



November 1998





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Cameron Biehland George Szabo at the Junio/Senior Nationals, Photo Chris Schneider

### *The Snipe Bulletin*

*The Official Publication of the  
International Snipe Class*



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Jerelyn W. Biehl

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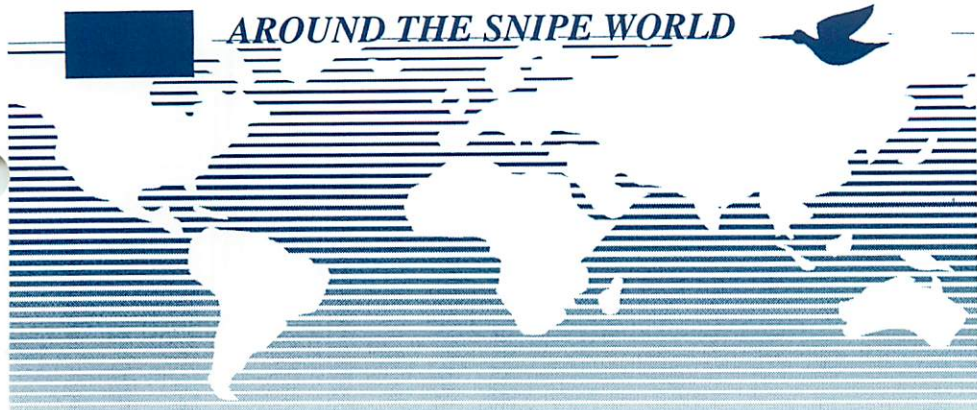
**THE COVER:** The Solerio Brothers,  
Alessandro and Franco, hiking to 6th place  
in the Italian National Championship. Photo  
by Stefania Podesta.

**THE COUNT:** No new numbers were  
issued this month.

**NUMBERED SNIPEs:** 29523

**CHARTERED FLEETS:** 849





## Snipe Sailor Seriously Injured

Our thoughts are with Lars Grael, 1983 Snipe World Champion crew, who was injured while sailing his Tornado in Brazil. Lars, with crew Andres Schmidt, were run over by a power boat, and Lars lost his leg to the groin. He is the brother of Torben Grael and nephew of twin brothers Axel and Erick Schmidt, Snipe World Champions of 1961, 1963 and 1965. Andres was uninjured and Lars will be able to negotiate with a false leg, according to Uncle Axel. News sent by PC Basil Kelly, Bahamas.

## RULE CHANGES

Snipe sailors are urged to send their thoughts on any SCIRA, measurement or sailing rule changes, immediately, to Brainard Cooper, Chairman of the Rules Committee. Brainard's contact numbers are on the inside front cover of each Snipe Bulletin.

## NATIONAL SECRETARIES

Final settlement on 1998 dues and balances are due to the SCIRA office by December 31. If you need to return any unused 1998 decals, these must also be returned by December 31.

## URUGUAY NS ADDRESS CHANGE

Pedro Garra  
Rufino Bauza 2489  
11300 Montevideo, Uruguay  
Phone and fax remain the same.

## MIDWEST COLLEGIATE SECRETARY SOUGHT

Midwest Collegiate Sailing Association is looking for a new Graduate Secretary. It is a non-salary position, but is reimbursed for reasonable expenses while serving a three year term. For more information; e-mail Gail Turluck, at; turluck@online.emich.edu, or write Stephanie Doyle, MCSA Commodore, 18083 Bulla Road, Apt. B, South Bend, IN 46634.

## Holiday Gift Ideas for Your Snipe Sailor

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All Leather with Bird imprint - \$25  
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Snipe Visors - blue or red - \$15

### Kevlar Bags:

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Snipe Tales - \$20

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# 1998 3<sup>rd</sup> Women's World Championship

## Annapolis, Maryland USA

All three Women's World Championships have proven to be incredible. The camaraderie, competition and local hospitality from previ-

ous hosts Japan and Spain were equaled by Annapolis, Maryland, host of the 3<sup>rd</sup> Women's World Championship. 31 boats with 62 competitors from 10 countries descended upon Annapolis and Severn Sailing Association. Charter boats were driven in for the competitors and support crews of boat owners, husbands, babysitters and various Snipe sailors were seen on and off the water.

The Opening Ceremonies were held at the US Naval Academy's Robert Crown Center, which houses the US Collegiate Sailing Hall of Fame and overlooks the Chesapeake racing area. Chairman Barbara Vosbury introduced honored guests, committee members and competitors and presented each with pewter Snipe necklaces. On and off the water, the Annapolis group excelled in all aspects, offering competitors great racing, housing, charter boats and social activities.

*Intrepid e-mail reporter, photographer, boat boy and Dad, Alex Pline, filed the following stories daily on e-mail.*

**Day One: Wild and Wooly!** Anyone who was lulled into thinking that the series would be light air, after the drifter practice race, was in for a shock. Competitors awoke to drizzle and rumors of a light easterly...The puffy, shifty North Easter came in with a vengeance after the boats arrived on the course. After a short postponement and one general recall, the fleet was off on a double triangle course in about 15-18 knots. Carol Newman-Cronin was punched out off the line. Carol and crew Jerelyn Biehl started in the middle of the line and after the first couple of tacks, it was clear that they had a commanding lead. As the fleet rounded the first weather mark, Bonnie Shope and Lisa Griffith followed in second with some distance to the third boat. There were lots of position changes on the first two reaches as the breeze was puffy and staying in the breeze really paid off. Lisa Pline and Sherry Eldridge moved from 10th to 4th with a great couple of reaches, followed closely by Lorie Stout and Liz Filter.

At the second weather mark, Carol and Jerelyn still lead by a significant amount, but Bonnie and Lisa managed to pass them on the reach taking the low road. Pline/Eldridge moved into 3rd on the beat, but were passed by Stout/Filter. On the last beat Newman-Cronin/Biehl ground down Shope/Griffith to finish first. It was reported that both skippers exchanged words of encouragement during a particularly close crossing: Bonnie yelled: "Go Get 'em Carol!" and Carol yelled: "Go Bonnie!"

There were a few capsize on both the beats and at the jibe mark as the breeze built steadily into the upper teens. Only a few opted to use the pole during the 2<sup>nd</sup> reach, but all in all the competitors

sailed very well despite their generally lighter than optimal crew weights.

The evenings activities included a masseuse, who was very busy doing her best to "mend" the tired skippers and crews. A dinner at the SSA clubhouse gathered all competitors together who then helped celebrate Lexi Pline's 1st birthday with cake and an impromptu Flute/Clarinet duet by Kuniko Yamada and Arai Mayuko of Japan.

"There are 62 beautiful young women from the Bahamas, Canada, France, Italy, Japan, Norway, Russia, Sweden, Switzerland, Uruguay, and the USA racing in the Snipe Women's World Championship right here in Annapolis through Wednesday 7 October. I just want to gather all 62 of them into my arms, give them an enormous hug and assure them that they're all going to win and that everything's going to be OK, that the Franc, Lira, Yen, Kroner, Ruble, Krona, and Peso will stabilize, that there'll be plenty of food and peace."—Alden Bugly, *Annapolis One Design Sailing reporter.*



*Lisa Pline and Sherry Eldridge on a plane in the first race.*

**Day Two: One Word: CRAZY!** The fleet left the dock at 10 am today, again under cloudy, drizzly skies and cool temperatures. On the sail out to the course it appeared that the breeze would build to above 10 knots. The first race started on time at 11:10 with a clean start for the windward/leeward course in 5-8 knots from the northeast. A slight ebb tide kept the fleet down from the line. The breeze was oscillating on the beat, but nothing radical. As was the case in race 1, Carol Newman-Cronin and Jerelyn Biehl arrived at the weather mark first with a sizeable lead. On the run they were caught just at the leeward mark by Kimie Isobe and Matsuura Yoshimi who rounded first.

Then things started to get CRAZY! A BIG hole developed in the left side, coupled with some new right breeze on the right essentially inverted the fleet as the leaders, Isobe, Newman-Cronin,



*New World Champions: Ekaterina Skoudina and Tatiana Lartseva of Russia.*

Stout, Pline were stuck in the hole on the left.

At the second windward mark Barbara Giacometti and Chiara Calligaris of Italy led followed by Jennifer Rousmaniere/Liz Brook and Carolyn Brown/Michelle Morphew. More Crazy-ness... The second run again jumbled the leaders a bit. At the leeward mark Ekaterina Skoudina/Tatiana Lartseva rounded first and managed to hold on to win the race. Lorie Stout of Annapolis went right on the last beat to claim second, fol-

lowed by Pam Kelly/Michele Bustamante in third. It was really difficult for anyone to hold onto the lead.

After a long postponement, the second race was started after the skies clouded and the wind filled again from the northeast about 5-8 knots with 3 boats called OCS, including Newman-Cronin. It was again mental torture. The easterly directions resulted in very tough sailing conditions on the Chesapeake Bay. Enough said.

### Day Three: Woodies Rule!

In the single race held today, Annapolis local, Joni Palmer-Gauthier and Laura Jeffers, gave the fleet a sailing lesson. They

had a great start and were launched, leading and expanding their lead at every mark of the windward/leeward (5 leg) course. Joni and Laura were sailing *Pinnocchio*, a custom cold molded Snipe, beautifully crafted by local contractor Ray Gauthier.

During the race the breeze clocked right with

*Pam Kelly and Michele Bustamante celebrate their 2nd place finish.*





# 1998 3<sup>rd</sup> Women's World Championship



Barbara Giacometti and Chiara Calligaris of Italy with boat owner Mike Mergenthaler.

better pressure so the boats that generally favored the right prevailed. The breeze ranged in speed from 5 to perhaps 10 knots, but generally in the 5-8 knot range. Luckily this light air is occurring during the week, so the chop on the bay is not as brutal as it can be on a hot, sunny Sunday in August. In second throughout the race was Jennifer Lovell from New Orleans sailing with her former College crew Annapolitan Molly Alexander. Kimie Isobe and Yoshimi Matsuura of Japan, kept up their light air consistency adding a third place to their tally. The two Russian Teams of Svetlana Maliouk/Svetlana Kitchik and Ekaterina Skoudina/Tatiana Lartseva were also consistent finishing 4 and 5.

Skoudina/Lartseva were looking solid with a 5,1,1,5 while several other competitors were hoping for two races the next day so that a race can be discarded. The drop race would certainly benefit Isobe/Matsuura and Maliouk/Kitchik while not affecting the local team of Lorie Stout and Liz

Filter, who would remain in 3rd place overall.

After the breeze clocked around to about 120 by the end of the race, it lightened so much the RC raised the AP flag to await a more sailable breeze. Around 3 pm the breeze filled back in from the north east and the second race was started. Alas, it was not to be as the race was abandoned about the time the first boat ghosted into the vicinity of the weather mark. The fleet was rounded up by the RC and spectator boats

the last could be used as their drop race.

The last race found Newman-Cronin/Biehl leading the entire race with Pam Kelly/Michele Bustamante closing in on the final beat. A great tacking duel ensued to the finish, entertaining the fleet and spectators to a close finish. In the end, Pam Kelly/Michele Bustamante of Coconut Grove, FL and Durham, NC squeaked out a win over Carol Newman-Cronin/Jerelyn Biehl to capture second overall with 29.75 points; The third spot went to Jennifer Lovell/Molly Alexander with 30 points. Newman-Cronin/Biehl discarded a 12th in race 6 to end up 4th while the great day of a 1,1,5 for Pline/Eldridge moved them up to 5th overall.

—Alex Pline

and towed in for some well deserved beers! As is always the case the 10-15 knot NE predicted breeze came in at about 5:30 during the second beer.

**Day Four: Beautiful Sailing!** Finally, we had the quintessential Annapolis fall sailing day. Moderate temperatures, 10-12 knot southerly and thin sunlight. Annapolis locals Lisa Pline and Sherry Eldridge were on fire, getting out of the blocks in the first two races and leading at every mark.

Nonetheless, the final results for places 2-6 were not decided until the third race of the day (seven and final for the series) as the point spread between 2 and 6 was only 2.5 points. It was up for grabs. First place, however was a different story. The young Russian Team (17 and 16) of Ekaterina Skoudina/Tatiana Lartseva had a 3,4 in the first two races to sew up the top spot with 18.5 points as



Virginia Marino and Alexandra Willman of Uruguay attended the 3rd Women's Worlds with Virginia's sisters Paula and Monica, competitors in the past 2 Women's Worlds.

*The entire group of women's competitors look forward to Italy in 2000, where SCIRA will hold the 4<sup>th</sup> Women's World Championship. Ciao!*

Skipper/Crew	Country	Sail #	Finishes	Total
1. Ekaterina Skoudina/Tatiana Lartseva	Russia	29480	5-1-1-5-3-4-(18)	18.50
2. Pam Kelly/Michele Bustamante	USA	27872	(16)-3-6-13-5-2-1	29.75
3. Jennifer Lovell/Molly Alexander	USA	28214	9-(16)-9-2-2-5-3	30.00
4. Carol Newman Cronin/Jerelyn Biehl	USA	28142	1-8-8-6-7-(12)-2	31.75
5. Lisa Pline/Sherry Eldridge	USA	29147	4-13-(16)-12-1-1-5	35.50
6. Svetlana Maliouk/Svetlana Kitchik	Russia	29490	6-(ret)-4-4-4-9-11	38.00
7. Lorie Stout/Liz Filter	USA	28702	3-2-14-8-14-6-(19)	47.00
8. Carolyn Brown/Michele Morpew	USA	28955	(10)-10-3-9-10-8-10	50.00
9. Bonnie Shope/Lisa Griffith	USA	29204	2-(19)-15-18-6-10-4	55.00
10. Paula/Monica Marino	Uruguay	22777	11-5-(22)-7-13-3-17	56.00
11. Joni Palmer-Gauthier/Laura Jeffers	USA	28728	14-4-11-1-(24)-16-16	61.75
12. Liz/Sara Potter	USA	29369	12-(28)-5-10-15-13-7	62.00
13. Marit Ljunggren/Sara Back	Sweden	29421	(20)-15-10-16-9-7-8	65.00
14. Kimie Isobe/Yoshimi Matsuura	Japan	28792	cnf-6-2-3-(ocs)-15-12	69.00
15. Barbara Giacometti/Chiara Calligaris	Italy	29189	7-(23)-12-17-12-19-13	80.00
16. Rie Kimura/Tomomi Ryoken	Japan	27851	18-12-24-(28)-8-14-6	82.00
17. Jennifer Rousmaniere/Liz Brook	USA	25412	(25)-11-17-11-18-17-14	88.00
18. Rowena Carlson/Karen Butler	USA	28880	13-(27)-19-14-19-11-25	101.00
19. Kazue Yamada/Junko Takano	Japan	29063	17-25-7-15-16-(26)-22	102.00
20. Gweneth Crook/Monique Gaylor	Canada	25843	8-(30)-21-23-17-18-20	107.00
21. Sherry Welch/Laura Bryant	USA	29400	22-9-13-20-20-24-(29)	108.00
22. Karen Long/Sandy Malakis	USA	26382	15-21-(27)-27-21-20-15	119.00
23. Cecilie/Monica Irgens	Switzerland	28470	26-18-23-(31)-28-23-9	127.00
24. Margaret Podlich/Kim Couranz	USA	25483	23-(29)-26-22-11-21-27	130.00
25. Barbara Foot/Coyne	USA	27734	19-24-(28)-21-22-22-23	131.00
26. Nancy Shriver/Mindy Koblenzer	USA	26832	21-7-25-26-26-(30)-26	131.00
27. Gwenola Buhour/Elise Grebault	France	29002	(ret)-14-18-20-20-27-21	138.00
28. Virginia Marino/Alexandra Willman	Uruguay	24639	dnf-22-(ret)-19-23-25-24	143.00
29. Janet Callison/Ellen Bartz	USA	27092	(dnf)-26-20-25-25-29-28	153.00
30. Lori Lowe/Melitta King	Bahamas	25235	27-17-29-24-(dnc)-dnc-dnc	159.00
31. Kuniko Yamada/Mayuko Arai	Japan	28577	(ocs)-20-30-30-27-28-30	165.00



## Italian Nationals

Riva del Garda is a small village in North Italy, but is well known all over Europe to be one of the most interesting and exciting places for sailing and windsurfing.

The local club, Fraglia della Vela, hosted the Italian Nationals on August 26-29, 36 years after the last championship sailed on Lake Garda. 53 entries has been a good number, lower than in the last two years but, providing that Riva hasn't been an active fleet, it has been a success, with 18 boats coming from district 11 and 14 from district 4. Of the six races scheduled, only 5 were been completed, due to the strong southern winds of Friday, up to 35 knots - a nice wind for the best windsurfers but not for the Snipes.

All the races were sailed with the typical southern wind, called "ora", which blew from 12 to 22 knots, stronger on the windward legs (always from 18 up), due to the vertical rocks at the sides of the lake.

Gabriele Bernardis and Stefano Pontalti of the local club, dominated the championship, scoring four firsts and one third. Despite their light weight, 160 kilos, they didn't win the regatta on the beats, but on the reaches, in which they showed great planing attitudes and tactical choices. Bernardis never forced a start, or never tried the

favorable right side of the course, but tacked under the high rocks, sailing conservatively upwind, rounding always in the top five the first mark, but never first, catching the lead in one of the four reaches and simply defending it.

Bolletti and Zanasi took second place, making a big jump from last year (when they finished sixth), and again they owe their thanks to fast reaches. Third place went to the defending champion, Enrico Michel with Stefano Longhi, absolutely the best crew for speed and tactics upwind, but definitively slow in the reaches: they led three times at the first mark, but they never won a race. Four crews finished within two points from fourth to seventh place, with Miguel Costa-Gianpaolo Spera catching their best finish in a nationals during the last beat of the last race.

The results of the nationals caused great changes in the Ranking List too: Bernardis jumped from 7th to the lead, Costa went to second, while Michel, after a large lead, went down to third. They are the top three at the moment in the long run which began with the Nationals to select the crews who will represent Italy at the 1999 World Championship. The next selection will be in Rimini at the end of September.

—Antonio Bari

### Top 15 Equipment

helmsman	boat	mast	main	jib
Bernardis	Persson Nord Est	Sidewinder	Olympic	Olympic (m)
Bolletti	Lillia	Sidewinder	Ullman	Ullman
Michel	Persson	Sidewinder	Olympic	Olympic (m)
Costa	Lillia	Sidewinder	North	North (m)
Bari	Persson Nord Est	Sidewinder	Ullman	Ullman
Solerio	Persson Nord Est	Sidewinder Jr.	North	North
Podesti	Lillia	Sidewinder	North	North (m)
Dematte	Fiberglass	Sidewinder	Ullman	Ullman
Braga	Persson	Sidewinder	North	North (m)
Bressan	Skipper DK	Sidewinder	North	North (m)
Cappello	Lillia	Sidewinder	Ullman	Olympic (m)
Tozzi	Persson	Sidewinder	Ullman (m)	Ullman (m)
Pizzarello	Persson	Proctor	OneOff	OneOff
Calliari	Lillia	Sidewinder	Ullman	Ullman
Brezich	Lillia	Sidewinder	North	North



Italian National Secretary Ezio Braga with Champions Stefano Pontalti and Gabriele Bernardis. Photo by Stefani Podesta

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# Italian Nationals - Results

	<i>Skipper/Crew</i>	<i>Boat</i>	<i>Club</i>	<i>Finishes</i>	<i>Total</i>
1.	Gabriele Bernardis/Stefano Pontalti	29399	FV Riva	1-1-(3)-1-1	3.00
2.	Martino Bolletti/Roberto Zanasi	29079	SVOC	2-2-1-(5)-3	7.75
3.	Enrico Michel/Stefano Longhi	28912	Monfalcone	3-(dsq)-2-4-2	11.00
4.	Miguel Costa/Giampaolo Spera	28863	CV Bellano	5-3-(9)-3-7	18.00
5.	Antonio Bari/Paolo Lambertenghi	6313	CUS TN	(6)-5-4-6-4	19.00
6.	Alessandro/Franco Solerio	29195	YC SanRemo	4-4-6-(8)-6	20.00
7.	Enrico Podesta/Guido Gatti	29260	US Quarto	(15)-8-5-2-5	20.00
8.	Giuliano Dematte/Filippo Andreatta	29327	AV Trentina	7-6-(10)-9-8	30.00
9.	Ezio Braga/Stefano Parodi	28817	AVAV	13-7-8-7-(16)	35.00
10.	Marco/Cesare Bressan	26831	CUS TN	10rdr-9-(18)-10-10	39.00
11.	Francesca Capello/Vittorio Rochelli	28774	STV	8-(13)-13-11-9	41.00
12.	Federico/Roberto Rozzi	29107	LNI Ostia	11-14-7-(15)-11	43.00
13.	Giorgio Pizzarello/Luigi Bellotti	28860	CV Tiberino	9-10-11-(ret)-15	45.00
14.	Marco/Roberto Calliari	29052	AVL Caldaro	12-12-12-12-(14)	48.00
15.	Giorgio Brezich/Manola Reis	29000	S. Tristina	10-11-(19)-17-18	56.00
16.	Ferruccio Bernardis/Ilario La Rossa	29355	FV Riva	19-15-17-(21)-17	68.00
17.	Alessandro Rodati/Tom Stahl	28475	DV Venziano	(26)-23-14-13-19	69.00
18.	Giuseppe Morani/Marco Romani	29309	CC Tevere Remo	17-18-15-(23)-20	70.00
19.	Franco Zamorani/Andrea Maggiorelli	29354	SC Orbetello	14-22-24-14-(25)	74.00
20.	Franco Ferluga/Alessandro Bisso	28906	AVP STV	16-16-20-26-(dnf)	78.00
21.	Umberto Wetzl/Giovanni Marchi	28905	S. Tristina	(39)-31-21-19-13	84.00
22.	Fabio Rochelli/Daniela Rochelli	28771	SVBG	25-19-22-25-(28)	91.00
23.	Andrea Guidi/Bruno Buongiorno	29082	CT Remo	dnf-(dnf)-16-16-12	96.00
24.	Lorenzo Calabresi/Sabina Cappai	28954	ASN Sabazia	18-28-28-24-(35)	98.00
25.	Matteo Pizzarello/Francesco Di Costanzo	29846	CDV Roma	22-27-(30)-27-23	99.00
26.	Barbara Giacometti/Gianvittore Pontonutti	29189	Monfalcone	23-17-36-(dnf)-26	102.00
27.	Stefano Pizzarello/Sara Scrimieri	28953	AN Sabazia	(38)-20-29-30-27	106.00
28.	Fabrizio Di Feo/Stefania Ratto	25855	Vigna Di Valle	37-(dnf)-27-18-24	106.00
29.	Massimo Cigalotti/Stefano Galli	28960	AVL Ledro	31-(dnf)-26-20-3-	107.00
30.	Claudio Dutto/enzo Feltrinelli	28275	Torbole	29-26-33-(dnf)-22	110.00
31.	Umberto Velle/Piera Alberta	29375	Vigna Di Valle	36-30-23-22-(dnf)	111.00
32.	Sergio Irredento/Margherita Savelli	29415	STV	28-21-(32)-32-31	112.00
33.	Gabriele Natali/Lorenza Ferrario	28959	CC Solvay	24-(dnf)-25-dnf-21	123.00
34.	Bernard/Claude Mariage	28853	YC SanRemo	27-24-(dnf)-34-40	125.00
35.	Mauro Maurizi/Paulo Maurizi	26141	AL CV	33-32-(dnf)-31-29	125.00
36.	Silvano Zuanelli/Andrea Guerra	27130	AV Trentina	34-(dnf)-31-28-33	126.00
37.	Ezio Donaggio/Graziano Sambo	26508	CN Chioggia	33rdr-34-(35)-29-32	128.00
38.	Gino Costantini/Gianpiero Roici	26346	CV Muggia	32-29-(40_35)-36	132.00
39.	Luciano Nustrini/Andrea Catellacci	27131	CUS TN	35-(38)-38-36-34	143.00
40.	Claudio Ciufo/M. Gabriella Mazzacuvà	28685	ASN Sabazia	21-(dnf)-41-33-dnf	148.00
41.	Stefano Venditti/Elvio Mori	29258	AVL Ledro	20-25-(dnf)-dnf-dnf	151.00
42.	Emilio Babbini/Lina Stefanini	29348	CV Cremona	40-37-(44)-37-39	153.00
43.	Alessandro Bellotti/Alberto Lionello	28773	CNS Margherita	43-33-43-42-(dnf)	161.00
44.	Francesco Irredento/Enrico Bonivento	27129	STV	45-(dnf)-46-38-37	166.00
45.	Luigi Rinaudo/Giovanni Rinaudo	29310	STV	dnf-(dnf)-37-40-38	167.00
46.	Renato Bruni/Francesca Bottini	28273	CV Cremona	42-35-39-(dnf)-dnf	169.00
47.	Paolo Moro/Antonella Venanzi	27124	DVA Roma	30-(dnf)-34-dnf-dnf	170.00
48.	Giancarlo Gennaro/Gherardo Piacitelli	20957	CV Muggia	44-(dnf)-45-43-41	173.00
49.	Mario Malossi/Renato Pinelli	29081	YC Adriaco	41-(dnf)-42-39-dnf	175.00
50.	Claudio Masucci/Roxana Carvalho	28355	ACHAB YC	dnf-36-(dnf)-41-dnf	182.00





# Argentine Nationals

The Championship was sailed at the Yacht Club Rosario, home of fleet, in Rosario city, on October 10-11-12, with the races held on "El Saco" lake.

On this lake, the regular conditions are flat water and medium winds, but this time, we had all conditions, and even 45 knots recorded during a race.

A fleet of 45 boats met the race committee at the start.

## Comments of the days:

Windward / leeward courses was given.

## Saturday 10

We could race the first 3 regattas, starting at 11:00 a.m., in light to moderate breeze for the first and second, and a medium to 45 knots in the third race. On race 3, when the storm began, there were so many accidents and capsized boats on downwind mark, but because we were sailing in a protected lake, the race committee decided to not suspend the last leg of the race.

## Sunday 11

For lack of wind, the 4<sup>th</sup> race was canceled at 4pm. Later, near 5 p.m., the wind came up, so the 5th race was finally started.

## Monday 12

The day woke up windy, near 20 knots, so the race committee decided to start 3 more races to finish the championship. The wind maintained this intensity for the entire day. The start gun was fired at 10:00 a.m. and the races were very competitive with the leaders changing every leg.

—Cristian Noe

	Skipper/Crew	Country	Boat	Finishes	Total
1.	C. Noe/E. Gonzalez	ARG	28643	1-1-1-(9)-1-3-4	10
2.	J. MacCall/N. Ocariz	ARG	28644	2-3-5-(zp12)-9-10-2	31
3.	E. Santanbrogio/G. Martine	ARG	28646	3-8-3-(zp13)-10-6-3	33
4.	L. Soubie/C. Granucci	ARG	28701	4-9-(32)-5-4-4-8	34
5.	R. Oliden/A. Villalba	ARG	28969	7-10-9-7-(ocs)-2-5	40
6.	M. Pereyra/M. Behrendt	ARG	28211	(28)-17-2-zp15-3-11	48
7.	A. Zabalua/M. Arroyo	ARG	28786	8-zp27-10-2-(28)-1-11	58
8.	J. Calabrese/M. Valdapa	ARG	28697	5-13-13-(zp27)-8-8-14	61
9.	I. Fernandez/P. Velasco	ARG	28696	9-12-(dnf)-1-17-16-16	70
10.	H. Peralta/G. Vasquez	ARG		6-4-12-16-21-12-(23)	71
11.	S. Casadei/C. Gordillo	ARG	28962	(31)-2-14-14-16-9-18	73
12.	J. Ocariz/D. Rudoy	ARG	28647	20-16-4-15-11-(23)-10	76
13.	F. Romero/S. Romero	ARG	28983	11-11-19-8-20-13-(22)	82
14.	I. Ferrarons/E. Baquedano	ARG	28642	14-7-rdr17-(20)-15-14-15	82
15.	E. Fumagallo/L. Delannoy	ARG	12923	(32)-15-27-13-5-7-17	84
16.	A. Marcattelli/F. Zapotosky	ARG	29399	13-5-24-21-13-(27)-13	89
17.	J. Gomez/L. Gomez	ARG	28785	12-(ocs)-16-19-6-26-19	98
18.	M/A. Domato	ARG		17-(ocs)-8-zp20-dns-5-7	103
19.	M. Antognini/M. Viale	ARG	8786	25-(41)-zp15-12-37-18-9	116
20.	G. Saul/F. Saul	ARG	28788	23-21-22-(23)-19-15-20	120
21.	J. Gonzalez/t. Depolo	CHI	28840	18-31-(dnf)-10-26-25-12	122
22.	S. Guerra/J.P. Guerra	ARG		19-23-18-27-12-(31)-25	124
23.	F. Isern/P. Vergallo	ARG	29116	15-22-7-30-(ocs)-30-26	130
24.	C. Rodriguez/J. Troiano	ARG	24224	22-20-15-zp26-(ocs)-21-27	131
25.	A. Marcone/M. Bell	ARG	29345	10-19-11-(dnf)-2-dns-dns	134
26.	I. Seguel/M. Depolo	CHI	29333	34-(36)-17-28-22-24-21	146
27.	L. Casadei/F. Casadei	ARG		35-(dsq)-21-22-ocs-17-6	147
28.	G. Alonso/C. Gomez	ARG	12103	(37)-28-30-25-14-20-31	148
29.	R. De Austria/E. Pierson	ARG	22718	33-6-23-(zp35)-32-29-28	151
30.	M. Fumagallo/P. Cristia	ARG	21671	26-(34)-26-24-18-28-32	154
31.	C. Covalada/I. Alvertengo	ARG		(dns)-zp23-25-35-27-22-33	165
32.	D. Alvarez/M. Paez	ARG	10771	41-33-(dnf)-34-23-ap28-24	183
33.	G. Ozores/P. Agrest	ARG	15387	38-(ocs)-20-dns-7-dns-29	186
34.	S. Larrain/J. Gaete	CHI	28851	(39)-38-29-31-31-35-30	194
35.	O. Gonzalez/R. Iglesias	ARG	28971	40-zp41-(dnf)-29-29-32-34	205
36.	A. Triggiano/V. Courtade	ARG	17480	42-35-31-32-33-33-(dnf)	206
37.	C. Medley/J.P. Medley	ARG	10883	29-40-28-(dns)-35-dns-35	213
38.	N. Granucci/P. Fonovich	ARG		27-24-(dnf)-dns-25-dns-dns	214
39.	G. Crivello/A. Gischerson	ARG	29228	21-29-(dnf)-dns-34-dns	222
40.	J. Lovigne/M. Zarza	ARG	25455	(dnf)-27-dnf-33-36-34-dns	222
41.	G. Crivello/A. Elias	ARG	12000	16-25-(dnf)-dns-ocs-dns-dns	225
42.	M/L. Montanaro	ARG	29230	24-26-(dnf)-dns-dns-dns-dns	234
43.	M. Andreozzi/D. Iglesias	ARG	28966	36-37-(dnf)-dns-24-dns-dns	235
44.	P. Cavalli/G. Merlo	ARG	29343	30-30-(dnf)-dns-ocs-dns-dns	244
45.	M. Lewis/G. Feliz	ARG	27860	43-39-(dnf)-dns-30-dns-dns	250

## National Secretaries District Governors Fleet Captains

Notify the SCIRA Office of  
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Please forward your 1999  
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available

Don't forget to submit your  
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# Who Says the Hull Makes a Difference?

## Adjusting your rig to your boat

Having just sold my boat at the end of Nationals, I was forced to find another boat to sail for the North Americans. The easy solution was to ask Jim Richter, who I had just sold my Persson Snipe to, if I could use his second boat, a Lillia Snipe, in the North Americans. Fortunately he said yes.

Looking at the Lillia there were numerous things that we found different that we weren't used to. Besides all of the rigging changes, the chainplates were placed on the deck further outboard and the transom had less crown. The question was, how were we going to tune this boat to go fast even though everything was different? Our target from the Persson was 21'4" rake, 16 3/8" x 29.75" spreaders and 1 1/8" pre-bend.

We started at the bow and made sure that we had the forestay max forward, 11" from the stem and it was close enough. The distance between the chainplates was 1.5" wider so we expected to lengthen our spreaders 1/8". Next we measured from the forestay to the chainplates and placed the shrouds at 5'6" aft, .25" further forward than where we nor-

mally sail the Persson, but we figured that would be ok. Lastly we measured the deck crown by drawing a straight line between the two transom corners and measuring from this line to the top of the deck. The Lillia had .25" of crown compared to the Persson 1.75" so we figured we would have to add 1.5" to our rake number. We guessed that our numbers would be 21' 5.25" rake, 16.5" x 30" spreaders, and 1 1/8" pre-bend.

What we found on the water was that we were close but not quite right. The rake was close enough, but we were not pointing so we lengthened the spreaders again to 16.75". We also had a tremendous amount of headstay sag that we needed to get rid of so we rechecked our pre-bend and it was still 1 1/8", so we ended up moving the shrouds aft to 5'7" from the forestay and the boat began to sail much faster.

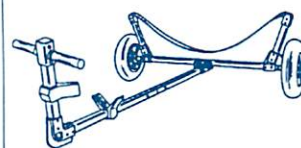
Because of the differences seen, we decided to measure all of the boats that we could find in the parking lot to see what we could learn.

*George Szabo is 2 time US National Champion and 1998 North American Champion. He has won both US Nationals in a Persson and won the North Americans one month later in a Lillia. He is a sailmaker with Sobstad Sails in San Diego.*

Boat	Deck Crown	Shroud- Shroud	Forestay to Shroud	Szabo's Rake	Szabo's Spreader length
Nickels	1 3/16"	*4' 6 3/8"	*5'5"- 6"-7"		
JibeTech	7/8"	4'5.5", 4'3"	5'5.5", 5'4.5"		
Lillia	.25"	4'9"	5'6"-5'7"-5'8"	21' 5.25"	+3/8"
Persson	1.75"	4'7.5"	5'5 3/8"-6.25"-7"-8"	21'4"	16 3/8"
Mueller	1.75"				
McLaughlin	1"	4'4.5"	5'7"		
Eclipse		4'8"	5'3.5" & 5'5"		+1/8"

\*Nickels may be moving this in newer models

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# 48<sup>th</sup> Missouri Valley Championship

July 4-5, Lake Manawa, Iowa

On the weekend of July 4-5, the 48<sup>th</sup> annual Missouri Valley Championship regatta attracted twenty-two Snipes from Iowa, Nebraska, Missouri, Kansas and Illinois. The event, hosted by fleet #309 at Lake Manawa (Council Bluffs, Iowa), was characterized by competitive racing, shoreline camaraderie, cold beer and good food.

The first day of sailing through warm temperatures, clear skies, a beautiful twelve mph breeze and traditional Lake Manawa shifts. After the dust had settled, Henry Davis and Chris Scofield had taken command by posting two firsts and a second. The lengthy courses, combined with fierce competition and the July heat, provided everyone with a full days worth of racing. Once on shore, spirits were high that evening as tactical advice was shared amongst the competitors while we all feasted on Midwestern cuisine provided by Cronks Café in Denison, Iowa.

We all awoke on Sunday to the rumbling of thunder accompanied by heavy rain. The racing was postponed long enough for the severe weather to pass. Lighter skies and a stiff wind created a back drop for what ended up being the most competitive race of the series. Henry Davis prevailed and captured the overall championship with Bob Hyland and Suzanne Steffen ending up solidly in second. It should be noted that we found ourselves with a tie for third and a tie for fifth. Both of these were broken using rule A2.3 of the US Sailing rules.

Peter and Julie Guile won the B fleet series with a second being their only glitch in an otherwise perfect performance. Congratulations to all! The members of INSA would like to thank all of the travellers for making the trip. Please make plans to join us next year.

—Carter Weitz

Missouri Valley Championship  
top 10 of 22 boats

## Skipper/Crew

1. Henry Davis/Chris Scofield
2. Bob Hyland/Suzanne Steffen
3. Doug Day/Jennifer Day
4. Pat Flood/Betsy Flood
5. Pete/Sigrid Festersen
6. John/Joseph Briggs
7. John/Mary Buckley
8. Ed Weitz/Libby Raus
9. Mike Toohey/Susan Toohey
10. Mike Recker/Joan Lappe

## INSA Championship

1. Peter Guile/Julie Guile
2. Jim Downs/Sue Downs
3. Harry Crook/Jim O'Brien
4. Joe/James Bridges

# CONGRATULATIONS!



Bra	29112		
Bra	27390	1	Rus
	2		29106
		3	

## WORLD CHAMPIONSHIP 97

You did it again, again and again!!

Topsailors using Persson Snipe placed:

1, 2, 3, 4, 5, 6, 7, 8, 10, 11,  
13, 14, 15, 16, 17, 18, 19, 20.....

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# US Pan American Snipe Trials

March 23, 1999 to March 27, 1999

- Organizing Authority:** Snipe Class International Racing Association and US Sailing
- Hosting Club:** Southern Yacht Club, 105 N. Roadway, New Orleans, LA 70124
- Rules:** The Racing Rules of Sailing, the prescription of US Sailing and the SCIRA rules as amended here and in the Sailing Instructions
- Advertising:** This regatta is classified as a Category "A" event per RRS Appendix G3 as specifically modified by the SCIRA Event Sponsorship Policy
- Entry and Eligibility:**
- 1) This regatta is open to SCIRA registered owners and co-owners
  - 2) Only individuals eligible to represent the United States (US citizens) in the Pan Am Games are allowed to participate in the US trials
  - 3) No entry fee will be charged. A social fee is permitted.
  - 4) Drug testing will take place for the top two finishers. The USOC will test the first and second place finishers skipper and crew using the USOC's Drug Testing Program. A positive result for an IOC banned substance will cause disqualification from this event and loss of eligibility as prescribed by US Sailing (Regulation 3.60 on page 85 of the 1998 US Sailing directory). By registering to compete, you are consenting to be subject to the drug test. Failure to comply with the testing program will result in the same penalty as a positive drug test.
- Schedule:**
- 1) **Registration & Measurement:** At Southern Yacht Club open between 1000 and 1300 March 23<sup>rd</sup>, between 1100 and 1700 March 24<sup>th</sup>, and between 0700 and 0800 March 25<sup>th</sup>.
  - 2) **Practice Race:** Start March 24<sup>th</sup> 1999 1400h
  - 3) **Racing:** Competitors meeting March 25<sup>th</sup> 815h, warning signal for the second day's races March 26<sup>th</sup> 1000h. Back to back race or races immediately following the 1<sup>st</sup>. start of the second day. Warning signal for the 3<sup>rd</sup> day's race 1000 h. Back to back race or races immediately following the 1<sup>st</sup> start of the third day.
  - 4) Any make up races will be sailed March 27<sup>th</sup> after the last race
  - 5) It is the intention to sail 6 races with no throwouts; however, three races will constitute a regatta
- Registration:** Contact Jim Wade, 24 Beverly Garden Dr., Metairie, LA 70001 for any pre-registration forms. Registration will also be open at SYC prior to the start of the first race. It will close at 0800 on March 25<sup>th</sup>, 1999.
- Measurement:**
- 1) All boats are subject to measurement at any time at the reasonable discretion of the Class Representative or the Race Committee
  - 2) All boats are required to have a current Class decal properly displayed
  - 3) All boats must submit measurement forms in order to complete registration.
- Sailing Instructions:** The regatta Sailing Instructions will be available from SYC by mail. Sailing Instructions will also be available in the lobby of SYC.
- Courses:** The courses to be sailed will be double Windward-Leeward and or double Triangles, as published in the Sailing Instructions.
- "Black Flag"** RRS Rule 30.3 has not been approved by SCIRA for this regatta.
- Hiking Pants** Hiking pants are approved by SCIRA
- Scoring:** The ISAF Low Point scoring system shall be used
- Penalties:** RRS 44.2 (720 degree turn penalty) is in effect
- Appeals:** No appeals will be heard under US Sailing prescription 70.4A
- Qualification for Subsequent Event:** The first place finishers will be qualified to represent the US in the Pan American Games. These Games will be held in Canada, July of 1999.
- Social:** Optional activities in New Orleans and at SYC (\$50 per boat)
- SCIRA Representative:** Phil Richmond will be the SCIRA Representative  
Brainard Cooper will be the Chief Measurer
- Regatta Contact:** Watt Duffy, Fleet Captain, w(504)482-3178 h (504)833-3919  
Jim Wade, 24 Beverly Garden Dr., Metairie, LA 70001 h (504)831-4043



# 1998 Autumn European Report

SCIRA Europe can reflect on a year of progress. Our combined membership is 1,000 plus. Figure of new Euro sail numbers (over the last ten months) average out around 10 monthly. For the statisticians - this average every three days a new Snipe is delivered within Europe. Another encouraging trend is the increasing number of young faces turning up at regatta's and Championships showing that the Snipe Class is becoming more attractive to the youth.

The Junior Europeans hosted by Russia was a resounding success. World gratitude has to be expressed to Alexei Fomin and his dedicated team in achieving such an excellent Championship both in racing and social activities. Our thanks also have to be expressed for the support and generosity of the Moscow civil authorities and the Sailing Federation.

Another highlight of 1998 was the welcome to Germany. To have this new country competing at the European Championship shows a competitive spirit. Two other Euro countries, namely Poland, Turkey, are working towards becoming SCIRA countries. The enthusiasm to get further countries into Europe was shown by SCIRA France in their hosting three Polish crews to compete at the

Le Havre open Celebration Regatta in May. Accommodating and loaning three Snipes to the Polish contingent was both a generous and friendly act to introduce them to the Class. Efforts to bring back into SCIRA are ongoing with Luanda getting organised. The news of the Norwegian Federation voting into high office the mother of Ladies World Champion Pauline Book and Champion Karl Book is excellent. Mrs. Book has a history of support and interest in SCIRA.

The European Officers/National Secretaries Meeting, August, was high on the enthusiasm to take office and serve Class. This will become apparent in the New Year when Belgium and Denmark register new National Secretaries. Retiring Secretaries will not dropout, but, to the contrary shall become more deeply involved in SCIRA allowing their past expertise and knowledge gained in office to be available to the incoming officers. Denmark's Bjarne Iversen will devote his time completely to organising the next Word Master's. Belgium's André Callot steps into Vice Euro Secretary, whilst Ezio Braga will continue as Italian National Secretary and assume position as European General Secretary.

My time in office as General Secretary has been enjoyable. I have made many new friends whilst working on a number of items including youth, reappraisal of regatta's, introducing a European Constitution plus the introduction of a cheaper and more generally available centre board. ON retiring from office I leave behind a consolidated Europe and have full confidence that incoming André and Ezio with their long experience and knowledge of our Class, plus love of Snipe, will take our countries to even higher levels in meeting the new millennium.

For me - I shall continue to serve the Snipe Class with a special interest in the youth movement.

*António Roquette*  
*European General Secretary*





## WINTER RACING CIRCUIT

### & US Pan Am Trials



#### SCIRA Mid-Winter Championship

March 10-11, 5 races  
Gulf of Mexico, Clearwater YC, Clearwater, FL  
Contact: **Bob Foster**, 2990 Mayfair Court, Clearwater, FL 34621 phone: 813/796-3805

#### Don Q Rum Keg

March 13-14, 5 races  
Biscayne Bay, Coconut Grove SC, Miami, FL  
Contact: **Gonzalo Diaz, Sr.**, 5520 SW 72nd Ave, Miami, FL 33155 phone: 305/667-0492

#### Bacardi & Gamblin Memorial Series

March 17-20, 2 series of 3 & 5 races  
Royal Nassau SC, Nassau, Bahamas  
Contact: **Peter Christie**, PO Box N-1628, Nassau, Bahamas fax: 242/326-5642  
local housing available

#### U.S. Pan American Trials

Only open to U.S. Sailors, winner to represent the U.S. in the Pan American Games.  
March 23 - 27, 6 races  
Lake Pontchartrain, Southern YC, New Orleans, LA  
Contact: **Watt Duffy**, 1201 Smith Drive, Metairie, LA 70005 phone 504/833-3919

*The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the Circuit in Nassau.*



# See No Evil

*A one-design sailor's lament: Turning a blind eye to rule infractions will ultimately take the fun out of racing.*

By Read Hayward

It's 30 seconds before the start. The weather end of the line isn't particularly favored, but it's crowded anyway. Several boats are sculling their rudders - checking their speed to avoid being over early. Shouts of "Up, Up!" are encountered by the barge's lie: "My helm is over! My helm is over!"

At 15 seconds, one of the early arrivals, now luffing to avoid the committee boat, suddenly hails that "the wind" is tacking him. The starboard tackers edging up behind quickly alter course to avoid this obstruction now backing on port. But the muffled thud of bumping boats is heard. One skipper, three boats back, cuts through the ensuing confusion with a crisply hailed sail number and a call for a "720." The offender's response (as he starts with the fleet) includes the words minor, unavoidable, and "jerk."

The race officers on the committee boat look on with befuddled stares, fearing that the beer might be gone by the time a protest hearing is over. But then someone remembers (out loud) the "No protests please" remarks from the skipper's meeting, and levity returns.

Are we talking Snark fun races at a Catskills resort? No, this was Race 2 at a major one-design championship! Alas, even officials at nationals events are now discouraging protests and conveniently confusing "minor and unintentional" with "minor and unavoidable." Guilty race committees deny this indictment by claiming that their admonishments are aimed only at those committing infractions and that they, indeed, "welcome all protests not settled on the water." But that's baloney! The message sent with their "C'mon guys, let's party, not protest" is that "Only jerks sweat the small stuff."

But, in the not too distant past, disputes on the water used to mean racers protested or hit the showers, period. Everyone agreed (at least publicly) that having fun meant finishing the best one could by "fair sailing" only. That brand of sportsmanship produced safe enjoyable events that truly showed at the finish how everyone performed.

Why then, and not now? Perhaps it was because wooden yachts of yesteryear were expensive works of art that didn't fare well in opposite-tack disputes. Or maybe, Americans then were just more civic-minded, and it spilled onto the race course. After all, more people voted, insurance companies and their customers still trusted each other, and you could leave your foulweather gear on your boat overnight without finding it replaced by empty beer cans in the morning.

Today, we still employ the same concepts, developed during the age of "wooden boats and honorable men," to ensure that personal ability alone determines the finishing position. But today's liberal attitudes about rules compliance thwart that goal. When Corinthian sailors, who still regard the rules as an inviolate code of honor, race against others who vie the rules as only rough guideline, it is just as if those other had unfurled larger sails and lightened their hulls by 20 percent. Hence, personal ability is no longer the deciding factor, and integrity becomes a sea anchor.

I don't understand the debate. Every time I read the rule book it says the same thing: The rules are the rules and anybody who breaks one - without immediately self-assigning the prescribed penalty is cheating.

I have attended a few US Sailing Area elimination's and national championship run in that mode. The format included no alternative penalties, no throwout races, and a phalanx of US Sailing judges. (Once they even handed out protest forms in the sailing instructions!) We all felt like boat contact would produce a severe electric shock. Everyone's mind set was: "Hail early, stay out of trouble, and withdraw if you good (without being told to)." What a coincidence - they were

the friendliest regattas I have every experienced.

Yet even with 720s now taking the pain out of penalties, those sailors who oppose consistent rules enforcement (and thereby condone cheating) continue to proliferate. There are three types: The Waffle, who advocated cheating for everyone; The Bully, who advocated cheating for just himself; and The Turkey, who is too lazy to advocate anything. The Waffle is known by his specious arguments when his views on compliance are challenged. Says he, "Why protest if it doesn't matter?" or "New sailors won't think penalties are nice and might take up bowling." The Waffle also believes that sailors who stick (and make others stick) to the rules have forgotten that "racing is supposed to be fun."

I disagree. Being inconsistent about the rules is what causes most of the acrimony in racing and ruins the fun. And it's those who cling to unearned positions (the cheater) who take things too seriously when they sacrifice honesty for fake position. When The Waffle invokes qualifying adverbs like "barely," to excuse infractions (as in: "C'mon...you barely had to alter your course"), the rules become a moving target, and our sport is then reduced to daysailing-with-company and meaningless boatspeed duels.

But beware The Waffle when he's sailing well. He does own a rule book and, if the odor of a trophy is

**Once they even handed out protest forms in the sailing instructions!**

detected, he will become a strict constructionist and nail his best friend with a safety equipment check. The Bully cheats on purpose and escapes penalty by relying on other competitors' distaste for confrontation. He calls "buoy room" when four boat lengths from the mark, and insists "you tacked too close" when you were still too far away to even hear his shouting. His defense when caught is, "Hey, everybody does it." He is the shrill sea lawyer who draws fouls while using intimidation to obfuscate his own transgressions. The red flag owes The Bully most of its bad press.

The Bully also suffers from selective memory. After he fouls you, his defense mechanisms go to work on his memory tapes-editing out his mistakes, and dubbing in yours. At the hearing you're convinced he's on drugs. The Turkey is too lazy to learn anything beyond "starboard and leeward have the right-of-way." (And even here he is sometimes wrong.) This is inexcusable in anyone who has been racing for more than a year. The rules are quite manageable- and interesting- when digested in small doses by anyone with a fifth grade reading level and a copy of "Elvström" or "Perry."

The Turkey sees racing as a game of chance. He sputters, "I bust my hump in a competitive job all week and I don't need this rules stuff when I'm out here to have fun!" The Turkey also thinks paying the entry fee is how only responsibility to the game. He is wrong.

Even sailors who want to do right often can't. From disuse they no longer grasp the rules well enough to apply them in the heat of battle. And even when sure of the facts, many feel it's no longer "politically correct" to make eye contact with an impenitent offender and say, "Do your 720 or you will be dining late." The excuses these sailors bring back to the dock - like \$50 protest forms- have become clichés: "He finished behind me...so I didn't protest," or "I'd rather be at the bar with a sandwich and my friends than in a protest hearing." But that's like saying, "I didn't report the crime because it wasn't in my neighborhood," or "because I was late for dinner."

To those sailors and editorial types who blame this malaise (or sagging regatta attendance) on the rules being too complicated and protests being too inconvenient, I can only say, "Welcome to the NFL." Sailboat racing is chess-not checkers. Without our sophisticated rules, the geometries of sailboats and racing close aboard would grant insurmountable tactical advantages to one competitor over another. (And require paramedics at leeward marks on windy days.)

As for protests being too inconvenient, yacht racing is, by definition, competitor regulated. That means enforcement is not optional, or distinct from compliance - it is compliance. And, in fact, to get us to hold up our end as umpires, the penalty for excusing an infringement is the same as for committing one. Thus red flags and 720s are merely the "tweet" of our referees whistles, and should not be taken personally.

Protest hearings should also not be taken personally. They can be brief, friendly, and rare...unless testy litigants, inept committees or witnesses who won't get involved make them otherwise. But even when they are overseen by hooded Draconians or tedious bureaucrats, protest hearings can still deter bad sailing, dispense justice, resolve damage claims, and illuminate the applicable rules in vivid detail. Without them, disputes just fade to bitter mutterings back at the bar, and that just lets the mistakes recur.

So, the letter and spirit of the racing rules are not mutually exclusive as some suggest. If enough racers aggressively sail by both, it will improve self-discipline, self-respect, tactical thinking, and sensitivity to the rights of others. Which are just a few of the reasons sailboat racing is such a great practice of life, instead of just another empty calorie burning hobby. The consequences of Mushy Compliance

We don't know who sailed better, the guy in front complying with 98% of the rules, or the guy behind complying with 100%. Even minor cheating is like setting back our bathroom scale or lying to our psychiatrist. It deludes us with false satisfaction and diminishes our motivation to improve. Yet only by "improving" can we feel like winners regardless of where we finish.

Sailors who are allowed to oil their way out of penalties will continue to endanger others with maneuvers like barging, tacking too close and port/starboard crossings.

A skipper who excuses another's infringement cheats the rest of the fleet just as the infringer does. When the unpenalized infringer continues in a position he doesn't belong in, he impedes unfairly all who must then dip his stern, eat his bad air or even yield to him at a mark. In addition, everyone he then "beats" is scored one place below where they belong. And that extra point could be important to someone later in the series.

Besides diminishing the quality of racing for everyone else, the cheater also deprives himself of the opportunity to do what is right, which can be quite ennobling. This is especially true if no one else notices the infraction.

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The winds were light and we only held two races, but it was our best turnout in some time and our largest Junior event ever! Thanks to all!

--Buzz Levinson

Skipper/Crew	City	Finishes	Total
1. Scott/Cindy Cline	Chattanooga	1-1	1.5
2. Lou/Jane Dixon	Springfield	3-2	5
3. Jeff/Michael Evans	Springfield	6-3	9
4. Bob/Sandy Rowland	Cowan Lake	4-5	9
5. Steve Callison/Andy Bartz	Columbus	2-7	9
6. Jim/Julie Richter	Indianapolis	5-9	14
7. Jerry Thompson/Mary V.	Alamitos Bay	9-8	17
8. Paul/Alex Levinson	Indianapolis	8-11	19
9. Tom/Bill Townsend	Indianapolis	16-4	20
10. Cliff/Minde Browning	Indianapolis	14-6	20
11. John Sepanski/Chris Stahl	Carlyle	10-13	23
12. Michale/Pat Otto	Kalamazoo	7-17	24
13. Bill/April Worster	Cowan Lake	13-15	28
14. Todd Merrill/John Geppert	St. Louis	20-10	30
15. Randy/Mary Fridlund	Indianapolis	11-22	33
16. Matt Heywood/Chris Bickley	Ann Arbor	22-14	36
17. Drew/Bill Regan	Ann Arbor	25-12	37
18. Bob Hill/Brett Velder	Houston Woods	17-20	37
19. Andrea Sepanski/M. Geiger	Carlyle	29-16	45
20. Steve Stucky/Amy Barker	Indianapolis	18-27	45
21. Paul Zent/John Custer	Indianapolis	24-21	45
22. John/Andy McAllister	Crescent Sail	27-23	50

### Call Series

1. David/Brian Dixon	Springfield	1-3	3.75
2. Bill Flack/Jamie Gilhooley	Cincinnati	3-2	5
3. Harry/Cheryl Atkinson	Indianapolis	2-4	6
4. Jim/Carolyn Hater	Houston Woods	6-1	6.75
5. Geoff Lindenberg/A. Cantor	Gull Lake	5-5	10
6. Frank Hiatt	Indianapolis	4-6	10
7. Frank Workman/Hubert Jansen	Indianapolis	7-7	14
8. Janet Callison/Ellen Bartz	Columbus	9-8	17
9. Frank Lloyd/Buzz Levinson	Indianapolis	8-9	17
10. Dave Ryan/?	Indianapolis	10-dns	20

### Junior Series

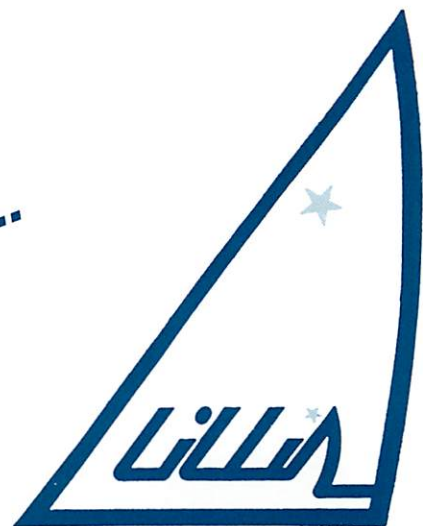
1. Alex/Paul Levinson	Indianapolis	1-4	4.75
2. Andy/John McAllister	Crescent Sail	2-5	7
3. Chris Stahl/John Sepanski	Carlyle	7-2	9
4. Bill/Tom Townsend	Indianapolis	9-1	9.75
5. Michael/Jeff Evans	Springfield	5-6	11
6. Matt Ring/Dave Ryan	Indianapolis	3-9	12
7. Jane/Lou Dixon	Springfield	10-3	13
8. Ring/Steve Stucky	Indianapolis	6-7	13
9. Trey Lloyd/Buzz Levinson	Indianapolis	4-11	15
10. Brett Bolander/Bob Hill	Houston Woods	11-8	19
11. Brian/Tim Dixon	Springfield	8-12	20
12. Geoff Lindenberg	Gull Lake	dns-10	22





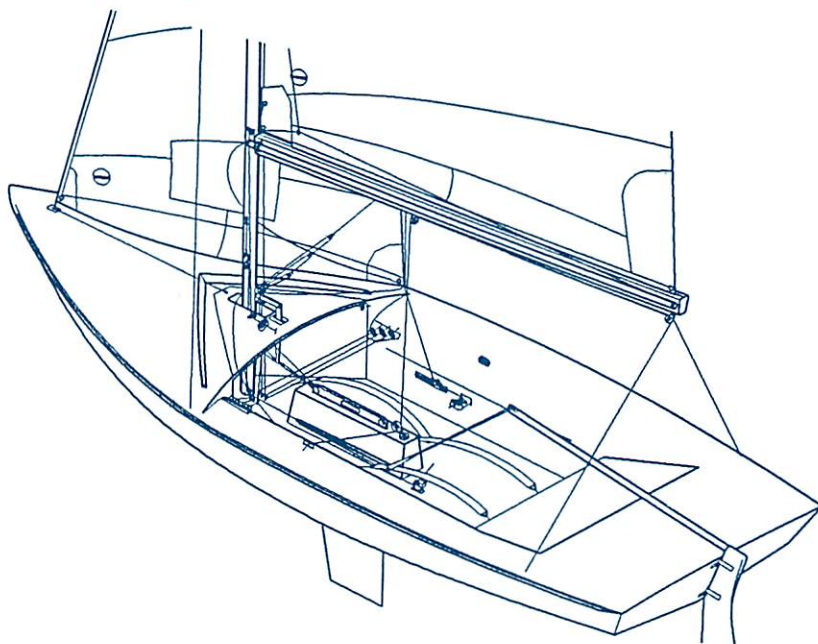
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| 6. Craig Lewack        | Sobstad       |
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