



AUGUST
1991



North Snipe Sails Win The World Over!

Partial 1990 Results

World Championships '89	1st
Masters World Championships	1st
Junior World Championships	1st
European Championship	1st
Western Hemispheres	1st*
Midwinters	1st
Don Q Regatta	1st
Bacardi Cup	1st
Zimmerman (Overall Winter Circuit)....	1st
Southern California Midwinters	1st

* Top six places



Ricardo Fabini on his way to winning the Western Hemispheres. North Sails took top six places.

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AROUND THE SNIPE WORLD

RECORD FLEET EXPECTED FOR WORLDS!

The preliminary list of entrants for the 1991 Snipe Worlds, hosted by Tonsberg Seilforening and SCIRA Norway, is in, and it looks like a record turnout will be on hand to compete for the Commodore Hub E. Issacks Trophy.

As we go to press, some 53 teams representing 20 nations are expected.

BIDS REQUESTED FOR 1992 NORTH AMERICANS AND U.S. MASTERS

SCIRA is requesting bids for the 1992 North Americans and U.S. Masters Championships. There are currently no requests to host these events. Any Fleet or Club that wants to host these prestigious events should contact the Snipe Office for further details.

DATES ANNOUNCED FOR 1992 WESTERN HEMISPHERES

SCIRA Bahamas has announced that the dates for the 1992 Western Hemisphere Championships are set for September 26th through October 3rd. The event will be called the "New World Championships" as a way of commemorating the 500th anniversary of Christopher Columbus' discovery of the "New World."

SPECIAL THANKS TO CLIFF BROWNING

When we recently ran a notice seeking the help of a Patent Attorney, Cliff Browning of Indianapolis Fleet #409 was quick to reply. SCIRA had been presented with a chance to market a new halyard lock designed by Miami Sniper Jim Janda and we were anxious to explore the potential of this project. Cliff looked over the situation and made a few phone calls and then sent SCIRA a great summary of the product and the steps needed to patent it. Unfortunately, it does not appear that the project has any financial potential for the Class. Thanks so much for your time and expertise, Cliff! It's guys like you who make this Class so special!

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LETTERS

Dear Snipe Bulletin:

That was a great June issue with the photos of the past 60 years—nice job! (But hey, was that really Jerry Thompson?)

There was one photo where the central figure was unidentified and probably unknown to many, but he jumped off the pages for me and others who have known him. That incredibly fit young man with the Popeye forearms scrubbing on the bottom of his plywood Snipe with a chisel, plane and awl is Charlie Eschleman of Pine Beach Fleet #256.

Being an East Coast transplant, I have only been around Charlie for the past six or seven years, but it has been a real privilege to know him and his long-time companion, Margaret Fletcher. As anyone who has attended the Annual Pine Beach Go-Cart races and Regatta over the past few years knows, the event probably wouldn't happen without the hard work of Charlie and Margaret, so when I saw that picture I couldn't resist sending in a few words about Charlie and his contributions to the Snipe Class.

The Pine Beach Fleet has been around nearly as long as the Snipe Class, but the fleet got a major facelift in the sixties when Charlie and several others got together and built a dozen or so plywood Snipes. These boats were built from the original Gerber kit and there are still a few of them around. In fact, Charlie still sails his #14238, nicknamed "Wrinkle." He and Margaret are still a threat in racing on the Toms River or Barnegat Bay. Charlie is the only one I know who can make a Snipe go fast downwind while steering from his distinctive position, standing up on the leeward side. We should probably all be grateful that Charlie doesn't spend quite as much time Snipe racing as he does with his other "minor" hobbies of woodworking, flying, soaring, maintaining his 30-footer, and at his profession of tool and die making. If he did he would be very tough to beat. Fred Thurston once said that he loaned Charlie his new fiberglass McLaughlin for a regatta and that was the last time because it was "too scary" how fast he was.

One of Charlie's recent projects was to design, manage the construction of, and hammer most of the nails for, the monstrous wooden deck/porch which connects the Pine Beach clubhouse to the sailing dock. Let me tell you that the clubhouse will need rebuilding before this deck, and anyone who has seen it can attest to the engineering skill required to design and

build it. Also, Charlie recently built matching first place trophies for a Pine Beach Regatta which I hereby proclaim to be the best ever home-made trophies. They were wall-mounted bookshelves, with one side of the shelf a simulated Snipe dagger board (painted silver) and the other side a rudder! The beautifully finished results could easily have made a wonderful perpetual trophy.

Anyone who knows Charlie knows that he is genuinely interested in people, has a constant smile and a near obsession with pitching in and helping others. Rather than going on in this fashion, I'll simply repeat what I've heard a million times around District One: "What a great guy!"

Sincerely,

Lee Griffith,
Pine Beach Fleet #256.

AUGUST 1991

THE COVER: Miami's Gonzo Diaz and crew Michele Bustamante stylin' at Nassau at the 1991 Gamblin. Dennis Kelly photo.

THE COUNT: Seven numbers were issued, all to the U.S.

NUMBERED SNIPEs: 28147

CHARTERED FLEETS: 817

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

LONDON DINGHY EXHIBITION

By John Broughton, National Secretary, SCIRA U.K.

The annual London Dinghy Exhibition, held at the Crystal Palace, drew the usual massive number of small boat class stands, including, naturally, the Snipe Class.

Held the first weekend of March, the Snipe stand took over the end of a large side hall and proceeded to run a 48-hour party, inclusive of food, drink and music. Organized by the Erith Fleet under the control of Sarah and George Mees, it turned into a "swinging ball" with jiving, bebop, and fancy dress; with Chris and Christine Surridge depicting the American theme with jeans, cowboy boots, and Stetsons.

The Snipe on the stand was a fully rigged Danish Skipper that owner, Graham Campbell, had polished to a Rolls Royce gleaming finish. Throughout the weekend a non-stop running of the video taken by SCIRA Spain was showing with the personal appearance of Julie Smith giving an

English commentary, based on her own experience as a competitor at the 1990 Masters, making sure the watching public saw the shots that featured her in action!

The world-wide coverage that Sarah managed to get even came to the notice of Carlos Bosch, as he sent a spy over to take an interest in the stand. The chappie actually spied the large flagon of French Brittany Cider and became interested in the bottle and not the boat...finally departing quite light-headed!

Certainly the atmosphere and friendship of the stand attracted much comment from the visitors. The set was magnificent, reflecting so much forethought, planning, and hard work. On the Erith Fleet being congratulated at the end of the exhibition on such a wonderful stand, the organizers turned, and, as one, stated: "Ya'll ain't seen nothin', yet! So guess you'll be over in person next year, Carlos?"

The Snipe stand at the 1991 London Dinghy Exhibition



SOME THOUGHTS ON STARTING AND GOING FAST UPWIND IN A BREEZE AND CHOP

by Peter Commette

Regular readers of the Snipe Bulletin need no introduction to Peter Commette. He is one of the world's best Snipe sailors and his record in other classes is even better, with a Laser World Title to his credit. Peter and crew, Tarasa Davis, will represent the U.S. in the upcoming Pan-American Games, in Habana, Cuba.

As the years go on, there seem to be fewer and fewer techniques which I utilize that my competitors don't. Moreover, of those left-over techniques, there are fewer and fewer which I feel comfortable in believing give me a speed advantage. However, there still are two points of sail concerning which I can offer some help to a few. These points of sail are: escaping the starting line, and going fast upwind in a breeze and chop.

The key to sailing fast upwind in a breeze and chop is to keep the boat moving. This means that it is critically important to keep your lee bow clear so that you can dive off when you need speed. From this first philosophy of keeping your lee bow clear, comes a starting philosophy and a few starting techniques. I will not go into an in-depth discussion of starting, since most of you know that I am the king of PMS, and you know better than to listen to me.

Nevertheless, one of the things that you must do in a chop in heavy air is start near someone that you are faster than. If the better hole is to leeward of the person whom you are faster than, then take the hole, stuff yourself up as near as possible to him and concentrate on trimming in before the boat to leeward of you. If the better hole is to windward of the person whom you are faster than, concentrate totally on stuffing the person to windward of you and trimming in before he does. The key to trimming before them is to listen for the sound of ratchets, and watch body and eye movements.

The key to controlling the person to windward of you is to stop your boat dead, as near to him as possible, with your bow at least two feet in front of his. Don't be afraid to push your boom out to stop your boat, and be careful of your mast coming to windward and hitting the boat to windward of you as he takes your air.

"How do you protect your hole?" some of you might ask. First of all, you want to take someone else's. That means com-



Peter Commette checks out his tool and spares boxes for that one part he forgot to bring. T. Payne photo

ing in late and setting up no earlier than one minute before the start. Second, you must be alert. Watch for port tackers and boats going behind you that might want to take YOUR spot. Let them see early on that you will protect it. Make eye contact and let them know that you are watching them. When someone makes a movement for your hole, before he gets an overlap, bear off at right angles and place your boat across the hole. By placing your boat across the hole, you will either force the other skipper to look somewhere else for another hole, or when he is finally overlapped, you can get away from him by swinging your boat around through a wide arc and sailing straight upwind almost 180 degrees in the other direction back up to the boat to weather of you.

Once you start and you have your lee bow clear, start with the heavy air technique. First, it is important to point off the starting line. For that you need a straight jib stay. Any sag in the headstay whatsoever will hinder your pointing ability. Your cunninghams also should be loose for pointing until you are safe from the boats around you, but remember that you are going to have to hike extra hard with the loose cunninghams.

To keep your headstay straight it is absolutely imperative that your aft puller be on to the pre-bend position and your vang

be set. If the vang is too tight, you will lose power in your mainsail. If it is too loose, the jibstay will sag when the mainsheet is eased.

While the vang is important, it's the traveller that is the single most important key to heavy-air speed. The traveller should be kept directly underneath the boom when the boom is trimmed at its normal heavy air position. That way you will always be trimming down on your boom and thereby keep the jibstay straight. How far can you go with the traveller? I have let mine down as much as one and one half feet to keep the boat flat and the jibstay straight.

In these conditions (chop), a correct technique for playing the waves is critical. You must look beyond your bow at all times to see the waves before you hit them. I am not a big proponent of steering up on the face of the wave and down on the back, or steering off on the face of the wave and up on the back. I save that for bigger seas in the ocean, if I bother with it at all.

I find that it is much better to look at waves as being presented to you in "blocks". There are blocks of good waves that will not disturb your bow. There are blocks of bad waves that will disturb your bow, and there are flat spots. Each of these three conditions requires the bow of your

boat to be positioned differently relative to the wind.

In the waves that disturb the bow of your boat, you have to bear off and ease the main and jib a little to get through them. I also heel my boat up a little bit, which I admit is of questionable value. Finally the skipper and crew have to roll onto their aft thighs and lean back.

In the waves that will not severely knock my bow around I sail straight ahead on my normal course. In these waves I also keep the boat as flat as possible. Make sure you do not over-trim the jib. You need power in it and the leach free.

The waves which will not knock your bow around too much are also the key transitional waves. Not only do they allow you to bear off and get some good speed for the bad waves that are coming next, they also won't hurt too much if you want to pinch up and get into a flat spot to windward. Flat spots are where you can really make tracks.

What I mean by saying that you can make tracks in the flat spots is that I view the flat spots as gifts. They are my free shots to windward. When I get into a flat spot I trim down extra hard on my main and pinch like crazy, sometimes carrying a little bit of a luff in the jib. Trim the



Lucas Diaz (left) telling Peter Commette how to rig his boat for better results. T. Payne photo.

jib a little tighter, too.

However, the key to a flat spot is not to be a pig. The boat cannot take this sort of pinching for too long, and, assuming that waves will be on the other side of the

flat spot, you have to pull off in time to get speed before you get back into the waves.

Try the above and let me know the results. Good Luck!!!

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1st Bacardi

1st Gamblin

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1st, 2nd, 3rd & 4th ABYC

Olympic Classes Regatta

1st Bermuda Race Week

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1990 Results

1st US Nationals

1st & 2nd North Americans

1st, 2nd, 3rd & 4th US Masters

1st Japan Nationals

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CHARLIE B'S WEED WHACKER

by Tom Payne

Charlie and Michele Bustamante sail on Biscayne Bay, where the seaweed can be a real problem at times. While some of the patches can be big enough to cause you to tack away to avoid passing through, there are little bits floating on or just under the surface that you just can't avoid, and they end up getting caught on your centerboard or, worse yet, your rudder. Cleaning the board is relatively easy; you just have the crew jerk the board up and then shove it back down. This is probably the most effective means, best done when and if the wind lightens a bit so the crew's weight on the rail won't be missed. In the heavy air you can try it in the middle of a tack, waiting until the bow is into the wind and the lateral pressure is off the board, but the crew must hurry and get the board up and then back down without messing up the tack. There's also the problem that the skipper must "pause" for a moment with the board unloaded and this creates the possibility of "slamming" a wave causing the boat to go into irons. In the end, the weed presents some tough choices: Should we tack to avoid this patch? How much will we lose if the crew comes in off the rail and cleans the board? Should we risk a "slow" tack and clean the board now? Only experience in weed-infested waters can help you make these decisions!

The rudder is another matter, as there is no easy way to clean it. How much slower is a Snipe with a bit of weed on the rudder? Plenty! During the 1989 U.S. Nationals in Miami we had plenty of chances to return to the harbor under squall conditions. There were several times when I thought we should be on screaming planes, but we just couldn't get the boat to "pop". The board was clean, but each time there was a small clump of weed on the rudder. I would go back on the aft deck and clear the weed and then the boat would fly! I was amazed at the difference. I have only ever seen one way to clean the rudder without losing a lot of speed and that was when Tom Schroder was crewing for me in my first Don-Q. We were really ignorant about the weed and suddenly we realized that we were getting passed to windward AND leeward! We learned quickly that we had to keep the weed off. By the end of the regatta we could be sailing upwind, fully hiked, and Tom would somehow manage to reach into the cockpit, get the whiskerpole out, maneuver it under his body and reach back and clean

the rudder with the pole jaws. I'm still not sure how he managed this contortionist act and it probably wasn't the best way to sail upwind, but it seemed better than having an unexperienced skipper (me) head up and get back on the aft deck and reach overboard. In short, there doesn't seem to be an easy way to clean the rudder. Until now!

Charlie has managed to rig a system that he calls the "Weed Whacker" (which is a copyrighted trade name for a certain brand of string trimmer! Hopefully they won't sue Charlie or the *Snipe Bulletin!*) and while it looks a little complicated, it does a fine job. Here's how it works:

There is a small hollow tube that exits the transom, well above the waterline. A solid, but flexible, rod is inserted in this tube. The tube is short enough to allow

enough of the rod to stick out a sufficient distance so that when it is extended out of the transom it reaches almost to the bottom of the rudder. (See photo #1).

The other end of the rod (inside the boat, under the aft deck) has two lines attached to it. One line goes down into the tube with the rod to the transom, where it exits and is passed around a small turning block mounted into the transom. (See photo #1) It then comes back into the boat and is led to a fairlead mounted within easy reach of the skipper. When Charlie pulls this line it pulls the rod down into the tube and the "wiper" on the end of the rod travels down to the bottom of the rudder (see photo #2), wiping off the weed.

Another line to retract the "whacker" is attached at the same spot on the rod. When Charlie pulls this line it pulls the

Photo #1. Here you see the rod and line exiting the transom. The wiper wraps around the leading edge of the rudder and is wrapped with tape to avoid scratches. Note the turning block as the line passes back into the boat and then to a location within reach of the skipper. When pulled, this line pulls the rod out and the wiper moves down the rudder.

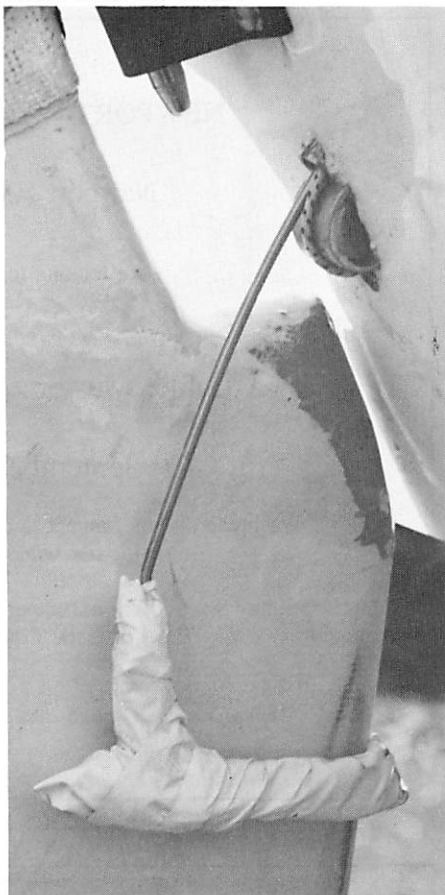
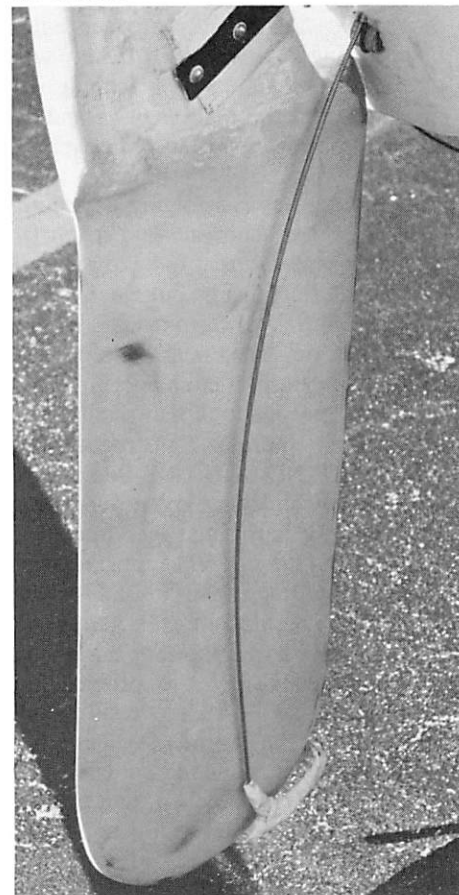


Photo #2. The rod and wiper in the fully extended position. Note the curve in the wiper as it wraps around the leading edge of the rudder.



rod back through the tube and the "wiper" comes back up the rudder!

Charlie used a car antenna for the rod and the tube, but you might be able to think of substitutes. An old piece of "rod"

shroud might work, and Teflon-lined motorcycle cable housing might be substituted for the tube. Use your imagination and ingenuity. Charlie did, and it resulted in a great system to cure a serious problem!

If you're unsure about our description of this system, you can write to Charlie Bustamante at: 1520 NW 10th St. Boca Raton, Florida 33486 (USA).

MY SECOND YEAR

by Darryl Waskow

Darryl is a relative newcomer to the Snipe Class, but he has certainly jumped in with enthusiasm. I first met him and his crew, Susan Ellis, at the Nationals in Miami. They were victims of the "Killer Squall", losing their mast, an experience that Darryl wrote about in a previous Snipe Bulletin. Somehow they've managed to stick together while sailing in as many regattas as possible, and they were married on July 5th, a date that they set so that it wouldn't conflict with the 1991 U.S. Nationals. Here are some of their comments after their second year of Snipe sailing:

At one regatta I never opened my tool box. Admittedly, I did have a pair of pliers in my pocket, and I did lend them to someone from the Medford Fleet, but I didn't have to use them myself. There was no pole launcher rigging by the light of the moon. No last-minute spreader adjustments (using Paul Wood's hacksaw) while the rest of the fleet was launching. The jib stayed up, the pole went in and out, and the tiller extension stayed attached to the tiller. Amazing!

What's the reward for my devotion? I get to be Fleet Captain, as Lee Griffith thought it was so great to have me in the Pine Beach fleet that he put me in charge.

BIG NEWS: We won a trophy. In terms of "return on investment" it's certainly the most expensive letter opener that I'll ever own, but we took that second place in the Whittemore-St. John regatta "B" fleet FAIR AND SQUARE! Some of you are probably smirking about our fleeting moment of glory, but it was fun. Hey!, it's tough out there... What are Hackworth and Adams doing in the Wells Fleet anyway? Still womp'n our butts, anyway...

I did notice one important thing at the Nationals: I do not have the correct "Snipe Skipper Posture". All the good people, the ones that the legends say have been around for years, stand like squirrels. You know: shoulders hunched, head down, with bent backs. You really notice it at the beer truck, especially after Monday night's long beat back to the harbor. I just

don't have it. It probably takes lots of practice.

BIGGER NEWS: You may remember from my account of our first year's activity that I had managed to keep one hat throughout the season, despite numerous capsizes and other assorted mishaps. Well, it's gone. Actually Susan knocked it off. Art Rousmaniere went out with us (a big help!) and taught her how to trim the jib with one pull... So there we were, rounding the final mark at the Wells; it's a close race and we need a great rounding. We round the mark, Susan stands up and gives one good pull to bring the jib into perfect trim, and just about decks me. I held on to the tiller and sheet, but that hat was a

"goner".

I proposed. Not because District One needs anymore "hubby beaters". (No inference should be drawn from the random thoughts contained in this and the preceding paragraph.) Will this make us faster or slower?

BIGGEST NEWS: We didn't tip over this season! Boy, I'll bet the Fates get me for actually writing this! See ya next year, Darryl and Susan Waskow, #25073

P.S. In the Call of Fall at Lake Medford we took second in the "B" fleet. We broke into the top half at the Frigid Digit, and at Lake Mohawk? We lost our stern plug, turned over, and sank!



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August 24 & 25, BOARD OF GOVERNORS, Jim Barnes, 95 Lyons Plains Rd., Weston, CT 06883 USA, 203-221-0582

August 24 & 25, TAMPERE REGATTA, Roger Nylund, P.O. Box 169, SF 20101 Turku, Finland

September 7 & 8, SOUTHEAST CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 7 & 8, RON PRIME MEMORIAL, Arthur Cunningham, 27 Poor Richards Dr., Bow, NH 03304 USA 603-226-0231

September 7 & 8, JOE RAMEL MEMORIAL, Carl Chinnery, B4 Lake Lotawana, Lake Lotawana, MO 64063 USA, 816-578-4810

September 7 & 8, INDIANA OPEN REGATTA, Larry Lasek, 612 Conner Creek Dr., Fishers, IN 46038, 317-578-0038.

September 14-21, U.S. MASTERS AND NORTH AMERICAN CHAMPIONSHIPS, Newport Harbor Yacht Club, 720 West Bay Ave., Balboa, CA 92661, USA

September 14-16, SPANISH MASTERS NATIONALS, Classe Snipe De Espana, Apartado 483, 30080 Murcia, Spain

September 14 & 15, MYSTIC LAKE OPEN, Martin Fraser, 30 Roneale Rd., West Medford, MA 02155, USA 617-395-3116

September 21 & 22, BATTLE OF ATLANTA, Brent McKenzie, 3925 Cranbrook Ct., Lilburn, GA 30247 404-279-0391.

September 21 & 22, OHIO OPEN, James Cummings, 469 Crestwood Ave., Wadsworth, OH 44281, USA, 216-336-3390

September 21 & 22, LONG ISLAND OPEN, CALL OF FALL, David and Joan Lawson, 76 Wyatt Rd., Garden City, NY 11530, USA 516-742-2574

September 21 & 22, NORTHEAST CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent BR7 5BG, England

September 28 & 29, CALL OF FALL AT LAKE MOHAWK, John Marx, 448 W. Shore Tr., Sparta, NJ 07871, USA, 201-729-0313

September 28 & 29, CRACKER BARREL D-4 TEAM RACE, John Muhthausen, 1146 Green St., Roswell, GA 30075 404-642-1146

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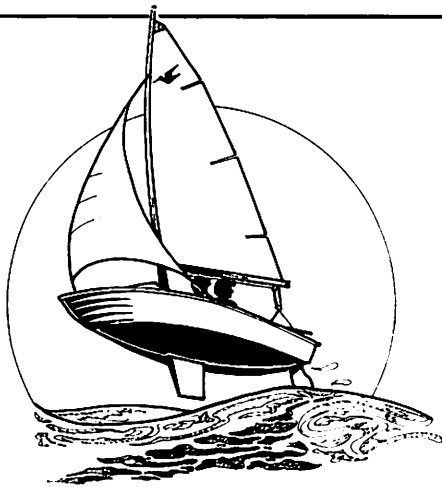
October 5 & 6, FRIGID DIGIT, Tom Sprehe, 300 Holly Trail, Crounsville, MD 21032, USA, 301-923-7684

October 26 & 27, HALLOWEEN REGATTA, Ken Haney, 978 Columbia Dr., Decatur, GA 30030, USA, 404-288-5386

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- If you call and leave a message, leave your address; it is too expensive to return all phone calls.
- Contact all volunteers directly. See the Officer's Directory in the April *Bulletin*.
- Contact District Governors for local information needs.
- If something is not being done: Volunteer!
- Give us two weeks' notice if you need mailing labels.
- Renew your membership in January of EACH year. Don't wait until you arrive at a regatta!
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MCLAUGHLIN 26808—Grey hull with blue stripe, white deck. Southern trailer, covers. Excellent condition. \$4,500. Andy Towles, 8909 SVL Box, Victorville, CA 92392. Call 619-951-1331. (jja)

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THE RULES

This originally appeared in the Star Class newsletter, STARLIGHTS. We found it in SNAX.

The following RULES were submitted by an anonymous skipper, and the Editor expects a set of RULES to be submitted by an anonymous crew in the near future.

1. The skipper always makes the RULES.
2. The RULES are subject to change at any time, without prior notification.
3. No crew can possibly know all of the RULES.

4. If the skipper suspects that the crew knows all the RULES, then the skipper must immediately change some or all of

the RULES.

5. The skipper is never wrong.
6. If the skipper is wrong, it is due to a misunderstanding which was a direct result of something the crew said or did wrong, or general ineptness or stupidity on the part of the crew.
7. If rule #6 applies, then the crew must apologize immediately for causing the misunderstanding.
8. The skipper may change his/her mind at any point.
9. The crew may never change his/her mind without the expressed written consent of the skipper.
10. The skipper has every right to be angry or upset at any time.
11. The crew must remain calm at all times, unless the skipper wants him/her to be angry or upset.

12. The skipper is under no obligation to let the crew know whether or not she/he wants him/her to be angry or upset.

13. Only the skipper may determine when things are all right again.

14. The skipper may begin a conversation at any given point in his/her mind and the crew is expected to know the topic and reason for the conversation.

15. "Common Sense" is defined as what the skipper believes to be true.

16. In all circumstances the crew is expected to know what the skipper meant to say, even when it is not the same as what the skipper actually said.

17. The crew may never quote the skipper.

18. Sail trim, right of way, and compass headings do not apply, except as defined by the skipper.

SCIRA SCORING SOFTWARE NOW AVAILABLE

U.S. National Secretary Phil Richmond is determined to revamp SCIRA's Race Management programs. New programs which are now on line include the new SCIRA Sailing Instructions where Regatta Organizers obtain a "fill-in-the-blanks" S.I. from the SCIRA office, complete the form allowing for local factors, and return it to the Snipe office. Executive Director Tom Payne then makes the changes that are specified and returns the Master Copy to the organizers, ready to photocopy for competitors. "It's all part of our efforts to standardize Snipe sailing around the world, so you can expect the same formats whether you're racing on Tokyo Bay or Lake Lotawana."

If you want to use your laptop or desktop personal computer to score your regatta there is now help from SCIRA. Sandy Grosvenor of Annapolis, with consulting help from U.S. National Secretary, Phil Richmond, has developed and written SCIRASCOR which is now available from the Snipe Office. Version 1.02 is the latest update and it's complete with all the features that you'd expect in a professionally developed menu-driven program.

CORRECTION

The Joe Ramel Memorial Regatta will be September 7th and 8th, not the 14th and 15th as previously listed.

It all starts at registration when you enter data such as the skipper's name and address, the crew's name, bow numbers (if used) and sail number. Then you enter the finishes from each race. After the data is in you simply print out the results!

This newest version is now ready for shipment to the fleets, as Sandy has spent lots of time working out several bugs and adding new features from the earlier versions, including a complete HELP function to guide you through. Some of the features include: The ability to calculate points based on entries such as DNF, DNC, and DSQ. Average points are automatically calculated in instances where you would award AVG as a penalty or in cases of awarded "redress". It can delete a race that has already been scored and saved. Yachts that have been scored RET are automatically awarded DNF points.

Another handy feature for big regattas

is a new program DIVFLEET which splits the fleet after the qualifying regatta is completed. It puts up a form which asks for the name of the qualifying regatta and asks the names of the two new "split" fleets (A and B Fleets, for example), and then asks "where" the fleet should be split. Then it creates two new smaller regattas based on the parameters that you have designated.

The program is available only in MS-DOS format and it is a "system" disc, meaning that you simply insert the disc into your drive, boot-up your machine, and you're ready to run. It is available in both 3-1/2" and 5-1/4" disc sizes. Please specify disc formatting such as single-side, double side, double or high density, etc. Payment MUST accompany your order. The cost is \$15.00 which covers the cost of the disc and shipping and handling. Order from the Snipe Office!!!

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FROM THE FLEETS

From the Snipe Fleet 5 Newsletter, by Fleet Captain "Drew" Moeller

If it's true that Snipe sailing could be regarded as a metaphor for life, then it could be said that we are now "running down the season on a full plane." Just as with the Snipe, this means that not only does one concentrate on making the boat go fast for the moment, but also on preparing the boat to round the mark and sail on the next upwind leg. If one clears all the lines, and retunes the boat for the leg, before they reach the mark, then the rounding will be smooth and the crew can concentrate on the shifts, tactics, and currents.

So what does this profound introduction lead up to??? Well...er...um...It means that as the season progresses there are some things that we need to make sure that we are ready for as a fleet, so we are prepared to "round the marks" that lie ahead: **Mark #1 (the mark you just rounded)**

SCIRA and Fleet dues should be paid, and your black and gold dues sticker affixed to your hull. If you have not paid your dues you have not properly rounded the mark! But, you can still exonerate yourself by settling up your dues and then do a 720!

Editor's Note: Well said, Drew! Keep up the great work! This is especially nice to hear, especially after the call I got last week where the guy said: "Half the boats at the regattas out here don't have dues decals!"

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STEVE BURKE TAKES GEORGIA STATES

This year's Georgia State Championship was hosted by Lake Lanier Sailing Club's Fleet 781 in order to carry on the tradition that the Valdosta Fleet initiated many years ago. For various reasons (anticipated lack of attendance being one), the Valdosta Fleet was unable to host the regatta as originally scheduled. However, Wilby Coleman, one of its key organizers, wants to continue hosting the regatta in Valdosta, Georgia, for 1992 and beyond. His main concern has been a drop-off in attendance in the past few years. District Four Snipers need to support Wilby and his Valdosta Fleet next year, otherwise we'll lose not just another regatta, but one that has always carried a uniqueness in character and experience. Just ask anyone who has experienced the challenge of sailing through the legendary "gap" in the Twin Lakes!

Three races were completed on Saturday in wind conditions that started out light, and progressively increased to moderate conditions by the end of the third race. The race course was a Modified Goldcup with the added requirement that all competitors were required to sail through the starting line on the second upwind leg and the subsequent downwind leg. Dave Pritchard, who served superbly, not only as expectant father (It's a boy!) and regatta chairman, but also as Race Committee Chairman, came up with



Georgia State Championship trophy winners (l-r). Front row: Linda Zonnenberg (with Nicole), Craig Beardsley, Chad Hedlee and Jeff Beck. Standing: Carol Reddaway, Greg Chinik, Martin Zonnenberg, Brent McKenzie, Shawn Burke and Steve Burke. Commodore Means Davis photo.

1991 GEORGIA STATE CHAMPIONSHIP
LAKE LANIER, GEORGIA
APRIL 20-21, 1991

Finish	Skipper/Crew	Fleet	Places	Points
1	Steve Burke/Jeff Becke	LLSC	2-3-3-1-1	9.50
2	Shawn Burke/Chad Hedlee	LLSC	7-1-4-2-2	15.75
3	Martin/Linda Zonnenberg	LLSC	5-2-2-4-dnf	21.00
4	Brent McKenzie/Greg Shaney	LLSC	1-11-1-3-dnf	23.50
5	Craig Beardsley/Carol Reddaway	LLSC	6-9-8-5-4	32.00
6	Ian Prime/Timm Crowter		8-8-9-6-3	34.00
7	Mike Lenkeit/Christie B.	LLSC	10-4-7-dnf-dnf	39.00
8	Woody Norwood/Vickie	AYC	3-7-10-dnf-dns	47.00
9	Raymond Burke/Ashley Faulkner	LLSC	4-6-11-dnf-dns	48.00
10	Tarasa Davis/Ken Metz	AYC	12-5-6-dns-dns	57.00
11	Knox Rodgers/Math Rodgers	LLSC	15-10-5-dns-dns	64.00
12	Bryant Carpenter/Rick Oldham	AYC	11-15-12-dns-dns	72.00
13	Ken Haney/Kathy Bronaugh	AYC	13-12-13-dns-dns	72.00
14	Jeff Mullett/Ann Shane	AYC	9-16-14-dns-dns	73.00
15	Clay Hudgins/Bennie Black	LLSC	14-13-dnf-dns-dns	78.00
16	Brian/Marina Haile	AYC	16-14-15-dns-dns	79.00

this idea as a way to add a little Twin Lakes flavor to the race course.

The evening rewarded everyone with a beefstew dinner that, on its own, made the regatta worth attending. Jean Burke served as our exceptional chief chef. To her surprise, food that was prepared for 50 people was devoured by 36 starving Snipers! Oh yes, it should also be mentioned that a keg of BEER, donated by David Pritchard of Weathermark/Douglas Gill U.S.A., and Martin Zonnenberg of Camping Time, was also polished off, with ease, that evening. Doesn't anyone believe in moderation?

Following dinner a Skipper's Roast involving Steve and Shawn Burke and Brent McKenzie provided attendees with some profound insights into Snipe success, ("Damned if I know." "I beat my crew regularly.") as the "roastees" were leading the regatta at the time.

Sunday morning greeted all racers with much stronger and cooler northwest breezes that started out at about 15 knots and progressively increased to about 22 knots near the end of the fifth race. Only nine of the 16 entrants braved the elements to start the fourth race and only six made it to the finish. The fifth race began with seven boats and ended up with four boats finishing in ideal heavy-air conditions.

Since the Georgia State Championship will continue to be held in Valdosta, the Lake Lanier Fleet is very seriously considering hosting an annual Spring Regatta, perhaps in April of 1992. Wind conditions on Lake Lanier are generally best during the April/May time frames.

Clay Hudgins,
Fleet Captain, Fleet 781

**SMITH AND WILLIAMS
TAKE STONE OPEN**

The annual Stone Open drew fewer boats than usual, probably due to the nasty weather experienced during the week before the event. The first race was sailed under a cloudy sky with winds in the force 4 range. From the start the sailing was tough, but in conditions that were just right for the Snipe. Stone's Simon Baker and Richard Butter took the win with Peter and Charles Frost, also of the Stone fleet, in second. Blue Circle's Chris and Sue Surridge took third.

The wind dropped a bit for the second race and Budworth's Matthew Smith with Alan Williams crewing took an early lead and were never challenged. Stone's Fleet Captain, Simon Baker, took second as Peter and Charles Frost took third. Maldon's Bob Rowbotham retired with a broken tiller.

Sunday morning's race three brought light winds with a rising tide to fight. The fleet was soon spaced out. Eventually it became a close battle between

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Smith, Baker, and Eric Broughton. On the final beat of the Olympic course the first three positions depended on close tacking. Budworth's Matther Smith took first, second went to the Blue Circle Fleet Captain, Chris Surridge, and Broughton took third.

The final race was held in light airs which proved quite a challenge to concentration. Smith and Williams took the gun, giving them the overall title. Surridge took a second for second overall, and Stone's Gavin Watkins took third to finish fifth overall.

The Marlow Ropes Trophy, for the top woman, went to Blue Circle's Liz Crouch.

FINAL STANDINGS:

First: Matthew Smith/Alan Williams, Blue Circle

Second: Chris and Sue Surridge, Blue Circle

Third: Simon Baker/Richard Butter, Stone

Fourth: Peter and Charles Frost, Stone

Fifth: Gavin Watkins/Derek Butterfield, Stone

George Mees,

SCIRA U.K. Public Relations Officer

ALL IN THE FAMILY AT FINNISH NATIONALS

They did it again! Hakan Bjurstrom, with his older brother Rikard crewing, won his 11th Finnish Championship trophy after taking 5 guns and a fourth place in the sixth race of the National Championship regatta. This time they were seconded by their older brother, Peter, with his junior-aged son Kaj crewing. Claus "Clapa" Carpelan and crew, Freddy Wegelius were third. As this was the final event of the qualifying series for the 1991 Worlds in Tonsberg, these three teams will make up the Finnish entry.

The regatta was very well organized by Gamlakarleby Segelforening in Kokkola, which will be the host club for the 1992 European Championships. Conditions were excellent, with light to moderate winds and mostly sunny skies. There were thirty entries at the regatta, making it the best-attended Finnish Nationals since 1987.

One encouraging sign was the participation of 5 junior skippers and two female skippers and seven female crews. There is also renewed interest in getting new Snipes and if we are lucky, professional Snipe building will return to Finland this winter, after a break of several years.

FROSTS "COOL" WITH ERITH OPEN VICTORY

Erith Yacht Club members must have done something to please the weather Gods, as we were blessed with a break in the poor conditions to run this year's Snipe open. Race one on Saturday started in ideal conditions, a nice force 2-3 wind. After a very good start the field was tightly packed until they rounded the windward mark. It then became a chess game against the tide and the eddies that it caused. Peter and Charles Frost managed to pul out speed and rounded the wing mark in first, followed by Chris and Sue Surridge and John Love and Carl Silver. These three boats slowly distanced themselves from the pack, but the Surridges consistently read the tides correctly which enabled them to overhaul the Frosts to take the win.

Race two saw the Frosts pile on the pressure, when it most mattered, and they wore down the competition to take the gun. There was a tremendous mid-fleet scrap between John and Angie Sewell and Lionel George and Sarah Mees, with the Sewells coming out just ahead in their new boat.

Sunday's race three saw stronger winds (force 3-4) bringing nice planing conditions. The Surridges rounded the windward mark in first, followed by the Sewells and Ian Emery and George Mees, who later dropped back through the field due to gear failure. Skippers John Love and Peter Frost were in the back, due to poor starts, and were thus able to see that the leaders had fallen into bad tides, giving them a chance to take the best line through and past their opponents. Frost took the gun, followed by Love and Sewell.

For race four the wind held steady, allowing for the most exciting race of the weekend. Up until the finish the race could have gone to any one of five boats, but the grand master, John Love, took the race by half a boatlength over Chris Surridge and Eric Broughton and crew, Liz Crouch.

FINAL STANDINGS:

First: Peter/Charles Frost, #21652, Stone S.C.

Second: Chris/Sue Surridge, #22873, Blue Circle S.C.

Third: John Love/Carl Silver, #24154, Budworth S.C.

Fourth: John/Angie Sewell, #27871, Maldon Y.C.

Fifth: Eric Broughton/Liz Crouch #26159, Stone S.C.

Sixth: G. Campbell/J. Smith #21909, Erith Y.C.

CLASSIC SNIPE:

First: G & G Parsons, #16259, Erith Y.C.

Second: N & K Borrett, #15560, Erith Y.C.

George Mees

FINNISH NATIONAL CHAMPIONSHIPS GAMLAKARLEBY SEGELFORENING, KOKKOLA, FINLAND JULY 11-14, 1991

Finish	Skipper/Crew	Places	Points
1	Hakkan/Rikard Bjurstrom	Tampere	1-1-1-1-4 0.0
2	Peter/Kaj Bjurstrom	Tampere	2-3-2-4-3-3 23.1
3	Claus Carpelan/Freddy Wegelius	Helsinki	4-2-4-3-2-20 27.7
4	Jouni Valli/Kiekkki Raty	Tampere	5-4-3-6-5-1 33.7
5	Jukka Lahti/Juhani Heijo	Tampere	3-6-5-5-4-5 43.7
6	Sampo/Risto Valjus	Oulu	7-5-6-2-6-13 49.4
7	Matti Pehkonen/Kati Rantamaki	Jyvaskyla	6-8-7-9-16-12 71.7
8	Rainer/Tuulia Vilkkila	Keuruu	11-10-8-8-7-10 73.0
9	Karl Kokkonen/Timo Jarvinen	Helsinki	25-9-9-7-8-16 79.0
10	Markus Holm/M. Andersson	Kokkola	13-14-10-10-11-6 79.7
11	Peter Holm/U. Bjare	Kokkola	9-7-13-16-9-14 82.0
12	Roger Nylund/Sami Ekblad	Turku	8-13-11-26-14-15 91.0
13	Ilkka Hallavo/Krister Tornroos	Hämeenlinna	14-11-17-19-12-8 92.0
14	Timo Karlsson/Kari Lehto	Vammala	16-20-23-23-10-2 96.0
15	Jussi Sävelä/Kari Tuomala	Pori	19-22-12-21-15-9 106.0
16	J. Wikström/T. Lehto	Kokkola	18-19-20-13-29-11 111.0
17	Antti Metsä/S. Paasiliehto	Helsinki	DNS-26-18-11-20-7 112.0
18	Ari Kansäkoski/T. Hongell	Kokkola	10-24-14-20-19-21 114.0
19	Karri Kaskimäki/Leena Michelsson	Turku	17-15-22-18-17-24 119.0
20	Hannu/Petri Vihervuori	Turku	12-12-19-28-22-27 122.0
21	Mikko Valjus/T. Vuokila	Helsinki	DNS-DNS-15-14-13-19 122.0
22	Kai/Jouko Saarhelo	Pori	20-17-16-22-18-30 123.0
23	Antti Liukko/Jouko Holopainen	Varkaus	21-21-DSQ-12-24-17 125.0
24	Iiro Jaakonsaari/R. Kirjalainen	Mikkeli	15-16-25-29-21-23 130.0
25	Eva Hougberg/Mina Westerholm	Helsinki	22-23-27-15-23-22 135.0
26	Paavo Nikkilä/Markus Järn	Mikkeli	24-25-21-17-25-18 135.0
27	S. Heikkinen/J. Wikström	Kokkola	23-18-24-24-27-28 146.0
28	Jukka/Vappu Tainio	Helsinki	26-27-26-27-28-25 161.0
29	Kalle Valkama/J. Kotisalo	Mikkeli	27-28-DSQ-25-26-26 162.0
30	Ida/J. Bruins Slot	Kokkola	28-29-28-30-30-39 174.0

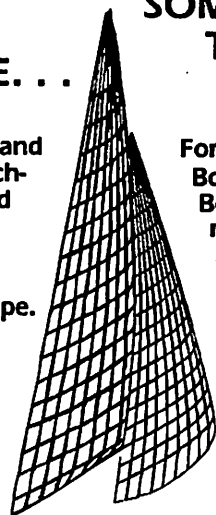
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SCIRA MEMBERSHIP SURVEY

We need to know some things about you and your needs. Future planning and leadership responsiveness to issues affecting your Snipe sailing is impossible without the kind of information contained in this survey. You have probably already bought a boat or at least invested a considerable amount of your time in racing Snipes. Please take a few minutes now to complete this survey and then fold it as shown, staple (or tape) it closed, stick a stamp on it, and drop it in the mail! What could be easier? Please attach separate sheets with your comments if there's not enough space here!.

A. SAILING PROFILE:

- How long have you sailed? _____ years. Raced? _____ years.
- How long have you owned/raced Snipes? _____ years.
- Is the Snipe your primary boat? Yes _____ No _____.
- Do you belong to your National Authority or Federation? (USYRU in the U.S.) _____ How long? _____ years.
- In what capacities have you served the Snipe Class?
A. Regatta Chairman: _____ B. Fleet Committee: _____ C. Fleet Captain: _____ D. District Committee: _____ E. District Governor: _____
F. National Board: _____ G. International Board: _____ H. Other: _____
- Do you serve other sailing organizations? Yes: _____ No: _____
A. Other sailing Class: _____ B. Club or Sailing Association: _____ C. Yacht Racing Association: _____
D. National Authority: _____ E. IYRU: _____ F. Other: _____
- What types of sailing do you enjoy? (Number 1-7 in order of preference, with 1 representing the favorite.)
Day sailing: _____ Weeknight Club Racing: _____ Weekend Club Racing: _____ Away Regattas: _____ Team Regattas: _____
Charity Regattas: _____ Other: _____
- How many days do you race Snipes annually?
A. 1-5 _____ B. 6-10 _____ C. 11-15 _____ D. 16-25 _____ E. 26-40 _____ F. 41+ _____
- How many days of your Snipe Racing are NOT spent at your home club or fleet? How much do you travel?
A. 1-4 _____ B. 5-7 _____ C. 8-12 _____ D. 13-20 _____ E. 21-30 _____ F. 31+ _____
- How many days do you race in Class Sanctioned or Championship regattas per year?
A. None _____ B. 3-5 _____ C. 6-10 _____ D. 11-15 _____ E. 16-25 _____ F. 26+ _____
- What is your average travel distance to and back for regattas? Miles _____ (or) Kilometers _____.
- How many days of your Class racing is done as a family activity? A. None _____ B. 3-5 _____ C. 6-10 _____ D. 11-15 _____ E. More _____
- Is Babysitting Service at regattas important to your attendance at regattas? Yes: _____ No: _____.
- What are your primary interests in racing Snipes?
(Please order 1-6 in order of importance with one representing the most important:)
A. Racing Pleasure (winning, working for/achieving a goal): _____ B. Camaraderie (Social): _____ C. Family participation: _____
D. Satisfaction of preparation, education and training: _____ E. Travel: _____ F. Other: _____
- What is your age bracket (A)? What is your crew's age bracket (B)? (Mark "S" for you, "C" for crew.)
A. 8-20 _____ B. 21-25 _____ C. 25-30 _____ D. 31-40 _____ E. 41-45 _____ F. 45-55 _____ G. 56+ _____
- Do you have any interest in interfleet Team Racing? Yes: _____ No: _____ Match Racing? Yes: _____ No: _____.
- If you were to stop racing Snipes it would be because of: (If more than one applies, prioritize by numbering....)
A. Expense of the sport: _____ B. Time, working constraints, or schedule conflicts: _____
C. Regattas are not supporting your family requirements: _____ D. Racing is too competitive: _____
E. Lack of infrastructure support: (Class: _____ Club: _____ Fleet: _____) F. Deficiencies or attributes of the boat: _____
G. Physical restrictions or age: _____ H. My Snipe is no longer competitive: _____
I. Other: _____
- Do you belong to a fleet or club that has an active Junior Sailing Program? Yes: _____ No: _____.
- Does your fleet have a program to introduce Snipes to your Club's Junior Sailing Program? Yes: _____ No: _____.
- How would you improve the SNIPE BULLETIN? (If more than one applies, prioritize by numbering.)
A. More tactics articles: _____ B. More practical boat tips: _____ C. More racing rules articles/information: _____
D. More international reporting: _____ E. More color photos: _____ F. Fewer issues, but more pages in each issue: _____
G. More pages in each issue: _____ H. Other: _____
- Would you pay more for your SCIRA membership if it resulted in more service? Yes: _____ No: _____
- What would you estimate is your annual cost of racing? Include all dues, insurance, equipment, regattas, travel, clothing, etc:
A. \$100-\$499: _____ B. \$500-\$750: _____ C. \$751-\$1500: _____ D. \$1501-\$2500: _____ E. \$2501-\$5000: _____ F. \$5000+: _____

B. BOAT PROFILE:

- How old is your present (or newest) Snipe? _____ years.
- What manufacturer made it? _____ Is your present Snipe Wood: _____ 'Glass: _____
- Do you consider that your Snipe is competitive? Yes: _____ No: _____
- Are you interested in a "Vintage Class" with handicap allowances for such factors as age of boat, type of mast, weight of boat, etc.? Yes: _____ No: _____ If a regatta or fleet race had a "Vintage Class" would you compete? Yes: _____ No: _____
- Will you buy a new Snipe in the next year? Yes: _____ No: _____
B. In the next three years? Yes: _____ No: _____ C. In the next five years? Yes: _____ No: _____
- Will you buy new sails for your Snipe this year? Yes: _____ No: _____ B. More than one suit? Yes: _____ No: _____
- On average, how many new suits (main and jib) of sails do you buy per year? _____
- Do you own another boat? Specify size and type: _____
- Which of the following will you buy for this "other" boat in the next two years: (circle if planning to purchase.)
A. New Sails B. Safety Equipment C. Navigation/Electronic Equipment D. Bottom paint E. Other: _____
- Specify builder/supplier of your: A. Snipe: _____ B. Mast: _____
C. Boom: _____ D. Sails: _____ E. Rudder: _____ F. Trailer: _____
G. Blocks/Cleats (major supplier): _____ H. Clothing/Boots/Etc.: _____
- Does your boat have: (circle if yes) A. Pole launcher. B. Compass. C. Magic Box for Jib Halyard
- Is it: minimum weight? _____ B. Overweight? How much over? _____ C. Does it have lead ballast to add weight to bring it up to minimum? How much lead? Lbs: _____ (or) Kilos: _____ (Estimate weights if necessary.)
- Should the Snipe Class lower the minimum weight? Yes: _____ No: _____ B. If "yes" how much lower? _____
- Do you feel that generally Snipe one design sailing is enhanced by the elimination of boat inequities and differences?
Yes: _____ No: _____
- To what extent, if any, would you favor changes that might affect performance while reducing the cost of a new boat?
A. None: _____ B. Little: _____ C. Some: _____ D. Any amount: _____

C. MEMBERSHIP PROFILE: (Note: This personal information will be of interest to possible SNIPE BULLETIN advertisers, Rulebook advertisers, and possible regatta/Class sponsors.)

- 1. A. Single: _____ B. Married: _____ C. Widowed/Divorced: _____
- 2. A. Male: _____ B. Female: _____
- 3. Children? Yes _____ No: _____ If yes, how many? _____ Do they sail? Yes: _____ No: _____
- 4. Annual Household Income:
A. under \$35,000: _____ B. Under \$50,000: _____ C. Under \$75,000: _____ D. Over \$75,000: _____ E. Over \$100,000: _____
- 5. Is your primary income from the sailing or marine industry? Yes: _____ No: _____
- 6. Education:
A. Pre-University/College: _____ B. University/College: _____ C. Post University/College: _____ D. Advanced Degree: _____
- 7. Do you own your own home? Yes: _____ No: _____ Do you rent? Apartment: _____ House: _____
In what locale is your home located? A. City: _____ B. Suburban: _____ C. Rural: _____
- 8. Do you own, use, or subscribe to in any amount: (check if "yes", or respond when necessary.)
Major Credit Card: _____ More than one? _____ Television: _____ VCR: _____ Car: _____ U.S. model?: _____ Foreign model?: _____
Miles driven per year: _____ (or) Kilometers per year: _____ Camera: _____ Film type/brand preferred: _____
Securities: _____ Insurance: _____ Certificates of Deposit: _____ Computer: _____ Home Computer: _____ MSDOS _____ (or) MAC _____
- 9. Which Brand Name (if any) of the following is your first choice when purchasing: Liquor: _____
Wine: _____ Beer: _____ Soft Drinks: _____ Athletic Beverage: _____
- 10. Which sailing and/or boating magazines do you subscribe to: (Please list)

- 11. Do you buy/rent sailing or boating related videos? Yes: _____ No: _____ Will you in the future?: Yes: _____ No: _____
- 12. Have you ever taken a yacht charter vacation? Yes: _____ No: _____ Will you in the future?: Yes: _____ No: _____
- 13. Are you (or any family member) a member of any airlines Frequent Flyer program? Which Airline? _____
- 14. Please list your (or other family member's) top three leisure activities/hobbies, other than sailing:

-
- 15. Do you have a professional talent or skill that you would be willing to volunteer to help SCIRA? Yes: _____ No: _____
If "Yes", please specify: _____
 - 16. Are you aware of the U.S. Perpetual Fund? Yes: _____ No: _____ If yes, have you made a contribution? Yes: _____ No: _____
If "no" why not? _____

D. (OPTIONAL)

Name: _____

Address: _____

City: _____ State: _____ Nation: _____ Zip: _____

If you answered "Yes" to Section D, #15, may we contact you? Yes: _____ No: _____

YOUR GENERAL COMMENTS ABOUT THE SNIPE CLASS ARE WELCOME. PLEASE ATTACH/ENCLOSE A SEPARATE SHEET WITH YOUR COMMENTS!

Thank you for taking the time to express yourself!!!!

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