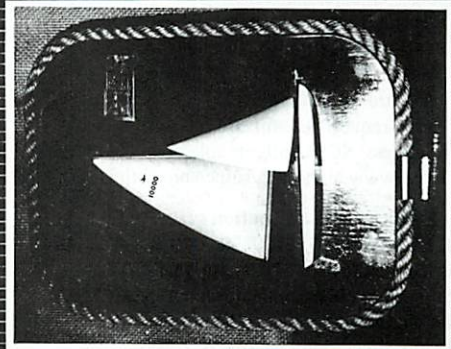


NOVEMBER 1996

## SNIPES BULLETIN

JULY - 1974

VOL. 4 NO. 3



Small text block containing information about the Snipe Association and the Bulletin.

# Sobstad



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PCC	2,3	District 3	1
Womens Worlds	2	District 4	3
UK Nationals	3	District 6	1
New England State	2	Hunnington Lake	1
Labor Day	1	Herb Shear	1,2
US Nationals	2	Memorial Day	1
US Jr. Nationals	1	Gutter Snipe	1
Crosby	1	Don Q	2
Wells	1,2	ACC	3
Bold Mothers	1	Las Vegas	1

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## The Snipe Bulletin

The Official Publication of the  
International Snipe Class



November 1996  
Volume XV No. 11

Editor

Jerelyn W. Biehl

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PS Form 3526, September 1995 (Rev. 95)



# Snipe 30,000



After the unveiling of plans to Raffle Snipe #30,000, at the 1995 World Championship in Rimini, Italy, the lucky number was drawn at the 1996 Western Hemisphere Championship in Larchmont, New York on September 29.

The brainchild of Board and Promotion Committee member Lisa Foulke Pline, six Snipe boat builders and eight Snipe sailmakers from around the world participated in the fundraiser, with the lucky winner having his pick of manufacturer and sails.

Flyers were printed in several issues of *The Snipe Bulletin*, fleet captains and National Secretaries handed out forms to their members, and additional forms were available at major regattas. In the end, 755 tickets were sold with 15 countries participating.

The official drawing was held at the open-

ing ceremonies of the Western Hemisphere & Orient Championship, just shortly after Snipe #1, *Adelaide*, was donated to the Chesapeake Maritime Museum. To ensure fairness and authenticity, head of the International Jury for the Championship, Mary Savage, pulled the winning number from the raffle drum, assisted by SCIRA Commodore Giorgio Brezich and Western Hemisphere & Orient General Secretary Don Hackbarth. The winning number, #569, was announced and Gary Beck of Lake Lanier, Georgia, was declared the owner of #30,000. Fleet Captain of the Lake Lanier fleet, Steve Burke, a competitor at the Western Hemisphere & Orient Championship, quickly called Gary to give the good news.

Participants of the raffle were given the option to designate 10% of their ticket to their

*photos: top left - Snipe #1 Adelaide and Snipe #30,000 at opening ceremonies of the Western Hemisphere & Orient Championship, Larchmont Yacht Club. top right - International Judge Mary Savage picks the winning number while SCIRA Commodore Giorgio Brezich assists.*

fleet, country or SCIRA. Fleet percentage totals equaled \$830 while individual countries garnered \$912 total. SCIRA International received \$132.50 from direct designations, but the overall profit generated from the raffle totaled \$11,025. This profit will be earmarked for a special project to be determined by the International Board of Governors, but along promotion lines.

SCIRA would like to thank all participants in the raffle of #30,000, and special congratulations to winner Gary Beck. We hope to see #30,000 on the starting line soon!

## From the Commodore

Larchmont Yacht Club probably has offered the best setting for the Snipe #1 *Adelaide* award to Chesapeake Maritime Museum and the Raffle of Snipe 30000 as these important ceremonies were held during the Western Hemisphere Championship.

I was in Larchmont and I can report to you that it was a fantastic time for the Snipe Class. LYC is located in a beautiful site and the Club house is full of history and rich in trophies, paintings, pictures and guns that strongly contributed to the solemnity of our events.

Congratulations to Gary Beck, the raffle winner, and I hope he will enjoy sailing his new Snipe and I wish him to also be so lucky while racing.

Many thanks to all boat builders and sailmakers who supported us with enthusiasm and generosity that was so important, especially at the beginning of our enterprise.

I need to also thank Board and Promotion Committee member Lisa Foulke Pline for the raffle idea and the capability and tenacity shown during this year, and our Executive Director Jerelyn Biehl for the hard work of ticket promotion and selling. If we can say that we reached our target, credit must be given to Lisa and Jerelyn.

I am happy to have seen *Adelaide* as our Snipe #1 is still as beautiful boat. I am sure that the Chesapeake Maritime Museum and the Snipe Class will have a great benefit showing the boat, at her best, in a suitable location.

The Western Hemisphere Championship had, once more, very hard competition and the final score was defined after the last race, that was full of surprises and suspense.

The Brazilians were able to win another title confirming the high level of South American training. Congratulations!

—Giorgio Brezich

## AROUND THE SNIPE WORLD

**THE COVER:** A collage of Bulletin covers of momentous numbers: 10,000 in 1954; 20,000 in 1972; 30,000 in 1996.

**THE COUNT:** 29157

**NUMBERED SNIPEs:** 5 numbers were issued to Brazil this month.

**CHARTERED FLEETS:** 845

**HIRATA AWARDED ISAF MEDAL**

Katsumi Hirata was awarded the Gold Medal from ISAF (formerly IYRU) emblematic of significant contributions to the work and development of sailing and the ISAF. Hirata is also an honorary Vice Commodore of the Snipe Class. Congratulations!

**ADDRESS CHANGE**

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# 1996 Western Hemisphere & Orient Championship

Larchmont, New York

September 29-October 4, 1996

If the results of the recent Western Hemisphere Championship are any indication of how the Snipe Class is doing, I'd say we're just fine. Competitors included veterans of previous Junior Snipe Worlds; Mauricio Santa Cruz new WH&O champion, finished 3<sup>rd</sup> in the 1992 Jr. Worlds; 2<sup>nd</sup> place finisher Federico Calabrese, the 1994 Jr. World Champion; 3<sup>rd</sup> place finisher Javier & Nicolas Ocariz, 2<sup>nd</sup> place finishers at the Jr. World Championship in Spain the previous month. Other competitors who have participated in the Jr. Worlds included Luis Soubie, Steve Burke and Nicolas Granucci. On the other end of the spectrum, Peter Christie of the Bahamas, who is in his late 60's, sailed and finished all races, even after a capsized. Peter has been competing for over 50 years in Snipes. And still, the rest of the fleet can chalk up probably a minimum average of 10 years. We can truly say the Snipe is One Boat for All.

The competition among these veterans was not easy. The first day of competition showed light winds and one race. Santa Cruz with crew Eduardo Neves posted the first bullet



*photo above: Champions Mauricio Santa Cruz and Eduardo Neves are lifted by fellow Brazilian teammates to help celebrate.*

with a impressive win, followed by the junior team of the Ocariz brothers. Calabrese/Lozano finished third and Iwase/Kamiya and Takamura/Takeshita of Japan rounded out the top five. As with the previous championships this summer, it would have been better to have held 2 races the first day, but the deed of gift prohibited this with charter boats. The next day was again light, and two races were held with Doug Hart and Steve Stewart clinching the second race and the Ocariz brothers the third. Alexandre Paradedda and Flavio Fernandes started off the regatta on the wrong foot, breaking their pintle the first race and receiving a Rule 54 penalty which resulted in a Do Not Drop. Looking at their finishes the rest of the series, they could have been serious contenders for the title.

The third day of competition began with overcast skies that turned to rain by the second race. Spectators huddled for cover, with the competitors exposed to the elements. Three races were squeezed in under good wind despite the rain. Wind was prevalent, and the Race Committee could follow the wind shifts setting the marks accord-

*photo left: Peter Christie and grandson Dwayne Wallas of the Bahamas during the heavy air day.*

ingly. Hiroshi Maeda/Takayuki Goto of Japan won the fourth race with a nice lead, never challenged. Santa Cruz/Neves produced the same results in the fifth race and Hart/Stewart a commanding lead in the 6<sup>th</sup> for the win. The scores were tight going into the final race the last day which proved to be a crazy race. Overnight, the front had passed through and left cold winds. The sailors were out on the course with winds pushing the Snipe limit. Fortunately, the race began in heavy breezes under the Olympic course flag. By the weather mark, the wind was pushing 25 knots, and the reaches were a photographers dream! Slowly, the wind began to taper off, but came back up for the next beat. On the final run to the bottom mark, the mark set boat called a 2 knot reading over the radio. Spectators could watch the chess game being played on the water with skippers standing in their boats looking for any puff of breeze. Hart/Stewart, Maeda/Goto, the Lewecks, Santa Cruz/Neves and Fernando Kessler/Eduardo Rocha had remained in the top 5 the entire race despite the wild wind. Rounding the leeward mark, Hart covered Santa Cruz to the left, and Lewecks, Maeda and Kessler went up the middle looking for breeze. It was anyones gamble, but in the end, the Lewecks were able to find and stay in the breeze playing the shifts among Maeda and Kessler for the win. Santa Cruz was able to squeak out a 9<sup>th</sup> while Hart/Stewart had to settle for a 19<sup>th</sup>. Jack Franco and Mike Sturman were able to capture 3<sup>rd</sup> overall by their consistency, their drop race being the only one out of the top 10. Jimmie Lowe and Gavin McKinney from the Bahamas struggled in the light stuff only to come on strong at the end with a 4-3-2-15 launching them into 6<sup>th</sup>.

Larchmont Yacht Club, a beautiful back-

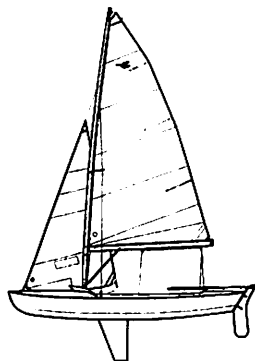


# 1996 Western Hemisphere & Orient Championship

## Results

Skipper/Crew	Country	Sail #	Finishes	Total
1. Mauricio Santa Cruz/Eduardo Neves	Brazil	27390	1-3-4-8-1-5-(9)	21.5
2. Federico Calabrese/Edgardo Lozano	Argentina	28701	3-4-(12)-5-4-10-6	32
3. Jack Franco/Mike Sturman	USA	28702	8-6-2-3-(17)-8-7	34
4. Doug Hart/Steve Stewart	USA	28687	6-1-15-6-6-1-(19)	34.5
5. Javier/Nicolas Ocariz	Argentina	28647	2-2-1-10-10-(11)-10	34.75
6. Jimmie Lowe/Gavin McKinney	Bahamas	28811	(17)-16-11-4-3-2-15	51
7. Alexandre Paradede/Flavio Fernandes	Brazil	28653	(dnf)-dnd-3-9-2-3-5	51
8. Craig/Lisa Leweck	USA	28467	7-5-5-(18)-18-16-1	51.75
9. Shigeo Takamura/Koji Takeshita	Japan	28874	5-10-13-(14)-9-4-12	53
10. Will Graves/Lisa Griffith	USA	29044	14-(17)-10-12-8-7-8	59
11. Fernando Kessler/Eduardo Rocha	Brazil	27535	(18)-8-18-15-7-13-3	64
12. Luis Soubie/Pablo Agrest	Argentina	12103	15-14-8-(16)-12-15-4	68
13. Hiroshi Maeda/Takayuki Goto	Japan	28928	11-(ret)-14-1-22-19-2	68.75
14. Bruno Amorim/Bruno Vivacqua	Brazil	26915	12-(20)-7-20-5-9-20	73
15. Joki Fukagawa/Manabu Morinaga	Japan	27717	10-9-16-(17)-11-12-17	75
16. Steve Burke/Carol Newman	USA	24807	9-15-9-(21)-14-14-14	75
17. Takamitsu Iwase/Yoshihisha Kamiya	Japan	28877	4-12-17-11-(19)-17-16	77
18. Noriaki Sugitani/Hiroyuki Shimada	Japan	26207	13-13-6-13-16-20-(21)	81
19. Matias Pereira/Jose Spina	Argentina	28211	ret-11-19-7-13-6-(23)	82
20. Nicolas Granucci/Ezequiel Fernandez	Argentina	28646	19-(23)-20-2-15-22-11	89
21. Christopher Schewe/Sebastian Rana	Uruguay	21597	16-7-(23)-19-20-18-13	93
22. Peter Christie/Dwayne Wallas	Bahamas	28693	21-22-(25)-24-21-24-18	130
23. Victor Vocos/Horacio Camargo	Brazil	28649	23-18-22-23-23-(dnf)-22	131
24. Christopher/Donald Hains	Canada	16182	20-21-(24)-22-24-21-24	132
25. Lori Lowe/Jerry Thompson	Bahamas	25235	22-19-21-25-(dnc)-dnc-dnc	139
26. David Whyman/Alex Nelson	Canada	24806	24-24-(26)-dnc-25-23-25	147

drop to the WH & O Championship, provided the competitors with endless food, hot coffee and chocolate at the launch site after the races, and a Race Committee, headed by Charlie Ulmer, that set perfect courses. The International Judges weren't kept too busy hearing protests, but did call kinetic violations on a few competitors. The Club members housed most all competitors and dignitaries in their homes and boats. Regatta chairman Tom Ingram called on his local fleet members to help with the regatta, all done without a hitch. Of the 26 competitors, ½ of the boats sailing were chartered from east coast Snipe sailors, including the 3 of the top 5.



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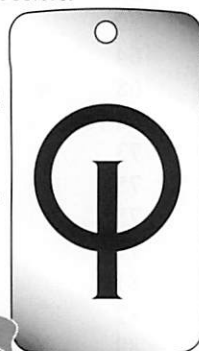
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# From the Birds Beak -- Letters to the Editor

Dear Jerelyn;

I am a 65 year old Melbourne yachtsman, who started a sailing career at Albert Park Yacht Club about 51 years ago in the Snipe Class, which was modified for Australian conditions, and therefore not a true Snipe by international standard.

I built my own boat at aged 16 years and fell in love with the wonderful shape of the Snipe hull, and spent many years racing my boat at club level, until the Snipe unfortunately disappeared from the yachting scene. It was always very competitive, and a delight to sail.

At the time of building I obtained a grey covered thin book, I think called "How to Build a Snipe" which I think was published by the Rudder magazine, and had good script, photographs, and table of offsets etc. which made it simple to follow.

My purpose in writing, is to find out if such a publication still exists, and if so I would like to know how to obtain a copy. If this is not possible, I would appreciate if you could advise me on how to obtain the lines and offsets from your association, or a set of plans etc. for timber construction.

I was also wondering whether timber boats were still being constructed, and if so, have the planking rules for 3/4" planking timber been modified. Our boats in Australia were built lightweight with 1/4" or 3/8" plywood, or 3/8" timber planking. The rig was also enlarged slightly to glue a more lively performance and cater for 3 crew.

You never know, that my interest in Snipes may be rekindled, and I could build one for use in the winter sailing programme at the

APYC - There is a great need in our racing fleet in Australia for a crewed boat of this length.

For your interest I raced Fireballs from 1968—until recently, but this high performance boat was beginning to tell on my age, so I now sail Etchells at Royal Brighton Yacht Club in the summer.

Thank you for hearing my story, and I hope to hear some news from you in due course.

Regards

Norm Hammon  
Victoria, Australia

## SNIPES TALES

The "Snipe Tales" book is now "in print" and in my opinion is a neat book; most Snipe sailors past and present will want a copy. The large number of contributors or authors did a nice job and the stories are historical, unusual and humorous. It provides a nice perspective of the most well-organized and perhaps the largest sailboat racing class in the world. I hope it will be possible to publish one more volume next year with contributions from a "now or new generation of Snipe sailors."

I would like to invite all Snipe sailors to order one for themselves or a fellow Snipe acquaintance. The books are soft-cover, attractively illustrated and include articles from over 45 Snipe people. It would be an attractive book to display on a table at home — a really nice Christmas gift also! I might add that it is a non-profit venture with money made on the project going to SCIRA.

My thanks to everyone who had helped. I have enjoyed sailing or crewing in Snipes since 1938 and I hope everyone enjoys this partial record.

Sincerely,  
Buzz Levinson



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## Ontario Open/Canadian Nationals

Light air greeted the twelve boats from Ontario, Maryland, Ohio, Texas and Hong Kong that sailed in the Ontario Open/Canadian Nationals, August 31-September 1 at Oakville, Ontario hosted by Oakville Yacht Squadron Fleet 321.

The light sea breeze filled in sufficiently by noon Saturday for the first of three races. Jno Disch and Christy Synowiec won followed by Dirk Kneulman and Kathy Past-Ogilvie and Lisa Foulke Pline. This combination of three boats dominated the top three positions in all three races Saturday. Dirk Kneulman and Kathy Past-Ogilvie came from behind to win the second race. Jno Disch and Christy Synowiec won race three. Lisa Foulke Pline and Sherry Eldridge had a pair of deuces.

Unlike last year there was no Samba on Sunday. A light and variable sea breeze came up but ultimately race committee chairman Id Crook decided that it would not be feasible to run even one race and cancelled for the day.

Overall the top three places went to Jno Disch and Christy Synowiec, Dirk Kneulman and Kathy Pask-Ogilvie, and Lisa Foulke Pline and Sherry Eldridge. The Canadian National Championship goes to Dirk Kneulman and Kathy Pask-Ogilvie who will represent Canada at the World Championship in 1997.

Special thanks to Id Crook who chaired the race committee; Bent Poulsen, Chef de Cuisine; Gene Soltero who came again with crew Karen imported all the way from San Francisco; John Johns for bringing his powerboat; and the Cleveland fleet who were heavily represented in the entry list.

—Chris Hains

Skipper/Crew	Finishes	Total
1. Jno Disch/Christy Synowiec	1-3-1	4.5
2. Dirk Kneulman/Kathy Ogilvie	2-1-3	5.75
3. Lisa Pline/Sherry Eldridge	3-2-2	7
4. Lee/Tod Sackett	4-5-5	14
5. Chris/Tamara Hains	5-7-4	16
6. Karen Lorenz/Alex Pline	6-4-8	18
7. Gene/Karen Soltero	7-11-7	25
8. David Whyman/Candace Starr	8-6-11	25
9. Phil Wilmer/Kath Steadman	10-10-6	26
10. Jim/Barb Disch	11-8-9	28
11. Terry McSweeney/B. Bowden	9-9-10	28
12. Luis/Francisco Perez	12-12-12	36



## News from the Northwest

The Al Morris Regatta was held on August 10 & 11 on Yale Lake Reservoir in Cougar, Washington. [The lake is nestled in the Cascade Mountains close to Mt. St. Helens, the famous volcano that erupted in 1980.] As is typical for this regatta, there was good weather, wind and clear warm water. Most of the Fleets camped in the campground reserved for the event, with some staying at the local motel. There were 10 Snipes that traveled to the regatta representing the Seattle

Fleet, the Portland Fleet and other areas in Washington. The Willamette Sailing Club out of Portland, Oregon did a wonderful job of hosting the event. The race committee set separate starting and finishing areas so that shortly after one fleet finished they could start again without interfering with other classes. This allowed the committee to get in 4 good races each day. A BBQ dinner was held Saturday night with food and drinks provided by WSC.

—Nancy Shriver, Seattle Fleet #444

### Results

Skipper/Crew	Fleet	Finishes	
<b>Total</b>			
Cliff Wright/Joel Wright	Seattle	1-2-1-1-8-1-1-1	14.50
Pete Bristow/Ian Wright	Seattle	2-4-2-2-5-2-2-2	21.00
Gene Patrick/?	Portland	3-6-7-3-2-3-4-5	33.00
Paul Maier/?	Portland	4-1-4-4-7-5-8-3	35.75
Martha Smith/Paul Smith	Seattle	7-9-6-9-1-6-3-7	47.75
David Patterson/?	Portland	9-8-5-5-4-4-5-8	48.00
Colin Anderson/Linda Wright	Seattle	5-5-3-6-9-9-9-4	50.00
Bob Sanders /Karen Rongren	Seattle	8-7-8-7-3-7-7-9	56.00
James Lampros /?	Portland	10-10-9-8-6-8-6-6	63.00
Tom Koppang/?	Portland	6-3-10-10-10-10-10-10	69.00

## Housing Alert 1997 US Nationals

The 1997 US Nationals to be held at Toms River, NJ is in the center of a popular beach resort area. The Housing Committee recommends beach house rental as the most comfortable and economical option for the regatta. This requires advance planning because leases and deposits are finalized in Jan-Feb. Those who wait until the last minute will have limited options at beach resort prices.

We recommend pooling together with as many boats/people as possible from your area in order to get the best rental price per individual. Anyone interested **MUST** contact us by January 1, 1997 to make reservations.

**Dates: Juniors: August 8-10**

**Seniors: August 11-15**

**Contact: Sharpe Bottomley: 908-477-4130**

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# Florida State Junior Championship

Henrik Wennerstrom repeated his victory of last year and won the 39<sup>th</sup> Florida State Snipe Junior Championship, September 7-8, 1996, in a field of 13 boats. We had great weather with Easterly winds 8-14 knots both days. We sailed 5 races: 3 windward/leeward and 2 Olympic (both courses modified to finish downwind).

Thanks again to Coconut Grove Sailing Club for holding this Regatta every year. Thanks to Dick Reinke for running perfect courses for us and thanks to the CGSC members and friends that helped him: Marvin Schenker, Will Bourne, George McCullough, Danielle Septembre, Vicky Rosenbloom, Linda Timons, Jal Chapin, Art Auwaerter, Vincente Lanz, Tak Uchino and Jim Mayes.

CGSC Commodore Mike Arnold presented trophies to the first 3 places.

—Gonzalo Diaz, Sr.  
Fleet Captain Miami #007

photo: standing: Erik Bernstein, Andrew Jacque, Henrik Wennerstrom, Commodore Mike Arnold, Danielle Septembre, Sam Septembre, Vicente Lanz, Jr., Jason Timmons, Andrew Blom, Adrian Diaz. Kneeling: Kippy Bolz & Eddy Vadia. not pictured: Clay Bischoff, Josh Rogoff, Alejandro Miyares and James Hernandez.



Skipper/Crew	Sail #	Finishes	Total
Henrik Wennerstrom	28694	1-1-4-1-3	9.25
Andrew Blom	23391	2-4-1-5-7	18.75
Adrian Diaz	26395	8-2-9-2-2	23
Clay Bischoff	23713	9-5-3-7-1	24.75
Sam Septembre	23602	5-6-6-3-6	26
Erik Bernstein	28791	3-7-2-11-4	27
Eddy Vadia/Kippy Bolz	26077	4-3-7-9-5	28
Josh Rogoff/Danielle Septembre	26900	10-10-5-4-10	39
Andrew Jacque	24776	11-9-8-6-9	43
Vincente Lanz, Jr.	26457	7-11-11-8-8	45
Jason Timmons	23711	12-8-12-10-11	53
Alejandro Miyares	28812	6-13-10-dns-dns	55
James Hernandez	25407	13-12-13-dns-dns	64

**Rules** This regatta will be governed by the International Yacht Racing Rules, the US Sailing prescriptions thereto, the SCIRA Rules for sanctioned Regattas, the Snipe Class Rules and the Sailing Instructions.

**Eligibility** Skippers must be a member of SCIRA and an owner (or co-owner) of a Snipe. USF students sailing USF owned Snipes are considered owners and are exempt from SCIRA membership.

**Fees** \$75 entry fee per boat (\$90 for non-members of US Sailing) includes Saturday & Sunday evening buffets for skipper and crew

**Additional charges** T-shirts, breakfast, cookouts and a cash bar every evening. Guest privileges at SPYC will be available at the SPYC reception desk by credit card confirmation or through your Yacht Club.

Located on western Tampa Bay directly off St. Petersburg Pier. Hoists and floating ramps are available at St. Petersburg Sailing Center, Dermen's Landing at the foot of First Avenue South.

Pre-registration is encouraged but no additional charges apply if paid at the Regatta by Saturday morning. Make checks payable to SNIPE FLEET 801. A pre-registration forms are available from Bill and Sherry Welch.

The Jim Brown Memorial Trophy is awarded to the top finisher. Keeper trophies will be awarded to skippers and crews placing first through fifth in A Fleet and those finishing first through third in B Fleet.

Be sure to bring plenty of warm clothing and foul weather gear. There are many hotels nearby or within a short drive. Call for hotel list.

**Friday, December 27**  
Practice sailing all day  
1800 Registration, SPYC  
1900 Cash bar and cash cookout

**Saturday, December 28**  
0700 - 0900 Coffee & things. Sailing Center  
Registration continues  
0930 Skippers meeting, racing follows immediately  
1900 Italian Buffet, SPYC - Cash Bar

**Sunday, December 29**  
0800 Coffee & things Sailing Center  
1000 Warning signal, Racing continues  
1830 Buffet, SPYC - cash bar

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Home: 813-821-0900 • Office: 813-321-2080  
FAX: 813-327-7470 • 103067.1503@compuserve.com

**Monday December 30**  
0800 Coffee & things Sailing Center  
1000 Warning Signal, Racing continues  
Dockside cash cookout and awards follow

**Tuesday, December 31**  
First Annual Crewless in St. Pete  
Solo Sailing for the Captain Bligh Admiration Cup  
1030 - Skippers Meeting  
New Year's Eve Festival in Downtown St. Petersburg  
Midnight Fireworks Party Aboard Welch's Boat

**Snipe storage**  
Storage for your Snipe can be arranged for a nominal fee until the Midwinters. You may also bring your boat down early to avoid being snowed in.

# Columbus Open 1996

Hoover Yacht Club  
Columbus, Ohio  
September 14-15, 1996

This year's Columbus Open had it all, beautiful weather, 15-25 mph breeze, exceptional competition and fun! The breeze was cool, strong and extremely shifty on Saturday and caused some attrition of the fleet as the day progressed. Steve and Janet Callison excelled in the fresh breeze, starting their regatta off with a 1-3-1 for the day. The Bustamante's, who recently relocated from Miami to North Carolina, traveled the 11-12 hours for the event. They showed amazing consistency, considering the conditions, with a 3-2-3 start.

Matt Fisher and crew Joyce Spring, fresh from a win at the Lightning NAs were also in the hunt, winning the 2<sup>nd</sup> race and stayed close to the action all day. Former Windmill and Interlake Champion Craig Tovell, sailing in his first Snipe regatta, got it all together finishing the day with a 2<sup>nd</sup>. Many of the rest of us had a good view of the last couple of races from the dock as breakdowns (mental, physical and mechanical) swelled the spectator ranks. For the first time since we began the post-race Saturday afternoon match racing elimination series, the competitors voted to skip this event and relax instead.

Sunday morning was even more perfect, with 10-15 mph and smaller shifts returning the fleet to full strength. A well rested Matt Fisher, and fresh crew, wife Lisa, finished strong with a 1-1 on Sunday morning to capture the regatta win. The Bustamantes kept to their consistent pattern with a 3-2. Steve and Janet showed that they are human too, with a 4-7. Jno and George matched total scores for the day at 8 and managed their positions from Saturday to finish the regatta in 4<sup>th</sup> and 5<sup>th</sup> respectively.

Regatta notables: 1) Erin Shea finished all 5 windy races steering her first Snipe regatta with dad Greg as crew, and total crew weight of about 260lbs.! 2) Chris Hains brought his recently re-built woody and used the beautiful finish as a tactical advantage. No one wanted to be the first to scratch it and Chris sailed the weekend in fresh air.

Many thanks to Jay Huling and his crew of Flying Scot sailors who served as our Race Committee. They did an outstanding job.



photo: Janet Callison, Sammy Callison, Steve Callison, Karen Lorenz, Jno Disch, Michele Bustamante, Charlie Bustamante, Jeff Jones, George Fisher, Lisa Fisher, Matt Fisher.

Skipper/Crew	Fleet	Sail #	Finishes	Total
1. Matt Fisher/J.Spring/L. Fisher	Hoover	28099	2-1-6-1-1	10.25
2. Charlie/Michele Bustamante	??	27872	3-2-3-3-2	13
3. Steve/Janet Callison	Hoover	27092	1-3-1-4-7	15.5
4. Jno Disch/Karen Lorenz	Cleveland	27664	6-5-5-2-6	24
5. George Fisher/Jeff Jones	Hoover	26109	4-4-13-5-3	29
6. Craig Tovell/Vicki Lawrence	Hoover	25733	10-6-2-10-10	38
7. Jeff Clark/Boelk	Hoover	26336	5-8-4-9-13	39
8. Chris Hains/Peter Mueller	Oakville	16182	8-12-7-8-5	40
9. Wes/Ann Harnish	Hoover	23619	7-10-8-enf-4	47
10. Andy/Ellen Bartz	Cleveland	25523	DSQ-7-10-6-8	51
11. Tod Tigges/Lisa Pim	??	27600	9-11-9-12-11	52
12. Erin/Greg Shea	Hoover	25404	12-13-11-11-12	59
13. Mark/Katie White	Hoover	27544	13-dns-dns-7-9	67
14. Dick Schulz/Clare	Hoover	25379	14-14-12-15-14	69
15. Larry/Jon Pasley	Hoover	27860	11-9-dnf-dns-dns	72
16. Jim/Barb Disch	Cleveland	29090	dnf-dns-dsn-14-15	83
17. Allan Vorel/Jim Graham	Grand Rapids	18428	15-dnf-dns-16-17	85
18. Finnie/?	?	26108	dns-dns-dns-13-16	86

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# Indiana Open

September 7-8, 1996

Four races were held in the 46<sup>th</sup> annual Indiana Open. Twenty-two boats from 5 states participated which included lots of quality even though the total entry was relatively small. As usual, the event was divided into two series - Eli Lilly and John Call. Winds were light to medium but the Race Committee made up of members of the Interlake fleet did a fine job of setting courses, which can be challenging on Geist Reservoir. Both fleets sailed together.

—Buzz Levinson

There were four entries in the Junior race and the winner was Aubrey Timm. A close fourth was seven year old Alex Levinson. Congratulations to all the entries!

## Eli Lilly Standing

Skipper/Crew	Fleet	Finishes	Total
1. Scotty Cline/Cindy Hackstaff	Atlanta	3-2-1-4	9.75
2. John/Andrea Sepanski	Carlyle Lake	5-4-5-9	23
3. Randy/Mary Fridlund	Indianapolis	8-5-4-8	25
4. Buzz Levinson/Bob Allen	Indianapolis	1-19-7-1	27.5
5. Clay/Becky Sanborn	Island Bay	14-11-2-3	30
6. Jim/Julie Richter	Indianapolis	11-6-6-7	30
7. Mike McLaughlin/Frank Workman	Privateer	12-8-3-10	30
8. Bruce King/Peggy Kyker	Indianapolis	2-3-2-12-17	34
9. Cliff/Minde Browning	Indianapolis	9-9-8-11	37
10. Terry/Aubrey Timm	Barton Boat	4-1-10--dsq	38.75
11. Drew/Bill Regan	Barton Boat	7-16-13-5	41
12. Rich/Carla Grant	Grand Rapids	13-7-11-14	45
13. Paul/Alex Levinson	Indianapolis	17-12-14-5	49
14. Wm/Cecile Fehsenfeld	Grand Rapids	16-14-9-12	51
15. Paul/Mary Ann Zent	Indianapolis	10-10-dnf-16	58
16. Tom/Tug Townsend	Indianapolis	19-13-dnf-15	69

## John Call Standing

Skipper/Crew	Fleet	Finishes	Total
1. Steve/Bill & Janie Stucky	Indianapolis	6-21-16-13	56
2. Eric/Sam Stone	Gull Lake	15-17-17-18	67
3. Chris Schneiter/Eric Coffman	Grand Rapids	20-18-15-19	72
4. Dave/Peter Ryan/Bill Townsend	Indianapolis	18-15-18-dnf	73
5. Allan/Mary Vorel	Grand Rapids	21-20-19-20	80
6. Earl/Mary Purtee	Indianapolis	22-22-20-dnf	86

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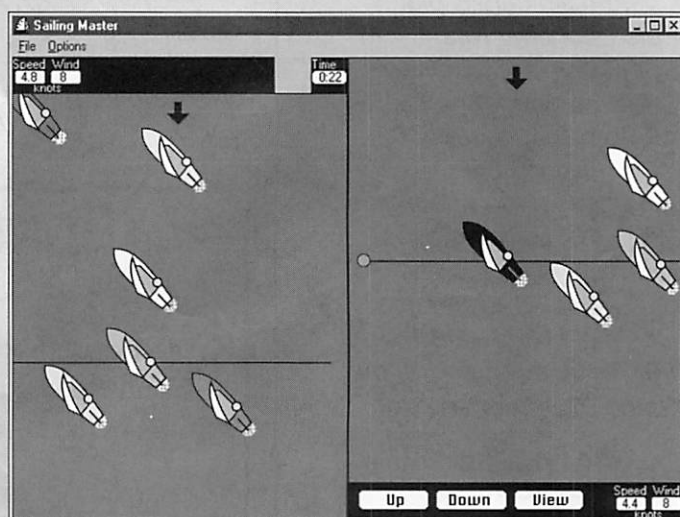
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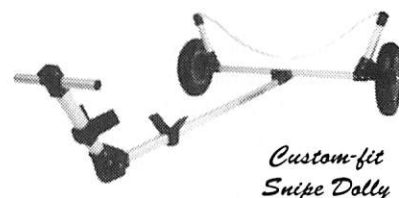
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# Which Rule Applies?

Have you ever been involved in an incident with another boat, but you had no idea which rule you or the other boat may have broken? Or have you shied away from tight situations because you weren't sure of your rights?

A good understanding of the racing rules is very important for sharp tactical sailing. If you don't know the rules, you will get pushed around and will, sooner or later, end up with a problem situation (e.g. a dsq) on your hands.

Unfortunately, the rulebook can seem quite intimidating and confusing (if so, you'll like the new version of the rules that go into effect next spring.) However, there really is some rhyme and reason to the way the rules are organized. Knowing this will help you avoid potential problem situations.

The easiest way to understand the rules is to look at the way they classify all race-course situations. Two boats that come together are always related in one of three ways: They are either on **opposite tacks**, the **same tack**, or one or both of them is **changing tacks**. Any time you are trying to figure out which rule applies to a situation, you first have to determine this basic relationship between the two boats.

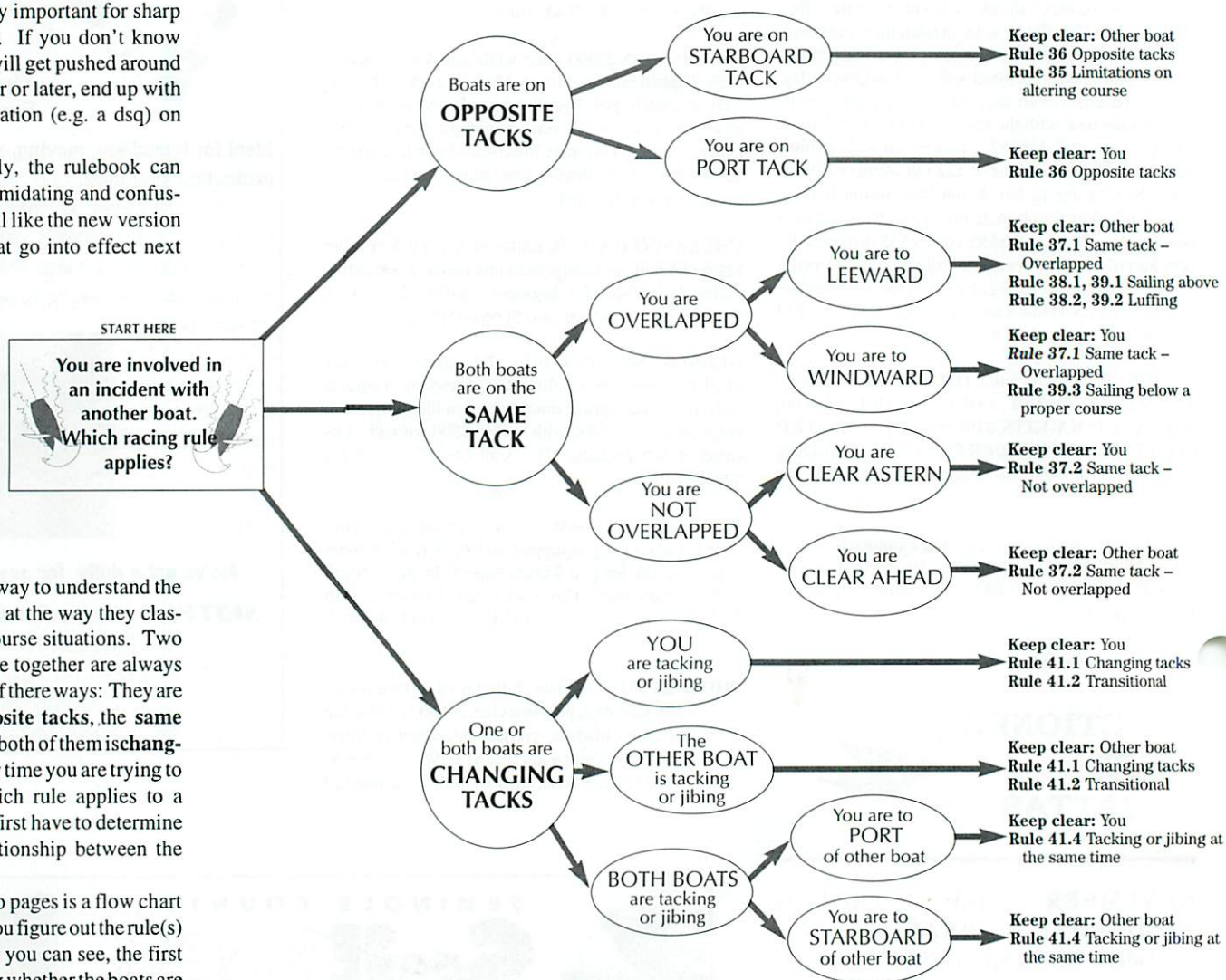
On these two pages is a flow chart that will help you figure out the rule(s) that apply. As you can see, the first step is deciding whether the boats are on opposite tacks, the same tack or changing tacks. Once you know that, you can move on to define more precisely the positions of the boats and the rules that apply.

This chart will work well for about 75% of all the situations you encounter, so start with this structure when you're looking at a rules situation. The remaining 25% of the time, however, involves exceptions to the basic right-of-way rules. This happens when you are near marks, for example, and when one boat is taking a penalty. In these cases the flow chart may or may not still work (see box). It will, however, give you a good starting point for how to look at most situations that occur on the race course.

**RELATIONSHIP**  
How are the two boats related?

**DESCRIPTION**  
How would you describe the position of your boat?

**RULES**  
Which boat keeps clear?  
Which rules apply?



## Exceptions, exceptions . . .

The flow chart on this page offers one of the most logical ways to *apply the rules*. However, you can be sure that, due to the complexity of our sport, almost every rule has at least one exception. So use the chart with a grain of salt. Here are times when it may not give you the right answer:

When boats are about to round or pass a mark or obstruction. In this case rule 42 (Buoy room) overrides any conflicting part of a basic right-of-way rule. For example, two boats may be on opposite tacks, but if P is inside at a mark, S will have to give way.

When either of the boats is: doing a 720° penalty turn or a 360° turn after hitting a mark, returning to start, rescuing a person overboard, capsized/aground/anchored, not yet racing or already finished. For example, if a leeward boat is in the middle of doing a penalty turn she must stay clear of a windward boat.

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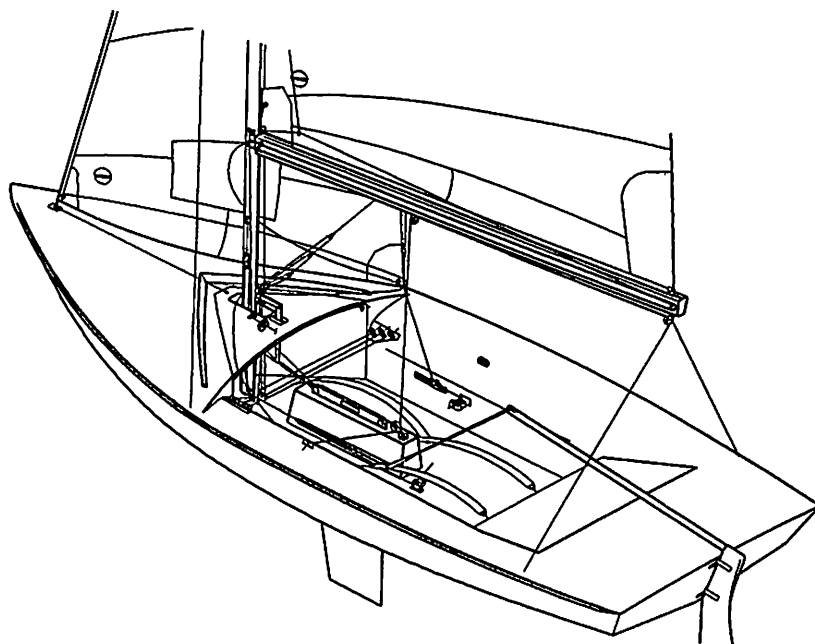
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