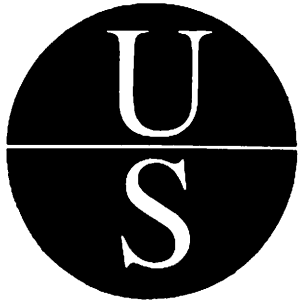




APRIL  
1990



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## THE COMMODORE SAYS

Last month we sketched an overview of SCIRA's organization, the structure of the Board of Governors, and how they are elected. This month I would like to address our legal structure, tax position, revenue sources and expenses.

Most of you know that SCIRA is some type of U.S. corporate entity. In the U.S., corporations are chartered by state governments, not the national government. SCIRA was chartered in the State of Ohio as a non-profit organization. This means that we are not taxed by the State of Ohio. However, the U.S. income tax is levied by the federal government, so our U.S. government status is also very important. As a non-profit organization, SCIRA does not have to pay federal income taxes on any surplus we generate (there has not been a surplus for several years!). However, for donations to SCIRA to be tax-deductible to the donor, we needed to apply to the U.S. Government for "charitable" status. Many years ago, through the legal efforts of Paul Festersen, SCIRA applied for and received Section 501(c)(3) status as an International Sports Organization. This status allows U.S. tax payers to donate money (or boats, etc.) to SCIRA and deduct that donation on their U.S. income tax. Now, you Americans, do not get carried away. A donation is a gift over and above your regular dues. You get goods (rule books, *Bulletins*, etc.) and services for your dues, making them non-deductible as a donation.

Speaking of dues, that is how SCIRA generates most of its U.S. and International income. Before I get into that, let me point out that SCIRA, the corporation, actually functions as two separate operations with two separate accounts—SCIRA International and SCIRA U.S.A. Tom Payne is the Executive Director of both organizations, which operate as one corporate entity from his basement in Flowery Branch, Georgia, U.S.A. Each account (International and U.S.) pays half of Tom's salary and his U.S. payroll taxes. International also pays his expenses to International Championships while the U.S. pays his expenses to the U.S. Nationals. So if you see Tom at some event other than the U.S. Nationals, European, Western Hemisphere or World (including Juniors) Championship, he is paying his own expenses. So your dues do not pay for Tom to attend

local regattas. He does that because he is a Snipe sailor just like you and me.

Now, SCIRA International has several sources of funds since the Rule Book and the *Bulletin* are entirely within the International operation and budget. International dues are \$6.00 per year, and \$2.00 of that is allocated to producing the Rule Book every four years. International members have the option of subscribing to the *Bulletin* for \$8.00 per year regular mail (which is slow) or at a higher rate for quicker delivery. About half (\$28,000) of the approximately \$55,000 of International receipts are dues and subscriptions. About another ten percent comes from fleet charter, boat number, and transfer fees, while *Bulletin* advertising contributes 15 percent. The remaining 25 percent comes from book, plan, and emblem sale, interest on the International reserve funds, and other miscellaneous income. Of the International funds received, about 30 percent each goes to production of the *Bulletin* and 30 percent for Tom's salary. About ten percent goes to support Tom's International travel, while 15 percent goes to postage to mail (or ship) the *Bulletin* to each of you that receive it. Tom has also put together some air express (DHL) plans to better serve our International readers. The remaining 30 percent is roughly divided among employee taxes, telephone, fax, computer, and other office expenses. Please note that there is no budget for SCIRA Board members' or officers' travel expenses. Someone else (usually the individual Board member) pays those expenses.

In addition, the International board has authorized the expense of up to \$10,000 towards running the Junior World Cham-

pionships every other year. This money is paid to the host organization for receipts from actual junior competitor expenses such as boats, food and lodging. It is not a blanket grant, but must be supported by actual receipts. In 1988 International had an \$11,200 deficit including \$6,300 spent on the Junior Worlds. Our 1989 International deficit was \$6,742 without a Junior Worlds. In 1989, International dues, boat number fees, and *Bulletin* advertising were all down about ten percent from 1988. At the same time, telephone (as a result of our fax activity) and postage expenses (U.S. mail rates increased in 1988) increased significantly. I and most of the Board feel this increase of about \$3,000/year in communications expenses is essential to the health and growth of the class.

SCIRA U.S.A. had income of about \$16,500 (down from \$18,000 in '88) of which about \$12,200 is dues and \$3,500 in sail royalties, number fees, and charter fees (off from \$4,800 in '88). The regular U.S. member's \$25 dues has \$11 allocated to the U.S. fund, and the remaining \$14 goes to International for dues, Rule Book, and the *Bulletin* (the *Bulletin* is not optional in the U.S.!). Virtually all these funds went to pay the U.S.'s half of the Executive Director's salary in 1989. The U.S. had some additional incidental expenses which were also paid, resulting a U.S. SCIRA deficit of about \$1,900 for 1989 and reducing its cash reserve to \$1,600.

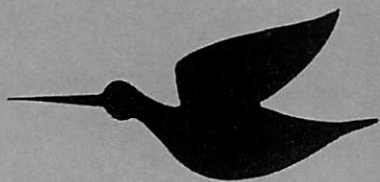
From this information, you can plainly see that neither SCIRA U.S. nor International are currently running a surplus (non-profits cannot make a profit). At least International has a reserve which can see us through any "hard times." If you want

### CIRCULAR LETTER

Two subjects have arisen that need clarifying:

1. A proper anchor for the Snipe Class has flukes or hooks. A four-pound lead weight does not qualify as an anchor.
2. The bitter end of the main sheet may not be tied to a becket at the main sheet boom sheave as an aid in jibing. This arrangement could also be used as an aid to pumping the boom in violation of IYRU Rule 54.3(b).

Dan Williams  
Rules Committee Chariman, SCIRA



# Snipe

## BULLETIN

(USPS 611-500)

APRIL 1990

Volume XXXIX No. 4

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

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#### PUBLICATION INFORMATION

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Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee.

#### ADVERTISING

Contract rates furnished upon application.

#### SUBSCRIPTION

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

#### CHANGE OF ADDRESS

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

more details, the International financial statements have been sent to all Board members and National Secretaries. U.S. District Governors and Fleet Captains were sent the SCIRA U.S. statement, so see one of these people for the details.

Our operating costs are really minimal for an organization with a full-time Executive Director, so we must increase our revenue to survive in the long term. There are two ways to increase revenue: increase dues or get more dues-paying members. Personally, I prefer the later approach. So let's all get more people sailing Snipes (and paying dues). More on this subject in future columns. Until then, happy Snipe sailing.

Your Commodore,  
Pete Fenner

## AROUND THE SNIPES WORLD

NEWPORT, RHODE ISLAND: Snipe Sailor Craig Leweck was awarded *Sailing World Magazine's* "Medal of Achievement" as "1989 Dinghy Sailor of the Year," in recognition of his wins at the 1989 U.S. Nationals and North Americans, and the Lido 14 Nationals and Capri 14.2 Nationals.

Congratulations, Craig! Here's hoping that your 1990 season is a good one. Thanks for bringing such notable recognition to the Snipe Class.

Speaking of *Sailing World*: Associate Editor Chris Hufstader will be a participant in the 1990 Winter Circuit. He'll crew with Sam Mollet at Clearwater and Miami as part of a possible major feature on the Circuit and/or Class. Serious Snipers, mail your subscription in right away! It's a deal at \$19.75 for twelve issues, and you won't miss out on some great Snipe reporting. *Sailing World Magazine*, P.O. Box 3211, Harlan, Iowa 51593-2391.

RUSH CREEK YACHT CLUB, DALLAS, TEXAS: Plans are being finalized for the 1990 U.S. Masters and North Americans. Fried Elliott will head up the efforts. Dates are September 30th through October 6th. See the SANCTIONS for further details.

ANNAPOLIS, MD.: U.S. National Secretary Phil Richmond is requesting bids for the 1991 U.S. Pan-Am Trials to select the U.S. Snipe team (one boat) to make the trip to Cuba. Ron Payne of Fleet 007 has submitted an impressive bid on behalf of Ft. Lauderdale Yacht Club. Call the Snipe Office for more details.

## uncommon sense

Tom, in the past several years we have had dismal attendance at the Governors Cup Regatta. Our fleet requests that the notice of regatta be published in the April issue of the *SNIPES BULLETIN* to help improve this situation. In past years we have sent our Race Sanction Application to both the District Governor and SCIRA, in January or February, only to be disappointed by the fact that our regatta notice did not appear until the June issue—the same month as our regatta! Please assist us in this matter by publishing notice in March or certainly the April issue. Thank you for your consideration.

(signed) Tim Dixon  
Fleet Captain  
Island Bay Fleet 91

#### Editor's reply:

Tim, thanks for writing, and for sending in the proper forms, properly completed. I'll admit that things can and do go wrong around here, especially this time of year, when the paperwork is really flooding in! Back in December, each U.S. Fleet Captain was mailed an information package which contained (among other things) Dues Collection forms, Race Sanction Applications, information about regatta reporting for the *SNIPES BULLETIN*, and advertising rates for the *SNIPES BULLETIN*.

Along with the ad rates was the information about ordering mailing labels. We'll repeat that information here: Mailing labels, ready to peel-and-stick, are available to Fleet Captains and District (continued on page 6)

## APRIL 1990

**THE COVER:** Tatsuya Wakinga and Satoru Maruyama catch a wave at the 1989 Mid-Winters. Photo by Dennis Kelly.

**THE COUNT:** Ten numbers were issued to Norway!

**NUMBERED SNIPES:** 27,744

**CHARTERED FLEETS:** 809

# 1040 U.S. Championship Tacks Return 1990

For the week July 20-28, 1990

## Label

Please print or type.

L A B E L  H E R E	Your first name and initial	Last name
	If a joint return, crew's first name and initial	Last Name
	Home address (number and street)	Apt. No.
	City, town or post office, state and ZIP code	

## SCIRA

### Election Campaign

Do you want \$1 to go to this fund?.....  
If joint return, does your crew want \$1 to go to this fund?

<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

Note: Checking "Yes" will not change your tax or reduce your refund.

## Filing Status

- 1  Single (see if you can use Form 1040 E-Z)  
 2  Married, wish you were single  
 3  Married, sailing separately  
 4  Married, sailing together

Check only one box.

## Acceptions

- 5  Welcome party  
 6  Evening cruise  
 7  Pub crawl  
 8  Live band night  
 9  Nightly beer truck shenanigans  
 10  Closing banquet  
 11  Total number of acceptions claimed

## Income/Outgo

- 12  Entry Fee reasonable  
 13  Nightly entertainment cheap  
 14  Beer truck entertainment free

## Adjustments to income

- 15  Would you like a list of area babysitters?  Yes  No  
 16  Do you want your child or dependents returned at the conclusion of the regatta?  Yes  No

Note: Child auctions to benefit SCIRA Election Campaign Fund

# 1040 E-Z Single filers with no commitments

## Label

L A B E L	Your first name and initial	Last name
	Next of kin	Last name

## Filing Status

- Can your parents (or someone else) claim you on their form?  
 1  Yes. Do U.S. Junior Nationals worksheet in next month's *Snipe Bulletin*.  
 2  No. Sign disclaimer in Step 5.

## Acceptions

- 3 Activities  
 Those filing this form will not be exempt from any activities.

## Income/Outgo

- 4  Entry Fee reasonable  
 5  Nightly entertainment cheap  
 6  Beer truck entertainment free

### Disclaimer:

I agree not to hold anyone responsible for my irresponsibilities

Signature (please use your own name) \_\_\_\_\_

**TAX REFUND:** Money received from the Federal or State government that is intended for use at the 1990 U.S. Snipe Nationals.

Instructions: This year there are several changes in the U.S. Nationals preliminary filing form. It is especially important to read each form carefully so you can be sure to send the correct one to the 1990 U.S. Nationals Comptroller, Lisa Foulke. Mail, at your own discretion, one of these forms to: Lisa Foulke, 410 West Lombard Street, Baltimore MD 21201

Governors. You can use them for Fleet or District newsletters, or to make sure that the notice of your regatta reaches the Snipers in your area. Prices are reasonable, but we would appreciate your orders in writing. We're working hard to keep the *BULLETIN* up-to-date, with the latest information, particularly the Sanctions listing. If you spot an omission or mistake, let the Snipe Office know, at once!

**CORRECTION:** I really blew it in the March issue. I said that Texan IV, Snipe #12345 was destroyed in the fire at Mike McLaughlin's shop. **WRONG!** The boat that was destroyed was Texan II, #8653. Thanks to David Cox who called to point out our mistake. David, a member of Privateer fleet 142, owns #12345. Now the question is, will we see her at the WoodenSnipe round-up at the Southerns?

## LETTER TO THE EDITOR

Dear Tom,

Early last fall, my husband and I pulled our old red Lippincott out of the shed, examined a wealth of wildlife footprints and nests and droppings, and decided the ground hogs hadn't gnawed away enough to make her structurally unsound. We dusted her off, pumped up the trailer tires, and made it to the last two Call of Fall regattas of the year.

We've hardly done any racing in the last six years, and none at all in the last three. That's what getting married and having

two daughters did to a couple of avid Snipe sailors. But now we're determined to make it back onto the race course more and more as the years go by and our 1-year-old and 2-year-old grow up. One thing we suspect will help is having a low-maintenance Snipe, so we've placed an order for a new McLaughlin. This will give the Lippincott time for some R and R, paint, and varnish so that the four of us can eventually race ...if both daughters show an interest in sailing.

In a sentimental moment, we fancied having our Number Two Snipe be numbered twice the hull number of our Number One Snipe, which is 14002. So we would like to place an advance reservation on hull number 28004. A check is enclosed to secure this number. To motivate ourselves for racing in 1990 we hope to enlist several of our friends as crew and baby-sitters and register both the oldest and the newest boats in a regatta. Of course, we may also come in first and last place, too!

Peggy and Keith Donald  
Quakertown, PA

## MY ROOKIE YEAR

After my first year of Snipe Sailing I would like to pass on a few pointers to any other new Snipers out there.

Practice tacking and jibing, but know how to right the boat. I didn't have it on the official practice list at the beginning of the season, but we have gotten a lot better. In fact, our best start in the Nationals

occurred when we jibed and death rolled at the 8-minute mark and we had the boat dry and going at the gun. (It helps if you tie down all that extra stuff, like the anchor, paddle, and lunch. Well, OK, maybe we don't need the soggy lunch. But you'll be glad you have all that equipment secured when it really starts blowing. Then when you decide not to go out you can loan your official SCIRA equipment to all the nuts still racing.)

While we are talking about being upside down, not only is it important to tie in your dagger board, but the *length* of the line is also important. OK, all you hot shots, when the dagger board falls out and gets tangled in the gooseneck, how many people does it take to right a Snipe? Six. I know.

Don't start next to Peter Commette. I had a textbook perfect start where old Pete was zooming off in clear air and I was that guy they always talk about left luffing head to wind. Start next to Tom Payne. Much easier.

Listening to the crew is very important for updating changing tactical information. For example:

*Crew:* "Do you see those dark clouds?"

*Skipper:* "Hike."

*Crew:* "They're really dark."

*Skipper:* "Keep hiking."

*Crew:* "Those are really BIG DARK clouds."

*Skipper:* "Hike harder, I think we can cross this guy."

*Crew:* "Maybe we should head in, huh?"

*Skipper:* "Trust me, have we ever tipped over sailing upwind?"

Don't practice turning over in Biscayne Bay or any other body of water shallower than your mast. That Boat US insurance was the best money I ever spent.

Beside those on-the-water evaluations it is very important to also involve your crew in those critical post-race critiques.

*Skipper:* "Now that we are on dry land, it wasn't so bad."

*Crew:* "How come you didn't lose your hat? Every time we dump I lose a hat. I can't count the number of times we have dumped this year, plus we get blown out by a 50-knot-plus storm. And you are wearing that same stupid baseball cap you wore when we bought this thing. How is that?"

*Skipper:* " " "

So in the interests of team harmony I gave her a new jib for Christmas.

Darryl Waskow and Susan Ellis  
#25073



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## A LOOK AHEAD IN EUROPE

During the Junior European Championship 1989 the SCIRA Officials in attendance had a meeting to cover viewpoints. It was NOT OFFICIAL, and there was no voting. Object was to look generally at the coming year of 1990.

The meeting was held at Club Nautico Vilamoura, Portugal, on December 8th, 1989. In attendance were: J. Broughton, UK/Euro Secretary; Birger Jansen, Norway/V. Euro Secretary; Antonio Roquette, S. European Secretary; Domingos Borralho, Portugal National Sec.; Lucio Radice, Rep. Italy; Sen. Pepe, Rep. Spain.

The meeting opened with SCIRA Portugal announcing Autust 22-28 will be the Snipe 1990 European Championship, held at Oporto. Full information will be sent to Europe in January.

Portugal saw our Juniors as our 'life blood' for SCIRA's future in Europe. It was the wish of Antonio that each country send a Junior Crew to the

1990 European Championship above their allocation. The meeting looked upon this as a forward idea. The European Secretary advised that to overcome the rules he send a voting paper to each National Sec. to vote on the idea. If agreed, which he sincerely hopes, then one junior can be added to a country's entitlement and race in Oporto in 1990. Then at the National Secretaries meeting, Oporto 1990, a vote could be taken to reword the ruling to include junior crews. In respect to the original deed of gift by Unione Societe Veliche Italiane, they would be informed.

Norway reported on the Worlds 1991. It was Birger's wish that every SCIRA country send a crew. Dates will run from August 2-12, with one race each day, except for one day when two will be raced. *Accomodation could include on yachts in the harbour.* Social events will be in the area of the club to save travelling. Competitors that arrive a week before the Worlds are invited to Norwegian West Coast Snipe Regattas.

Spain has confirmed the dates of September 4-9

for 1990 Junior Worlds, Murcia, and for the 1990 Snipe World Masters, Santiago de la Ribera, September 11-15. For both these regattas Spain wishes to have 30 new Snipes built. Information for both these events will be mailed soon. The weather is good and accomodation will be arranged about 6 km from the clubs; club vehicles will arrange the transport for competitors.

The Palma Princess Sophie Regatta will be during Easter, with early entry advised. The Iberian Championship will be held in the Algarve a few days after the Princess Sophie.

For the South European Championship it was agreed Italy had made a good choice in the possibility of holding it in San Remo. Norway considered a good date would be just before Easter to allow crews then to drive to Palma for Princess Sophie.

It was asked by Birger/Antonio if SCIRA needs to be in the IYRU. European Secretary considered we must remain an International Class and use international judges.

# When The Best In The World Line Up - The Winners Have North.

'89	World Championship, Karatsu	1st
'90 January	Dead of Winter Regatta, St. Petersburg	1st, 2nd
'90 February	Midwinter Championship, Alamitos Bay	1st, 2nd
'90 March	Midwinter Championship, Clearwater	1st, 3rd
'90 March	Don Q Regatta, Miami	1st

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FAX: 81-468-570370

# SEATTLE'S TRAVIS TAKES HIGH-POINT TITLE

## Minneford-Reichner honors for 1989

Steve Travis of Snipe Fleet 444 posted a perfect 1750 score to take the Minneford-Reichner high-point trophies, over a field of 257 U.S. Snipers who reported scores for 1989. Second in the 1988 scoring, Travis edged out former winners Fritz Gram of Cuba Lake and Henry Davis of Iowa-Nebraska. A total of 3,842 races were sailed, with the average number of races per skipper at 15. Snipe Legend Francis Seavy of Clearwater sailed the oldest boat, Honey, #6995, and the average boat number was 23522.

Kirk Smith of Iowa-Nebraska took the participation title, sailing in 40 races, while Cliff Browning of Indianapolis fleet 409 made 38.



STEVE TRAVIS	25422	20	1750	SEATTLE
FRITZ GRAM	26699	16	1740.1	CUBA LAKE
HENRY DAVIS	24101	18	1719.5	IOWA-NEBRASKA
DICK HAND	23625	22	1718	PORTAGE LAKES
JIM BOWERS	25710	14	1717.9	WINCHESTER
DAVE LENCE	26174	16	1710.7	WINCHESTER
BOB ROWLAND	26747	16	1696.7	COWAN LAKE
JIM TOWLER JR	25166	15	1693	WOLF LAKE
RICK WOOD	26110	11	1688	PORTAGE LAKES
DOUGLAS WEFER	27225	31	1681.73	SEA CLIFF
BILL BEES	20562	26	1675.8	CHIPPEWA
MEL NICHOLS	27780	13	1675.8	WOLF LAKE
ETHAN BIXBY	25948	11	1675	ST. PETERSBURG
GEORGE HOCK JR	26160	15	1673	NEWPORT Y.C.
JOHN WALTON JR	25418	13	1665	DETROIT
LARRY BRIGGS	24099	27	1663.6	LINCOLN
BILL LEFFLER	23964	19	1660	SEATTLE
STEVE SHEPSTONE	26753	26	1656.85	SEA CLIFF
PHILLIP TANSKI	19719	15	1653.8	CHIPPEWA
TED HORVATH	20548	20	1653	NEWPORT Y.C.
JOEL ZAKIN	27011	26	1651.5	QUASSAUG
SAM MOLLET	24087	18	1651	PORTAGE LAKES
JON BRIGGS	20936	25	1647.9	LINCOLN
CHARLES WEBSTER	17733	16	1643	NEWPORT Y.C.
ANDY ZERATSKY	26911	13	1640.5	GREEN LAKE
PAUL DOVEY	27020	25	1639	INDIANAPOLIS
HOWARD WOLFF	25252	33	1632.4	CHIPPEWA
CARTER WEITZ	25486	30	1631.93	IOWA-NEBRASKA
"BUZZ" LEVINSON	26335	27	1629.40	INDIANAPOLIS
SUE LODICO	25003	15	1627.1	WINCHESTER
JIM MENZIES	27004	25	1626.1	COWAN LAKE
FRED ROZELLE	25489	22	1624	DETROIT
WOODY NORWOOD	26100	12	1624	ATLANTA
PETER KEEN	25733	17	1622.7	WINCHESTER
RICH GRANT JR	19618	27	1617.8	GRAND RAPIDS
DAN CONWAY	25452	10	1615.3	GRAND RAPIDS
PEDRO LORSON	25165	7	1613.6	SEA CLIFF
STEVE GRANT	21870	33	1613.4	GRAND RAPIDS
JIM RUSSELL	24321	21	1610.4	LINCOLN
FRED ABELS	25460	14	1610	SEA CLIFF
BUZZY HEAUSLER	25045	6	1607.3	CLEARWATER
STEVE LIPPINCOTT	26761	15	1606	ST. PETERSBURG
DAVID FORQUER	26116	21	1606	ATLANTA
CLIFF BROWNING	24270	38	1602.26	INDIANAPOLIS
JOHN BRANNAN	26291	17	1599.9	INDIANAPOLIS
SCOTT ROWLAND	26303	13	1599.1	COWAN LAKE
JOHN BROWN	21792	19	1599	PORTAGE LAKES
JOHN DENTINGER	26897	19	1597	NEWPORT Y.C.
DAVID PATTERSON	20354	6	1594.5	WILLAMETTE
FRANK HIATT	25780	16	1591.81	INDIANAPOLIS
PAT HICKS	22267	26	1591.1	CHIPPEWA
TOM DUGAN	26469	15	1591	CUBA LAKE
JESSE COBURN	24676	12	1591	ATLANTA
SHAWN SULLIVAN	24633	21	1590.4	QUASSAUG
CLIFFORD WRIGHT	23004	31	1589	SEATTLE
BOB NELSON	22725	32	1588.5	GRAND RAPIDS
MARK MENDELBLATT	27273	5	1587	ST. PETERSBURG
KEVIN HALLER	26298	9	1587	NEWPORT Y.C.
ROBERT EWOLDT	25652	22	1586.41	LINCOLN
LEIGH SAVAGE	25990	24	1585	DETROIT
MIKE BRADSHAW	16699	10	1583.5	CUBA LAKE
WADE EDWARDS	26162	16	1582	DETROIT
BILL FEHSENFELD	7999	18	1579.9	GRAND RAPIDS
JOHN JENNINGS	27271	10	1578	ST. PETERSBURG
DAVID SMITH	26164	35	1576.2	COWAN LAKE
BRIAN MOLLET	23624	10	1575	PORTAGE LAKES
JIM CUMMINGS	27137	37	1573.11	CHIPPEWA
PAUL FESTERSEN	25052	24	1568.5	IOWA-NEBRASKA
JOHN BUCKLEY	24542	21	1567.7	LINCOLN
BYRON HILL	20587	12	1567	GREEN LAKE
BRYAN DOUGHERTY	26092	21	1565.9	SEA CLIFF
GEOFF CHATTERTON	21047	14	1564.7	GREEN LAKE
MIKE ZALZAL	24630	23	1563.8	COWAN LAKE
BILL WILLMARTH	26735	8	1562.5	CUBA LAKE
ED WEITZ	24095	35	1560.34	IOWA-NEBRASKA
DICK EDWARDS	19795	18	1559.2	CUBA LAKE
NORM DAHL	25370	11	1557	NEWPORT Y.C.
TOM KOPPANG	24011	6	1557	WILLAMETTE
KEITH CRUM	25066	6	1556.3	CLEARWATER
SCOTT CLINE	24093	6	1556	PRIVATEER
PAUL ZENT	27095	18	1555.1	INDIANAPOLIS
JOHN TOWLER	23200	13	1552	WOLF LAKE
HARRY LEVINSON	26894	7	1547.3	MEDFORD
EDDIE CRAIG	25434	6	1545	PRIVATEER
SCOFIELD/JETTON	24006	21	1543.8	IOWA-NEBRASKA



PAUL TAYLOR	24775	8	1541	SEATTLE	JERRY HALE	20314	10	1400.2	GREEN LAKE
RALPH SWANSON	27999	10	1538.1	WINCHESTER	GREG PEASE	26202	14	1391.6	QUASSAPAUG
CHAD SHAKESPEARE	19888	9	1537	ST. PETERSBURG	PHIL MORSE	21789	11	1389	NEWPORT Y.C.
JOE NORTON	24711	9	1536.4	GREEN LAKE	TOM NEHRIG	25420	18	1388.4	INDIANAPOLIS
MIKE BOWERS	26131	8	1535.4	WINCHESTER	GARY WOODWORTH	25193	5	1385	INDIANAPOLIS
RICHARD LYNHAM	24684	35	1535.2	CHIPPEWA	MIKE TOOHEY	24100	20	1383.1	IOWA-NEBRASKA
JOHN DOHAN	26287	14	1535	DETROIT	PETER FROST	27002	6	1382	SEATTLE
KIRK SMITH	22324	40	1533.55	IOWA-NEBRASKA	GEORGE LARGAY	25991	5	1378.4	QUASSAPAUG
MIKE ELSER	26743	18	1533.2	QUASSAPAUG	MIKE O'TOOLE	24001	19	1372.8	COWAN LAKE
DANA SCHNIFFER	26091	20	1531.6	SEA CLIFF	MIKE RECKER	21807	27	1371.3	IOWA-NEBRASKA
STEVE SHERMAN	25057	6	1531	PRIVATEER	BRUCE LOWSTUTER	20702	11	1368.2	WOLF LAKE
CHARLES PRICE	25198	13	1529.9	WINCHESTER	LEWIS LAPPAS	26464	14	1365.2	INDIANAPOLIS
RANDY FRIDLUND	26463	15	1528.4	INDIANAPOLIS	BILL COWEN	25862	12	1364	PORTAGE LAKES
ERIC RUECKWALD	26468	10	1524	NEWPORT Y.C.	KARL RITERS	25410	10	1362.6	COWAN LAKE
JIM CONLIN	24688	23	1524	PORTAGE LAKES	DAVID MARKS	18838	15	1358.0	LINCOLN
JIM SALOMON	21459	15	1521	NEWPORT Y.C.	KATHY BRONAUGH	25373	13	1354	ATLANTA
FRANK PONTIOUS	24994	16	1520	ATLANTA	DICK WILDER	19063	17	1352	NEWPORT Y.C.
ROB FOWLER	21021	6	1519	PRIVATEER	TOM GOUGEON	25232	8	1348.3	COWAN LAKE
PAUL LEVINSON	26462	6	1517.8	INDIANAPOLIS	CURTIS MARCOTT	27097	12	1347.4	COWAN LAKE
SCOTT HUGHES	23340	15	1517.1	IOWA-NEBRASKA	BOB DUFFNER	16791	19	1342	SEATTLE
ANDREW OZAKI	20841	24	1516.9	LINCOLN	CARL ERICKSON	22218	16	1337	GRAND RAPIDS
PAUL MAIER	17390	5	1511	WILLAMETTE	BILL COYLE	21504	11	1337	MEDFORD
CRAIG SAS	27380	16	1509	ST. PETERSBURG	BOB FOSTER	26397	6	1335	CLEARWATER
RICHARD EVNEN	26757	10	1508.9	LINCOLN	NICK KOZLOV	27270	16	1326	ST. PETERSBURG
EUGENE SARTORI	26999	16	1507.6	WINCHESTER	JOHN GARR	26290	10	1323	DETROIT
TED DICKSON JR.	27242	7	1505	DETROIT	JAY CAREY	21106	20	1321.3	COWAN LAKE
BILL WORSTER	25727	31	1504.7	COWAN LAKE	LOU AQUAVIA	25797	17	1318.5	QUASSAPAUG
GLENN BETZOLDT	25057	12	1502.3	WOLF LAKE	SARAH DEEDS	25524	11	1318	DETROIT
JOHN MUHLHAUSEN	16104	14	1502	ATLANTA	JOHN LAYMAN	21913	8	1315.9	LINCOLN
JOHN LEVERENZ	26661	16	1501	DETROIT	JOHN BENGSTON	20630	9	1314.7	LINCOLN
TOM COLLIGAN	20985	32	1498	SEATTLE	BILL FLACK	24272	13	1310.8	COWAN LAKE
MARY JANE BUMBY	24690	12	1497.9	GREEN LAKE	BRYAN SONNER	26763	6	1310	ST. PETERSBURG
PETER WOLCOTT	25838	21	1497.1	QUASSAPAUG	JOHN DOLAN	17130	10	1305.5	CUBA LAKE
ART ROUSMANIERE	25412	8	1496.9	WINCHESTER	BOB JONES	24089	9	1304.6	IOWA-NEBRASKA
KEN SIMONS	24742	13	1495	PRIVATEER	BOB ROGERS	20930	11	1301.7	INDIANAPOLIS
PETER ZAKIN	24998	5	1494.4	QUASSAPAUG	RON HILL	24115	20	1300.7	SEA CLIFF
MAC JACOB	21465	20	1490.1	COWAN LAKE	KENT GRAVES	24088	13	1299.4	GRAND RAPIDS
BILL WELCH	27772	13	1490	ST. PETERSBURG	FRANCIS SEAVY	6995	6	1297.8	CLEARWATER
MARTIN FRASER	24999	10	1488.1	MEDFORD	JOE SPEARING	27570	30	1297.3	IOWA-NEBRASKA
GILES HAMLIN	15086	8	1486.8	CUBA LAKE	CHUCK WAHL	18638	6	1297.2	LINCOLN
DAVE ROGERS JR.	25810	11	1486.6	QUASSAPAUG	CHUCK LOOMIS	24002	6	1289.3	MEDFORD
MIKE MILLER	20311	13	1483	NEWPORT Y.C.	ED KANE	19381	6	1288	SEATTLE
BOB RECKER	27005	26	1481.3	IOWA-NEBRASKA	DICK EDWARDS	19795	6	1285.3	CLEARWATER
PAUL SILVERNAIL	25428	11	1481	ST. PETERSBURG	JOHN GONDRING	27272	17	1283.4	IOWA-NEBRASKA
JANE WOOLLEY	21101	5	1480	PRIVATEER	BOB WHITMAN	27379	21	1283.0	COWAN LAKE
BEN HOWE	26487	31	1478.7	SEA CLIFF	KEN KINAS	21312	11	1279.8	GREEN LAKE
DON HACKBARTH	25071	21	1477	ATLANTA	JOHN KEANE	18636	9	1275.7	LINCOLN
BILL HOOPER	24122	11	1476	ATLANTA	CHRIS SPROLE	21440	16	1274.1	QUASSAPAUG
DENNIS MIZERAK	22474	20	1475.8	CHIPPEWA	ROBERT BOSSERT	21716	13	1268	NEWPORT Y.C.
DAVID LAWSON	18643	22	1475.8	SEA CLIFF	BOB LEAHEY JR	24799	6	1265	MEDFORD
JACK WILLIAMS	24972	24	1474.25	SEA CLIFF	DAVID SORRICK	24330	5	1264.8	LINCOLN
IRVING MARGULIES	9106	14	1473.7	QUASSAPAUG	PHIP ROSS	15118	6	1257.5	LINCOLN
DAVE DANIELS	20586	7	1471.7	WOLF LAKE	LEE TRACHTENBERG	20371	7	1255.6	SEA CLIFF
DAVIS/SIMON	24102	18	1470.7	IOWA-NEBRASKA	TITU DOCTOR	23273	15	1252	ATLANTA
LEO MURPHY JR	25393	9	1470.2	CUBA LAKE	MIKE BENCHIMOL	20554	9	1248.4	SEA CLIFF
RAY GAUTHIER	27274	22	1468	ST. PETERSBURG	RICK COLLETT	19368	5	1247.4	WOLF LAKE
MICHAEL MOORE	25372	6	1459.7	COWAN LAKE	KEN FRINK	19707	25	1234	QUASSAPAUG
JERRY WACHTER	23840	29	1459.2	GRAND RAPIDS	KEN PARKE	25163	9	1234	PORTAGE LAKES
DUANE SMITH	24800	30	1459	PORTAGE LAKES	JAY HORROCKS	24997	24	1229.5	QUASSAPAUG
JACK WAGENER	24242	12	1458.5	LINCOLN	HAL GIFFORD	23759	28	1218.7	IOWA-NEBRASKA
JIM KEOUGH	20231	21	1457.1	CUBA LAKE	CRAIG JONES	19924	6	1217	ATLANTA
TIM RUHL	18345	28	1457	SEATTLE	GUY CROSSLEY	21777	9	1213.9	COWAN LAKE
DON CARLEY	20965	10	1455.4	WOLF LAKE	FRED CADY JR.	25487	13	1213.5	IOWA-NEBRASKA
TED GARMAN	19910	27	1454	SEATTLE	DAN ORR	26113	5	1210	DETROIT
PAUL WOOD	26305	15	1453.8	QUASSAPAUG	TONY RUGENS	26026	10	1208.8	QUASSAPAUG
JOHN BAKER	18663	31	1450.6	CHIPPEWA	ANNE ANG	18340	5	1208.8	LINCOLN
MARK BROWN	23291	6	1443.8	WILLAMETTE	JON HENDRICKSON	25174	5	1208.8	SEA CLIFF
DON PETTIGREW	25750	11	1439	ATLANTA	RON CAMPBELL	24802	12	1205	DETROIT
MARTHA SMITH	13023	17	1435	SEATTLE	DAVID A. WRIGHT	20993	5	1195	GREEN LAKE
TED KERSKER	26033	12	1433	PORTAGE LAKES	RUTH SHELDON	19698	7	1188	NEWPORT Y.C.
HENRY YOUNG	18320	6	1430	PORTAGE LAKES	JOANNE HOKES	24271	11	1184.8	COWAN LAKE
JEFF MULLETT	25900	11	1424	PORTAGE LAKES	SCOTT BRIER	20886	18	1180.2	QUASSAPAUG
JIM BARNES	25480	8	1424	QUASSAPAUG	SANDRA BROWN	25761	14	1167.5	QUASSAPAUG
PAM BOERNER	25709	14	1423.4	WINCHESTER	SUZANNE ROGERS	24110	7	1152.3	QUASSAPAUG
DON SCHAEFER JR.	20995	13	1423.2	GREEN LAKE	HARVEY PARTRIDGE	26760	6	1149	ST. PETERSBURG
DAN WILLIAMS	24747	5	1422	PRIVATEER	ANDY MC CONNELL	20310	5	1129	SEATTLE
JIM FRASER	25999	14	1421.1	MEDFORD	ROBERT LAWRENCE	27523	18	1120.6	IOWA-NEBRASKA
PAUL GILLIS	25872	6	1420.2	CLEARWATER	JOHN HILL	23177	9	1106	ATLANTA
JERRY LOHMEYER	26672	17	1416	DETROIT	RANDY BANTA	15301	6	1096.2	LINCOLN
HARLAN HEALD	16216	15	1415.3	LINCOLN	DOUG BROWN	19060	5	1094.6	QUASSAPAUG
REX PHILLIPS	24269	25	1414.1	INDIANAPOLIS	ALAN PIONTEK	16111	7	1089	LINCOLN
BILL VAUGHN	19119	11	1414	NEWPORT Y.C.	BOB STOWELL	13667	15	1060.1	QUASSAPAUG
RUPERT MADDOCK	23584	11	1408.2	SEA CLIFF	BILL DUNBAR JR.	20555	6	1044	IOWA-NEBRASKA
SUE REISCHMANN	27253	9	1408	ST. PETERSBURG	DAN BERRY	22800	6	983	QUASSAPAUG
ANDY MOELLER	25678	13	1406	DETROIT	JIM CLIFFORD	19710	14	911.1	QUASSAPAUG
DAN GRANDE	25025	13	1404.5	SEA CLIFF	CHARLES PIGATY	16960	7	831.9	QUASSAPAUG

For success on the water...

# MAKE A LIST

By Peter Commette

Success on the water takes more than talent and luck, it takes careful preparation. When Peter Commette and Connie Sudath qualified for the Worlds in Karatsu, Japan, they started by making lists to insure that they'd be ready for almost anything that might happen halfway around the world. In this issue we've reprinted their packing lists. In the May *SNIFE BULLETIN* we'll cover their lists for on-the-water readiness.

## For Shipment with the Boat:

Two masts  
 One boom  
 One tiller  
 One whisker pole  
 One centerboard  
 Misc. ropes: Sheets and lines, Misc. wire and rigging.  
 Other: Tool box, epoxy, filler, rivet gun, Nicopress tool, hacksaw, boltcutters, sureform, vise, swaging tool, sails, covers, and extra eyeglasses.

## Items Not Shipped with the Boat:

ITEM	RESPONSIBLE PERSON
Exceed food supplement	Peter
Powerpack drill and charger	Peter
Paper towels	Peter
Containers for liquids on water	Connie
Rudder	Peter
Assorted Nicopress sleeves	Peter
Heavy spreaders	Connie
Seizing wire	Peter
400 & 600 wet or dry sandpaper	Peter
80 grit sandpaper	Peter
Jib sheets and jib leads	Connie
New sails	Peter
Special mast lever	Connie
Lighters	Peter
Sticky back tape	Peter
Ribbons and cassette tape for telltales	Peter
Proctor mast step	Peter
Drill bits	Peter
Garbage bags, large (for wet clothes)	Connie
Garbage bags, small	Connie
Plane	Peter
Stay extenders	Peter
Extra Harken cleat	Peter
Hair dryer	Connie
Spare sails	Connie
Extension cord	Peter
Outlet adaptors	Peter
Dishwashing detergent	Connie
Screws and plugs for hiking rails	Peter
Pencils	Connie
Sailing Gloves	Peter and Connie
Visors	Peter and Connie
Extra sun glasses	Peter and Connie
Anti-sea sickness patches	Connie
Extra pole launcher line	Connie
One piece suit	Peter
Wet suit	Connie
Bolts and lock nuts for jib leads	Peter
Extra jib lead track	Peter
Stopwatches	Peter and Connie
Sunblock	Connie
Boat/sailing shoes	Connie
Pepto Bismol	Connie
Kaopectate	Connie
Aspirin	Connie
Passports	Peter and Connie
Team uniform	Peter and Connie
Club burgees	Peter and Connie

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- 1989 Midwinters
- 1989 North Americans
- And many, many more 1989 regattas

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Classified ad rates ten cents a word. Minimum charge is \$3. 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.

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**CAN'T AFFORD A NEW SNIPE?** Call Bill Buckles at One Design Leasing for details about leasing a new Mueller. (216) 288-0002 or write: One Design Leasing, P.O. Box 78, Lorain, OH 44052

**FOR SALE:** 10" Harken magic boxes (8:1) like new at \$40.00. Also available, aluminum masts, booms and excellent sails. Write for details: Gonzalo Diaz, Sr., 5520 s.w. 72nd Ave., Miami, FL 33155. Call evenings 305-667-0492

**MCLAUGHLIN 26456.** Red hull, grey deck. Two suits sails, one never used. Cobra mast, compass, custom fittings. Trailer, all covers. Raced only one season. \$4,800 OBO. Mary (617) 577-8900 (jfma)

**EICHENLAUB 21116—Red with white deck,** aluminum spars, sails, teak trim, good trailer. Reconditioned 1989, new rigging, sharp. \$1750. 313-348-8246 Detroit.(fma)

**MCLAUGHLIN 25872—White hull, cream deck.** Minimum weight and MOI. Custom rigged, Lindsey rudder, faired bottom. All 89 sails Fishers and Sobstad/North. All covers, galvanized trailer. Boat is better than new! \$4,800. 407-951-9104 (work) or 407-951-9105 (home) (ma)

**MCLAUGHLIN 22727—Good race record—Trailer,** \$2,000 206-488-9761.(a)

**MUELLER 21800—\$600.00 includes sails, no trailer.** Kavalan hull. Larry Herbst, Box 788, Olean, NY 716-372-4044

**MCLAUGHLIN 26289.** Good racing condition, very competitive, no leaks. Two regatta old Shore sails plus several extra sails. No covers, good trailer. \$4,600. Newport, RI, Jens Hookan-

son (401) 849-4886 (H) or (401) 253-3964 days. (a)

**SNIPE #17215.** Excellent condition, race ready. Glass hull, wooden deck, Cobra mast and boom, trailer. \$1,800. (616)671-5614 (am)

**MCLAUGHLIN 24097.** Grey with teak trim. Aluminum spars, 2 suits sails (one suit North), compass, custom fittings, two magic boxes, Harken blocks, two rudders, two tillers, trailer. Boat never left in water overnight. Excellent condition. Rigged for solo or w/crew. Best offer over \$2,300. Don Brandeau (215) 459-4471 evenings. Boat in Illinois. Shore station also available. (a)

**ULLMAN SAILS:** Used once, perfect condition. Must sell! \$325.00 OBO. (415)572-0361 days, 415-594-1045 evenings. (a)

**CHUBASCO WOODIE! #16698.** Clear varnished wood. Built in 1967. Mahogany deck, spruce chines. Excellent condition. Garaged for lifetime, not sailed since 1980. Meets racing specs. Aluminum spar, North Sails (used two seasons), trailer. **MAKE OFFER!** Boat is in Winchester, Mass. Andy Hall: 1-800-225-2383 days, or 617-729-4888 home. (am)

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## SOBSTAD 90 — THE PATH TO A GREAT FINISH!



## Sanctioned Snipe Regattas

APRIL 28 & 29, SPRING INVITATIONAL—Mission Bay Fleet 495, Bob Bowden, 5741 Abalone Place, La Jolla, CA 92037, USA, 619-454-8146

MAY 4-6, CHESAPEAKE OLYMPIC REGATTA, Paul Warren C/O CBYRA, 612 3rd St., Annapolis, MD 21403, USA, 301-269-1194

MAY 12 & 13, 1990 SOUTHERNS CHAMPIONSHIP, Brainerd Cooper, Jr., 176 Ridge Ave., Chattanooga, TN 37404, USA, 615-622-6081

MAY 12 & 13, 1990 BLUE CIRCLE OPEN, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

MAY 19 & 20, DISTRICT FOUR CHAMPIONSHIPS, Charleston Fleet 52, Steve Burns, 689 Wildwood Dr., Charleston, SC 29412, USA, 803-795-3682

MAY 26 & 27, SOUTHWESTERNS, DALLAS, Dan Harkrider, 9512 Livenshire Dr., Dallas, TX 75238, USA, 214-503-8563

JUNE 2 & 3, COLONIAL CUP, Guy & Petra Johnson, 29 Windwhisper Ln., Annapolis, MD 21403, USA, 301-267-7835

JUNE 2 & 3, DISTRICT THREE CHAMPION-

SHIPS/RIFF RAFF, Cowan Lake, Ohio, David Smith, 8632 South Cove Dr., Maineville, OH, 45039, USA, 513-683-6451

JUNE 9 & 10, WHITTEMORE-ST. JOHN, Quasapaug, CT, Peter Wolcott, 5 Country Walk, Huntington, CT 06907, USA, 203-929-8241

JUNE 9 & 10, GOVERNORS CUP, Tim Dixon, 836 Lorraine, Springfield, IL 62704, USA, 217-787-9850

JUNE 16 & 17, DISTRICT II CHAMPIONSHIPS/FIREWATER REGATTA, Andrew Ozaki, 320 South 29th St., Lincoln, NE 68510, USA

JUNE 16 & 17, 1990 BROADSTAIRS OPEN, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JUNE 16 & 17, DISTRICT ONE CHAMPIONSHIPS, Harry & Sarah Levinson, 22 Harvard Ave., West Medford, MA 02155, USA, 617-488-3032

JUNE 23 & 24, DISTRICT FIVE CHAMPIONSHIPS/BOLDE MOTHERS, Cuba Lake, NY, Leo Murphy, P.O. BOX 66, Cuba, NY 14727, USA, 716-372-2853

JUNE 23 & 24, 1990 SOUTHEAST CHAMPIONSHIP, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 7 & 8, 1990 STONE INTERNATIONAL, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

JULY 7 & 8, OCEAN COMMOTION, Deke Shelter, 627 N. Pinehurst Ave., Salisbury, MD 21801, USA, 301-742-7277

JULY 14 & 15, NEW YORK STATE OPENS, Chautauqua Lake YC, Henri Kutschke, Rd. #3,

Sugar Grove, PA 16350, USA

JULY 19-27TH, U.S. NATIONAL CHAMPIONSHIPS, Annapolis, Maryland, Lisa Foulke, 410 W. Lombard St., Baltimore, MD 21201, USA

JULY 27-29, 1990 U.K. NATIONALS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 11 & 12, U.K. EAST COAST CHAMPIONSHIPS, John Broughton, SCIRA U.K., 24 Empress Drive, Chislehurst, Kent, England, UK

AUGUST 18 & 19, CANADIAN NATIONALS, Bronte Harbor Yacht Club, Jack Mitchell, 567 Plains Rd. West, Burlington, Ontario, L7T 1H1, Canada, 416-529-6564

SEPTEMBER 4-9, 1990 JUNIOR WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, entries limited to two per nation.

SEPTEMBER 11-15, 1990 MASTERS WORLD CHAMPIONSHIP, Fernando V. Flores, Apartado de Correos 4493, 30.080 Murcia, Spain, FAX: 34-68-21-50-44

OCTOBER 3-6, NORTH AMERICAN CHAMPIONSHIPS, Rush Creek Y.C., Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

SEPT.30-OCT. 3RD, 1990 U.S. MASTERS CHAMPIONSHIP, Fried Elliott, 811 Knott Place, Dallas, TX 75208, USA, 214-941-3807

NOVEMBER 17-25TH, 1990 WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Buenos Aires, Argentina, FAX: 00541-313-7267

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## FRENCH HOSPITALITY AT FROZEN FEET

France—When the invite, by SCIRA France, first reached England to send crews over for the Frozen Fleet Regatta, a long queue formed for entry forms. But when it was realized the December date was so near the Christmas break, the numbers dwindled. Finally two made the event from south England.

George and Sarah Mees borrowed a Snipe at Creteil, whilst Andy took his own but needed to loan a crew. With the regatta date clashing with the Paris Boat Show there was a problem in splitting the manning of the snipe stand and the French crews getting out on the water to race. Unfortunately, George and his wife could not get to Paris until late Saturday so were unable to see the exhibition; not so for Andy, who arrived in good time to get to the Boat Show and see the excellent Snipe Stand with Jacque Romain's immaculate Skipper Snipe on show.

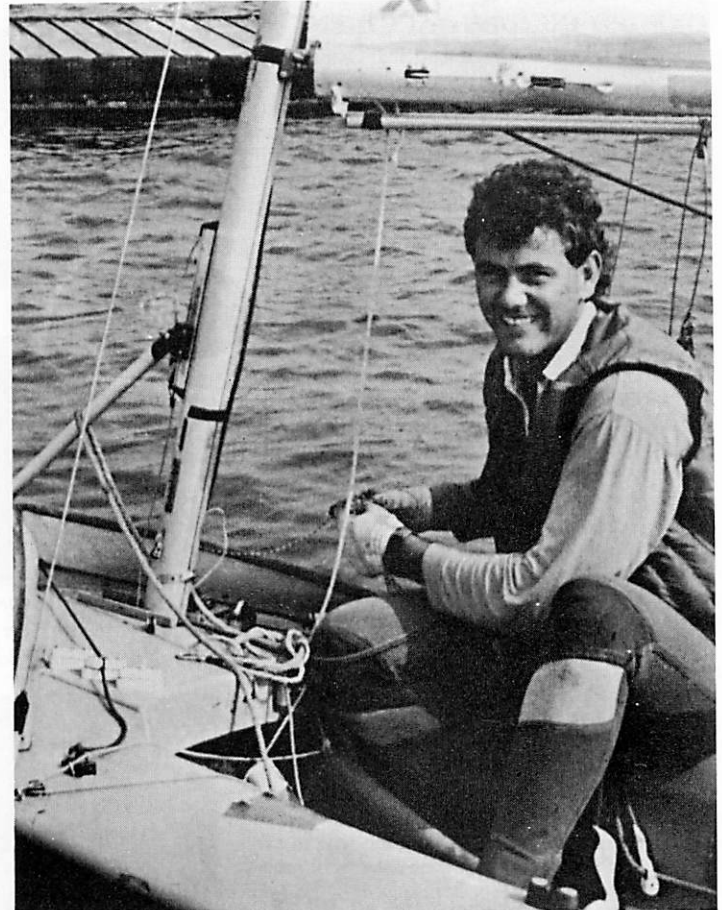
The Frozen Feet Regatta is a handicap race of many classes, held on the Sunday with a total of three races to count. In between each race competitors have to consume 3 hot dogs and 6 crêpes, washed down with a liquid...being France, no points are awarded to guess what the liquid was!

Conditions for the racing were not good; very cold and just a hint of wind. Andy looked at the sails just hanging, made a note of his own body bulk and that of his loaned crew, Steffan, a strapping 13-stone-plus Italian. Andy was in deep trouble, but happy Steffan laughed it off, showing great faith in his English helm being able to overcome their combined weight problem—and no wind. Whilst the George Mees set-up gave cause to grin, they were fly weights.

The entry of thirty boats drifted across the line in a carefree happy pre-Christmas atmosphere. It became apparent that the aim was not so much to get the first gun as to get to those hot dogs, crêpes and the bottles of enticing liquid.

The three races were completed and with the final handicap figures being worked out, the winning trophy went to Andy and Steffan.

It had been a marvelous regatta with genuine French hospitality. The French competing Snipe crews were perfect hosts, with the English competitors returning with happy memories of a happy Frozen Feet Regatta.



*Andy Thomas represented and won the trophy for the U.K. at the Frozen Feet Paris Regatta.*



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## HIGH WINDS AT OXFORD INCIDENT/ACCIDENT

Acton Lake, Ohio—The 22nd Annual Oxford Incident and Oxford Accident were held on September 23 & 24. The forecast for high winds cut the attendance slightly. It was decided, with skipper consent, to sail all the competitors as one fleet and then divide according to results.

For the races on Saturday the winds were blowing from 15 to 22 mph, with gusts to 32 on at least two occasions. Seven of the hearty were on the line for the first race set for two laps. Bill Buckles, Cleveland Y.C., jumped out to an early lead and held it for most of the two laps, only to capsize half way up the final leg. His experiences at the Nationals served him well because he self-rescued and finished fourth. George Gregory, Vermilion B.C., demonstrated his high wind expertise by winning, with John Sepanski, Lake Carlyle, a close second and Bob Hill, Acton Lake, a distant third.

The second race was started in 22 mph winds. Again Buckles found the winds to his liking and moved out smartly for the win with Gregory second and Harry Atkins, Indianapolis, sailed very well for third. The Race Committee set the third race for one and a third laps due to fatigue besetting the sailors. Buckles had gone in to get a change of clothes for his crew who was in a lot of discomfort from the capsize in the first race. Gregory took over and sailed an excellent race for first. Sepanski stayed close for the second and Bob Whitman, Cowan Lake, sailed a strong race to finish third.

The tired sailors and those who sat out the competition enjoyed an all-you-can-eat chicken dinner, hot coffee and some beer. It was a fun time to exchange stories and get better acquainted with some of the newcomers.

Sunday's racing started off beautifully as the fog burned off and the wind filled in nicely. The winds were light, 4 to 8 mph. The Race Committee selected a course of two and a third laps. In the fourth race, Hill played the shifts just right to round the first mark and move out to what proved to be an insurmountable lead, taking first. Joanne Hokes, Acton Lake, held second, closing fast at the finish. Buckles was third.

In the fifth and last race, with light winds continuing, Buckles showed good boat speed to capture the win. Hokes pushed him all the way to snare her second second. Whitman finished with a third just as he did the previous day.

It was an exciting regatta with lots of sailing and opportunities for all. Morgan Watt was the Best Junior in the Incident and Ben Symons was the Best Junior in the Accident. After the scores were tallied, Bob Hill was the winner of the Oxford Incident, Ohio



*Oxford Incident winners (left to right, skipper in back/crew in front): Bob Hill/Morgan Watt, George Gregory/Pam Moes-Gregory, John Sepanski/Greg Garrison, Bill Buckles/Katie Fazen, Bob Whitman/Bruce Kitchen*



*Oxford Accident winners (left to right, skipper in back/crew in front): Joanne Hokes/Lisa Brown, Harry Atkins/Cheryl Atkins, Mike Sullivan/Jo Sullivan, Jim Hater/Carolyn Hater, Addis Katterheinrich/Tom Katterheinrich, Ben Symons (Best Junior).*

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Open and the Acton Trophy. This marked the first time that the Acton Trophy would spend the winter at the home lake. Joanne Hokes won the Oxford Accident showing that she will be a force to be reckoned with next season. After the trophies were handed out, the host Fleet provided a lunch that was exactly like the dinner served the night before. (Leftovers, perhaps?)

### PERFECT WEATHER FOR THE COMODORO RASCO

Miami, Fla.—Gonzo Diaz and Arron Haller won the 1990 (XXI Annual) Comodoro Rasco Snipe Regatta sponsored by the Coconut Grove Sailing Club. Sue Reischmann and Jane Meinhardt won the Aicardi Trophy.

Weather: Perfect! Southeasterly winds 15 miles both days with no shifts and very little oscillation. We could not ask more from Biscayne Bay.

The Race Committee job was excellent. Art Auwaerter, C.G.S.C. Fleet Captain, conducted with the help of members Frank Herbert (who also donated the use of his boat), Dave Swanson, Warren Riley, Maryellen Matchette, Jim Blackburn, Dave Bernero, Mike Anderson, George McCullough, Don Bizzaro, and others whose names we missed. Many thanks to all of them.

Commodore Carol Dawson presented trophies to the first 5 boats, skippers and crew and first place, skipper and crew for the Aicardi Fleet. After the trophy presentation and following tradition, we all sang La Bomba for the winners and one Race Committee member, and they all drank the famous "Spain on Fire" mix of wine and cider.

Gonzalo Diaz, Sr.

#### OHIO OPEN/OXFORD INCIDENT Acton Lake, Ohio September 23-24, 1989

Boat	Skipper/Crew	Fleet	Places	Points	Finish
24678	Bob Hill/Morgan Watt	Acton Lake	3,4,5,1,5	17.75	1
27419	George Gregory/Pam Moes-Gregory	Vermilion, B.C.	1,2,1,5,10	18.50	2
25049	John Sepanski/Greg Harrison	Lake Carlyle	2,5,2,7,4	20	3
27624	Bill Buckles/Katie Fazen	Cleveland YC	4,1,ns,3,1	20.5	4
27379	Bob Whitman/Bruce Kitchen	Cowan Lake	7,6,3,8,3	27	5

#### OXFORD ACCIDENT

24271	Joanne Hokes/Lisa Brown	Cowan Lake	5,nf,ns,2,2	28	1
20932	Harry Atkins/Cheryl Atkins	Indianapolis	6,3,4,9,8	30	2
27000	Mike Sullivan/Jo Sullivan	Lake Carlyle	ns,ns,ns,4,7	47	3
22562	Jim Hater/Carolyn Hater	Acton Lake	ns,ns,ns,6,9	51	4
22821	Addis/Tom Katterheinrich	Acton Lake	ns,ns,ns,11,6	53	5
21702	Earl Purtee/Ben Symons	Richmond, IN	ns,ns,ns,10,11	57	6

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# Fisher Sails 1989 Results

**Snipe Nationals**  
Heinzerling Series - 3, 4, 5  
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Wells - 1, 2\*, 3, 4, 5

District 1 - 1, 2

District 3 - 1, 2

Southerns - 1

Bermuda Race Week - 1

Race For Space - 1

Atlantic Coasts - 1, 2

New York Open - 1

Wolverine  
(Barton Open) - 1, 2

Norwegian Nationals - 1

French Nationals - 1

Northeasterns - 1, 2, 3, 4

Kelly Trophy (Nassau) - 1

Gamblin Trophy  
(Nassau) - 1, 2

Bacardi (Nassau) - 3

Clearwater - 3, 4, 5  
11 out of Top 18 boats!

Don Q - 4, 5, 6  
9 out of Top 16 boats!

\* Partial Inventory



Photo by Frank Zagarino

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