

Snipe

BULLETIN

FEBRUARY
1993

1993 WINTER RACING CIRCUIT

MIDWINTER CHAMPIONSHIP

March 13 - 16 Six races, one throw-out.

On the Gulf of Mexico, Clearwater YC, Clearwater, FL
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Fax: 809-393-0822 *Check with organizers to confirm dates for Betty K.



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New Year's Resolutions For 1993

- 1) *Learn more about what makes my Snipe go fast.*
SOLUTION- Call Sobstad and have them send you their tuning guide
- 2) *Improve the rigging on my Snipe.*
SOLUTION- Call Sobstad for the best rigging ideas and suppliers for the parts you need.
- 3) *Improve the level of sailing in my fleet so I can improve.*
SOLUTION- Call Sobstad to come out to your fleet and host a seminar
- 4) *Have more fun sailing my Snipe.*
SOLUTION- Do all the above **and** get some faster Sobstad Snipe sails.

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Sincerely,

Craig Leweck

THE COMMODORE'S BULLHORN

Why do Snipe sailors continue sailing Snipes when there are so many new and exciting boats to choose from? Why do so many individuals work so hard to administer the organization and spend countless hours promoting the Class? Is it the boat? Or is it the people? Probably both, but I would say that the players are more important than the boat.

There are a lot of advantages to the Snipe over other boats. The Snipe, being a two-person boat without a spinnaker, can be sailed very competitively by a wide variety of people. Husbands and wives, boy-friends and girlfriends, two juniors, two masters, too big with too little, beginners or professionals; all combinations of people with different degrees of sailing experience can enjoy the Snipe. The size, weight, cost, and long life of the Snipe make it a practical choice for most sailors. The Snipe performs well in almost all conditions and because of its size it can be sailed on inland lakes or open, coastal waters. But is it the boat or the sailors that account for our 60-plus years of success?

Probably both, but why are there generations of Snipe sailors? Why does our class have very few sailors drifting in and out of the Class? Many Snipers continue to sail their little boat even though it lacks Olympic prestige, exhilarating speed, or the power and size of offshore racing boats. The heart of the class must be the people who sail the dinghy with a rather obscure, insignificant bird as its namesake and symbol; the Snipe. For many years I knew very little about SCIRA, but I enjoyed sailing the boat because the regattas were well-organized and fun. People, not boats, organize and plan regattas. People attend the social functions to relive those special moments of the day's competition, to meet new people with common interests, and to kibitz with old friends. At regattas and local club activities friendships are made that last far beyond the memories of the many exciting moments at sea. The lure of the sea magnetically attracts us back to our boats and the challenges of nature, but even more important is the camaraderie that forms between Snipe sailors. This is the force which keeps us supporting our local club activities or inspires us to travel thousands of miles to attend another regatta. We know that the friendships that were sparked at past Snipe events will be rekindled at future events. Individuals with visions of Olympic gold will often campaign an Olympic class boat until their

dreams have faded and then move on to another class. Snipe sailors also have dreams to fulfill but more importantly there is a special bond that develops between individuals which ultimately keep us together year after year and generation after generation. Most Snipe sailors agree that Olympic status would be counter-productive to a class built on lasting friendships, rather than a few hot-shot sailors that are quick to jump from class to class.



CAMARADERIE

As an officer of SCIRA, I realize more than ever before the spirit and enthusiasm that prevails within the Snipe family. The dedication of numerous individuals that voluntarily organize regattas or attend to the business of perpetuating our class is nothing short of remarkable. Hundreds of devoted Snipers willingly spend hours of their leisure time to ensure that the many events held each year, at all levels of competition, are both fair and fun. I believe that these efforts are done more to enhance our friendships than to perpetuate an organization or a boat. Reading the Minutes of the meetings from the European Cham-

pionship, the Western Hemisphere Championship and the many National Championships which are published in the *Bulletin*, will graphically depict the time and effort expended by many individuals devoted to the class like John Broughton, Luis Alberto Carluccio and Peter Fenner. The efforts of all involved who help run the class or class activities are surely expended for the enjoyment of their sailing friends, not for a well-designed piece of wood or fiberglass. Bob Smith once wrote a series of articles for *One Design Yachtsman* magazine entitled, "A Boat is A Boat is A Boat." It is true that there is always another boat to sail, but there is only one family of sublime, fun-loving, and somewhat crazy Snipe sailors.

Commodore Terry Timm

THE COVER: Honorary Vice Commodore Katsumi Hirata is a young 82 years old. He and his crew, Mr. Amakawa, sailed to a very respectable 9th overall in the moderate to heavy conditions at the 1992 Japan Masters Championship.

THE COUNT: 28 new numbers were issued: Ten to Persson Marine in Denmark, five to Brasil, five to Norway, five to Italy, and three to the U.S.
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BULLETIN

(USPS 611-500)

FEBRUARY 1993

Volume XLII No. 2

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

AROUND THE SNIPES WORLD

NEW OFFICERS: As we go to press the election for SCIRA officers for 1993 is complete. Because of time and space limitations we will introduce them in the March issue. The new Rear Commodore is Jimmy Lowe of the Bahamas. The new Members-at-Large are Fred Rozelle of Michigan, USA and Akibumi Shinoda, of Japan, who was reelected for another three-year term. Don Hackbarth of Atlanta, Georgia, USA was elected to fill the remaining two years of Susan Taylor's term (see next item). Now the Board must elect someone to fill the remaining year in Jimmy Lowe's term as Member-at-Large.

TAYLOR RESIGNS: We'll give you more details in the March issue, but Susan Taylor has resigned from the Board. Many thanks to Susan for her good works during the past year.

APOLOGIES TO BRAZIL: Gina Payne just noted that we somehow failed to list National Secretary Mario Simoes in the new Rulebook. However, careful *Bulletin* readers will note that any listing would have been incorrect because he's just moved. Please see the January issue for his new address and make a note in your book. Speaking of the rulebooks, please send any corrections to this office. **IN WRITING!**

IMPORTANT DATE CHANGE: The 1993 North American dates listed in the January *Bulletin* were wrong! The correct dates are: August 13, 14 & 15. The site and contact are: Bronte Harbor Yacht Club, Oakville, Ontario. SCIRA Canada National Secretary Id Crook is the contact: 6 John St., Oakville, Ont. Canada, Fax: 416-844-0672.

LARCHMONT'S FLEET 006: One of our oldest fleets is coming back to life in Larchmont. Here's a short report from the provisional Fleet Captain, Mr. Hans Oen: "We are starting 1993 with a bang. As of January 5 we have six boats and expect we shall have twelve to fifteen by Spring. Thank you so much for referring sellers to us. I just talked to John Keane and Peter Commette.

"Enclosed is a copy of our fleet mem-

bers to date. I am in the process of collecting the dues and will mail them to you in a few days." Among the members is Mrs. Pauline Mendez. She and her sister, Jo Broughton (wife of John, Secretary General SCIRA Europe) were known as the Carter sisters, and were considered among the best all-female Snipe teams in the world during the 60s and 70s.

Welcome back, guys! Best wishes for your new fleet. Interested Snipers can contact Mr. Oen at 914-381-5454.

SAN FRANCISCO BAY FLEET 12 is getting some serious action going as at least ten of the members are getting new boats. Fleet Captain "Packy" Davis reports renewed interest and expects that 1993 will be filled with Snipe action.

SCIRA FINLAND: National Secretary Roger Nylund reports: "We will show a Snipe at the Helsinki Boat Show as part of the Finnish Yachting Association's display. Big boat sales are dead and we hope that people will realize that dinghy sailing is REAL sailing. Most of southern Finland is still waiting for snow. Small lakes are ice-covered, but the sea is open so you can sail IF you can manage the water and air temperatures below 5 degrees Centigrade (about 40 degrees F). Winds have generally been much more stormy than normal. Looking at the snow in southern Europe we wonder if maybe the climate patterns have changed from the ones we learned in school. Who knows?! We wish you good sailing for the coming season. See you on the water!"

LOST TROPHY: District Three's BUD HOOK MEMORIAL TROPHY, awarded annually to the District's Junior champion has been misplaced. If you know who has it please contact Buzz Levinson at 8802 Wintergreen Way, Indianapolis, IN 46256, or telephone: 317-577-1532.

THE SNIPES BULLETIN: We're slowly crawling back toward an on-time schedule. It's a lot like being in the back of the fleet and working your way to the front. It takes time. Keep those articles rolling in! We'll get to them, soon! We still have a lot of unfinished business to take care of in the March issue. Stay Tuned!

12th ANNUAL 24 HR. REGATTA

by Bob Bowden

Held August 29-30 on Mission Bay in San Diego, the local Mission Bay Snipe Fleet came through with yet another historic 24-Hour Regatta marathon which provided just the right dose of pain, pleasure, and entertainment. It's the regatta most dreaded all year long by local Snipe sailors, but once begun (and especially once it's over!), it is certainly the most satisfying, rewarding, outstanding and unique of all Snipe regattas. Ending with the traditional trophy presentation (trophies go *very* deep in this one), the 24 Hr. Regatta leaves everyone oozing with plenty of Snipe spirit (and Budweiser).

Exactly what is the 24 Hr. Regatta, you might ask? Well, while *not* a SCIRA sanctioned event, it is a regatta which tests *all* of the skills for which Snipe sailors are famous. First, the regatta is sailed as groups of teams which normally consist of one Snipe and 12 sailors (plus support group). Teams can be larger or smaller, usually dependent upon the constitutions of individual team members, as well as the availability of an ample supply of sturdy Snipes!

The start of the regatta is a "modified" LeMans-style start on the main clubhouse dock at MBYC. Team captains draw for post positions out of a hat at the all-important Skipper's Meeting. Sails are left rolled or folded on the dock and six members of each team are allowed on the dock awaiting the starting gun when a pitcher of beer must be downed (without spilling, of course...divers are rumored to be under the dock checking for this cowardly act which has severe penalties).

Once the pitcher is consumed, team members may rig the boat, hoist the sails and commence sailing! There are different strategies involved here as the downwind starts allow various stages of unfinished rigging in an attempt to gain an early advantage by being first to shove-off.

With the race begun (and the regatta, for that matter), laps are continually sailed around Mission Bay's Vacation Island for 24 hours. The island is taken to starboard (or port, depending on wind direction) and the total distance is about three miles per lap. At the completion of each lap, contestants must tag the dock or another team member before continuing the next lap. No person may sail more than two consecutive laps. This keeps the team members on shore on their toes and puts a pair of fresh Snipers on the boat at frequent

intervals. Laps can take as little as 30 minutes or as long as 3 hours, depending on wind and tide conditions. Each lap involves all points of sailing along with two bridges to negotiate and often some radical current.

Lest you think this is *all* fun and games, there is some tremendous racing and competition as well. For example, the 1990 winners, "THE PACHYDERMS," sported four former Snipe National Champions, two World Champions, and a perennial runner-up in the form of Tom Nute, Doug DeSouza, Earl Elms, Jeff Lenhart, and Jack Franco, among others. Folks, these guys are real good, and thus the high-

est level of competition is always insured at each and every 24 Hr. Regatta.

A few other details and rules are necessary to mention. Propulsion is by sail power only (no cheating—racing is serious). Occasionally, pitcher laps may appear where upon arrival at the dock, each team must down another pitcher. Finally, there's the party! While the party lasts for 24 hours, racing is halted and time intervals are taken around 8:00-9:00 p.m. This facilitates extensive dancing to live rock & roll provided by the Snipe Fleet's own personal band "Nick Kent & The Border Patrol." It's always one of the year's best (remember, nobody can leave!) Some



Snipers gather on the beach to watch the Go Fast Upwind action.



Crews line the docks as a boat approaches for a team transfer.

three to four hours later, usually around 1:00 a.m., racing is restarted with time intervals intact. History has proven that the team ahead before the party rarely wins the regatta! With this seed of hope firmly planted in the multitude of infirm minds, the racing continues, usually in drifting conditions with occasional zephyrs, off-shore winds and BIG current. Anchors are often thrown overboard to reverse backward trends and leaders become trailers and trailers become leaders as the racing goes on "all night long," and into the next day until a full 24-hour cycle is completed.

OK, so now you get the picture on how the regatta works. The accent is on fun, but each sailor's ability to sail, party, dance, consume beer, endure stress and lack of sleep is thoroughly tested. Teamwork and a sense of humor are critical, particularly during night-time shifts. There are unlimited kegs of beer available for participants yet racing is top notch. New people are met, friendships are formed and renewed.

The 1991 edition featured all of the usual features, but was especially rewarding as several of the America's Cup syndicates were invited to participate. Two Japanese teams from the Nippon Challenge were entered along with a team from the New Zealand camp, which added an international flavor to the regatta. America³ (headed by Mike Toppa) was a late scratch, but nine teams in all were assembled to contest the event. The 1992 24-Hour Regatta came up even bigger as a total of eleven teams competed.

As is traditional, the racing was to begin at noon on Saturday. But, as is also traditional, the regatta is never started until Keith Dodson arrives from Long Beach. Keith always comes up with creative ways to be late. However, Keith so embodies the 24 Hr. spirit that the regatta is simply postponed until he arrives.

"24 hours is 24 hours" so it matters little when the racing actually begins. This year, Keith showed up Friday evening, and hopes ran high that the regatta would somehow humanely and mercifully start on time. But, alas, in honor of Keith, the regatta was started late anyway! By 1:40 p.m., opening ceremonies were complete, the gun sounded, and the fleet was off amidst much fanfare and encouragement by shore-bound team members and support staff!

There was controversy, however, as MBYC Fleet Captains Lisa Leweck and Tom Fisher added a twist to the start which required the starting pitcher of beer to be consumed on the beach by team members, followed by a swimming relay from the beach to a nearby diving float and back



MC Don Bedford hoists the "Ready, Set, Gulp" glass as he starts the fun and festivities.

to the main dock where anxious riggers awaited the tag to begin the rigging. This prompted Jeff Lenhart to unofficially protest on the grounds that the 24-Hour Regatta was turning into an athletic competition! Earl Elms was quick to point out that even Juniors must be able to swim this far to qualify for the Junior Program, so the protest was forgotten and the racing continued!

Saturday's breezes were pretty decent and amazingly held throughout the night, never dropping below 5-6 knots and more frequently 8-10. This writer vaguely remembers hiking at dawn, a rather bizarre act, but far more palatable than the usual midnight drifting conditions mixed with fluctuating off-shore and sea breezes along with challenging tides. It did get light under the second bridge, especially when going against 2-3 knots of current, but by and large there was good breeze for the entire affair.

The 1991 championship team headed by Kevin Funsch continued their '91 form by taking the lead late Saturday afternoon and holding it deep into the night, when they were over-hauled by the team from Newport Beach. Not to be out-done, Craig and Lisa Leweck took a couple red-eye shifts and made up their team's 17-minute deficit to catch the fleet as it bunched-up under the bridge at about 5:00 a.m. The new leaders had little to cheer about, however, as one lap later the Funsch Team had incredibly made another comeback to take and keep the lead and go on to their second successive 24-Hour Regatta championship by a winning margin of 3 minutes, 11 seconds. Positions changed frequently throughout Sunday morning between the other top teams, but by 10:00 a.m., the wind was up to 12-13 knots and it was tough to pass anyone in the steady going. The top five teams did finish within

a 7-minute time span, which is pretty close for 24 hours!

Of course, no 24 Hr. Regatta is finished without the traditional trophy presentation. Unique in the sailing world, trophies are presented to each and every participant (no exceptions) by regatta Co-Chairmen and Masters of Ceremonies, Don Bedford and Wade Blomgren. Trophies must be (yes, you guessed it!) consumed and enjoyed in front of the multitudes gathered for this traditional presentation.

It is to be remembered that this is all done within the confines of a family-oriented yacht club. It's really good, clean fun and Snipers know how to pace themselves and behave if they are to endure. Though some bring tents, motorhomes or drop cloths to catch a wink on during the wee hours, real Snipers just stay up all night long to support their team. The '92 edition saw one team (dubbed "Married with Children") compete with a collection of Snipe families. Our local Thistle Fleet also fielded a team "Where is the Spinnaker?". (Our own Craig Leweck was first introduced to the Snipe Class at a 24 Hr. Regatta, and, well, we all know Craig's subsequent successes on and off the water! It might be a great idea for each District to hold one of these every year to stir-up interest and Snipe spirit in their area.) The Funsch Team is already psyched for their '93 effort as they go for their third championship in a row. Chanting "three-peat" at the trophy ceremony, they are officially challenging any and all fleets throughout the Snipe World to come to Mission Bay next summer to compete for their title. Stay tuned to the *Snipe Bulletin* for details next spring. We hope some of you outside the So. California area will take up this challenge!

RESULTS, 24-HR. REGATTA MISSION BAY YACHT CLUB TEAMS: 11 KEGS: 10.5

1st Place Team:

"PINK LIPS OF DEATH", MBYC
Kevin Funsch (boat owner); Watt Duffy; Steve & Joanne Willits; Doug & Beth Hart; Debbie Willits; Laurel Timpson; Keith Carew; Laura Notolli; Jenny Dyer; and Paul Nowak

2nd Place Team:

"JUST A LITTLE BIT BETTER", NHYC
Leo Collin (boat owner); Jeff, Peggy & Becky Lenhart; Bart Davis; Martin von Wolfswinkel; Renee Vesterby; Mike Pinckney; Mark Butler; Reinhard Noack; Brooke Snoderger; Greg Vesterby; Lynette Johnson; John Drayton; and Jennifer Moss

3rd Place Team:

"THANK YOU, MAY I HAVE ANOTHER?", MBYC
Jim Bowers (boat owner); Craig & Lisa Leweck; Martin Keen; Mary Hall; Carol Merriman; Alex Phillips; Charlie Hagedorn; Bob Little; Greg Morton; and Kimberly Hemphill

MINUTES OF THE MEETING OF SCIRA U.S. BOARD OF GOVERNORS

August, 1992, Alamitos Bay Yacht Club, Long Beach, California

The meeting was convened at 10:15 a.m., U.S. National Secretary Peter Fenner presiding.

In Attendance: R. Means Davis, Dan Williams, Sean Biehl, John Johns, Terry Timm, Susan Taylor and Chuck Loomis. Executive Director Thomas Payne was recording secretary.

After opening remarks, the first item on the agenda was the presentation of the Financial reports on the SCIRA U.S. General Operating Account and the U.S. Perpetual Fund. The floor was then opened for questions and discussion of these matters. Regarding the U.S. Perpetual Fund: All were agreed that we need to push the fund as we must advertise and promote the Class here in the U.S.

Terry Timm suggested that we should identify those who might be able to provide large sums, that these would be solicited as "matching funds" whereby contributions would be made to match the amount raised from the general memberships. He stressed the idea that this must be done through personal contacts. Dan Williams suggested that we could come up with a list of 25 people to be contacted directly by someone. Means Davis suggested that "We need a plan, then individuals, appointed by the Commodore to make personal sales presentation and sell the concept."

John Johns presented a revised version of the U.S. Dues Structure that he had initially presented at the 1991 meeting at North Cape. He made the MOTION: To accept this new structure. Dan Williams seconded. After much discussion of the details the new plan was PASSED.

1993 World Championship: We will have four representatives. Terry Timm made the MOTION: That three be chosen at this Nationals and the fourth from the 1992 North Americans. Sean Biehl seconded: PASSED. There was further discussion of the dates, specifically that they had changed.

OLD BUSINESS

The 1992 Western Hemisphere team is set. There was some discussion about the new Deed of Gift and the need for charter boats to help SCIRA Bahamas. Peter Fenner noted that he is helping and that Peter Commette is also involved in finding boats.

Tom Payne gave a brief report on the 1992 Junior World Championship. There was a discussion of the requirements of the Deed of Gift concerning boat rotation. The motion was made that the World Board should change the Deed of Gift to read that "Boats SHALL be changed daily." This was made by Dan Williams and seconded by John Johns. It was passed. (Forwarded by U.S. Board to World Board.)

Tom Payne then gave a brief report on the 1992 European Championship. There was then a brief discussion about the rising cost to competitors and that this problem should be addressed to the World Board as an important issue for prompt consideration.

IYRU: Peter Fenner gave a brief report from the Class Policy Organizing Committee meeting in San Diego which he attended. The main topic at this meeting was One Design policy, mainly the rewriting of regulations for International Classes. Peter explained some of the politics involved and some of the ideas that had been discussed. There are now 103 Member National Authorities (MNAs). Some have proposed that all power should be given to these MNAs and that the International Classes should have none. These matters are ongoing as no satisfactory solution has been reached. However, it is expected that IYRU will soon issue a final International Classes policy. Regarding "representation" at IYRU, Fenner noted the US Sailing's ongoing discussions of a proposal for term limits for the US Sailing Delegates to the IYRU. He also outlined his plans to attend the U.S. Sailing Annual General Meeting in New Orleans. (Pete was unable to go. Phil Richmond went)

1993 U.S. NATIONALS: It was noted that District Five has declined its turn to host this event. There was much discussion of this problem and a possible solution. District Four has indicated that in "extreme circumstances" that they could host. There is also a slight chance that the Rush Creek fleet might be able to move up their plans to host in 1994. At this point in time it is hoped that Mentor Harbor Yacht Club in Cleveland could host. Fleet Captain Ted Pinkerton is working with the MHYC Board to find a way to host. (Note: This has now been resolved (1/5/93) and Men-

tor will host.) At this point the rotation will be 1994: District Two, 1995: District Seven and 1996: District Four.

U.S. DISTRICTS: The discussion of the problem of the rotation of the Nationals led to the long debated idea of redistricting. Means Davis outlined his thoughts and the work of his Long Range Planning Committee in respect to this problem. He then made the MOTION: That a Committee be appointed to study redistricting and make a report at the 1993 meeting. Timm seconded. After much discussion about redistricting, the rotation of the U.S. Nationals, the economic situation, District finances and their role in financing the Nationals, etc. the motion was PASSED.

1993 U.S. NATIONALS: The question was raised on opening participation as had been done for the 1992 event. This would negate the "Open to" requirements in the Crosby Deed of Gift and do away with the "boats per fleet" limitations. A MOTION was made by Dan Williams to open the 1993 U.S. Nationals. Means Davis seconded. PASSED.

SPONSORSHIP: There was a discussion of this issue. Peter Fenner asked the question: What are sponsors looking for? Susan Taylor discussed her experiences with the Columbus Cup: The big goal for sponsors is television exposure. They are willing to pay for this. She noted that "ink-kind" support is a reasonable goal, with sponsors hosting major parties, etc. She noted that the only way to get sponsors is to offer them some substantial exposure for their investment.

1993 U.S. MASTERS: Dan Williams noted that Privateer (Chattanooga) has made a bid to host this event.

OTHER DISCUSSIONS: There was a discussion of the Sailing Instructions for the 1992 Nationals. Some minor changes were made.

There was a brief discussion on Spain's desire to send a representative to the Western Hemisphere Championship in Nassau. John Johns made a brief statement regarding his term on the Board. He thanked the board members and welcomed Susan Taylor and Sean Biehl to the board.

The meeting adjourned at 5:00 p.m.

WESTERN HEMISPHERE REPORT FOR 1992

By Luis Alberto Carluccio—General Secretary

Even though the International activity of the Class showed good figures for 1991 and 1992, I think that something must be done to incorporate new member nations into our flock. The arrival of Russia and Korea must be followed by the return of Colombia, Chile and Paraguay to participation in International events.

I should like to take this opportunity to reflect on the status of some of our Western Hemisphere nations:

ARGENTINA: There has been good activity in Buenos Aires, with an average presence of 25 boats. Meanwhile another 80 boats sailed at regattas in Rosario, San Nicolas, Bahia Blanca and Tucuman. National Secretary MacCall and I are scheduling a River Platte Championship to be sailed annually with hosting rotating between Buenos Aires and Montevideo.

BRASIL: The Snipe class is currently the most active on the national level despite the big recession. A confirmation of the strength is the good number of boats attending the most important events like the 500 Years Discovery Regatta in Porto Alegre and the East Brazilian Championship in Cabo Frio. There are currently two boat builders in Brasil and it is possible to obtain all equipment, hulls, masts and sails that are on a par with the best in the world. Old times of lax rule enforcement have passed and today sailors try to enforce the rules, mainly measurement. National Secretary Mario Simoes, with whom I have a good and fluent contact by fax and telephone, is undertaking a very strong effort on this matter. Four MOI spring sets and new fixing measurement races are checking the boats in four regions of the country. The coming Worlds in Porto Alegre is the current highlight in Brasil. The organizers of the series, the Clube dos Jangadeiros, are sure to do a great job, given their outstanding history of hosting such events. The dates are now set. One thing that I can assure is solid and steady winds!

CHILE: The National Secretary Jorge Guerrero informed me that there are two national secretaries in Chile and that two national championships were held in two different regions. During my last trip to Chile he promised me that he would call a new election and establish one authority and unify the Nationals.

PARAGUAY: During the most recent South American Championship in Uru-

guay, the National Secretaries voted to have Paraguay host the 1994 South Americans. It is hoped that this will give Paraguay new incentive to renew its Snipe activity.

PERU: In 1990 I attended ODESUR (The South American Olympic Games) in Lima. The Snipe was not present there. All sailing activities were reduced to Optimist, Lightning and sailboards. I proposed to the Peruvian Federation of Sail that the Snipe be established in Peru. An arrangement was made for Almirante Emilio Remy, President of the PFS to come to Yacht Club Uruguayo with two crews. They would have free accommodations and the use of two Snipes so they could participate in local Snipe racing. Regrettably, as everyone knows, the political and economic situation in Peru has deteriorated progressively. Therefore this project has been postponed for a better occasion.

CUBA: The only gold medal that Cuba won in the yachting events at the Pan Am Games was that of Manso and Lorenzo in the Snipe. During the event, Gabriel Alvarez, President of the Cuban Federation and now National Secretary, told me about the lack of financial support and the difficulties of attending the International events. As a result of this conversation I invited the gold medal team to the South American Championship in Uruguay, granting to them free accommodations and a new boat at no cost. These facilities reduced the expenses only to the cost of the air tickets, but this was still an unsurmountable obstacle for them and the trip was cancelled.

URUGUAY: The conquest of some international trophies and the establishment of a local boat builder has doubled the number of Snipes in Uruguay. Most of the skippers are young sailors coming from the Optimist Class. Snipers of local fleets travel currently to Argentina and the south of Brasil to participate in main events. As a special remark, the 1991 Argentine National Champion was a Uruguayan!

JAPAN: The number of Snipes in Japan is 1,100. The number of boats constructed in 1992 was 100. These figures are eloquent. In July and August, 1994, Japan will host the Snipe World Festival, including Women's, Junior and Masters Worlds. The officers of JSA are to be congratulated on their invitation to the Korean Snipers

to participate in the Nationals. This move will increase the possibilities of developing the fleet of Korea.

OTHER SOUTH AMERICAN NATIONS: During the Pan American Games I had many contacts with delegates of those countries that usually do not sail Snipes. All these countries had received a promotional letter from Tom Payne which I confirmed with a copy that I had translated into Spanish. They were offered assistance in attending the Pan Ams. The general answer was NO. I heard with astonishment as delegates from Guatemala, Mexico, Venezuela, Dominican Republic and Ecuador argued in favor of very sophisticated boats. These designs all feature high cost and short life spans, boats such as the Finn, Lightning and 470. Naturally, the recession and lack of resources of these countries do not allow the development, so sailing activities are limited to only the rich. This short-sighted view results in these nation's failure to recognize the wisdom of concentrating their limited resources on the Snipe, as have the nations of Uruguay, Brasil and Argentina. We should promote these two selling features: 1. The long competitive life span of the Snipe and, 2. The fact that it can be sailed by Juniors to Masters. We should immediately resume our promotions of the Snipe in these nations.

THE SOUTH AMERICAN MEASURING COMMITTEE:

Following the wise suggestion of Dan Williams, we will establish this committee to deal with measurement issues.

1994 WESTERN HEMISPHERE CHAMPIONSHIP:

Uruguay will host; the Organizer will be the Yacht Club Uruguayo, an old institution with 90 years of experience in international events. The YCU is the National Authority and represents the IYRU. It has accommodations for 40 sailors and rooms for officers, a restaurant, bar, dockyard, swimming pool, etc. The club is 400 meters from the Montevideo Shopping Center, a mall with all kinds of services and products. Pocitos Beach is 300 meters from the Club so all will be able to enjoy the Uruguayan spring season.

Uruguay will also host the 1994 South American Olympic Games. The Snipe will be a participating Class, unlike the Peruvian games. As a member of the Executive Committee of the Pan American

Yachting Organization I promise you that the Snipe Class will be a part of the next ODESUR Games in Uruguay. This will be a wonderful opportunity to host the Westerns Hemispheres immediately after

or before the ODESUR Games, thus allowing crews to attend both events. With the Worlds in Brasil in 1993 and the Hemisphere and ODESUR Games in Uruguay in 1994 you will see a big effort by the

Snipers in South America. I am sure that their devotion and spirit for the Class will encourage them in their efforts for success.

MINUTES OF THE MEETING OF THE WESTERN HEMISPHERE OFFICERS AND NATIONAL SECRETARIES

October 8, 1992, Royal Nassau Sailing Club

The meeting was convened at 7:15 p.m. by the General Secretary of the Western Hemisphere and National Secretary for Uruguay, Luis Alberto Carluccio.

In attendance: SCIRA Vice Secretary and National Secretary for Argentina, John MacCall; Rear Commodore Horacio Garcia Pastori; Rules Committee Chairman, Dan Williams; Past Commodore, Means Davis; Board Members Jimmy Lowe, Sean Biehl and John Johns. SCIRA National Secretaries: Myles Pritchard, Nassau; Id Crook, Canada; Gabriel Alvarez; Cuba. Representing SCIRA Brasil: Ivan Pimental; and representing SCIRA Japan: Katsumi Hirata. Vice Chairman of Rules, Chuck Loomis. Recording secretary: Thomas Payne

Secretary Carluccio opened the meeting by having Tom Payne read his report on the state of the Western Hemisphere.

MINUTES OF 1990 MEETING: The MOTION was made by Means Davis to accept the minutes as printed in the *Snipe Bulletin*. Seconded by Carluccio: PASSED.

The National Secretaries then gave their reports:

BRASIL: (Ivan Pimental): We continue to have problems with delivery of the *Bulletin*. We are also concerned about the Rulebook. He then fielded questions regarding the change of dates for the 1993 Worlds which Brasil will host. Garcia Pastori noted that the problems with the weather was a major factor in the decision. This was followed by much discussion of the matter. Finally Id Crook noted that as SCIRA Brasil was hosting that the final decision was theirs and they had made the decision and the dates should be considered set.

BAHAMAS: Secretary Myles Pritchard welcomed everyone and thanked and congratulated Regatta Chairpersons George Kelly and Diane Holowesko for all of their hard work. All present voiced their appreciation. The fleet is getting five to seven boats out on a regular basis. Jimmy Lowe

and Robert Dunkley have been working hard to get people out. There is also a renewed effort to get some juniors sailing. Snipes are the only fleet at RNSC other than Sunfish. He expressed happiness that the turnout for the WH is so good and noted his pleasure with the new quota for entries. Jimmy Lowe announced that there is an idea of establishing a scholarship program to send juniors to schools in the U.S.

ARGENTINA: Secretary John MacCall: We are growing. We have new fleets. We are working with juniors. It is difficult to sell new boats, but we hope to have a new builder by December. The Class is strong in Buenos Aires. We had 26 teams at our 1992 National Championship.

BERMUDA: Secretary Kevin Blee: We have a lot of other classes that are drawing participants from us. We had 10 to 11 boats out for our summer series. We are happy to have three boats at this event.

JAPAN: Representative Katsumi Hirata: We are well into our planning for the 1994 World Snipe Festival. We will host the Women's Worlds, Junior Worlds, and Masters Worlds. The Snipe continues its popularity in Japan but we are not resting.

USA: Secretary Peter Fenner: We have about 920 boats. We lost some when we raised the dues. We had 75 entries at our 1992 U.S. Nationals. We were able to provide some boats for use here in Nassau. The organizers of the 1994 Westerns need to get started early to avoid any panic with providing boats.

CUBA: Secretary Gabriel Alvarez: We are working to build the class in Cuba. We have many financial problems. The Snipe is the most popular class. The Department of Sports is more interested in the Olympic classes. We are trying to gain some strength. We are working toward being able to participate in the Winter Circuit and we are also hoping to have a team at the 1993 Worlds in Brasil.

URUGUAY: Secretary Carluccio: We now have a local builder, Astilleros Rosendo. We have a strong Optimist class and we are working to get the graduates into Snipes. We are continuing our strong travelling to international events.

Our plans to host the 1994 WESTERNS are taking shape. Yacht Clube Uruguayo will host at Montevideo. They have free accommodations for forty people. There is a restaurant, bar, swimming pool, and beach. There is a shopping center nearby.

We are looking at a November date. This will be around the expected dates for the South American Games. We do not anticipate any problems with providing competitive Snipes for the participants. Rosendo will build some new ones and we will borrow others.

CANADA: Secretary Id Crook: We are hosting the 1993 North Americans. We hope to have the dates finalized soon, but we're looking at the dates for the 1993 U.S. Nationals before we make a final decision.

NEW BUSINESS:

Bids for the 1996 Western Hemisphere Championship: Peter Fenner made a bid for the U.S. Sean Biehl noted that the Mission Bay Fleet would be interested in hosting.

Cuba's Alvarez also expressed Cuba's interest in hosting.

1997 World Championship: It was noted that, based on past scheduling, this event should be somewhere in North America. There is strong interest in Nassau and in California. Other possibilities will be forthcoming.

1996 Junior Worlds. Bids for this event will be accepted at the 1993 Board Meeting in Brasil.

OLD BUSINESS:

Vice Commodore Garcia Pastori raised the problems of the old Snipes (built under wider tolerances) and their continued use in competition. It is his opinion that we should eliminate these boats from the World Championships. Even when these

boats are brought into conformity with our Moment of Inertia test there will still be the problem of these boats being quite different than today's modern hulls.

Rules Committee Chairman Dan Williams then offered his thoughts: This was discussed in 1987 in La Rochelle. We were considering rules changes. We felt that those discussions would be a signal that we saw the problem and were planning to deal with it after more input and thought. We should get this ball rolling with an eye toward making these changes for the 1996 Rulebook. Ideas on this matter should be forwarded to me as soon as possible as this will take a lot of work to arrive at a fair solution.

John MacCall expressed his opinion that an immediate solution is needed.

GROWTH AND PROMOTION: Carluccio noted that we are making some good progress with our existing nations but that we must look for new nations.

MacCall offered the suggestion that South American Snipers should try to travel to high-profile events in new nations. He also noted that the general state of the economy is not good.

Garcia Pastori commented that all are

aware of the problems. We must focus our efforts on the official pressure to support Olympic Classes. He also noted that the changing economy is favoring "beach boats" such as the Laser and sailboarding. These boats do not require expensive memberships in Yacht Clubs and the logistics of sailing off the beach greatly reduce the cost of sailing compared to the costs of competing in Snipes.

Id Crook noted that all Snipes in Canada must join a Yacht Club.

MacCall said that we must find a way to sell the Snipe. Everyone must be a salesman for the Class.

Pritchard expressed the need for more family programs to lure this segment of the market.

Davis (with considerable experience and success in promoting the Snipe) shared some of his proven ideas. There must be a point person, a visible leader/salesman. Sailing must be fun. The Class is the grassroots, the family people. They must be dedicated.

Hirata commented on growth in Russia and Korea. He told of SCIRA Japan's efforts to get used boats to Russia. He noted that Japan had invited three Korean teams to sail in the All Japan Regatta. He noted the popularity of the Enterprise Dinghy in the Far East. Lowe said that we must push the Class. Biehl agreed. It was suggested that a committee be established. After discussion of this idea Lowe made the following MOTION: "To establish two three-person committees to promote the Snipe in the Western Hemisphere. There will be one committee for the Southern Nations and another for the North. These committees shall correspond with each other on a regular basis." Biehl seconded. The motion PASSED.

The following appointments were made: The Northern Western Hemisphere Promotion Committee will be Fenner, Lowe, and Biehl. The Southern Western Hemisphere Promotion Committee will be MacCall, and representative from Uruguay, and Brasil, to be named later.

QUESTIONS REGARDING SAIL MEASUREMENTS:

There were two questions from Mario Simoes, National Secretary, SCIRA Brasil:

1) There was a question regarding the location of the grommets at the tack and the possible resulting changes in the mid-girth measurements.

Dan Williams replied that this has been studied and it is a non-issue as an inch or two variation in the placement has only a very slight effect on the midgirth measurement. 2) There was a question about

the jib not being fastened to the jib hal-yard wire. And if it must be done? Some were tying a line between the grommet and the eye of the jib luff wire which would allow for adjustment. Dan Williams noted that the cloth of the jib must be wrapped and seized to the wire. The Class will continue to enforce this. This limits the length of the jib. "It is not a dumb rule!"

The Rules Committee will write Mr. Simoes.

CENTERBOARD RETENTION:

John MacCall suggested that the class needs to get rid of the present bridle system for holding the board up and return to the hooks. Some sailors are raising the boards too high as the band system is not working.

Dan Williams noted that this issue should be addressed in 1996. Loomis then noted that some consider this a safety issue as in the event of the boat "turning turtle" after a reaching or downwind capsize someone must go under the boat to release the bridle before the board can be pulled out enough to facilitate righting.

MacCall then made the MOTION: For safety reasons, we should eliminate the bridle system and return to the centerboard "hook" system. PASSED.

Dan Williams will poll the Rules Committee for their thoughts.

COMMODORE IN WORLDS:

Id Crook suggested that the Deed of Gift for the Issacks Trophy should be amended to allow the current Commodore automatic entry. Davis noted that the Commodore at a Worlds already has too much to do. The idea died for lack of support.

PAN AMERICAN GAMES:

MacCall noted the poor turnout for the 1991 Pan American Games. He suggested that we push for two boats per nation. Carluccio, an important figure in the Pan American yachting community, said that this proposal will be made to PAYO (Pan American Yachting Organization), but that there was already a problem of too many participants in the overall Games.

ELECTION OF HEMISPHERE OFFICERS:

MacCall nominated Carluccio for another two-year term as General Secretary. Fenner seconded. PASSED.

Crook then nominated MacCall for another two-year term as Vice Secretary. Pritchard seconded. PASSED.

After congratulations to the participants and especially to SCIRA Nassau for their wonderful hospitality, Carluccio adjourned the meeting.

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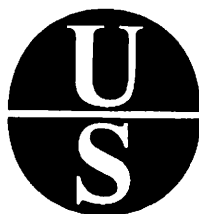
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1st Japan Nationals
1st Winter Circuit

ALSO

1st 1988 & 1989 US Nationals
1st 1988 & 1989 N. A.'s
1st 1987 & 1988 Winter Circuit

1991 Results

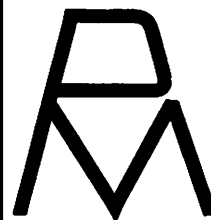
1st Winter Circuit Overall
1st Nassau Overall
1st Bacardi
1st Gamblin
1st Midwinters West
1st, 2nd, 3rd & 4th ABYC
Olympic Classes Regatta
1st Bermuda Race Week
1st Southern

1990 Results

1st US Nationals
1st & 2nd North Americans
1st, 2nd, 3rd & 4th US Masters
1st Japan Nationals
1st Europeans

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NEW SNIPERS HIGHLIGHT PINE BEACH BLUE-GREY REGATTA

The annual Pine Beach Open/Blue-Grey Regatta was held July 25-26, 1992, with an excellent turnout of old friends and a healthy dose of new Snipers. Six regatta entries were crewed by teams in their first year of Snipe sailing. We quickly found out on the race course that this most definitely did *not* mean that these folds are new to dinghy racing, just new to the Snipe class. The new teams were Dick Davidson/Pamela Kello, Tom Hall/Lexi Andrews, Jim Karalekas/Michelle Michaud, David and Dodi Moffet, Joe Pro/Steve Marshall, and Ray Wulff/Ali Navin. Seeing this much new blood is great news for the Snipe class.

This year's Pine Beach Regatta was held in the heart of summer rather than the traditional early June, and the change seems to be a positive one. Pine Beach is a great place to be when it is really hot. After all, it is a beach, and the summer heat will usually encourage the fabled Barnegat Bay seabreezes. As registration completed, it became clear that this was going to be a very competitive regatta since one third of the fleet was a Heinzerling qualifier from 1991, and four of the entries were leaving the regatta to go directly to the 1992 Los Alamitos Nationals.

Race Committee Chairman Griff Hall ("Exalted Ruler"), capably assisted by Charlie Eschleman ("The Wise One"), Liz Merrifield ("Precision Flag Queen"), Karla Griffith ("Ubiquitous and Omnipotent Seer"), and Dave Sussman ("Local Good Guy"), did an excellent job in difficult conditions. Saturday's conditions were winds 2-10 mph with 4 mph average, 45-degree oscillations, and heavy motorboat chop. Sunday started out the same until a Southerly finally came through allowing two races in moderate to heavy winds. Saturday's conditions were particularly difficult with no two boats ever seeming to have the same wind at the same time—no matter how close they were to each other.

Since the racing was so exciting this year, here is blow by blow account:

Saturday, Race 1. After careful study of the shifty 3-6 mph breeze, the committee expertly set a square-as-possible line and Olympic course. The fleet immediately displayed its competitive fervor by drawing three consecutive general recalls. Chairman Hall analyzed the situation and found that the line was slightly pin favored, but the fleet was spread evenly down the line during each recall. In fact, the bulge was in the middle of the line rather than the ends! Obviously, some corrective measures were required to cool the itchy trigger fingers.

Under code flag "Zebra," the fleet got off to a clean start, with Henry Filter winning the start at the committee boat and charging off to the seemingly favored right side. That's when shifts started happening. In looking back, the first beat action foreshadowed the overall regatta results: Henry took the early lead on the right with John Keane close behind. Then P.J. Schaffer and Pedro Lorson started getting some serious lefties and threatened the leaders. This lured Henry into tacking back towards the middle. At that point, another rightie came in and John Keane was positioned perfectly to catch it along with Tom Hall. Keane and Kall ended up fetching the windward mark on starboard in a full hike position, while the rest of the fleet was watching and waiting for the puff to come down. Pedro, P.J., Rob Emmet, Rick Harris and Hal Gilreath rounded in a pack well behind the leaders. Keane led the whole race comfortably with Tom Hall in second. Henry came back and skirmished with Hall on the last beat but ended up third. P.J. and Rick Harris rounded out the top five.

Saturday, Race 2: Tom Hall started at the pin, went left and never looked back for the victory. Inter-

estingly, P.J. was the farthest boat to the right and was second at the windward mark. Pedro staged a great comeback for second, P.J. held on for third and Roger Link sailed a solid race for fourth. John Keane just nipped Henry Filter at the finish for fifth.

On the shore, race #2 became known for the motorboat hazards. As Henry Filter sailed into the two boat circle of a mark, a 35' Hatteras yacht decided to steal bouy room. As Henry calmly informed him that he had no room, the yacht killed his engines, stopping dead between Henry and the mark to hear what Henry was saying. Henry was actually left speechless and a little seasick from the 4-ft. waves. Lee Griffith had a similar yacht decide to circle him slowly while he was sailing upwind. Unfortunately the skipper of this yacht was too high up on his flying bridge to benefit from Lee's politely offered steering suggestions.

Saturday Night: Regatta Chairpersons Darryl and Susan Waskow managed a superb chili, rice, tacos, and salad dinner at the club. It was interesting to note that after light air on Saturday, mild vegetarian chili was most popular; while after heavy air on Sunday, hot spicy meat chili was the choice for lunch before driving home.

After the dinner, several sailors headed to Seaside Park to sample the frog toss, go-karts, and rides. Chris Pease even went bungee jumping from a tower. The highlight of this year's Saturday night entertainment was definitely at the Pine Beach clubhouse, however. Anyone who stayed around the dinner table for one more beverage after the huge meal was treated to 2½ hours of P.J. Schaffer doing his David Letterman impersonation. With a monologue that rambled from Charles Barkley's latest exploits to the planning of a Cleveland Snipe Nationals, P.J. was a one-man show. Also, if you weren't laughing too hard, this was a golden opportunity to upgrade and modernize your vocabulary dramatically.

Sunday, Race 3: The wind was from the opposite direction, but the conditions were the same—light and sloppy—at the beginning of this race. Once again Henry Filter gained the first leg lead with Lorson, Harris, and Keane close behind. With a combined river current and tide running, the fleet got very spread out. Then when a seabreeze began to come in, the second reach turned into a run. Chairman Hall nearly abandoned until the wind shifted back just enough to salvage the second windward leg. The new wind resulted in some position changes at the front with Keane taking the lead and Filter dropping to fourth.

Now the seabreeze was really established, but the

last leg beat had to be adjusted rather dramatically. This caused a final leeward mark rounding requiring a 270-degree turn! As the competitors finally began hiking, Keane won the race to take a 1.75-point lead over Tom Hall who finished fifth. Lorson, Harris, and Filter were 2,3,4.

Sunday, Race 4: Finally some wind! With hiking pads out and only two hours left to get in two more races, Chairman Hall set a somewhat shorter Olympic course into the new 15 knot seabreeze. The last two races featured waves, hard hiking, and some exciting boat handling on the short, intercollegiate style courses. Everyone was relieved to get some breeze.

Filter blasted off the pin end, got enough leftie to tack and cross the fleet and never looked back to win the race comfortably. Keane took second while Tom Hall had a disappointing seventh. This result left Keane with a comfortable 5.75-point lead over Filter with Hall dropping into third. If Keane finished 6th or better in the last race, the regatta was his.

Sunday, Race 5: The wind picked up even more and was accompanied by a short, steep chop due to the shallow bay. Filter blasted off the pin end, got enough leftie to tack and cross the fleet and rounded the first mark with the lead (If that sounds redundant, it is!). After some space behind Filter was Griffith in second, and after some more space was Keane in third leading the pack. The downwind reaches were screaming planes, one with pole and one without. Griffith and Keane both closed on Filter rounding right behind him at the bottom mark. Behind these three there was a big gap and then the rest of the fleet. Keane passed Griffith on the second windward leg and they finished in that order with Lorson and Gilreath coming out of the pack to finish 4,5.

John Keane, with Ted Keenan crewing, has won the regatta comfortably with the events of race #3 appearing to the decisive moments of the regatta. Henry Filter, with Nancy Green crewing, came in second, but would have won with four bullets if all races had ended at the first windward mark. Pedro and Mimi Lorson sailed consistently for third. Tom Hall and Lexi Andrews had and 11th in the last race, but still held on for fourth. P.J. Schaffer with Pat Raymond got the last of the silver in fifth.

Pine Beach was thrilled to draw all the new Snipers, the eight north-of-NY boats, and Alex Pline from Ohio. I guess it just goes to show what the attraction of Go-Karts, Barnegat Bay seabreezes, Seaside Park boardwalk, and the constant threat of fireworks in the area can do. We hope to see YOU at Pine Beach next summer!

Lee Griffith

PINE BEACH/BLUE-GREY REGATTA, BARNEGAT BAY, NJ 20 of 24 Boats

Finish	Boat	Skipper/Crew	Points
1	2578	John Keane/Ted Keenan, Marblehead	10.50
2	28094	Henry Filter/Nancy Green, SSA	14.50
3	28044	Pedro Lorson/Mimi Lorson, Manhasset Bay	24.00
4	28033	Tom Hall/Lexi Andrews, PSMSC	25.75
5	25165	P.J. Schaffer/Pat Raymond, Newport	29.00
6	25483	Hal Gilreath/Linda Duvoisin, SSA	30.00
7	26452	Jim Karalelas/Michelle Michaud, Salem St. College	41.00
8	26895	Rick Harris/Nancy Anderson, SSA	45.00
9	27054	Lee Griffith/Sherry Eldridge, Pine Beach	46.00
10	26670	Roger Link/Sue Kaufman, SSA	46.00
11	26337	Russ Snyder/Lauren Raivel, SSA	57.00
12	25460	Fred Abels/Chris Pease, Sealiff	63.00
13	26399	Andrew White/Carol White, SSA	70.00
14	27734	Darryl Waskow/Susan Waskow, Pine Beach	81.00
15	25659	Ray Schmidt/Teresa Alexander, Winchester	82.00
16	28004	Keith Donald/Peggy Donald, SSA	84.00
17	26132	Jim Tomassetti/Carol Tomassetti, Quassaugaug	84.00
18		Scott Allan/Ian Walsh, SSA	88.00
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20	25167	Ray Wulff/Ali Navin, Indian Harbor	99.00

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MCLAUGHLIN 25781—Fast boat. Winner 1992 Western Hemisphere Championship. White hull, cream deck. Cox trailer, covers, sails. \$4,800. Call John Keane 617-241-9200 work or 617-225-2427 home. (djf)

MCLAUGHLIN 26450—Fast boat, excellent condition. New Jibe-Tech rudder, all Harken, pole launcher, new North sails, all covers and trailer. \$3,800. Call Steven 410-268-2411 (jf)

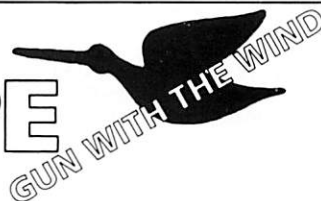
MCLAUGHLIN 27144—Excellent condition. Off-white deck, white hull, 3 sets sails, one new. Top and bottom covers, trailer, custom rudder, anodized board. \$4,300. George or Penny Plant. Days: 202-458-2573 or eves: 410-263-8523. (jfm)

MUELLER 22824—Good condition. Blue hull, white deck, Cobra mast. 3 sets of sails. \$1,000. Call Steve Werns: 313-936-5570 (day) or 313-662-3116 (home). (sondjf)

MUELLER 25852—White, all go-fasts, dual controls, minimum weight, very fast! Cobra mast, Notary rudder, 3 suits of medium sails, covers, trailer. Good condition. \$2,850.00. Vicki Nyshay 404-975-9754 (djf)

MUELLER 26760—Blue with white deck. All go-fast, pole-launcher, Cobra II mast, hull, top,

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board and rudder covers. Trailer, two suits Ullman sails. \$4,100. Cuyler Morris 207-244-3213. (jfm)

PHOENIX 24104—White hull/deck, red stripes. Cobra II mast, magic box, pole launcher, aluminum tiller, deck compass, North sails, trailer. \$3,200. Call Anne at 402-434-4415 (W) or 402-488-0343 (H)(djf)

PHOENIX 24808—Excellent condition. Fine race

record. Cobra mast. Compass, dual control lines and go fasts. Ullman sail. Light brown hull, cream deck. Class legal. Top and bottom covers. Snowden trailer with spard. \$2,200. Possible spring delivery in California or Texas. 303-443-8445. (djf/mam)

PSI 27271—Excellent condition. White on White. Covers for everything. Custom rudder. 2 1/2 suits new sails. Trailer. Race ready. \$4,500. In St. Petersburg for the Mid-Winters. Call John

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FEBRUARY 27 & 28: GEORGIA STATE CHAMPIONSHIPS—Wilby Coleman, 1203 Hickory Dr., Valdosta, GA 31602 912-244-1092

MARCH 13-16: MIDWINTER CHAMPIONSHIPS—R.C. Foster 2990 Mayfair Ct., Clearwater, FL 34621 813-796-3805

MARCH 19-21: DON Q REGATTA—Gonzalo Diaz, Sr. 5520 SW 72nd Ave., Miami, FL 33155-5517

MARCH 24-27: GAMBLIN/BACARDI—Myles Pritchard, P.O. Box s/s 6220, Nassau, Bahamas FAX: 809-393-0822

APRIL 3 & 4: CASTELLETTO DI BRENZONE (Four races on Lake Garda): Antonio Bari, Tel: +39-46-1913001 or FAX: +39-46-1236781. Combined with: **APRIL 8-9-10: SAMREMO** (6 races Worlds selection). Sergio Borea, Tel: +39-18-4531580 or FAX: +39-18-4561629.

APRIL 6-10: XXIV TROFEO PRINCESS SOFIA: Federacion Balear de Vela, Joan Miro s/n. San Augustin, 07015 Palma de Mallorca, Spain.

MAY 1 & 2: ACQUAFRESCA (Lake Garda-Worlds selection) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313257

MAY 1 & 2: MAYSNIPIEN: Lennart Rook, Vasterergsgatan 2, 43169 Molndal, Sweden. Home: +46-31-415599, Office: +46-31-101120, FAX: +46-31-133314

MAY 8 & 9: BLUE CIRCLE OPEN & 1st ROUND UK JUNIOR NATIONALS: Richard Lambert, Garden Flat, 2, Leopold Ave., Wimbledon, London, SW19 7ET

MAY 8 & 9: SOUTHERNS: Herman Green, 4124 Hamill Rd., Hixson, TN 37343, 615-842-7262

MAY 15 & 16: ASGARDSTRAND SPRING CUP: Pauline Book, Edvard Munchsgatan 49, 3155 Asgardstrand, Norway. Telephone: +47-33-82665

MAY 15 & 16: MONFALCONE (Worlds selection) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313257

MAY 15 & 16: OXFORD REGATTA: Tred Avon YC. Lisa Foulke, 122 Vue de L'eau St., Cambridge, MD 21613-1637. 410-228-2739

MAY 22 & 23: DISTRICT I SNIPE CLINIC: Hal Gilreath, 2746 S. Troy St., Arlington, VA 22206. 703-892-2719 (not sanctioned)

MAY 22 & 23: SOUTHEASTERN CHAMPIONSHIP—Lake Lanier Sailing Club, GA., Craig Beardsley, 4075 Wembly Forest Way, Atlanta, GA 30340 404-938-2809

JUNE 6 & 7: COLONIAL CUP: Annapolis, MD., Lisa Foulke, 122 Vue de L'eau St., Cambridge, MD 21613-1637. 410-228-2739

JUNE 12 & 13: BERGEN CUP: Birger Jansen, Broveien 44, 1315 Nesoya, Norway +47-28-849509 Fax: +47-2-848262

JUNE 12 & 13: HELSINKI REGATTA: Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

JUNE 19 & 20: SPRING CUP, Motala SS. Peter Nilsson, Viogtat.1, 59170, Motala, Sweden. TEL: +46-14-112251

JUNE 19 & 20: BLUE GREY REGATTA: Island Heights YC. Darryl Waskow, 8-E Brookline Ct. Princeton, NJ 08540 609-683-1198

JUNE 19 & 20: STONE INTERNATIONAL OPEN: Eric Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BG. FAX: +44-081-467-0983

JUNE 28-JULY 4: SWEDISH JUNIOR NATIONALS: Karlstad Sailing Club. Lennart Rook, Vasterergsgatan 2, 43169 Molndal, Sweden. Home: +46-31-415599, Office: +46-31-101120, FAX: +46-31-133314

JUNE 29 & JULY 3: ITALIAN NATIONAL AND JUNIOR NATIONAL CHAMPIONSHIP (Luino, Lake Maggiore) Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313257

JULY 1-4: FINNISH NATIONALS: Jyvaskyla. Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

JULY 3 & 4: BROADSTAIRS OPEN: Keith Harding, "Pennybridge", Weedon Hill, Amersham, Bucks HP6 5RN

JULY 7-10: SWEDISH CHAMPIONSHIP: Royal Sailing Club, Stockholm. Christer Jacobsson, Foreningsgat. 37, 25241 Helsingborg, Sweden. TEL: +46-42-146182, FAX: +46-40-290665

JULY 11-13: EUROPEAN CUP: Audierne, France. Gilles Boisaubert, 2 Rue Didetor, Esc. D-4. 94500 Champigny, France. TEL: +010-331-48866875, FAX: +160-17-37-33 attn: Snipe Fdze

JULY 17 & 18: KOKKOLA REGATTA: Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

JULY 24-27: EUROPEAN JUNIOR CHAMPIONSHIP: La Coruna, Spain. Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 SPAIN. TEL: +968-217409, FAX: +968-21 50 44.

JULY 30-AUGUST 1: NORDIC CHAMPIONSHIP: Birger Jansen, Broveien 44, 1315 Nesoya, Norway. +47-28-849509, Fax: +47-2-848262

AUGUST 6-7-8: BRITISH NATIONAL CHAMPIONSHIP: Harwich, Essex. George Mees, 17 Acacia Rd., Greenhithe, Kent, DA9 9DJ

AUGUST 13, 14, & 15: NORTH AMERICAN CHAMPIONSHIP: Bronte Harbour Yacht Club, Oakville, Ontario, Canada. Id Crook, 6 John St., Apt. 1404, Oakville, Ontario, Canada. FAX: 416-844-0672

AUGUST 14 & 15: MOTHER SVEA CUP: Lennart Rook, Vasterergsgatan 2, 43169 Molndal, Sweden. Home: +46-314-15599, Office: +46-311-01120, FAX: +46-311-33314

AUGUST 18-27: US NATIONAL CHAMPIONSHIP: Mentor Harbor Yacht Club, Cleveland, OH. Ted Pinkerton III. 3060 Coleridge Rd., Cleveland Heights, OH 44118. FAX: 216-751-0230

AUGUST 28 & 29: AUTUMN REGATTA, Turku: Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

SEPTEMBER 4 & 5: VIKING SNIPE: Birger Jansen, Broveien 44, 1315 Nesoya, Norway. +47-28-849509, Fax: +47-2-848262

SEPTEMBER 4 & 5: PORI OPEN: Roger Nylund, P.O. Box 169, Turku, Finland. Office: +358-21-388100, Home: +358-21-588049, FAX: +358-21-388578

SEPTEMBER—U.S. MASTERS: Privateer Yacht Club, Chattanooga, TN.

SEPTEMBER 15-18: EUROPEAN MASTERS CUP, Murcia, Spain. Secretaria Nacional para Espana, Juan Ramon Jimenez 2-2c, Murcia, 20011 SPAIN. TEL: +968-217409, FAX: +968-21-50-44.


SEPTEMBER 18 & 19: BRITISH SOUTHEASTERN CHAMPIONSHIP: Essex, Leslie Lancaster, 1 Park Drive, Maldon, Essex, CM.

SEPTEMBER 18 & 19: OMEGNA: Giorgio Brezich, Via Negrelli 12, 34143 Trieste, Italy. FAX: +39-40-313-257

SEPTEMBER 25 & 26: BRITISH NORTHWESTERN CHAMPIONSHIP & SECOND ROUND JUNIOR NATIONALS: John Love, 8 Pasture Dr., Croft, Warrington, Cheshire, WA3 7LH

OCTOBER 2 & 3: HOST CUPEN: Birger Jansen, Broveien 44, 1315 Nesoya, Norway. +47-28-849509, Fax: +47-2-848262

OCTOBER 29-NOVEMBER 7—1993 WORLD CHAMPIONSHIPS—Marco Paradedda, c/o Clube Dos Jangadeiros, Rua Ernesto Paiva, 139 Triesteza 91900, Porto Allegre 0 RSF, Brasil. FAX: +55-51-592-3829



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