

SEPTEMBER
1991



North Snipe Sails Win The World Over!

Partial 1990 Results

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

* Top six places



Means Davis photo

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

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uncommon sense

by Tom Payne

"GOING AND GROWING" is our theme this month, as we're featuring several articles that highlight ways to build your fleet. In his Commodore's Log, Means features a letter by his fleet's Vice-Captain with some great ideas.

Then George and Sarah Mees check in from England with one of the best ideas that this Snipe sailor has heard in a long time. Not only are they getting new members into the Class, they're also saving old Snipes and having some great Vintage competition.

We've been looking for the space to get Vince Casalaina's 1992 Junior Challenge the notice and promotion that it so greatly deserves. Not only is Vince putting a lot of his time and energy into this great project, he also put together a package that was so professional that this Editor didn't have to touch it! Great job, Vince!

These are some great ideas THAT WORK! ENERGY is the key word! And while I'm on the subject, let me share a little secret with my fellow U.S. Snipers: We're number two! Yep. Japan now is the number one Snipe nation. Yes, I've heard the rumors: "Things are going great, here.

We've got lots of new members!"

I only have one question: If things are going so "great" then where are the dues for these new "members"? YO! They aren't members if they don't have that dues decal on their boat. The amazing thing is that so many "important" Snipers turn the other way, refusing to insist that ALL participants at Sanctioned Regattas join the Class. Even to the point of sheepishly (one assumes) accepting the second place trophy in a major event, and then watching a DELINQUENT SNIPER take home the top award! And when I say "important Sniper" I mean IMPORTANT!

Enough already. I've said it often enough: I'm the only one who gets paid to promote the Class, and there are so many volunteers who do SO MUCH for the Class and then refuse to take the limelight. We always try to find room in the *Bulletin* to acknowledge their fine work. But from where I sit it's obvious: Things would be so much better if EVERY Sniper would insist that ALL boats at Sanctioned Regattas have that little dues decal! LET'S DO IT!

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SEPTEMBER 1991

THE COVER: Keith Dodson and Jerelyn Biehl in the middle of a tack in Nassau. Dennis Kelly photo.

THE COUNT: No new numbers were issued this month

NUMBERED SNIPES: 28140

CHARTERED FLEETS: 817

at the masthead

by Means Davis

What does it take to keep a fleet active and growing? Good officers and enthusiastic, helpful members. Here's a letter from MY fleet's Vice Captain, Craig Jones, that highlights the reasons why Atlanta Yacht Club Fleet 330 has eight new members this year and has had no fewer than eleven, and as many as 19 boats on the line for point score races this season!

Hello Fleet Member,

The sailing season is upon us! I thought you might like to have a semiofficial list of sailors who have signed on for another season of fun Snipe sailing, so, here on one page is all the important info, phone numbers and all. The good news is that we now have 36 members, two more than

last year (*Eds. Note: When the letter was written*). The better news is that we have 3 new members with applications pending. Let's try for more by the year's end.

On the back of the membership list is a list of the people that you can call to crew for you or when we have special events. All of these people have expressed interest in Snipe sailing; they have experience sailing or crewing in Snipe and other boats. Some are already club members, many of the others are potential Fleet and/or Club members. We just need to invite them to some races and show them how much fun it can be. So next time you need someone to sail with, give one of these people a call. If you know someone who is also interested in sailing, let one of the fleet offi-

cers know and we'll invite them to the next seminar or party. Better yet, invite them to come with you next time. Plan to bring a friend or neighbor and come introduce them to our sport. Hopefully they will enjoy it enough to become a crew and eventually buy a boat.

The Snipe Class does not have a network of dealers to sell boats and funnel new members into the local fleets and the Class. We have to rely on current sailors to promote the Class. So think about your friends, neighbors and co-workers. See if you can't get at least one person interested in Snipe sailing this summer. The more the merrier!!!



BULLETIN

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Notify SNIPES BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

ERITH STRIKES "GOLD," BUILDS FLEET THE "VINTAGE" WAY!

by George and Sarah Mees

To get our fleet up and running and to build up a solid core of Snipe Sailors, each fleet member has put up 50 Pounds Sterling (*Ed. Note: about US\$85*) into our funds with the intention of buying any secondhand Snipes that become available. We then sell them to sailors within our club, at cost. To find these Snipes I write to all old Snipe owners and to anyone that I get a lead on. I also had an article in *Yachts and Yachting*, requesting anyone knowing the location of Snipes to get in touch with me. In this way we have brought eight boats back from a fate worse than death. One was too badly rotted, and had to be burned, but not before we removed the transom to turn it into a trophy for our Fleet Championship.

We found four sound wooden Snipes, including one built in Denmark, and my own fully restored #284. ALL of the wooden Snipes we got for free! There were two old 'glass boats build to the old weight. One has a pivoting centerboard. There was one hardly used Skipper that looks like new, which we put in the London Dinghy Exhibition this year. Each of the 'glass boats cost 250 Pounds each and have been "Campbellised." This is something like a barn-raising, as you take one "tatty" boat, and all the fleet members bring the contents of their "spares" boxes. You need one young member to run about finding, carrying, and stealing. The whole

show is led by our fleet "do-it-all," the one and only Graham Campbell. He decrees what needs to be done and things start to happen. Electric screwdrivers hum, swaging tools click and a transformation takes place. The whole idea is to have the boat ready for a test-sail that very same day. Notice the photo of our youngest owner, ten-year-old Katy Borrett taking her "new" Snipe on its test-sail.

Why do we do this? It's good fun! And, we have to use the boats that are available. Our fleet has enough old Snipes for them to have their own start. We call them the "Gold Snipes." The minimum-weight Snipes (newer boats) sail in the "Silver Snipes." Why "Gold Snipe"? Well, gold is better than silver, and we hope someday to move the Gold Snipe sailors into Silver Snipes. So, the "Golds" become important to the "Silvers" and as their name sounds more "important" they don't think of themselves as being "inferior"!

We've discovered several interesting things, the most "shocking" being that you don't mess with the pivoting centerboard boat when the wind is up and the waves are a meter high! It is fast!!!

A standard feature of the "Campbellised" boats is that all have pole launchers fitted, as this is the easiest way for the younger sailors to wing the jib. Also, we can bend all of the rigs to depower, even the old stiff masts can be set for the conditions. We put in prebend using the standing rigging to make it easier for the younger crews to pull in the jib halyard. This year the Erith Open will feature a new trophy going to the top "Gold" Snipe!



Erith's youngest Snipe, ten-year-old Katy Borrett, and her dad/crew Nigel have a test-sail of her "new" old Snipe. Note the Erith Club Ship in the background.

A FLEET IN TRANSITION: SOLUTIONS TO PROBLEMS

As I completed the Membership Survey, I was confronted by what I had ignored for too long. I do not sail the boat that is most important to me. I feel I should write to explain; perhaps my experience is similar to others.

In years past I raced extensively sailing in five or six major (and away) regattas annually. Most were in J-24's (the dominant class at my club) or other small keelboats. I owned a Merit 25 in which we did two nationals (a 3rd and a 2nd). I usually sailed my Snipe in the annual district regatta and perhaps one away regatta. (I sailed the Kansas Nationals.) In the weeks preceding a Snipe regatta, I raced my Snipe in club races.

I now have small children, which limits the time I can devote to sailing. Most of my sailing is on others' boats since crewing is much less time-consuming than maintaining a regularly raced boat.

A couple of others in our Snipe fleet also have small children and less time. Three boats have moved out-of-state. Our fleet participation has been sporadic (in part, my fault), and we have not replaced those that we have lost.

The attrition is in part caused by club practices which do not facilitate centerboard sailing. The centerboards sail the same course as the keelboats (J-24, J-22, and a potpourri of PHRF boats) and often start with them. Sailing around a starting area with 30-plus keelboats is not much fun. We lack an active junior program. Most of our members are older men who learned to sail (some are still learning) on keelboats. These members have little appreciation for the joys and skills of centerboard sailing. Thus our centerboard activity wanes (our fleet captain bought a J-22 last year, despite his continued affection for Snipes).

We have not given up, however. The club set a centerboard series this year (three days in the schedule). Just centerboards. We rounded up some kids and interested members and put them in borrowed Lasers and other board boats. The response was favorable and I think the club will continue the series.

There is hope for our Snipe fleet if we can develop a cadre of centerboard sailors. The first step is to get them on the water. Lasers and Sunfish are ubiquitous about

our club. They are comparatively simple boats, difficult to damage, easy to maintain, and fun to sail. These boats will likely be our first step.

Once the centerboard devotion is fixed, these Laser and Sunfish sailors will grow into a more sophisticated boat—preferably the Snipe. The Snipe holds a venerable position at our club. We are Fleet 14. Our

senior race officer, Steve Taylor, has r.c.'ed more Snipe Nationals than anyone. Most importantly, the Snipe remains the favored boat for many members.

I hope that my next memo informs you of active Snipe racing in Oklahoma City. I regret that this memo does not.

Gary W. Derrick

OFFICIAL SCIRA ADVERTISING POLICY

THE FOLLOWING ADVERTISING POLICY WAS APPROVED BY THE BOARD OF GOVERNORS AT ITS 1991 MEETING. ANY QUESTIONS REGARDING THIS POLICY SHOULD BE REFERRED TO MR. DAN WILLIAMS, CHAIRMAN OF THE RULES COMMITTEE.

PARAGRAPH 1: There shall be no advertising matter whatsoever in or on any boat, its sails or competitors' clothing except as provided in Paragraph 2.

PARAGRAPH 2: The organizers of events listed in Paragraph 3 may request that competitors display advertising material under the restrictions outlined in paragraphs 4 through 7.

PARAGRAPH 3: The following events are eligible for advertising on boats or clothing: Worlds, European, Western Hemisphere, and Continental (North and South American, Southern Europeans, etc.) Championships at all levels, i.e. Master, Senior and Junior. The advertising policy for an event shall be stated in the Notice of Regatta.

PARAGRAPH 4: Under no circumstances will advertising be mandatory. The final decision on whether to display advertising shall remain with the skipper. There shall be no penalty or inducement of any type for a skipper who chooses not to display advertising, and he shall be entitled to all benefits both on and off the race course.

PARAGRAPH 5: The entry fee and any other fees associated with the event shall be uniform for all skippers, whether or not they display advertising. This shall include fees associated with social events.

PARAGRAPH 6: Advertising on the boat shall be restricted to the hull of the boat and shall not exceed 25 cm x 60 cm (10" high by 24" long) per each side of the boat. All advertising material shall be displayed aft of the shrouds and shall be no closer than 10 cm (4") to the current SCIRA dues decal.

PARAGRAPH 7: Only one advertisement or logo shall be visible on a competitor's clothing at one time.

PARAGRAPH 8: For those Event Organizers that do choose to allow advertising, the following fee schedule shall apply:

- A. World Championships: US\$5,000 to the SCIRA Office.
- B. European and Western Hemispheres: US\$2,500 to the SCIRA office.
- C. World Masters and Juniors: US\$1,000 to the SCIRA office.
- D. Continental Championships: US\$1,000 to the host country's SCIRA office.

PARAGRAPH 9: The SCIRA National Authorities are authorized to set their own policies which shall not exceed the limits or restrictions set by SCIRA.

PARAGRAPH 10: Advertising on hulls or clothing, other than the event sponsor's, is prohibited.

1992 Snipe Junior Challenge

by Vince Casalaina

Starting in 1992, Snipe Fleet 12 will host the Junior Challenge. The top two competitors will earn the right to sail in the Snipe Junior Nationals as the representatives of Northern California. Fleet 12 will cover all transportation and housing costs as well as expenses incidental to the regatta.

Junior programs do a tremendous job of teaching boat handling and tactical skills in the El Toro or the Laser where winning or losing is strictly a one-person event. The Junior Challenge offers an exciting opportunity for those sailors to learn about double-handed sailing, where teamwork and coordination are what win races.

The Junior Challenge winners will meet a level of competition only found at the national level. Since the Junior Nationals are sailed each year the week prior to the Snipe National Championship, the juniors will meet sailors such as Allison Jolly, Gold Medal winner in the women's 470 division and Yachtswoman of the Year, who raced her Snipe as part of her Olympic training, or Mark Reynolds, the Silver Medalist in Star boats, and John Shaddon, the Bronze Medalist in 470's, who have each placed in the top three at Snipe Nationals in recent years.

Locally, the level of competition is also quite strong; John Kostechi, the Silver Medalist in Solings, has been seen at a few Snipe regattas, as well as Bart Hackworth and Craig Leweck, both top finishers in the Snipe Nationals last year.

In 1992 the Nationals will be sailed in Alamitos Bay near Long Beach, California. This makes 1992 the perfect year to start this program. First, the logistics of getting the boats and the sailors to the venue can be easily handled by the fleet's multi-boat trailer and a single large van. Second, the members of the fleet, and other local sailors, can pass on their knowledge of the sailing conditions expected in Alamitos Bay during the course of the Junior Challenge.

The format for the Junior Challenge will be straightforward. The Challenge will start with the RYC midwinter in February, 1992, and continue through the SBRA—Scott Rovanner Junior Sailing Regatta in June. The juniors will sail as part of the regular fleet in a total of 10 regattas over 5 months. The two highest-ranking teams will represent Fleet 12, and Northern California, in the Snipe Junior Nationals. A perpetual trophy will be commis-

sioned, and individual trophies will be awarded to the top three finishing teams.

The Snipe Junior Challenge is very similar to a program carried out by the St. Petersburg Snipe fleet. They conduct an active junior sailing program and then make sure that those teams who have shown promise can attend the Junior Nationals. Their efforts have had a significant impact over the last three years, bringing 3 to 5 boats to the Junior Nationals each year. They took the top two spots at this year's competition in Annapolis.

Fleet 12 is presenting the 1992 Junior

Challenge now in order to give everyone time to thoroughly plan and implement their programs.

Junior skippers will have the time to select their crew and to line up a boat. Picking the right partner is a *vital element* in making a Snipe team competitive.

Fleet 12 will be in contact with all Yacht Clubs and Junior Programs, asking them to be on the lookout for underused Snipes at their club that could be chartered for the Junior Challenge.

Fleet 12 will organize the events so that junior competitors receive encouragement

1992 Draft Race Schedule

February	RYC Midwinter	
March	RYC Midwinter	
	St. Francis Snipe Invitational Regatta	
April	EYC Flatwater #1	on-the-water coach—Jim Grubbs
	SBRA/RYC—Hard Chine	
May	SBRA Regatta	
	EYC Flatwater #2	on-the-water coach—Bart Hackworth
June	NCYSA Snipe Clinic	on-the-water coach—Craig Leweck
	SBRA Clear Lake Regatta	
	SBRA Scott Rovanner Junior Regatta	

A minimum of 40 races over 10 regattas will be counted for the Junior Challenge. To qualify a skipper and crew must sail in at least 60% of the scheduled races.

The Junior Challenge will be scored by the Low Point system. For every 8 races sailed there will be one throw-out allowed.

Awards will be made immediately following the final race of the Scott Rovanner Junior Regatta.

Expense Breakdown

Transportation		
Van	1,000 at \$0.25/mile	\$300
Multi-boat trailer	to be secured from fleet	
Lodging	to be arranged with sponsoring YC	
Entry Fees and incidental expenses		\$200
Perpetual Trophy and individual awards		\$300
Insurance		\$125
Phone costs, advertising, and misc. fleet expenses		\$175
Total		\$1,100
Sails	two sets donated by local loft	
Clothing	wetsuits/drysuits donated TBA	
Lines/Shackles/etc.	donated by local chandlery	

and organized support in terms of boat preparation and speed tips. We see a large part of the Junior Challenge being the introduction of junior sailors to the teamwork and co-operation that double-handed sailing requires.

Fleet 12 needs the lead time to assure that the money needed to carry out the Junior Challenge will be in place before we ask the commitment of junior sailors' time and energy. In addition, we need to arrange the logistics at Alamitos Bay and prepare the groundwork for our participation in future Junior National competitions.

Fleet 12 will raise money, and in-kind support, from a number of sources. We will apply locally to the SF Bay Sailing Assoc. and through PICYA for individual yacht club support of junior sailing. We will also apply to the Blackaller Fund for funding of junior sailors in competition. Nationally we will apply to USSA for institutional funding of junior competition and to BOAT-US for funding of junior sailing.

Fleet 12's in-kind support will include the use of its multi-boat trailer as well as organization of the regattas and events for the Challenge, as well as co-ordinate with the Snipe national organization, and the Junior National host yacht club. We will seek additional support from manufacturers and vendors of sailing equipment and supplies to keep the costs of competition to a minimum. The first-year funding goal is \$1,100.

The goal for the Snipe Junior Challenge is to have the funds committed and all of the logistics in place by Fall 1991.

Availability of Boats

Snipe Fleet 12 will provide a list of used boats that are for sale or which might be available to charter for the season. This year we have three boats listed from \$1,700 to \$2,500 including sails and trailer. Many of the active fleet members have used (1-season) sails that they will make available to the Junior Challenge at a greatly reduced cost.

Many yacht clubs have reasonably new Snipes sitting in their boatyards that are not raced and in some cases not even sailed. These boats offer a tremendous resource that each yacht club can use to prepare for the Junior Challenge. We will also try to find boats in nearby locations that might be available for charter.

Finally, a limited number of boats will be set up in a two-year lease/purchase plan. These will be brand-new boats from major Snipe builders here in the United States. They will be fully equipped and race-ready, with sails and rigging, trailer and covers. The final terms are still to be determined but these are the projected terms based on this year's prices and interest rates:

Initial payment	\$750
Monthly payment (24 payments)	\$137
Residual Purchase Price	\$4,100

We believe that we will be able to find a boat for every junior team that is interested in competing.

Everyone Can't Win

But we can all try. We here at Sobstad want to thank those who have chosen to try with Sobstad.
(Partial List)

Andy Barnes—San Diego, CA
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Paul Gallo—San Diego, CA
Hal Gilreath—Arlington, VA
Mats Gothlin—Sweden
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Basil Kelly—Bahamas
John Lally—Winthrop, MA
David Lence—Peabody, MA
Buzz Levinson—Indianapolis, IN
Lisa Leweck—San Diego, CA
Dee Lockwood—Durham, OR
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WHAT DO I DO WITH ALL THOSE LINES?

For those of you who are new to the *Snipe*, I have put together a matrix I wish I'd had when I was getting started. For the things you do that you are sure about, keep doing them. The point is to have a level of confidence that allows you to get your head out of the boat and join us in the race. Even in heavy air, having con-

fidence that you will not invert the mast downwind helps you concentrate on balancing the boat or steering down the deepest part of the wave. In a real blow, I still sometimes follow the suggestion in the matrix, to cleat both the forward and aft pullers after the mast is prebent and forget about it for the rest of the day. The same

with the outhaul, "pull it in and let's go."

Make your own matrix, make several copies and give them to those two or three people that crew for you throughout the year. You will be surprised to see how removing doubt can eliminate delay and make a team.

	Beat	Reach	Broad reach/run
Jib Luff and Cunningham light air medium heavy	Leave a hint of wrinkles Cunningham tight only	Remove wrinkles	Off
Mast Pullers drifter heavy air (or vang sheeting)	Normally off Off, if you're slow try some forward puller. Cleat both forward & aft at prebent position.	Aft just to straighten mast Cleat both forward and aft at prebent position.	Aft just to straighten mast Cleat both forward and aft at prebent position.
Jib halyard	Prebent according to sailmaker.	Ease enough to remove prebend	All the way out
Centerboard	Down	Half way up or as high as possible without the boat creeping sideways.	All the way up
Vang	Looser than mainsheet trim. Vang-sheet when over-powered or puffy. Trim vang until you can control the boat, ease in the lulls. Ease prior to the mark to avoid damage.	Top batten parallel to boom or slightly looser.	Top batten slightly looser than parallel to boom, or if you are trying to steer low, tighter than parallel.
Traveler	Normally centered. Drop down when pointing is not as important or to depower.	n/a	n/a
Jib Leads	Normally on trim line. Forward of trim line if sheeting loose. Aft of trim line if sheeting tight.	n/a	n/a
Weight in-out drifter planing	Flat to slight lee heel. Heel to leeward.	Neutralize rudder helm. Heel to leeward. Flat	Neutralize rudder helm. Heel to leeward. Flat
Weight fore-aft drifter planing	Normally max waterline. Try to lift stern.	Max waterline. Lift stern. Slightly aft to induce plane when puff hits. Moving aft maintains a plane longer, but is slower. Moving forward planes faster but ends sooner.	Max waterline. Lift stern. Don't let bow plow!
Outhaul	In Out 1" if heavy chop.	Out 2" Pull in if overpowered.	Out 2" Pull in if unstable.

BRASIL'S NEHM AND BERGALO TAKE 1991 SOUTH AMERICAN'S

The 1991 South American's were hosted by Clube dos Jangadeiros on the waters of the Guaiba River in Porto Alegre, Brasil. Thirty-nine crews—twenty-one from Brasil, fourteen from Uruguay, and four from Argentina—competed in the event. All of the competitors were housed in the club facilities.

The organization was excellent despite frequent changes in wind direction and strength. The difficult weather conditions complicated the task of the Race Committee and forced skippers to use all of their seamanship, strategy and ability.

The Race Committee was made up of notorious Snipers of the host country, guys like Flavio Caiuby and Paulo Renato Paradedada. Your reporter was present in measurements, meetings, and the seven races. All seven races were completed, each sailed with strictly enforced rules, especially Rule 54 (Kinetics).

The presence of such talented Snipe sailors gave the event a very high technical and tactical level of competition.

In a meeting held during the Championship, the National Secretaries decided that the 1992 South Americans will be hosted by Uruguay. At the same time, the 1992 South American Junior Championship will be sailed. An increased number of junior sailors will participate in the 1992 event, taking advantage of the fact that they will sail immediately after in the 1992 South Americans and get training of the Junior Worlds.

In the first race, poor winds and no current showed the picture of the first race at the moment the red flag went down. At the second rounding of the leeward mark the Uruguayans Carabelli/Chiparro headed the fleet, followed by the local star "Dodao" Nehm/Berfalo, and the young Oderich/Krahe. The positions remained unchanged up to the finish line, giving Carabelli a good gap back to Nehm and then Weinschiesky. Marco Paradedada/Richard were fourth.

The second race started immediately following the first, as the winds had increased. Rezende/Alves of Brasil got a good start, followed closely by Echenique/Clvo, a Chilean living in Brasil, the Uruguayan Ricardo Fabini/Meerhoff, the current World Champions and a second group consisting of Nehm, Carabelli, Paradedada, the Logarelli brothers, and Pimentel. Taking advantage of his knowledge of his home waters, the local Nehm improved positions and took the victory, followed by Echenique, H. Piccolo/Hubbe, Fabini, Rezende, Carabelli, and Pimentel.

The next day the third race was started with ten knots of wind and small waves. It was a big surprise to see the Uruguayan juniors Alzola/Saralegui complete the first triangle in first place. Trying to catch them were veterans Boris Ostergren and his son, the Argentinians C. and A. Noe, the Uruguayan teenager Nico Gonzales with G. Faggi, and R. Paradedada/Garcia. The presence of all of these name sailors generally not the leaders, indicated that a big joke had been played by Aeolus to the detriment of the usually wise sailors. Finally things got back to normal, and the final result of race three was as follows: Fabini, Rezende, Hilton Piccolo, Echenique, Nehm, Carabelli and Schewe.

During the fourth race Carabelli, Echenique, Nehm and Pimentel took a good distance from the rest of the fleet consisting of Boris, Schewe, the Thode brothers, Alzola and Ribeiro/Neto. As the leader approached the finish line Nehm made a good move and got the second. Carabelli won his second race, Pimentel was fourth, Fabini fifth, Piccolo sixth and Thode seventh.

A big problem faced the organizers as they were forced to try to sail three races and have the prize-giving on the final day of the event (Saturday), so

the sailors from distant points could arrive home on Sunday. The weather conditions did not look promising. Nevertheless, the Gods "up there" surely sail Snipes, and against all nasty perspectives, the Race Committee managed to get in the three remaining races. The permanent changes in wind direction (and consequently mark positions) tried the spirits of the officers and sailors. This "tour de force" was seconded by the Genral Secretary of the Western Hemisphere, the Uruguayan Luis Alberto Carluccio, with a wide smile on account of the good management and efficiency showed by the local authorities.

"Dodao" led most of the fifth race and took the bullet. Fabini followed him closely up to the finish where he was passed by R. Paradedada. In fourth it was "Chupador" Pimentel, and the Piccolo, Carabelli and in seventh, Marco Paradedada.

The sixth race showed a good start by Ostergren, sailing a "dinosaur" 12,000 series boat, typical of the type that he exhumes from strange places and restores through his talents and manual skill.

In second place appeared Ados/Silva and R. S. Paradedada was third. Then came that pretty and tenacious representative of female Snipers in South America, Brasil's Bibi Juetz, in fourth. At the finish it was Ostergren, A. Paradedada, Aydos, M. Paradedada, Nehm, Rezende and Fabini.

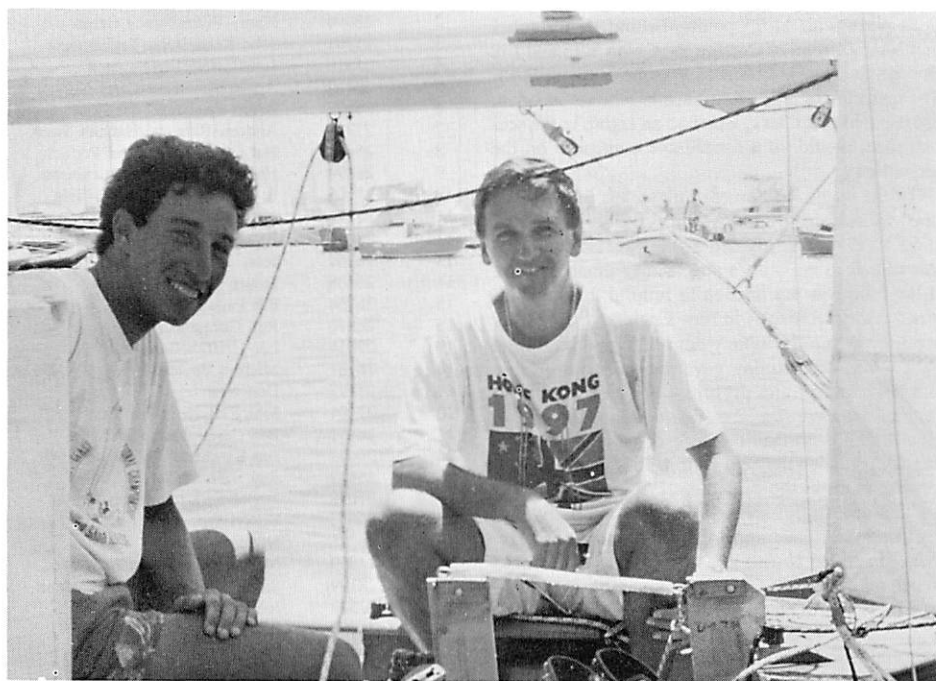
Ribeiro Neto had a good start to the seventh and final race and led the boats at the first mark, followed by Carluccio, who was sailing a brand-new boat from Resendo, manufactured in Uruguay. Pimentel was third. "Shame" Ribiero managed to maintain his lead, taking advantage of a huge luffing match between Carluccio and Pimentel. The positions remained unchanged and Ribeiro took the victory, Carluccio was second, R. Paradedada got around Pimentel for third. Piccolo was fifth.

In the final accounting it was Brasil's Nehm and Bergallo taking the overall victory with a 26-point margin over Carabelli and Chiaparro of Uruguay.

The Clube dos Jangadeiros did a fine job under very trying conditions. As it has been selected to host



Action at the 1991 South American's. L. A. Carluccio photo.



Uruguay's Minister of Sport, Dr. Juan Carlos Pavllier, has a sail with World Champion Ricardo Fabini. The Uruguayan government has been most helpful to the Snipe Class. L. A. Carluccio photo.

the 1993 Snipe Worlds, this is a good sign that this most important of Championships is in good hands.

Luis A. Carluccio

1991 SOUTH AMERICAN CHAMPIONSHIPS

Rank	Name	Country	Points
1.	Nehm/Bergallo	Brasil	26 points
2.	Carabelli/Chiaparro	Uruguay	51.1
3.	Fabini/Meerhoff	Uruguay	59.7
4.	Echenique/Calvo	Chile	60
5.	Pimentel/Vergo	Brasil	64
6.	M. Paradedda/Richard	Brasil	68.4
7.	Piccolo/Hubbe	Brasil	69.1
8.	R. Paradedda/Alves	Brasil	74.7
9.	Rezende/Alves	Brasil	78.7
10.	Schewe/Rana	Uruguay	84.1

68 BOATS COMPETE FOR SPAIN'S NATIONAL CHAMPIONSHIP

The Club Marítimo De Melilla was the host for the 1991 Spanish Nationals. The Bermudez brothers of RCM La Coruna posted five bullets to take the seven-race series with a comfortable 33-point margin over Oliver Gongora and Leopoldo Merida of RCM Malaga.

In the Women's Classification, Maria Castenedo and Elena Lopez of RCM Santander scored 9th overall to take the title from the six other all-female teams in the event.

The Junior title went to RCM La Coruna's team of Manuel Bermudez and crew Franco Jimenez with a 10th overall. There were 14 all-Junior Crews.

1991 DISTRICT ONE CHAMPIONSHIP

Doug Clark and Scott Taylor of Annapolis sailed to a victory in the District One Championship sailed at the Eastern Yacht Club, Marblehead, Massachusetts on June 15 and 16. Clark, last year's District Champion, outskipped 31 other competitors in the challenging five race series.

The first day featured warm, light southeast breezes with relatively flat water and few shifts. Clark and Taylor battled Bryan Fishback and Laurie Stout, also of Annapolis, to squeeze out a victory in the first race. Clark's second and third races were not as successful, and at the end of the first day, they sat in third place with 11.75 points, behind Henry Filter and Nancy Green of Cottage Park with 5.75 and Jim Bowers and Dave Lence of Winchester with 7.75. The inclusion of a throwout race left the series open, and assured that Clark, who had an eighth in the second race, would be a formidable contender on the second day.

Off the water, on Saturday night, the Marblehead fleet, coordinated by Mary Jodice, Bill Page and Rob and Lisa Gorman provided a real New England lobster dinner along with a spectacular thunderstorm. If the food was not enough to remind the competitors that they were truly in New England, the weather certainly was. The ninety-degree temperature and light winds of Saturday gave way to a raw, rainy and cold Sunday and drysuits were unpacked from summer storage for the finale. The fifteen- to eighteen-knot northeast breeze of the first race on Sunday provided the heavy-air sailors with a chance to recover from the previous days' performances.

Clark and Taylor showed their versatility by edging our John Keane and John Tagliamonte of Marblehead and Ian Brown and Doug Behan of Toronto to win the first race. Going into the last race, Filter, who had a fourth place finish in the race, maintained a 2.75-point lead. With the throwout, the championship came down to who beat whom in the last race, unless Filter could force Clark to have a race worse than a sixth.

The last race featured medium air and chop. In an exciting finish, the lead in the last race changed

SPANISH NATIONALS

SENIORS

Top 10 of 68 boats

Finish	Skipper/Crew	Club	Places	Points
1	R. Bermudez/C. Bermudez	RCM La Coruna	74-0-0-13-0-0-0	13.0
2	Oliver Gongora/Leopoldo Merida	RCM Malaga	5.7-11.7-14-3-11.7-24	46.1
3	Ricardo Rubio/Ricardo Solana	RCN Santander	3-14-18-0-15-30	50.0
4	Carlos Llamas/Javier Gutierrez	Malaga-Santander	0-15-5.7-5.7-27-35	53.4
5	Javier Perez A./Ricardo Perez S.	CN Los Nietos	21-3-8-27-10-11.7	53.7
6	J. Luis Perez/Miguel Baron	M de Melilla	10-13-13-75-8-15	59.0
7	Ignacio Camino/Jaime Baranano	RCM Santander	8-75-25-11.7-20-10	74.7
8	Fernan. Bonilla/Ricardo Trabada	RCM La Coruna	18-16-16-14-13-32	77.0
9	Mar Castanedo/Elena Lopez A.	RCN Santander	16-26-10-30-3-43	85.0
10	Manuel Bermudez/Fco. Jimenez	RCN La Coruna	22-14-26-42-23-3	88.0

WOMEN

Seven of seven boats

9	Mar Castanedo/Elena Lopez A.	RCN Santander	16-26-10-30-3-43	85.0
38	Marisa Sanchez/Marina Sanchez	RCS de la Ribera	52-42-59-35-75-28	216.0
42	Paqui Serrano/Fahra Mora	CN Santa Pola	58-29-51-32-75-58	228.0
44	Pilar Casanova/Paloma Moreno	RCM Malaga	64-61-42-28-43-61	235.0
62	Olall Larranaga/Eva Diaz Mella	RCN Vigo	75-61-75-75-48-70	329.0
63	Juana Negrin S./Sabela Negrin S.	CNN de Arrecife	68-61-75-75-75-62	341.0
64	M. San Martin/Monts. Guaso	RCN Vigo	70-61-75-75-75-64	345.0

JUNIORS

Top ten of 14 boats

10	Manuel Bermudez/Fco. Jimenez	RCN La Coruna	22-14-26-42-23-3	88.0
11	Fernando G. Lago/Javier Rasill	RCN La Coruna	14-20-15-26-75-13	88.0
13	J. de La Plaza/Jorge Perez Gil	RCN Santander	30-24-11.7-20-5.7-47	91.4
18	E. Minez. Ubago/Pablo Linero	CN El Candado	24-44-21-15-16-33	109.0
21	Rene Pagnon/Jose R. Sabatini	RCN Valencia	11.7-61-55-19-34-5.7	125.4
30	Luis Durban/Jesus Rus	CM. Almeria	25-61-33-25-33-70	177.0
34	David Puigmarti/Ruth Aisa	CV Blanes	50-33-38-29-75-40	190.0
38	Marisa Sanchez/Marina Sanchez	RCS de la Ribera	52-42-59-35-75-28	216.0
50	Pablo Mesa/Luis Sanchez	RCR STG la Ribera	39-61-52-75-44-51	247.0
57	Cesar Trabado/Carlos Ecmalen	RCM Malaga	19-75-60-75-75-75	304.0

SNIFE DISTRICT I CHAMPIONSHIPS

Eastern Yacht Club

June 15-6, 1991

Finish	Boat	Skipper/Crew	Fleet	Places	Points
1	28050	Doug Clark/Scott Taylor	Annapolis, MD	1-(8)-3-1-3	7.5
2	28094	Henry Filter/Nancy Green	Quincy, MA	3-2-1-4-(6)	9.75
3	25781	John Keane/John Tagliamonte	Cambridge, MA	4-4-(16)-2-1	10.75
4	25710	Jim Bowers/Dave Lence	Winchester, MA	5-1-2-6-(17)	13.75
5	25412	Art Rousmaniere/Carol Numan	Andover, MA	7-3-6-(15)-4	20
6	26307	Bryan Fishback/Lori Stout	Deale, MD	2-11-(18)-5-7	25
7	27733	Andrew Pimental/Hannah Swett	Portsmouth, RI	9-6-5-8-(14)	28
8	25483	Hal Gilreath/Margaret Podlich	Arlington, MA	6-5-(17)-17-2	30
9	26894	Harry Levinson/Sara Levinson	Medford	8-(16)-4-12-9	33
10	25165	P. J. Schaefer/Liz Merrifield	Newport, RI	(16)-13-7-10-5	35
11	27372	Ian Brown/Don Behan	Toronto, Ontario	17-7-(27)-3-10	37
12	28044	Pedro Lorson/Mimi	Port Washington	(18)-9-9-14-13	45
13	28069	Jerry Thompson/Sherri Eldridge		14-(27)-13-7-12	16
14	26108	Steven Vuerno	Providence, RI	12-10-11-13-(DNF)	46
15	26754	Bill Page/Mary Jodice	Marblehead, MA	11-(28)-23-9-11	54
16	26810	Rob Gorman/Lisa	Marblehead	10-20-(DNF)-11-15	56
17	27054	Lee Griffith/Carla	Yardley, PA	15-(22)-12-16-16	59
18	26131	Michael Bowers	Winchester, MA	23-15-10-18-(DNF)	66
19	25197	Don Nash	Newport, RI	(29)-26-15-21-8	70
20	27101	John Lally/John Mulaine	Winthrop, MA	20-18-19-(23)-19	76
21	26451	Ben Cesare/Kevin Bell	S Norwalk, CT	19-21-8-(DNF)-DNS	80
22	26452	Jim Karalekas	Falmouth, MA	13-12-25-(DNS)-DNS	82
23	25659	Ray Schmidt/Teresa	Ashland, MA	26-19-21-19-(DNS)	85
24	27099	Stephanie Keefe/Jason Werlan	Winchester, MA	21-(30)-20-27-18	86
25	25073	Darryl Waskow/Susie	Princeton, NJ	22-17-28-20-(DNF)	87
26	26286	Nikos Singelis	Washington, DC	27-25-(29)-22-20	94
27	24999	Martin Fraser/Heather Swadell	Medford, MA	(25)-24-24-24-23	95
28	28199	Ralph Swanson/Karen Weidner	Winchester, MA	31-23-14-(DNF)-DNS	100
29	27377	John Drayton	Brookline, MA	(DNC)-14-22-DNF-DNS	100
30	24695	Robert Coyle	Lexington, MA	(30)-29-26-26-22	103
31	26305	Paul Wood	Southport CT	28-(31)-30-25-21	104
32	25078	Jim Atwood/Lydia Hackton		24-(32)-DNC-DNS-DNS	120

no less than five times, with both Clark and Filter leading at points during the race. In the end, after a tacking duel up the last beat in which Filter unsuccessfully tried to lure Clark to the wrong side of the course to permit others to go by, Clark edged out a third and the championship. John Keane, who quietly pulled off a victory in the last race, pulled into third place overall behind Filter.

Nancy Green

GILREATH AND BERTOIA TAKE PINE BEACH BLUE-GRAY

Twenty crews and eighteen boats assembled on Toms River, New Jersey for the 1991 Blue-Gray Lasagna Festival and Go Cart Regatta. Think the math is wrong? Well, four people came just for the party! The anticipation grew as the news spread that the provided lodging for the event, the Admiral Farragut Academy, had formerly housed two famous Americans: General Norman Schwarzkopf and our very own U.S. National Secretary, Phil Richmond!

Saturday's conditions were difficult, as an unusual off-shore wind of 2 to 10 knots, shifting through 30 to 60 degrees, kept everyone confused. The Race Committee did a great job simply keeping a semblance of a weather leg set. When the sailing ended everyone was ready for some relaxation, but, NO!

The Saturday night action was intensely competitive as Phil piled nineteen people into his borrowed van and was the first to arrive at the Go Cart track. In a bold "comeback" move, Lee Griffith took his own van over the curb to get an inside overlap, taking second overall. Guy Johnson had to settle for hanging on to Lee's bumper, and took third.

The Go Cart racing was a great success as the Snipers took over three heats of cars. Despite some close

call, the on-the-track judge saw only "minor and unavoidable" contact so no one was tossed out or did 720s. Anticipation grew as to who would take the trophy, but that would wait until Sunday.

After a fine lasagna dinner (*Editor's note: What!? You let Griff talk you out of having clams?!!*), Arne Lind Hanson challenged the assembled throng to "table races." Speed and artistic merit were the two categories for the competition. The goal of the "table race" is simple: You begin by lying on a table and go under the table and back to the top. Sounds simple, until you realize that you must do this WITHOUT touching the floor! After three heats, Tim Cusack was the undisputed speed champion, but there was controversy over the judging of "artistic merit."

Gregg Morash was the crowd favorite as he was able to flop under the table again...without spilling his beer, which he was sipping as he made the trip. However the obviously biased judges voted Phil Richmond (who took a temporary leave-of-absence from his judgeship to compete) the winner, after witnessing his unorthodox "around-the-end" slide.

On Sunday the fabled Pine Beach seabreeze returned, bringing excellent sunny conditions. Incoming District One Governor, Hal Gilreath, with Cheryl Bertoia crewing, took home the first place duffel bag, supplied by Lori Stout's "Bags by Mimi" (Yo! It's the same bag as used by America³). Check out the results and note how many 1990 Heinzerling sailors were competing. It was tough out there!

1991 BLUE-GRAY REGATTA Pine Beach, New Jersey June 8-9, 1991

Finish	Skipper/Crew	Club	Points
1	Hal Gilreath/Cheryl Bertoia	SSA	15.75
2	Doug Hart/Stuart Spettel	SSA	19.50
3	Henry Filter/Nancy Green	Cottage Park	25.00
4	Griff Hall/Sherry Eldridge	SSA	26.00
5	John Keane/John Tagliamonte	Marblehead	26.75
6	Pedro Lorson/Mimi Lorson	Sea Cliff	34.00
7	John MacCausland/Dina Kowalyszyn	SSA	34.00
8	Chris Klotz/Dee Klotz	Lorair S.C.	38.75
9	PJ Schaffer/Liz Merrifield	Newport	41.00
10	Lisa Foulk/Phil Richmond (Co-skippers)	SSA	53.00



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As the sailing awards were handed out there was a growing sense of anticipation among the crowd. Who would win the Go Cart Trophy? The regatta organizers dusted off the Official Pine Beach Applause Meter to determine the Champion. Dee Klotz and Liz Merrifield were popular, but it was Nancy Green of Boston who "pegged" the needle to take the Official Pine Beach Go Cart Gold Medal for 1991!

Guest Race Committee Chairman Steve Podlich ran an excellent five-race regatta. Rick and Tammy Kirby, and Tim and Kathy Cusack helped Steve keep the beats square and the starting lines fair. Thanks one and all for the great work!

Darryl Waskow

BUSTAMANTE WINS D-4 CHAMPIONSHIPS

Charlie and Michele Bustamante won the District IV championship, sailed on the Gulf of Mexico off Clearwater, Florida. Thirty-three boats sailed in the highly competitive series on June 15 and 16.

Charlie, from Boca Raton, took the title without winning a race by finishing consistently in the top five. Chris Larson of St. Petersburg was second, and Steve Burke of Lake Lanier Georgia was third.

Saturday's winds were light and shifty from the

1991 DISTRICT IV CHAMPIONSHIP CLEARWATER YACHT CLUB, CLEARWATER, FLORIDA June 15-16, 1991

Finish	Skipper/Crew	Race 1	Race 2	Race 3	Points
1	Charlie & Michele Bustamante	2	4	5	11
2	Chris Larson & Will Jeffers	7	1	7	14.75
3	Steve Burke & Christie Battenhouse	3	6	8	17
4	Lucas & Augie Diaz	11	5	2	18
5	Brent McKenzie & Greg Chinik	1	12	6	18.75
6	Dave Pritchard & Martin Zonnenburg	14	8	1	22.75
7	Mike Funsch & Phil Casesa	9	11	4	24
8	Mike Pinckey & Carla Hilton	13	10	3	26
9	Shawn Burke & Mike Casesa	10	7	10	27
10	Gonzalo Diaz Sr. & Arron Haller	20	3	9	32
11	Martin Kullman & Andra Callahan	8	13	12	33
12	Woody Norwood & Angelika Robertson	4	9	21	34
13	Peter Commette & Tarasa Davis	6	2	DNS	41
14	Fred Thurston & Karen Koczak	12	22	11	45
15	Craig Sas & Trevor Sas	19	15	15	49
16	Sue Reischmann & Jane Meinhardt	17	16	18	51
17	John & Kitza Mulhausen	26	14	13	53
18	Scott Zebny & Drew Amery	21	18	14	53
19	Paul Silvernail & Kim Ross	24	17	17	58
20	Mike Lenkeit & Jim McGinnis	25	21	16	62



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east as clouds early in the day prevented a west sea breeze from building. The race committee was only able to get off one race in the difficult conditions. This race was won by Brent McKenzie, followed by Bustamante and Burke.

Lack of wind and major shifts caused several false starts and postponements Sunday morning. The second race was finally started in a five-knot breeze from the southwest. Larson won this race off Peter Commette after several lead changes between the two boats. "Old-man" Diaz finished third.

The third race followed in winds of five to ten knots from the southwest. Dave Pritchard from Lake Lanier won this race and gave notice he is back in Snipe racing. Lucas Diaz, with father Augie crewing, was second in this race with Mike Pinckey, from Charleston, third.

It had been decided Saturday that races could be started as late as 5:00 p.m. on Sunday if necessary to get in three races. Luckily, three races were completed by the original 2:00 pm deadline.

Trophies were presented to the top six skippers and crews as well as to Gonzalo Diaz, the top master, and to Molly Slocum, the top junior, who also received the Hook Perpetual Junior Trophy. The race committee was to be congratulated for holding out and getting in competitive races with good windward legs and no major shifts.

Bob Foster

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"NORWAY'S RISING STARS" Crew Marie-Annette Gjerde (left) and Skipper Pauline Book placed sixth overall in the 70-boat fleet at the 1991 Norwegian National Championships. This competitive pair of 17-year-olds won one of the races by a margin of three minutes over the second-place boat! They're members of Asgardstrand Sailing Club and represented SCIRA Norway in the 1990 Junior Worlds.

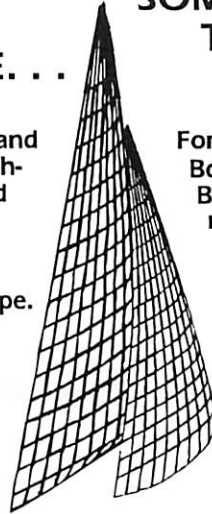
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1st Gambin
1st Midwinters West
1st, 2nd, 3rd & 4th ABYC
Olympic Classes Regatta
1st Bermuda Race Week
1st Southern

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

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COMMETTE WINS DISTRICT FOUR HIGH-POINT CHAMPIONSHIP

District Four initiated a high-point championship in 1990 covering all sanctioned regattas in the district in order to encourage participation. The high-point competition runs from one year's District Championship to the next, and the awards for the 1990-1991 Championship were presented at the trophy presentation at the 1991 Districts at Clearwater.

Peter Commette won the series with 242.5 points, over Mike Pinckney with 221. Charlie Bustamante was third with 193 points. Fourth went to Gonzo Diaz with 169, and fifth went to the D-4 Governor, Don Hackbarth. A special award was presented to Fran-

cis Seavy in recognition of his many years of participation in District 4. All the trophies were framed Snipe photographs.

The formula for the Championship places an emphasis on participation, as each of the top five finishers attended either five or six regattas out of the nine possible events for 1990-1991. The points are earned for each regatta attended, plus one point for each boat that you beat.

For 1991-1992 there are 13 possible regattas, with five bonus points being awarded at each of six smaller regattas in an effort to boost attendance. Trophies will again be awarded to the top five finishers after the 1992 Districts.

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September 14-15, COLUMBUS OPEN, George Fisher, 341 South Third St., Columbus, OH 43215, USA

September 14-16, SPANISH MASTERS NATIONALS, Classe Snipe De Espana, Apartado 483, 30080 Murcia, Spain

September 14 & 15, MYSTIC LAKE OPEN, Martin Fraser, 30 Roneale Rd., West Medford, MA 02155, USA 617-395-3116

September 21 & 22, BATTLE OF ATLANTA, Brent McKenzie, 3925 Cranbrook Ct., Lilburn, GA 30247 404-279-0391.

September 21 & 22, OHIO OPEN, James Cummings, 469 Crestwood Ave., Wadsworth, OH 44281, USA, 216-336-3390

September 21 & 22, LONG ISLAND OPEN, CALL OF FALL, David and Joan Lawson, 76 Wyatt Rd., Garden City, NY 11530, USA 516-742-2574

September 21 & 22, NORTHEAST CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 28 & 29, CALL OF FALL AT LAKE MOHAWK, John Marx, 448 W. Shore Tr., Sparta, NJ 07871, USA, 201-729-0313

September 28 & 29, CRACKER BARREL D-4 TEAM RACE, John Muhlhausen, 1146 Green St., Roswell, GA 30075 404-642-1146

September 28 & 29, CARLYLE SILVER CUP, R. J. Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025 618-656-3428

October 5 & 6, FRIGID DIGIT, Tom Sprehe, 300 Holly Trail, Crounsville, MD 21032, USA, 301-923-7684

October 12-13, FIRST SHOT OVER CHARLESTON, Jules Ivester, 19 Colonial St., Charleston, SC 29401, USA, 803-577-0330

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