

# ***SNIPE*** ***BULLETIN***

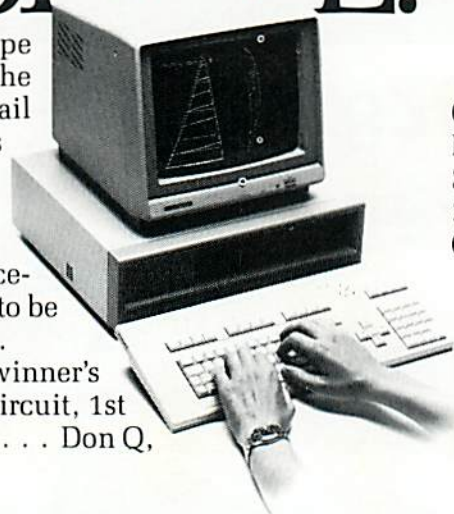


AUGUST 1985

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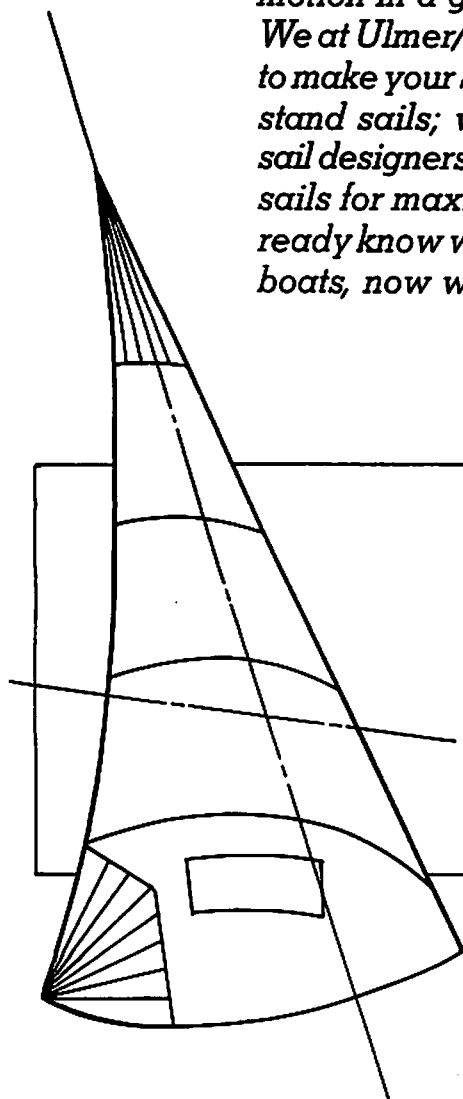
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# SNIPES BULLETIN

(USPS 611-500)

SNIPES CLASS  
INTERNATIONAL RACING  
ASSOCIATION

AUGUST 1985

Volume XXXIV No. 8

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**PUBLICATION INFORMATION**  
Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit).

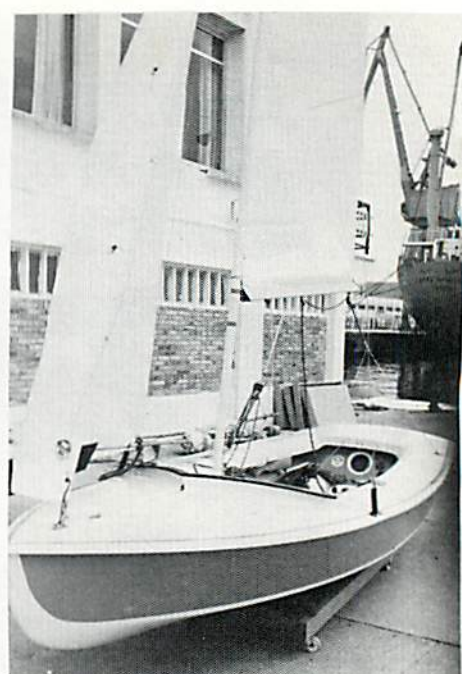
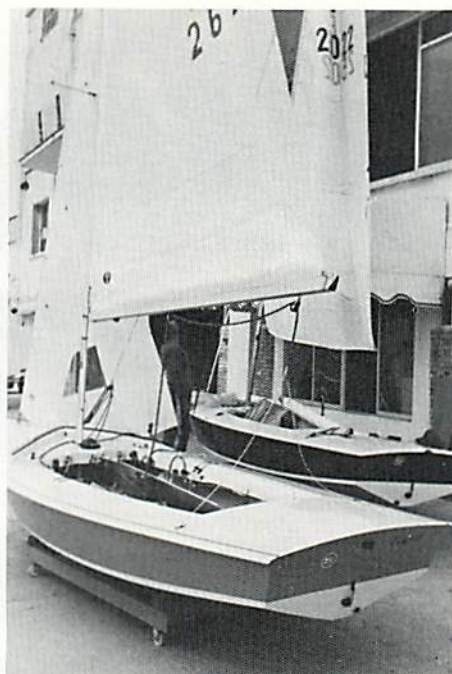
Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

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

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*Spain is delighted to announce a new Spanish built Snipe from Ina Maria Lastra (the old Stratos). This prototype belongs to Jose Maria Belda, who sails it at Real Club Nautico de Valencia. (Photo from Arturo Delgado, National Secretary for Spain).*

## Argentina Announces New National Secretary

The Argentine Snipe Association elected Pablo Homps as National Secretary at the May 29th meeting of the Board. Pedro Sisti will serve as secretary to the Board, which is engaged in making final plans for the World Championship which starts on November 23rd.

The Association has moved to: Reconquista 336, 4th Floor, Room 42, (1335) Buenos Aires, Argentina. The new telephone numbers are 394-0447 and 394-0479. Calls should be made between 11 a.m. and 1 p.m., and 2 p.m. and 6 p.m.

All communications in relation to the 1985 World Championship may be channelled through the following telex number: 23976 HEREF AR, Attention: Mr. Fernando Sanjurjo-Association Snipes.

National Secretaries will receive communications from the World Championship committee.

## Positive Publicity

SCIRA received special recognition in *Yacht Racing & Cruising's* Special Issue of YRC's Who's Who in Sailing. The admittedly arbitrary list included the SCIRA staff, Buzz Lamb and Marge, in the "20 One-Design Stalwarts." Snipe itself was one of the "10 Vets Who Won't Quit." Susan Dierdorff was listed in the "10 Leading Women in Sailing," and Greg

Fisher was one of the "10 Hot Numbers."

Among those recognized in various categories were many who are sometimes, or always, recognized as Snipe sailors. It was fun to read about them all. This "tribute to the wealth of diversity in the sport" is positive publicity for sailing, and we appreciate the recognition given the Snipe.

## THE COVER

This Viani photo shows the start of the heavy wind race five at the Don Q in Miami. This race upset many a heavy wind sailor, with both Greg Fisher and Dave Chapin listed among those who did not finish.

## THE SCORE

Thirty numbers were issued last month with Spain getting 20, Norway got 5, 3 went to U.S.A. and 1 each to Denmark and England. This brings to 212 the numbers issued for the first 6 months. This was down 24 from the same period last year but Japan got a batch of 70 in that period. So activity elsewhere seems to be increasing. No new fleets were chartered.

**Numbered SNIPES — 26339**  
**Chartered Fleets — 795**



# SCIRA Salutes Broadstairs Sailing Club's 50th Anniversary

One of U.K.'s biggest yachting social events for 1985 must be the April gathering to celebrate Broadstairs Sailing Club's 50th Anniversary.

To SCIRA U.K. this was quite a milestone for Snipe has been active at the club since the early days. In fact, Edward Heath, Past British Prime Minister, started his sail racing at Broadstairs S.C. — the boat he first raced was a Snipe!

To celebrate the 50th Anniversary a magnificent dinner/dance was held at the Pavilion ball room. It was a glittering evening with many names of note invited. A mammoth anniversary cake dominated the centre of the ball room, decorated in true sailing fashion and cut by the Commodore, George Richardson, a one-time active Snipe sailor.

The club has produced many past Snipe helms, names known throughout Europe: Madgewick, Blade, Scrubshaw, Tomlinson. National champions have come from the fleet and gone on to represent the U.K. Broadstairs' recent achievement was hosting the European Cup and presenting the beautiful perpetual trophy. The organization and hosting of Broadstairs' fleet is a credit to SCIRA U.K. Snipe crews from Europe and the Americas have competed and enjoyed the friendship of this club. For those yet to come to Broadstairs a welcome is extended to the Snipe 50th Anniversary International Regatta in early August.

Broadstairs S.C.  
Press/Pro Officer



At one of the Snipe tables: Far left Frieda Bean, Center John Bean, Right Wendy Martin. Center back is current Broadstairs Fleet Captain Robin Taft.



AULD LANG SYNE. L to R: 1984 Broadstairs champion Hugh Mockett, Maggie Browning, U.K. National Secretary John Broughton, Past Broadstairs Commodore Duncan Browning, and Dutch National Secretary Jo Broughton. (John Bean photo)



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# Three For One

by Gary Boswell  
Dallas Fleet 1

Appeal #213, although relatively short, contains three separate submerged rules applicable to prevalent race situations. The three submerged rules are:

1. *A binding ruling must be obtained from the Race Committee as a body.*
2. *A written copy of a protest is not required prior to the protest meeting unless requested by the protested yacht.*
3. *A rehearing is not required when a protestee is excluded during testimony if material facts are not in dispute.*

Let's inspect each in turn. The protest occurred because one contestant requested permission for a crew change after the relevant time limit expired. The contestant first approached the Chairman of the committee who denied his request. A similar request made of the Vice Chairman yielded an indistinguishable result. This single-minded steadfast stubborn salt then sloggingly approached the third member of the committee and was granted permission for the crew change.

The Appeals committee in its ruling stated, "The protestee is in no position to claim that she was prejudiced by the action of the third Race Committee member, who granted permission to change her crew after she had already been denied such permission by the Chairman and Vice Chairman. ... A better procedure would have been for individual committee members to seek a ruling by the committee as a whole..." I would also submit that a better course for the protesting salt would be to apply his dogged determination to winning as a sailor rather than as a sea lawyer.

Our obstinate salt also claimed that the protest of his crew change should not be considered since he had not been provided with a written copy prior to the protest meeting. The appeals committee responded by noting that the protestee suffered no prejudice or disadvantage from this omission. "She was aware of the hearing, and she did not request a continuance of the hearing to permit her to prepare her defense." The important point here is that a protestee at disadvantage because of not having a written copy of a protest is obligated to request a written copy. Moreover, if desired, time to prepare a defense based on the written protest should also be

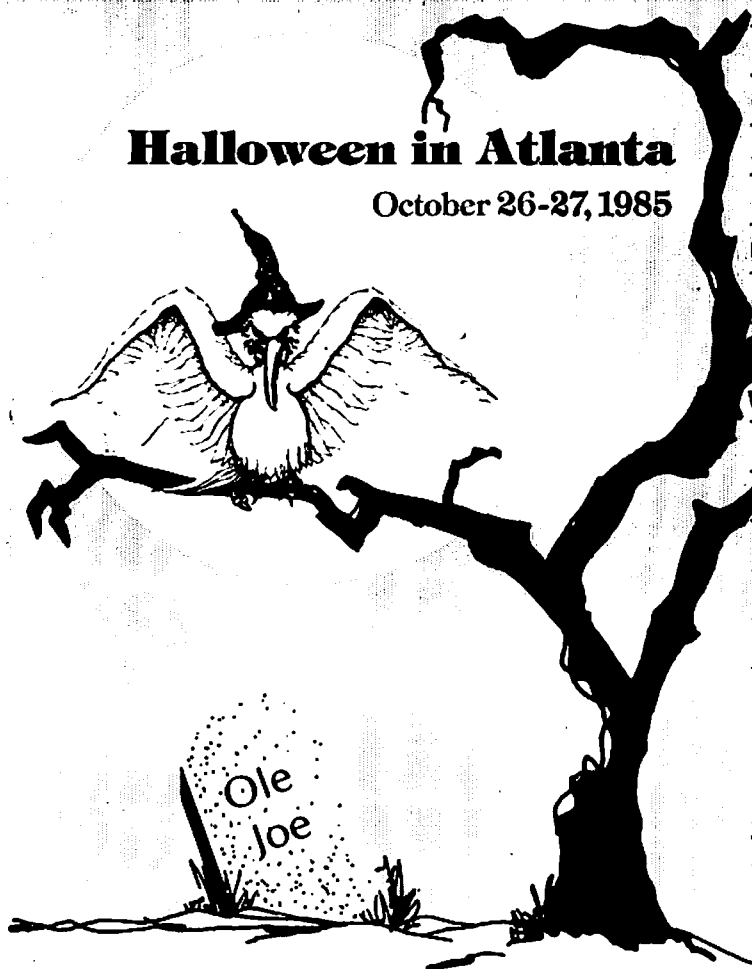
requested. If the request is denied then, grounds for protest have been established.

As you probably have guessed, our resolute skipper was not done. He also denied the validity of the hearing because he was not allowed to be present for all testimony. The Appeals committee with surprising stamina stayed in the contest and noted, "As stated in Appeal No. 104, the right to be present 'is important and fundamental.' This error in procedure provides the foundation for [this appeal]. However, it does not appear in this case that it constitutes prejudicial error which would require remanding the case for a rehearing. None of the material facts in this case were in dispute and the protestee did not deny any of the facts which resulted in her disqualification." Implicit in this ruling is that since there was no dispute in the facts, then the testimony that was taken out of the hearing of the protestee did not affect the outcome. It is to be presumed, that had there been some dispute as to the facts which materially affected the outcome, the Appeals committee would have remanded the case to the original protest committee for rehearing.

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## Halloween in Atlanta

October 26-27, 1985



Skipper		
Crew		
Address		
Fleet No.	Sail No.	Hull Color
Arrival Date		
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Number of accommodations for:		
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Couples ( )		Children ( )
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Sat. Child Dinners ( )		Sun. Lunches ( )

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# Uruguay Wins World Juniors

*Horacio Carabelli and Luis Chiapparro edge Brazilian team for championship.*

The 1984 Junior Worlds was sailed as programmed off the Rio de la Plata in Montevideo, Uruguay. Thirteen junior crews attended, representing nine different countries.

Seven races were held in varying wind and sea conditions giving the sailors a true test worthy of a World Championship. Since boats were not all equal a rotation system was used for every race.

Crews were put-up at the club which provided for a lively atmosphere throughout the week.

After a full day of bad weather the racing started on Tuesday, Dec. 4, with two races. The first race took place in fresh winds from the southwest at 35 kph. Nicky Adamson and Doug Scott (USA) led the fleet most of the time and finished first followed by Horacio Carabelli (Uruguay), Andre Wahrlich (Brasil), Alberto Viera (Uruguay) and Fernando Montes (Argentina). For the afternoon race the wind dropped to 20 kph and the local entrants led the way. Alberto Viera finished first followed by Carabelli, Fernando Leon (Spain), the Burke brothers (USA) and Montes.

The next day, Wednesday 5th, the wind rotated to the south at 25 kph with plenty of chop. It was a miserable day but with good racing conditions. Keen competition could already be appreciated and positions alternated between several competitors.

Third race: 1. Argentina (Ripoll); 2. Brasil (Wahrlich); 3. U.S.A. (Burke); 4. Spain (Mezquida); 5. Uruguay (Viera).

Fourth race: 1. Spain (Mezquida); 2. Japan (Abe); 3. Uruguay (Carabelli); 4. U.S.A. (Burke); 5. Argentina (Montes).

On Thursday 6th, the wind finally established from the east, enabling good conditions for the rest of the races. With a 20 kph wind two more races were held with the following results:

Fifth race: 1. Argentina (Ripoll); 2. U.S.A. (Burke); 3. Spain (Leon); 4. Brasil (Wahrlich); 5. Uruguay (Carabelli).

After this race it was any of four to win the series with the standing as follows: BL, Wahrlich, 45.7; US, Burke, 46.7; U, Carabelli, 47.4; A, Ripoll, 49.7.

The seventh race was sailed in a fine and sunny spring time weather with 25 kph easterly winds and was followed by many spectators. Sailors put on a wonderful show of good sailing and tactics that kept up the interest until Horacio Carabelli and



*HAPPINESS IS BEING JUNIOR WORLD CHAMPION! Crew Luis Chiapparro and skipper Horacio Carabelli are all smiles after winning the last race by half a boat length. (Photo by Felix Leborgne, Jr.)*

## 1984 WORLD JUNIOR CHAMPIONSHIP

Skipper/Crew	Country	Points	Finish
Horacio Carabelli/Luis Chiapparro	Uruguay	33.4	1
Andre Wahrlich/Richard Schnarjendorf	Brazil	35.7	2
Shawn Burke/Stephen Burke	USA	42.7	3
Fernando Leon/Manuel Gonzales	Spain	43.5	4
Sergio Ripoll/Sebastian Amorortu	Argentina	44.4	5
Alberto Viera/Christopher Schewe	Uruguay	55.7	6
Fernando Montes/Javier Saens	Argentina	58.7	7
Sebastian Mezquida/Miguel Giner	Spain	66.0	8
Nicky Adamson/Douglas Scott	USA	79.0	9
Ryusuke Abe/Mitsuhara Kusama	Japan	79.0	10
Tiago Roquete/Luis Queiroz	Portugal	91.0	11
Marko Dahlberg/Petri Husa	Finland	103.0	12
Carlos Schauman/Camilo Schauman	Paraguay	105.0	13

Luis Chiapparro from Uruguay won the race and the Championship by half a boat length from Fernando Leon and Manuel Gonzales from Spain, who were second, followed by Wahrlich, Ripoll and Burke all very close at the finish.

The host country and club were honored with the presence of SCIRA Commodore Gene Tragus who spent the week in Montevideo plus a side trip to Punta del Este to see the sights, and Vice Commodore Roberto Salvat and Carmen from Buenos Aires.

*Felix Leborgne  
National Secretary, Uruguay*



*The new champions pose with trophies. Crew Luis Chiapparro is on the left and skipper Horacio Carabelli on the right. (Photo by Felix Leborgne, Jr.)*

# The New Racing Rules

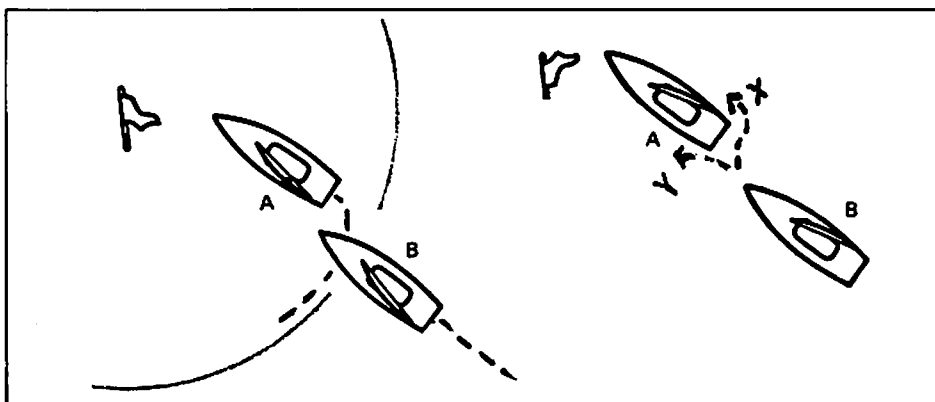
by Dave Perry

Since 1961, the International Yacht Racing Union has revised the yacht racing rules every four years, to go into effect in the year following the Olympic Games. This is such a year, and the 1985-1988 IYRU rules went into effect on April 1. As usual, there are many small word and phrase changes to help make the rules clearer. There are also some major changes in some of the rules themselves.

The 1985-1988 rule book is available in the United States. U.S. Yacht Racing Union members receive one free; others may purchase the rule book from USYRU or from their local marine store. Every change from the 1981-1984 rules, regardless of how minor, are marked by a line in the margin of the new book. Many of the rules have been relocated in the book and their new numbers appear in a chart near the front of the book. Of significance; Rule 58, Rendering Assistance, is now Fundamental Rule A, making it the first rule in the book; and Rule 60, Means of Propulsion, is now Rule 54.

Here then are not all the changes, but the significant changes in the 1985-1988 rules, listed numerically. Yes, starboard tack still has right of way over port, but the rule writers have made some changes which are worth studying and learning. In particular, the major changes in the right of way rules (Part IV) are in Rules 33.2, 42.3 (a) (ii) and 43.3 (a). Rule 26 on Sponsorship and Advertising has undergone a major revision and in Appendix 1, trust funds have been mentioned for the first time.

**Rule 26 (Advertising):** The new rule governs all advertising from 7 a.m. (0700 hours) on the first day of a regatta or series until the expiration of the time limit for lodging protests following the last race. The Basic Rule (26.1) has not been modified significantly. However, it now allows one of the apparel maker's marks to be displayed on each item of clothing and equipment worn by the crew, provided that the mark fits within a square not exceeding 100mm x 100mm (about 4" x 4"). The new Rule 26.2 provides an exemption that permits more advertising on the hulls and crews' clothing and equipment, but it only applies when the national authority has a prescription stating it will make such exemption. USYRU makes no prescription to this rule. Also, Rule 26.5 gives the race or protest committee several penalty options, one of which is a warning to the yacht to make the necessary changes in order to comply with the rule.



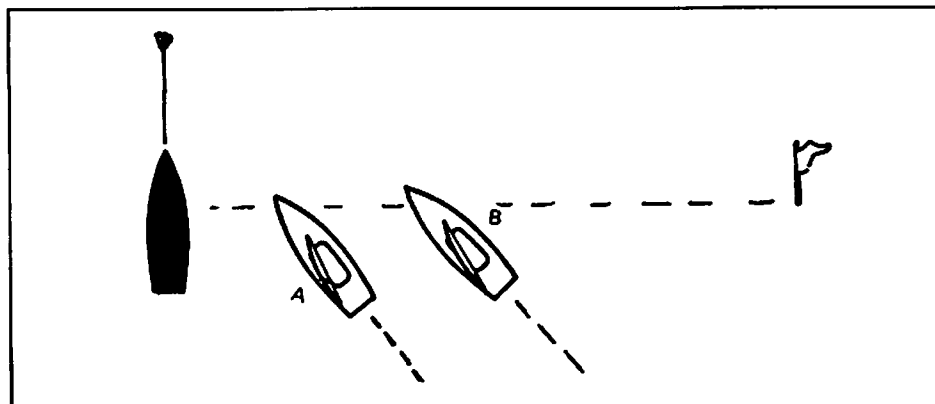
**Figure 1.** Yacht A completes her tack inside the two-boat-length circle and clears ahead of Yacht B. If B can thereafter overlap A to windward (x) she must do so. But, if B cannot avoid establishing the inside overlap (y), she is allowed to do so and is entitled to room at the mark as long as A can physically give it.

**Rule 33.2 (Contact Between Yachts Racing):** The phrase "minor and unavoidable" is now incorporated into the main body of the rule. Also, Rule 68.9 will allow a protest to be withdrawn when the protest committee finds that the contact was minor and unavoidable. This changes the situation in several ways. Say a port-tack boat (P) was ducking a starboard-tack boat (S) in light air, and as P was passing S's transom, the wake of a powerboat tossed the two boats together. S could protest P under Rule 36 (port/starboard), but at the outset of the hearing ask the protest committee to find the contact both minor and unavoidable. If they do so, S can withdraw her protest against P. But P is not yet off the hook. Because the committee has now learned of a possible rule infringement under Rules 70.2 (b) and/or 70.2 (e), it may call a hearing and prosecute P. Whether it does this or not will be its prerogative. Now, in the same situation let's say that P and S do nothing and a third boat (X) protests them both. If X

protests under Rule 33.2 only, and if the protest committee finds the contact both minor and unavoidable, then both P and S go free. If not, then both get disqualified. However, if X protests under Rule 36, then the committee must decide the facts and disqualify the boat at fault.

**Rule 40 (Same Tack — Luffing Before Starting):** The new rule begins, "Before a right-of-way yacht has started and cleared the starting line, any luff on her part that causes another yacht to have to alter course to avoid a collision shall be carried out slowly and initially in such a way as to give a windward yacht room and opportunity to keep clear." The addition of the word "initially" clarifies that the luffing boat's obligation to give the windward boat "room and opportunity" is not a continuing one. This addition incorporates the interpretation in USYRU Appeal 233 and other appeals.

**Rule 42 (Rounding or Passing Marks and Obstructions):** The entire rule has been restructured in an attempt to make it easier



**Figure 2.** Rule 43.3 (a) has been modified so that now a leeward boat is never allowed to call for room to tack at an obstruction which is also a starting mark or its ground tackle. This is a major change in the right-of-way rules.



to understand and apply. Rule 42.1 (a) now incorporates the definition of the term "room" found in IYRU Case 40, USYRU Appeal 119 and elsewhere in the appeals. "Room is the space needed by an inside overlapping yacht, which is handled in a seamanlike manner in the prevailing conditions, to pass in safety between an outside yacht and a mark or obstruction, and includes space to tack or jibe when either is an integral part of the rounding or passing maneuver."

**Rule 42.3 (a) (ii) (Exceptions and Limitations):** This is a major change from the '81-'84 rules. The changed part reads, "However, when a yacht completes a tack within two or her overall lengths of a mark or obstruction, she shall give room as required by Rule 42.1 (a) to a yacht that cannot thereafter avoid establishing a late inside overlap." This new rule specifically covers just this one situation: you are approaching the windward mark and a boat crosses and tacks just in front of you. When she completes her tack she is clear ahead of you and within two of her boat lengths of the mark. The moment she completes her tack you consider trying to overlap her on the outside, but you realize that you will hit her if you try. Therefore you overlap her on the inside. Because you

could not avoid overlapping her on the inside, she is obligated to give you room at the mark if she can (see Figure 1).

**Rule 43.3 (a) (Limitation on Right to Room to Tack When the Obstruction Is Also a Mark):** This is another major change. When you are approaching one end of the starting line, which happens to be a race committee boat, you are no longer allowed to call for room to tack at it or its anchor line, regardless of whether the boat(s) to windward of you can clear it. Previous to this rule change, you could always call for room to tack at the anchor line because it was an obstruction and it was technically not part of the mark. The rule writers realized that it caused too much chaos when the leeward boat could call for room to tack only moments after a crowded upwind start (see Figure 2).

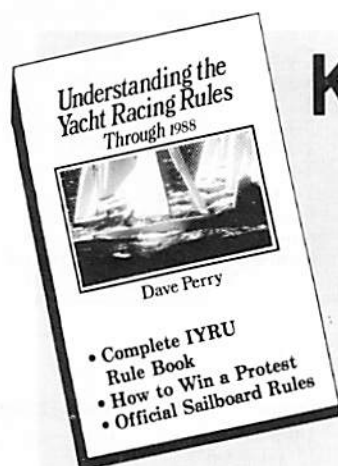
**Rule 52.1 (Touching a Mark):** In the '81-'84 rule, when you were forced to hit a mark by another boat, you had to fly your flag immediately and lodge a protest

against them, even if they admitted fault and retired. Now that requirement has been dropped. Therefore if another boat forces you into a mark and retires in acknowledgement of fault, you need not reround the mark or protest.

*Editor's Note: Dave Perry, a USYRU certified senior judge, has recently completed work on his new book, Understanding the Yacht Racing Rules Through 1988, published by Dodd, Mead & Co. The book is a comprehensive explanation of the rules written in an easy-to-follow, conversational style, with quotes and references from over 100 USYRU and IYRU Appeals and Interpretations. Included in the book are a summary of the new rule changes, a simplified version of the rules for newcomers to racing, a table for calculating feet per second in any boat, and an advanced rules quiz. The book is available in bookstores at \$18.95 for the hardback edition and \$12.95 in paperback.*

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## Jim Grubbs Cops District 7 Crown

The Willamette Sailing Club hosted the North West Districts at the Memorial Day Regatta in Eugene. The Eugene Yacht Club did all the work, providing facilities, meals, committee and the Olympic course on Fern Ridge Reservoir.

The day started out with overcast and light wind, but by race time the wind had picked up to 12 to 20. Even the weather cleared enough to sunburn many. This proved to be the wind that the San Francisco Fleet liked. In race one the San Francisco boats finished first, followed by the Seattle boats, followed by the Portland boats. The order changed somewhat in races two and three, however, the San Francisco boats held the edge. At the end of the first day the first six places went to San Francisco.

Day two broke with little to no wind and the first race was thrown out because we didn't finish within the time limit. Race two was sailed in very light wind (0-5). This allowed some other fleets to move up in the standings. However, when it was all over, San Francisco Fleet 12 held the first 6 places.

We all thank the Eugene Yacht Club for their hospitality and their handling of the races. A good time was had by all.

*Bill Maule  
Willamette Fleet 533*

## Sandstrom Is Victor In Prime Regatta

The tenth annual Ronald C. Prime Memorial Regatta was hosted by North Cove Yacht Club at Island Pond, Derry, New Hampshire, on September 8-9, 1984.

Saturday morning the sailors were greeted with warm sunshine but no breeze. By about 1:00 p.m. a race was started in a light west-southwesterly breeze, which died in the middle of the final beat. The southerly wind finally filled in, but not until after a wild beat. Ron Sandstrom somehow managed to protect his lead for the win. The 5-10 mph southerly wind stayed with us until after 5 p.m., allowing three more good races Saturday. NCYC's Art Cunningham managed to avoid most of the holes which caught some of the visiting sailors, to win two of the three. At the end of the day, the top five included Sandstrom, Art Cunningham, Jimmy Bowers, Dave Lence and Jim Cunningham, Jr.

A delicious baked ham dinner was served by NCYC members Saturday night, and many stories were traded about the day's races. Several visitors commented on

the memorable impartiality of the race committee, which consisted of Dennis, Teresa and Ned Cunningham, and two assistants wearing "Cunningham Snipe Racing Team" T-shirts.

Sunny skies again appeared Sunday, and the sailors were treated to some hard hiking in the shifty southwest wind. Ron Sandstrom took control of the regatta by winning the first race. Ron then recovered from a bad start in the last race to finish ahead of Art Cunningham and take home the perpetual Ron Prime Trophy. The home fleet was pleased to have three members finish in the top six places.

A highlight of the regatta was the waterfront wedding of fleet member Ben Schneider, Jr., whose family has been sailing Snipes on Island Pond for more than forty years.

Comic relief was provided by John Lally, who managed to get "arrested" by an overzealous State Water Safety Inspector, and Ron Sandstrom, who caused momentary excitement for a fisherman who thought he had caught a "big one" until he realized it was Ron's daggerboard.

We look forward to this year's regatta, the week after Labor Day.

*Art Cunningham  
North Cove Fleet 127*

## Matt Gregory Wins Redneck Regatta

The Redneck Regatta was held May 4-5 at Jackson Yacht Club in Jackson, MS, on the predictable (while unpredictable) Ross Barnett Reservoir. It either blows 0-5 kts or 20+ (therefore predictable) but the shifts and puffs can always keep you guessing. One thing you don't have to guess about is the quality of the barbecue on Saturday night — *delicious!*

The racing was scheduled for 2 on Saturday and 1 on Sunday but ended up being the opposite. Saturday saw 0-5 from all over the compass rose with the race being from windline to windline.

Sunday's racing was more to everybody's liking with stronger, more consistent breezes (although the right generally paid off). Joe Blouin did his part to win the regatta, coming back on Sunday to win both races after finishing fourth on day one. The writer, however, graciously not only surrendered the lead to Joe, but also allowed Matt Gregory to pass into second place, giving Matt a narrow victory margin.

It was a great time and — as I've said before — if you didn't go, you missed it!  
*Guy Brierre*

### DISTRICT 7 CHAMPIONSHIP (Top 10 of 16 entries)

Boat	Skipper	Club	Places	Points	Finish
25436	Jim Grubbs	SFO	5-2-1-2	9.75	1
25994	Warren Wheaton	SFO	2-1-3-8	13.75	2
18327	Dan Blodgett	SFO	3-4-2-5	14	3
23593	Packy Davis	SFO	1-3-5-7	15.75	4
25002	Tony Picciano	SFO	4-5-4-13	26	5
24804	Tom Fleming	SFO	7-7-6-6	26	6
24973	Jim Baltar	SEA	9-8-dnf-4	38	7
23964	Bill Leffler	SEA	8-6-dnf-9	40	8
26161	Bill Denhart	SFO	6-dnf-dnf-1	40.75	9
20354	Dave Patterson	WSC	12-12-8-10	42	10

### RONALD C. PRIME MEMORIAL REGATTA (Top 15 of 23 Entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
25708	Ron Sandstrom/Anne Sandstrom	WBC	1-9-2-3-1-5	11.50	1
25411	Art Cunningham/Sandra Caibik	NCYC	12-1-4-1-3-6	14.50	2
25435	Dave Lence/Bill Aliberti	WBC	2-8-1-10-5-4	19.75	3
25710	Jimmy Bowers/Jim Bowers	WBC	3-2-7-7-7-2	21	4
16575	Jim Cunningham Jr/Sean Howard	NCYC	9-3-6-4-6-16	28	5
25810	Rob Gorman/Sarah Mushial	NCYC	6-6-9-15-4-3	28	5
25483	Fred Hagedorn/Michael Bowers	CPYC	4-7-10-6-2-11	29	7
25412	Art Rousmaniere/J. Rousmaniere	WBC	5-5-12-11-9-1	30.75	8
25170	John Kelley/Carolyn Kelley	CPYC	8-11-3-2-8-10	31	9
25711	Fred Hagedorn/Michael Bowers	WBC	15-4-5-5-11-8	33	10
25003	Sue Tabor/Janice Tabor	CPYC	7-12-11-8-10-9	45	11
24998	John Lally/Laura Kelley	CPYC	11-17-8-9-nf-13	58	12
25413	Allen Boucher/Bryan Boucher	NCYC	10-10-15-12-12-18	59	13
24999	Martin Fraser/Shannon Smith	MBG	13-14-13-14-13-7	60	14
24002	Chuck Loomis/Mac MacIsaac	CPYC	17-21-18-13-14-12	74	15

### REDNECK REGATTA (Top 5 of 20 Entries)

Skipper/Crew	Places	Points	Finish
Matt Gregory/Holly Gregory	1-2-2	4.75	1
Joe Blouin/Chap Morrison	4-1-1	5.50	2
Brent McKenzie/Mrs. McKenzie	3-3-6	12	3
Guy Brierre/Darren Aschaffenburg	11-5-3	19	4
Tom Craig/Patricia Wesley		22	5





## Sanctioned Snipe Regattas

AUGUST 2-4, NORDIC OPEN CHAMPIONSHIP, Oslo, Norway, Birger Jansen, Skoveien 51 C, 1320 Stabekk, Norway.

AUGUST 3-4, BROADSTAIRS OPEN, Broadstairs, Kent, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

AUGUST 3-4, ONTARIO OPEN/CANADIAN NATIONALS, Oakville Harbor Fleet 321, Chris Hains, 231 Westdale Rd., Oakville, Ont., Canada.

AUGUST 3-4, SUNFLOWER REGATTA, Shawnee Fleet 597, Jim Chandler, Rt. 3, Box 326A, Ottawa, KS 66067.

AUGUST 5-10, EUROPEAN CUP (Ca. der Tirreno), Italian Fleets, Rosignano Solway, Enzo Perini, c/o Circollo Nautico Chioggia, Calle S. Croce, 1221/A, 30015 Chioggia (ve) Italy.

AUGUST 10-11, U.S. JUNIOR NATIONAL CHAMPIONSHIP, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22608 Alger, St. Clair Shores, MI 48080.

AUGUST 12-16, U.S. NATIONAL CHAMPIONSHIP, Detroit River Fleet 5 and District III, Lake St. Clair, MI, Leigh Savage, 22608 Alger, St. Clair Shores, MI 48080.

AUGUST 17-18, BRIODY MEMORIAL, Newport Fleet 103, George A. Hock, 92 Wildmere Rd., Rochester, NY 14617.

AUGUST 17-20, COLOMBIAN NATIONALS, Colombian fleets, Gabriel Cuervo, Apartado Aereo 15425, Bogota 1, Colombia.

AUGUST 24-25, BOARD OF GOVERNORS, Quassapaug Fleet 231, Ned Daly, Nichols Hill Rd., Washington, CT 06793.

AUGUST 31-SEPTEMBER 1, UK SOUTHEAST CHAMPIONSHIP, Malson YC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

SEPTEMBER 7-8, BIRD BATH IV, Muscle Shoals Fleet 784, Bill Parkhurst, 303 Oakhill Ave., Sheffield, AL 35660.

SEPTEMBER 7-8, INDIANA OPEN, Indianapolis Fleet 409, Paul Dovey, 7566 Castleton Farms W. Dr., Indianapolis, IN 46256.

SEPTEMBER 14-15, COLUMBUS OPEN, Hoover YC Fleet 760, Brad Warne, 6015 Cairo Rd., Westerville, OH 43081.

SEPTEMBER 14-15, UK NORTHWEST CHAMPIONSHIP, Budworth SC, Essex, John Broughton, 24 Empress Dr., Chislehurst, Kent, BR7 5BD England.

SEPTEMBER 14-15, JOE RAMEL MEMORIAL, Missouri YC Fleet 49, Doug Day, 7519 NW 79th St., Kansas City, MO 64152.

SEPTEMBER 14-15, MASS BAY OPEN/CALL-OF-FALL, Mass Bay Fleet 244, Diana Healy, 30 Crestview Dr., Malden, MA 02148.

SEPTEMBER 19-21, NORTH AMERICAN CHAMPIONSHIP, Annapolis Fleet 532, Phil Richmond, 142 Monticello Ave., Annapolis, MD 21401.

SEPTEMBER 21-22, STOCKHOLM OPEN, Tomas Franzen, Skrinvagen 17, 122 44 Enskede, Sweden.

SEPTEMBER 21-22, CRACKER BARREL, Chattahoochee Fleet 452, Ham Clark, Rt. 1, Box 79, Hamilton, GA 31811.

SEPTEMBER 28-29, BATTLE OF ATLANTA, Lake Lanier Fleet 781, Dave Pritchard, 3211 E. Quails Lake Village Lane, Norcross, GA 30092.

SEPTEMBER 28-29, OXFORD INCIDENT/ACIDENT, Acton Lake Fleet 515, James Hill, 4726 Gray Rd., Cincinnati, OH 45232.

OCTOBER 5-6, FRIGID DIGIT, Annapolis Fleet 532, Dina Horwitz, 240 Prince Georges St., Annapolis, MD 21401.

OCTOBER 11-13, U.S. MASTERS CHAMPIONSHIP, Dallas Fleet 1, Tom Duckworth, 9615 Liptonshire, Dallas, TX 75238. (214) 969-0330 days, 340-6790 eves.

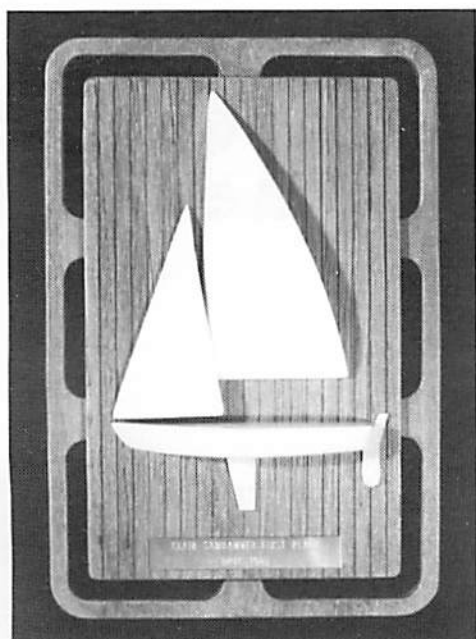
OCTOBER 26-27, HALLOWE'EN REGATTA, Atlanta Fleet 330, Don and Marianne Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. (404) 587-3653.

NOVEMBER 23-DECEMBER 1, WORLD CHAMPIONSHIP, Yacht Club San Isidro Fleet 274, Marcos Mugaburu, Tucuman No. 1452, 3 Pisco Off y, (1050) Capital Federal, Argentina.

DECEMBER 14, COPA DI LUCIA, Stockholm, Tomas Franzen, Skrinvagen 17, 122 44 Enskede, Sweden.

## BASIC SNIPE SAILING MANUAL

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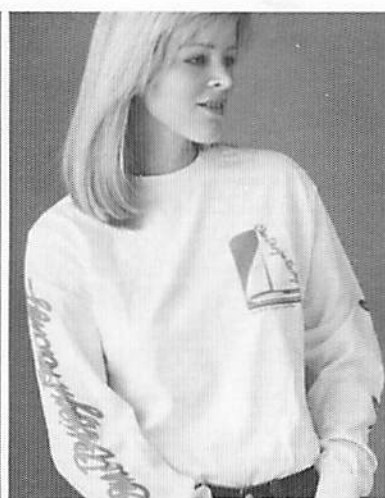
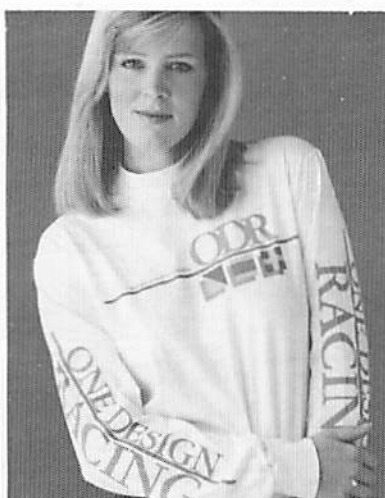


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**September 18 - 21**

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Eligibility to enter restricted to SCIRA members.

If you require any measurements to be taken, you must complete registration and measurement on Wednesday, Sept. 18th. No measurements will be taken after this date.

Schedule:  
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1330 practice race  
September 19th (Thursday)  
0830-0900 registration only  
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Yacht Club \_\_\_\_\_ Fleet number \_\_\_\_\_ Sail number \_\_\_\_\_

If you sail a chartered or borrowed boat: Owner \_\_\_\_\_ Boat Number \_\_\_\_\_

I certify that I am a member in good standing of SCIRA and that my boat conforms to all SCIRA requirements. I hereby agree to abide by all Snipe Class and USYRU rules, and release USYRU, SCIRA and Severn Sailing Association, their officers, members, employees and members of the Race Committee from all liability by reason of injury, whether to the yacht entered above or to myself, my crew or my guests.

Signature of Skipper \_\_\_\_\_ Date \_\_\_\_\_

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