

FEBRUARY 1990





POWER UP!

ULLMAN SAILS

**The Domination
Continues in 1989**

1st — Zimmerman
1st and 2nd — Midwinters
1st — Don Q
1st — SCYA Midwinters

**New Model K-1 Main and longer lasting M-2 Medium Jib
New Model Minimum Weight L-2 Jib**

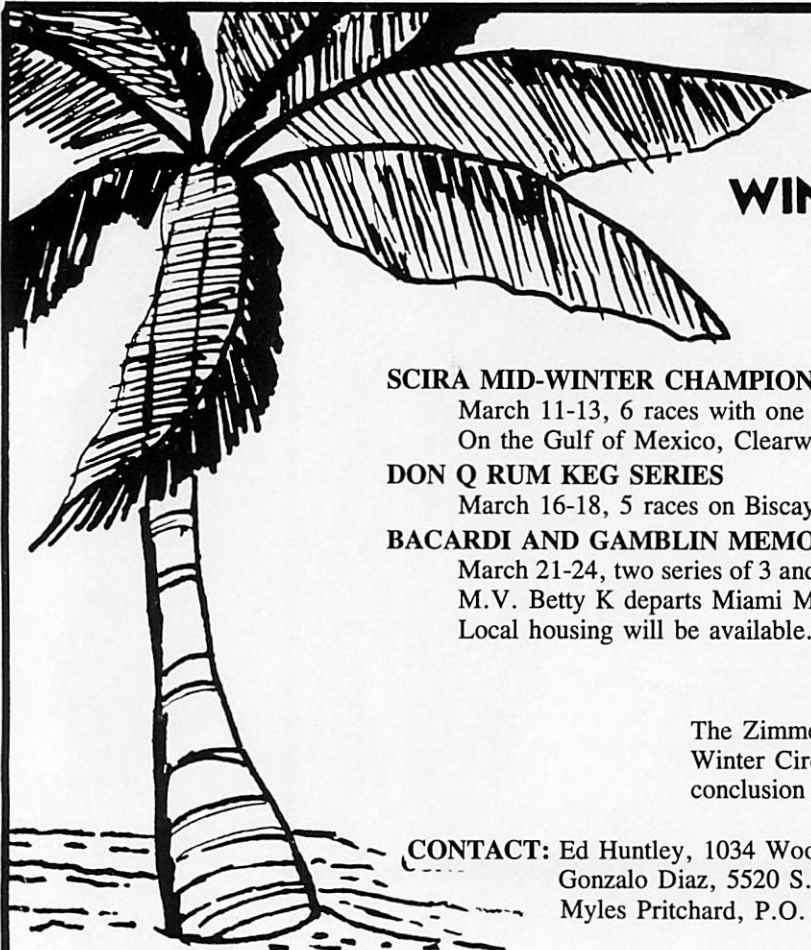
Make an investment in Performance.

Write or call Jeff Lenhart or Dave Ullman at:

ULLMAN SAILS, 410 29th St., Newport Beach, CA 92663, (714) 675-6970

Ullman Atlanta (404) 945-0788

Ullman Texas (214) 741-2364



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 11-13, 6 races with one throw-out
On the Gulf of Mexico, Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 16-18, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 21-24, two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
M.V. Betty K departs Miami March 19 and returns March 26
Local housing will be available. If interested write Myles Pritchard.

The Zimmerman Perpetual Trophy, emblematic of the Winter Circuit Championship, will be awarded at the conclusion of the circuit in Nassau.

CONTACT: Ed Huntley, 1034 Woodbrook Dr., Largo, FL, (813) 585-9642
Gonzalo Diaz, 5520 S.W. 72nd Ave., Miami, FL 33155
Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas

THE COMMODORE SAYS

As the Snipe Class enters the last decade of the twentieth century, we are faced with the opportunities and challenges of an expanding world community. The political and economic changes in Eastern Europe, South America, and the Far East over the last decade have created both stress and opportunity. Throughout the 1980's the Class has been blessed with devoted leadership at all levels to confront these challenges. Our goal is to continue to expand our cadre of active Snipe sailors involved in leadership positions in fleets, districts, countries, and the Class international organization. Only through the efforts of this "grass roots" leadership can we continue the success we have experienced in the past 60 years.

The 1989 Snipe season and the decade of the 80's has ended. I want to thank all the Flag Officers, Board Members, Hemisphere Secretaries, National Secretaries, District Governors, Fleet Captains, and all the Class members who have helped make Snipe racing a fun and competitive sport for thousands of sailors around the world. Your efforts with fleet races and local regattas make national and world championships possible. I would like to extend a special thanks to our Past Commodore, Per-Ole Holm, for the wonderful way he represented the Class at the World Championship in Karatsu. In addition to being SCIRA representative on the race committee "ship", he was required to give speeches at numerous official functions that seemed to be scheduled daily. He always was prepared with an appropriate gift and salutation in Japanese. Shortly after Japan, Per-Ole also traveled to San Diego California (USA) to the Masters and North American Championships being held in September. Throughout the year, his personal involvement with the IYRU has helped improve our relationship with that organization and maintain status as an International Class.

Certainly, we must thank Tom Payne as he completes his second year as our tireless Executive Director (we changed his title in Karatsu). Tom experienced organizing his first World Championship while moving to a new house (and SCIRA office) at the same time. I am sure he could not have survived without a FAX machine and a very understanding wife. He ended 1989 with a publication crisis when our *Bulletin* layout man of 20 years got too busy

to handle our job. With the help of several sailors and board members, Tom got the Bulletin publication back on schedule. Now his big holdup is getting the new Commodore's articles in on time!

I want to express my appreciation for the honor of being elected, by the SCIRA Board, to be your Commodore for 1990. As Commodore I see opportunities and challenges in continuing to nurture and grow the Snipe Class throughout the world. Several Eastern European countries have had active Snipe fleets in the past. Will the new political environment in that part of the world allow their revival? The Snipe has been extremely successful in one Asian country—Japan. Can our Japanese officials export that success to other Asian nations? Accomplishing these objectives requires many years of effort by dedicated Snipe sailors and a favorable encouragement by the Class. I believe our job as Flag Officers and Board members is to foster a favorable environment in which these efforts may move forward. Over the past two years I have had the opportunity to attend several meetings where the National Secretaries of many countries exchanged ideas and expressed opinions. I sense that the most important issue facing our long term success is economic. A fiberglass Snipe, and many other one-design classes, has gotten expensive. The price of oil, the basic source of resin, along with the molds and tools required, make home building a fiberglass boat impractical. Some countries without local builders find that imported boats are much more expensive than some locally made classes. I am sure the economic condition of many Eastern European countries makes importing boat economically prohibitive. In the U.S. many young sailors who want to race a Snipe find the expense of a new fiberglass boat out of reach.

Our Snipe is a unique boat. It was designed to be home built, and still is in many places. In the last 25 years, fiberglass has become the predominant construction material. Snipes built of wood and fiberglass still successfully compete against each other today (a plywood Snipe finished seventh in Karatsu). I believe our ability to control this diversity is one of the great strengths of our class. We need to explore materials and construction techniques which make it quicker, easier, and cheaper for both amateur and professional build-

ers to turn out a competitive boat without making existing boats obsolete. Fortunately, Vice Commodore Means Davis, with the assistance of the U.S. National Secretary, has already started a long range planning committee to address these and other long range concerns of the Class. I know Means would welcome the thoughtful comments and ideas of any Snipe sailor interested in our long term success.

This is a year of many important championships—the Junior Worlds European, Western Hemisphere, and (for us older Snipers) the World Masters. However, as Per-Ole pointed out last year, it is also a year of thousands of fleet races, and many happy hours of just sailing a Snipe. My family and I wish each of you a prosperous and happy new year, and may you be blessed with good weather and the health to enjoy it—SAILING YOUR SNIPE.

1990 DUES ARE DUE!

Yes, once again it's time to pay your Snipe Class Dues. Fleet Members, check with your Fleet Captain, or better yet, **SEND** a check to your Fleet Captain.

Independent members, (those without a Fleet to call your own) send your check to the Snipe Office.

DUES ARE AS FOLLOWS:

Member—\$25.00

Co-Owner: \$20.00 each Co-Owner

Associate: \$15.00

Now's a great time to reward your long-suffering crew with a subscription to the *SNIPE BULLETIN*! Also a great way to hook that prospective Sniper!

TWELVE ACTION PACKED ISSUES ONLY \$8.00.

ATTENTION: FOREIGN SUBSCRIBERS!

Surface mail subscriptions are \$8.00 a year. DHL WorldMail (faster delivery!) subscriptions are \$20.00. As always, send only U.S. dollars, cash, or a check drawn on a U.S. bank, or a proper international check!



Snipe

BULLETIN

(USPS 611-500)

FEBRUARY 1990
VOLUME XXXIX NO. 2

S.C.I.R.A OFFICERS

Commodore

Peter B. Fenner
600 Goodwin Dr.
Richardson, Texas 75081

Vice Commodore

R. Means Davis
5115 Northside Drive NW
Atlanta, Georgia 30327

Rear-Commodore

Fujiya Matsumoto
38-1 Shinoharadai-Cho
Yokohama City-Kanagawa Pref.
Japan 222

Executive Secretary/Treasurer

Thomas Payne
4096 Chestnut Drive
Flowery Branch, Georgia 30542

RULES COMMITTEE

Chairman: Dan N. Williams
MacLellan Building
Chattanooga, TN 37402, USA

EDITOR

Thomas Payne

EDITORIAL & BUSINESS OFFICE

Address all correspondence to: 4096 Chestnut Dr., Flowery Branch, Georgia 30542 USA. Phone/Fax: (404) 287-8405.

PUBLICATION INFORMATION

SNIPES BULLETIN (USPS 611-500) is published monthly for \$8.00 per year by Snipe Class International Racing Association, Incorporated (not for profit), 4096 Chestnut Dr., Flowery Branch, Georgia, USA. Second-class postage paid at Gainesville, GA, 30501 USA, and additional mailing offices. POSTMASTER: Send address changes to SNIPES BULLETIN, 4096 Chestnut Dr., Flowery Branch, GA 30542.

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.

JAPAN'S SHINODA IS NEW BOARD MEMBER

Race Committee Chairman at the 1989 Karatsu Worlds, Akibumi Shinoda is one of Japan's top Master Snipe sailors. He was second in the 1985 Japan Masters, won the 1987 and 1988 events and was runner-up in 1989. He competed in the 1963 Snipe Worlds in France, and sailed in the 1988 Masters Worlds in Oakville, Canada.

He started sailing Snipes in 1954 at the age of 18. Since 1961 he has been a regular competitor in the Japanese Snipe Championships and the National Athletic Pageant Yachting Regatta. He has also been active in the Dragon Class from 1965 through 1976, has won the Japanese Dragon Nationals, and campaigned for the Olympics.

A member of the Japan Yachting Association since 1954, Shinoda-san was a Jury Assistant at the 1964 Tokyo Olympics and from 1964 through 1978 he served on the Board of Governors of the Japan Yachting Association. He was the Fleet Captain of the Ise Bay Snipe Fleet from 1967 to 1972, and was the National Secretary for SCIRA Japan from 1987 to 1989.

Shinoda-san joined Toyoda Automatic Loom Ltd. (Toyota) after his 1958 graduation from the Nagoya Institute of Technology. In 1981 he became a Director and Member of the Board and in 1987 became Toyota's Managing Director.

MICHIGAN SNIPER JOHN JOHNS JOINS SCIRA BOARD

A Snipe sailor since 1962, John Johns' most memorable (or as he says: least forgettable!) experience in a Snipe was the storm at Association Island. John was an active Junior Sniper, winning the District Three Junior title three times, and placing second in the Junior Nationals on two occasions.

Since starting in prams at the age of eight, John sailed Sunfish and Bluejays as a junior, before graduating to Snipes. Today, besides his Snipe sailing, he sails Lasers, and finds time to crew on USYRU President Bill Martin's Santa Cruz 70, STRIPES.

"I feel that the strengths of the Snipe Class are its design, overall organization and communication, and the fact that we are a true 'World Class'. The tremendous growth that we have seen in Japan indicates what we can do if we work together."

"Our biggest resource is the members

of the Class, and we must find ways to keep them as both contestants and workers. We've got to let everyone know how much fun our Class is.

"At the same time, we must also recognize and work on several weaknesses, namely, what I perceive to be a weak junior program, and the problem that the U.S. builders face with slow sales brought on by a stagnant U.S. membership. The cost of a new Snipe means that we must really sell ourselves if we're going to continue to attract the first time buyer.

I feel that our most imminent challenge is money. We've got to find funding for Class promotion, and to insure that our organization doesn't suffer from lack of funds. Money is also an issue with professionalism and sponsorship of contestants and events. Then there is the issue of taxation or "user fees". These are problems that I hope the SCIRA Board can find ways to address.

I feel that my experiences at all levels of Snipe events, that is participant, organizer and promoter, and my years of activity in the Class will help as the Board seeks to strengthen the Snipe, and work on the areas of weakness that I've mentioned above. One thing we must realize is that a conservative approach is needed. No major changes are needed, after all didn't get this far by doing it wrong. We've got to continue promoting the Snipe as.... 'One Boat for All'."

Support BULLETIN Advertisers

FEBRUARY 1990

THE COVER: Japan's Nobuhiro Utada and Noriaki Sugitani are among the best in the world. They were third in Karatsu, and then went on to win the 1989 Japanese Nationals. Here they're shown working to windward at the Worlds. Tom Payne photo.

THE COUNT: No new numbers were issued for the month.

NUMBERED SNIPES: 27694
CHARTERED FLEETS: 809

SCIRA THANKS COMMODORE HOLM

The Japanese tradition of ceremony and formality meant that the 1989 Worlds in Karatsu were filled with occasions where Commodore Per-Ole Holm was called on to give speeches, present gifts, and act as the Ambassador for the Snipe Class. More often than not there were television cameras and a large contingent of reporters, enough to make anyone nervous, but Per-Ole was unfazed. His speeches were timely and well rehearsed, and his quick study of the difficult pronunciation of Japanese impressed all.

He ran the National Secretaries' and Board meetings in a professional manner, allowing each speaker to make his point without wasting time and his committee appointments were well thought out. During the year he was always up-to-date, making frequent calls to the Snipe Office to check-in and offer guidance and advice. He was always on top of the little issues that come up, largely because of his great gift for organization. One look at his briefcase quickly revealed that every piece of correspondence was in its proper place,

with all important points highlighted for easy reference.

Now his year as Commodore is finished, but he stays on the Board for another year as Past Commodore, and we can only hope that he will remain active in the Class in the years ahead. 'Per' has sold his business now, and hopefully he will find the time to utilize his many contacts throughout the Yachting world, helping spread the good word about the Snipe Class. Per-Ole, the members of SCIRA thank you for a job well done!

ERLING OLSEN— HONORARY VICE COMMODORE

by: Birger Jansen, translated by Marianne Davis

Anyone who has sailed the Snipe will probably recognize the name of Erling Olsen. He has worked with the Snipe for 30 years and it is thanks to him that the Class exists in Northern Europe today; 95% of all Snipe in Norway are built by him at his company SKIPPER SNIPE. His con-

tribution has helped keep the price at an affordable level. His motto has always been: "Anyone should be able to afford a Snipe."

Erling started building Snipes in the 50's while at the shop of Peer Bruun, a well known Danish designer, boat builder and sailor. In 1965 Erling started on his own at home and built a new facility in 1985. Everyone who knows Erling also knows that he makes every detail perfect and by having the skills to make almost all of the equipment himself, he has been able to maintain a low price.

Today, another company does the glasswork and during the 88-89 season, 75 to 100 new boats were made, 30 of them for Norway.

Erling admits that the Nordic countries are his priority and we all know how helpful Erling and his wife Kirsten are. It has not been all glory for the past 30 years, as there have been years of few orders as well, but they have fought for something they believed and still believe in.

I know Snipe sailors around the world are with me in thanking Erling and Kirsten Olsen for the effort they have made and continue to make for the Snipe Class.

North Sails Win Worlds!

Congratulations to Ricardo Fabini and Harold Meerhoff for their strong victory at the Snipe Worlds in Karatsu, Japan.

**** Late Flash ****

**North Sails
Win 1990
Dead of Winter
Regatta**

Check out North's other great results from around the world:

| | | | |
|-----------------------------|------------|-----------------------------|--------------|
| U.S. Nationals. . . | 2 | Italian Nationals. . . | 1 |
| Brazilian Nationals. . . | 1 | European Championship. . . | 1 |
| Junior North Americans. . . | 1 | Spanish Nationals. . . | 1 |
| Western Hemispheres. . . | 1,4 | Jr. World Championship. . . | 2,3,4 |
| Alamitos Bay Labor Day. . . | 1 | St. Pete Memorial Day. . . | 1 |

Only North offers you the worldwide resources to provide you with Worlds-winning speed.

Contact North today to receive our new, updated Fast Tune and Fast Trim guides, to schedule a Fast Clinic, or call us to just talk about Snipe sailing. To start your trip to the winner's circle, go North!

The Winners Have North.

North Sails One Design
Bart Hackworth, Vince Brun
1111 Anchorage Lane,
San Diego, CA 92106
TEL: (619) 226-1415
FAX: (619) 224-7018

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

North Sails UK
Peter Bateman, Andy Hemmings
Newgate Lane
Fareham, Hampshire
PO14 1BP England
TEL: 44-329-231525
FAX: 44-329-220442

North Sails Japan
Masamichi Kawashima
12-9 Nagai, Yokosuka
Kanagawa-ken, Japan
TEL: 81-468-571262
FAX: 81-468-570370



SNIFE—A PERSONAL VIEW

by: George Mees, Greenhithe, Kent, England

Sarah and I have sailed many different craft over the years. Our first love is cruising but, alas, we had to sell our cruiser when we decided to buy a house. Our boatless state lasted for about a year, during which time we crewed and navigated for other people. During this time I replied to an advert that was looking for a crew for a racing Pacer on the river Crouch. So started my dinghy racing career.

We rapidly found the Pacer lacking in many ways and progressed to a Seafly. With the acquisition of this boat my enthusiasm for dinghies soared. We did rather well in the small fleet of handicap dinghies, but I was only sailing every other week because of the tidal condition and Sarah was left standing on the bank. We decided to buy a dinghy to sail at Erith on the weekends I was not sailing at South Woodham Ferrers. We wrote to the classes that we thought would suit us and went for sails in many different types of boats. Unfortunately, none of the dinghies suited us or were suitable for the river conditions at Erith. Nevertheless we bought an aged Enterprise which we rebuilt. This was soon sold and we bought an Express. We also bought a British Moth to rebuild with the idea that Sarah could race it on the Crouch to relieve her bank-bound state. During this time we were still looking for the "right boat" for us.

Purely by chance, the owner of Danson Park Marine overheard our discussion what our ideal boat should be like, as we were sorting through the sailing clothing on display in his store. We left the store with John Broughton's address and a quest to find out what this Snipe Dinghy looked like.

My Puffin book of sailing boats, "Old Faithful", came up trumps again. I'd won it as a school prize in 1963. I liked to play in the water tray and on one occasion I combined the water-play tray with the clay-play tray, to make a wonderful oozy mixture. I was banned from the clay forever. My teacher, noting my fascination with water, later awarded me the Puffin book of boats as a reward for being the milk monitor. It had a good photo and description of the Snipe.

Our letter to John resulted in an instant reply. (All other Class Secretaries note!) He informed us of the Fleet at Blue Circle. We attended their open meeting and fell in love with the shape of the boat on the water. I find the Snipe rather an ugly duckling on dry land, but on the water it

is transformed into the most elegant boat that is smaller than a Dragon.

We had to be patient as there were no second-hand boats for sale. We visited the Stone Open and sampled some of the Snipe hospitality and about the best Bar-B-Que we have eaten. A short while later David Lewin decided to sell his boat, a one careful owner used only on Sundays and holidays. Now we have our Snipe!

The Snipe was pressed straight into action, racing in our Handicap fleet. I find that it sails and feels rather like a keelboat. It is rather refined. I sailed smug in the knowledge that I had found, at last, a boat that was simple to sail, and simple to rig to go fast. Oh the innocence!

AROUND THE SNIFE WORLD

HAMILTON, BERMUDA: From Honorary Vice Commodore Carlos Bosch: "I do not normally accept any new "positions" as my schedule is far too crowded as it stands! The problem with this election is that I am not an "Honorary" person, but an "ornery" one. SCIRA is always close to my heart, and even though my current business affairs keep me from sailing as often as I would like, I always try to spread the word for the wonderful people who make up the class. Again, thank you to SCIRA for their kindness in the honor that they have bestowed on me. I will send my Snipe sailing history as soon as possible. My wife has already selected a picture!

HOVE, BELGIUM: National Secretary Andre Callot's report on the Belgium Nationals (elsewhere in this issue) is where we found this month's "The Regatta is Over, Back to Work" entry. It seems that professional ballet dancers Ben Van Cauwenbergh and crew Nadia had to hurry

back to Milan's world reknowned La Scala Opera House for a Monday night performance.

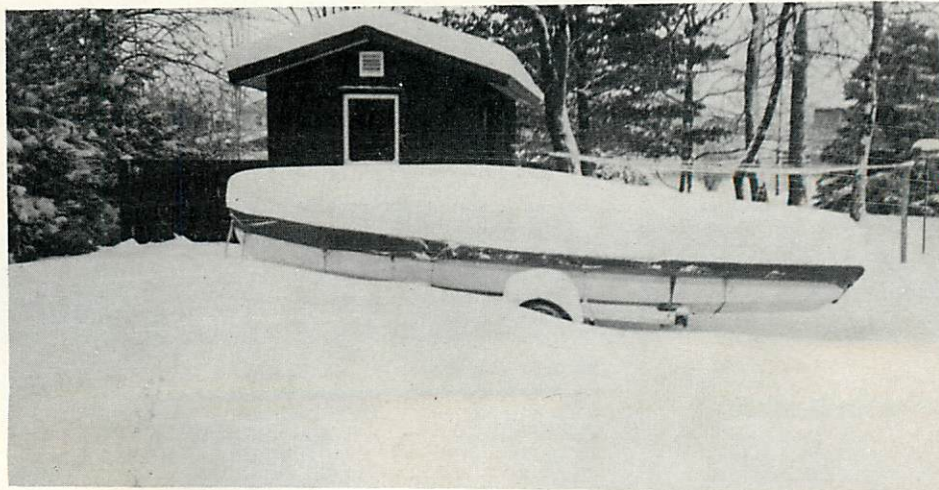
NEWS FROM NORWAY: Marianne Davis normally crews with husband Paul, but she's taking a break, awaiting the arrival of their second child. She found time to send the following:

Birger Jansen and crew, Janet Krefting captured the Norwegian Championship for the second year in a row, after tough competition in the 88 boat fleet. Finn Hansen and Ansgar Danielsen were a very close second and went on to win the Nordic Championship a week later.

The Snipe Class continues to boom in Norway, with keen competition all Spring and Summer and new teams threatening, and beating, the "old masters". The activity has long been concentrated around Bergen on the west coast and Oslo in the east, but is now spreading down the east coast.

We are honoured to have the opportunity to host the 1991 Worlds, which will take place in Tonsberg, approximately 80 km south of Oslo. In addition to being a beautiful place to visit, Tonsberg offers some of the best sailing waters available, a favourite racing area for many Norwegians. We wish you all welcome to the Worlds, or even better, during the 1990 season to get 'a taste of Norway'."

LIVERPOOL, NEW YORK: Bud and Ellen Booth report that they have some new prospects and are paying for *SNIFE BULLETIN* subscriptions hoping to get them into Snipes. In their annual weather report they note: "The boat is well covered with canvas and plenty of snow as documented by the enclosed photo taken on Christmas Day. We had 62 inches of the white stuff during the month of December. That's a new record."



Bud and Ellen Booth's Snipe didn't make it south for the winter!



Dennis Kelly photo

**Fog obscured the St. Pete skyline
at the Dead of Winter Regatta, but**

HARD WORK PAID OFF

St. Petersburg, Florida is a rare place for sailors. The sheltered waters of Tampa Bay provide some outstanding dinghy conditions and for the big boats it's a short trip out into the Gulf of Mexico. There's the St. Petersburg Yacht Club where it's hard to find a table for Monday lunch and it seems that the club burgee tag adorns the front end of every white Cadillac in town. For the less traditional or budget minded sailor the St. Pete Sailing Center offers the best in facilities and services at an affordable price. Mix it all together and consider that Bill Crosby designed the Snipe for these very waters (it was originally designated the "Florida Trailer Class") and you conclude that it's only natural that one of the U.S.' fastest growing Snipe fleets is St. Pete's 801.

With a tradition of excellence in sailing competition and a steady supply of graduates from one of the world's finest Junior programs, it seems that it would've been easy to get a fleet started. But it takes far more than sailors and great sailing conditions and facilities to make a fleet prosper. It takes lots of enthusiasm and hard work.

Talk with Fleet Captain Bill Welch and it's hard to imagine that he does anything except think, talk, eat and sleep Snipes. In fact he is one of the St. Pete area's busiest doctors, heading up the area Trauma Center in addition to a private practice in internal medicine. It's hard to get him to talk about anything other than Snipes, but you realize that his job is a very demanding one.

Bill's wife, Sherry, a regular (winner) on the J-27 circuit seems just as dedicated to the Snipe as Bill is. No telling how much time she spends helping out with 801 duties.

What kind of Snipe Nuts are Bill and Sherry? They recently sold their house and along with their pet parrot "Gizmo" (Parrots are poultry), and faithful dog Puzzle, they will soon move onto a custom-built Coastal Trawler, similar to the one that served as the Race Committee boat at the 1989 U.S. Nationals in Miami. Among the special modifications that they ordered is a shortened deck-house that will allow placement of davits and cradles to accommodate two Snipes.

One of the best traits of a successful Fleet Captain is knowing how to delegate

authority. Fleet 801 is blessed with a bunch of hard-working members who take care of the details. Their hard work and dedication is evidenced by the Dead of Winter Regatta.

Vice Commodore Means Davis summed it up well: "This is one of the most representative regattas I've ever seen. You've got Snipers from all over the country, Father and Son teams, All-female teams, Mixed teams, Masters, Juniors, Championship-level sailors and beginners,

all on the same line."

Great facilities, a dedicated Fleet Captain, and hard working fleet members, it's paid off well for Fleet 801.

After 801 Fleet member Ethan Bixby and crew/wife Trudy won the regatta, Ethan sat down and wrote the following report:

January is always an unpredictable month in Florida and in its three years the Dead of Winter regatta has had chilly blow-out winds, warm pleasant sailing,

drifters, and more than its share of fog.

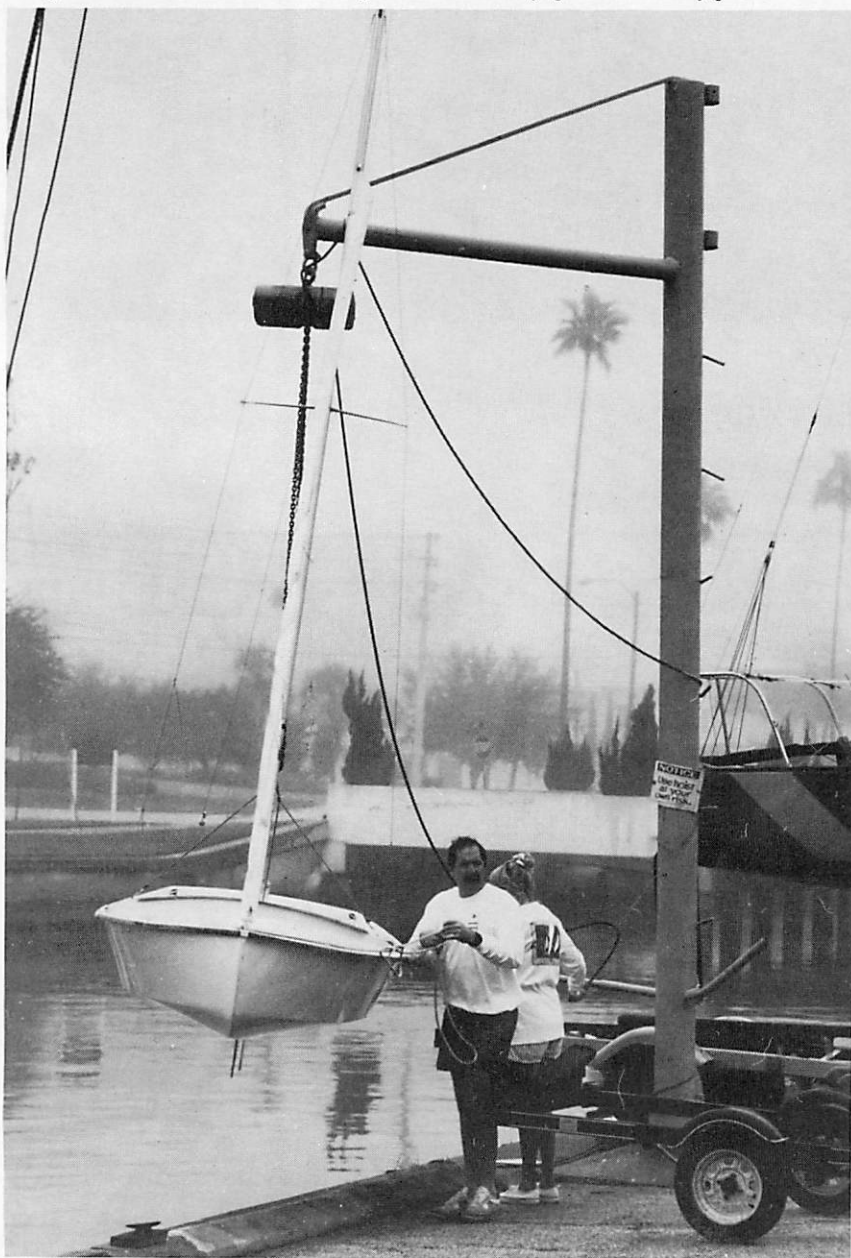
This year brought 43 Snipes and more dense fog, with enough wind to race four races in varying visibility. A very competitive fleet brought on many general recalls and combined with the fog to limit the number of races to four, despite the able efforts of Race Committee Chairman Dick Funsch.

Saturday's races were postponed to let the fog lift, and fortunately the wind stayed around to permit two moderate length races in light to medium going. The first race featured good visibility and a solid hiking breeze for the lighter crews. Steve Callison and crew Janet Gordon led most of the way around with Ethan Bixby and Howard Miller close behind. Up the final beat, Callison and Bixby favored the left side while a pack of 5 or 6 boats, that had been right behind them at the leeward mark made some good gains by going up the right side. As Callison approached the line he tacked to starboard, forcing the port-tack Bixby to duck, but there was contact as Bixby headed up too soon. Callison crossed in first and before Bixby could finish his 720 another five boats crossed the line in a slackening breeze, leaving him in seventh. Howard Miller took second and Buzzy Heausler was third.

After several general recalls, the second race got underway with lighter and more unstable wind and the fog closing in. Knowing when to cross the fleet and sail towards a persistent shift was imperative on the first beat of this race, which was shortened at the second weather mark due to the dense fog. Master Sam Mollet with wife Marge crewing took the win, followed closely by Bill Welch and crew Linda Cortez. Many sailors were later heard mumbling about being caught on the right side. Consistency was the key for the day, with Callison taking an early lead into the harbor with a first and a fifth, with Mike Funsch and soon-to-be-bride/already crew Lisa Quarles in second with a fifth and a third.

Eleven-year-old Lucas Diaz, with Dad, Augie, crewing showed us that the next generation of Miami's Diaz family has arrived and will be just as talented as their predecessors. Lucas and Augie finished Saturday in fourth place. It is really a joy to see parents introducing juniors to Snipe sailing, for that is the future of the Class. The Diazs' were just one of the five parent-child teams at this regatta.

Craig Sas and Eve Reeder launching in the St. Pete fog. Dennis Kelly photo.



Saturday night's dinner at the St. Petersburg Yacht Club featured videos of the day's sailing as well as enormous quantities of fine food. Of great interest to the competitors were the door prizes. The first prize awarded was one of the beautiful three-color long-sleeve tee shirts designed by Fleet 801's Susan Wyrough. North Sails sponsored a jib which was won by 801 member Ray Gauthier. Clearwater's Bob Foster won a jib sponsored by Fisher Sails. Katie Hoog received a North duffel bag, and John Hill of Atlanta Fleet 330 got some help with a North U. Smart Course book. Ethan Bixby won a framed print of Susan Wyrough's tee shirt artwork. Every team received a soft-sided lunch cooler at registration, perfectly sized for a Snipe.

Sunday brought more dense fog and more wind. Postponed again, many sailors tried their hand at basketball and volleyball, until the fog lifted enough to head

out by about 10:30. For this day the Race Committee promised to sound signals at the mark boats if the visibility was a problem. The third race would turn the regatta around in a major way as leader Callison broke a rod shroud at the spreader and was cleared from the line with less than two minutes to go. The course was a full length Olympic triangle in good visibility, with Buzzy and Gail Heausler showing good speed to work through the fleet and take the gun. They were followed closely by Mark Mendelblatt and Mitchell Rodgers, the eventual Junior Champions. Funsch and Quarles never recovered from a left side start and weather leg and finished 21st. Suddenly it was a very close regatta, with Joe Blouin and crew Rich Rittle leading the Heauslers by about 2 points with the Jennings/Kim Rose and Bixby/Bixby teams close behind.

As Murphy's law would have it, the fog rolled back in, a cruise ship barged the

starting line, and multiple general recalls led to a delayed final start. The Olympic course was shortened and mark boats took their places at the limit of visibility, only to disappear in the fog shortly after the gun.

Mike Toppa, with Libby Roebuck crewing, exchanged the lead with Jennings several times but finally prevailed to take the gun. Bixby, who was 13th at the first weather mark, made a comeback and finished fourth, close enough to Jennings and with enough boats between him and Heausler to win the regatta.

The awards included plaques for the first and second juniors, and duffel bags to skipper and crew 10 deep for overall. Special thanks to Bill Welch, Snipe Fleet 801, and the Race Committee, headed by Dick Funsch, for an excellent regatta. You never know what's in store for you in the Dead of Winter, but it's bound to be fun and competitive.

Ten-deep trophies at the Dead of Winter meant lots of Snipers for the winners' photo. Dennis Kelly photo.



1990 DEAD OF WINTER REGATTA
St. Petersburg, Florida
Top 35 of 43 Boats

| Boat | Skipper/Crew | Places | Points | Finish |
|-------|---------------------------------|--------------|--------|--------|
| 25992 | Ethan/Trudy Bixby | 7-11-3-4 | 25 | 1 |
| 27271 | John Jennings/Kim Ross | 9-10-6-2 | 27 | 2 |
| 25045 | Buzzy/Gail Heausler | 3-15-1-9 | 27.75 | 3 |
| 25951 | Mike Funsch/Lisa Quarles | 5-3-21-3 | 32 | 4 |
| 25048 | Joe Blouin/Rich Rittle | 15-13-5-1 | 32 | 5 |
| 25058 | Mike Toppa/Libby Roebuck | 15-13-5-1 | 33.75 | 6 |
| 27664 | Bill Buckles/Tommy Gonzalles | 14-17-4-7 | 42 | 7 |
| 22729 | Mark Mendelblatt/Mitchel Rogers | 12-21-2-8 | 43 | 8 |
| 24605 | Taresa Davis/B. Meagher | 11-20-8-6 | 45 | 9 |
| 24567 | Lucas/Augie Diaz | 8-7-24-11 | 50 | 10 |
| 26763 | E. Sherman/E. Sherman | 20-4-12-15 | 51 | 11 |
| 19888 | H. Miller/D. Hempel | 2-19-18-25 | 64 | 12 |
| 27273 | N. Kozlov/D. Mendelblatt | 34-14-9-12 | 69 | 13 |
| 26397 | B. Foster/L. Leonard | 27-22-19-5 | 73 | 14 |
| 19888 | C. Shakespeare/K. Shadwick | 13-18-27-16 | 74 | 15 |
| 27772 | B. Welch/L. Cortez | 31-2-23-19 | 75 | 16 |
| 27253 | S. Reichmann/J. Meinhardt | 17-9-28-23 | 77 | 17 |
| 24087 | S. Mollet/M. Mollet | 19-1-16-DNF | 78.75 | 18 |
| 20252 | K. Voss/K. Voss | 33-24-13-10 | 80 | 19 |
| 26109 | S. Sherman/D. Sherman | 16-28-10-26 | 80 | 20 |
| 26926 | A. Pline/J. Griffin | 26-12-15-27 | 80 | 21 |
| 25659 | R. Schmidt/J. Felman | 10-6-26-DNS | 85 | 22 |
| 25071 | D. Hackbarth/K. Phelan | 30-16-20-24 | 90 | 23 |
| 27092 | S. Callison/J. Gordon | 1-5-DNS-DNS | 91.75 | 24 |
| 27377 | J. Drayton/M. Jodue | 6-29-14-DNS | 92 | 25 |
| 24020 | C. Obenshain/J. Green | 29-33-11-21 | 94 | 26 |
| 24994 | F. Pontious | 28-27-30-17 | 102 | 27 |
| 25068 | E. Dieball/D. Hull | 25-36-25-18 | 104 | 28 |
| 27274 | R. Gauthier/M. Gauthier | 21-37-33-14 | 105 | 29 |
| 25678 | A. Moeller/S. Rupp | 18-31-32-28 | 109 | 30 |
| 26761 | S. Lippincott/J. Glauser | 23-40-17-RET | 115 | 31 |
| 23978 | G. Koski/G. Guiden | 39-32-29-20 | 120 | 32 |
| 27380 | C. Sas/E. Sas | 24-23-31-DNF | 121 | 33 |
| 26760 | D. Partridge/H. Partridge | 37-30-34-22 | 123 | 34 |
| 27444 | T. McSweeney/J. Szabo | 35-26-22-DNS | 126 | 35 |

regatta circuits

WAGEMANS DEFENDS BELGIAN NATIONAL CHAMPIONSHIP

Antwerp, Belgium—The Belgian Snipe Nationals drew a fleet of twenty-seven boats for the Championship, sailed October 7th and 8th, 1989.

The racing was held on Lake Galgenweel, in Antwerp. The two races on Saturday were sailed in squally winds and the sun refused to shine. During the break between races one and two, the heavens opened and the rain fell like stair rods.

The four races on Sunday were held in moderate condition, with the only hiccup being the two general recalls at the start of the final race.

The reigning national champion, Jules Wagemans held on to the title for the third straight year.

Most of the contestants spent Saturday evening in a local restaurant, eating a kilo of mussels each. Andre Callot, the National Secretary, made anyone too squeemish to eat mussels wear a large, red plastic nose. This was a signal to the waiter, letting him know who he should not serve the mussels to. The dancing and drinking went on to the small hours.

At the awards ceremony everyone got a prize. One of the keenest entrants must have been Belgian Ben Van Cauwenbergh, with his crew, Nadia. They are professional ballet dancers. After a Friday night performance at Milan's famed La Scala they drove to Antwerp, raced the six races, finishing second overall, and then returned to Milan for a Monday night performance. It was not clear if he would stop off at his home in Switzerland to drop off the Snipe. A great time was had by all!

The DeBocks have a nice lead at the Belgian Nationals.



BELGIAN NATIONAL CHAMPIONSHIPS
October 7-8, 1989

| Boat | Skipper/Crew | Club | Places | Points | Finish |
|-------|-------------------------|--------|-----------------------|--------|--------|
| 26896 | Wagemans/Meitre | VVW-GA | 1-1-2-4-2-2 | 9 | 1 |
| 27262 | Vancouwenbergh/Deferm | KLYC | 3-4-9-2-5-1 | 26.7 | 2 |
| 20214 | De Bock/De Bock | RYCB | 4-2-4-1-DNF-5 | 29 | 3 |
| 21540 | Everaert/Mertens | NYC | 8-5-1-9-3-3 | 35.4 | 4 |
| 21539 | Voets/Polak | VVW-GA | 9-3-5-5-6-7 | 50.4 | 5 |
| 26811 | Genijn/Coopman | VVW-GA | 2-6-7-8-7-6 | 52.4 | 6 |
| 23560 | Ghijss/Den Hartigh | VVW-GA | DNS-DNS-3-3-1-4 | 53.4 | 7 |
| 22196 | Bassette/Willems | KLYC | 6-9-8-7-11-8 | 67.7 | 8 |
| 27263 | Vermynen/Meirte | VVW-GA | 7-11-10-12-4-9 | 69 | 9 |
| 22199 | Everaert/Van Laken | Nuclea | 11-7-6-11-12-10 | 74.7 | 10 |
| 20811 | Dubois/Dever | RYCB | 10-13-14-6-9-DSQ | 81.7 | 11 |
| 21536 | Biermans/De Bock | Sodipa | 5-10-15-14-10-14 | 82 | 12 |
| 26835 | Callot/Lafere | RYCB | 16-8-11-10-13-13 | 85 | 13 |
| 21635 | Meyvis/Snyers | VVW-GA | 12-12-18-15-17-15 | 101 | 14 |
| 27212 | Schoenmakers/Delacourt | KLYC | 14-18-12-DSQ-16-12 | 102 | 15 |
| 22199 | Dossche/Dossche | VVW-GA | DNC-DNC-13-13-8-11 | 103 | 16 |
| 22198 | De Boeck/De Wilde | Sopida | 15-16-16-18-15-18 | 110 | 17 |
| 20893 | Mermans/Verheyen | RYCB | 13-17-17-17-18-RET | 112 | 18 |
| 23648 | Deboeure/Verheyen | Sodipa | 18-14-21-16-21-19 | 118 | 19 |
| 22874 | Kaumans/Goris | KLYC | 19-15-20-20-19-22 | 123 | 20 |
| 21542 | Tas/Tas | Sodipa | 17-19-RET-22-20-17 | 125 | 21 |
| 21537 | Everaert/Majejan | Nuclea | DNS-DNS-19-19-14-16 | 126 | 22 |
| 21444 | Dupont/Weiler | SRNA | 22-21-23-23-DNF-21 | 140 | 23 |
| 24152 | Mees/Mees | Rieth | 21-20-24-24-22-23 | 140 | 24 |
| 21353 | Aerts/Aerts | Sodipa | 23-22-22-21-DNC-DNC | 146 | 25 |
| 20638 | Van Gerwen/De Marie | VVW-GA | 20-23-RET-DNC-DNC-DNC | 157 | 26 |
| 2021 | Keustermans/Vanderputte | VVW-GA | 24-DNC-DNS-DNS-DNC | 165 | 27 |

**INTERNATIONAL FLAVOR
AT PINE BEACH**

New Jersey—The 1989 Pine Beach Open and New Jersey State Championship, held August 26-27 on the Jersey Shore, took on a distinctly international flavor as boats from as far away as Bermuda arrived to enjoy the fine Barnegat Bay sailing conditions and go-carts at Seaside Park. Besides Bermuda, competitors traveled long distances from Boston, Marblehead, Connecticut, Long Island, Pennsylvania, Annapolis, and Ocean City, Maryland in order to enjoy the fabled Barnegat Bay sea breeze and Seaside Park go-carts. Despite repeated questioning, Steve Dickinson never did reveal which interstate he drove to get from Bermuda to Pine Beach. Similarly, most sailors refused to reveal why they return to Pine Beach year after year; whether it is for the excellent sailing conditions, the abundance of home-cooked food, the go-carts, or the professional quality fireworks which are often sighted in the vicinity.

For the first time, Pine Beach was able to offer very inexpensive housing at the Admiral Farragut Academy, a military boys school, right next door. This proved to be a welcome alternative to the yacht club floor. The "Hotel Farragut" provided dorm rooms and one common lavatory for all, so coordinating adequate "boy's time" and "girl's time" in the shower without disputes was a major challenge for the regatta organizers. The arrangement did seem to work so well that we hope this housing will be available every year going forward.

As the skippers meeting ended and the crews sailed out the Toms River to Barnegat Bay, the sea breeze conditions appeared ideal: bright sun, blue sky, and getting hot. Initially, the sea breeze was typical at

SOBSTAD 89 — FIRST IN NORTH AMERICA!

1st—US Nationals (2nd year in a row!)
1st—North Americans (2nd year in a row!)
1st—Masters Division Championships
2nd—District 4 Champs
1st, 2nd—District 5 Champs
2nd, 3rd—District 6 Champs
1st, 3rd—District 7 Champs

The Sobstad results in the US this season are unmatched. Regardless of the conditions, Sobstad Sails are prepared to perform again and again. Contact Craig Leweck or Mark Reynolds to find out why these sails will work for you!



Sobstad Sailmakers, 2832 Canon Street, San Diego, CA 92106 (619) 226-2422 Fax (619) 226-0682

SOBSTAD 90 — THE PATH TO A GREAT FINISH!

about 15 knots. Unfortunately though, a local high pressure system drained about 50% of the strength from the breeze. The race committee and competitors were left with a 3 to 12 knot breeze shifting over about 45 degrees and a very difficult, motorboat-driven mixed chop. Someone commented that it seemed as if the Chesapeake Bay on Labor Day had been imported to the Jersey Shore. Someone else said that the racing was like taking a final exam in a washing machine. A high degree of mental concentration was critical to avoid stopping the boat dead in the water as the boat slammed its way through an excruciating series of two foot waves coming from three different directions with four knots of breeze for power. There was a clear consensus that these were very unusual conditions for the normally blustery Barnegat Bay.

The good news was the excellent race committee work managed by Gary Boswell, formerly of Texas and a long-time Snipe sailor. Assisted by Charlie Eschleman and others, the committee ran off three solid Olympic courses on Saturday under tough conditions. The racing was very challenging and everyone took some hard knocks at one time or another. Stevie Dickinson said "You'd feel like you were really streaking for a minute and then...go-slow, go-slow, go-slow." At the end of the day, Henry Filter and Deborah Lawson of Cottage Park, Boston held the lead by one point over John Drayton and Mary Jodice of Marblehead. Roger Link and Sue Kaufman of Annapolis were only three points behind Henry, and Pedro and Mimi Lorson were lurking close behind in fourth. Positions five through nine did not have a realistic shot at the regatta win, but the close scores in this group guaranteed competitive racing on Sunday.

Saturday night dinner was home cooked lasagna, extensive salad bar, and too much dessert. Everyone was too full to try the Pine Beach Table Challenge, but Roger Link introduced the more passive "Cheek Carry." The objective is to carry some coins with your cheeks for six feet and drop as many as possible in a cup (guess which cheeks). The group also enjoyed watching the day's racing on videotape, although that was somewhat torturous and brought on moans and groans. As is often the case at Pine

Beach, someone was conveniently setting off fireworks nearby so everyone could enjoy the show. Finally, the majority of the group headed for Seaside Park amusement park for the annual go-cart competition. Apparently the competition was slightly tamer than past years, since the Snipe sailors were only kicked off the course 2-3 times this year (some years we only last 2 minutes).

For the Sunday racing, a gorgeous 14-16 knot breeze was waiting and the motorboats seemed to have all gone home. Many sailors needed these conditions badly in order to wash away the memories of Saturday's brain damage. Two perfect Olympic courses were run and it was great racing. John and Mary won the first race to take a seemingly insurmountable 4% point lead over Henry and Deborah. In the final race though, John and Mary got off to a bad start and couldn't recover while Henry and Deborah took a bullet to win the regatta! Pedro and Mimi won the day on Sunday with an impressive pair of second place finishes to move into third overall. Roger and Sue sailed consistently well to nail a solid fourth. Bill Page and Nancy Green of Marblehead finished fifth, with Stevie Dickinson just missing the silver in sixth place.

As usual at Pine Beach, trophies were handed out to the top five finishers. The winners received high-quality, embroidered goose-down comforters and second through fifth received a continuing series of engraved old fashioned glasses. The New Jersey State Championship Crane Bowl trophy was given to the highest finisher from a New Jersey fleet. This rotating trophy was first awarded in 1935 to Chaseme and Charles Gabor and was won in 1941 by the Heizerling Brothers! It is one of the oldest SCIRA trophies in existence. This year it went to Lee Griffith and Cheryl Bertoia—not bad for a seventh place finish. The Go-Cart Championship was awarded to Mary Jodice who barely edged out Deborah Lawson on the applause meter at the trophy presentation.

Pine Beach plans to run pretty much the same show next year; except better. Stay tuned for the dates. We hope to return all of our regulars and maybe attract a few more Snipe sailors—whether it's for the sailing, the go-carts, or just a great beach party!

Lee Griffith

**Pine Beach Open/New Jersey State Championship
Pine Beach, New Jersey
August 26-27, 1989**

| Boat | Skipper/Crew | Fleet | Places | Points | Finish |
|-------|-----------------------------------|------------|--------------------|--------|--------|
| 25871 | Henry Filter/Deborah Lawson | Boston | 2-5-1-4-1 | 12.5 | 1 |
| 27377 | John Drayton/Mary Jodice | Marblehead | 1-4-2-1-8 | 15.5 | 2 |
| 25165 | Pedro Lorson/Mimi Lorson | Sea Cliff | 3-3-6-2-2 | 16 | 3 |
| 26670 | Roger Link/Sue Kaufman | Annapolis | 6-1-3-5-7 | 21.75 | 4 |
| 26754 | Bill Page/Nancy Green | Marblehead | 8-2-10-3-4 | 27 | 5 |
| 27625 | Stephen Dickinson/Karen Bossert | Bermuda | 5-8-8-6-3 | 30 | 6 |
| 26004 | Lee Griffith/Cheryl Bertoia | Pine Beach | 9-7-7-7-6 | 36 | 7 |
| 25460 | Fred Abels/Christian Pease | Sea Cliff | 4-12-5-9-12 | 42 | 8 |
| 25522 | Douglas Heussler/Barbara Heussler | Annapolis | 11-6-13-8-5 | 43 | 9 |
| 23622 | John Marshall/Lucia Menzer | Annapolis | 7-10-9-11-9 | 46 | 10 |
| 25866 | Deke Sheller/Claire Sheller | Ocean City | 14-11-12-13-11 | 61 | 11 |
| 26400 | Arne/Lars Lind-Hansen | Pine Beach | 13-14-11-12-4 | 64 | 12 |
| 27144 | Lisa Foulke/Sherry Eldridge | Annapolis | DNF-9-4-DNS-DNS | 64 | 13 |
| 18044 | Dave Suesz/Peter Risom | Pine Beach | 16-13-14-14-13 | 70 | 14 |
| 26901 | Bob Dull/Cathy Folkes | Annapolis | 12-DNF-DNS-DNS-DNS | 80 | 15 |
| 25779 | Vince FitzGerald/Sheila Fagan | Annapolis | 15-DNF-DNS-DNS-DNS | 83 | 16 |



MARCH 11-13, SCIRA MIDWINTER CHAMPIONSHIP, Clearwater Y.C., Ed Huntley, 1034 Woodbrook Dr., Largo, FL USA, (813) 585-9642

MARCH 16-18, DON Q. RUM KEG REGATTA, Coconut Grove Y.C., Gonzalo Diaz, 5520 S.W. 72nd Ave, Miami, FL 33155 USA

MARCH 21-24, BACARDI AND GAMBLIN MEMORIAL SERIES, Royal Nassau SC, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas

APRIL 7-8, GEORGIA STATE CHAMPIONSHIPS, Wilby Coleman, 1203 Hickory Drive, Valdosta, Ga. 31602 USA, 912-244-1092

APRIL 10-14, PRINCESS SOFIA TROPHY REGATTA, Oficina de la Semana Int. de Palma, Fed. Balear de Vela, Avda. Joan Miro, S/N San Augustin, 07015 Palma de Mallorca, Spain, Tel. 971/40 24 12, FAX: 40 24 51

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

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

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

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

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

JULY 19-27, U.S. NATIONAL CHAMPIONSHIPS, Annapolis, Maryland, Griff Hall, 323 N. Glen Ave., Annapolis, MD 21401 USA.

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

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

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

SEPTEMBER 29-30, 1990 OXFORD INCIDENT/ACCIDENT, Jim Hater, 230 Solarama Ct., Cincinnati, OH 45238 USA, 513-451-5508

NOVEMBER 13-25, WESTERN HEMISPHERE CHAMPIONSHIPS, John MacCall, C/O Yacht Club Argentino, Darsena Norte, Argentina, FAX: 00541-313-7267

ITALIAN NATIONALS ON THE ADRIATIC

Chioggia, Italy—Chioggia, on the Adriatic just south of Venice, organized the 48th Italian National Championship July 1-6, 1989. Only 46 boats from 16 clubs attended—the smallest number in 7 years—perhaps because the location is known for light wind and many currents.

The weather didn't help the organizers: the two measurement days were done under a continuous rain, and on the first racing day a windstorm didn't allow the boats to sail, so the championship had to be limited to four races over three days.

The new National Champions are Michel-Turazza, from Monfalcone, on their third year with Snipes after a long career on 470 and Tornado. Enrico Michel was Junior Snipe Champion, along with Marco Penso, in 1977. At second place Brezich-Demarch tied with Penso-Penso, both from Trieste. The defending champions, Bari-Bensa, finished 7th due to a PMS in the last race.

Sain-Leghissa sailed beautiful races, but two DSQ didn't allow them to capture the title.

The Championship began with a fine Northeastern of about 10 knots. Bari-Bensa took the lead early, but a 30-degree shift allowed Anzellotti to turn the mark in first, followed by Sain. During the reach Sain took a 100-meter advantage which allowed him a clear win, ahead of Brezich, Michel and Conelli, who protested Sain under Rule 36. Sain was DSQ.

A second race was then held under the same conditions, and Sain-Leghissa again showed their ability, leading at the first mark just ahead of Casciari and Dematte. During the second beat Bari moved into third, and in the last Michel took 7th place, with Brezich only 15th.

The third race was run in a poor 3-4 knot (or less) wind, with many shifts and a lot of stream. Dematte led throughout the race with Michel, Sain and Bari fighting for second. At the end of the run the wind completely stopped with six boats together at the mark. Sain was again able to win, with Michel second and Dematte third after three hours of racing; only nine boats finished within the time limit. Sain was protested from the R.C. and DSQ under Rule 38.

The fourth race was run in light and very shifty wind, and with six boats close together in the standings at the start. Bari took the lead early, rounding all marks first, with the others in bad positions. At



*Enrico Michel and Giovanni Turazzo
at the Italians*

the finish of the second leg Brezich moved to second, with Penso third and Michel 16th. During the last leg Bari controlled Brezich, allowing Penso to win and finishing second, with Brezich fifth, taking the lead of the regatta. But Michel, moving into 8th, captured the title. Bari took a PMS, finishing 7th in the final, with Dematte fourth and Marangon (1985 Junior Champ) fifth.

After the Nationals ended, the selections for the Worlds was made; Michel, Brezich and Casciari qualified to represent Italy in Japan.

Only three crews competed for the Junior title, with Pellicini-Decio finishing ahead of Bevilacqua-Zocca and Guaralda-Bresciani.



Official Pocket Patch

Red Snipe and white sailboat on light and dark blue background with yellow letters and border. Either on felt or washable cotton twill. Size 3" x 3 1/4"

SPECIFY MATERIAL when ordering . . .
\$3.00

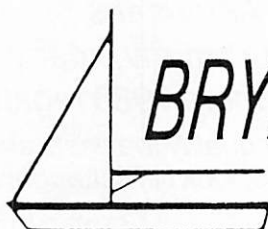
A smaller size 2-1/8" x 2-3/4" for caps, etc., but in twill only \$2.00

Send Payment with Order to

SCIRA

4096 Chestnut Dr., Flowery Branch, GA 30542

SUPPORT BULLETIN ADVERTISERS!



BRYANT PERFORMANCE SPARS, INC.

P.O. Box 785

Buffalo, N.Y. 14240

716-893-1100

INTRODUCING OUR 1989 MODEL!

High Performance and Unmatched Quality
New Side Weld Design Features Our New E-Z
Adjust Spreaders, and Quick-Disconnect Shrouds
and Spreaders. Call Paul or Jim for Details.

COMFORTABLE WINTER SEASON FOR U.K. FROSTBITES

United Kingdom—Annually a few snipe fleets complete their summer series during October, then start a "Frostbite Series" terminating in late December. Over the last six or seven years winter points racing has attracted an ever-growing following; in fact, the Blue Circle Fleet had to put a ceiling on numbers for their last year's 'Frostbite,' reflecting the great interest now being shown.

The weather during the series remained mild, but produced all strengths of wind from none to impossible-to-race under. Certainly the ice, snow and sleet of past years did not materialize, which made for a good comfortable winter season.

Our two northern clubs, Budworth and Hoylake, had good Snipe entries. Hoylake ended with a win for Michael Jones, a newcomer to the Snipe with only a year's class experience (but not just one year of racing experience in sailboats). Budworth presented their winning trophy to Don Smith and daughter crew. Old man Wally Hardman with crew Gilles Herriot



Don Smith, winner of the 1989 Frostbite series at Budworth

took second, with third going to Phillip and Stan Hackney.

In the south, two clubs, Blue Circle and Maldon, ran a winter points series. At the Blue Circle Fleet Dinner the 'Snipe Frostbite Trophy' went to National Champion Peter Wolstenholm crewed by David Jones. Blue Circle also took the congratulations for attracting the highest entry of visitors, with representation from Erith, Gunfleet and Stone Snipe crews.

The other southern fleet holding a 'Frostbite' was Maldon. Eddie Wetherall and Ian Varley won overall, and Les Lancaster took second, with fleet captain Peter Ford claiming third.

John R. Broughton
U.K. National Secretary



Wally Hardman

WEATHER SURPRISES AT LAKE MOHAWK CALL-OF-FALL

Lake Mohawk—The only thing predictable in this annual two-day event is the weather, and that is unpredictable. Twelve Snipes set sail on Saturday, October 7. At 0900, everyone wondered if there would be enough wind to get them over the starting line; by the time of the Harbor Gun, the wind had not only filled in, but had built up gusts of 25 knots+. That's not bad, but when you're on a plane and the boat does a 180, you are a prime candidate for a you-know-what—and there were several, not to mention a couple of spectacular docking techniques.

The first day scheduled three races with the course laid out for a "no-wind situation," but in conditions like this, you can see why three races can be done in record time, leavng ample ample hours for "Suds and Recreation."

Pedro Lorsen with crew Nancy Green took two firsts and a second to top off the first day. Right behind them were Dave Lance and crew Bill Aliberti with a first, fourth, and a second, followed by Keith and Peggy Donald in their wooden classic putting a fifth and two thirds to their credit.

The evening festivities at the Pierpont's was fun as always, with everyone either eating or yacking, as friends always do at these events. We had a first here, with the incursion of the kiddos of the Griffiths and Palmers. It's also interesting to note that of the twelve boats racing, six skippers had their spouses as crew.

Sunday started out as a repeat of Saturday, with no wind at 0900. Two long, long races later, still no wind. Unpredictable as ever.

The Five Awards to skippers and crew were presented by Fleet Captain Jeff Urbanski and went as follows: Dave Lence 1st; Pedro Lorsen 2nd; Keith Donald 3rd; Lee Griffith 4th; and Doug Wefer 5th. Only 10-1/4 points separated those five places.

All in all, it was a good time with good friends (on land, that is) with the opportunity to look forward to "what will it be like next year on Lake Mohawk"?

Rich Pierpont



Our Covers Are More Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than cheap imitations.

3 in 1 cover

Polyester Army Duck.....\$183. ppd.
Acrylic - White.....\$189. ppd.
Acrylic - Colors.....\$199. ppd.
(Also Available in Skirted Style)

Bottom Cover\$182. ppd.
Flannel lined waterproof grey canvas with drain hole.

Football Cockpit Bag\$12. ppd.
Hangs in cockpit and zips closed.

Daggerboard Cover\$32. ppd.
Flannel lined canvas - specify size and shape.

Rudder Covers

Flannel lined canvas.....\$24. ppd.
Nylon shell foam lined.....\$36. ppd.

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- 5/16" shock cord in hem & tie down points
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Snipe covers since 1972

INVEST IN THE BEST... Covers by The Sailors' Tailor

Send check or Money order to :

The Sailors' Tailor

191-SN Bellecrest, Bellbrook, OH 45305

Visa/MC orders call Sandy Rowland: (513) 862-7781
OR see Bob, Sandy or Scott in Snipes 26747 & 26303

McLAUGHLIN SNIPES WIN:

- 1989 U.S. Nationals
- 1989 Midwinters
- 1989 North Americans
- And many, many more 1989 regattas

For quality that lasts and lasts, look to McLaughlin!

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

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



CLASSIFIED

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.

ACRYLIC SNIPE DRYSAIL COVERS. Acrylic will not rot, mildew, shrink or become brittle. Best cover material available with outstanding workmanship including velcro stay enclosures and main zipper made of delrin fully enclosed with velcroed zipper flap. A flat type cover with halyard cockpit lifting bridle made for the boat with the mast up or down and boom off. No.1 has a 6" skirt. \$159.00 in white and \$169.50 in blue. No.2 has full sides to the chine @ \$195.99 in white and \$210.00 in blue. No.2 same as No.1 but has custom looking tapered full skirt for ultimate protection with zipper at bow for glove like fit. Rudder covers \$25.00 shipped UPS ppd. for orders with payment in full. Visa, MC, AmEx, or COD available. Special colors upon request. Contact Chris Rooke (901) 744-8500, ROOKE SAILS, 1744 Prescott So., Memphis, TN 38111

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

FOR SALE: USED, FAST, PROVEN SAILS: Used aluminum mast and boom. Hardware. Write for details: Gonzalo Diaz, Sr. 5520 SW 72nd Ave., Miami, FL 33155. Call evenings (305) 667-0492 (jf)

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)

1960's club built wooden Snipe in excellent condition. New decks, inside sand-blasted, bottom finished red, 90% new hardware, all in 1987. Two suits of sails, rebuilt heavy-duty trailer. Well worth \$1,000. 215-348-3317 (f)

MCLAUGHLIN 24681 Antique deck w/blue pin-stripe, white hull. Custom built and proven. All accessories included for only \$3,400. Contact Lou Dixon, 217-793-3359 evenings.(f)

MUELLER 25888. White with grey deck. New Cobra II mast, custom rudder, compass, 3 suits Shore sails, top, bottom, blade and mast covers, Highlander trailer. Excellent condition. Race ready. \$3,800 Ganson Evans (617) 935-6136 Boston area.(f)

MCLAUGHLIN 25483—brand new condition. Excellent racing record. Many extras, 5 good sails, including two new mains and a new jib. Waterrat rudder, covers, trailer, etc. \$4,100, OBO. Leonard Dolhert or Diana Healy (301) 531-6349 Maryland.

COBRA MASTS



Obviously the Best Mast!

PACESETTER BOAT CO.

6415 Grubb Road
Hixson, TN 37343

(615) 877-7099



NEW SCIRA ADDRESS!

4096 Chestnut Dr., Flowery Branch,
Georgia 30542 / (404) 287-8405

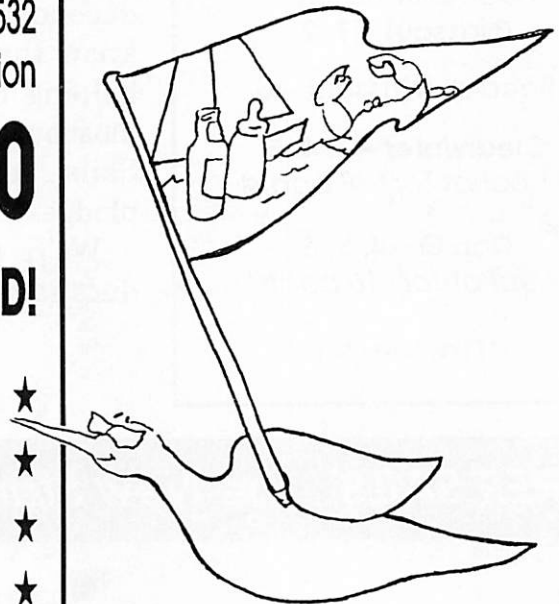
1990 Snipe U.S. Championships

District 1
Annapolis Fleet 532
Severn Sailing Association

July 19-27, 1990

MAKE PLANS NOW TO ATTEND!

- ★ Open Beer Truck ★ Scheduled Lay Day ★
- ★ Child Care/Babysitter Available ★
- ★ Nightly Entertainment ★
- ★ Expanded Junior Nationals ★
- (2 levels: standard and with adult crew)



Contact Regatta Chairmman: Lisa Foulke, 410 W. Lombard St., Baltimore, MD 21201

Fisher Sails 1989 Results

Snipe Nationals
Heinzerling Series - 3, 4, 5
5 out of Top 10 boats!
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

THE FISHER FAST EDGE

Snipe sailors around the world rely on Fisher Sails for leading edge performance and dependable durability. They know that we're committed to helping Snipe sailors get the most out of their sails. At Fisher Sails, personal service is our pledge.

We're also available to conduct seminars for your fleet or

club. Give **Greg Fisher** or **Steve Callison** a call to find out more information about these great workshops.

Don't be left behind the fleet. Join the Fisher Team! We're working hard to be *your* personal sailmaker!



Fisher Sails
330 W. Spring St.
Columbus, OH 43215

(614) 221-2410
Fax: (614) 297-0514

FISHER SAILS. The New Standard in One-Design Performance.