



Snipe

BULLETIN

FEBRUARY
1992



U.S. SNIPERS! FREE WINDOW DECAL!!! WHEN YOU PAY YOUR 1992 SCIRA DUES!

That's right! Send in your 1992 SCIRA dues before March 1, 1992 and we'll send you a full-color Snipe Class Window decal along with your special 1992 Commemorative decal for your boat celebrating the election of Fujiya Matsumote, our first Japanese Commodore! This special offer also applies to dues reports received from U.S. Fleet Captains.

.....

TO: SCIRA, 4096 CHESTNUT DRIVE, FLOWERY BRANCH, GA 30542-3065

Yes, please send my FREE WINDOW DECAL! Here are my 1992 Dues:

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Yes! Please list me in the 1992 SCIRA U.S. Membership Directory. (to be printed in April!)

NO! Do not list me in the 1992 SCIRA U.S. Membership Directory.

COMMODORE'S LOG

Japan's 1994 World Snipe Festival: Looking to the future

Some time ago, the thinking that autistic children could be cured by having them participate in sailing was tried here in Japan. There were some problems, but basically the experiment was a success. Was there ever such an experiment conducted in your country?

Small boat training was considered to be most suitable for reaching the victims of autism. The theory was based on two assumptions: First, you must learn from experienced sailors in order to safely return to port after being sent out into the sea alone. Therefore, in order to learn what could be considered a "survival skill," the autistic children would have to change their "closed" mentality and "open-up" and pay attention to other people. Second, you must develop an environment of living under a condition where you will be required to utilize your own technical skill and judgment to survive without depending on anyone. The wind, waves, and currents of the sea were thought to be challenging and stimulating enough to cause the necessary responses.

How does sailing influence youth? I sincerely believe that the Snipe has made great contributions by providing an important training tool for people who must grow up to become intelligent, productive, and respectable members of society. Putting aside the autism experiment, let's consider what sailing teaches and how it works with growing children:

- It teaches the joy of success as the individual learns how to use the "instrument" (the boat) to achieve a goal.
- It teaches the rewards of self improvement and hard work, that victory is achieved by learning the theory and training more earnestly than others.
- Sailing teaches the knowledge of the limits of human strength against the powerful forces of nature and the wisdom of how to make use of it. In this way they learn to nurture the attitude of respect to their predecessors and elders.
- It gives them an opportunity to understand the importance of being a member of a team or club, and their obligations to cooperate with many people to reach their goals.
- It provides the opportunity to enjoy the big, "family" atmosphere, as they

grow to realize that being a part of the Snipe Class is like having relatives around the world, a sixty-year tradition that has been carried down from their grandparents.

I have great pride in the Snipe because it has done so much to nurture these ideas and I feel that it is very important to provide continuing opportunities for our Snipers to broaden their international experiences.

I have great personal wishes that the 1992 Junior Worlds, in Motala, Sweden, will be successful, and I hope that our junior sailing events will become much more popular in the future. I am also looking forward to having the youth of the Snipe world visit us here in Japan for the 1994 Junior Worlds.

In order to ensure the future success of the Snipe, I think that we should be doing more to adopt the aggressive opinions and ideas of our younger generation. One such idea that I recently proposed, which was accepted, was that of having a Women's Worlds. As one of our great strengths is that the Snipe can be enjoyed by everyone, regardless of age or sex, we should be looking for various new events to take

advantage of this fact. I think it would be nice to have Women's doubles, mixed pairs (women and men), and team racing, on an international level.

I also feel that we should be working to make these events more "eye-catching" and therefore, more interesting to spectators by putting colorful designs indicating nationalities, territories, schools, companies, or fleets, onto the sails and/or hulls.

Here in Japan, we are now making great plans for the 1994 World Snipe Festival. This will include the Junior Worlds in July, the Masters Worlds in early August, with the Women's Worlds to follow the Masters. I wish to ask for your suggestions and ideas on what we can do to create a most effective and joyful Snipe World which can then be spread and continued far into the future. On this occasion, when the Masters and the inaugural Women's Worlds will be held in Japan, with provided boats, it would be a great opportunity to conduct the type of events which you may have already experienced and to experiment with new ideas. I would love to hear your suggestions.

Your Commodore,
Fujiya Matsumoto



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(USPS 611-500)

FEBRUARY 1992

Volume XLI No. 2

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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 Drive, Flowery Branch, Georgia, USA. Second-class postage paid at Flowery Branch, GA 30542 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 SNIPES BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

FEBRUARY 1992

THE COVER: "OOPS!" A regular contributor to the *Snipe Bulletin*, photographer Dennis Kelly, captured some great action shots at the 5th Annual Dead of Winter Regatta in St. Petersburg, Florida. Yes, it was blowing...hard! There were gusts of 30+ knots, but the offshore direction kept the waves down. No, these Snipers were not the only ones who ended up in the "turtle" position. Look for more great action shots along with a full report in the March *Snipe Bulletin*.

THE COUNT: A total of 245 numbers were issued in 1991. Here is the Count, by nation, in alphabetical order:

Argentina	5
Belgium	1
Colombia	1
Denmark*	36
Finland	1
France	2
Italy	3
Japan	133
Norway	5
Portugal	1
Spain	26
Sweden	5
Uruguay	4
U.S.	20
USSR	1

*Denmark's numbers are subject to change, since many of these boats were built for export to other nations. We will update this information in a later issue.
NUMBERED SNIPES: 28,212
CHARTERED FLEETS: 817

Two New Members of the SCIRA Board of Governors

California's Biehl, Member at Large

As Governor of SCIRA US District Six, Sean Biehl has been responsible for one of the world's most active Snipe regions. A member of Mission Bay Yacht Club since 1979, Sean learned to sail in 1966 in California's famous Sabot pram Class. He bought his first Snipe in 1978, and in 1979 he crewed with Tom Nute on the Winter Circuit; later that year he bought another Snipe which he sailed in the U.S. Nationals in Pensacola, Florida, where he qualified for the Heinzerling (Championship) Fleet, a feat which he repeated at the 1980 U.S. Nationals at Lake Carlyle, Illinois.

McLAUGHLIN SNIPES WIN:

- 1st, 2nd, 3rd 1990 U.S. Nationals
- 1st Overall 1990 Winter Circuit
- For quality that lasts and lasts

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In 1981 Sean crewed with Jeff Lenhart on the Winter Circuit, and they were first overall in the events in Nassau. Later that year he was a substitute crew for SCIRA Bahama's John Dunkley at the Snipe Worlds in Long Beach, California. In 1982 Sean sailed in the U.S. Nationals in Fort Worth, Texas, and served as Regatta Chairman for the 1982 North Americans at Mission Bay. He served as Fleet Captain of Mission Bay Snipe Fleet 495 for 1983 and 1984. In 1985 he bought his third Snipe, #26104, and sailed in the U.S. Nationals in Detroit, Michigan.

In 1986 Sean crewed with SCIRA Past Commodore Doug DeSouza on the Winter Circuit. In 1988 he sailed in the Heinzerling Fleet at the U.S. Nationals in Alameda, California. Sean's other sailing exploits include a 1977 delivery of a Bill Lee 35-foot ultralight from Auckland, New Zealand, to Honolulu, Hawaii, and he has sailed in numerous PHRF big-boat races. As an active Snipe sailor, Sean has been a regular at District Six events, the West Coast Midwinters, and Southern California Traveling Trophy Regattas.

Sean's wife, Jerelyn, is an active Sniper and a member of the San Diego Yacht Club. She and Sean have two children, ages 5 and 3.

**MEMBER AT LARGE:
SUSAN DIERDORFF TAYLOR**

1987 Rolex "Yachtswoman of the Year," Susan Taylor has a wealth of Snipe sailing experience and is experienced in many areas of sailing administration. As one of the world's premier women's dinghy racers, Susan has traveled around the world compiling a record that includes a victory in the 1988 IYRU Women's World Championship, sailed at Buzios, Brasil.

Named "Sportswoman of the Year" by the U.S. Olympic Committee in 1985, a few of Susan's other sailing achievements include: a sixth in the 1986 470 Women's World Cup (Salou, Spain); sixth in the 1986 470 Women's European Championship (Sonderborg, Denmark); second in the 1986 Keil Week, and third at the 1986 470 U.S. Nationals. In 1987 she won the USYRU Women's Doublehanded Championships, took fifth at Keil Week, and crewed on the second place finisher at the Rolex Women's International Keelboat Championship.

Besides winning the Women's Worlds in 1988, her other achievements in that year include a second in the USYRU Women's Championships, a sixth in the 470 Women's Worlds Cup, and a second-

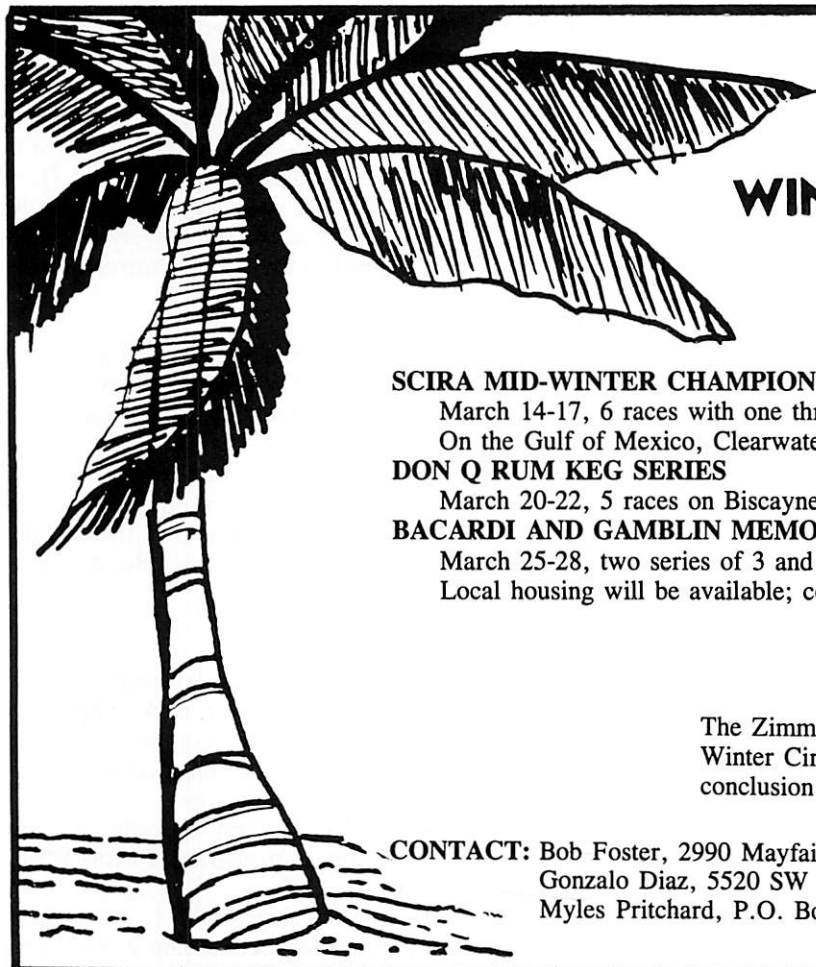
place finish in the U.S. Olympic Trials to the team that went on to the Gold at Pusan. Her outstanding record led to her being named "1988 Annapolis Sailor of the Year," a singular honor in one of the U.S.'s premier yachting centers. A 1980 graduate of Tufts University, Susan served as Assistant Director of Intercollegiate Sailing at the U.S. Naval Academy from 1982 through 1987, where she managed and coached a team of 75 Midshipmen from 1982 to 1987. During this time she was responsible for recruiting potential student athletes, she invited and scheduled certified judges for all home events, organized and supervised daily practice, and served as head coach at 125 regattas at home and throughout the U.S.

From 1986 to 1988 Susan conducted an Olympic Campaign. She raised over \$75,000 to cover campaign expenses, using videotape, lectures, brochures semi-annual newsletters and extensive press coverage as her primary promotional tools. She performed all logistical details for travel throughout the U.S. and abroad which included 15 International Championships in nine countries.

Susan is currently the Executive Director of the Columbus Cup and Santa Maria

Cup, where she coordinates and administers all activities in hosting these prestigious match-racing Championships. Her duties include correspondence with boat owners, judges, teams, sponsors, and committee members. She also coordinates publication of the souvenir program. Susan also creates and oversees the budget. She composes proposals, letters of agreement and assists in presentations which have secured 12 major sponsors and 30 secondary sponsors. She provides overall guidance and direction for 12 committee chairmen and a full-time assistant.

Susan's volunteer positions include: Member at Large, Board of the Severn Sailing Association from 1989 through 1990 and Women's representative to the U.S. Olympic Yachting Committee from 1984-1988. She is also a USYRU Senior Race Officer. Susan and her husband/crew, Scott, are well-known to Snipe sailors throughout the U.S., having competed in all of the major East coast championships, including a seventh overall at the 1990 U.S. Nationals in Annapolis. Her experience on the race course and at the highest administrative levels in yachting competition will be a great asset for SCIRA.



WINTER RACING CIRCUIT

SCIRA MID-WINTER CHAMPIONSHIP

March 14-17, 6 races with one throw-out
On the Gulf of Mexico, Clearwater Y.C., Clearwater, Fla.

DON Q RUM KEG SERIES

March 20-22, 5 races on Biscayne Bay, Coconut Grove SC, Miami, Fla.

BACARDI AND GAMBLIN MEMORIAL SERIES

March 25-28, two series of 3 and 5 races. Royal Nassau SC, Nassau, Bahamas
Local housing will be available; contact Myles Pritchard.

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

CONTACT: Bob Foster, 2990 Mayfair Ct., Clearwater, FL 34621, 813-796-3805
Gonzalo Diaz, 5520 SW 72nd Ave., Miami, FL 33155-5517, 305-667-0492
Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas, Fax: 809-393-0822

LIVIN' BY THE LAW!

The 1992-1995 Rulebook is still a couple of months away from publication and distribution, but, technically, the new rules are already in force. Therefore, we're publishing the following in the hopes that all Event Organizers and Snipe sailors will take the time to familiarize themselves with the requirements

for Snipe events. **WARNING: This is the latest revision, effective January 15, 1992, and there may be further "fine-tuning." The final version, to be published in the Rulebook, will supersede this revision!**

RULES FOR CONDUCTING SANCTIONED REGATTAS

All sanctioned regattas shall be conducted in accordance with the following rules:

1. SANCTION

1.1 A Sanctioned regatta is one which has been certified by the District Governor or a National Secretary upon proper written application of the hosting fleet and the organizing authority.

1.2 Sanctioned events shall be submitted in written application to the SCIRA office in sufficient time to be published in the "Sanctions" listing in the issue of the *Snipe Bulletin* prior to the regatta.

1.3 All fleet race regattas conducted in accordance with a published Deed of Gift, not governed by the Rules for Conducting National and International Championship Regattas shall be conducted in accordance with these rules.

2. AUTHORITIES

2.1 These rules are written for the purpose of conducting a regatta to select the best skipper and crew. All other considerations, such as the convenience of the Race Committee, spectators, and all non-participants shall be considered only if there is no sacrifice in the conduct necessary to provide optimum sailing competition.

2.2 The intent of these rules shall be considered rather than any semantic or technical misconstruction that may be derived from the wording.

2.3 An official SCIRA Representative should be assigned by the host fleet, with approval of the National Secretary, to insure that the regatta is conducted in full accordance with the Deed of Gift (if any), Rules of Conduct, and the SCIRA Sailing Instructions. Among the SCIRA Representative's duties and responsibilities are:

A. Prior to the regatta, confer and advise the Race Committee of Class requirements, including measurement and racing parameters.

B. Advise the Race Committee on drafting of the Sailing Instructions.

C. Advise the Race Committee on Class scoring.

D. Advise the Race Committee and Protest Committee on Class rules and procedures.

2.4 The current racing rules of the IYRU with prescriptions of the hosting National Authority or Federation shall apply, except where they have been modified by these Rules, the SCIRA Constitution and By-Laws, and the SCIRA Sailing Instructions as published in the current SCIRA Rule Book and their subsequent published amendments. In all cases of conflict SCIRA Rules shall govern.

3. ENTRY, ELIGIBILITY AND MEASUREMENT

3.1 Any SCIRA Owner or Co-owner in good standing (dues current) sailing a Class legal Snipe affixed with the current SCIRA sticker shall be eligible to enter the regatta, unless his or her entry is specifically denied by the provisions of the Deed of Gift (if any).

3.2 All boats and equipment are subject to Class inspection and may be required to be weighed and measured.

4. RACE SCHEDULE

Unless specified in a Deed of Gift, one race shall constitute a regatta.

5. RACE COURSES

5.1 Use of the SCIRA Course Selection Diagram is strongly encouraged. An additional Variant Course may also be used to accommodate local conditions, in which case the first leg of the Variant Course shall be to windward and every effort shall be made to make this first leg a minimum of 1/2 nautical mile.

5.2 All marks shall be left to port, unless specifically approved by the SCIRA Representative for this event. Any course incorporating a normal windward-leeward leg must be conducted with marks to be left to port.

5.3 Any event where the use of the Variant Course is planned shall indicate that intent on the Sanctioned Regatta Form submitted to the SCIRA office so that notice may be made in the "Sanctions" listing in the *Snipe Bulletin*. (See 1.2)

5.4 Courses may be shortened. However, a course may not be shortened to less than three full legs, and only if the resulting shortened course represents a fair race.

5.5 Downwind runs should be avoided in high winds and/or seas. See the SCIRA Course Selection Diagram and Rule 9.5.

5.6 Course length may vary, but courses shall be designed to allow for sufficient race time to conduct a fair test of skill. There is no specific limit on the number of mark roundings in the course, but the courses and their accompanying signal designations shall be clearly defined in the Sailing Instructions.

6. MARKS

6.1 Temporary inflatable marks shall normally be used. The use of fixed or government marks is strongly discouraged and may only be used with the prior consent of the SCIRA Representative.

6.2 There is no specific limit on the variety of marks used, but every attempt should be made to use uniform marks for the entire course and all marks shall be clearly identified and described in the Sailing Instructions and, if possible, displayed at the competitors meeting.

7. STARTING LINES

7.1 Fixed starting lines may not be used. All starts must be made between the course side of a buoy or mark to be left to port (marks to port), which defines one end of the starting line and a buoy or committee boat with its line flag placed well aft, representing the other end of the starting line.

7.2 The line shall be set so that the buoy opposite the committee boat is passed on the same side as Mark #1 (the Windward mark).

7.3 An ideal starting line is one that results in competitors spreading out along its entirety without sensing a prejudiced end. This should occur when the line is set perpendicular (90

degrees) to the average wind. In the event of a substantial line end favor that would result in a disorderly start, the start should be postponed and the line reset.

7.4 The length of the starting line should be equal to the number of competing boats multiplied by 15 to 20 feet (5 to 6 meters).

7.5 The use of IYRR 51.1 (c), "Round the Ends Rule," is generally discouraged until after a general recall has occurred in that start.

8. STARTING PROCEDURES

8.1 Unless otherwise specifically and clearly detailed in the Sailing Instructions, the starting procedure shall be as specified by IYRR 4.4 (a), System 1 or 2.

8.2 The Course Signals shall be displayed at least one minute prior to the first Warning Signal for that race and shall remain displayed until ten minutes after the last start in that race.

8.3 Extreme care shall be used in timing all starting signals. Any error in a visual signal made prior to the start shall result in that start being postponed, or, if made at the start, that start being recalled.

8.4 Any boat not starting within 10 minutes after her starting signal shall not be considered as a starter and shall be scored DNC. The starting line shall be maintained for the required 10 minutes following the last start.

8.5 In any event where more than one division is to be started, the interval between starts shall be at least 10 minutes, to allow all competitors clean air and to allow the Race Committee sufficient time to adjust the starting line, if necessary.

9. WEATHER LIMITATIONS

9.1 A race shall not be started unless the Race Committee is confident that a fair race can be completed.

9.2 Races should not be started in winds of less than 4 knots (2 meters per second) or more than 25 knots (13 meters per second) on sheltered water experiencing little wave action. (See SCIRA Course Selection Diagram.)

9.3 On unsheltered or exposed water, races should not be started in winds of less than 4 knots (2 meters per second) or more than 22 knots (12 meters per second). (See SCIRA Course Selection Diagram.)

9.4 In areas where severe weather may be encountered, a race shall not be started with a serious storm threatening and if severe weather arrives before the completion of a race, that race shall be abandoned or canceled.

9.5 If, during a race in progress, the wind or wave action increases to the point where a course incorporating a leeward leg becomes inadvisable (see SCIRA Course Selection Diagram), the Race Committee shall specify a Triangular lap by hoisting Code Flag "T" at the windward mark, as prescribed in the SCIRA Sailing Instruction 12.4.

9.6 Where there is the possibility of high wind or storms, an adequate number of appropriate support boats must be employed by the Race Committee and handled by experienced and adequate personnel. (Staffed by at least two people per boat.)

10. FINISH LINE

10.1 The finish line should be set at right angles to the wind direction if the finish is on a beat or at right angles to the course



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from the last mark if the course from the last mark is off the wind.
10.2 The length of the finish line shall not be less than 100 feet (30 meters), nor more than 150 feet (45 meters).

11. EQUIPMENT CHECK

Any number of boats may be checked for required equipment after their finish in each race. It is not necessary to check more than five boats, and, while the top competitors should be the focus, it is not necessary to inspect any competitor more than once per day, unless that competitor has returned to shore between races.

12. TIME LIMIT

The Race Committee shall record the elapsed time for the lead boat of each fleet to complete the first lap, and to finish, in order to insure compliance with the SCIRA Sailing Instruction 14 (Time Limit).

13. PROTESTS

13.1 Protests must be filed in writing within one hour as established by the Race Committee in the SCIRA Sailing Instruction 16.

13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as the award of prizes in concerned. Appeals from events not using an International jury

and unrelated to SCIRA Rules may be made through the normal appellate procedure as prescribed by the appropriate National Authority. Appeals related to SCIRA Rules may be made to the SCIRA Appeals Committee. The SCIRA Appeals Committee may decline to hear the appeal and forward it on to the appropriate adjudicate of the hosting National Authority or Federation.

14. TEAM RACING

Under no circumstances shall the use of team racing tactics be tolerated in fleet racing. If the Race Committee or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and resailed, excluding the participation of the offending boat(s). The details of incident shall be reported to the SCIRA office.

15. SCORING

The SCIRA Official Scoring system (Option 1 or 2) shall be used.

16. COMPLIANCE

Non-compliance with these Rules shall be acceptable grounds for a protest or a Request for Redress (IYRR 69) by a competitor or the SCIRA Representative for that event.

1992 Dues are Due!

SOBSTAD, PUMPKINS & TURKEYS

Following the big three fall regattas, with 168 boats competing, one thing stood alone and above the crowd - Sobstad.

San Diego - Sobstad sailor Chris Raab wins the Carolyn Nute Memorial Oct. 26 - 27 over a record fleet of 65 boats. Fellow Sobstaders were close behind, with Mark Golison in second, Don Bedford fifth and Sean Biehl in sixth. Speed was a true factor, allowing these sailors to escape the mob starting line.

Atlanta - Shawn Burke, powered by Sobstad, claimed victory in the Halloween regatta Oct. 26 - 27. A fleet of 78 boats competed on Alatoona Lake, with Hal Gilreath (3rd), Steve Burke (4th) and Raymond Burke (6th) all flying the Sobstad colors. Plenty of water and good winds characterized the '91 event.

Long Beach - While steadily improving each season, the diligence on the part of Chuck and Leslie Tripp saw its reward Nov. 23 - 24 when they won the Turkey Day regatta. Sobstad again. The 25 boat event saw the creme rise, with Sobstad - driven boats by Lisa Leweck in 3rd, Todd Smith in 4th and John Jackman in 5th.

Its time to plan for the new season. With the Turkeys and the Pumpkins now gone, Sobstad stands alone.
Give us a call to find out what is new for '92.



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

SAILING INSTRUCTIONS

Event Organizers will use these Sailing Instructions, filling in the blanks (as indicated in parentheses) and choosing options (as indicated by bold italics).

1. MANAGEMENT AND RULES

All races are under the jurisdiction of the Snipe Class International Racing Association (SCIRA) and under the management of the Race Committee of the *(insert name of host club)* and will be conducted in accordance with the following rules:

1.1(a) The regatta as classified as a Category "A" event as per IYRR Appendix 14, Section 2. SCIRA approval is not granted for the allowance of Section 1.1.9.

1.1(b) *(For National and Specific International Championships ONLY.)* Advertising and Sponsorship is permitted subject to the restrictions of the SCIRA Event Sponsorship Policy as specified in the Class Rules.

1.2 (a) The current IYRR and the prescriptions of *(For Sanctioned Regattas: Insert name of appropriate national authority)* shall govern except as specifically modified by the SCIRA Constitution, By-laws, and Rules for Conducting Sanctioned Regattas as published in the current Rule Book and identified in these Sailing Instructions.

(b) The current IYRR and the prescriptions of *(For National and International Championships, insert name of appropriate national authority)* shall govern except as specifically modified by the SCIRA Constitution, By-laws and Rules for Conducting National and International Championship Regattas.

2. ENTRY AND ELIGIBILITY

2.1 Eligible boats and class member skippers may enter by completing registration with the organizing authority.

2.2 The same crew shall race in all races, except for reasons satisfactory to the Race Committee. Requests must be submitted in writing to the Chairman.

2.3 Once a crew has been excused, they may not return for the balance of the series.

2.4 *(Optional for Sanctioned Regattas, ONLY.)* Co-skippers will be allowed subject to the restrictions of 2.2.

2.5 *(For championship regattas, ONLY)* All entries must have been approved by the *(Insert name of appropriate National Secretary)* National Secretary.

3. NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official regatta notice board located *(insert location.)*.

3.2 Race Committee notices will be posted no later than the departure of the main Race Committee boat, except that any change in the schedule of races will be posted by *(insert time)* hours on the day before it will take effect.

3.3 All changes must be approved by the SCIRA Representative.

4. COMPETITOR'S MEETING

There will be a competitors' meeting before each series held at: *(insert time and location)* announced by two *(insert type of signal)* signals.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be posted at *(insert location)* and announced. (Per IYRR 4.)

5.2 Code Flag "AP" (Answering Pennant) with two *(insert sound type)* signals (one signal when lowered) means the race is postponed. The next Warning (10 minute) signal will be made *(insert number of)* hour(s) after "AP" is lowered.

6. SCHEDULE OF RACES *(insert race schedule here)*

RACE DAY AND DATE TIME OF WARNING SIGNAL

6.1 The Race Committee will attempt to complete *(insert number)* races.

6.2 No races will be started after *(insert time)* hours on *(insert date)*.

7. COURSES

7.1 The approximate compass bearing to Mark 1 will be displayed on the main Race Committee boat before the preparatory signal.

7.2 The racing area will be shown on the attached chart.

7.3(a) An Olympic Course, signaled by Code Flag "O" (red and yellow), consisting of a triangle followed by windward, leeward, and windward legs.

(b) A Triangular Course signaled by Code Flag "T" (red, white, and blue vertical stripes), consisting of TWO triangles followed by a windward leg.

(c) A Windward/Leeward Course signaled by Code Flag "W" (concentric blue, white, and red squares), consisting of a windward and leeward twice around and followed by a windward leg.

(d) *(Optional for Sanctioned Regattas ONLY)* Variant Course—1st leg must be to windward. (See Rules for Sanctioned Regattas 5.3)

Insert Course Diagrams Here

7.4(a) The course diagram shall indicate the order in which marks are to be passed or rounded and the side on which each mark is to be left.

(b) Course marks shall be left or passed to port. *(Required for Championship Regattas).*

7.5 The Course Signal Flag ("O", "T", or "W") shall be hoisted no later than one minute before the Warning Signal and accompanied by one *(insert sound type)* signal. It shall remain hoisted until all divisions have started.

8. MARKS

8.1 Primary marks 1, 2, and 3 will be *(insert mark description)*.

8.2 New marks when used in accordance with instruction 12 will be *(insert mark description)*.

8.3 The starting mark will be *(insert mark description)*.

8.4 *Optional: See addendum.* Offset marks will be *(insert mark description)*.

9. THE START

9.1 Races will be started in accordance with IYRR 4.4(a) System *(Insert 1 or 2; 2 is preferable)*, with divisions starting at a *(insert number of minutes)* minute interval. For Championship events this interval shall be a minimum of ten minutes.

9.2 The starting line will be between a staff displaying an orange flag or shape on the Race Committee boat at the starboard end and the course side of the port end starting mark.

9.3 A boat shall not start more than ten minutes after her starting signal.

9.4 If a postponement is signaled after the Preparatory signal (5 minute), the next Preparatory signal shall be made one minute after the lowering of the Postponement signal (modification of IYRR 4.1(a)), unless a course selection change is signaled (7.5).

9.5 *(Optional)* If the starting line is to be set to leeward (below) Mark 3, then Mark 3 shall not be considered a mark of the course on the first leg of the race.

9.6 (Multi-fleet series, only.) After the first division's Preparatory Signal (5 minute), all other Snipes must keep clear of the starting line until their division Warning Signal.

10. REPORTING AT STARTS

10.1(a) Before starting EACH RACE each boat is required to sail past the stern of the designated Race Committee boat and verbally check-in. The check-in boat will display a red flag while on station prior to the warning signal. If no separate check-in boat is on station, competitors shall check-in with the main Race Committee boat.

(b) (Optional) Any Snipe failing to check-in in accordance with the provisions of 10.1(a) shall receive a scoring penalty equal to 20% of the number of starters in that race.

10.2 When the race committee verbally acknowledges a boat's (*insert sail or bow*) number, the entry has been officially noted.

11. RECALLS

11.1 Individual recalls will be signaled in accordance with IYRR 8.1 indicated with the hoisting of Code Flag "X" (blue cross on a white field), and accompanied with one (*insert sound type*) signal. Premature starters will be hailed, but failure to be hailed or to hear a hail is insufficient cause for redress under IYRR 69.

11.2 A General recall is signaled with the hoisting of Code Flag "First Substitute" (yellow triangle within blue triangle) and two (*insert sound type*) signals. A new Preparatory signal (5 minute) will be made one minute after the lowering of the Code Flag "First Substitute" which will be accompanied by one (*insert sound type*) signal.

11.3 Any division that receives a General Recall shall return behind the starting area and restart last.

12. CHANGE OF COURSE AFTER THE START

12.1 A change of course will be signaled near the mark beginning the leg being changed by a Race Committee boat displaying Code Flag "C" (blue, white, and red horizontal stripes), and displaying the approximate compass bearing to the new mark, and sounding a (*insert sound type*) periodically before the leading boat has begun the leg so changed.

12.2 When changing the course after the start, the Race Committee will set a new mark, remove the original, and adjust the remaining marks as soon as practical.

12.3 When, in a subsequent change of course, a new mark is replaced, it will be with an original mark.

12.4 A Triangular lap shall replace the leeward and windward lap if signaled at Mark 1 with Code Flag "T" (red, white, and blue vertical stripes), and the sounding of a periodic (*insert sound type*) signal adjacent to the mark. The lead boats should be hailed.

13. THE FINISH

13.1 The finishing line will be between a staff displaying an orange flag or shape on a Race Committee boat and the course side of the finishing mark.

13.2 The Race Committee may require, by hail, to inspect boats for proper equipment at a Race Committee boat beyond the finish line.

14. TIME LIMIT

The time limit is (*insert time*) hours for the first boat to finish. Any boat finishing more than (*insert time*) after the first boat or after the time limit, whichever is later, will be scored DNF. Should the first boat fail to complete the first lap within (*insert time*) hour(s), the Race Committee shall abandon the race.

15. WITHDRAWING FROM THE RACE

A boat which exits the course shall notify the Race Committee at the first opportunity.

16. PROTESTS

16.1 A competitor's intent to protest shall be reported to the Race Committee immediately upon finishing that race.

16.2 Protests shall be in writing on forms available at (*insert location*) and filed with the Race Committee Chairman within one hour of the posted time of the Race Committee returning ashore.

16.3 Protest notices and hearing schedules specifying the protestor and protestee shall be posted no later than one-half hour after the expiration of the protest filing time limit.

17. TEAM RACING

Under no circumstances shall the use of team racing tactics be tolerated in fleet racing. If the Race Committee or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and resailed, excluding the participation of the offending boat(s). The details of the incident shall be reported to the SCIRA office.

18. SCORING

18.1 The regatta will be scored using (*Insert option 1 (Olympic) or option 2 (low point)*) (*option 2 is preferred*) of the International Snipe Class Scoring System.

18.2 (Optional) A drop race will be permitted upon completion of (*insert number*) races. A penalty resulting from a protested infraction that is eligible for an alternative penalty resolution may not be dropped in races utilizing an alternative penalty.

19. ALTERNATIVE PENALTIES (*optional*)

19.1 The 720° turns penalty, Appendix 3.1 of the racing rules will be used.

19.2 Any boat accepting an alternative penalty shall report the incident to the Race Committee immediately upon finishing that race.

20. SUPPORT CRAFT (*For championships*)

Team leaders, coaches, and other support personnel shall not go afloat in the racing area during the racing except on Race Committee designated spectator boats. Failure to comply with this requirement may result in the penalization of any boat(s) associated with the infringing people.

21. DISPOSAL OF REFUSE AND TRASH

The discharge of trash into the water is prohibited during the entirety of the event. Any boat observed in violation is subject to disqualification from all races sailed on the day of the infraction.

22. PRIZES

22.1(a) Prizes will be awarded to skipper and crew for the top (*insert number*) places.

(b) Prizes will be awarded to skipper and crew for the top (*insert number*) places in the Silver Fleet division. (*Optional*)

(c) Prizes will be awarded to skipper and crew for the top (*insert number*) places in the Masters division. (*Optional*)

SIGNATURES:

To be signed by the Race Committee Chairman and (for Championships) the SCIRA Representative.

OPTIONAL APPROVED SAILING INSTRUCTION ADDENDUM

These options are for use with large fleets (40 boats or more)

7. COURSES

7.5 Offset marks will be set adjacent to Mark 1 (Windward) and Mark 3 (Leeward) for the Olympic Course (7.3(a)) (Code Flag "O") beginning the fifth and sixth legs and for the Windward/Leeward Course (7.3(c)) (Code Flag "W").

7.6 The use of offset marks shall be indicated by the display of Code Flag "F" which shall be done prior to the Warning signal and shall remain displayed until all divisions have started.

9. THE START (Mid-line Boat)

9.2(a) The starting line will be between an orange flag or shape on the starboard line end Committee boat and passing through an orange flag or shape on the midline boat and ending at the course side of the port end starting mark. The midline boat is a starting mark surrounded by navigable water. Should the midline boat be removed, the line will be defined by the previously described line ends.

(b) For the purpose of IYRR 51.1(b) and 51.1(c), the extensions of the starting line are the extensions outside the port and starboard line ends.

(c) IYRR 52.2(a) is amended such that when a boat touches the midline boat and infringes IYRR 51.1(c), she shall exonerate herself by completing one rounding of either line end.

9.7 The Race Committee may set a guidance marker on or below the starting line. If set, such a mark is neither a part of the starting line nor a mark of the course.

11. RECALLS ("Z" Flag)

11.4(a) On any restart following a General recall, the Race Committee may display Code Flag "Z" (black, yellow, blue, and red triangles) with one long sound signal before the Preparatory signal (5 minute). Code Flag "Z" will be lowered at one minute before the starting signal with one long sound signal to indicate that the one minute infraction period has begun. Any boat identified as being within the triangle formed by the two ends of the starting line and Mark 1 (Windward) during the one minute period before the start shall receive a penalty equal to 20% of the number of competitors registered for the series, if she properly restarts that race. On subsequent infringements on restarts of a race, a boat's penalty shall be cumulative at 20% per infringement. A boat infringing Rule 11.4(a) may be hailed immediately.

11.4(b) A boat identified as premature on a start subject to Code Flag "Z", and that start having been recalled, abandoned, or postponed, IYRR 12.c is modified so as to penalize that boat on subsequent restarts of that race.

18. SCORING.

18.3 IYRR 69 and 70.1 are modified so that a violation of rule 51.1 (PMS) may not be dropped if unsuccessfully contested by the infringing competitor.

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March 25-28, BACARDI AND GAMBLIN REGATTAS, Myles Pritchard, P.O. Box SS 6220, Nassau, Bahamas, FAX: 809-393-0822

April 2-4, CAMPEONATO IBERICO (open), Lisbon, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

April 16-18, CAMPEONATO JUNIOR DE PORTUGAL, Porto, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

May 1-3, TROFEU TITO REBOREDO, Porto, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

May 9-10, SOUTHERNS, Privateer Yacht Club, Herman Green, 4124 Hamill Rd., Hixson, TN 37343. Tel: 615-842-7262

May 9-10, BLUE CIRCLE OPEN. John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7

5BD, England. FAX: +44-0322-430472

May 30-31, HEIMO CUP, Turku, Finland, Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, Tel: +358-21-388100. FAX: +358-21-388578

June 6-7, VUOSIPUR JEHDUS, Pori, Finland. Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, Tel: +358-21-388100. FAX: +358-21-388578

June 6-7, TORNEIO D. PEDRO V, Lisbon, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

June 11-14, CAMPEONATO DE PORTUGAL, Vilamoura, Portugal, Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

June 13-14, STONE INTERNATIONAL, John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7 5BD, England. FAX: +44-0322-430472

June 13-14, DISTRICT FOUR CHAMPIONSHIPS, Atlanta Yacht Club. Don Hackbarth, 2350 Willeo Rill Rd., Marietta, GA 30062. Tel: 404-587-3653

June 25-28, FINNISH CHAMPIONSHIPS, Helsinki. Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, Tel: +358-21-388100, FAX: +358-21-388578

July 7-12, JUNIOR WORLD CHAMPIONSHIP, Motala, Sweden. Chairman: Christer Jacobson, Foreningsgatan 37, 25241 Helsingborg, Sweden. Tel: +46-42-14-6182

July 15-21, EUROPEAN CHAMPIONSHIPS, Gamlakarleby Segelforening, Karleby, Finland.

Chairman: Per-Ole Holm, P.O. Box 22, SF-67101 Kokkola, Finland, FAX: +358-68-20087

August 1-7, U.S. NATIONAL CHAMPIONSHIP & JUNIOR NATIONAL CHAMPIONSHIP, Alamitos Bay Yacht Club. Chairman: Ron Fox, 2131 Tevis Ave., Long Beach, CA 90815, Tel: 213-596-1801

August 7-9, U.K. NATIONAL CHAMPIONSHIP, John Broughton, 24 Empress Drive, Chislehurst, Kent, BR7 5BD, England. FAX: +44-0322-430472

August 21-23, NORDIC CHAMPIONSHIPS, Kolding, Denmark, Roger Nylund, P.O. Box 169, SF-20101, Turku, Finland, Tel: +358-21-388100, FAX: +358-21-388578

September 12-15, U.S. MASTERS CHAMPIONSHIP, Winchester Boat Club, Chairman: Ralph Swanson, 1 Windsong Lane, Winchester, MA 01890-2218, Tel: 617-729-2423

September 16-19, NORTH AMERICAN CHAMPIONSHIP, Crescent Sail Yacht Club. Chairman: Fred Rozelle, 850 Oxford Rd. N., Grosse Pointe Woods, MI 48236, Tel: 313-882-3533

October 3-10, WESTERN HEMISPHERE CHAMPIONSHIP, Royal Nassau Sailing Club, Chairman: Jimmy Lowe, P.O. Box 1124, Nassau, Bahamas, FAX: 809-393-3592

October 22-25, MASTERS WORLD CHAMPIONSHIPS, Clube Internacional da Marina de Vilamoura, Vilamoura, Portugal. Domingos Borralho, C/O Promec, Av. Duque de Loule 75-6 Esq., 1100 Lisbon, Portugal. FAX: +351-1-983-4640

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WANTED: We are reactivating Snipe Fleet #729 at the Eagle Creek Sailing Club on the west side of Indianapolis. We need a number of old fiberglass Snipes or Snipe hulls (Lofland, Lemke, etc.) to help things along. Contact Mike Girdley at 317-745-5788 evenings, or 317-230-2718, weekdays, with information and price.

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REGATTA UPDATE

We have received some new information regarding upcoming regattas. Please take the time to carefully note the following information.

U.S. QUALIFYING REGATTAS FOR THE 1992 JUNIOR WORLDS

Because the Junior Worlds will be held before the U.S. Junior Nationals, an alter-

native method of selecting the two U.S. teams has been developed. One team each from a "west coast" qualifier and an "east coast" qualifier will make the trip to Sweden. The west coast event has been set: the Scott Rovanpera Regatta, May 30th and 31st, 1992, hosted by the Encinal Yacht Club, in Alameda, California. A separate course will be used. For more in-

1992 Races in Italy

April 11-12, REGATA DI PRIMAVERA, Circolo Velico Est Verbano, Laveno Mombello, (Lago Maggiore), combined with Sanremo Regatta.

April 18-19, CRITERIUM PREOLIMPICO DE PRIMAVERA, Yacht Club Sanremo, Sanremo.

May 30-31, COPPA TAMBURINI, Club Nautico Rimini, Rimini.

June 13-14, COPPA ASCOLI, Circolo Velico Medio Verbano, Carro di Laveno (Lago Maggiore).

July 25-26, JUNIOR NATIONAL REGATTA, Circolo Velico Motonautico Omegna, Omegna (Lago d'Orta).

August 1-2, SNIPE REGATTA, Yacht Club Torri, Torri del Benaco (Lago de Garda).

August 18-21, ITALIAN NATIONAL AND JUNIOR CHAMPIONSHIP, Circolo Canottieri Solvay, Rosignano Solvay.

For further information, contact Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy, Fax: +39-40-306-327

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THE 1992 U.S. MASTERS

There has been a change in the dates: September 12th through 15th, 1992. We also made an error in listing the host club. It will be the Winchester Boat Club. Our apologies to Ralph Swanson and anyone else who was inconvenienced by this error.

THE 1992 MASTERS WORLDS

We have received further information: The dates will be October 22nd through 25th. Please see the "Sanctions" for the contact.

THE 1993 WORLDS IN BRASIL

The dates have been set, and it's a big departure from those that we previously listed in the *Bulletin*. This event is now set for March 6th through 14th, 1993. The host club will be Clube Dos Jangadeiros, Porto Allegre, Brasil.

CLINE AND SIMONS CLEAN UP IN BIRDBATH

Privateer's Scotty Cline and crew Bill Simons showed great consistency in taking the five-race Bird Bath V Regatta. Scotty and Bill were pressed by the solid second-place team of Papa John and Kitza Muhlhausen of Atlanta Yacht Club and the third-place team of Bob Kuelthau and Peggy Jacobs from the host Muscle Shoals Sailing Club. Bob and Peggy's third place finish is even more impressive when you learn that this was only their second time in a Snipe! I'm sure they're not selling their Thistle, Steamboat, just yet, but what an introduction to the Snipe Class. Although Bob and Peggy are both excellent sailors, for those of us who have labored in the Snipe vineyards for many years in the hope of just being competitive in the "B" Fleet, I can only say that there is no justice! I suppose that this is another of those "character building" things.

Fourth- and fifth-place finishers were District Four Governor Don Hackbarth and crew Bryan Carpenter from AYC, followed by Clay Hudgens from LLSC. Hot pink Vickie Nyshay (AYC) not only turned hot pink from the sun and 95-plus-degree temperature, but also stayed hot on the tail of the leaders for a good sixth-place finish. In Bird Bath tradition, the last-place finisher who sails all the races wins the coveted "Last Place" award. This year that honor went to AYC sailors Andy and Dave Neal. Hang in there, guys! Think about how bad the next-to-last place finishers feel: They didn't get anything except the thrill of finishing ahead of you.

The really big news, however, was the wind. Both days exhibited steady westerly winds ranging from 6 to 10 mph. This might not seem like much to you coastal sailors, but for Muscle Shoals, Alabama, in August, it was great! The MSSC Race Committee set and ran three perfect races on Saturday afternoon and two more on Sunday morning. Each of the modified gold cup races lasted about one hour and the time between the first place finisher and the last was typically less than five minutes. Good starts, upwind boat speed and solid tactics were the name of the game. The fleet tended to separate into two groups.

Bird Bath V August 3 & 4, 1991 Muscle Shoals, Alabama

Finish	Skipper/Crew	Fleet	Places	Points
1	S. Cline/B. Simons	PYC	3-.75-.75-5-75	10.25
2	J. & K. Muhlhausen	AYC	.75-5-2-3-3	13.75
3	B. Kuelthau/P. Jacobs	MSSC	5-2-4-.75-5	16.75
4	D. Hackbarth/B. Carpenter	AYC	2-3-3-4-8	20.00
5	C. Hudgens/?	LLSC	4-6-5-7-2	24.00
6	V. Nyshay/L. Grossman	AYC	6-4-6-8-4	28.00
7	B. & M. Haile	AYC	10-10-7-9-7	43.00
8	C. Jones/J. Neal	AYC	12-8-12-2-9	43.00
9	D. Muhlhausen/B. Mullet	AYC	7-9-8-10-10	44.00
10	B. Parkhurst/M. Kent	MSSC	11-7-10-13-6	47.00
11	S. Adams/S. Burnett	PYC	13-11-11-6-14	55.00
12	W. Longworth/?	MYC	8-14-13-11-11	57.00
13	P. Jacobs/S. Kuelthau	MSSC	16-13-9-16-12	66.00
14	J. & T. Howell	MSSC	9-12-15-15-17	68.00
15	J. Carter/G. Kent	MSSC	14-15-17-12-13	71.00
16	C. & B. Anding	MSSC	15-16-14-14-15	74.00
17	E. Bailey/N. Richards	MSSC	17-17-16-17-18	85.00
18	A. & D. Neal	AYC	18-18-18-18-16	88.00

The top six boats were consistently in the front group of eight to ten, the last six in the back group, and the middle six aspiring to the back of the front or dropping to the front of the back. With the exception of Craig Jones and Justin Neal's great second-place finish in race four, the overall finishing consistency was amazing.

Following the Saturday races, everyone went for a swim or "chilled out" with munchies and liquid libations on the MSSC front porch while waiting for the next available shower. A cook-your-own steak dinner followed and everyone headed for sleeping bags around 9:00 p.m. On Sunday morning the wind, silent during the evening, almost magically reappeared, taking up where it had left off the day before. Too soon, almost, the Sunday races ended and everyone packed up for the trip home. John and Kitza Muhlhausen, who have attended all five Bird Bath regattas, did not launch their car into Lake Wilson

this year, although I thought I saw a tow bar in their trunk in case of such an eventuality. We all missed SCIRA Commodore Davis and his family, the Godparents of MSSC Fleet 784, but since Means and Peggy were attending the Worlds in Norway and Tarasa was helping Peter Commette take the Bronze at the Pan American Games in Cuba, I guess we'll excuse their absence, this time.

As usual, AYC Snipe Fleet 330 won the participation award by matching the home fleet with seven boats. Many thanks to Vickie Nyshay, Craig Jones, and Don Hackbarth for their help. Two boats from Privateer Yacht Club, and one each from Memphis and Lake Lanier Sailing Club, rounded out the field. For those of you that missed it, you messed up, but we'll give you a chance to redeem yourself at Bird Bath VI, next year. Don't forget our motto: "It always blows in Muscle Shoals."

Bill Parkhurst

THOMPSON, VOITENKO TEAM UP FOR JOE RAMEL MEMORIAL WIN

The winds came from the south, but the winner came from the west. Returning for the first time since 1955, Jerry Thompson started sharply and was in command of all three races the majority of the time (particularly at the finish), although Doug Goppert and Martin Bebb made cameo appearances in the first-place position, but not when it counted. Doug Goppert, with Rita crewing, was able to contend on the windward legs, but Jerry and Mary had the edge off the wind and covered skillfully, to leave the Gopperts with three seconds. Bebb would have had three third places had he not finished on the wrong side of the mark in the second race, for after I tacked under him (too close, according to a jury of my peers) he mistook the beer boat for the race committee boat (Or was it a deliberate attempt to be the first for the beer?). The finish line was the scene of many last-minute changes of place, due to the influence of a high bluff nearby. Hans Hagan and I were awarded a dead even tie for sixth in the second race, the first time that this has happened to either of us in a combined fifty-plus years of Snipe sailing.

Jerry's crew, Mary Voitenko, is the daughter of

past SCIRA Commodore, Eddie Williams. Mary was crewed for Jerry in the annual Snipe Seniors regatta. Race Committee Chairman Vicki LaScala organized a boiled shrimp supper for Friday night and a steak dinner for Saturday. Entertainment was provided by a nine-piece band, which was signed, sight unseen, (or should I say, sound unheard?) by sailmaker Doug Day's mother, Gracie; they turned out to be a great find, with the big band sound, and yes, I said: NO AMPLIFIERS! Dr. McElwaine from Tulsa bravely started the first two races in the ten- to twenty- knot winds (we usually feature two- to four- with shifts and fog) but the eighteen- to twenty-two- on Sunday was too much and he packed it in; however, he did cut quite a figure in his Snipe blazer on the dance floor Saturday night.

At the conclusion of the regatta, the final District II event of the year, the local fleet packed their boats for a trip south to Millstone Lodge, on the Lake of the Ozarks, where we will end the season sailing backwards, sailing without rudders, sailing tied together with a twenty-foot string, or whatever else Gene and Gladys Grossmann can think up for the twenty-fourth annual Bunny Regatta that ends our season.

Lou Joline

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Brazilian Nationals	2, 3, 4
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Japan Nationals	2
Pan Am Games	3
U.S. Pan Am Trials	1, 2
Canadian Pan Am Trials	1
Midwinters	1, 2, 3
Don Q	1, 2, 5
Bermuda Race Week	2
Dead of Winter Regatta	1, 2, 4
North Americans	4, 6
U.S. Masters	2, 4, 5
Frigid Digit	1, 2, 5
Indiana Open	1, 3, 4
Bolde Mothers	1, 2, 3
Bahama Nationals	1
Bacardi Cup	3, 4, 6
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Above, Peter Commette and
Connie Sudduth. Right, Ricardo
Fabini.



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