

Japan's Nakamura and Murata defeat 24 other teams from 15 nations to win the U.S.-sponsored . . .

JUNIOR WORLDS

WEDNESDAY MORNING: The practice sailing was Monday. Yesterday the crews got in a practice race, if you want to call it a race as many of the teams dropped out after the run, choosing not to try the final heat in winds that were fading fast.

Things are even worse this morning. There is not enough wind to start a race, but the Committee is going to try anyway. A slight current is overpowering the little bit of breeze, and the boats really can't make the line even though they've been on the final approach for at least five minutes. It fills slightly at the last moment. General Recall. Another sequence is started. The wind dies to zero or less. Postpone and head for the dock, where we'll wait until 1:00 p.m. and see what comes up.

Someone finds a tennis ball. There is an impromptu "soccer" game in the huge sail storage room of the Sailing Center, the

wide doors on either end serve as the goals. Finally the word comes. Races One and Two are rescheduled for Thursday.

THURSDAY MORNING: Another zero wind day, but now there's fog to go with it. Twenty-five Snipes are towed to the starting area. To wait, again. Crews nap on deck, some swim. The fog seems to want to burn off. There is some wind, but as the fog clears, the wind quits. Finally the postponement goes up, tow lines are rigged, and it's back to the harbor. This should have been races Three and Four.

Back on shore, one of the Californians asks: "Why didn't we sail on Mission Bay?" Someone bought a real soccer ball. Everyone heads to the park across the street. The Committee meets and decides to try for three back-to-back races on Friday.

FRIDAY MORNING: Oh yes! This is

the day, and a perfect day for Snipes! There is a 8-12 knot breeze, it's sunny and warm and the starter's cannon blows away all of the doubts and fears that had built up in the people who had worked so hard to make this the best Junior Worlds, ever.

The first obstacle was getting 30 new or nearly new boats together. Early on, Fleet 801 held a "One Boat Show." A new Phoenix Snipe was set up inside the St. Petersburg Yacht Club and interested members were invited to take advantage of a great price. Eleven were sold. The call was put out to other Snipers in Florida and District IV. What resulted was a fleet that, in most if not all cases, had boats newer than the ones that the visitors sailed at home.

In the first race it was Kenichi Nakamura and crew Shinichi Murata off to a good beginning, taking a close victory over the DeCastro brothers from Spain. The U.S. National Champs, Rodi and Davis, take

Skipper Kenichi Nakamura and crew Shinichi Murata celebrate their victory in the Junior Worlds. (Tom Payne photo)



third, just ahead of Rodrigo Riesgo and Max Kaufmann of Argentina.

Brothers Alex and Brian Camet led from the start of the second race only to be passed by Luis Soubie and crew Joaquin Molla of Argentina, who got by with a classic move on the run. Soubie was playing the waves perfectly, with both boats on port tack. Suddenly the Argentinians jibed, without losing the wave that they were barely riding. Now they were to windward, and lengthened their lead to the finish.

The Camets held on for second, with the Japanese team of Jiro Sugiyama and Hirohisa Ichikawa taking third over their countrymen, Nakamura and Murata. Rodi dropped to ninth, never recovering from a bad first leg. Riesco of Argentina held on for fifth.

The third race was decided in the protest room. After finishes of second and sixth in the first two races, the Spanish team of the DeCastro brothers had sailed an impressive race, but they were thrown out by the international jury because of a mark rounding incident. This gave the victory to Soubie and Molla of Argentina, their second in a row following their ninth in the first race.

The Italian team of Andrea Piazza and Alessandro DiMauro took second, with the Brazilians, Gustavo Oderich and crew Fernando Krahe in third. Rodi and Davis of the U.S. were fourth, with Nakamura and Murata in fifth.

At this point in the series it was Nakamura, Soubie, Sugiyama, Rodi, Riesco, and Camet making up the top six. Now the question was how many races could be sailed on the final day. Unless

three were sailed, for a total of six, there would be no throw-out. The powers-that-be decided that no race would be started after 2:00 p.m. on Saturday, and this was posted on the Official Bulletin Board.

SATURDAY MORNING: Saturday was even nicer than Friday, with stronger winds and bigger waves.

Race Four belonged to the DeCastro brothers as they opened a nice lead and were never challenged. Rodi and Davis were tough and took a second, just ahead of the Camet brothers. The Italians, Piazza and DiMauro, were fourth.

It was trouble for the first day leaders from Japan. Their jib fairlead broke in the heavier going and they withdrew, requesting breakdown redress. Soubie and Molla of Argentina were fifth. The only female team, Jannicke Haug and Susanne Jansen of Norway, retired after their mast lever exploded. The Columbians, Miguel Gonzalez and crew Felipe Castillo, learned a severe lesson about keeping the mast shoved forward on the run, as they did a textbook inversion and were out of the action with a ruined spar.

Jannicke and Susanne made preparations to transfer to a spare boat after SCIRA Board Member Means Davis surveyed the damage and declared their boat unfit to sail. The spare boat had been anchored just to leeward of the course, but there was a big problem: It was sinking! It had just been rebuilt and water was getting into the hull somewhere in the cockpit. After repeated attempts to get the girls going Jannicke decided that they were holding up the action and decided that they would withdraw.

After the damage in the previous race the

Committee set a two-triangle-windward course, eliminating the run. Rodi and Davis got off to a great start, leading at the first mark and holding on until the second reach when DeCastro got by. The Spanish team had a commanding lead at the second windward mark . . . and then jibed, headed back to the leeward mark! They had missed the course change! Everyone held their breath as Rodi and Davis neared the mark. They reached off to the jibe mark and the fleet followed. Suddenly the DeCastros realized their mistake and headed up for the correct course, but by the time they recovered they were in fifth.

(Continued on page 8)

McLAUGHLIN SNIPES WIN:

- 1988 U.S. Nationals
- 1988 Midwinters
- 1988 North Americans
- And many, many more 1988 regattas

For quality that lasts and lasts, look to McLaughlin!



STEVE SHERMAN
4737 Adams Road
Hixson, TN 37343
(615) 875-4040

Now available in Europe
Antonio Bari
via Lorenzo 7
38100 Trento Italy
TEL 04 61/911-877

1988 SNIPE JUNIOR WORLD CHAMPIONSHIP St. Petersburg YC, St. Petersburg, FL, USA, Nov. 14-19, 1988

Boat	Skipper/Crew	Country	Places	Points	Finish
26570	Kenichi Nakamura/Shinichi Murata	Japan	1-2-5-4-2	15.75	1
22729	Brian Rodi/Bert Davis	United States	3-9-4-2-1	18.75	2
12103	Luis Soubie/Joaquin Molla	Argentina	9-1-3-3-6	21.50	3
25221	Alex Camet/Brian Camet	United States	6-7-10-3-5	26.00	4
25788	Andrea Piazza/Alessandro DiMauro	Italy	11-10-2-4-7	31.00	5
26387	Jiro Sugiyama/Hirohisa Ichikawa	Japan	5-3-7-10-9	34.00	6
12118	Rodrigo Riesgo/M. Kaufmann	Argentina	4-5-9-9-11	38.00	7
23809	R. & M. Bernandez de Castro	Spain	2-6-dsq-1-4	41.75	8
22206	Alejandro Carlucio/H. Meerbaert	Uruguay	14-7-8-8-8	45.00	9
26804	Gustavo Oderich/Fernando Krahe	Brazil	7-8-3-dsq-3	49.00	10
26619	Bruno Prada/Ricardo Grossman	Brazil	10-13-13-5-10	52.00	11
27138	Jonatan Persson/Peter Jorgensen	Denmark	17-15-6-12-12	62.00	12
27009	Nikolai Rasmussen/Morten Johnson	Norway	13-12-10-11-17	65.00	13
26659	Soren Schou/Tomas Due-Pedersen	Denmark	8-14-19-14-15	73.00	14
26676	M. Graci/T. Rickens	Portugal	19-11-14-15-4	75.00	15
20257	Dave Crouch/Elizabeth Crouch	United Kingdom	16-19-11-16-16	87.00	16
24121	Ari Kansakoski/Kimmo Kotusalo	Finland	18-19-17-17-22	93.00	17
25809	Nicolas Ferrier/Stephane Billeterie	France	15-18-16-pms-20	94.00	18
22207	Pedro Garcia/Gabriel Faggi	Uruguay	12-17-dsq-dnf-13	95.00	19
26890	J. Perez/Alejandro S. Santamarina	Spain	dsq-16-17-7-dsq	96.00	20
23750	Ted Smith/John Bethell	Bahamas	20-23-15-18-21	97.00	21
26140	Carlo Sessa/Massimo Dall'Acqua	Italy	24-21-22-16-18	101.00	22
12733	Felipe Castillo/E. Cacerenas	Colombia	21-22-18-dnf-19	106.00	23
26588	Jannicke Haug/Susanne Jansen	Norway	23-24-21-22-22	112.00	24
20221	Camilo Pizar/Marina Isaza	Colombia	22-25-23-dnf-23	118.00	25

BOAT LUMBER

For Fine Boat Building

and Repairs

ULTRA-SPEED HART

2 1/2" x 8" GRADE

PHILIPPINE

MANOYAN

HONOLULU

MANOYAN

WESTERN RED

CEDAR

WHITE CEDAR

OAK - TEAK - CPYRIB

LONG LEAF YELLOW

PINE, ETC.

For and Manogany Plywood for marine use

lengths up to 16 feet. Structural Marine Plywood

and Regatta Manogany throughout. Quality un-

surpassed. Most stock in stock.

Shipping and delivery to order.

We are specialists in all types and sizes of

imported and domestic boat lumbars. We

ship anywhere at surprisingly low prices.

Send 10¢ today for valuable manual "How

to Select the Right Boat Lumber" plus

complete lumber and price list.

M. L. GORDON CO.

BOAT LUMBER SPECIALISTS SINCE 1912

256 Park Ave., White Plains, N.Y. 10603

(914) 946-4111



JUNIOR WORLDS

(Continued from page 7)

Rodi and Davis were off to a safe first, with a commanding lead.

Nakamura and Murata took second, with Brazilians Oderich and Krahe in third. DeCastro passed the Camets on the final beat to take fourth. Soubie and Molla were sixth with Piazza and DiMauro in seventh.

Even as the boats were finishing the Committee was making preparations to start a sixth race, holding the finishers in the area and preparing to "leapfrog" by setting a new windward mark and using the finish line as the new starting line (after some adjustments, of course). They could have fired the start gun at 2:20, assuming that there would be no general recalls or

problems setting up the course, but realized that they couldn't go against the posted time limit of 2:00 p.m. So the sailing was over, but the regatta was still not decided as the Jury had to decide what redress would be given to Nakamura and Murata.

The Awards Banquet was held in the ballroom, a full-blown sit down buffet meal, and then finally the show got underway with introductions of all of the people who worked so hard to make the regatta a possibility. SCIRA Commodore Jerry Thompson presented a special "trophy" to SPYC Regatta General Ralph Seiden-spinner and his wife, Pat, thanking them for hours of hard work. Norwegian National Secretary Birger Jansen made a special presentation to the Commodore of the yacht club, and then (finally) the formalities were over and the trophies were awarded.

When Rodi and Davis were called to receive the second place award it was evident that they had awarded enough redress to Nakamura and Murata. The Japanese team had won!

The Jury had awarded them their average finishes which gave them a three point victory over the U.S. team. Scobie and Molla of Argentina were third, and the Camets were fourth. Piazza and DiMauro of Italy were fifth.

Jannicke Haug and Susanne Jansen of Norway won the Sportsmanship award for their decision not to delay the start of the final race.

The brother/sister team of David and Elizabeth Crouch of England won the Shipshape Award, as they had really worked hard to insure that the boats that they sailed were left in immaculate condition.

What had seemed so remote on Thursday, a successful regatta, was now history. The conditions had been optimum, with only one capsize all week. All of the sailors were pleased that the boats had been so new and so evenly matched, and everyone had a great time at the various social gatherings.

It was interesting to note that, at times, the number of support craft, judges boats, and spectator boats outnumbered the competitors. The competitors had been housed with club members, making their visit in the U.S. more personal and giving them a better understanding of life here. There had been plenty of time for the sailors to visit the malls, downtown St. Petersburg, and other local attractions. They pigged-out on plenty of hamburgers, pizza, and other culinary junk that's unique to the U.S., and several left St. Pete on their way to Disney World.

And yes, they had a great soccer game!

CLASSIFIED

Classified ad rates ten cents a word. Minimum charge is \$2. Ads accepted on a cash basis only. Send remittance for the proper amount. Forms close on the 1st of the month preceding publication. Ads received after that date will appear in a later issue.

ACRYLIC SNIPE DRYSAIL COVERS. Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of delrin fully enclosed with velcro zipper flap. A flat type cover with halyard cockpit lifting bridle inside for the boat with the mast up or down and boom up. No. 1 has a 6" skirt, \$159.00 in white and \$169.50 in blue. No. 2 has full slides to the chine for \$195.00 in white and \$210.00 in blue. No. 2 same as No. 1 but has custom looking tapered full skirt for ultimate protection with zipper at bow or glove like fit. Fiddler covers \$25.00 shipped UPS ppd. for orders with payment in full. Visa, MC, AmEx or COD available. Special colors upon request. Contact Chris Rooke (901) 744-8500. HCOKE SAILS, 1744 Prescott St., Memphis, TN 38111.

WEATHERMARK: TOP COVER: Full cockpit and topside cover including PVC/Polyester construction, drawing skirt, velcro closures, tie down straps, main halyard support, fully reinforced contact areas \$140 (white or blue). **SUPER-PADDED CENTERBOARD COVER** with carry handle \$49. **SUPER-PADDED PUDDER COVER \$35** (both blue). **CONTACT: WEATHERMARK, INC.,** Dave Pritchard, 6087 Holiday Road, Buford, Georgia 30518. (404) 945-0788. FAX (404) 932-0622.

A COMPLETE SELECTION OF NAUTICAL BOOKS: INTERNATIONAL MARINE PUBLISHING COMPANY. Write for free catalog. Rt. 1, P.O. Box 220, Camden, Maine 04843.

McLAUGHLIN 25025. Excellent condition. This is Ted Wells' boat, and includes a state-of-the-art aluminum trailer and all race-ready equipment. Ted has retired from racing and has donated this boat to the SCIRA U.S. PERPETUAL FUND. SCIRA U.S. is accepting all bids above \$3,500. Contact the SCIRA office at (404) 687-0110. Day calls, only!

McLAUGHLIN 25077. Green hull, white deck, Cobra II, 1987 Shore sails, and one suit Sokolats, Cox trailer, top and bottom covers. Excellent condition. Will deliver within 300 miles of Atlanta. \$4,000 O.B.O. (404) 352-5767, or (404) 887-0110.

LOST JOB at 1986 Don-Q! Somebody talked to me about this! Please write with information and job specs to Gonzalo Diaz, Sr., 5520 SW 72nd Ave., Miami, FL 33155.

McLAUGHLIN 24116. Royal blue topsides, white deck and bottom, new Ritchie compass, custom rudder, trailer with spare. Excellent racing condition and record. Two suits sails, new Shore, and North Ullman. \$2,500. Doug Nugent, work (416) 228-9221, home (416) 324-9390.

MUELLER 27011, 1988. Blue deck, white hull. Two suits Shore sails, Cobra mast, Teenie trailer. \$3,500. (401) 849-7997 or (401) 849-1269.

WANTED: 1980s vintage Snipe within 400 miles of Philadelphia, PA. Call Dale Mantel, (215) 348-3217.

3 COVERS IN 1



IN STOCK FOR IMMEDIATE DELIVERY!

FIG 1 DECK TRAILING & MOORING COVER
(\$249.95 ppd)

- Can be rolled or used with mast up
- Extreme movement at all stress points
- 5/16" elastic shock cord in bow under lateral
- Heavy duty nylon zipper
- Loops for under hull straps

CANVAS or NYLON or POLYESTER \$189 ppd.
VACU-TIGHT White \$199 ppd., Color \$199 ppd.

FOOTBALL SHAPE COCKPIT BAG \$129 ppd

- Straps tied into cockpit zip closed, clear see-through panel

BOTTOM COVER \$162 ppd

- Flannel lined waterproof gny canvas with drainhole
- Fits with shock cord in bow that clings to deck

DAGGERBOARD COVER \$329 ppd

- Full size head larkspur
- Speedy size 8 straps

BUBBLEN COVER

- Flannel lined canvas \$49 ppd
- Foam lined nylon \$109 ppd

Satisfaction Guaranteed
Send check to:

THE SAILORS' TAILOR
181 DeLozier, Del Rio, TX 78840
Bills Rowland 512-948-4016

CH 45305

Call Lee Ebb, Sandy, or Scott
in SPOA Box 26747 & No. 26303