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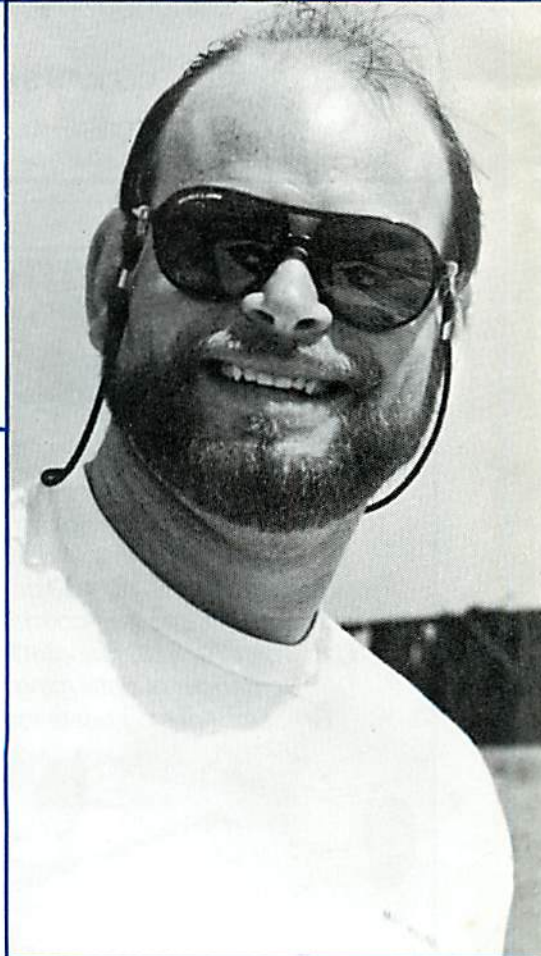


Snipe BULLETIN

JULY 1989

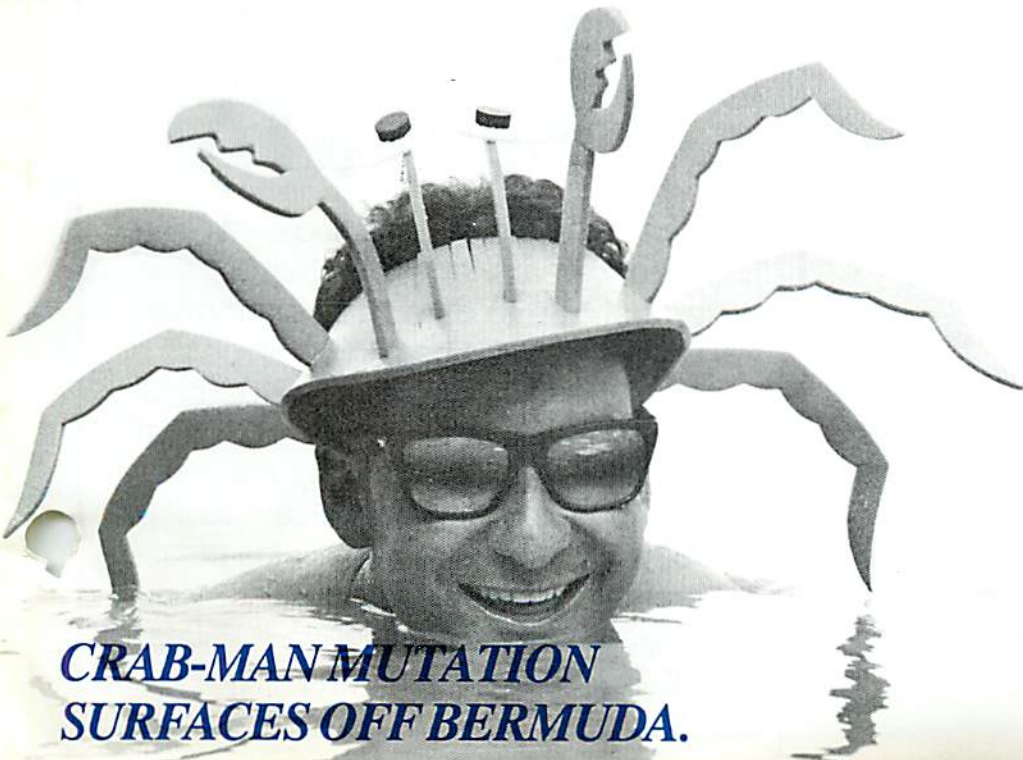
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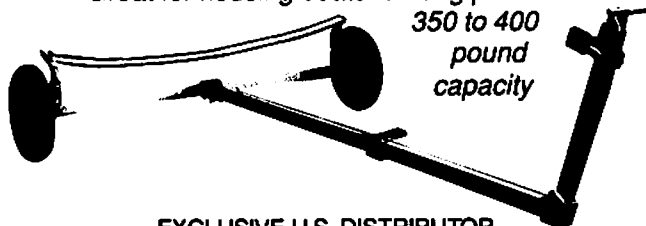
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LETTERS

Thanks for tactics. . .

I can't tell you how much I appreciate the basic boat-handling and tactics articles such as Ask the Experts and Fisher's roll tacking and starting, first beat, and also the pole launcher diagrams.

I think new racers and perennial mid-fleeters become discouraged and drop out because they are not doing the *basics* correctly than for any other reason. We didn't realize how bad our roll tacking was until we read that article, and we could have practiced it ad infinitum and never improved our speed. The whole middle dropped out of another local one-design fleet for this reason. I've had my boat for several years but am just now able to take the time to become active.

One suggestion along this line, maybe an "expert" could expound on a different feature of the Snipe each month, strictly relating to the Snipe, such as the pusher-puller, jib, traveler.

If the less capable racers can improve by getting the basics exactly right, they will be more active, they will be giving more positive reports to their friends who may be possible future fleet members, and the better sailors will have more competition and therefore also improve.

Joan Casey, Snipe 26832
Kennewick, WA

For a strong fleet. . .

Enclosed is a dues report for two new

members. Our fleet is growing slow but sure and it's possible that we may add two or three before the season is over.

We have taken some inactive and neglected boats and are putting them back into action again. I feel that our approach of promoting reasonably priced boats as starter boats has allowed us to entice new people into the class. As we build a stronger fleet I am sure you will see new boats being purchased and our older boats promoted as a good way to get started with us. New sails, covers, and gear have already been purchased through *BULLETIN* advertisers.

My Dues Report dated 2/1/89 stated that we would not have room to display a Snipe

in our local mall boat show this year. We ended up having the space and Snipe 25166 was on display. It attracted a lot of attention and interest. It would be nice if SCIRA had a video or other up-to-date methods that could help individual fleets promote the class. I am finding that it does take a great amount of effort to realize even a small amount of growth. It doesn't happen if we are not willing to sacrifice some of our time and commit to helping new people learn more about the class.

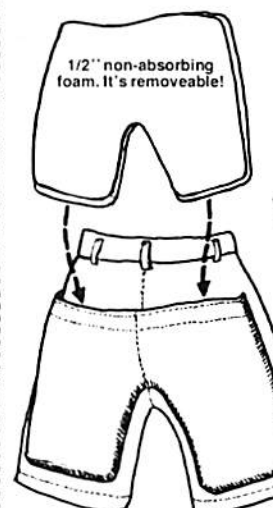
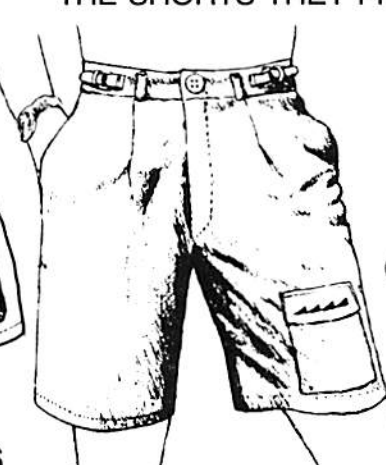
Jim Towler, Wolf Lake Fleet 141
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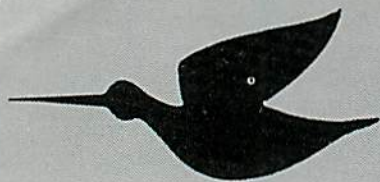


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Snipe

BULLETIN

(USPS 611-500)

JULY 1989
Volume XXXVIII No. 7

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CHANGE OF ADDRESS

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

at the masthead

Masters, North Ams Readied for Mission Bay

The place to be this fall will be San Diego, California, which is playing host to the Masters and North American Championships. The host club will be Mission Bay YC, which hails such Snipe Class personalities as Earl Elms, Jeff Lenhart, Mark Reynolds, Tom Nute, Craig Leweck, Doug DeSouza, etc. The combination of pleasant sailing conditions, a very social host club, and too many outside activities to list will insure that those who attend will have more than their share of memories to take home.

The local wind conditions for Mission Bay can be quite predictable, with little variance in the general outlook. A light offshore breeze can blow through the night and early morning, eventually making way for the seabreeze to begin its development. This will occur between eight and 10 a.m., when the morning low clouds and haze begin to burn off.

Racing will begin around noon when the

seabreeze has developed. The wind will come in from the south and west quadrant and will peak in terms of velocity and direction by around 3 p.m. The wind velocity expected will be light to moderate, though the chance of getting some better breeze does exist. After it peaks, it will then gradually decrease in velocity until its likely glass-off near sunset (to start the cycle again).

Kelp and weeds can be a problem both inside and outside Mission Bay. While most locals do not use kelp sticks to help clear their blades, some do so you might consider bringing one.

The racing for the Masters will be held inside Mission Bay, where fleet #495 does almost all its local racing. This will place the race course just minutes from the club dock, offering good spectating for those ashore. For those racing, the bathrooms, food galley, and bar are just a short sail away. The conditions inside the bay resemble that of a lake, where flat water and shifty breezes will be expected.

The racing will be held on the west bay,

MISSION BAY WELCOMES SNIPERS

Here is a list of motels/hotels located close to Mission Bay YC that are being suggested as accommodations during the 1989 Masters/North American Championships to be held in San Diego, California. It should be noted that this time of the year is very favorable for motel/hotel accommodations in San Diego as room rates go down considerably after Labor Day.

MISSION BEACH AREA

(1 mile north and south of MBYC)

DANA INN, 1710 W. Mission Bay Dr., San Diego, CA 92109. (619) 222-6440; \$69.50/two beds, \$69.50/king

CATAMARAN RESORT HOTEL, 3999 Mission Blvd., San Diego, CA 92109. (619) 488-1081; \$120/double.

BAHIA RESORT HOTEL, 998 W. Mission Bay Dr., San Diego, CA 92109. (619) 488-0551; \$85-\$120/double, \$110-\$120/studio.

HYATT ISLANDIA HOTEL, 1441 Quivera Rd., San Diego, CA 92109. (619) 224-1234; \$128-\$138/lanai area.

MISSION BAY MOTEL, 4221 Mission Blvd., San Diego, CA 92109. (619) 483-6440; \$50/two queen & twin (1 or 2 people, \$5 each additional), \$70/two queen & twin (accommodates 5).

PACIFIC BEACH AREA

(2-3 miles north of MBYC)

THE BEACH HAVEN INN, 4740 Mission Blvd., San Diego, CA 92109. (619) 272-3812; \$60/double, \$70/double-double.

SURF 'N' SAND, 4666 Mission Blvd., San Diego, CA 92109. (619) 483-6145; \$59/double, \$69/double-double.

PACIFIC SHORES INN, 4802 Mission Blvd., San Diego, CA 92109. (619)

483-6300; \$53-\$68/queen, \$63-\$73/two beds.

SURFER MOTOR LODGE, 711 Pacific Beach Dr., San Diego, CA 92109. (619) 483-7070; \$57/queen, \$59/king, \$62-\$64/two doubles.

SOUTH LA JOLLA AREA

(3-4 miles north of MBYC)

LA JOLLA INN, 5445 La Jolla Blvd., La Jolla, CA 92037. (619) 454-2188; \$44/double, \$48/double-double (\$5 each additional adult over 2).

LA JOLLA BILTMORE, 5385 La Jolla Blvd., La Jolla, CA 92037. (619) 459-6446; \$35/double, \$45/double-double.

LA JOLLA SHORES INN, 5390 La Jolla Blvd., La Jolla, CA 92037. (619) 454-0175; \$59/king, \$64/double-double.

INN AT LA JOLLA, 5440 La Jolla Blvd., La Jolla, CA 92037. (619) 454-6121; \$59/king, \$64/double-double.

SPORTS ARENA AREA

(2-3 miles south of MBYC)

BUDGET MOTELS OF AMERICA, 3880 Greenwood, San Diego, CA 92110. (619) 543-9944; \$35.88/queen, \$45.88/two queens.

E-Z 8 MOTEL, 3333 Channel Way, San Diego, CA 92110. (619) 223-9500; \$34.88/queen, \$36.88/two queens.

which is part of a network of natural bays that make up Mission Bay. The water from the east bay does flow through a narrow inlet between Crown Point and Vacation Island, so considerations involving tidal current might be made. The confines of the bay will keep the course legs short and the racing close, making for an excellent series on the water.

The North Americans will be held on the ocean course outside of Mission Bay. Sailing time to the course should be about 45 minutes, where the open water of the Pacific Ocean will offer the perfect choice to decide this championship. This course, situated between Point Loma and La Jolla, played host to the USYRU Youth Champs and the Lightning North Americans in 1988, as well as the Snipe North Americans in 1982.

The ocean swell varies in both size and direction, and can have a bit of a chop mixed in as well. The winds tend to be steadier out here, with the favored course side generally relating to the exact direction of the wind. When the wind is of a southerly direction, it is less steady and usually favored on the left side.

As the wind gets more west in it, the right side will gain favor. There is a gentle ocean current running down the coast, which can become a factor when racing.

September is well known as the best summer month in Southern California. The air temperature should range in the 70s with water temperatures in the low 60s, with the chance of storms being unlikely due to the stationary high which protects the California coast well to the north.

Mission Bay YC has two hoists, sufficient docking space, and enough dry storage to easily support the fleet of this size. The yacht club is an easy 15 minutes drive from San Diego's Lindbergh Airport, which is located on the other side of Point Loma in the downtown area.

Plan now for this memorable event!

JULY 1989

THE COVER: Tabloid fun with photos from Bermuda Race Week. Crab-Man Mutation is David Kuhn. Too bad Loni, Dave Rogers is already taken! John and Cathy Johns are wearing the alien shades, and Ellen Wefer is the penguin telepath! (from Payne photos)

THE COUNT: Twenty-six numbers were issued: 15 to Spain, five to Norway, five to the U.S., and one to Belgium.

NUMBERED SNIPEs — 27592

FLEETS — 808

THE COMMODORE SAYS

In the May issue of the Finnish Snipe Bulletin I read about a guy in Sweden, Ingvar Jansson from Malmoe, who, after having made a wooden Snipe for himself and a friend, got such an amount of inquiries from people wanting to buy Snipes that he might continue making more.

This takes me to the matter of manufacturing Snipes, boat sales, and markets.

For the time being the interest in the Snipe Class is growing strongly. I get reports of encouraging development of activities from different parts of the world. But how about the boats? Today we have far too few manufacturers of new boats to keep the balance of the supply and demand. This has a crucial effect on the sales of used Snipes.

Young and less experienced sailors usually want to start their careers with a used boat. It is a question of money as well as knowing that you might damage the boat when you are a beginner.

During the time when people made their own wooden boats, or bought them from a small boatbuilder, the offering of boats for sale was bigger. In boat magazines today you will find more people interested in buying than selling Snipes.

So what could be done about the problem? A Snipe costs about \$6,000 in the USA today. In Europe you can get a high quality Snipe for \$4,000 to \$5,000. But when you talk about the price you have to consider the various tax and customs duty systems of the different countries. This means that the manufacturing costs don't

vary too much. So if you can buy your Snipe from a local builder, bringing the transportation and shipping costs to a minimum, you will get a fair deal.

A very important thing is the price compared to a new dinghy of another racing class. When you compare the price of the Olympic 470 to the price of our boat, the Snipe is only half the price, or even less.

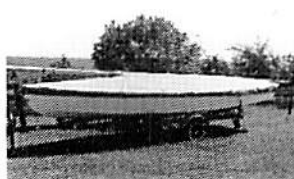
A problem for the racing classes with a small demand is that the price for equipment gets higher and it is even hard to find suitable equipment for the boats. This is not the situation for the Snipe.

Boatbuilders and manufacturers of equipment please note: The Snipe Class is a large, active, growing racing class in need of more boats. A lot of youngsters are waiting to get out on the water. Please make your manufacturing plans large enough to meet the demands of the markets.

I have started the debate of the problem of getting more Snipes built, because of the lack of boats. I have purposefully presented only a few aspects of the matter, because I want you to give your views on this important matter. We want more boats. There are lots of interested people.

Fleet Captains, Officers, and Snipe owners! We are in the middle of the Snipe year 1989. In January I pointed out the importance of local fleet development, fleet racing and point score races. I hope you will be successful and have a good season.

Your Commodore,
Per-Ole Holm



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uncommon sense

by Tom Payne

A REPORT ON THE SCIRA U.S. PERPETUAL FUND

Most of you know about the U.S. Perpetual Fund. Many of you contributed to it. For those of you who aren't aware of the fund here is some background. You must remember that I was just coming "on watch" when the fund was started, so some of my remarks may be incorrect. Anyway, here goes. . .

The SCIRA U.S. Board decided that a membership fund drive was needed to secure funds to promote the class, assist junior sailors, and assist U.S. sailors with travel to the major championship events. Thanks to the efforts of former board member Jim Grubbs and (at the time) newly-elected U.S. National Secretary Phil Richmond, a mailing was made to the U.S. members.

At the 1988 U.S. Board meeting the following resolution was passed:

"Assets of the Perpetual Fund shall be held separate and apart from all other assets of SCIRA.

"Perpetual funds may be used for the following purposes and no others, and should be applied according to the following priorities:

"(1) Promotion of the Snipe Class sailboat and the interests of the Snipe Class in the United States, including expenses of advertising, public relations, and the attendance of United States representatives at functions of SCIRA, USYRU, and IYRU.

"(2) Financial support for the participation of qualified United States entrants in international competition, giving preference to junior sailors.

"Expenditures may be made only with the approval of a committee consisting of the Executive Secretary, the U.S. National Secretary, and the SCIRA Counselor, and no expenditure may be made from the principal."

You will find this, and a further explanation of the fund in Phil Richmond's letter (see October 1988 *BULLETIN*).

Now for a report on the current status of the Fund:

We currently have approximately \$14,000 in an interest-bearing commercial savings account. I say approximately, because I'm up against a deadline for this issue, and the bank is closed so I can't get

an up-to-the-minute interest report. If you'd like to call the office I'll give you a precise figure.

Thanks to the generosity of Mr. Ted Wells, who donated his boat, the Fund is some \$3,500 richer. This is the largest donation that we have received.

To date there have been 129 donations at an average of approximately \$80 each. Many of you sent in \$25 checks, and some of you sent in much more.

Now that you know about the Fund, please consider what the U.S. organization is attempting to do. Of course all contributions are tax-deductible. Many of you have joined the Class since the mailing and you probably were not even aware of its existence. Well, now you know. Please get out that checkbook and make your donation today.

For those skeptics who doubt the effectiveness of advertising the Class, consider the test ad that we ran in the buyers guide and directory of a leading sailing publication this past winter. We received 99 responses. That's 99 potential Snipe sailors.

At this point we have not had time to go back and check to see how many of these respondents joined the Class. But the message is clear: advertising works.

Also consider that the 1990 Junior Worlds will be held in Spain. Shouldn't we send our best juniors to represent us? Or should we send those who can afford to go? The choice is up to you.

Please send in your contribution today!

DISCLAIMER: THE HOT HEADED EDITOR

As always, any opinions that I express in this column are *my opinions* and probably seldom (if ever) represent the official position of SCIRA. I can say, with conviction, that many of you agree with me, because you've written to tell me so. Like most of you, I'm a middle of the fleet hacker, looking to improve and have a good time doing it. If things go wrong then somebody has to gripe about it! That's me!

Someone asked me if I wouldn't get into trouble with my editorializing. When it comes to the *BULLETIN*, my title is editor. As always, differing opinions are solicited, and will be printed if and when they are received.

Tailor those 'magic numbers' for your Snipe. Here's how...

JIB HALYARD TENSION UPWIND

by Bill Welch, MD
St. Petersburg Fleet 801

When you first start sailing one-designs a standard tuning guide is a good place to start, but these magic numbers are only averages and are not for every boat.

In some cases the standard "tuning" can be slow. It is very impressive that these magic numbers seem to be so universally accepted by all the experts as well as most average sailors. We have incorrectly assumed that they are nonvariables. There are simply too many differences in: the brand of boats, type and flex of masts, stretch of sidestays, hiking skills, techniques of boat handling and sail trim. Common sense alone should make us realize that there can not be a single number that will "tune" every boat.

Frequently disagreement is nothing more than confusion over definitions. Therefore, for the purpose of this article "tune" means just enough jib halyard tension to:

1) Prebend the mast about 1-1 1/2 inches

from a straight line stretched from the masthead to the gooseneck.

2) Allow halyard sag to match the design shape of the jib, while allowing a wide range of adjustment controlled by mainsheet tension.

3) Pull the mast rake into a position fore and aft over the boat to neutralize the helm.

4) Finally, sidestay tension that will match the crew weight and flex in the mast.

Realizing that it is common practice to preach one thing and practice another, I measured every boat I could at this year's Midwinters. Most everyone agreed that they were following the "magic numbers," and masthead to transom distances seemed to stay between 21'4" when the rig was under average tension. However, sidestay tension as measured with a Loos Guage varied from 125 to 400 pounds. The most common tension was 275 pounds.

The loosest was in Keith Dodson's winning boat. Keith ominously states that this

is the tightest he has ever sailed a Snipe. Steve Callison remembers that he tuned his boat entirely by feel several years ago. When he switched to the tuning guide numbers, he noted that previously he had less rake in the mast (longer distance masthead to transom) and had less jib halyard tension. These are only two examples of tuning on boats way out in front of the rest of us.

All the boats with sidestay tension over 300 pounds were in the back of the fleet at the Midwinters and had mast prebend in excess of two inches. This identifies the true danger in blindly following the tuning guides: Too much jib halyard tension. It is possible to precisely follow the directions in the guides and end up with sidestay tension 350-400 pounds, headstay tension over 100 pounds, and mast prebend over two inches. This results in a completely choked and inflexible rig. There should be little question that choking is slow; when in doubt loosen up.

All this variability shouldn't confuse anything — the tuning guide's "magic numbers" are only a beginning. Once you get comfortable in the boat, real speed can be attained if you have the nerve to be different. Therefore I would strongly recom-

(Continued on page 8)

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JIB HALYARD

(Continued from page 7)

ment that you check your tuning by feel and balance.

1) Set your rake by sailing flat in about 8-12 knots breeze. Adjust the jib halyard tension, moving the entire rig fore and aft like you were Windsurfing, until the boat is balanced (neutral helm). Steering is now very easy by shifting your weight, without using the rudder. If your rig is unbalanced you will constantly be correcting for induced helm — guaranteed slow. When you get back to the dock measure the masthead to transom distance to duplicate your newly discovered balance point. This should be 21'3" to 21'4".

2) Adjust the sidestays so that when you pull your masthead up to your balance point there is about 1-1½ inches of prebend in the mast. If there is too much prebend, the rig is too tight and you should raise the pins a little (lengthen the sidestays). If the mast is too straight, the rig is probably too loose and you need to move the pins down (shorten the sidestays).

3) Now measure your sidestay tension; it should be between 200 and 300 pounds. Your headstay tension should be no more than 50-80 pounds.

4) Sight up your mast with both main and jib sheeted in while practicing. Make sure your mast is straight in light air and bends smoothly to leeward with the puffs. Your spreaders are too long if the mast has a reverse bend to leeward at the spreader base, and too short if there is excessive bend with the spreader base actually moving to windward in the puffs. Your spreaders are swept back too far if the mast bends too far forward in the puffs, robbing power. Finally your spreaders are too far forward if the mast doesn't depower enough in the puffs.

Now go sailing again, preferably alongside a friend with about the same experience and boat speed. To confirm that your new settings are the real reason that you are sailing faster, simply switch back to the old numbers and sail side by side again in the same conditions.

There isn't any magic in sailing fast, only skill. In this case skill includes having enough confidence to find out what is fast for you and your boat; it may not be the accepted "magic numbers." Discuss any changes you have made with your sailmaker. Who knows, maybe you will come up with the new "magic numbers."

For an excellent article on jib halyard tension downwind, find a copy of *Sailing World*, August 1988, pages 53-55, Ed Adams Interview: Whisker Pole Technique.

Steve Callison Comments . . .

While rig tension and proper headstay sag are facets which are important to Snipe tuning, I think using tension gauges might be making tuning more complicated than necessary.

Setting the shroud position so that there is about 1½ inches in prebend when the jib halyard is pulled up to a rake of 21'3" to 21'4" sets the sag in a range where most jibs are designed. Indeed, if someone did set their boat up with more than 2 inches of prebend (which would require quite a bit of rig tension), you probably wouldn't get enough headstay sag for the conditions we had at the Midwinters.

I think the important point here is how sag effects the jib shape and how it is used to vary your sail shape for different conditions. Probably the easiest way to imagine this is that with a looser rig the luff of the jib sags and essentially pushes more cloth into the jib, making it fuller and more powerful.

Tightening the jib halyard tightens the rig up and pulls sag out, flattening the jib. As a result varying the halyard tension, and hence rig tension, effects how powerful your jib is. It is important to note the Midwinters were light to moderate and somewhat choppy so creating a full jib through luff sag was beneficial.

On the other hand, when sailing in flat water tightening the jib halyard up slightly and flattening the jib helps your pointing ability in a situation where you really don't need power to punch through the waves. When you need power in light choppy conditions, as it says in our tuning guide, it is important to ease your jib halyard about ¾ inches to induce more sag and make the jib a more full and powerful sail.

Of course, the flip side is often in heavy air, when the mast is bending and the rig goes slack, as it says in the tuning guide, we pull the jib halyard up about 1 inch to tighten the rig back up and help flatten our jib back out by removing sag.

It is important to note that if you have to tighten your shrouds down beyond an initial measurement of 20'10" to get 1½ inches of prebend you are having to tighten your rig excessively and it probably indicates that your mast butt needs to be angled slightly more. It is important that when you are setting the shroud tension, prior to loading the rig up by tightening the jib halyard and setting rake, you are able to slide a credit card under the forward edge of the butt. If you cannot, the butt is constraining the mast bend and you

need to angle it slightly. We recommend that it be angled about 1/8" to 3/16" which helps induce prebend without excessive rig tension. This can be done by filing the front of the butt casting.

I believe that by following a tuning guide you are going to be in the ballpark for good all around boat speed but one of the beauties of our boat is the effect subtle changes with varying conditions has. It is interesting how rig tension interacts with powering and depowering the jib. It is neat to watch the seams of your jib as you tighten your jib halyard and watch how the jib shape changes.

Steve Callison

Craig Leweck Comments . . .

As I was getting ready to hoist my boat at the SCIRA Midwinters, Bill came to me with his Loos tension gauge and asked if he could check my shroud tension. I agreed, and he informed me that my tension number was within the average that he was discovering.

This was something (using the Loos gauge) that I had never done, and his result was interesting but not all that surprising. My rig tune is a result of personal experimentation combined with the ideas of the top sailors in the U.S.

Bill's simplistic explanation to tuning is the exact method that I applied to the boats I sailed on in the Western Hemispheres last fall. The event is run where each competitor sails a different boat in each of the seven races. I had a very limited amount of time on land to prepare each boat, so the approach had to be concise and focused.

After tuning the boat we still had sufficient time to work on disaster prevention. Our speed was great throughout the week, which started extremely windy and then gradually moderated. However, we could not avoid the disaster. Without these problems (breakdowns in races 1-2-3) we could have easily won this event.

Probably the most common error people make is to place too much emphasis on the shroud measurement listed in most tuning guides. There are too many variables (shroud size, forepuller tension, etc.) that can lead one astray. This is no more than a ballpark measurement, leading you to the rake and prebend tuning steps that are more significant. This approach will put you on the water with the same rig tune as the national champion, with only practice time lying between you and your goals.

Craig Leweck



WINTER CIRCUIT

From Clearwater to Miami to Nassau, sailors on the 1989 Winter Circuit enjoyed fine winds and splendid hospitality. Photographers Tom Payne (above) and Dennis Kelly (left) were there to record the action.



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BERMUDA RACE WEEK

Bermuda International Race Week was held this year May 1-6. For the first time in many years there were light to moderate breezes and lots of sunshine. Yes, the trademark heavy winds did not appear during the race days although the lay day was blown out. Too bad.

Unfortunately, a badly timed dock 'go-slow,' beginning several weeks before the regatta, meant that six of the boats expected to arrive for the regatta were left behind in New Jersey and Florida. Sadly, too, this situation resulted in the defending champion, Griff Hall, not attending as his was one of the boats left behind. As the docks work to a two-year contract, we are looking forward to having Griff return next year.

Meanwhile, the five skippers who were left in the same situation as Griff did attend and were loaned local boats in which to compete. And compete they did! Shawn Burke and SCIRA Executive Secretary Tom Payne sailed a borrowed boat to the

Race Week title. No stranger to winning, 'Shine' was the boat that Bill Buckles used to win Race Week several years ago.

Finishing third, also in a borrowed boat, was Past Commodore Jerry Thompson and Rob Lindley. A well-deserved second went to locals Malcolm Smith and Wesley Tucker, who won the final race of the regatta to get past Thompson. Fritz and Jane Gram sailed a good series to take fourth over 'Slippery' Sam Mollett and his son Brian.

Several newcomers to Race Week this year made impressions in one way or another. Jimmy Lowe from the Bahamas, together with crew Gavin McKinney, managed to get the feel of their borrowed boat late in the series and finished with a bullet and a fourth to finish in sixth place just behind Race Week veterans Rob and Lisa Gorman. Dave Rogers, sailing with Stan Cruwys, finally got going in the windy conditions of the last race to post a second. He finished in 10th behind locals

Wayne and daughter Beverly Soares, and Stevie Dickinson and Garry Roman.

The last new face was the husband/wife team of Rob and Lisa Emmet from Annapolis. Their performance on the water was in direct relation to their performance in the bar and won the party award hands down, as would befit the only entrants this year from Team Annapolis. James Jacob was an entrant in the regatta but was not able to show up due to work commitments, thus giving him the dubious honor of last place in the regatta.

The social scene was as intense as ever with parties galore and, as mentioned before, were dominated by the Emmets. No strangers to the infamous 'dark and stormies,' they discovered that this concoction is now available in cans and took to them like ducks to water.

The first party took place at the Royal Bermuda Yacht Club, the overall organizers of Race Week. (Race Week is comprised of eight racing classes of which three, Snipes, Comets, and for the first time Sunfish, sailed on the SPBC course).

The opening cocktail party at the RBYC was well attended by the Snipers who were first to arrive, last to leave, and generally got the most value for their entrance fee. This also applies to the presentation party held at the end of the week.

Prizes were awarded for the top six finishers with the Bermuda 350th Anniversary Trophy presented to Shawn Burke and Tom Payne.

Interspersed during the week were several parties, barbecues, and general drinking and carousing. Fortunately, during all of this good clean fun there were no reported incidents of the dreaded 'road rash,' symptomatic of maybe one too many drinks or that other well known feat, practiced by only a few, of power sliding on the mopeds.

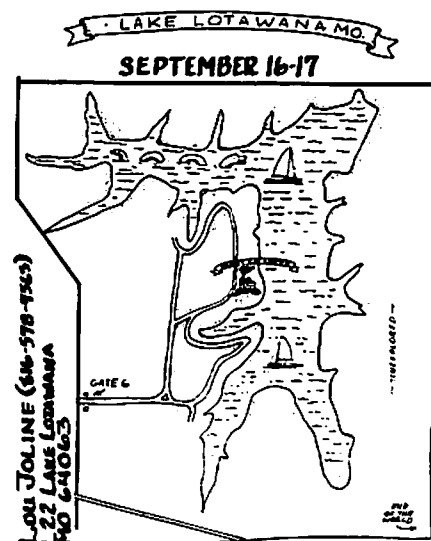
The combination of a civilized racing schedule (noon starts) and great sailing weather (no survival conditions) made the social activities better than usual. Tuesday night's cocktail party at the SPBC was a great affair for most. Several skippers were involved in protests at the RBYC and

Skipper Shawn Burke (left) and crew Tom Payne of Lake Lanier SC with first place awards from the Bermuda Race Week. (Paul Fransee photo)



BERMUDA RACE WEEK
 Royal Bermuda YC, Spanish Point BC, Bermuda, May 1-6, 1989

Boat	Skipper/Crew	Country	Places	Points	Finish
26668	Shawn Burke/Tom Payne	US	1-1-3-2-5-25	11.5	1
25077	Malcolm Smith/Wesley Tucker	Bermuda	5-3-12-6-3-1	17.75	2
20369	Jerry Thompson/Rob Lindey	US	3-7-1-8-2-7	19.75	3
26699	Fritz & Jane Gram	US	7-2-2-13-4-11	26	4
24087	Sam Mollett/Brian Mollett	US	6-25-7-1-8-5	26.75	5
26810	Rob & Lisa Gorman	US	2-25-4-10-7-6	29	6
25235	Jimmy Lowe/Gavin McKinney	Bahamas	12-9-8-11-1-4	32.75	7
25864	Wayne Soares/Beverly Soares	Bermuda	14-5-11-3-6-12	37	8
24602	Stevie Dickinson/Garry Roman	Bermuda	22-6-25-4-10-3	45	9
25810	Dave Rogers/Stan Cruwys	US	19-25-14-7-14-2	56	10
25843	Gwen & Id Crook	Canada	16-11-9-5-16-25	57	11
26004	Lee & Karla Griffith	US	10-25-10-14-11-13	58	12
27106	Chris Hains/Don Hains	Canada	8-12-15-16-9-15	59	13
21791	Bill Buckles/Ryan Bradshaw	US	9-8-16-20-18-8	59	14
24675	Brett Wright/Caroline Tytheridge	Bermuda	17-25-6-19-15-10	67	15
26458	Rob & Lisa Emmet	US	18-13-20-9-12-17	69	16
27092	Stephen Soares/Stephen Roberts	Bermuda	11-10-17-17-19-14	69	17
26299	John & Cathy Johns	US	4-25-25-18-13-9	69	18
26764	Guy Eldridge/Bruce Downs	Bermuda	20-4-19-12-21-16	71	19
26092	Brian Dougherty/Ellen Wefer	US	15-25-13-15-17-22	82	20
26064	David Kuhn/Geoffrey Blee	Bermuda	13-22-5-22-22-22	84	21
25707	Derek Ratteray/Leatrice Roman	Bermuda	21-14-18-21-20-18	91	22
26759	James Jacob	US	25-25-25-25-25-25	125	23



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were not finished in time to partake in the festivities. The crews did manage to avoid going to the hearings, though.

Thanks to all the hard work and preparation by the various committees, members of the club, and interested friends and the

efforts of the race committee, the week was once again a great success and hopefully the tradition can continue in years to come.

*Kevin Blee
National Secretary*

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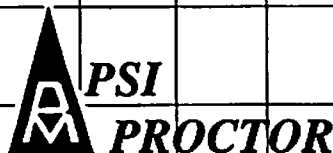
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regatta circuits

FLEET BLOOMS AT MISSION BAY REGATTA

San Diego, CA — With the ice melted and the docks back in the bay, Snipers were ready to go for the big season kickoff at Mission Bay.

Forty-three boats pursued the cherished Spring Invitational crown on April 24-25. The highlights-to-be were well publicized. Regatta Chairman Steve Stewart corralled Earl Elms and Herb Shear into heading the race management. Fleet Captain Bob Bowden must have made a deal with the devil for the Catamaran Hotel to allow the fleet into their Cannibal Bar on Saturday night to rage to Joe Cool and the Rumlbers. Plus, Wade and Cathy Blomgren were using this weekend as part of their honeymoon).

An interest toward good racing and safe mark roundings led the RC to split the group into four fleets for day one, with each fleet racing the other three once. This plan would qualify the top half of the fleet for the Presidents Division, and the bottom half fighting for the Secretary of State's Division. All points from day one would carry over to Sunday, with the two races on Sunday completing the series.

Jeff Lenhart was the eventual king for the event. He shut out the fleet on Saturday with three bullets and then sailed to a 6-2 on Sunday to easily beat out second place Robin Gales. Craig Leweck's last race bullet pulled him ahead of Keith Dodson by a quarter point for third, with Eric Krebs rounding out the top five.

Craig Leweck

CHRIS AND DEE KLOTZ SWEEP RIFF RAFF

Cowan Lake, Ohio — In spite of a forecast for severe thunderstorms and hail, the Riff Raff Regatta was held in ideal sailing conditions May 20-21 at Cowan Lake.

Three races were held Saturday afternoon under sunny skies and 15 mph westerly winds. Chris Klotz of Pittsburgh won the first two races

easily and was in first place after Saturday's races. In 'B' fleet, Alex Pline of Lakewood, Ohio, also won two races but was tied with Terry McSweeney also from Lakewood for first.

A wine tasting and cheese party primed everyone for the steak dinner, then the storms materialized.

Sunday morning after the fog lifted, a southwest breeze made for an exciting final race. Klotz took another first to win the 'A' fleet and Pline's second clinched the 'B' title.

Jamie Foreman, Fleet 433

MacCALL TAKES SOUTH AMERICANS

Montevideo, Uruguay — The Ninth Annual South American Championships were sailed at Puerto del Buceo, Montevideo, Uruguay, and were organized by the Yacht Club Uruguayo.

Thirty-nine boats took part in the event: 20 Brazilian, 10 Argentinian, and 9 Uruguayan.

Boats were carefully measured and weighed before the racing got underway, and each boat had to present its Certificate of Measurement.

The first race was sailed under sunny skies with a light breeze and strong currents. The current caused some problems as it was running against the starting line, so the first start was perfect.

The fleet sailed toward the coast and sailed in a long line led by Brazilian veteran Ivan "Chupador" Pimental with his son Sergio crewing. Following were the legendary Boris Ostergren with Crew E. Plentz of Brazil, Juan "Johnny" MacCall and crew G. Ramirez of Argentina, and Ricardo Fabini with M. Alzola of Uruguay.

The final leg was a splendid show as Pimental battled to maintain his lead to the finish. MacCall, Fabini, and Ostergren followed Ivan across the line.

The second race presented quite a different picture. The weather turned cold and windy with anemometers in

the 18-22 range, and big, irregular waves. This caused some DNFs, including Pimental. The team of George Nehm and M. Bergallo of Brazil was the first to notice that the current had changed direction and took the victory, followed by MacCall, Fabini, Guillermo Parada with crew P. Weber, W. Relende and M. Dinitz, and the Longarella brothers.

The third race was sailed in conditions similar to the second. Pimental led from start to finish followed by MacCall, Nehm, Fabini, and Andre Wahrlich with crew Ivo Wolf.

By the fourth race the winds had reached 22 knots steady, there were big waves and heavy rain. Hilton Piccolo and crew R. Oliveira of Brazil swapped the lead with Nehm, but Hehm held on at the finish, followed by Chris Schewe and crew Luis Ciaparro of Uruguay, Pacheco, and then Piccolo.

Heavy weather delayed the start of the fifth race, and then the Committee decided to postpone.

The sixth race was sailed the following day and by then the weather had taken another radical change, as it often does on the River Plate. The winds had died and there was a strong current. MacCall got another good start and led to the windward mark,

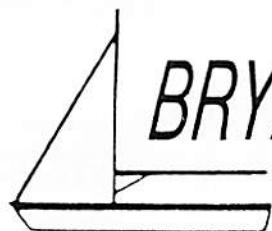
followed closely by the team of Esteban Dufour and H. Comas of Argentina, Wahrlich, Pablo Montes and crew I. Fernandez, and Marco A. Paradedda with crew Caio Vergo of Brazil. MacCall moved out to a quarter-mile lead on the reach, but on the last leg things went bad for him as the positions changed radically. Axel Rodger with crew J. Quiroga of Argentina took the win, followed by MacCall, Fabini, Relende, Dufour and Garra.

Races five and seven were scheduled for the final day. Conditions were sunny skies but the "Pampero," the famous strong wind from the southwest blew between the 30-40 knot range with huge broken waves. But the instruments showed that the wind was within the limits specified by regulations. It was a crazy idea to leave the sunny lawn by the club's gardens to sail in the choppy river and get the bones shaken.

MacCall led the fleet of nautical masochists, followed closely by Fernando Thode and crew G. da Silveira of Uruguay. Meanwhile Wahrlich, Longarella, Nehm and Parada tried to survive in the rear. It was a show of seamanship and boat handling skill to see the boats surfing the waves on the reach. In spite of several capsize the crews continued to sail. MacCall took



Lots of action in Mission Bay's Spring Regatta. (Terri Loverro photo)



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the victory followed by Thode, Nehm, Paradedda and Piccolo.

When the final race started the wind blew harder and the needles scraped the 22 knot mark. Gear failures and capsize in the previous race caused a substantial number of DNS, as boats and crews had been decimated. Only half of the fleet (19 boats) started the seventh race.

Paradedda made a good start and led the boats up the first leg followed by Nehm, Piccolo, Gustavo Oderich and crew R. Guaragna, Thode, Schewe, and Rodger. Nehm took the lead on the reach as MacCall played it conservative, seeking to hold his seventh and wrap up the title. Pimental capsized and lost his board. *Oh no, Chupador!* (Editor's comment!) Ostergren also went over in his old boat, 12298, with poor self-rescuing provisions and had to be towed back to the club.

Only 16 boats made it to the finish line, in the following order: Nahm, Piccolo, Rodger, Schewe, Wahrlich, Paradedda, MacCall and Thode.

It was a grand event, with the host Yacht Club Uruguayo doing a splendid job. Everyone went home with a big smile.



High winds swept the South American Championship. (Luis Carluccio photo)



Sanctioned Snipe Regattas

JULY 1-6, ITALIAN NATIONAL CHAMPIONSHIP. Circolo Nautico Chioggia, Calle S Croce 1221, 30015, Chioggia, Italy

JULY 6-9, FINNISH NATIONAL CHAMPIONSHIP, Pori, Finland. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

JULY 8-9, WINCHESTER INVITATIONAL. Art Rousmaniere, 45 Quail Run Tewksbury, MA 01876.

JULY 8-9, 39th ANNUAL MISSOURI VALLEY CHAMPIONSHIP. Kirk Smith, 8 Lakewood Villa, Council Bluffs, IA 51501.

JULY 8-9, MICHIGAN OPEN CHAMPIONSHIP. Jerry Lohmeyer, 1768 Roslyn Rd., Grosse Pointe, MI 48236.

JULY 8-11, SPANISH JUNIOR NATIONALS. F.V. Flores, SCIRA Spain. Fleet: Alicante.

JULY 12-18, SPANISH NATIONAL CHAMPIONSHIP. F.V. Flores, SCIRA Spain. Fleet: Alicante.

JULY 15, HOLM REGATTA. John Broughton, SCIRA UK

JULY 15-16, ONTARIO OPEN/CANADIAN OPEN, Oakville Harbor YC. Id Crook, 263 Sandwell Dr., Oakville, Ontario, Canada.

JULY 15-16, PACIFIC COAST CHAMPIONSHIPS. Tom Colligan, 426 10th Ave. E., Seattle, WA 98102.

JULY 16-21, U.K. NATIONALS. John Broughton, SCIRA UK

JULY 21, DISTRICT V JUNIOR CHAMPIONSHIP, Chataqua Lake YC. George Hock, 92 Wildmere Rd., Rochester, NY 14617.

JULY 22-23, NEW YORK STATE OPEN, Chataqua Lake YC. Henri Kutschke, RD 3, Sugar Grove, PA 16350.

JULY 22-23, OCEAN COMMOTION. Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801.

JULY 22-23, JUNIOR CHAMPIONSHIP DISTRICT I. Sarah Levinson, 74 Brainerd Rd., No. 21, Boston, MA 02134.

JULY 28-31, NORWEGIAN NATIONALS. Birger Jansen, Broveien 44, 1315 Nesoya, Norway.

JULY 28-30, ATLANTIC COASTS. Peter Schwarzenbach, 14 Merritt St., Marblehead, MA 01945.

JULY 29-30, MIKKELI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

AUGUST 5-6, NORTHEASTERN CHAMPIONSHIP, North Cape YC. Terry Timm, 214 W. Michigan Ave., Saline, MI 48176

AUGUST 12-13, LAKE ONTARIO OPEN, Newport YC. George Hock, 92 Wildmere Rd., Rochester, NY 14617.

AUGUST 12-13, GUNFLEET REGATTA. John Broughton, SCIRA UK

AUGUST 12-13, KOKKOLA REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

AUGUST 12-13, NEW ENGLAND CHAMPIONSHIP. Lt. Peter Schmit, 710 Craven St., Portsmouth, RI 02871.

AUGUST 19-20, 2nd ANNUAL BOSTON SNIPE CHAMPIONSHIP. Henry Filter, 10 Weston Ave., Unit 117, Quincy, MA 02169.

AUGUST 19-20, MIDWESTERN CHAMPIONSHIP. James Rix, 647 Fabrique, Wichita, KS 67218.

AUGUST 21-29, SCIRA WORLD CHAMPIONSHIP. Executive Committee of the 34th Snipe Class International Regatta, c/o Saga University, 1 Honjyo, Saga City, Japan. FAX: 81-952-24-4253.

AUGUST 26-27, PINE BEACH OPEN. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

AUGUST 26-27, BOARD OF GOVERNORS REGATTA. Shawn Sullivan, 474 Spring St., Naugatuck, CT 06770.

SEPTEMBER 2-3, SOUTH EAST CHAMPIONSHIP. John Broughton, SCIRA UK.

SEPTEMBER 9-10, PORI REGATTA. Roger Nylund, PO Box 169, Turku SF 20101, Finland.

SEPTEMBER 9-10, RONALD C. PRIME MEMORIAL. Sandra Czibik, 27 Poor Richards Dr., Bow, NH 03301.

SEPTEMBER 16-17, MYSTIC LAKE OPEN/CALL OF FALL. Sarah Levinson, 74 Brainerd Rd. No. 21, Boston, MA 02134.

SEPTEMBER 16-17, JOE RAMEL MEMORIAL REGATTA. Carl Chinnery, B-19, Lake Lotawana, MO 64063.

SEPTEMBER 16-17, COLUMBUS OPEN. Steve Callison, 330 W. Spring St., Columbus, OH 43215, (614) 221-2410.

SEPTEMBER 16-19, U.S. MASTERS CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

SEPTEMBER 20-23, NORTH AMERICAN CHAMPIONSHIP, San Diego, CA. Doug De Souza, 3918 La Cresta Dr., San Diego, CA 92107.

SEPTEMBER 23-24, NORTHWEST CHAMPIONSHIP. John Broughton, SCIRA UK

SEPTEMBER 23-24, OXFORD INCIDENT/ACCIDENT. Bob Hill, 9 Devon Ct., Fairfield, OH 45014

SEPTEMBER 23-24, LONG ISLAND OPEN/CALL OF FALL. Steve Shepstone, 12 The Drive, Sea Cliff, NY 11579.

SEPTEMBER 23-24, BATTLE OF ATLANTA. Martin Zonnenberg, 5404 Raintree Trace, Oakwood, GA 30566.

OCTOBER 7-8, CALL-OF-FALL, Lake Mohawk. Rich Pierpont, 485 Eastshore Trail, Sparta, NJ 07871.

OCTOBER 28-29, HALLOWEEN REGATTA, Atlanta YC. John Muhlhause, 3453 Winter Hill Dr., Marietta, GA 30062.

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Mission Bay YC, San Diego, California, April 24-25, 1989
(President's Division — Top 10 of 21 Boats)

Skipper/Crew	Club	Places	Points	Finish
Jeff Lenhart/Billy Hardesty	Mission Bay	1-1-1-6-2	10.25	1
Robin Gales/Nadine Franchek	Mission Bay	5-2-4-3-3	17	2
Craig Leweck/Lisa Manzer	Mission Bay	10-6-1-9-1	26.5	3
Keith Dodson/Claudia Dodson	Alamitos Bay	6-1-2-12-6	26.75	4
Eric Krebs/Stevie Lis	Mission Bay	4-6-3-5-11	29	5
Dave Chapin/Kathy Chapin	Island Bay	2-3-2-4-pms	32	6
Charlie Cummings/Tom Devlin	Alamitos Bay	7-4-4-13-4	32	7
Gregg Morton/Chris Reynolds	San Diego	5-7-10-1-3	35.75	8
Andy Barnes/Marsha Rohan	Mission Bay	3-2-8-16-9	38	9
Jerry Thompson/Mike Bartell	Alamitos Bay	14-5-6-7-10	42	10

Secretary of State's Division — Top 10 of 22 Boats

Wade Blomgren/Kathy Blomgren	Mission Bay	12-8-17-3-9	49	1
Steve Ross/Lisa Griffith	Mission Bay	16-17-9-4-6	52	2
Don Bedford/Ed Roseboom	Mission Bay	9-20-dns-1-4	53.75	3
Todd Fuller/Chuck Sinks	Alamitos Bay	11-15-14-12-2	54	4
Mark Butler/Karen Butler	Mission Bay	19-12-12-5-10	58	5
Sean Biehl/Jerelyn Biehl	Mission Bay	10-16-dnf-6-8	58	6
Ken Redler/Jill Redler	Mission Bay	16-14-6-16-7	59	7
George Walker/Brenda Martin	Mission Bay	12-13-13-17-5	60	8
Brian Peugh/Franchesca Chase	Mission Bay	18-5-20-15-3	61	9
Bob Bowden/Susan Bowden	Mission Bay	15-13-14-8-13	63	10

NINTH ANNUAL SOUTH AMERICAN CHAMPIONSHIP

Puerto del Buceo, Montevideo, Uruguay
(Top 10 of 39 Boats)

Skipper/Crew	Country	Finish
Juan MacCall/G. Martinez	Argentina	1
George Nehm/Henrique Bergallo	Brazil	2
Ricardo Fabini/Marcelo Alzona	Uruguay	3
Walter Relende/Marzio Diniz	Brazil	4
Guillermo Parada/Pablo Weber	Argentina	5
Ivan Pimental/Sergio Pimental	Brazil	6
Axel Rodger/Jorge Quiroga	Argentina	7
Hilton Piccolo/Renato Oliveira	Brazil	8
Fernando Thode/G. Da Silveira	Uruguay	9
Hevior Longarella/Hugo Longarella	Argentina	10

RIFF RAFF REGATTA

Fleet 433, Cowan Lake, Ohio, May 20-21, 1989
(Top 8 of 17 Boats — A Fleet)

Boat	Skipper/Crew	Club	Races	Points	Finish
25127	Chris & Dee Klotz	Pittsburgh	1-1-2-1	5	1
26747	Rob & Sandy Rowland	Cowan	5-2-1-3	11	2
27004	Jim Menzies/Amy Crossley	Cowan	2-9-3-4	18	3
24630	Mike Zalzal/Cheryl Zalzal	Cowan	3-5-14-6	28	4
25049	John Sepanski/Mark Aljets	Lake Carlyle	10-4-11-5	30	5
21465	Mac Jacob/Suzie Jacob	Cowan	11-3-12-7	33	6
22821	Tom Katterheinrich/Linda	Acton Lake	4-10-5-14	33	7
26164	David Smith/Michele Bolyard	Cowan	9-7-7-11	34	8

B Fleet — (Top 5 of 7 Boats)

26926	Alex Pline/Marika Mulligan	Lakewood	1-3-1-2	7	1
27444	Terry McSweeney/Lynn Bethell	Lakewood	2-1-2-3	8	2
27379	Bob Whitman/Bruce Kitchen	Cowan	4-2-4-1	11	3
27000	Mike & Joann Sullivan	Lake Carlyle	3-4-3-4	14	4
25728	Jamie Foreman/Karen McNeil	Cowan	5-7-7-5	24	5

der. \$3,500. Call Nick, (405) 272-1874 days, (405) 848-5924 evenings and weekends. (J)

VERWEY 22021. Yellow hull, white deck, excellent condition, ready to race. Custom trailer. \$2,100 OBO. Call Andy Fox in Orlando, FL, (407) 425-8059. (J)

FOX 25239. Blue/white hull, white deck, 382 lbs.,

very fast, supper fair bottom. Bryant mast, Shore sails, new trailer. Buy boat, see Disney World! \$3,500. Andy Fox, (407) 425-8059 evenings (J)

FAST McGO 25483. Brand new condition, ext. racing record. Many extras, 5 sails including two new mains, new jib. Covers, trailer, etc. \$4,100 OBO. Leonard Dolhert or Diana Healy, (301) 531-6349. Maryland.

SHIPE IN CLEVELAND SHOW

Members of the Chippewa, Portage Lakes, and Hoover fleets combined their time and effort with the financial support of Steve Sherman of McLaughlin Boat Works to exhibit a McLaughlin Snipe at the Cleveland Boat Show. The Snipe was entered with the promotion of the Class at all levels in mind.

We talked to the usual boat show crowd of new sailors, experienced sailors considering getting into a Snipe, and those who had built their last Snipe in their garage.

Interested visitors to the exhibit were asked to fill out information cards for further contact about crewing, boat purchase, or a demo sail, and these have been passed out to the appropriate fleet captains. Class pamphlets provided by Tom Payne and flyers on area fleets, used boats, and the new boat price list, were distributed as handouts.

The willing and cooperative response of the fleet captains and members of three



Three fleets cooperated in display of Snipe at the Cleveland show.

Ohio fleets was gratifying. The display was a productive example of mutual support between the fleets and the local builders, in which regard thanks also go out to Bill

Buckles of Mueller Boats for his days at the exhibit and solo takedown of the display at show's end.

Jeff Clark

North makes the best sailors.



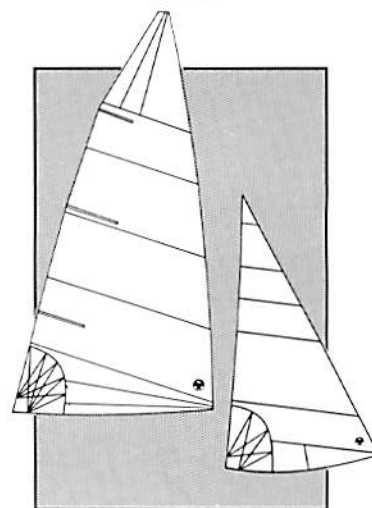
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FISHER FAST '89 RESULTS

- 1st - Kelly Trophy (Overall Nassau)
- 1st, 2nd - Gamblin Trophy (Nassau)
- 3rd - Bacardi (Nassau)
- 3rd, 4th, 5th - Clearwater (11 of top 18)
- 4th, 5th, 6th - Don Q (9 of top 16)

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