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## THE COMMODORE'S BULLHORN

Jerelyn Biehl is our new Executive Director. Congratulation! Most Snipe sailors have met Jerelyn at one time or another. She was twelve years old when she started sailing Snipes. Her husband, Sean, has been sailing Snipes longer than Jerelyn and is currently serving SCIRA as a member-at-large on the SCIRA Board of Governors. Jerelyn is well-qualified for the job with ten years' experience in marketing and computers. She also has extensive volunteer experience, having worked with Olympic athletes in San Diego and organizing three biennial conventions for 1,000 women. SCIRA welcomes Jerelyn to a position that she has wanted for a long time.

Special thanks go to the chairman of the Search Committee, Peter Fenner, and his committee members; Phil Richmond, Wayne Soares, Doug DeSouza and Jerry Thompson for their time-consuming job of evaluating seventeen highly qualified candidates. It was extremely difficult trying to select one person from a group of friends, each of whom was amply qualified for the position. The committee responded to their change very fairly, diligently, and professionally.

I also want to thank each applicant who offered to serve SCIRA. After reviewing

the qualifications of the people stepping forward to work for SCIRA there is no question that our class is strong, healthy, and will continue to be one of the few truly great sailing associations. Each day that I have the opportunity to work with Snipe sailors it becomes increasingly clear why I have continued to sail Snipes for the past twenty-seven years. Like many of you, I have sailed other boats from time to time, but I never sell my Snipe.

Your Sailing Friend,  
Terry A. Timm

**THE COVER:** Triple Crown Threats: Them Burke Boys! Yes, they're twins, and it's a toss-up over which of the two is the better sailor. Whether they're sailing Snipes, Lasers, J-22s, J-24s, Thistles, or whatever, they're often fighting it out at the front of the fleet. I've known these guys since about 1982 when they were wild and crazy teenagers. One of the highlights of my sailing career was when I crewed with Shawn at Bermuda Race Week and we won.

The photo of Shawn was taken at Halloween 1992; the crew is Genie Jones. Photo by Tom Payne.

The photo of Steve was taken at one of

Lake Lanier Sailing Club's may regattas. The crew is Jeff Beck, and the photo was taken by R. Means Davis.

Speaking of the cover, I feel that a limited explanation of my caption for the August issue is in order. I wrote it late one night when I was very tired. After it was printed, and too late to change, I realized that I had not only written it very poorly, but that its meaning might be misunderstood or possibly cause some hurt feelings. I did not mean to imply that Alex Pline had any influence over getting anyone's photo on the cover, or to imply that conditions might arise that would result in his having any influence. What I was trying to say is that Alex is aware of what I can best describe as an "inside joke," a standard, somewhat off-color reply that I would give to some people when they asked me what they had to do to get on the cover of the *Bulletin*. If I caused any hurt feelings or misunderstandings then I sincerely apologize. It was certainly not my intentions to do so.

**THE COUNT:** Ten numbers were issued to Persson Boats in Denmark.

**NUMBERED SNIPES:** 28628

**CHARTERED FLEETS:** 817

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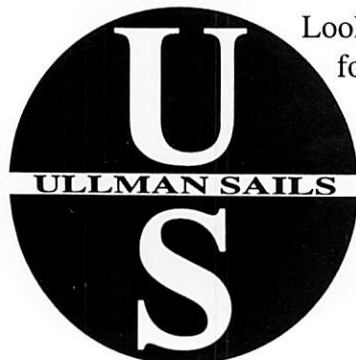
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*Kurt Mayol and Laurel Timpson leading the fleet at the 1992 US Nationals. They finished 3rd overall.*



# Snipe

## BULLETIN

(USPS 611-500)

SEPTEMBER 1993

Volume XLII No. 8

### S.C.I.R.A. OFFICERS

#### Commodore

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Ann Arbor, MI 48104

#### Vice Commodore

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Montevideo, Uruguay

#### Rear Commodore

Jimmy Lowe  
P.O. Box 1124  
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#### Executive Director

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Chattanooga, TN 37402, USA

#### EDITOR

Thomas Payne

#### EDITORIAL & BUSINESS OFFICE

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#### PUBLICATION INFORMATION

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#### ADVERTISING

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#### SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

#### CHANGE OF ADDRESS

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

## AROUND THE SNIPE WORLD

### THE NEW SNIPE OFFICE

The new Executive Director is Mrs. Jerelyn Biehl. The new Snipe address is:

SCIRA

1833 Tustin Street  
San Diego, CA 92106 USA  
Telephone: +619-224-6998  
Fax: +619-224-6997

Effective immediately, all matters concerning the Snipe Class International Racing Association should be directed to this office.

### TROTMAN FINDS EARLY SUCCESS

Julia Trotman, Silver Medal winner in the Europe class at the 1992 Barcelona Olympics, is a welcome addition to the Snipe family, and she is living up to her advance billing, a feat that has eluded many "Superstars" who have entered the Snipe fray in recent years.

Julia got things off to a rousing start at the 1993 Colonial Cup where she teamed with crew, Andy Pimental, and took fourth overall with a 10-1-3-2 score. Then it was on to the Atlantic Coast Championship where she and crew, Jim Brady, Silver Medalist crew on the 1992 U.S. Soling team, posted a 6-3-1-3 score to take second overall. Great sailing, Julia! Welcome to the Snipe Class and best of luck as the season progresses.

### NEW OFFICERS FOR U.S. DISTRICT ONE

The new District Governor is Lee Grif-

fith. Vice Governor is Darryl Waskow and the Treasurer(s) is (are?) Art and Jennifer Rousmaniere. They will all serve two-year terms.

Your Executive Director would like to personally acknowledge the great job that Hal Gilreath did during his term as Governor. His devotion to his duties and his communications with the SCIRA office should serve as an example for all volunteers, especially District Governors. Hal is on the verge of making some big changes in his life which hopefully will still allow him to remain active in the Snipe Class. If so, I predict that he'll be the first "second generation" Commodore of SCIRA, following his dad, Harold.

### WOLF LAKE FLEET PROMOTES IN MALL

From Fleet Captain Jim Towler, Jackson, Michigan: "For the sixth straight year we displayed a Snipe at the local mall's boat show. As this is a week-long event, it takes a strong commitment from several of our members in order to keep the Snipe Class in the minds of other potential sailors. This promotion has enabled us to slowly grow our fleet, and results in at least one or two people each year becoming a part of our sailing program. Hopefully we will be adding one or two new members this year. P.S.: Great article on the Snipe by Ed Adams in the May 1993 SAILING WORLD!"



# PAST COMMODORE WHITTEMORE SHARES SPECIAL GIFT WITH CLASS

by Tom Payne

One of the finest gentlemen that I have come to know during my term as your Executive Director is Past Commodore (1957) Terry Whittemore. I first met Terry at the 1988 Masters Worlds and North Americans at Oakville, and was immediately taken with his keen interest in the Snipe Class and his great stories of Snipe sailors past. His home movies from the 1956 Western Hemispheres in Bermuda are priceless footage from the Golden Age of Snipe sailing. Later, he and I shared many conversations in the bar at Clearwater Yacht Club, where he would tell me stories of his continuing travels around the world, and we would reminisce about Snipe sailing and discuss our philosophies of life. As a part-time aviation buff, I also enjoyed his stories of learning to fly the infamous P-51 Mustang at the close of World War II. (Fortunately, the war ended before Terry was sent into combat!)

Terry's contributions (apart from his official duties in office) to the Snipe Class are many: He donated the beautiful Perpetual Trophy for the Japanese National Championships, and when I had the chance to save Snipe #1, ADELAIDE, it was Terry's generous financial gift that secured the purchase of the rotting hull.

Now Terry writes: "Thank you for the marvelous job that you have done for SCIRA. I'm sure that you have met many interesting people from all walks of life throughout your travels across our planet, some of whom will be lifelong friends. I know I did.

"My robust health is failing, but the memories are still unforgettable. For this reason I am enclosing a Brazilian postage stamp, commemorating the 1959 Snipe Worlds at Porto Alegre, for the historical archives of SCIRA. Father was a collector of stamps and I sent him this one which ended up with my brother. Upon his recent death, his widow, Pris, returned it to me.

"No other country ever minted such a stamp. No one else that I know of has an uncanceled one. Its value? Who cares? I won't auction it at Christies. It belongs in the SCIRA archives."

Commodore Whittemore, on behalf of all Snipers around the world, I thank you for your gift, not only of this special stamp, which will be properly preserved for posterity, but also for the gift of your time and talents to the class that you loved so



well. Your Snipe career was filled with some great racing results, including four top-three finishes at the U.S. Nationals during the period from 1954 to 1958 and your victory at the 1954 Western Hemisphere Championship in Habana, Cuba. If there were such a thing as the Snipe Class Hall of Fame, you would certainly be enshrined there.

It has been my great personal pleasure to become acquainted with you, and I personally thank you for your sincere friendship, support, and kind words during my term in this office.

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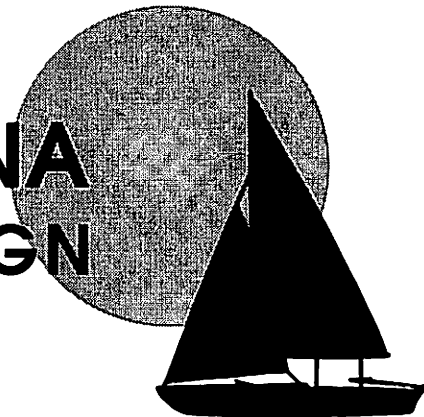
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# I CAMPIONI D'ITALIA SONO MICHEL E' TURAZZA

by Antonio Bari

Forty crews from twenty different clubs attended the 1993 Italian National Championships held at Luino on Lake Maggiore from June 19 to July 3. As with many of the 1993 Italian Snipe events, the weather conditions were not very good, with rain most of the time, but the Race Committee, (with past Italian National Champion, Vittorio Porta, serving as Chairman) the host club and the local fleet make a great effort to ensure the best competition possible, including the complete use of the new SCIRA Sailing Instructions for running the regatta.

Despite the bad weather all six races were sailed, confirming that Luino is a place where you can always sail. Rain and clouds did affect the normal wind conditions, with winds being lighter than normal and causing enough shifts to force the Race Committee to set the course a few miles north of Luino, close to the Swiss border.

The first race, an olympic course, started in an 8-knot breeze with Bensa and Roccarì leading at the gun, followed by Bernardis and Bernardis. But the experience of the defending champions, Bematte and Larossa, paid off as they passed on the run and went on to take the win. Local Fleet Captain Braga came home in fourth.

Conditions were much the same for the second race and again the course was the olympic. Michel and Turazza led from start to finish, followed by Bari and Bertanzon. In the dying winds Penso led his uncle, National Secretary Giorgio Brezich, and his crew, Franco Cittar, to the line.

A windward-leeward course was set for races three and four. Bernardis and Bernardis used their weight to dominate the contestatsns in the 10- to 12-knot breezes of the first beat, but on the run it was Bari and Dematte in the passing lane. On the last beat Brezich made his move and took second with Bernardis and Dematte following.

Thunderstorms around the surrounding mountains brought light and shifty winds for the fourth race. After the start the fleet divided into two groups but those that went to the right rounded in the lead, with Brezich and Cittar holding a big lead over Piazza and Pontalti. On the second beat a big puff coming in on a thirty degree shift to the right changed the middle positions a bit, but Brezich kept the lead with Michel in second and Longhi third ahead of Piazza.

On Friday, the fifth race was postponed


a few hours because of high winds and bad weather, but when the skies cleared in the afternoon and the winds dropped to 15 to 19 knots the race committee set the Triangular course and started the fleet. On such days the local knowledge says go to the left and that's what most of the fleet did, but it was an unusual day with a big current that favored the boats that went to the right. Sambo rounded in first, Di

Feo in second and Bressan in third. The reaches were a full plane and Dematte, Michel and Bari pulled closer to the leaders. Dematte went to the front on the second beat but at the finish it was Michel and Turazza taking the gun with Bari second and Dematte third. Bressan was fourth and Brezich only eighth. Only 16 boats managed to finish the course in the time limit as the wind died at the jibe mark of

## PERSSON SNIPE

GUN WITH THE WIND

### European Champion 92



#### A FEW HIGHLIGHTS FROM 92

EUROPEAN CHAMPIONSHIP Kokkola, Finland,	No 1 & 4
South European Championship Gijon, Spain	No 1 & 2
Open Scandinavian Championship Kolding, Denmark,	No 2, 3 & 4
Norwegian Championship Sandefjord, Norway,	No 1 & 4
Spanish Championship Santiago la Ribera, Spain,	No 1, 2, 3, 4 & 6
Danish Championship Greve Str., Denmark,	No 2, 3 & 4
Snipe Gold Cup Juetsminde, Denmark,	No 2, 3 & 4
Spanish Masters Santiago la Ribera, Spain,	No 1 & 3
Prinsessa Sophia Cup Mallorca, Spain,	No 1 & 4
Trofeo S.M.El Rey Malaga, Spain,	No 1 & 2
World Masters Vilamoura, Portugal,	No 1, 2 & 3
Pacific Coast Championship San Francisco / USA	No. 1 & 2
North American Championship USA	No. 2

- ★ Looking back at '92 we are very proud to see, PERSSON SNIPE dominate the result list only one year after the first PERSSON SNIPE was born.
- ★ Some of our customers won races, but all improved their own results and that's important !
- ★ First time a PERSSON SNIPE went to the EUROPEANS, it won, brilliantly sailed by Carlos Llamas and Javier Gutierrez, Spain.
- ★ Santiago Lange and Cole Parada from Argentina tried a PERSSON SNIPE and won the South European just ahead of Carlos and Javier.
- ★ Paulo Santos and Da Silva, Brasil won the World Masters in a borrowed PERSSON SNIPE in a close fight with Jerry Thompson/ Sherry Eldridge, USA. Claus Carpelan/Freddy Wegilius, Finland finished third - all sailing PERSSON SNIPEs.



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the second lap.

The stage was set for a final race showdown between Michel and Bari for the victory and among Bari, Brezich and Dematte for the runner-up overall.

In the light air of the sixth race Bari and Bertanzon took a clear with but Michel and Turazza cruised home in second, good enough for the title. It was their fourth win of the Italian National Championship and Bari's fifth time in the bridesmaid position. Brezich and Bertanzon were third in the finale, good enough to wrap up third overall and the defending champion, Dematte was fourth. The Bernardis were fifth overall, their best finish ever in the Nationals, despite their 160 kilo overall weight.

#### ITALIAN NATIONAL CHAMPIONSHIP

June 29th-July 3, 1993

Lake Maggiore

Top ten of forty boats

Finish	Skipper/Crew	Fleet	Places	Points
1	Michel/Turazza	SVOC	7-1-6-2-1-2	17.7
2	Bari/Bertanzon	CUS TN	8-2-1-8-2-1	20.0
3	Brezich/Cittar	STV	6-4-2-1-8-3	28.4
4	Dematte/Larossa	AVT	1-8-4-5-3-4	31.7
5	Bernardis/Bernardis	AVT	3-9-3-22-6-9	53.1
6	Braga/Parodi	AVAV	4-10-7-7-DNF-5	60
7	Bensa/Roccarì	AVLC	2-6-9-17-DNF-14	72.7
8	Bottagisio/Larossa	VYC	17-7-11-13-7-6	73.7
9	Piazza/Pontalti	CUS TN	10-15-23-4-DNC-7	87
10	Penso/Perini	STV	14-3-8-26-DNF-11	88.7

## SOME NOTES FROM THE ITALIAN NATIONALS

by Antonio Bari

Lillia Boatyards is now dominating the market in Italy, as shown by the five boats in the top ten positions. The popularity of the Lillia is growing steadily, and the boat is now built with a vacuum process. Sidewinder mast is still the popular choice for most of the fleet and the North lofts (Argentina, Italy, and USA) are the preferred sails, although Michel and Turazza use Olympic.

### ABOUT THE COURSES

We tried all of the SCIRA Approved courses during the championship. We had no problems with either the Olympic or Triangle courses, but we have noted that the Windward-Leeward course requires perfect positioning and quick adjustment if the wind shifts more than ten degrees in either direction. This is especially important for the downwind legs if the race is to be more than a parade or nothing more than a car race like the Indianapolis 500.

### A SUGGESTION FOR IMPROVED COMPETITION

In our local regattas we have been experimenting with a new course and we suggest that SCIRA should consider adopting it "officially" for sanctioned events: We set a short triangular course, about five miles in total length. The legs are then: windward, leeward, windward, reach #1, reach #2, windward, leeward. This course, with its downwind finish, is very exciting, and the final run is not so easy for the leader! We highly recommend it to the Rules Committee for their consideration.

### Hardware for Top Ten in 1993 Italian Nationals

Skipper	Boatbuilder	Mast	Sails
Michel	Lillia	Sidewinder	Olympic
Bari	Lillia	Proctor	North Argentina
Brezich	Lillia	Sidewinder	North Italia
Dematte	Fiberglass	Proctor	North Argentina
Bernardis	Lillia	Sidewinder	North Italia
Braga	Skipper	Sidewinder	North Argentina
Bensa	Lillia	Proctor	North Argentina
Bottagisio	Skipper	Sidewinder	Zaoli
Piazza	Fiberglass	Sidewinder	North Argentina
Penso	Skipper	Sidewinder	North Argentina



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## Sanctioned Snipe Regattas

SEPTEMBER 15-18: EUROPEAN MASTERS CUP: Real Club Regatas La Ribera, Murcia, Spain. Tel: +34-68-570250, FAX: +34-68-570254 or Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 Spain, Tel: +968-217409, Fax: +968-21 50 44.

SEPTEMBER 18 & 19: BRITISH SOUTHEASTERN CHAMPIONSHIP: Essex, Leslie Lancaster, 1 Park Drive, Maldon, Essex, CM.

SEPTEMBER 18 & 19: OMEGNA: Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. Fax: +39-40-313-257

SEPTEMBER 18 & 19: COLUMBUS OPEN: Matt Fisher, 846 Babbington Ct., Westerville, OH 43081. 614-891-4744 or FAX: 619-891-9746

SEPTEMBER 25 & 26: BATTLE OF ATLANTA: Clay Hudgins, P.O. Box 1509, Flowery Branch, GA 30542-1509. 404-287-8408

SEPTEMBER 25 & 26: SNIPE SILVER CUP: Ray Sepanski, 8 Ginger Ridge Ct., Edwardsville, IL 62025. 618-656-3428

SEPTEMBER 25 & 26: BRITISH NORTHWESTERN CHAMPIONSHIP & SECOND ROUND JUNIOR NATIONALS: John Love, 8 Pasture Dr.,

Croft, Warrington, Cheshire, WA3 7LH

SEPTEMBER 25 & 26: LONG ISLAND OPEN & CALL OF FALL: Jack Williams, 25 Orchard St., Glen Head, NY 11545, TEL: 516-759-0732

SEPTEMBER 26 & 27: IBERIAN CHAMPIONSHIP: Real Club Astur De Regatas Tel: +34-85-342260 or SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

SEPTEMBER 26 & 27: BOBES CUP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 2 & 3: HOST CUPEN: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509 Fax: +47-2-848262

OCTOBER 2-5: U.S. MASTERS CHAMPIONSHIP: Privateer Yacht Club, P.O. Box 1041, Hixson, Tennessee 37343 (more details when available).

OCTOBER 2 & 3: FRIGID DIGIT: Severn Sailing Association, Annapolis, MD., Contact: Andrew White, 917 May Lane, Stevensville, MD, 21666. Days: 410-268-1161 or Eves: 410-643-5109 or FAX: 410-263-5779.

OCTOBER 4-9: SPANISH NATIONAL CHAMPIONSHIP: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 16 & 17: FIRST SHOT OVER CHARLESTON: Mike Coffman, 12 Sheridan Rd., Charleston, SC 29407. Tel: 803-769-5095 Fax: 803-792-8319

OCTOBER 16 & 17: HISPANIDAD TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 23 & 24: GUECHO TROPHY: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 29th-NOVEMBER 7th, 1993 WORLD CHAMPIONSHIPS: Marco Paradedda, c/o Clube Dos Jangadeiros, Rua Ernesto Paiva, 139 Triesteza 91900, Porto Allegre 0 RSF, Brasil. FAX: +55-51-592-3829

OCTOBER 30 & 31: ALMIRANTE FARRAGUT: SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 30 & 31: DILLER'S TROPHY: Real Club Nautico Madrid Tel: +34-1-411 2394 or SCIRA Espana, Juan Ramon Jimenez 2-2c, 30011, Murcia, Spain. FAX: +968-21-50-44.

OCTOBER 30 & 31: HALLOWEEN REGATTA: Atlanta Yacht Club and Fleet 330. Titu Doctor, 3832 Fox Hills Drive, Marietta, GA 30067. 404-951-8023

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favorite  
photos*



*Fabio Schaffer drove from Italy to Finland with his Snipe on the roof of his Fiat Uno for the 1992 Europeans.*



*Spain's Llamas and Guitierrez with their awards at the 1992 Europeans.*



*Javier Zudizaireta and Soria Fornance sailing upwind at the 1992 Junior Worlds.*



*Doug Nugent and John Ramsden take a wild ride at the 1991 Don Q.*

# UNCOMMON SENSE

by Tom Payne

This will be the last chance that I will have to speak to all of you around the world who read the *Snipe Bulletin*. As you read in Commodore Timm's column, Jerelyn Biehl will become the new Executive Director, effective September 1, 1993. You will find the new address, telephone, and fax numbers elsewhere in this issue. Please make a note of this in a place where you can find it. This is important, because the telephone and fax lines here in our home were disconnected on September 1st.

Jerelyn is more than qualified to do this job. Everyone that I have ever met who had applied for it at the time that I was selected has told me that "I was #2 behind you, Tom," but the truth is that Jerelyn was runner-up. At times I have wished that she would have been selected, but that is neither here nor there. I have spoken with her a couple of times, and she is very excited about getting to work for SCIRA. Having had many conversations with her over the years, I think that the Selection Committee made the right choice from the many great candidates. I have promised her that I will work with her to try and make the transition as smooth as possible. I can tell you that there were many many times when I had to call Buzz and Marge Lamb when I took over, and I expect that Jerelyn and I will be spending a lot of time on the phone as she works to learn the many and diverse tasks that the job involves. Gina and I will help her as much as possible.

Based on my experience and careful thought about what went wrong for me, I wish to share the following with you:

In the beginning, please try to avoid putting minor jobs on her. She will have a lot to do for the first couple of months, using systems that we have set up, evaluating them, and then setting up her own systems for doing things. This time will be crucial if she is to have the confidence that things will go right in the future and that she has the tools and experience necessary to handle the times when things get overloaded.

There are many things that I have left hanging. That is the nature of things when changes in personnel happen, and especially so in situations such as changing SCIRA Executive Directors. Please don't go to her and ask her immediate help with the things that I have neglected to do. It's important to give her a few months to set-

tle in. Rest assured that with her talents, enthusiasm, and hard work, things will soon be running smoothly again, IF you give her time to get settled in and up to speed.

I know that the Snipe sailors in the Southern California area are excited about having the Snipe office so close at hand. I also know that the Biehl house is a popular spot for Snipe parties, etc. Jerelyn and Sean might have a hard time telling their good friends some things, worried that they might hurt some feelings, so I will speak for them: The Snipe Office is just that—an office. It is not a clubhouse or hangout. While Snipers are always welcomed into the office, you should respect your friends by giving Jerelyn some time to get things unpacked, set up, and working before you ask her to show you things or explain things to you. Even then, you should let her know when you would like to make an "Official Member's Visit," and then respect her wishes and schedule when she replies. This protocol is important to follow, even for their best friends.

Another thing: Jerelyn will set official office hours. It is important that you honor her schedule. Her home telephone number is just that. If you have Snipe business, call her during work hours and at the new SCIRA phone number. She will have an answering machine to take your messages when she is "off duty." Don't try to reach her at home unless she specifically tells you that it's okay, and when you do it's

important that you conduct your business and then get off the line. She has a family and a home life. The business of SCIRA should not intrude.

Just because you see Jerelyn and Sean at a Snipe regatta doesn't mean that she is there to work. Like each of you, she enjoys time away from the office. If you think that you have something that you would like to share with her, then put it in writing and mail it to the office so she can deal with it "on the job." If Snipe sailing or social events with other Snipers become too much like work, then the fun is gone. Remember: You go Snipe sailing to get away from the many pressures of your job and the everyday world. So does Jerelyn. She needs "space" from her job, in her home, in her family life, and in her social life. Please respect this!

In this same regard, please let your Snipe officers know that you are willing to give up an issue or two of the *Snipe Bulletin* each year. This will allow Jerelyn to have a vacation totally away from Sniping. I found that it was impossible to meet the demanding deadlines of the monthly *Bulletin*, get everything else done, and then take a simple vacation. Six years with no time off took a heavy toll on me.

If, in your enthusiasm, you offer to help her with something, then make that offer in writing and then make sure that you keep your word. Nothing is worse than having someone volunteer to help out and then disappear or come up short when the

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deadline date rolls around. Don't offer to do anything if you're not serious about seeing it through until completion.

I think that my biggest failure was my inability to motivate and direct the many volunteers whose work is critical to the success of the Executive Director and SCIRA itself. Those of you who have volunteered for elected office, be it Commodore or Fleet Captain, must make an extra effort during this time of transition. This also holds true for everyone who has offered their help, no matter what the task at hand. If you have a request or problem, then you should follow the chain of command. Members go to their Fleet Captain first. Fleet Captains should go to their District Governors. District Governors should go to the U.S. National Secretary. One of my biggest mistakes was that I never set this up or tried to enforce it, and consequently wasted a lot of time taking care of things that other officers could have done if they had been asked.

Also, don't make unreasonable demands. I took the time to put a telephone directory into the new rulebook. Many of you have called me to ask for phone numbers that are in the book. You wasted my

important time. Don't call the Snipe office for information that you already have. Put your *Snipe Bulletins* in a three-ring binder. Keep it together with your rulebook. Get organized and be responsible. As the saying goes: "A lack of organization and planning on YOUR part does not mean that I'm having a crisis!"

Every Snipe sailor, volunteer, and officer around the world must realize that this is not only a time for change, but also a time of personal rededication to SCIRA. Your understanding, help, and cooperation will be crucial during Jerelyn's tenure in office. Take this time to ensure that she will be successful. She is your employee, not your slave. If you treat her the same way that you treated Gina and me, then her failure is inevitable. Let her know when she's doing a good job. When you criticize, be constructive, and try to use some patience and common sense. This job is a lot harder than you realize. Also, please take the time to write to Commodore Timm, or other Officers and Board Members, and let them know that you will hold them personally responsible for developing a system to fairly and objectively evaluate Jerelyn's performance.

I know from firsthand experience that many members write or call the officers when they are unhappy with the Executive. If you are happy with Jerelyn's performance then you should write and let them know it! Remember, she is under the supervision of volunteers, who have many other higher priorities than their duties to SCIRA. Your positive input is crucial to her success and the Board's opinion of her.

I know that many of you want to know why Gina and I are leaving. There are many reasons, but this is not a time for you to worry about that. The past two years have been very disappointing for me, and this year has been very hard, as I tried to decide what I should or could do about the situation. Through all of this I have tried to take the "high road." That does not mean that I have kept my temper or have been as polite as I could have been. To those that I have upset, I sincerely apologize. To those who feel that I have failed them or who correctly point out that my job performance over the past year has been lacking, I also sincerely apologize. Six years ago I came into this job with much excitement and enthusiasm and with great expectations (many unrealistic) for the future. Sadly, things did not work out as I had hoped and the gradual realization of this has affected me and my performance greatly. I had hoped that the election of my friend, Terry Timm, as Commodore would be an opportunity to air my con-

cerns and work with him to straighten things out and make this a job that Gina and I would want to stay in. When he and the members of the board were presented with my "provisional" resignation, an explanation of my problems with the job, and my suggestions for salvaging things, they chose to accept my resignation. For the sake of SCIRA I hope that they have learned from the mistakes of the past and that they will carefully consider my suggestions for making sure that Jerelyn does not fall into the same traps that I did.

I have always been a great believer in the concept of "Karma." This is a fancy way of saying that what you do comes back to you. If you're good to people, then people will be good to you. If you live your life as righteously as possible and treat others as you would want to be treated, then things will work out for the best. On the other hand, those who put their wishes and ego ahead of honor and integrity will only reap dishonor or grief. Most religions express this idea in one way or another. I have seen enough in my brief 44 years to know that this concept is true, and after the events of this year I am more convinced than ever.

As for me, I have landed firmly on my feet, thanks to a fellow member of Lake Lanier Snipe Fleet 781, Martin Zonnenberg. He owns CAMPING TIME, a Recreation Vehicle (RVs) dealership. He called and invited me for an interview and so now I am working for him as a salesman. The store is only five minutes from my house and so it is very convenient. It is a totally new beginning for me, as I had no knowledge about RVs before now.

I'm paid only a commission, so if I don't sell, I won't eat. For many people this is a terrifying idea, but as this is the same arrangement that I had with Ross Bicycles, before I started with SCIRA, it is a challenge that I enjoy. The best part about it is if you're making the sales then your boss has no valid grounds for complaint. In a salaried job, if you want more money then you have to ask the boss for a raise. The problem is that if the boss wanted you to have more money then she (or he) would have already given it to you. So, when you go and ask, you will probably be met with an argument consisting mostly of criticism and reasons why you're not getting more. With a commission, if you want more money you just work a little harder and sell a little better. You've brought in more business, and I've yet to meet a boss who could complain about that or who was less than happy to pay you your fair share.

I am very excited and motivated by the challenge of learning something totally

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new. This is a time of great change and growth for me, and so to my many friends who have written or called to express their concern, I want you to know that this is a very good time in my life. The past few weeks have been filled with learning about pop-ups, travel trailers, and motorhomes. The people who come into Camping Time are great. They are intelligent and fun. They are looking for our products as a part of their recreation lifestyle. Like sailors, they are in tune with nature and the outdoors. They are friendly, honest and, just like sailors, they've got the biggest and fanciest toy that they can afford.

Martin has done a great job building his business over the past seven years. His customers enjoy doing business with him and they return time after time. Some of you know that I spent a month selling cars. After seeing the way that the car dealership wanted me to deal with my customers, Martin's ideas are a refreshing change, and his success is evidence enough of their validity. I could not have found a better job!

I cannot close out my tenure in office without mentioning the big part that my wife, Gina, has played in keeping things going around here. Her hard work and patience are the only things that have kept this transition from being a total disaster. Her love, personal support, and understanding during the troubled times of the past year have kept me going at times when I just wanted to give up. Those of you who have had a chance to work with her over the past few months know what a great job she has done, without any official recognition or compensation. Over the past few years I tried to convince the Board that she deserved at least token acknowledgement as part of the team here in the office, but each time they refused to act.

And so to my many friends around the world, I tell you that these are very happy and exciting times for me. There is much that I will miss, but most of all I will miss the good times that we shared together. I will also miss sailing my Snipe. It is sold now, and I don't know that I will ever sail in the class again. I am very happy that I was able to sell the boat to Brian and Marina Haile at Atlanta Yacht Club. They've always been two of my favorite Snipers and I am very pleased to know that they have decided to keep the name "Mudshark" and that the boat has brought them instant results with better finishes. I'm also pleased that I was able to share my boat with so many Snipers from around the world, including Freddy and Clappa, Tatsuya Wakinaga, Shawn Burke, Ivan Pimental, the kids at the 1988 Junior Worlds in St. Pete, World Champion Axel Rod-

ger, and many more. Sometimes she came home with a new ding or two, but I just thought of them as "battle scars." I can't count the times that I made phone calls trying to arrange boats for visiting Snipers, only to be given excuses as to why the owner was unwilling, even when promised full coverage insurance. As for me, I'm proud to say that the "Mudshark" was sailed by some of the greatest Snipers in the world!

So many of you have done so much for me. I have been unable to ever find the time to write and thank you personally, and I don't have much space here, but I mention Ralph and Berta Swanson, Buzz and Marge Lamb, Erling and Kirstin Olsen, Kjell and Solveig Gjerde, John and Jo Broughton, Terry Whittemore, Harold Gilreath, Greg Fisher, Mike Girdley, Giorgio and Plinia Brezich, Fujiya and Motoko Matsumoto, Mr. & Mrs. Katsumi Hirata, Peter Commette, Alex Pline, Bill Buckles, the Burke twins, everyone who ever crewed with me, everyone who ever let me crew with them, and all of my friends in Fleet 781. Also, big thanks to Bob Bowden for letting me sail his boat in the 1992 U.S. Nationals. Finally, special thanks and appreciation to my dear friend Phil Richmond. He and I worked closely during his tenure as U.S. National Secretary, and his advice and support was greatly missed when he left office. To everyone whom I've failed to mention, my thanks to you, too! We're not moving, our mailing address is the same, so keep in touch!

Let me also take some more space to thank some people who have contributed greatly to the class over the past twenty-plus years, and that is David and Lloyd Cox and the staff at Cox Printing in Chattanooga. They've printed each and every issue of the *Bulletin* since back around the time that Buzz and Marge came on the scene. They always did a professional job, and at prices that were ridiculously low. I know that they'll miss our business, but shouldn't have any problem finding a client to replace SCIRA. Hopefully these "old" Snipers will find the time to get back into a boat. Lloyd was a great one, and would be a real contender in the 1993 U.S. Masters.

Also, I must thank my friend John Weber for the big role that he played in getting me started with the *Bulletin* back in 1988. He and I worked together for a couple of years, and when he moved on to greener pastures he introduced me to Sam and Loretta Warlick at Graphics Plus. These folks didn't know beans about sailing, but they've learned fast and have done a great job with the layout. Finally, thanks

to the good people at Kickoff Publishing in Chattanooga.

There are also many people outside of the class that I want to personally thank:

Ding Schoonmaker, a personal hero since I was about 14, is a true gentleman who has been a great friend to me, to the Snipe Class, and to all dinghy racers. Thanks to John Burnham and Chris Hufstader at *Sailing World Magazine*, Mike O'Brien at *WoodenBoat*, Takatoshi Nakamukai and Mr. Matsumoto from Japan's *Yachting*, Mike Tamulaities at *Sail* and the many others who have worked to promote the Snipe in the pages of their magazines.

Lee Parks, Inshore Director at US Sailing, Henri van der Aat, former Racing Manager at IYRU, Mike Evans, Executive Director at IRYU, Gay Lynn and her late husband, Bill, are just a few of the officials that I have had the pleasure of working with over the past six years.

I close by wishing the best of luck to Jerelyn and reminding each of you to sail safe and sail fast, but most importantly, sail fair. Whether you're on the water or off, preserving your personal honor is far more important than any victory that you might gain through vanity or deceit. After all, it's your Karma!

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## FISHBACK AND STOUT MARK RETURN OF SNIPES TO LARCHMONT YACHT CLUB

The Snipe Atlantic Coast Championship was hosted by the Larchmont Yacht Club on Western Long Island Sound on the weekend of June 26th & 27th. There were 38 entries with most of the east coast "heavies" competing.

Saturday's three races were sailed in a sparkling 15-knot westerly. The conditions could not have been better! The strong Annapolis contingent dominated the regatta, with Henry Filter ending the first day at 1-1-6, Bryan Fishback at 2-3-4, and Julia Trotman at 6-5-1.

Saturday night's party by the Larchmont Yacht Club pool was well attended. It had been a long day for the sailors and their interests gradually changed over to "Where are we going to sleep?" "Anything with a roof is just fine" became the word and, as far as we know, no one had to sleep on the lawn.

Saturday morning dawned flat calm and gradually began to tease us with a very light southeaster. The race committee managed to get off a windward-leeward-windward race which was won by Doug Clark, followed by Fishback and then Troutman. Drifting or blowing hard, it was the same people up front! Doug's bullet gave SSA sailors wins in all four races. While the race committee was threatening to start a fifth race, the fleet was headed for the hoist, so the committee got the message and mercifully cancelled for the day.

Fishback and Stout were the overall winners with a very consistent score of 2-3-4-2, followed by Trotman and Brady with 6-5-1-3 and Filter and Green with 1-1-6-8, Clark and Alex Stout with 5-7-5-1, and Scott Nixon and Whit Rugg with 7-2-2-20.

### OTHER RESULTS:

(Completing top ten of 38 boats.)

6 Brad Rodi/Beth Bauza	3-6-17-7	33
7 Lee Griffith/Sherry Eldridge	15-4-12-5	36
8 Hal Gilreath/Brad Carscadden	9-8-11-9	37
9 Art Rousmaniere/Mary Jodice	16-9-7-12	44
10 Keith and Peggy Donald	14-21-15-4	54

## FLEET 495 DOMINATES 1993 DISTRICT SIX CHAMPIONSHIPS

San Diego Yacht Club hosted the Southern California Snipe Championships on June 19th & 20th. This annual event seeds the winner to the Heizerling Fleet at the annual U.S. National Championships.

The 1993 edition was sailed on the Pacific Ocean off the Silver Strand, which provided some of the finest racing seen in recent years. Breezes ranged from 10 to 20 knots, but settled mostly in the 15-knot range. Forty-six Snipes turned out for the event, a sparkling count for a non-flatwater gig, and it was clear early that we need to sail the tougher venues more often. One boat went over on the tow, and a number of boats were de-commissioned early by the freshening sea breeze.

The first race got underway in very kelpy waters which made it seem like we were sailing in a salad bowl, however the steady breezes soon cleared away the "green stuff," and the rest of the event went smoothly, thanks to the great work by the Race Committee team, headed by Mike Foster. Also, hats off to Gregg Morton, the Chairman of the event, especially for arranging a special banquet at Miguels Mexican Restaurant.

The regatta was unusual in that there were many winners. Fleet 495 dominated, taking four of the top five placings. The actual winner was 1992 U.S. National Champion Bart Hackworth, who came down from San Francisco looking for some competition. Bart could win, but Bart couldn't take home the tro-

phy, as he's a member of District Seven. Top District Six sailor went to sometime-Snipe sailor, and internationally acclaimed Laser sailor from San Diego Yacht Club, Alex Carnet and crew, Lisa Griffith. Consistency was their key to success. Second went to MBYC legend Robin Gales and crew Jeff Baker. Third was Jack Franco of ABYC, Tom and Anita Nute of MBYC took fourth and fifth went to Chis Snow of SDYC with Watt (what?) Duffy crewing.

Gales and Nute reveled in the breezes and open waters of the Pacific. These guys have been at the top of the class for many years and can still give the current generation of Snipeheads a lesson or two when given the chance to excel under championship conditions.

There was another winner, though, as the team of Craig and Lisa Leweck took no trophy, but had heads spinning with a stunning performance of Snipe sailing with FOUR aces and a 10th. Unfortunately, a PMS negated bullet #1 and took them out of the running, but those who were there say a monster in the making. They'll never know what hit them back in Cleveland this summer!

Bob Bowden

## ADAMS AND HABERLAND TAKE 1993 COLONIAL CUP

Severn Sailing Association hosted the annual 1993 Colonial Cup the first weekend of June. A highly competitive fleet assembled to enjoy a variety of conditions on the Chesapeake Bay. Annapolis Fleet Captain Lisa Foulke welcomed everyone to enjoy the sailing, the social activities and the Labatt's beer truck.

Saturday's weather provided a beautiful summer day as the fleet enjoyed lots of sun and warm temperatures but very little wind. Race Committee Chairman Steve Podlich set up an Olympic course off Greenbury point in a light Southeasterly. Eventual regatta winners, Ed Adams and Nancy Haberland, broke away from the fleet to win the first race. A tight group of three followed with new Annapolis fleet members Eric Reinke and Karen Raye finishing ahead of Hal Gilreath and Allen Carscadden. Pedro and Mimi Lorson crossed the line in second only to learn that they had missed the offset mark. Unfortunately, an outstanding race turned into a 32nd! After the second race was abandoned on the third led, due to a lack of wind, the fleet retired back to SSA.

As the sailors came ashore they congregated around the Labatt's truck to share tales of the day's events and catch up on the latest gossip from around the district. A great dinner, organized by Sherry Eldridge, was catered by the Bayside Bull. The festivities con-

tinued on into the night as everyone enjoyed a fun, but somewhat tame evening.

A front passed through on Saturday night bringing 15 to 20 knot northwesterly breezes on Sunday. A small Olympic course was set for the second race. Julia Trotman, with Andy Pimental crewing, sailed well in the strong breeze to claim the race over Henry Filter and Nancy Green.

The breeze continued to build, resulting in several capsizes and "wipe-outs." The third race of the regatta was switched to the Double Triangle course and a somewhat smaller fleet was off and running. Filter and Green rounded the weather mark in the lead, sailed well on the reaches and displayed good upwind speed to win the race with a good lead. This finish, combined with a fourth by Adams, put Filter a point ahead overall.

Gear breakdowns further reduced the fleet for the fourth and final race. Nevertheless, the race committee was able to rescue all the capsized and broken down crews to start the finale just before the 1400 hours deadline. Adams and Filter set up near the pin end among a large pack of boats. Both crews got mixed up in the starting traffic and had trouble fetching the pin. Adams was able to get out of the jam a little sooner and went on to post a third to Filter's sixth, a result which gave him and Haberland the Colonial Cup.

Brian Fishback and Lori Stout won the start of the finale and went on the take the gun, a result which put them in third overall behind Filter and Green. Trotman and Pimental followed in second to finish fourth overall in her first Snipe regatta.

The top five teams were awarded special canvas bags by Griff Hall, SSA Commodore and Snipe stalwart. This, the initial event on the D-I schedule for 1993, left the teams feeling tired and a little out-of-shape but ready to get on to the next event. Once again SSA and the Annapolis Snipe fleet teamed up for a great event. We invite everyone to attend the Frigid Digit in October. There's sure to be more of the great sailing and partying that SSA is famous for.

Hal Gilreath

### 1993 COLONIAL CUP—Severn Sailing Association Top 10 of 35 boats

1 28099 Ed Adams/Nancy Haberland	1-3-4-3	10.75
2 28094 Henry Filter/Nancy Green	4-2-1-6	12.75
3 26307 Bryan Fishback/Lori Stout	5-5-2-1	12.75
4 28555 Julia Trotman/Andy Pimental	10-1-3-2	15.75
5 28401 Hal Gilreath/Allen Carscadden	3-9-5-8	25.00
6 19202 Tom Hall/Phil Kinder	6-4-16-5	31.00
7 26459 Alex Stout/Lianne Randall	4-6-7-4	31.00
8 27788 Hawkeye Dull/Jane Canton	8-12-10-13	43.00
9 27054 Lee Griffith/Amy Connely	11-8-15-10	44.00
10 25483 Eric Reinke/Karen Raye	2-27-9-11	49.00

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**HULL UPGRADE AND SAILS FOR SALE:** Self-rescue fiberglass Snipe hull only, including hardware \$300. Used sails starting at \$80.00 a suit, in good condition. Write for details: Gonzalo Diaz, Sr., 5520 SW 72nd Ave, Miami FL 33155 or call evenings 305 667-0492 or FAX: 305-541-0832.

**SNIPE 19740—3 jibs and mains** (1 main is Fisher, used only one season). Cobra II mast, top, bottom, rudder and tiller covers, compass and trailer. Excellent boat for beginners on up, ready to go. \$1,000 OBO. Call 216-992-5450 (Ohio) (jjas)

**CHUBASCO 16333—Natural Western Red Cedar.** Light, beautiful, fast. 716-392-5152 (jas)

**CHUBASCO 20002—White LP hull and deck,** Cobra II mast, completely optimized, all Harken or Servo blocks and cleats, custom recessed

side deck dual control panels, floating jib lead blocks, pole launcher, modern blades, galvanized trailer, cover, North sails, minimum weight. Location: SoCal. Call Tom Nelson 310-575-1548. (jas)

**MCLAUGHLIN 25074—Excellent condition.** Tangerine with white deck and bottom. Cobra II mast, 2 suits of sails plus light air jib, double ended controls, compass, Sailor Tailor top cover, galvanized trailer. \$2,500. Shreveport, LA Evenings: 318-797-8873 (so)

**MCLAUGHLIN 25065—White/white, blue deck stripe, 2 suits sails, top cover, compass, trailer.** Good boat. \$2,000 Shreveport, LA 318-949-0895. (son)

**MCLAUGHLIN 25460—Good condition, white, Cobra II, competitive, no bulkheads but fully loaded.** Super stiff bottom, comes out dry, \$3,300. 516-676-4186. (jas)

**MCLAUGHLIN 25838—White with blue deck stripe.** Excellent condition, Cobra II mast, pole launcher, '91 McLaughlin rudder, top and bottom covers, several suits of sails. \$3,200. 1987 galvanized trailer also available for \$450. Call Peter Wolcott, day or night, 203-925-0012, Ext. 3015. (s)

**MCLAUGHLIN 26026—Light gray/white, Cobra II, pole & launcher, all covers, compass, extra sails, galvanized trailer, ex-builders boat.** \$3,500, will consider Laser and cash, phone/fax: 203-225-5225 (jaso)

**MCLAUGHLIN 26092—PERFECT!** White with pool green interior and deck stripe. Custom

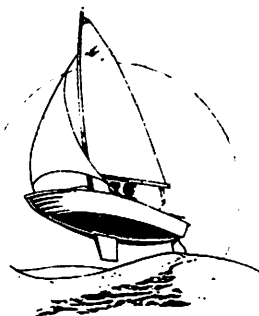
wooden rudder, Cobra II, all covers including new top, new compass, 4 suits sails including 1/2 season Fishers. Pole launcher, double deck trailer, fully equipped. \$3,400. Call Dave at 205-461-9746. Will consider Southeastern delivery. (j)

**MCLAUGHLIN 26754—Impeccably maintained.** Race Ready: Sobstad sails, Byform rigging on Cobra II, jib ratchet, pole launcher, Cox trailer w/bunker. Top, bottom, rudder covers. Garage stored, lightly sailed two seasons. \$4,200. Contact Bill Page: Home: 617-631-5074 Work: 617-570-5931 (jaso)

**MCLAUGHLIN 27020—In nearly new condition.** Galvanized trailer, all covers, winter storage cover and frame, extra whisker pole, two full sets of Fisher sails (one with less than 20 races), plus an extra jib. Numerous rigging "extras." A proven winner. \$5,000. Contact Paul Dovey in Indianapolis at 317-842-2271. (aso)

**PHOENIX 25197—White hull and deck. 2 suits of sails, new trailer, custom rudder.** Race ready, must sell, possible delivery: \$2,000. H: 203-256-8497 or W: 914-765-3353. (asondj)

**VARALAY 10101—All natural cedar.** U.S. National champion 1956. Completely restored clear epoxy over glass. Modern equipped with rolled decks, air tanks bow and stern, new cut down trunk and logs. Lightweight. New high speed matching clear wood trailer with new auto tires and dropped wide axle. Trailer inspected and licensed. Boat was on permanent exhibit in museum. \$1,500. Burt at home evenings: 516-594-9342. Long island. No mast or sails. Two rudders and tiller, Stainless steel fittings.



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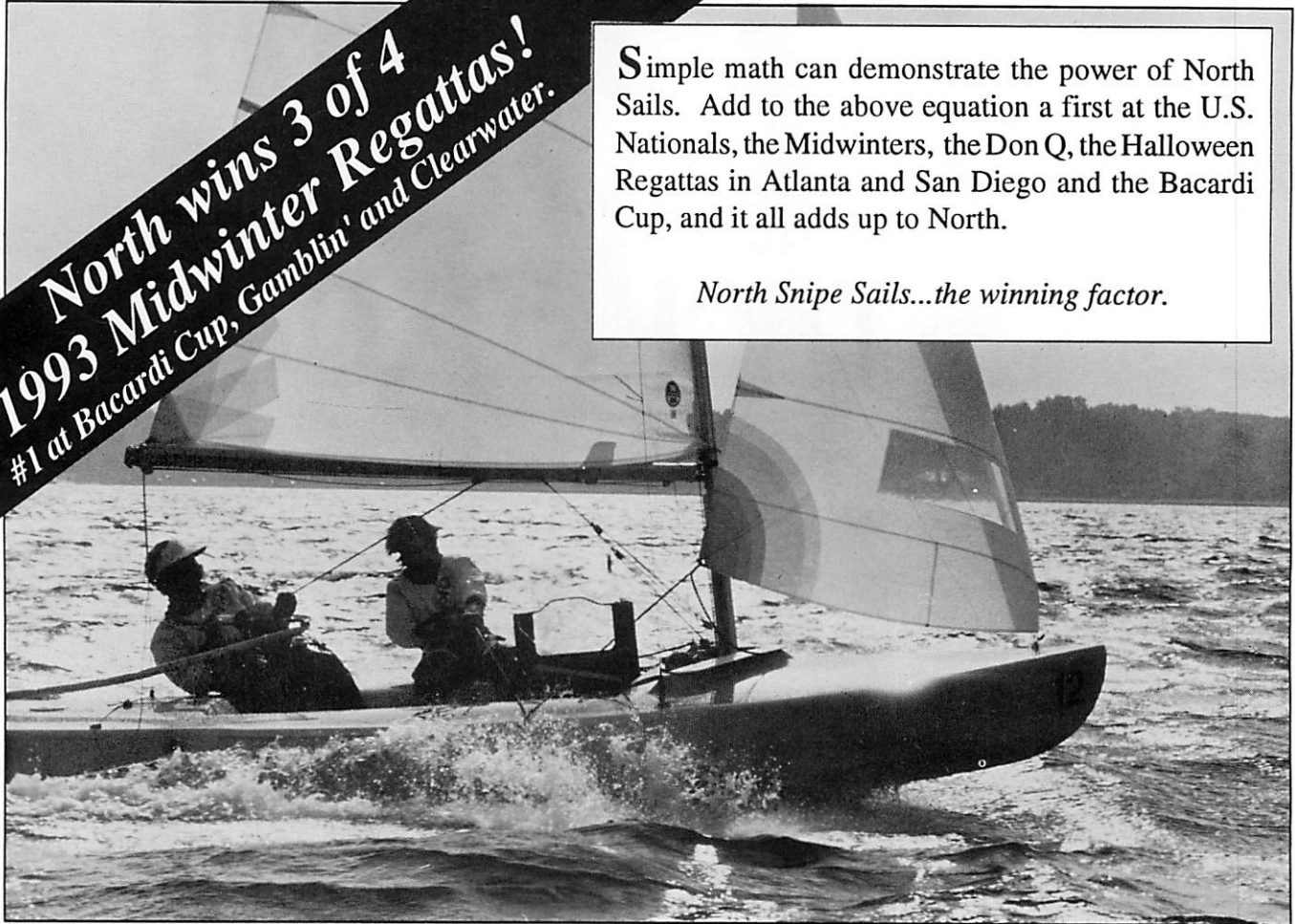
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