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BASIC SNIPE SAILING MANUAL

Sam Chapin's handbook, written twenty years ago — revised and brought up to date in a new format. Intended for the beginning Snipe sailor or crew. Glossary of nautical terms; knots with illustrations; boat handling; tacking; running; reaching; jibing; heave-to; capsize; racing rules; thumbnail tactics; Snipe measurements. Invaluable — still not complicated. \$3.00 per copy — \$20.00 for 10. From SCIRA only.

Hiking pants...

I write to you because I am very surprised by the report of the Western Hemisphere concerning the Hiking Pants.

What is the problem. Are hiking pants in violation of Rule 61?

What are the terms of Rule 61?

First a list of methods ("sliding seats, hiking boards, trapeze rigs"), and which is the common point of all of these methods? To support the weight of the crew, of course, but where? More outside "to balance the boat."

Second a general sentence ("and other artificial methods of supporting the skipper's or crew's weight"). This part is only a protection against other methods which could have the same effect as those mentioned in the enumeration: to transfer the weight of the crew farther out of the boat "to balance the boat."

It's not interpretation. It's only the precise reading of the rule.

Do hiking pants enable to support weight farther out? To support weight: yes; more outside: no.

A precise reading of Rule 61 permits 'hiking pants' and moreover it's completely the spirit of the rule.

Rule 61 says nothing about the manner of being seated and nothing concerning the clothes. Don't forget that pants are only clothes! If you find some clothes more comfortable than others, nothing forbids you to use them! Snipe sailors aren't masochists. Nothing mentions the thickness of cloth: isothermal overalls are thicker than shorts.

Hiking pants are pants thicker than other ones.

The problem of the weight is completely different. It's the problem of the weight of wet clothes. It's a well-known problem, resolved by IYRU Rule 22.3 and Append 10 (Max: 15kg). Of course, the hiking pants are to be entirely weighed with all other clothes.

> Gilles Boisaubert National Secretary, France

Jib Hanks...

I read with great interest the letter of Gonzalo Diaz in the August issue of the BULLETIN, concerning the jib hanks.

What can I say? I completely agree with him. In my trainings I never hook the hanks, just for saving time, and have never had problems. Troubles may occur (someone says) only in one moment, which is jibing, but from my experience I can tell that with the stored-in-the-boat pole the maneuver is just the same as that with the hanks, while with the launcher there is only

to retract the pole a little bit more.

Furthermore, you will have all the advantages that Gonzalo lists. Most of the Italian sailors agree to it, and we already asked for such a change during the 1987 Measurement Committee meeting in La Rochelle, but suggesting a simpler rule than Gonzalo, as follows:

1. Jib hanks are optional.

2. Forestay should have a length to prevent the mast to touch the aft part of the hole in the deck, with the jib down.

It should be easy to do and to check, and for those reasons I don't think it is necessary to wait until 1991 to modify the present Rule 72. The Rules Committee could begin at once a procedure to change the rule, and our boats will become safer sooner

> Antonio Bari Trento, Italy



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APRIL 1989 Volume XXXVIII No. 4

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

at the masthead

THE COMMODORE SAYS

Some years ago the Yacht Racing Rules didn't allow you to correct a mistake while racing. There were no alternate penalties such as rerounding a mark that you had touched. If you hit it, you were disqualified.

Once, I was crewing with my friend, Fred Ehrstrom in Helsinki. We had done well in the first two races in a series of three, competing for a very famous trophy. We were also way ahead in the third race, rounding the final mark, when the boom hit the mark. Even a third place would have won the regatta.

All of the other boats were too far away for anyone to have seen the contact. Fred said: "That's that. Let's go home."

We reported the incident to the race committee and took our DSQ. Another boat won the trophy. You can imagine our feelings.

Now, after so many years I still remember Fred as the most honest and fair skipper I've ever known. He taught me how much better you feel when you are honest and don't accept a trophy knowing you broke a rule.

I once sailed a Scandinavian Championship in Pori, Finland. The winds during the regatta had been very light and we had only sailed three races before the last day. I had two firsts and one second. On the spare day the wind was still very light but at the last moment it looked as if we could have the fourth race that we needed for the championship.

I was in the lead and about 25 meters from the finish line when we heard the gun. I thought they were shooting at my hat! The crew said that we must have somehow misjudged the line, and had already finished. But one look at my watch and I realized that the time limit had run out.

Then I noticed that the gunner was reloading and then came the second gun. The race was abandoned and the regatta was off. No championship for us. Why couldn't they have waited another 10 seconds? But the rules say...and we cannot compete without rules.

My third experience was in a Finnish National Championship also years ago. I was protested for not giving enough room at a mark. I thought I was right but I had no witnesses. The protesting skipper had a witness from a boat that had seemed too far away to see the case.

The protestor and his witness were both members of the host club, as were the members of the jury. They had been enjoying themselves at the bar during the afternoon and felt they had been disturbed with a case when they were ready for supper. As you can imagine, I had no chance. My DSQ dropped me to fourth instead of second.

Let's look at these three examples.

In the first one we see at that time the rules were very severe. But if you know the rules then you must abide by them and take your punishment when you break them. One of the fundamental aspects of our sport is that the competitors must police themselves and be good sportsmen.

In the second case it was a question of how closely the race committee was following the rules, and how they managed the overall regatta to insure a good and fair competition. The arrangements were perfect, so I think they also must have been keeping the correct time. The decision and actions made me remember that regatta more than many others.

The third case really upset me! But, as a result, I decided to become a judge. During the past 10 years, the need for better regatta arrangements has become more important because the sport itself has changed dramatically.

Now competitors are often sponsored in one way or anther and that gives them the feeling that they have to win to make up for the money. With these pressures, the temptation to bend the rules is much greater than ever before.

We must do everything in our power to keep the sport clean and we must insist that everyone is following the rules. Otherwise there will be no reason to compete, as the results will be anarchy on the race course.

Now you know why I go to regattas and end up sitting in the jury room late at night while others are having fun. It's not because I'm a sadist or have any interest in who ends up winning the protest. It's because I love the sport.

Your Commodore, Per-Ole Holm

Mission Bay Readies For North Americans, Masters

The Mission Bay Snipe Fleet 495 is proud to host the 1989 North American Masters and North American Championships, to be held in San Diego, CA, September 16-19 and 20-23, respectively.

The San Diego veterans of the Snipe Nationals, Junior Worlds, assorted North Americans, and the 24 Hour GFU Regatta, will attempt to live up to all expectations of a great regatta, backed by Olympic calibre race officiating and the presence and remarks from San Diego's many Snipe Legends (sailing and otherwise).

The Masters course will be sailed minutes away from the yacht club, with the North Americans to be sailed in the Pacific Ocean, approximately a 45-minute sail from Mission Bay Yacht Club.

Mission Bay YC facilities include hydraulic hoists, rigging docks and wash areas, ample dry storage, parking/motor home facilities (no hook-ups available) and the most reasonable drinks in town. Clubhouse amenities include all the usual stuff (galley, showers, bar, etc.), plus a great family swimming beach and picnic area. Limited private housing is available, but please request as early as possible, as we forsee a great demand.

Charter boats will be available for the Old Guys, but will be limited for the North Americans. Call Craig Leweck to request as early as possible (619) 226-2422.

The yacht club is situated within five minutes from various price-level motels, and several famous tourist attractions (The San Diego Zoo, Sea World, etc.), and time and transportation will be made available for those not sailing who wish to visit them. The San Diego airport is located 15 minutes from the yacht club.

Due to limited space constraints, the full social calendar and Mission Bay sailing conditions will be discussed in future **BULLETINS**.

Stay tuned for further developments and ... Go Fast Upwind!

Questions or comments, please call or write:

Co-Organizers of the 1989 Masters and North American Championships

Doug & Jenifer DeSouza 3918 La Cresta Drive San Diego, CA 92107 (619) 224-DUCK

Sean & Jerelyn Biehl 1833 Tustin Street San Diego, CA 92106 (619) 226-2490

Dues Are Due!

From the minutes of the U.S. Board of Governor's meeting of July 30, 1988:

MOTION: That renewal dues are due no later than April 1. On May 1 of each year, a \$5.00 late charge will be added.

Since this motion was passed without dissent, it is in effect. Please send in your dues. Check the mailing label on the *BULLETIN* and insure that we have your correct information. Remember, you can't sail without a sticker.

While you're at it, don't forget that *BULLETIN* subscription for your crew. It's only \$8.00!

Thanks to all who paid early. Look for the winner of the Ulmer-Kolius jib in the May issue.

Mystery Junior

Did you recognize Norway's Birger Jansen (Mystery Junior, Snipe BULLETIN, March 1989)? The skipper is Brynjulf Romsco who served many terms as Norwegian National Secretary, the office that Birger holds today. The photo was taken in 1962, before 10 years on the Norwegian Hockey Team turned Birger into the handsome devil that he is today!

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Meet SCIRA's New Board Members

Antonio Roquette

A four-time winner of the Portugese Snipe National Championship, Antonio Roquette has been sailing Snipes since 1956. The 50-year old owner of an automotive business, he has held many offices in the Snipe Class. He has served several terms as commodore of Clube de Vela Atlantico, home of Fleet 369, which is Portugal's largest with 30 Snipes registered.

He is also a former world champion of the Europe Class and has sailed a remarkable total of 32 world championships in several classes.

He has six children, five of whom are sailors, with three in Snipes. Sons Pedro and Tiago have been champions of Portugal.

His other interests are music and sports in general.

Luis Alberto Carluccio

Luis Alberto Carluccio of Montevideo is the new Vice-Secretary of the Western Hemisphere.

He took the office of Uruguayan National Secretary in 1988, and was coach of the Uruguayan teams that competed in the Junior Worlds, in St. Petersburg, Fla.

His son, Alejandro, is an excellent Snipe racer who finished ninth in the Junior Worlds.

An importer, Mr. Carluccio's other interests include flying and photography.

'Gonzo' Diaz

"Gonzo" Diaz of Miami, Fla., continues a family tradition of SCIRA service as he has been elected to the SCIRA Board of Governors.

He began his Snipe career at the age of eight, when he crewed for "Chupi" Bustamante in Havana, Cuba, in 1960, and

APRIL 1989

THE COVER: Rhett Turner and crew Don Rossi lead a pack around the windward mark at the Battle of Atlanta. Buzz and Gail Heausler of the Clearwater Fleet won the regatta. (Russell Plunkett photo)

THE COUNT: Seventy-three numbers were issued this month. Sixty went to Japan, five to Norway, five to Brazil, and three to the U.S.

NUMBERED SNIPES — 27533 FLEETS — 801



'Gonzo' Diaz with Past Commodore Gonzalo



Luis Alberto Carluccio



Holger Hansen

continued crewing with his dad, SCIRA Past Commodore (1980) Gonzalo, and his brother, Augie Diaz.

He finally got the helm in Nassau in 1973, and "was hooked."

"For me the strength of the Snipe Class is its people. They are competitors and they become friends. This spirit must be kept up.

"I look forward to serving on the Board. Some of the issues that interest me are safety, finances and kinetics."

Birger Jansen

Norway's Birger Jansen is well known throughout the Snipe world. A native of Oslo, he was 11 years old when he began crewing on Snipes in 1959. He bought his first Snipe in 1971, won the Norwegian Nationals in 1972, and 16 years later, in 1988, he finally won the Nationals again.

A strong promoter of the Snipe, Birger has travelled to numerous World, European, and regional Snipe events. He has become a regular on the U.S. Winter Circuit, where he and crew, Janet Krefting, finished third overall in 1987 and fifth overall in 1988.

Birger has also done Olympic campaigns in the Finn and 470 classes.

While he never made the yachting team, he was a member of the Norwegian National Hockey Team for 10 years, and competed in the 1972 Winter Olympics in Sapporo, Japan.

Holger Hansen

Forty-two year old Holger Hansen is the service manager at Denmark's largest marina and boatyard. The father of two children, he started sailing Snipes in 1964, in a boat that he built himself.

He won the Danish Nationals in 1969 and represented Denmark in the World Championship in Angola. He was an alternate member of the Danish team at the 1972 European Championship in Portugal. During those years he was involved in SCIRA Denmark, serving as fleet captain and supervisor. He was elected National Secretary in 1988.

He stopped sailing Snipes in 1972 and sailed in the Folkboat Class, Scandinavia's largest keelboat class.

In 1987 he bought a new Skipper Snipe with fiberglass hull and teak deck which he now sails with his oldest son as crew.

AROUND THE SNIPE WORLD

TRAGEDY STRIKES THE FALLONS

Sad news from California. Barbara and Tony Fallon, close friends to many in the Snipe Class and friends to all sailors, were among the victims of the recent United Airlines accident over Hawaii. Members of the Alamitos Bay YC, they always found the time to help with planning and running regattas.

WOLVERINES, WEASELS... WHAT'S THE DIFFERENCE?

Cathy Johns, publicity person for the Barton Boat Club Fleet, reminds all Snipers that the Wolverine Regatta will be sailed June 17-18. Thanks for writing, Cathy!

DISMAL VALLEY DAZE

Northeastern Snipers take note: The Bolde Mothers Intergalactic/District V Championships are scheduled for June 3-4. The site is Cuba Lake (where else?). Check the Sanctions in this issue.

DODSONS TAKE CALIFORNIA MIDWINTERS AT SAN DIEGO

Newlyweds Keith and Claudia Dodson of Alamitos Bay YC topped a fleet of 30 boats to win the California Midwinters.

OOPS, D-VII SAILORS!

We listed the wrong dates for the D-VII Districts in the March Sanctions. The correct dates are April 29-30.

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Minneford/Reichner Honors...

HENRY DAVIS WINS HIGH POINT TITLES

Henry Davis of the Iowa-Nebraska Fleet 309 once again triumphed in high point competition by winning the 1988 Minneford and Reichner Trophies. He scored 1744.7 points in 15 races. Davis had most recently won the same honors in 1985 and 1986.

Steve Travis of Seattle and Philip Tanski, Jr., of Chippewa ranked second and third, respectively, in the field of 254 boats.

64	19618	RICHARD	GRANT JR	GRAND RAPIDS		1559.1
65	26461	KIRK	DONALDSON	DETROIT	7	1558.9
66	25370	NORM	DAHL	NEWPORT Y.C.	9	1553
67	27137	JAMES	CUMMINGS	CHIPPEWA	32	1551.4
68	26164	DAVID	SMITH	COWAN LAKE	32	1548.1
69	24633	SHAWN	SULLIVAN	QUASSAPAUG	15	1547
70	26162	WADE	EDWARDS	DETROIT	17	1544.9
71	24630	MIKE	ZALZAL .	COWAN LAKE	26	1543.2
72	24102	SIMON &	DAVIS	IOWA-NEBRASKA	14	1542.6
73	25460	FRED	ABELS	SEA CLIFF	5	1541.8
74	26465	DON	JOHNSON	INDIANAPOLIS	13	1540.0
75	25452	DANIEL	CONWAY	GRAND RAPIDS		1531.3
76	25052	PAUL	FESTERSEN	IOWA-NEBRASKA	19	1529.7
77	26291	JOHN	BRANNAN	INDIANAPOLIS	16	1528.1
78	26116	DAVID	FORQUER	ATLANTA	21	1528
79	25710	JAMES:	BOWERS	WINCHESTER	24	1526.4
80	23340	SCOTT	HUGHES	IOWA-NEBRASKA	16	1526
81	20548	TED	HORVATH	NEWPORT Y.C.	10	1525
82	21104	WILLIAM	DURBIN	PORTAGE LAKES	20	1524
83	24242	JACK	WAGENER	LINCOLN	13	1524
84	26303	SCOTT	ROWLAND	COWAN LAKE	10	1523.1
85	18320	HENRY	YOUNG	PORTAGE LAKES	13	1523
86	25412	JENNIFER	ROUSMANIERE	WINCHESTER	16	1522
87	22267	PATRICK	HICKS	CHIPPEWA	23	1520.8
88	23756	CHUCK	FALKENBERG	MISSOURI Y.C	10	1516.8
89	26743	MIKE	ELSER	QUASSAPAUG	14	1516
90	22474	DENNIS	MIZERAK	CHIPPEWA	27	1511.8
91	17632	BRET	VOITENKO	MISSOURI Y.C	11	1507.7
92	25514	JACK	MC GRAEL	DALLAS	6	1505
93	23291	MARK	BROWN	WILLAMETTE	7	1504
94	22811	MARK	SCHOENBERGER		13	1502.2
95	26174	DAVID	LENCE	WINCHESTER	18	1501.4
96	20587	BYRON	HILL	GREEN LAKE	12	1495
97	18643	DAVID	LAWSON	SEA CLIFF	13	1491
98	20311	MILLER	MICHAEL	NEWPORT Y.C.	14	1491
99	21465	MAC	JACOB	COWAN LAKE	9	1487.3
100	25727	BILL	WORSTER	COWAN LAKE	33	1487.2
101	27095	PAUL	ZENT	INDIANAPOLIS	11	1487.1
102	24004	CLIFFORD	WRIGHT	SEATTLE	29	1483.0
103	18648	LOREN	HILLMAN	WILLAMETTE	5_	1482
104	25480	JIM	BARNES	QUASSAPAUG	15	1480
105	26487	BEN	HOWE	SEA CLIFF	24	1474.5
106	25900	JEFF	MULLETT	PORTAGE LAKES	17	1474
4.0-7	55074	DON	UACKBARTH	ΔΤΙ Δ ΝΤΔ	31	1473

1660 1

172	25838	PETER	WOLCOTT	QUASSAPAUG	18	1359	221	25078	JOHN
173	25372	MICHAEL	MORE	COWAN LAKE	8	1350.5	222	25198	CHARLES
174	25797	LOU	AQUAVIA	QUASSAPAUG	27	1349	223	20536	DALE
175	18636	JOHN	BUCKLEY	LINCOLN	6	1345.8	224	19698	RUTH
176	22287	KEN	PARKE	PORTAGE LAKES	14	1341	225	22395	EUGENE
177	21312	KEN	KINAS	GREEN LAKE	11	1338.5	226	25711	FREDERICK
178	25714	DICK	MAY	QUASSAPAUG	27	1338	227	24333	PETER
179	21716	BOB	BOSSERT	NEWPORT Y.C.	11	1337	228	15301	JOHN
180	20303	STEPHEN	GRANT	GRAND RAPIDS		1334.2	229	19381	ED
181	26464	LEWIS	LAPPAS	INDIANAPOLIS	8	1333.5	230	26456	DENNIS
182	24802	RON	CAMPBELL	DETROIT	17	1326.3	231	21914	ALEX
183	23840	JERRY	WACHTER	GRAND RAPIDS		1325.4	232	23442	TOM
184	23178	TOM	STUBER	COWAN LAKE	20	1323.9	233	13103	RICK
185	22696	PETER	MC CARTHY	NARRAGANSETT	9	1323.7	234	20930	BOB
186	26757	RICHARD	EVNEN	LINCOLN	5	1323.6	235	23759	KAL
187	24110	SUE	ROGERS	QUASSAPAUG	18	1320	236	26912	RHETT
168	22440	GLENN	LORCH	GRAND RAPIDS		1317	237	18638	CHUCK
189	21923	JOHN	LAYMAN	LINCOLN	6	1310.3	238	21920	DOUG
190	27101	JOHN	LALLY	MEDFORD	21	1308.4	239	25733	PETER
191	20991	FRED	BORSA	INDIANAPOLIS	5	1307.4	240	11536	DANIEL
192	27272	JOHN	GONDRING	I CWA-NEBRASKA	11	1299.5	241	25728	JAMES
193	21364	FRED	CADY, JR.	IOWA-NEBRASKA	17	1299.2	242	21504	ROBERT
194	17016	DICK	BUCKINGHAM	SEATTLE	5	1291.4	243	25999	JAMES
195	20310	ANDY	MC CONNELL	SEATTLE	13	1288.9	244	18844	STAN
196	13023	MARTHA	SMITH	SEATTLE	13	1288	245	18844	KEVIN
197	24115	RON	HILL	SEA CLIFF	8	1288	246	26202	BOB & GREG
198	17591	IVOR	THOMAS	SEATTLE	10	1286.6	247	22285	CHUCK
199	20875	PETER	FESTERSEN	ICWA-NEBRASKA	6	1286.2	248	25170	RICKARD
200	16791	BCB	DUFFNER	SEATTLE	30	1285.7	249	20886	SCOTT
201	23455	PETER	JAPIKSE	COWAN LAKE	12	1284.5	250	19707	KEN
202	23273	TITU	DOCTOR	ATLANTA	11.	1284	251	18034	ROBERT
203	24999	MARTIN	FRASER	MEDFORD	6	1273.8	252	21458	DONALD
204	20630	JOHN	BENGSTON	LINCOLN	6	1273.5	253	21626	CURTIS
205	21805	JOE	SPEARING	IOWA-NEBRASKA	17	1270.3	254	19442	DEE & MARLA
206	24272	BILL	FLACK	COWAN LAKE	17	1269.5		• • • • •	
207	21555	DON	HARPER	NARRAGANSETT	5	1263.6			
208	25708	SCOTT	DONOVAN	WINCHESTER	17	1263.1	_		- 11 .
209	20800	FRED	DORR	ATLANTA	8	1257	117	m ('Alliaan
210	15677	PETER	JOWISE	SEATTLE	17	1253.6	10	\TTT \	-omgai
211	21106	BCB	WHITMAN	COWAN LAKE	21	1247.6			
212	16216	HARLAN	HEALD	LINCOLN	8	1245.6	_t∩	ททว	irticinat
213	23177	JOHN	HILL	ATLANTA	5	1236	CO	PP^0	Colligan ırticipat
214	25709	PAMELA	BOERNER	WINCHESTER	6	1223.8	•		_
215	21777	GUY	CROSSLEY	COWAN LAKE	13	1222.7	in	47 r	aces.
216	27999	RALPH	SWANSON	WINCHESTER	15	1222.3	TTT	// L	uccs.
217	21807	MIKE	RECKER	ICWA-NEBRASKA	16	1221.2			

SEA CLIFF

COWAN LAKE

Tom Colligan of Seattle took top participation honors by sailing in 37 races.

CROSS-WHITER MEDFORD
PRICE WINCHESTER

SHELDON

HAGEDORN

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23985 SOUTHERN. Blue hull, ivory deck, double hull, Klegfoam construction, Cobra mast. Minimum weight with lead. Excellent condition. Two suits Ullmans, low profile trailer. Ken Rix, Wichita (316) 684-6086. (Boat is in Houston). Fantastic value at \$1,700. (April)

BOY SCOUT TROOP, salvaging a Snipe. Wanted to buy used mast, boom, rudder, centerboard, and sails. Phone (416) 338-0963 or write Martin Laretei, 1300 Henley Place, Oakville, Ontario, L6H 2W1, Canada. (April)

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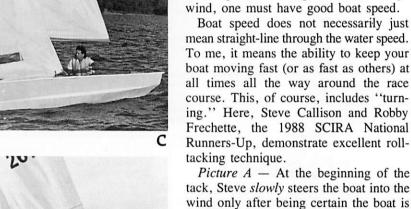
McLAUGHLIN 25783. A good looking boat in excellent condition. Creamy white, blue chine stripe. Top and bottom covers (Sailors 1988), Southern trailer with spare (new paint, etc.), new Rowland and used Sobstad sails. Ritchie compass, rudder and board covers. \$4,200 O.B.O. Jim Chandler, (913) 242-4225, Rt. 3, Box 326A, Ottawa, KS 66067. (AM)

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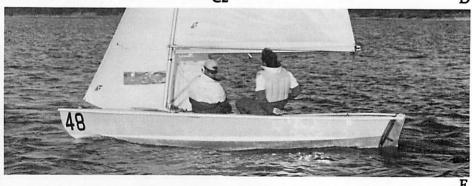




sailing at top speed. As he heads up, he

by Greg Fisher It's often been said that before one can have top-notch strategies and tactics up-





slowly trims the mainsheet; Robby has cleared his jibsheets in anticipation of the

Pictures B and B2 — Steve continues to steer the boat up into the wind, but increases his rate of turn as the boat nears head to wind. Both Robby and Steve lean out to the old windward side and allow the boat to roll over on them. Note that Robby is looking forward at the jib in anticipation of it slapping the mast.

Picture C and C2 — As the boat crosses the eye of the wind, Robby backs the jib for a split second, eliminating any luff in the jib through the tack. Steve, at this point, eases his mainsheet out so that as the main fills on the new tack, it will be full and powerful to help aid in acceleration.

Note that Steve still has the hiking stick in his hand and never lets go of it throughout the entire tack. "Maximum roll" is shown in these pictures and is the point where the rail just touches the water.

Picture D — As the boat falls away onto its new closehauled course, and the sails fill, both Robby and Steve step to the new windward side. Steve continues to face forward and Robby has placed his back to the mast to clear the vang.

Note that Steve is still holding the mainsheet and has not cleated it at any point during the tack. At this point, the main is at maximum ease for maximum acceleration.

Picture E — Robby and Steve have now seated themselves on the new weather side. The boat is beginning to flatten out and work back up to top speed. Robby is facing forward, looking at the jib to set it to proper trim. Steve, still has the hiking stick behind his back and the mainsheet in the same hand as on the previous tack. Only after the boat is moving at top speed will he switch hands. We feel this is important so that no jerky movements occur while attempting to switch the mainsheet and tiller hands in the middle of the tack. Once Steve has switched hands, he then trims the main back into its proper upper batten parallel to the boom position.

You'll notice there are no wild gymnastics or contortions taking place during Steve and Robby's tack. It's slow and smooth and only the result of a good bit of practice time. Remember, practice makes perfect and there's simply no substitution. Give it a shot and feel free to give us a call if you have any questions. See you on the circuit!

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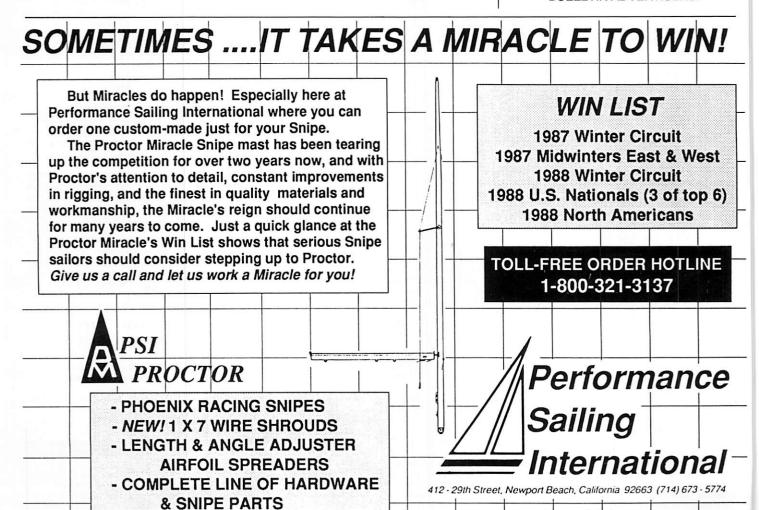
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regatta circuits

LAS VEGAS REGATTA A BIG HIT

San Diego, CA — The annual Mission Bay Snipe Fleet's Las Vegas Regatta and Las Vegas Night fundraiser was held Feb. 4-5. With only one regatta being sailed thus far by Southern California Snipers in 1989, this unique two-part event served as a tune-up for the new racing season, and a major fundraiser as the yacht club was turned into a Las Vegas casino for Saturday night's festivities.

The event loomed big as the Mission Bay fleet will be hosting the Snipe U.S. Masters and the North American Championships in September. The fleet aimed to raise lots of 'funds' to help insure that visiting Snipers will be shown a good time at these

prestigious regattas.

The Snipe spirit is alive and very, very well in this part of the country. According to Race Committee God, soul brother (and creator of the Las Vegas Regatta), Sean Biehl, "The Las Vegas Night Party has been the fundraiser for the MBYC fleet since Snipes were invented and there didn't used to

be a Las Vegas Regatta.

"After awhile, the greedy MBYC Snipers decided they needed to make more money, and to make more money they needed more people to bilk at the party. One group of people who weren't attending the party and spending money was the Snipers from other California fleets. A plot was hatched to attempt to entice these sitting ducks to the party and the best way do do this was to provide a regatta.

regatta.

'The first few regattas were informal, collegiate style short triangle courses run in the spirit of a tune-up for the new year. Race instructions were verbal, protests were decided in the bar, entry fees were collected at the party, there were no trophies, and

everyone had fun!"

A complex weather system hanging over San Diego was threatening, but the fleet got off cleanly in a stiff 15-knot breeze. The clean start was no doubt due to the Race Committee's threat to run recalls 'all day long!' It was stated that running and watching starts are the most entertaining part of the RC's day, and if the fleet couldn't manage proper starts, the day's racing would be gladly turned into a starting clinic.

The 20-boat fleet's one-two punch junior aces, Brad Rodi and Alex Camet, jumped into the lead with Olympic Star Class silver medalist, Mark Reynolds, in hot pursuit. Reynolds gave planing lessons on the reaches, but Rodi and Camet showed why they finished one-two in the Junior Nationals, and 2-4, respectively, in the Junior Worlds, by giving Reynolds a tough time. Camet went on to win, with Reynolds and Rodi sinking to fifth and sixth

sinking to fifth and sixth.

Keith 'Tree' Dodson snuck in for second and would later take a bullet in the fourth race. Unfortunately,

Dodson could not sail on Sunday due to an up-north wedding (which kept many Snipers away from the regatta).

Third went to Stu Robertson of Alamitos Bay YC and fourth to Rob Walker of Mission Bay. This was just the first of four races on Day One, and the wind never backed off which made for fabulous racing. Results at the half showed Reynolds on top followed by Camet, Dodson, Rodi and Walker.

Las Vegas Night had the Mission Bay clubhouse looking like a casino. Three craps tables, six black-jack tables, roulette, and a full card of "thoroughbred" races kept the crowd busy playing for chips, which could be turned in for raffle tickets and a chance to win valuable prizes. The result was a bonanza for the local fleet — the checking account ballooned and fleet honchos dreamed of entertaining guest Snipers when the fleet hosts the Masters and North Americans.

Sunday morning brought stormy skies. The winds had backed off slightly but were still 12-15 knots. Reynolds asserted himself early, but would later suffer a broken outhaul for a DNF.

It looked like Rodi's day as he sailed brilliantly to capture Sunday's first pair, but regressed in the final two nightcaps. Alex Camet had a second, two fourths and a third to close the series, while Reynolds followed his DNF with a second, first, and another second in the finale. Sounds like a three-boat race doesn't it?

Truthfully, these were the dominant three. There were some honorable mentions as Rob Walker of San Diego YC and Doug Hart of the host club also sailed well. Hart sailed probably the most exciting race of the series, leading Race Three almost wire to wire. He engaged Reynolds in a furious tacking duel only to get ground-down to second at the wire. Craig Leweck also sailed well but was only able to race on Sunday.

The results? As Bing Crosby used to say at the Del Mar Race Track — "there's a smile on every face and a winner in each race." Everyone was a winner, really, as the regatta format makes for more of a practice/fun/training session than anything else. As one candid Sniper said: "If I wanted a trophy, I could have bought one."

But for those with numerical fixations, Camet wins if there's no throwout, Reynolds wins with a throw-out. The RC was mum, preferring to leave this to the imagination and as a major topic for discussion at the club bar. Regardless, Rodi was third, Walker fourth, and Hart fifth overall.

Much should be said about the RC. Headed by Snipe 'Spiritual Guru' Sean Biehl, the RC included a list of Snipe greats who could have been in a regata of their own. Besides Mr. Biehl, there was 'Iron Man' Jeff Lenhart (one national, one world championship), Earl Elms (six nationals, two worlds), Doug and Jenifer DeSouza (one national), and other Snipe notables, including Eric Krebs, Alan Hatch, Wade Blomgren, Steve Ross, and Brad Cote.



Steve Stewart lays down some chips during Las Vegas Night at San Diego.

These people gave up an incredible weekend of racing to insure quality courses for their fellow Snipers. This great personal sacrifice had nothing to do with the open bar tab for the RC; it had everything to do with their love of the sport, the Snipe Class, and their own entertainment.

Lots of sailors worked out their early season karma with breakdowns, capsizes, 720s, bad starts, headers, sore legs, and other miscues. This leaves the rest of the season open for some great sailing. While the older guard was somewhat worried about the dominance of the hot junior sailors, it was generally felt that this too shall pass (as soon as they start chasing women and discover the bar!).

The fleet was left wealthy after the party and waits anxiously for a great week of racing this September. You are all invited to this year's U.S. Masters and North Americans, Sept. 17-23. Fleet 495 looks forward to sharing our success and beautiful waters with you all.

Bob Bowden

making for an exciting finish.

Peter Wolstenholm made the long haul from the south to defend his title, gained at the 1987 NW Championship. To show that the long journey was worthwhile, Peter took first in Race One and Two.

The competition was of a high standard and there was a determined drive by crews to gain this coveted trophy. Neil Martin fought hard to lead the fleet but it was not until the third race that he could gain a win. Lawrence Crispin had teamed up with Eric Broughton to challenge the title, as had the Antonelli brothers. John Love and his daughter sailed well. John, past commodore of the Budworth Club, was determined that the trophy would not again leave Budworth. But all was to no avail for the lead set by Peter and Stephen held to the end of the championship.

The social event on Saturday, a barbecue in the club grounds, was a - great success and the 80 or so meals served showed great organization.

Stan Hackney Budworth Fleet Captain

WOLSTENHOLM TAKES UK NORTH WEST

Manchester, UK — With the close of the summer series the last UK Snipe championship is always the annual North West Championship. It is hosted by Budworth Sailing Club, near Manchester.

Manchester.
This year's meeting drew an entry of 29 boats, seven of whom were visitors representing fleets at Blue Circle, Crosby, and Stone.

The two days racing did not attract much wind. It was not until the last programmed race Sunday afternoon that real hiking was needed. For that last race the wind blew very hard,

HISTORIC SNIPES A PARIS IN CRETEIL

Creteil, France — The regatta Snipes A Paris is one of the most ancient near Paris. It takes place alternately one year (even-numbered year) in the east of Paris in Creteil (Fleet 221) and the other year in the west of Paris in Dennemont (Fleet 492). This year it was the turn of Creteil, so we sailed on the Marne River the weekend of Oct. 15-16 (in Dennemont we sail on the Seine River).

Thirteen Snipes sailed for this edition, 10 French crews and three English ones. Fine weather during all the weekend with very light wind. In such cases the race committee

organizes a course in the harbour to avoid the current but the wind shifts often. The start is then really the most important part of the regatta. At such game Andy Thomas and Slyvie Le Bour-Boisaubert have been the best, each winning two races of the regatta (five races were sailed in all).

On Saturday evening, the president of the race committee (Dominique Labrousse) showed us another aspect of his talent; he cooked the dinner for all the Snipe sailors! The dinner took place in the clubhouse which before World War II was an open-air cafe along the Marne.

Everybody enjoyed this regatta and

its atmosphere. French Snipe sailors are grateful for the help of English SCIRA members by coming and sail-

ing with them.

Rendezvous next year in Dennemont on the river for a still more important edition (of course) of Snipes A Paris.

Gilles Boisaubert

MIDWINTERS OPENS WEST COAST SEASON

San Diego, CA — With the fleet looking forward to the Masters/North Americans in San Diego this year, the SCYA Midwinters in Alamitos Bay served as the first major event for the 1989 season.

Held February 18-19, 30 boats competed for the annual perpetual event hosted by the Southern California Yachting Association.

Saturday was a great day of sailing.

After a light air start for the first race, the wind piped up during that race and stayed at about 12-14 knots for the day. Doug and Beth Hart from San Diego ran away with the first race, but that was all the light-air pair could muster this day.

Keith and Claudia Dodson of Long Beach took the second race, which began the surge that led to their overall regatta win. They were third in the third race, putting them well ahead of the inconsistent finishes from the fleet.

Sunday was drizzly and windy, with the breeze out of the southeast. It stayed out of this unusual direction all day, which proved to the liking of Dodson who bulleted both races.

Dodson saved his regatta in the first race on this day, where he came from way back to lead the fleet. Hanging at about 15th on the first reach, he concluded that race leader Jack Franco was leading the fleet to the wrong mark. While Franco and the fleet had committed to one side of an oil island on the course, Dodson jibed to port for what he thought to be the correct mark. Dodson called it right to win the race, while Franco could get back only so far as eighth.

The breeze had gotten quite light for the final race, which was all Dodson to cap off a great weekend.

Jay and Jackie Golison of Alamitos Bay, relative newcomers to the class, pulled in two deuces on Sunday to move up to second overall. This pair have become a real threat, finishing in the bridesmaid slot in almost every event they have entered.



A happy fleet of participants in Snipes A Paris.



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APRIL 22-23, FIRST COAST CHAMPIONSHIP, Florida YC, Jacksonville. Paul Gillis, PO Box 510817, Melbourne Beach, FL 32951.

APRIL 22-24, TITO ROBOREDO CUP, Clube de Vela, Atlantico. Clube de Vela Atlantico, Av. Dos Centenarious, Leixoes, Portugal.

APRIL 29-30, DISTRICT VII CHAMPIONSHIPS, Richmond YC. Warren Wheaton, 7 Madera Ave., San Anselmo, CA 94960.

MAY 13-14, DISTRICT II CHAMPIONSHIPS, Greg Gust, 332 Columbia, Rockwall, TX 75087.

MAY 13-14, SOUTHERNS, Privateer YC. Matt Gregory, 7743 Village Way Dr., Hixson, TN 37343

MAY 20-21, DISTRICT IV CHAMPIONSHIPS, Lake Lanier SC. Brent McKenzie, 3925 Cranbrook Ct., Lilburn, GA 30247

MAY 27-28, SOUTHWESTERNS — Dallas, Bill Felder, 6909 Pasadena Ave., Dallas, TX 75214.

MAY 27-28, TURKU REGATTA, Turku, Finland. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

JUNE 3-4, DISTRICT V CHAMPIONSHIPS, Cuba Lake, NY. Leo Murphy, PO Box 66, Cuba, NY 14727

JUNE 3-4, DISTRICT III CHAMPIONSHIPS, Lake Carlyle Fleet 705. Ray Sepanski, 7781 Wooddale Lane, St. Louis, MO 63121 JUNE 3-4, DISTRICT I CHAMPIONSHIPS, Severn Sailing, Annapolis. Tim Cusack, 15 Copely Ct., Annapolis, MD 21403.

JUNE 10-11, DISTRICT VI CHAMPIONSHIP, Dana Point YC. Charles Wohl, 3671 Country Club Dr., Long Beach, CA 90807.

JUNE 10-11, HELSINKI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

JUNE 10-11, NORTH SHORE REGATTA, Dave Richards, 205 Bower Hill Rd., Woodstock, Ontario N4S 2N, Canada.

JUNE 10-11, BLUE/GRAY REGATTA, Pine Beach. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

JUNE 17-18, WHITTEMORE-ST. JOHN, Quassapaug, CT. Shawn Sullivan, 474 Spring St., Naugatuck, CT 06770

JUNE 17-18, WOLVERINE REGATTA, Barton Boat Club. Kirk Donaldson, 1720 Chandler, Ann Arbor, MI 48105.

JUNE 23-30, U.S. NATIONAL CHAMPION-SHIPS, Miami, FL. Dr. Bill Smoak, 1 Grove Isle Dr., #408, Coconut Grove, FL 33133

JULY 6-9, FINNISH NATIONAL CHAMPION-SHIP, Pori, Finland. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

JULY 8-9, WINCHESTER INVITATIONAL. Art Rousmaniere, 45 Quail Run Tewksbury, MA 01876.

JULY 8-9, 39th ANNUAL MISSOURI VALLEY CHAMPIONSHIP. Kirk Smith, 8 Lakewood Villa, Council Bluffs, IA 51501.

JULY 15-16, ONTARIO OPEN/CANADIAN OPEN, Oakville Harbor YC. ld Crook, 263 Sandwell Dr., Oakville, Ontario, Canada.

JULY 15-16, PACIFIC COAST CHAMPION-SHIPS. Tom Colligan, 426 10th Ave. E., Seattle, WA 98102.

JULY 21, DISTRICT V JUNIOR CHAMPION-SHIP, Chatauqua Lake YC. George Hock, 92 Wildmere Rd., Rochester, NY 14617.

JULY 22-23, NEW YORK STATE OPEN, Chataqua Lake YC. Henri Kutschke, RD 3, Sugar Grove, PA 16350.

JULY 28-31, NORWEGIAN NATIONALS. Birger Jansen, Broveien 44, 1315 Nesoya, Norway.

JULY 28-30, ATLANTIC COASTS. Peter Schwarzenbach, 14 Merritt St., Marblehead, MA 01945.

JULY 29-30, MIKKELI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

AUGUST 12-13, LAKE ONTARIO OPEN, Newport YC. George Hock, 92 Wildmere Rd., Rochester, NY 14617.

AUGUST 12-13, KOKKOLA REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

AUGUST 21-29, SCIRA WORLD CHAMPION-SHIP. Executive Committee of the 34th Snipe Class International Regatta, c/o Saga University, 1 Honjyo, Saga City, Japan. FAX: 81-952-24-4253.

SEPTEMBER 9-10, PORI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

SEPTEMBER 16-19, U.S. MASTERS CHAM-PIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

SEPTEMBER 20-23, NORTH AMERICAN CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

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scorecard

SNIPES A PARIS Fleet 221, Creteil, France, Oct. 15-16, 1988

Boat	Skipper/Crew	Country	Club	Points	Finish
27329	Andy Thomas/Agnes Darke	England	Dover	11.0	1
26744	Sylvie Boisaubert/Gilles Boisaubert	France	Audierne	19.7	2
23570	Rene Le Bour/Fabienne Le Bour	France	Plaisir	26.7	3
22272	Eric Neuhoff/Huguette Fraysse	France	Dennemont	30.4	4
23283	Roland Gautier/Andre Gautier	France	Creteil	35.7	5
22445	Catherine Rich/Didier Collot	France	Creteil	38.0	6
27028	Yves Le Bour/Frederique Gautier	France	Audierne	41.4	7
22284	Jacques Romain/Maxim Romain	France	Le Havre	41.7	8
20351	Alexander Lewin/Juliet Lewin	England	Stone	45.4	9
20558	Eric Broughton/Dennis Humphrey	England	Stone	60.0	10
21049	Philippe Roy Evelyne Martin	France	Creteil	63.0	11
21946	Sebastien Monteil/Maleck Leseney	France	Creteil	67.0	12
17176	Louis Lecacheur	France	Le Havre	70.0	13

1988 UK SNIPE NORTH WEST CHAMPIONSHIP Budworth Sailing Club, Manchester, England (Top 5 of 29 Boats)

Skipper/Crew	Fleet	Boatbuilder	Points 1	Finish	
Peter Wolstenholm/Stephen Roberts	Blue Circle	McLaughlin	3	1	
Neil Martin	Budworth	Martin Marine	11.7	2	
Lawrence Crispin/Eric Broughton	Stone	Martin Marine	14.7	3	
Mark Antonelli/Paul Antonelli	Budworth	Danish Skipper	35.4	4	
John Love/Amanda Love	Budworth	Danish Skipper	39.7	5	

FRENCH HIGH POINT CHAMPIONSHIP, 1988 (Top 20 of 39 Boats)

Skipper	Fleet	Regattas	Points 1	Finish
Sylvie Le Bour-Boisaubert	Audierne	6	63	1
Ýves Le Bour	Audierne	6	40	2
Eric Neuhoff	Dennemont	5	40	3
Jacques Romain	Le Havre	5	38	4
Nicolas Perrier	Claouey	3	36	5
Roland Gautier	Creteil	6	34	6
Rene Le Bour	Plaisir	3	33	7
Gerard Brossard	Claouey	2	29	8
Jean-Claude Confoulan	Claouey	2	28	9
Christian Voisin	Le Havre	4	26	10
Andre Chauve	Audierne	3	23	11
Eric Berron	Arcachon	1	15	12
Jean-Marie Brossard	Claouey	1	12	13
Ludovic Labat	Le Havre	2	. 11	14
Catherine Rich	Creteil	3	10	15
Philippe Roy	Creteil	2	10	16
Maurice Nicolazic	Vannes	1	9	17
Yves Brossard	Claouey	1	9	18
Didier Collot	Creteil	1	9	19
Jean-Marie Caye	Claouey	1	8	20

1989 LAS VEGAS REGATTA Mission Bay YC, San Diego, CA, Feb. 4-5, 1989 (Top 5 of 20 Boats)

Boat	Skipper/Crew	Club	Places	Points I	inish
25221	Alex Camet/Brian Camet	SDYC	1-4-7-2-2-4-4-3	26.75	1
26108	Mark Reynolds/Deanne Reynolds	SDYC	5-1-1-3-df-2-1-2	28.25	2
23971	Brad Rodi/Randy Lake	SDYC	6-2-3-4-1-1-7-10	33.5	3
25329	Rob Walker/Rowena Carlson	SDYC	4-3-6-5-4-5-6-5	38	4
23602	Doug Hart/Beth Hart	MBYC	9-10-2-9-6-3-3-4	46	5

CALIFORNIA (SCYA) MIDWINTERS Alamitos Bay, San Diego, CA, February 18-19, 1989 (Top 10 of 30 Boats)

Skipper/Crew	Club	Places	Points 1	Finish
Keith Dodson/Claudia Dodson	Alamitos Bay	3-1-3-1-1	8.25	1
Jay Golison/Jackie Golison	Alamitos Bay	2-10-8-2-2	24	2
Jack Franco/John Messinger	Balboa	5-2-6-8-4	25	3
Jeff Lenhart/Jennifer Draheim	Mission Bay	4-9-12-3-3	31	4
Bart Hackworth/Paul Kerner	St. Francis	13-4-1-13-5	35	5
Mark Rastello/Shelly Rastello	St. Francis	14-5-4-5-9	37	6
Doug Hart/Beth Hart	Mission Bay	1-14-14-10-6	44.75	7
Robin Gales/Rochelle Mahatty	Mission Bay	9-13-7-7-14	50	8
Packy Davis/	St. Francis	17-11-5-11-7	51	9
Jerry Thompson/Nadine Franczech	Alamitos Bay	19-7-13-16-10	65	10

News from North



BIXBY JOINS SNIPE TEAM

NEW PLAYER

Ethan Bixby has joined North's One Design team to continue our Snipe research and development program. Ethan's credentials include several World and North American Championships in the 505 and Interclub classes, as well as extensive 470, 420, and intercollegiate dinghy campaigns. His winning approach is now focused on the Snipe class, so look for Ethan at the Dead of Winter, Midwinter, Don Q, and North American Championship regattas.

NEW DESIGNS

After extensive testing, our design team has developed the #5 main, an advance from the #2 main. The new radial head provides uniform distribution of leech loading for a more powerful upper section. The strip clew is even stronger than a radial and prevents the lower leech from getting too tight under high load. With a flatter entry down low, this easy-to-set-up sail provides an exceptionally clear slot and excellent performance under a wide range of wind strength.

The addition of varn tempered inlaid clews and 4.1 ounce upper sections on both the SS2+ and SS2- jibs means these already proven designs will provide even better durability and shape retention. The SS2+ has a fuller luff curve for quick acceleration and an easy to steer groove in choppy water. It is also an excellent choice for heavier crews. The SS2 - is our flat water/high wind design with excellent pointing characteristics.



Sailors around the world are already reaping the benefits of our commitment to the Snipe Class. Here's a partial list of their successes using North Sails:

Jr. North Americans - 1 Jr. World Championships - 2, 3, 4

Western Hemispheres - 1, 4, 6, 7, 8

Brazilian Nationals - 1, 2, 4

Spanish Nationals - 1, 2, 4, 5, 6

Citrus Bowl - 1, 2, 3, 4

Masters Worlds - 1 Italian Nationals - 1

European Championships - 1, 4

Nordic Championships - 1, 4

If you have any questions on tuning, set-up, or if you need help in choosing your sails please contact any of the lofts listed below.

*Prices increase 8% on January 21, 1989

LOFTS

NORTH ONE DESIGN SAN DIEGO Vince Brun, Matt Ciesicki

1111 Anchorage Lane San Diego, CA 92106 TEL: (619) 226-1415

FAX: (619) 224-7018

NORTH SAILS FLORIDA

Ethan Bixby 3703A 131st Ave. North Clearwater, FL 33520 TEL: (813) 573-7730 FAX: (813) 573-2518

NORTH SAILS UK **Andy Hemmings** Newgate Lane Fareham, Hampshire PO14 1BP England

TEL: 011-44-329-231525

FAX: 44-329-220442

NORTH SAILS JAPAN

12-9 Nazai

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aunch your new year right with a new suit of Fisher Sails. Our Snipe sails have been setting the class standard season after season. That's why Fisher Snipe sails were selected for the 1988 USYRU Champion of Champions. Isn't it time to give your Snipe the Fisher edge?!!

Don't be left behind! Join the Fisher Team for a winning combination of superior performance, outstanding quality, and unmatched personal service. Snipe sailors Greg Fisher, Steve Callison, and Ed Adams are anxious to help make your boat go faster. Look for them on the regatta circuit this year! As always, we're continually testing our sails to make sure they remain on the leading edge.

Have a question about boat rigging, tuning, or sail trim? Call Greg Fisher or Steve Callison at the loft to find out how we can help make 1989 your best sailing season ever. We're the one-design specialists and we want to be your personal sailmaker!

FISHER SAILS 330 W. Spring St. Columbus, OH 43215 Phone: 614-221-2410 FAX: 614-297-0514

1988 REGATTA RESULTS

•1,4,5	Midwinters
•1,3,4,5	Don Q
•1,2,3	Bermuda Race Week
• 1	Gamblin Race Week
•1	Mae Snipen
•1,3,4	Southwesterns
•]	Riff Raff
•1,3,5	Colonial Cup
•1,2	Wolverine/Barton Ocean Ope
•1,3,4,5	Bolde Mothers
•]	Norway Nationals
•1,3,5	Atlantic Coast Championship
•2	Nationals (Heinzerling)
•3,4	Nationals (Wells Series)
•2,4,5	North Americans
•1	Frigid Digit
•1	U.K. Nationals
•1	Senior World Masters
•1	New Englands
•1,2	Mystic Lake Open
•1,2	Joe Ramel Memorial

Let us add your name to this list in 1989!

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